

Lichfield District Local Plan 2040

Proposed Submission Plan

January 2021

This Page is Intentionally Blank

Contents

1.	Introducing the Lichfield District Local Plan 2040	6
2.	Profile of the District.....	9
3.	Themes, Issues, vision and objectives	17
4.	Spatial Strategy	26
5.	Transport.....	39
6.	Infrastructure & Healthy Lifestyles	49
7.	Sustainable Development.....	71
8.	Housing	86
9.	Employment, Retail, Tourism & Economic Growth	101
10.	Natural Resources.....	110
11.	Built and Historic Environment.....	127
12.	Lichfield and Streethay	133
13.	Burntwood	142
14.	Larger Service Villages	146
15.	Smaller Service Villages.....	187
16.	Appendices.....	194
17.	Appendix A – Housing Trajectory.....	195
18.	Appendix B – Strategic Housing Allocation Concept Statements	196
19.	Appendix C - Monitoring Framework	211
20.	Appendix D - Schedule of Schedule of saved policies from the Local Plan Strategy and Local Plan Allocations.....	221
21.	Glossary.....	227

Foreword by the Leader of The Council

This Page is Intentionally Blank

1. Introducing the Lichfield District Local Plan 2040

- 1.1 The Lichfield District Local Plan 2040 is the key document that provides the framework to guide future development in the District of Lichfield. It sets out an ambitious vision and set of objectives, followed by a clear and focussed spatial strategy. It includes policies for managing development and infrastructure to meet the identified social, environmental, and economic challenges facing the area up to 2040 which will ensure that the Local Plan's vision is met.
- 1.2 Taken as whole, the Local Plan policies implement the vision and objectives, essentially setting out where development should take place, as well as identifying key areas that should be protected. Development will be guided by allocations for specific sites and by policies to be applied to planning applications. The Plan policies make clear the approaches to delivering housing, employment, retail, leisure, community uses and activities and infrastructure in the District as well as protection for the environment and facilitating biodiversity net gain and nature recovery networks. Areas are designated on the Policies Map where development will be resisted or where particular matters need to be considered, such as the Green Belt, or ecological designations
- 1.3 The Lichfield District Local Plan 2040 replaces all previous Local Plan documents that Lichfield District Council has adopted (the Local Plan Strategy (2015) and Local Plan Allocations (2019)), and contains a schedule of policies that remain saved from the previous plans, along with Supplementary Planning Documents. The Plan also sets out strategic policies which guide the development of Neighbourhood Plans. Existing Neighbourhood Plans which were made before the publication of this document remain part of the Development Plan, but will require updating if they do not accord with the strategic policies contained within this local plan. Where there is conflict between plans then the most recently adopted plan will take precedence.
- 1.4 A Monitoring Framework is set out within **Appendix C** of this Plan. Monitoring allows the Council to check annually what progress is being made in achieving the objectives of the Plan.
- 1.5 Throughout the preparation of the Local Plan, the Council has engaged with partner organisations, such as statutory consultees, and other relevant Local Authorities under the Duty to Cooperate (DtC). The DtC is a requirement of the Localism Act 2011 and the National Planning Policy Framework (NPPF). Its aim is to ensure that Local Planning Authorities (LPAs) engage constructively, actively and on an ongoing basis throughout the preparation of a Local Plan, so that strategic cross boundary matters are dealt with effectively in individual Local Plans.

- 1.6 The Proposed Submission Plan represents what the council considers to be the final version of this Plan, in accordance with Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended).
- 1.7 The publication of the Plan allows interested parties to comment on the Plan and supporting information before it is submitted to the Secretary of State. After these responses are received, they are sent, along with the Plan and the evidence base to the Secretary of State. The examination in public which follows, allows for evidence to be considered on legal compliance, compliance with the Duty to Co-operate, and the four tests of soundness - namely whether the Plan is positively prepared, justified, effective and consistent with national policy.

Preparation of the Local Plan 2040

- 1.8 The review of the Lichfield District Local Plan began in 2018 and has included the following stages of plan preparation:
- Scope issues and options – this was the first stage of the process and set out the scope of the local plan review and presented its key issues along with a number of options;
 - Preferred options and policy directions – this document set out potential spatial options for the district and the broad preferred approach to the managing development;
 - Preferred options – this document set out the spatial strategy including proposed strategic sites and a number of policies for the management of development.
 - Proposed Submission Plan – this document represents the council’s settled view of the contents of the Lichfield District Local Plan 2040, published for consultation prior to submission and examination in public.
- 1.9 The Local Plan 2040 is based upon a comprehensive and robust evidence base. Specialist and technical assessments have been prepared and inform and justify the policies and proposals within this plan. All of this evidence base can be viewed via the District Council’s website at: www.lichfielddc.gov.uk/evidence. This extensive evidence base is publicly available and can also be used to inform neighbourhood plans.
- 1.10 The District Council has undertaken Sustainability Appraisal (SA) and Habitat Regulations Assessment (HRA) to evaluate the sustainability of the policies and

proposals within this local plan. Confirm the key findings of the full SA when it comes in

Other plans and strategies Also reference LDC ED Strategy, Housing Strategy, transport strategies etc....

- 1.11 This local plan has been prepared in accordance with the National Planning Policy Framework (NPPF) which was revised in 2019 and its associated Planning Practice Guidance (PPG). The NPPF sets out the national approach to planning in England and emphasises the role of sustainability in guiding plans and policies, setting out three dimensions to sustainable development; economic, social and environmental.
- 1.12 Lichfield District is a member of two Local Enterprise Partnerships (LEPs). The Stoke on Trent and Staffordshire LEP and the Greater Birmingham and Solihull LEP. Both LEPs have produced their respective economic plans which are relevant to Lichfield District.

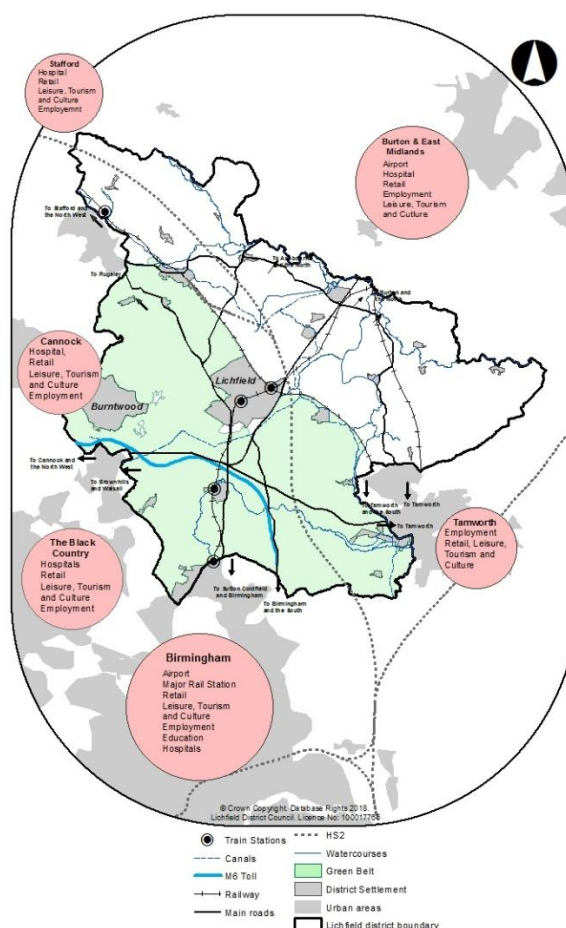
Local Plan Documents and How to Read this Document

- 1.13 The Local Plan should be read as a whole. Development Proposals will be judged against all relevant policies.
- 1.14 The Local Plan contains both Strategic and Local Policies. Both of these policy types are of equal importance in decision making.
- 1.15 Strategic policies are those that cover the chapter area as a whole, are relevant to cross boundary issues and are essential to delivering the overarching strategy of the Plan. Neighbourhood plans should accord with these policies in their preparation.
- 1.16 Local Policies are normally focussed on development management issues relevant to specific types of development proposals.

2. Profile of the District

- 2.1 To help us plan for the future, we need a clear understanding of the current characteristics of Lichfield district, and the issues and opportunities that these present. This section provides a detail the key spatial characteristics of the district.¹
- 2.2 Lichfield district is located in south-east Staffordshire abutting the West Midlands conurbation and covers an area of 33,130 hectares with a population of 103,100. The district has two main settlements Lichfield city and Burntwood, each with a population of around 30,000 as well as many villages set within a varied and attractive rural area. Parts of the district also adjoin larger urban settlements in neighbouring areas.

Figure 1 – Lichfield District



Population

The main sources for information in the Profile and Issues sections of the Plan are the: Housing and economic development needs assessment (2020), Lichfield Authority Monitoring Report 2020, Strategic growth study (2017), Settlement sustainability study (2020), Green belt review (2019/2020)

- 2.3 Given the location of Lichfield District and that it contains assets of great historic value, areas of Outstanding Natural Beauty, and attractive and tranquil places; it continues to be a popular place for people to live and work. It has long been a key destination for those wishing to commute to the West Midlands conurbation and other nearby towns. This has led to pressure for housing growth over and above the needs arising purely from within the district. The southern half of the district lies within the defined West Midlands Green Belt.
- 2.4 The demographics of different communities within the district vary considerably, however there are some general characteristics of the whole population that have a bearing on future needs and policy. The population of Lichfield has increased by 2,661 people (2.18%) since 2010, however, when compared with the West Midlands (3.4%) and Great Britain (4.6%) the population has grown at a much slower rate.
- 2.5 The district is characterised by a larger than average proportion of people aged over 65 and similarly a larger than average number of children under of the age of 15. The overall population for the district is projected to increase by 4% between 2015 and 2025 with a significant growth in people over the age of 65 (20%) and ages 85 and over (63%). This rate of increase is likely to be faster than the national average. The impacts of an ageing population are recognised as a national issue. The figures for Lichfield illustrating population ageing suggests that the movement into retirement and older age groups could be a more significant issue here than in many other areas of the country. [Latest Population and Age Structure Table](#)
- 2.6 The higher proportion of older people means there is a smaller working age population (16-64) within Lichfield district, decreasing at a faster rate (3%) than both the West Midlands and Great Britain since 2010. This is over double the rate in the West Midlands which decreased by only 1.3% and noticeably more than the figure for Great Britain which decreased by 1.6%.
- 2.7 In comparison with the West Midlands and England as a whole, there is a somewhat higher percentage of people of white British origin rather than those of other ethnicities, this is most apparent in the older population. [Latest Population by Ethnicity Table](#)

Housing

- 2.8 The district of Lichfield is seen as an attractive commuter area for Birmingham and the wider West Midlands conurbation and a desirable place to live, however the affordability of houses can be an issue. Average house prices across the district have increased at a similar rate to the West Midlands between 2009 and 2017. However, house prices across the district are higher than the average for the West Midlands.

The average house price costs £70,000 more in Lichfield than in the West Midlands.
Average House Prices Table

- 2.9 Lichfield district has an imbalance of housing types with high concentrations of larger, detached homes particularly in the rural areas and a lack of smaller properties, particularly two- and three-bedroom homes. There is a notable desire for smaller properties particularly within those areas which can support first time buyers as well as enabling people to stay in their communities and continue living independently as they downsize.
- 2.10 Lichfield forms part of the Greater Birmingham & Black Country housing market area (HMA) along with neighbouring authorities. Evidence published for the market area shows a significant unmet housing need. This shortfall will need to be addressed between the authorities which form the HMA. Whilst the final distribution of unmet need has not been determined there is an onus on local authorities to address need through the local plan process. Lichfield district is committed to engaging with its neighbours under the duty to cooperate to help to meet the needs within the housing market area.
- 2.11 This Plan uses the standard methodology for calculating local housing need as set out in the National Planning Policy Framework and its associated Planning Practice Guidance.

Health and Inequalities

- 2.12 Lichfield district is considered to be a relatively prosperous area in a regional and national context, ranking as low as 252 out of 326 local authorities for overall levels of deprivation in 2015. While it is generally true that this is an indication of overall prosperity and the health of communities, there are pockets of deprivation within the district and evidence that levels here are increasing. Notably, Chadsmead and Chasetown wards fall within 20% of most deprived areas nationally. **Latest Indices of Multiple Deprivation Table**
- 2.13 Overall life expectancy at birth continues to rise both locally and nationally. Lichfield district has a higher healthy life expectancy than the national average and this is within the top 30% nationally, although this conceals pockets where healthy life expectancy is considerably lower than the national average. **Latest Life Expectancy Table**
- 2.14 Within the district there is a high rate of obesity, which can be seen from an early age through to adulthood with two thirds of adults either obese or overweight. Amongst adults just over 50% meet the recommended levels of physical activity, whilst this is similar to the national figures access to opportunities to increase physical activity for all ages of the population are key to improving health and well-being.

- 2.15 Lichfield district is perceived to be a safe place to live with rates of crime being lower than the countywide average. The average crime rate for the district is 45 crimes per 1,000 population which is lower than the average for Staffordshire at 48.3 per 1,000 population.

Transport

- 2.16 The district is well connected to the national transport network with the M6 toll, A38 (T), A5148 (T) and A5 (T) roads all passing through it. These routes are important nationally making our district attractive to employers and supporting economic growth in the key employment areas in Lichfield City, Burntwood and Fradley. In addition these routes also provide important local links as they connect our outlying settlements to the wider selection of services and products available within Lichfield city centre and Burntwood town centre, and neighbouring centres at Sutton Coldfield, Tamworth and Rugeley.
- 2.17 Lichfield district benefits from having four train stations; Lichfield City, Lichfield Trent Valley, Shenstone and Rugeley Trent Valley providing access to London via the west coast mainline and Birmingham via the Cross-City Line or Walsall via the Chase Line. Burntwood with its population of over 30,000 does not have direct access to the rail network along with many of the rural settlements.
- 2.18 Overall 75% of households within the district are within 350m of a half hourly or more frequent weekday service to public transport, however this conceals that some of the rural villages have very limited access to train and bus services. Settlements with poor or no transport provision include Drayton Bassett, Colton, Longdon, Upper Longdon, Hamstall Ridware and Hill Ridware. A significantly high number of Lichfield district's population use a car or van to travel to work, with 49.1% of residents commuting out of the district to work. [Latest Method of Travel to Work Table](#)

Education

- 2.19 There are forty-seven schools within the district, including six secondary schools and colleges. Staffordshire University also offers a range of courses from its campus in Lichfield. The percentage of students achieving 5 or more GCSEs at A* to C is 60.5% which is higher than the levels for both Staffordshire (54.7%) and England (53.5%). In terms of qualifications, Lichfield district has a lower proportion of working age population qualified to national vocational qualification Level 4 and above, when compared to the rest of the West Midlands and Great Britain. However, this could be explained by the higher than average older population.

Economy and Employment

- 2.20 Lichfield district has a large portfolio of employment sites primarily within Lichfield city, Fradley, Burntwood, Fazeley, Armitage and Shenstone. The district also has significantly fewer residents out of work and claiming benefits than the national average.
- 2.21 The nature of employment in the district has changed significantly over time with the decline of traditional engineering industries and, in recent years, an increase in digital communications. The provision of superfast broadband is now a vital component of infrastructure as it enables increased levels of mobile working and home working.
- 2.22 The district's primary employment sector is 'wholesale and retail trade', followed by 'accommodation and food services'. Employment in both of these sectors is more than the national and regional average. Whilst the service sector is the largest employer in the district most of the district's residents are employed in the professional, scientific or technical industrial sector and travel beyond the district to access higher salaried jobs elsewhere. This is reflected in the weekly earnings for our residents which are higher than both the regional and national figures. However weekly earnings by workplace within the district are lower than the national figures. **Latest Average Earnings Lichfield, West Midlands, Great Britain**
- 2.23 Tourism is a significant part of the local economy particularly based on the heritage, character and environment of the area, with Lichfield city being a particular focal point. There are a number of important attractions within the district, including Lichfield Cathedral, Chasewater Country Park, Drayton Manor Theme Park and the National Memorial Arboretum. The tourism sector within the district is forecast to grow between 2018 and 2040, as set out in the Economic Impact of Tourism 2019 study, although the length and impact of the pandemic on this sector will need to be considered in the coming years.
- 2.24 Lichfield city centre also serves as the administrative centre for the district and has the largest shopping provision, supporting a wider catchment than just the local population. As with all centres both Lichfield City and Burntwood face challenges in attracting investment and reducing their vacancy rates, this is a result of a number of factors including the growth of internet shopping. Both centres do have investment opportunities which will assist in addressing the challenges facing town and city centres over the plan period.

Historic Environment

- 2.25 The district has over 750 listed buildings, twelve of which are grade I listed and a further sixty-three are grade II*. In addition to the many listed and locally listed structures and buildings there are other assets including scheduled monuments, the former Roman settlement at Wall and the National Memorial Arboretum.

Hammerwich parish is also the location where the Anglo-Saxon Staffordshire hoard was discovered in 2009. These heritage assets are of great importance as they contribute to the distinctive character of Lichfield and its visitor economy.

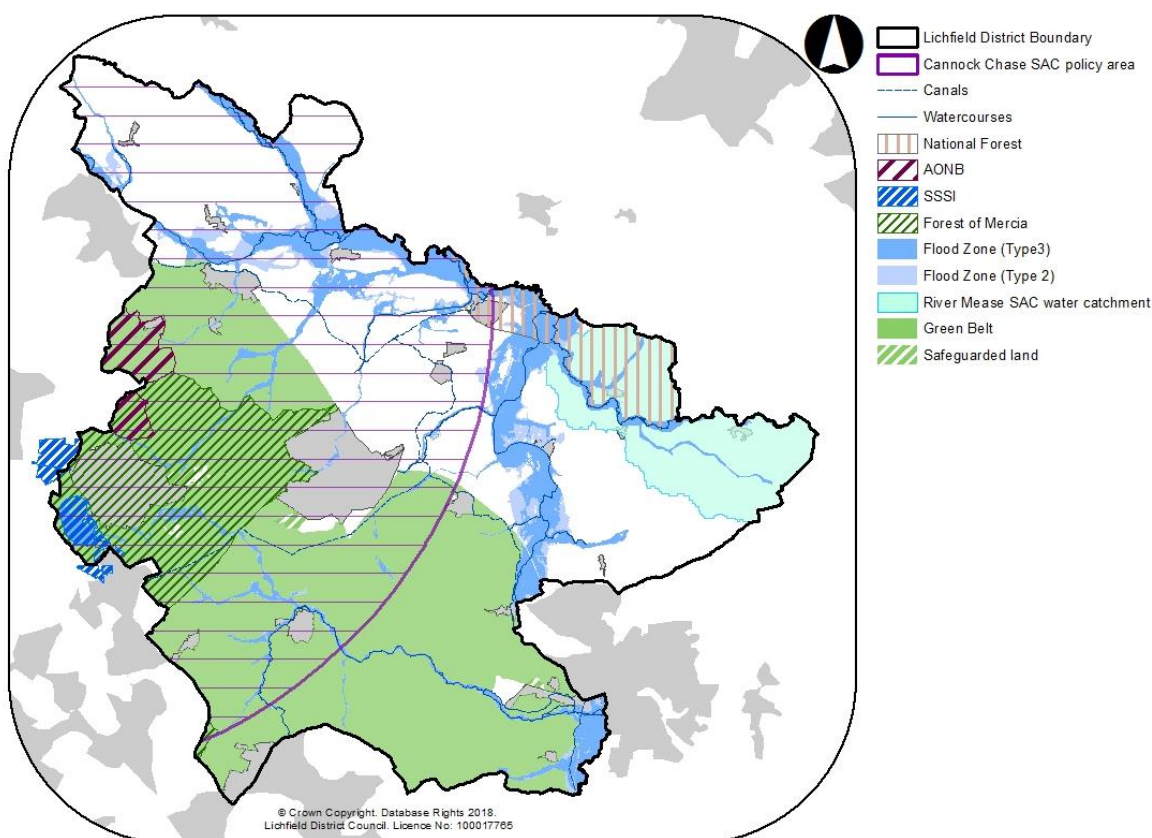
- 2.26 There are twenty-one designated conservation areas across the district. A large part of Lichfield city is designated as a conservation area with Lichfield Cathedral at its centre. The cathedral spires (often called the ladies of the vale) are visible from many points in the wider rural landscape and the city centre's medieval street pattern and many listed buildings provide an attractive built environment.
- 2.27 Burntwood is the second largest settlement within the district and formed as a consequence of more recent growth of smaller individual settlements from significant residential growth between the 1960s and 1990s. Its history and development is linked to coal mining and other industries, providing coal and water from the reservoir at Chasewater to the canal network which helped support the industrial revolution in Birmingham.
- 2.28 The canal network throughout Lichfield is extensive, with the Trent and Mersey Canal passing through Armitage, Kings Bromley, Alrewas, Fradley, Lichfield and the Coventry Canal joining the T&M Canal at Fazeley all of which now provide opportunities for recreation. The canal network incorporates both designated and non-designated heritage assets. A longstanding project to reopen a further section of the Lichfield canal which will link Lichfield to Burntwood is being undertaken by the Lichfield & Hatherton Canals Restoration Trust.

Landscape and Ecology

- 2.29 The landscape of the district provides a rich tapestry complementing its settlement pattern. The landscape reflects the human activity of the area throughout the bronze age, Roman occupations, and the Anglo-Saxon period with many sites recorded in the Domesday Book. The evolution of settlements, ecclesiastical and cultural expansion along with agricultural and industrial development has continued from the 11th Century to today.
- 2.30 Mineral deposits continue to shape the landscape with extraction sites being worked across the district and further sites being safeguarded to the west of Alrewas within the adopted county minerals plan. The deposits follow the two main rivers that flow through the district, the River Trent and the River Tame. Both rivers carry large volumes of water and have wide floodplains. Most of the floodplains comprise agricultural land however the built up area of Fazeley is particularly prone to flood events. Large scale restoration of the mineral sites provides opportunities for recreation and landscape enhancement through the Central Rivers Initiative, National Forest and the expansion of the National Memorial Arboretum which itself is built upon a former mineral site.

- 2.31 The River Mease flows into the River Trent and supports a variety of species and habitats of European significance. The River Mease has national and European level protection, designated as a Special Area of Conservation and Site of Special Scientific Interest. Parts of Cannock Chase also have the same level of protection. A part of Cannock Chase which lies within Lichfield district, around Gentleshaw Common, is designated for its landscape quality and is recognised as of national importance as an Area of Outstanding Natural Beauty. Elsewhere in the district there are a variety of wildlife rich habitats which are protected including further Sites of Special Scientific Interest, ancient woodlands, veteran trees and locally recognised sites of biological importance.
- 2.32 The south-eastern part of the district falls within the defined West Midlands Green Belt and is therefore subject to planning policy which restricts development except in exceptional circumstances. The district partially lies within Cannock Chase Special Area of Conservation zone of influence, River Mease Special Area of Conservation water catchment area and the National Forest.

Figure 2: District environment



Climate, Energy and Waste

2.33 Air quality is a prevalent issue within the district. There are two Air Quality Management Areas (AQMA) in the district, one located at Muckley Corner on the route of the A5 and the other on the A38 between Wall island and Alrewas. Both AQMA's are identified because of the poor air quality related to the high volumes of traffic on these roads. In relation to climate change and waste it should be noted that energy consumption in the district has decreased over the last 10 years at a faster rate than the national average. The average consumption of gas and electricity within the district is in line with the rest of the country.

3. Themes, Issues, vision and objectives

Strategic Themes

- 3.1 The council's strategic plan 2020 - 2024 has identified three strategic themes which will guide how the authority undertakes its business. The relevant objectives of that document for the Local Plan are:

Enabling people:

- i. To help themselves and others
- ii. To collaborate and engage with us
- iii. To live healthy and active lives
- iv. Shaping place
- v. To keep it clean, green and safe
- vi. To preserve the characteristics
- vii. To ensure sustainability and infrastructure needs are balanced
- viii. Developing prosperity
- ix. To encourage economic growth
- x. To enhance the district for all
- xi. To invest in the future

Key Issues

- 3.2 Through consultation on the Lichfield District Local Plan 2040 and work with elected representatives and stakeholders, fifteen key issues facing the district have been identified. The Objectives and Policies in this Plan seek to improve outcomes for each of these.

3.3 Key Issues for Lichfield District

- Meeting the strategic housing and employment requirements for our district, including assisting in meeting needs from within the wider Greater Birmingham and the Black Country housing market area.
- Addressing the lack of affordable housing, and also housing that meets specialist needs including for older persons, people wishing to build their own home (self and custom builders) and provision for gypsies and travellers.
- Ensuring the delivery of market and affordable homes to meet identified needs.

- Facilitating a wider range of employment opportunities within our district.
- Responding to the changing demographics within our district.
- Addressing pockets of deprivation which exist within our district.
- Making our district a more attractive and desirable place for business and enterprise to locate and invest.
- Reducing the number of people commuting outside of our district.
- Reducing the number of people using a car to travel to work.
- Providing a wider choice of transport means to bring more sustainable patterns of transport.
- Ensuring our district is a safe place to live and work.
- Protecting our historic environment and assets.
- Promoting active and healthy lifestyles for people living and working within our district.
- Protecting and promoting our natural environment.
- Tackling the causes and effects of climate change.

3.4 A number of communities within the District have identified key issues and objectives which they are seeking to address. These locally specific issues can be best addressed through neighbourhood plans which will work alongside the policies and proposals within this local plan.

3.5 There are settlement specific issues which have been identified through the emerging plan process:

3.6 Lichfield city issues

- Protection of the character of the city from large scale development pressures

- Lichfield city is a popular destination for day visitors but there is a desire to encourage more overnight and longer stays
- Delivery of strategic development within and adjacent to the city has been slower than anticipated
- Limited supply of sites for development within the existing urban area including brownfield sites
- Existing social infrastructure including health provision and secondary school provision will need to grow if the City is to expand
- Nature, Scale and Direction of future growth of the City needs to be considered carefully and well planned
- Transport, movement and accessibility all need to be taken into account

3.7 Burntwood Issues

- Need for better town centre facilities to serve its resident communities
- Demand for a town wide Area Action Plan to address planning issues around existing brownfield sites, and limited retail provision
- Existing social infrastructure including health provision requires improvement
- Limited supply of sites for development within the existing urban area including brownfield sites, seeking to make best use of what remains
- Significant environmental constraints in close proximity to the town, including Sites of Special Scientific Interest, Area of Outstanding Natural Beauty and Special Areas of Conservation which need to be safeguarded
- Nature, Scale and Direction of future growth of the town needs to be considered carefully and well planned
- Transport, movement and accessibility all need to be considered

3.8 Rural Issues

- Declining number of services and facilities in some of our villages, such as shops, post offices, doctors, village halls, public houses and access to public transport
- Many areas are not well served by public transport which restricts access to services and facilities located in nearby settlements or beyond
- Limited supply of sites for development within the existing urban area including brownfield sites
- Limited supply of sites for necessary development
- Scale of development that would remain sustainable needs to be considered
- Affordability issues are greater in many rural areas with limited housing supply and higher housing prices, there is also a limited supply of affordable homes
- Transport, movement and accessibility all need to be considered

3.9 Lichfield district has a number of Neighbourhood Plans at different stages of preparation including those which are 'made' as part of the development plan for the district and some which are still being prepared. Neighbourhood Plans have been developed and used by communities to identify and begin to address the local issues which affect them. Those Neighbourhood Plans which were made prior to the adoption of the Local Plan 2040 will need to be reviewed by the relevant Parishes to ensure that they are still in accordance with the Strategic Policies in this Plan.

Vision

- 3.10 The vision for our district has been developed and informed by the stages of consultation preceding the Proposed Submission Plan, it responds to the key issues which have been identified in the preceding chapters of this document.
- 3.11 The Local Plan vision reflects the Council's vision contained in the Lichfield District Council 2020 - 2024 Strategic Plan which is 'to be a strong, flexible council that delivers good value, quality services and helps to support a vibrant and prosperous economy, healthy and safe communities and clean, green welcoming places to live'.
- 3.12 The vision for the district is designed to be broad and strategic, addressing key issues which have been identified and are applicable to the district as a whole. Area specific visions have also been developed to ensure that more localised and specific matters are recognised and addressed in the settlement chapters towards the end of this plan. A number of our communities have also outlined their vision for their area through the neighbourhood plan process.

Vision for Our District

In 2040, residents of our district will continue to be proud of their communities. They will experience a strong sense of local identity, of safety and of belonging. Our communities will take pride in our district's history and culture, its well cared for built and natural environment, its commitment to addressing issues of climate change, and the range of facilities our district has to offer.

People in Lichfield will live in healthy and safe communities which provide opportunities for people to be active and healthy and to avoid social isolation and loneliness. Our residents will be able to access quality homes which meet their needs, local employment, facilities and services all of which provide communities with clean, green and welcoming places.

Our residents will have access to education provision which provides the skills and training to suit their aspirations and personal circumstances.

Those visiting the district will experience the opportunities and assets which our residents take pride in. Visitors to our district will be encouraged to stay for longer and wish to return and promote the area to others.

The need to travel by car will be reduced through improvements to public transport, walkways, cycle routes and the canal network.

Growth in our district will focus on enhancing the sustainability of our villages, delivering key infrastructure requirements to enable these communities to become cohesive, inclusive and healthy places where historic assets are enhanced and make a positive contribution to local character and distinctiveness.

Our existing largest sustainable settlements will continue to play the most significant role in enabling our district to grow, particularly until 2040. This will enhance the potential for sustainable commuting and footfall for retail and services in the City. In the longer term, beyond this plan period, a new settlement may play a part in providing for the growth of our district, creating a community that will be a place where families will aspire to live.

Development, wherever it occurs in our district, will provide the right type of infrastructure to address improvements to education, skills, training, health and incomes, leading to reduced levels of deprivation.

The district's natural environment and varied landscapes will be conserved and enhanced. Locally important green spaces and corridors will meet recreational and health needs. Sustainable development will help protect the biodiversity, cultural and amenity value of the countryside and will minimise use of scarce natural and historic resources, contributing to mitigating and adapting to the effects of climate change.

Objectives

- 3.13 The following strategic objectives and priorities outline what will need to be achieved to deliver the proposed vision and to address the key issues which have been identified. These objectives and priorities underpin the spatial strategy, policies and proposals. They were developed through consultation on the emerging plan and through detailed consideration of the evidence base. The objectives are not listed in order of priority. Throughout this plan, these are referred to as SO1, 2, 3 etc.

Strategic objective 1: Sustainable communities

Development will be directed principally towards creating a sustainable urban extension for Lichfield City. This will ensure that the existing infrastructure of the City can be utilised and reinforced and that the majority of new development allocated within this plan will be near to a rail hub ensuring that commuting by a range of sustainable means will be achievable.

An Area Action Plan (AAP) will be prepared for Burntwood, to maximise the potential for joined up retail and town centre development. Development potential for the settlement will be addressed in that document, with the Local Plan allocating safeguarded land to allow the settlement to grow in the longer term beyond the plan period, should the safeguarded land be required.

Development will follow the settlement hierarchy, with smaller allocations being made as urban extensions to larger service villages to ensure they can continue to grow and deliver local needs.

This will ensure that the development of new homes, employment, commercial development and other facilities will contribute to the creation of balanced and sustainable communities by being focused on appropriate settlements, maximising the use of existing infrastructure and reducing the necessity of car use wherever possible.

This strategy will produce benefits in increasing the sustainability of development, allocating the majority of need in non-greenbelt locations, and ensuring new communities are well associated with existing settlements and services.

Strategic objective 2: Rural communities: Development in smaller service villages, smaller rural villages and our wider rural areas

Rural communities will continue to grow through small scale incremental development where this is in accordance with the development plan, including relevant neighbourhood plans.

Strategic objective 3: Climate change

Development should meet the needs of Lichfield District's communities whilst minimising its impact on the environment and mitigating and adapting to the effects of climate change.

Strategic objective 4: Infrastructure

To deliver appropriate infrastructure, through partnership working and contributions from new development. To meet the need for increased infrastructure necessary to support new and existing communities; including assisting in the goal of community regeneration and infrastructure and service improvement where required.

Strategic objective 5: Sustainable transport

New development and regeneration of existing development should reduce the need for people to travel by directing growth towards the most sustainable locations. Over the period of the plan new growth should always seek to increase the opportunities for travel using sustainable forms of transport including securing improvements to public transport, walking and cycling infrastructure. New development should integrate well with existing settlements and not create dislocated or isolated new communities dependent on the car.

Strategic objective 6: Meeting housing need

Throughout the plan period new development proposals and decisions should seek to create an appropriate mix of market, specialist and affordable homes that are well designed and meet the needs of our existing and new residents.

Strategic objective 7: Economic prosperity

To promote economic prosperity for the district, and its residents, decisions, plans, policies and programmes should actively support measures which enable the local economy to thrive and adapt to changing economic circumstances and make the most of newly arising economic opportunities.

Strategic objective 8: Employment opportunities

The local plan, and planning decisions should encourage employment opportunities within the district wherever this is sustainable and in accordance with the plan as a whole. They should encourage development of new enterprise and support the diversification of existing businesses to meet the identified needs and aspirations of the community.

Strategic objective 9: Our centres

Over the plan period, the local plan and planning decisions will seek to continue to help our city centre thrive, serving Lichfield City and beyond. Through the mechanism of a proposed Area Action Plan we will seek an enlarged and improved town centre for Burntwood which meets the community's needs and aspirations. Across the district decisions, plans, policies and programmes should encourage a

vibrant network of centres to develop and keep on developing, that serve to stimulate economic activity and provide for the needs of local communities.

Strategic objective 10: Visitor economy

The local plan and planning decisions will seek to increase the attraction of the district as a tourist destination through supporting and promoting the growth of existing tourist facilities and attractions. Part of the delivery of this objective will be the provision of a greater variety of accommodation for visitors, the development of new attractions which are appropriate in scale and character to their locations and the enhancement of our existing attractions.

Strategic objective 11: Healthy and safe lifestyles

Planning decisions, plans, policies and programmes across the plan period should seek to create environments that promote and support healthy choices and enable our residents to live longer, have a better quality of life and feel safer and more secure. Part of delivering this will be: improving the quality and availability of open space, outdoor and indoor leisure and cultural facilities, providing active travel opportunities well linked to existing facilities, and wherever possible designing out crime and the fear of crime including the potential for antisocial behaviour.

Strategic objective 12: Countryside character

Planning policies and decisions should give great weight to protecting and enhancing the quality and character of the countryside. Development which takes place must address rural development needs and contribute positively to local character through enhancements to the environment and preserving the openness of the Green Belt.

Strategic objective 13: Natural resources

All decision making should seek to protect, enhance and expand the quality and diversity of the natural environment within and outside of our urban areas and help realise the positive contributions which can be made to address climate change.

Strategic objective 14: Built environment

Throughout the plan period and beyond, the district's historic environment and local distinctiveness will be preserved and enhanced. Plans and decisions will ensure an appropriate balance between built development and open space, protecting the character of residential areas, protecting existing open spaces and improving accessibility to open spaces.

Strategic objective 15: High quality development

All planning decisions and documents will reflect that high-quality design in new proposals, and in the redesign or alterations to existing buildings and landscapes is essential to retain the character and attractiveness of the district. Planners will work with developers to ensure that design standards are retained and raised, and poor-quality design will not be approved.

4. Spatial Strategy

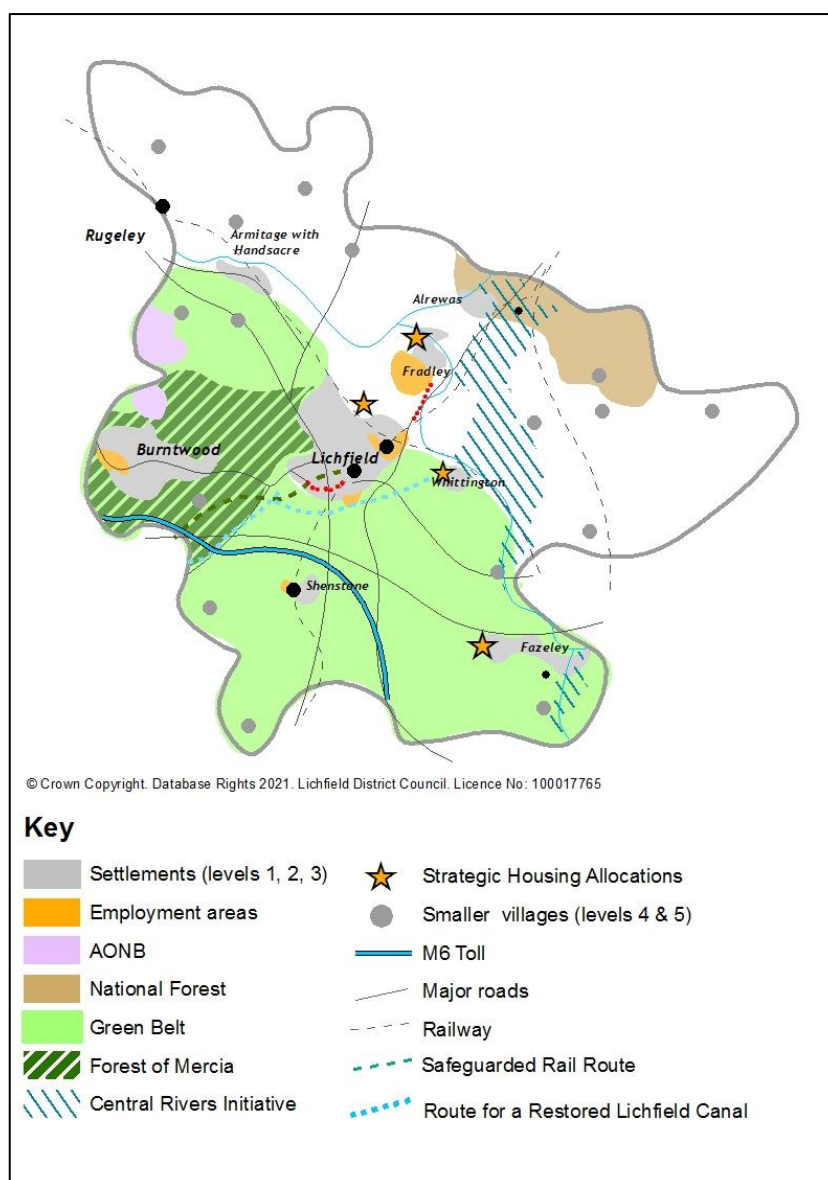
Introduction

- 4.1 The spatial strategy sets out the Council's overall approach toward providing for new homes, jobs, infrastructure and community facilities within the district over the plan period and thus outlines the broad approach that will be followed towards managing development and change to 2040.
- 4.2 The chosen spatial strategy is consistent with the vision for the district and will assist in delivering the overall vision and strategic objectives of the plan.
- 4.3 The spatial strategy directs development to specific locations. This strategy directs the largest strategic allocations to the areas of greatest infrastructure and sustainable travel potential, following the settlement hierarchy, as illustrated by the key diagram. The strategy will ensure that throughout the plan period development will make use of, safeguard and improve existing services and facilities and provide opportunities to improve services and facilities by creating hubs of new growth in sustainable locations.
- 4.4 The spatial strategy for employment aims to promote greater opportunities for high value employment within the District, including higher wage opportunities in growth sectors related to business, education and research. This will seek to reduce out-commuting and provide opportunities to attract and retain high earners working in the district.
- 4.5 The strategy will seek to provide a balanced portfolio of employment land to accommodate a range of employment opportunities. The employment strategy is set out in the employment chapter of the plan. Existing employment areas will be retained, where appropriate, to maintain a suitable mix of employment opportunities across the district and support for investment and redevelopment of older, well located existing employment sites.
- 4.6 Lichfield city centre and Burntwood town centre will be the focus for new and improved retail and commercial development. In accordance with the hierarchy Lichfield city centre will continue to be protected and strengthened as our strategic centre and proposals to enhance Burntwood town centre to meet local needs will be supported and encouraged. The retail policies in the plan are saved from the previously adopted development plan, and will be reviewed as part of a district wide retail review to accompany the Burntwood Area Action Plan.
- 4.7 Development will be co-ordinated with and supported by the plan's transport strategy. This is set out in the Transport Chapter of this Plan. To support sustainable

lifestyles and help address climate change, existing active travel, public transport and road transport infrastructure will be protected through resisting development that would cause significant adverse impacts.

- 4.8 Land required for proposed infrastructure improvements will be safeguarded. Rail travel will be enhanced through environmental and infrastructure improvements at Lichfield City and Trent Valley stations.
- 4.9 Proposals for enhancements to other rail stations within the district will be supported, especially the creation of new railway stations or rail hubs to assist with the long-term creation of new settlements. To assist in sustainable transport improvements in the longer term, the rail route between Lichfield and Walsall (via Brownhills) will be safeguarded.
- 4.10 The districts significant high quality natural and built environment and key tourism assets will be protected and enhanced in their own right. This is vital to the distinctiveness and character of the district, providing opportunities for increased biodiversity, recreation, tourism, inward investment, improved health and well-being and sense of local identity. Significant assets include conservation areas, Lichfield Cathedral, Cannock Chase Area of Outstanding Natural Beauty and Special Area of Conservation, Chasewater Country Park, The National Forest and the Forest of Mercia, the National memorial Arboretum, Drayton Manor Theme Park, the Central Rivers area and the green infrastructure corridor which forms the line of the route for a restored Lichfield Canal.
- 4.11 The quality of life, health and well-being of the district's residents, workers and visitors will be protected and enhanced. This will be achieved through maintaining, enhancing, connecting and expanding green infrastructure including ecological networks, open spaces and recreation sites and utilising new development to facilitate this. Support will be given to the improvement of existing leisure facilities and the delivery of a new leisure centre to service Lichfield City and those communities who wish to access such provision.
- 4.12 The important role of the Green Belt will be recognised and protected, with the majority of new development being channelled to existing urban areas and to the north of Lichfield City. Opportunities to enhance the beneficial use of the Green belt will be supported in line with the National Planning Policy Framework.
- 4.13 These policy requirements are set out in their respective chapters in the plan, which should be read as a whole.

Map 1: District key diagram



4.14 Strategic Policy 1 (SP1) - The Spatial Strategy

During the plan period to 2040, the council will contribute to the achievement of sustainable development in delivering its housing and employment land requirements, infrastructure and community facilities.

The council will support development which accords with its ambitions for growth and support communities taking forward neighbourhood plans and allocating sites to address local housing need.

The efficient use of land and reuse of previously developed land will remain a key priority for the district with development proposals being expected to meet this priority.

Proposals will promote sustainability by minimising and/or mitigating pressure on the natural, built and historic environment, natural resources, utilities and infrastructure and areas at risk of flooding whilst also mitigating and adapting to climate change.

In the districts existing communities and settlements, appropriate proposals which contribute to their improved sustainability, cohesion and community well-being will be supported. This includes taking account of neighbourhood plans which have been produced by local communities where these have been prepared using clear and robust evidence and are in broad conformity with the local plan.

Across the district, growth will be directed towards sustainable locations broadly in accordance with the settlement hierarchy (Table X.1) and as illustrated on the key diagram (Map 1)

By 2040 a minimum of 9,727 dwellings will be planned for. This consists of 7,622 to meet our local housing need and 2,665 homes towards meeting the unmet housing needs arising from the Greater Birmingham and Black Country housing market area (GBBCHMA).

The council will direct the majority of future development, including new homes to the following locations and will continue to work with partners to deliver the infrastructure and facilities required to support the growth of:

- **Lichfield city centre and urban area**
- **Land north-east of Lichfield strategic housing allocation (SHA1)**

- **Burntwood town centre and urban area²**
- **Within the boundaries of Larger service villages of Armitage with Handsacre; Fazeley, Mile Oak & Bonehill; Fradley; Shenstone and Whittington and including the following strategic housing allocations;**
 - **Land west of Fazeley strategic housing allocation (SHA2)**
 - **Land off Hay End Lane, Fradley strategic housing allocation (SHA3)**
 - **Land off Huddlesford Lane, Whittington strategic housing allocation (SHA4)**
- **Within the village settlement boundaries of the remaining larger villages and smaller rural villages**
- **Development in smaller service villages, smaller rural villages and our wider rural areas: Development in these locations should be to meet local needs, and be proportionate to the existing size and scale of the settlement. Locations served by existing infrastructure and sustainable transport should be prioritised where development in rural communities is being considered.**

The spatial strategy for employment aims to promote greater opportunities for high value employment within the District, including higher wage opportunities in growth sectors related to business, education and research. This will seek to reduce out-commuting and provide opportunities to attract and retain high earners working in the district. Part of the strategy will be to provide a balanced portfolio of employment land to accommodate a range of employment opportunities. Existing employment areas will be retained, where appropriate, to

² Burntwood will be the subject of a detailed Area Action Plan, to commence preparation after the adoption of the 2040 Lichfield Local Plan.

maintain a suitable distribution of employment opportunity across the district and support for investment and redevelopment of older, well located existing employment sites.

Lichfield city centre and Burntwood town centre will be the focus for new and improved retail and commercial development. In accordance with the hierarchy Lichfield city centre will continue to be protected and strengthened as our strategic centre and proposals to enhance Burntwood town centre to meet local needs will be supported and encouraged.

Development will be co-ordinated with and supported by an appropriate transport strategy to support sustainable lifestyles and help address climate change. Existing active travel, public transport and road transport infrastructure will be protected through resisting development that would cause significant adverse impacts. Land required for proposed infrastructure improvements will be safeguarded. Rail travel will be enhanced through environmental and infrastructure improvements at Lichfield City and Trent Valley stations. Proposals for enhancements to other rail stations, or new railway stations within the district will be supported. To assist in sustainable transport improvements in the longer term, the rail route between Lichfield and Walsall (via Brownhills) will be safeguarded.

The districts significant high quality natural and built environment and key tourism assets will be protected and enhanced in their own right. This is vital to the distinctiveness and character of the district, providing opportunities for increased biodiversity, recreation, tourism, inward investment, improved health and well-being and sense of local identity.

Significant assets include conservation areas, Lichfield Cathedral, Cannock Chase Area of Outstanding Natural Beauty and Special Area of Conservation, Chasewater Country Park, The National Forest and the Forest of Mercia, the National memorial Arboretum, Drayton Manor Theme Park, the Central Rivers area and the green infrastructure corridor which forms the line of the route for a restored Lichfield Canal.

The important role of the Green Belt will be recognised and protected, with the majority of new development being channelled to existing urban areas and to the north of Lichfield City. Opportunities to enhance the

beneficial use of the Green belt will be supported in line with the National Planning Policy Framework.

Changes to the Green Belt will be made around Fazeley and Whittington to meet strategic development needs. Areas of Safeguarded land will be identified at Burntwood, Lichfield and Fazeley to ensure that the Green Belt boundary is capable of enduring beyond the current plan period.

Table X.1: Settlement hierarchy and approach to growth

Hierarchy	Settlements	Residential	Employment	Centres
Level 1 – Strategic centres	Lichfield City including Streethay	Approx. 55% of housing including: Land north east of Lichfield strategic housing allocation.	New development and redevelopment at identified existing employment locations.	Strategic centre with major growth/city centre uses.
Level 2 – Other main centres	Burntwood	Approx. 4% of housing.	New development and redevelopment at identified existing employment locations.	Town centre
East of Rugeley		Approx. 6% of housing.	Link to existing employment opportunities.	Retention and improvements of local services and facilities to meet local needs
North of Tamworth		Approx. 8% of housing.		
Level 3 – Larger service villages	Alrewas	Approx. 29% of housing including:		Retention and improvements of local services and facilities to meet local needs and those of smaller rural villages and our wider rural areas.
	Armitage with Handsacre			
	Fazeley, Mile Oak & Bonehill	Land west of Fazeley strategic housing allocation		
	Fradley			
	Shenstone	Land off Hay End Lane, Fradley strategic housing allocation		
	Little Aston			
	Whittington	Land off Huddlesford Lane, Whittington strategic housing allocation		
Level 4 – Smaller service villages	Stonnall; Kings Bromley; Hopwas	Approx. 5% of housing.	Rural employment and diversification.	

Hierarchy	Settlements	Residential	Employment	Centres
Level 5 – Smaller rural villages and our wider rural areas	Clifton Campville; Colton; Drayton Bassett; Edingale; Elford; Hamstall Ridware; Harlaston; Hill Ridware; Longdon; Upper Longdon; Wigginton and all other rural settlements and the wider rural areas.			Look to service villages for local services and facilities.

Explanation

- 4.15 National planning policy promotes the creation of sustainable communities through the delivery of sustainable development. The spatial strategy of the local plan sets out the broad parameters for where and how change will be managed and delivered and provides certainty as to what the district will look like in 2040. The spatial strategy will help inform the overall distribution of growth within the district and set out the most appropriate locations for new development considering accessibility of jobs, facilities, services and access to public transport.
- 4.16 Key to the principles set out within the spatial strategy are the vision for the district and strategic objectives that have emerged through the plan-making process. The spatial strategy is designed to ensure we can continue to grow in a sustainable way as a district throughout the plan period, and make provision for future directions of growth. This will ensure that we can offer certainty to both our communities and those that will deliver growth on our behalf.
- 4.17 The principles for determining where, when and how new development will take place have been arrived at following careful consideration of the issues for the District and the identified strategic objectives and priorities. Following this a range of spatial options were considered and refined further to form a preferred approach inclusive of policy directions and subsequently refined further into a preferred option.
- 4.18 The responses from the consultations undertaken while developing the plan have been rigorously assessed and integrated where possible into the new policies. All of these stages of plan-making have been informed by the most recent evidence available to the Council at the time and the results of significant consultation with a wide range of stakeholders including national and local organisations, statutory bodies and our local communities.

- 4.19 The spatial strategy is concerned with working towards increasingly sustainable communities both urban and rural. This means seeking to meet more of our needs and aspirations locally, particularly through improvements to both the quality and quantity of facilities throughout our network of centres and by improving facilities available to local communities, such as greater transport choices, local community facilities and the quality and quantity and accessibility of open spaces.
- 4.20 A key priority of the spatial strategy is to direct growth to the most sustainable locations and prioritise the efficient use of land to ensure that development contributes to meeting identified local needs. In respect of housing growth the spatial strategy will deliver new homes to meet the District's local housing need (LHN) as established through the government's standard methodology along with a contribution towards the wider Greater Birmingham and Black Country housing market area (GBBCHMA) shortfall.
- 4.21 It was established through the previous local plan (strategy and allocations documents) and through the Duty to Cooperate, that there is a shortfall in housing provision within the wider housing market area. This was established during the examination of the City of Birmingham development plan and later through evidence including a Strategic Growth Study prepared on behalf of the HMA authorities within the housing market area.
- 4.22 The GBBCHMA authorities have continued to monitor the position in respect of housing needs within the market area and published a Position Statement in 2020. This statement details that the need arising from Birmingham in particular has primarily now been met. Additionally, unmet need arising from the Black Country authorities is detailed within the Position Statement and it is anticipated this need will begin to arise part way through the plan period from 2027/28 onwards. The council will continue to work collaboratively with authorities within the housing market area through the duty to cooperate.
- 4.23 Therefore, Of the 2,665 homes to be made available to the Housing Market Area to meet their need, a capped contribution of 2,000 is to be made for the Black Country Authorities' needs starting after 2027 to assist with their identified shortfall up to 2040.
- 4.24 The spatial strategy seeks to concentrate major growth within urban areas and to a number of strategic housing allocations as urban extensions to larger service villages.
- 4.25 These strategic allocations are located at our strategic centre (Lichfield City) and three of our larger service villages (Fazeley, Fradley and Whittington). Those allocations provide an opportunity to enable a significant step change in

sustainability, particularly in terms of infrastructure provision for the settlements identified.

- 4.26 Alongside these allocations the spatial strategy seeks to encourage growth within settlements in conformity with the settlement hierarchy. We are mindful that a significant number of our parishes have progressed neighbourhood plans with their communities, with many 'made' as part of the development plan in the district.
- 4.27 We will support those communities progressing neighbourhood plans and empower them to identify and allocate land for growth through reviews of their neighbourhood plans. Such growth will address local housing need and be in broad conformity with the spatial strategy and settlement hierarchy.
- 4.28 The previous local plan which planned for the period between 2008 and 2029 allocated sites for a significant level of housing growth across the district, not all of these allocations have yet been delivered. Given the 'cross-over' between the plan period of the previous local plan and this local plan, the previously allocated, but yet to be delivered, sites will continue to play an important role in the delivery of our spatial strategy. Therefore, these allocations and associated policies are 'saved' from the previous local plan and included in this plan.
- 4.29 The important role of the Green belt is recognised, and the spatial strategy seeks to minimise the impact of growth on the Green Belt whilst recognising the need to deliver sustainably located development across the district. Green belt designation covers approximately half of the district with many of our settlements, including Lichfield City, Burntwood and a number of the service villages being located within or on the edge of the Green Belt.
- 4.30 The spatial strategy requires some strategic changes to the Green belt boundary. National planning policy requires the consideration of whether Green Belt boundaries will remain appropriate and are capable of enduring beyond the plan period so that boundaries should not need to be reviewed and changed again at the end of this, or in the subsequent plan period. In light of this, the Green Belt policy chapter contains identification of safeguarded land which will provide for strategic growth of key settlements.
- 4.31 Safeguarded land is not available for development now, and can only be released through a review of the Local Plan. Land which is identified as safeguarded is to be treated as Green Belt for all purposes up to the point where a plan is adopted which releases it from the designation. It is to provide for growth well beyond the plan period, should it be demonstrated that such growth is required through local plan review.

Main Locations of Growth

- 4.32 Lichfield city is the strategic centre of the District and as such this is proposed to be the main focus for growth in the plan period. It will be the focus for residential growth and town centre uses including shopping, offices and leisure activities. Land at Birmingham Road within the city centre will be redeveloped within the plan period to enhance the town centre uses which currently exist.
- 4.33 A significant strategic housing allocation will be made to the north-east of Lichfield City, including land between two sites allocated within the previous local plan. This strategic allocation will deliver a significant range of infrastructure to support the growth and enhance the services and facilities within the city. It will provide high quality living space with access to a newly created area of Local Green Space which will provide recreation in close proximity to the community it serves and will be demonstrably special to the residents.
- 4.34 Burntwood is a significant freestanding town, made up of different communities with their own identities. The process of its expansion in the 20th century has left it without many of the local services a town of its size would ordinarily benefit from. The spatial strategy seeks to meet Burntwood's needs that are not currently being met and result in residents of the community having to travel to meet many of their employment, shopping and leisure requirements.
- 4.35 This lack of provision is one of the key identified issues through the plan making process (3.6) and is at the heart of the goal of strategic objective 1 of the local plan objectives for the settlement.
- 4.36 Burntwood is entirely bounded by Green Belt, with a number of environmental and physical constraints impacting upon the settlement. It has very limited brownfield land redevelopment sites and so best use of them must be made. Given these constraints it is proposed that the growth of Burntwood will be moderate within the plan period, and previous consultation documents considered that growth of around 500 homes would be sustainable.
- 4.37 Following the adoption of the Lichfield District Council Local Plan 2040, the authority intends to develop a detailed Area Action Plan (AAP) for Burntwood; to examine options for regeneration of brownfield sites, increased local retail and housing provision and the potential for employment growth. The need for this AAP is consistent with the aims of the neighbourhood plan which is due for referendum in 2021.

- 4.38 This AAP is intended to be retail site led, with a view to ensuring the best use of brownfield land is made to improve the retail offer in the town. This has meant that allocations have not been progressed for housing for Burntwood as part of the Local Plan 2040, to avoid pre-determining the future of these key sites before a full review of the town has taken place. Further detail on retail policy is given in the retail chapter. The AAP will also carefully consider the outcomes of the Staffordshire County Council Public Realm Analysis of the town, and the economic development document “Burntwood Eco-System Study 2020”.

Urban Extensions to larger villages and proportionate growth for smaller rural settlements

- 4.39 The rural communities account for around a third of the districts population and vary in their size and character. Our rural communities have a strong sense of identity on their own right and distinct characters. Although often seen as attractive and relatively affluent, many experience issues, for example the lack of or loss of local services and facilities, limited public transport and a lack of affordable homes within the communities.
- 4.40 The policy of urban extensions to some larger ‘level 3’ service villages allows for allocations proportionate to the size of these villages, to re-enforce their role in the hierarchy as locations where rural residents go to access services and facilities; and in the case of Fazeley to encourage further regeneration towards the end of the plan period. It also allows for flexibility in plan delivery of the housing need.
- 4.41 Many of our rural communities have prepared neighbourhood plans in order to seek to address some of these issues and play a role in planning for their areas. The spatial strategy seeks to enable those communities to draw up their own plans which will be in broad conformity with this local plan.

New Settlement

- 4.42 The vision for Lichfield identifies that beyond the plan period there may be the opportunity for a new freestanding settlement in the district, which may amount to a new eco town or village. Although the study was only conducted at a high level, using preliminary evidence, the 2018 Strategic Growth Study commissioned by the 14 authorities from across the Greater Birmingham housing market area indicated that a new settlement in Lichfield district may at some time in the future be a sustainable development option and gives a number of areas of search. This study formed part of

the initial review of the Lichfield Local Plan, and will be a good starting point for further work on the potential for a new settlement beyond the plan period.

- 4.43 Throughout the Lichfield 2040 plan making process a number of representations were made from developers identifying potential locations for such a settlement.
- 4.44 Although the current plan has identified through the sustainability appraisal and spatial strategy that a new settlement would not be as sustainable, suitable, available and achievable as the current spatial strategy of urban extensions within the plan period, and would have a high infrastructure cost, it remains an active area to explore through future plan making.
- 4.45 The council supports the concept of a new settlement within its boundaries for need beyond 2040, if it is well planned and creates a sustainable place for people to live and work. Such a settlement should have the capacity to accommodate the evolving housing and economic needs of the district in line with the council's ambition for growth. The location of such a settlement would be identified through strategic plan-making within a subsequent review of the local plan.
- 4.46 Through our work to date, the following characteristics of a new settlement have emerged as necessary to ensure that new development does not become isolated, lacking a sense of community, or lacking in vital services; which would promote unsustainable transport. We are seeking to identify a new settlement of which will be of a scale where people will want to live and work.

A new settlement should have the following characteristics:

- Clear identity – a distinctive and clear local identity with an attractive and functioning centre and public realm, whilst not causing harm to the viability of existing settlements.
- Genuine mix of homes – a holistic settlement which offers a mix of high quality, distinctive homes including market, self and custom build, affordable homes and homes for all stages of life.
- Economy & employment – provision of a range of local employment types and premises including retail and commercial opportunities.
- Natural and historic environment – should be reflected, protected and enhanced through the overall design concept.
- Green space – generous, accessible and good quality open spaces, green and blue infrastructure which promote health, well-being and quality of life and which benefit from opportunities for net gains in biodiversity and our identified ecology connectivity will be provided.

- Future proofed – designed to be resilient and adaptable to changing demographics, future growth and the impacts of climate change including flood risk and water availability, with durable landscapes and building design to last for generations to come.
- Should include anticipation of the opportunities presented by technological advances such as driverless cars and renewable energy measures.
- Should promote healthy lifestyles, taking a whole systems approach to key local health and well-being priorities and strategies.
- Should be based on active travel that supports both economic prosperity and well-being for residents. This should include promotion of public transport, walking and cycling so that the settlement is easy to navigate with sustainable access to jobs, education and services.
- Infrastructure – supported by the required infrastructure at the appropriate stage.

4.47 Given that new towns and villages have struggled to come to fruition across the country, such development clearly needs to be carefully planned a long time in advance to allow for the infrastructure and investment necessary to take place.

4.48 After the adoption of the Lichfield Local Plan 2040 a detailed investigation of the potential for a new settlement to meet needs well beyond the plan period will commence. This will include a further examination of all of the representations made during the plan making process of the Lichfield 2040 plan, and the work carried out to date in reviewing this option.

The policies within this chapter contribute towards the delivery of the following objectives:

Objectives supported by policies
All strategic objectives 1 to 15.

5. Transport

Sustainable Transport

Introduction

- 5.1 Facilitating the movement of goods and people is one of the key elements of economic growth and societal wellbeing, Lichfield District requires a strong transport network that allows access to a number of modes to thrive. Transport schemes and routes from new and existing development can either have a direct positive or negative effect on health, the environment and shaping place and therefore need to be carefully planned and implemented.
- 5.2 Sustainable transport is a key component of sustainable development and relates to any means of transport with a low impact on the environment. Both national and local planning policy promote the idea of sustainable transport choices which reduce the climate change effects of travel, improve air quality and congestion and improve the public realm.
- 5.3 Active travel is part of sustainable transport, it seeks to improve people's physical and mental health by using urban design principles to give pedestrians, cyclists, and users of other transport that involve physical activity the highest priority when developing or maintaining streets and roads. This can mean reallocating road space to support walking and cycling, restricting motor vehicle access, introducing traffic-calming schemes, and creating safe routes to schools and childcare settings.

5.4 **Strategic Policy 2 (SP2) – Sustainable Transport**

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

Development proposals should wherever possible, either individually or collectively, make appropriate provision for:

- **Reducing the need to travel**
- **Widening travel choices and making travel by sustainable means more attractive than the private car**
- **Improving road safety, including pedestrian safety; through promoting active travel and creating realistic options to achieve this through the location of development and new infrastructure**

- Reducing the impact of travel upon the environment, in particular reducing carbon emissions that contribute to climate change and not contributing to unacceptable air quality levels.
- Supporting developments, including sites allocated in this plan, which integrate with or provide new accessible, safe and attractive active and sustainable travel networks and routes to existing amenities employment centres and railway stations

The District Council will continue to work with partners to improve accessibility, by enhancing sustainable transport opportunities and encouraging development that reduces the need to travel and changes travel behaviour through a balance of transport measures. Future development within the district will be focused on the most accessible and sustainable locations to reduce the need to travel and the potential for active travel.

Developments that are wholly car dependent or promote unsustainable travel behaviour will not be supported.

Initiatives related to sustainable transport improvements within the district and improvements to the wider road network will be supported.

Explanation

5.5 National Planning Policy Framework requires local plan policies to support a number of transport interventions including:

- Planning for an appropriate mix of transport uses across their area

- Minimising the number and length of journeys
 - Providing high quality walking and cycling networks
 - Supporting the delivery of transport infrastructure requirements in their area, and if required, identify and protect areas which could be critical in developing infrastructure to widen transport choices
 - Providing for any larger scale transport facilities; and
 - Involving the relevant transport organisations
- 5.6 Planning must support a pattern of development which facilitates and promotes the use of sustainable modes of transport.
- 5.7 The census and survey information available during the plan making process tells us that there is a high volume of residents who commute outside the district and travel to work by car, leading to an increase in congestion, road safety issues and pollution. In addition, our district generally has high car ownership and low levels of journeys made by public transport compared with many other areas.
- 5.8 In relation to public transport, Lichfield District has varying levels of bus provision, with poorer frequency and access to bus services in rural areas compared with those serving Lichfield and Burntwood. The district has four railway stations, Lichfield city, Lichfield Trent Valley, Rugeley Trent Valley and Shenstone and more residents commute to work by rail compared with other areas in Staffordshire. Investment in rail services and facilities is key to encouraging a modal shift away from high car dependency.
- 5.9 Staffordshire County Council is the highway authority for the district and as such it is responsible for developing the overall transport plans for Lichfield District.
- 5.10 Planning decisions and policy developed by Lichfield District Council will help to support and implement the objectives and strategies of the Staffordshire Local Transport Plan, and schemes which help to alleviate existing transport and highway problems in Lichfield District or the wider area as identified through partnership working.

Sustainable Travel

Introduction

- 5.11 Local transport policy is fundamental in helping to achieve a shift away from the private car towards both public transport and active travel such as cycling and walking. National policy also supports transport measures that help to reduce carbon emissions and reduce congestion. Development should provide appropriate facilities to accommodate use of alternative modes of transport to the private car.

Strategic Policy 3 (SP3): Sustainable Travel

The district council will seek to increase sustainable travel by:

- **Supporting measures and specific schemes to improve services and facilities for non-car-based travel including the promotion of Lichfield City's role as a public transport interchange;**
- **Supporting the development of infrastructure to serve electric and hybrid vehicles, and vehicles using other alternative forms of non-fossil fuel.**
- **Requiring proposals for all new development (including changes of use) which create new parking spaces for cars or commercial vehicles, subject to technical feasibility, to provide electric vehicle charging point(s) (EVCPs). This is to be in either in an active or passive form, with each parking space to be provided. The location and design of the EVCP must not detract from the visual appearance and character of the development or its surroundings**
- **Requiring development needing access by a large number of people to be located where it is or can be made accessible by non-car means of transport;**
- **Requiring transport assessments for all developments that are likely to have significant transport implications, to determine measures required on the surrounding highway network and ensure necessary access by all modes of transport;**
- **Requiring all major development, including employment generating and educational institutions, to be accompanied by a site-specific travel plan to promote and deliver sustainable travel choices; an**

- **Only permitting traffic generating development where it is, or can be made compatible with the transport infrastructure in the area and which takes account of:**
 - **Number and nature of additional traffic movements, including servicing needs;**
 - **Capacity of the local transport network;**
 - **Access and egress to the public highway; and**
 - **Highway safety**

Explanation

- 5.12 The transport policies within the local plan seek to reduce the need to travel and improve the sustainability of transport networks by optimising the choice of sustainable transport modes. This policy sets out a range of measures designed to secure more sustainable travel patterns across the district, including strengthening the role of Lichfield City as a key public transport interchange.
- 5.13 The Council will support development proposals which maintain or enhance the efficient and safe operation of the highway network and which take account of the needs of all highway users for safe access, egress and servicing arrangements.
- 5.14 Development proposals which generate significant traffic movements must be accompanied by a Transport Assessment or Transport Statement which considers the impact of the proposal on the highway network and identifies the measures to mitigate impacts to acceptable levels.
- 5.15 Development proposals will be supported where suitable mitigation measures identified in Transport Assessments and Transport Statements can be secured and implemented.
- 5.16 National policy outlines that local planning authorities should adopt proactive strategies to mitigate and adapt to climate change. By 2040 the district will have a higher proportion of electric vehicles on the roads, with infrastructure in place to support them.
- 5.17 The District Council recognises the significant benefits of electric vehicles, particularly in relation to air quality and public health, and that usage of electric vehicles by residents and demand for charging infrastructure are increasing.

- 5.18 Policy LT2's requirement to provide charging points where new parking spaces are created aligns with developing the necessary infrastructure in the district to support the government's intention to end sales of new petrol and diesel cars in the UK by 2030.
- 5.19 The requirement is also in response to the Staffordshire wide Climate Change Adaptation & Mitigation study 2020 which states that "The decarbonisation of grid electricity and switching to Ultra-Low Emission Vehicles (ULEVs) in Lichfield could result in up to a 64% decrease in CO2 emissions by 2050 compared with 2017 levels."

Safeguarding of Rail Lines

Introduction

- 5.20 As part of the drive towards sustainable transport, the District Council has considered the need to protect certain infrastructure where it has the potential to help deliver tangible benefits in future, be they social, environmental or economic. In this respect, the Plan will safeguard the Walsall- Lichfield rail line where it falls within the Districts boundary.

5.21 **Strategic Policy 4 (SP4): Transport Safeguarding**

The route of the Walsall- Lichfield Rail Line is delineated on the Lichfield District Policies Map. Development proposals which would prejudice the future use of the route as a continuous sustainable transport corridor will not be permitted.

Any future development proposals along this corridor should positively contribute to sustainable transport and not impair reinstatement, improvement or reconstruction and must retain existing associated features from its former rail use.

To facilitate the delivery of the Local Plan objectives, planning protection will be given to the land required for the following road and junction improvements:

Lichfield City

- **Sainte Foy Avenue/A5127/The Friary**
- **Bowling Green Roundabout**
- **Cappers Lane/Burton Old Road roundabout**
- **A5127/Eastern Avenue/Valley Lane**

- **St John Street/A5127/Upper St John Street**
- **A5206 London Road/Shortbutts Lane/Upper St John**

Street/Tamworth Road

- **Greenhill/A5127/Gresley Row/Tamworth Street**

Fradley:

- **A38(T) junction at Hilliards Cross**
- **2. A38(T) junction at Fradley South**

Explanation

- 5.22 Investment in upgrading transport infrastructure, sustainable transport, services and facilities is key to encouraging better use of existing routes and a modal shift away from high car dependency that currently exists within the District. There is growing support for the reopening of the Burton to Lichfield line to passenger traffic, and any infrastructure or railway station improvements that would facilitate this are encouraged, taking into account the other policies in the plan.
- 5.23 The Lichfield District Integrated Transport Strategy has identified that some of the key junctions within Lichfield suffer from peak hour traffic congestion if travel demand is left unchecked. There is therefore a need to improve these junctions to reduce safety and capacity issues, facilitate economic growth and encourage sustainable transport.
- 5.24 Highways England has identified that there is a need to improve these key junctions to reduce safety and capacity issues and facilitate economic growth. These improvements are supported in the Lichfield District Integrated Transport Strategy.
- 5.25 Junction upgrades and route improvements to the A38 and A5, particularly, will be welcomed and encouraged where they facilitate traffic movement and seek to improve air quality.

Parking Provision

Introduction

- 5.26 The District Council recognises the need to balance parking requirements in order to maximise highway safety with the need to promote sustainable transport choices and reduce carbon emissions. The sustainable design supplementary planning document sets out the car parking standards for the district.

Local Policy LT1: Parking Provision

The District Council will require appropriate provision to be made for off-street parking in development proposals, in accordance with parking standards set out in supplementary planning documents.

When considering the provision of parking, proposals for development should recognise an overall need to reduce the use of private cars and in considering the level of provision the council will have regard to the following:

- **The anticipated demand for parking arising from the use proposed, or other uses to which the development may be put without needing planning permission;**
- **The scope for encouraging alternative means of travel to the development that would reduce the need for on-site parking. This is particularly relevant in areas well served by public transport;**
- **The means to encourage the use of low emission vehicles as part of the proposal, including the ability to provide electric public and private vehicle charging points;**
- **The impact on safety and residential amenity from potential on-street parking and the scope for measures to overcome any problems; and**
- **The need to make adequate and convenient provision for disabled parking.**

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

Explanation

- 5.27 National planning policy identifies a number of issues to consider when setting local parking standard for residential and non-residential development, including the accessibility of the development, the type, mix and use of development, the availability of and opportunities for public transport, local car ownership levels and an overall need to reduce the use of high-emission vehicles.

The policies within this chapter contribute towards the delivery of the following objectives:

Objectives supported by policies	
Strategic Objective 1	Sustainable communities
Strategic Objective 2	Rural communities
Strategic Objective 4	Infrastructure
Strategic Objective 5	Sustainable transport

6. Infrastructure & Healthy Lifestyles

Infrastructure Delivery

Introduction

- 6.1 The term infrastructure is used to define all of the requirements that are needed to make places function efficiently and effectively. Infrastructure can be split into four themes; physical, green, social and community. There is a clear requirement within the national planning policy framework for infrastructure to be planned for and delivered to ensure that growth is sustainable.
- 6.2 It is important that infrastructure is delivered in a timely manner to ensure that the needs of the occupiers of new development can be met without placing undue burdens on existing infrastructure facilities and services. The levels of growth set out in this plan also mean that existing infrastructure facilities and services will play an important role in helping to meet demand where spare capacity has been identified or where co-location of facilities can be achieved for multiple uses. As such, the Council will be seeking to protect and make best use of its existing infrastructure assets.
- 6.3 **Strategic Policy SP5: Infrastructure Delivery**

New development must be supported by the required infrastructure at the appropriate stage. To ensure that the district's communities and business are able to function and grow in a sustainable and effective manner the District Council will work with infrastructure providers, agencies, organisations and where required funding providers to enable the delivery of infrastructure.

The district council will collaborate with other strategic policy making authorities to ensure that administrative boundaries do not restrict the delivery of the most appropriate infrastructure response.

The district council will seek to protect, and where appropriate, improve services and facilities that provide a key function in the operation of existing communities.

Development proposals resulting in the loss of a facility from a settlement, which is important to the sustainable functioning of that settlement will not be supported unless a replacement facility of improved quality, accessibility and size is provided. Any replacement should consider and respond to up-to-date evidenced need.

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

Both strategic and local infrastructure will be linked to the phasing of new development. Phasing and specific infrastructure requirements are set out within the Infrastructure Delivery Plan (IDP) and the policies and concept statements relating to the Strategic Housing Allocations (SHAs).

Explanation

- 6.4 National planning policy identifies infrastructure provision as vital to ensuring the delivery of sustainable development. There is a requirement for strategic policies to set out the requirements for sufficient provision for a wide range of infrastructure. This identified provision should anticipate and respond to long term requirements and opportunities. Community facilities and the provision for infrastructure at a local level is required to be set out in policy including those contained within neighbourhood plans.
- 6.5 Early engagement with organisations responsible for the provision of utilities, telecommunications, flood risk and energy will ensure services and facilities can be provided. Understanding critical triggers and being able to respond to them is essential.

- 6.6 Throughout the plan period there will be a requirement to collaborate effectively with strategic policy-making authorities including neighbouring authorities and the county council if we are going to understand infrastructure needs fully and reflect those needs accurately and provide the best opportunity for delivery.
- 6.7 The Infrastructure Delivery Plan sets out a range of infrastructure projects to be delivered over the lifetime of the Plan and includes details of the timing and type of infrastructure, costs associated with delivery and funding arrangements or gaps and who will lead on delivery. Projects within the first 5 years of the Plan will have greater certainty of being delivered and although longer term projects may be more fluid at this stage, the IDP is a living document which will be updated on a regular basis to ensure it remains up to date with the timing of projects and their costs and funding.
- 6.8 The Council will always seek to ensure that development makes a fair contribution to infrastructure, with developers taking the lead in this provision. Where necessary, the Council will continue to seek funding for all infrastructure projects through a range of sources including from central government, Local Enterprise Partnerships, and developer contributions. The Council will secure developer contributions through the use of S106 agreements, licensing agreements and through the CIL Charging Schedule or any successor.
- 6.9 The definition of infrastructure includes but is not limited to:
- **Transport & Physical Infrastructure** - Local & Strategic road network, cycling and pedestrian infrastructure, rail network and stations, bus services, airports and parking, gas supply, electricity supply, heat supply, water supply, waste water treatment, telecommunications infrastructure, Sustainable Drainage Systems (SuDS), flood alleviation measures, waste management.
 - **Social & Community Infrastructure** - Supported accommodation, social & community facilities including assets of community value, indoor sports facilities, affordable housing, nursery and early years, primary education, secondary education, further and higher education, acute care and general hospitals, mental health hospitals, GP surgeries and health centres, libraries, pubs, emergency services (police, fire, ambulance), places of worship, prisons.
 - **Green & Blue Infrastructure** - Parks & Gardens, natural and semi-natural greenspace, green corridors, outdoor sports facilities, amenity green space, open spaces, parks and equipped playing space, allotments, cemeteries and church yards, accessible countryside in urban areas, river and canal corridors, green roofs and walls, watercourses, pools, ponds and reservoirs.

Supporting and providing infrastructure

Introduction

- 6.10 The provision of the right infrastructure at the right time to sustain and grow settlements is key to ensuring that communities can prosper, feel secure and increase their social, physical and mental wellbeing. Contributions from new development, as well as other sources of funding are vital to ensure that infrastructure development keeps pace with growth.

Local Policy INF1: Supporting and Providing Infrastructure

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

- **The District Council will require all eligible development to provide the appropriate infrastructure on and off site, in line with other policies of the Local Plan and the Infrastructure Delivery Plan**
- **Strategic Housing Allocations (SHAs) will comply with relevant infrastructure requirements as set out in the Concept Statements and Infrastructure Delivery Plan**
- **The viability of developments will also be considered when determining the extent and priority of development contributions in line with the Infrastructure Delivery Plan and Plan Wide Viability Study**

Explanation

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

- 6.12 CIL is charged as a tariff upon new development which is eligible to pay the charge (there are a few exemptions). Rates are charged per square metre and are set following the examination and adoption of the Council's CIL charging schedule. Lichfield District Council adopted its current charging schedule in April 2016 and commenced charging in June of the same year.
- 6.13 Not all infrastructure will be able to be funded via CIL. Some infrastructure will be secured by Section 106 agreements. Section 106 contributions can only be obtained when they meet three statutory tests. They must be; necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development. Monies received and spent through the CIL regime and through Section 106 agreements are detailed within the Council's Infrastructure Funding Statement (IFS) published annually.
- 6.14 Infrastructure requirements may need to be adapted or altered to deal with changing circumstances that arise through the plan period, or that need to be refined to take account of site-specific requirements. The Infrastructure Delivery Plan will reflect these changing circumstances: it is to be revised at regular intervals and monitored alongside the Annual Monitoring Report, and will be used to inform both the amount and nature of Developer Contributions including those secured through a Community Infrastructure Levy and others through Section 106 Agreements.

Social and Community Infrastructure

Introduction

- 6.15 The NPPF sets out that to deliver the social, recreational and cultural facilities and services that communities need, planning policies should plan positively for the provision and use of shared space, community facilities and local services to enhance sustainability and guard against the unnecessary loss of valued facilities.

Local Policy INF2: Provision of Social and Community Infrastructure

Where new development will create, or add to, the demand for community facilities; new, additional or enhanced existing provision will be of an appropriate type, standard and size.

From an early stage, developers will be expected to engage with local authorities, statutory consultees, infrastructure providers and relevant

local community groups, to ensure that new provision meets the needs of the community that it will serve and is fit for purpose

Social and community infrastructure should be centrally located to the population it serves and be easily accessible on foot and by bicycle. It should be located so as to have the potential to be well-served by public transport.

Developers should aim to provide flexible, multifunctional facilities within mixed-use developments, creating shared space which maximises benefits to the community and minimises land-take. In the case of open space, 'easily accessible' means it is located within reasonable walking distance of the development it serves. New facilities should be accessible to all members of the community, and be planned and phased in parallel with new development.

Explanation

- 6.16 National planning policy identifies infrastructure provision as vital to ensuring the delivery of sustainable development. There is a requirement for strategic policies to set out the requirements for sufficient provision for a wide range of infrastructure. This identified provision should anticipate and respond to long term requirements and opportunities.
- 6.17 The provision of social and community infrastructure can also include provision for non-built infrastructure, for example the funding of community officers and groups, bus routes etc.

Retention of Social and Community Infrastructure

Introduction

- 6.18 The retention of services is intrinsically linked to the size and distribution of the resident population and it is important that these services remain viable. Therefore, proposals and decisions should wherever possible seek to enhance and not harm or detract from the provision of local infrastructure and services.

Local Policy INF3: Retention of Social and Community Infrastructure

The loss or change of use of existing social and community infrastructure facilities or sites will be resisted unless it can be

demonstrated that demand can be met from alternative provision which has the capacity to provide facilities through co-location or provision of new facilities; and that these facilities are reasonably accessible to current users of the facility to be lost.

Loss or change without re-provision of facilities will only be permitted where it can be demonstrated that:

a) There is no longer an identified need or demand for the facility or site; it is not viable or feasible for any other social or community use and no other provider of social or community services can make use of the site or facility.

Evidence applicants have consulted with a range of social and community service providers, and tested the market over a period of 6 months to demonstrate no reasonable interest, will need to be provided to demonstrate criterion (a) is met.

or

b) The disposal of a social or community use or asset will help to deliver or enable wider social and community benefits; including improving the provision of local sports facilities. This criterion will not usually be met simply through the provision of new housing.

Explanation

- 6.19** Social and Community infrastructure can build a sense of place, and increase community wellbeing, helping to deliver the NPPF's goal of promoting social interaction, 'including opportunities for meetings between people who might not otherwise come into contact with each other.' This helps to support the local economy and combat loneliness and isolation, assists with the support of an ageing population, and gives communities the spaces needed to organise, become healthier and increase their resilience.
- 6.20** The loss of this infrastructure is therefore to be resisted unless alternative suitable provision is made, or else all other options to viably provide the facility have been exhausted.

Infrastructure and services that support healthy communities

Introduction

- 6.21 A person's health and well-being are influenced by many things, including where they live, where they work, education, how they interact with their local community and the lifestyle choices they make. The environment that surrounds them is also very important, for example what shops, facilities and services are available in their community and what access they have to local transport. By working with health service providers and creating designs that encourage healthier choices, planners can assist in improving health outcomes.

Strategic Policy 6 (SP6): Infrastructure and services that support healthy communities

The District Council will enable people to live healthy and safe lifestyles by facilitating access to a range of high quality and well-maintained open spaces, playing pitches, sport, recreation, play facilities and cultural assets which are relevant to, and meet the needs of local communities.

New spaces, facilities and assets will be designed to minimize opportunities for crime and anti-social behavior, to maximize accessibility and to be integrated with surrounding communities and existing infrastructure, including green infrastructure. Initiatives which enable or improve access to healthy food, for example food co-operatives or allotments, will be supported.

The district council will support initiatives that deliver positive impacts against targets identified within the current Community Safety Strategic Assessment and the most up to date Community Safety Delivery Plan, or future equivalent replacement documents. An emphasis on prevention and early intervention will be encouraged.

Where appropriate, the District Council will support the development of new or improved facilities and initiatives which contribute to improved and accessible local health care, the physical and mental wellbeing and safety of a community, including active design and high-quality design which minimizes opportunities for crime and antisocial behavior.

There will be a focus on supporting the delivery of actions and investment in new and existing infrastructure and their supporting facilities, including leisure facilities, where they address current health priorities identified in the district council's Health and Well-being Strategy and the Physical Activity and Sport Strategy. In particular those that address healthy lifestyles and enabling our communities to age well will be supported.

The delivery of health infrastructure that addresses requirements identified within the National Health Service Staffordshire and Stoke-on-Trent Sustainability and Transformation Plan or future equivalent documents will be supported.

Health and education infrastructure requirements related to strategic development proposals will need to be understood. Where capacity restrictions are identified they should be resolved through engagement with relevant partners and providers.

The overall impact of strategic development on the health of our communities should be measured with mitigation aligned to actions identified within the district council's Health and Well-being Strategy and the Physical Activity and Sport Strategy.

A health impact assessment should be completed for those development sites that require a masterplan as set out in Policy SD2: Sustainable Design and Master planning.

Explanation

- 6.22** National planning policy requires local planning policies to aim to improve and change places, enabling them to support healthy and safe communities. There are three clear guiding themes; promotion of social interaction, creation of safe and accessible

places and support for healthy lifestyles, especially where this would address identified local health and well-being needs.

- 6.23 New major development should encourage people to take physical exercise by providing opportunities for walking, cycling, outdoor recreation and sport and promote opportunities for recreation and social interaction. In residential led schemes, opportunities should also be taken where possible to allow residents to grow their own food.
- 6.24 Proposals for large scale development which the local authority deems would benefit from a masterplan should also undertake a screening and scoping assessment for health impacts. This should be undertaken in accordance with Public Health England's document 'Health Impact Assessment in spatial planning' 2020 or subsequent guidance. A full HIA should be undertaken if indicated by the screening and scoping report.

Participation in Sport and Physical Activity

Introduction

- 6.25 The Government sports and physical activity strategy, 'A Sporting Future: A New Strategy for an Active Nation' puts social outcomes at the heart of the public funding of sport. It is the Governments' goal to boost both the frequency and number of people participating in sport nationally. The strategy reflects that sport and physical activity has the power to boost physical and mental wellbeing, while teaching important life skills.

Strategic Policy 7 (SP7): Participation in Sport and Physical Activity

Where appropriate, the District Council will seek to encourage use of, protect and enhance existing sporting facilities, and other assets which encourage participation in physical activity, safeguarding sites for the benefit of local communities. Support will be given for initiatives which encourage increased levels of participation by under-represented groups in sport and physical activity.

The Council will actively support the provision of a new leisure facility to serve Lichfield City and its wider rural areas.

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

Support will be given to proposals which address deficiencies in playing pitches, and to the creation of new facilities where unmet demand is identified, in line with the standards set out in Policy INF4 and 5: Green infrastructure, open space and playing pitches, and provision requirements.

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

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

Support will be given for appropriate improvements to community infrastructure including community buildings and grounds and the community use of school facilities to enable them to offer a range of facilities and services that meet the needs of the local community particularly where this would facilitate opportunities to accommodate activities that promote healthy lifestyles.

Other infrastructure which contributes to healthy lifestyles, such as allotments, skate parks and play facilities and walking and cycling routes, will be supported in appropriate locations.

Explanation

- 6.26** The availability and accessibility of spaces and facilities for sport and physical activities to take place is a key part of ensuring that our communities have the

opportunity to live healthy and safe lifestyles. Lichfield District is served by a range of leisure services and facilities. In recent times it has become apparent that the Friary Grange Leisure Centre in the northern part of Lichfield is coming to the end of its useable life. The Council will actively support the provision and delivery of a replacement centre which will serve the city.

- 6.27 A playing pitch strategy and action plan has been prepared as part of the evidence base supporting this local plan. This looks into the provision of facilities for a range of sports including football, rugby, hockey, cricket, tennis and bowls. The assessment concluded that there are a number of deficiencies both in terms of quantity and quality of provision for certain sports across the District. Proposals which provide for new services and facilities, particularly in areas where there is an identified deficiency (in either or both quality or quantities terms) will be supported.
- 6.28 It is important that sports facilities have the necessary infrastructure to encourage participation and maximise their usage: this will depend upon the nature of their use, and location, for example floodlighting or changing facilities. It is also important that other local facilities in communities are used to best effect, and so schemes which, for example, encourage schools to allow community use of their sports facilities should be encouraged and supported.
- 6.29 In addition to indoor sports and outdoor sports pitches there are several other important sporting venues such as Chasewater (sailing and water skiing) and Curborough Sprint Course (motor racing and cycling). These and other facilities are important resources that contribute to a varied portfolio of activities and their importance must be recognised not just in relation to Lichfield District but also to the wider area beyond.
- 6.30 Many village halls and community buildings, as well as other facilities such as extended schools and places of worship in both urban and rural areas, offer a range of indoor activities run by a variety of organisations from the public, private and voluntary sectors. Typically, the larger community halls are found within larger settlements having been built in more recent years as a result of new residential development. It is important that such facilities are protected, and improved where necessary, to ensure that communities continue to have access to local facilities. Community centres are especially important in areas of health inequality as they can be used as hubs to promote healthy lifestyles, enabling the delivery of targeted outreach services as well as a range of activities.

Green Infrastructure, open space and playing pitches

Introduction

- 6.31 National planning policy seeks to protect existing open space, sports and recreational buildings and land. There is a clear recognition that policies should be based on robust and up-to-date assessments of need. The benefits of recreational open spaces in terms of contributing to creating sustainable patterns of urban and rural growth are also seen as important

6.32 **Local Policy INF4: Green infrastructure, open space and playing pitches**

The Council will seek to protect, maintain and wherever possible enhance existing green infrastructure, open spaces and playing pitches. Improvements to quality and accessibility of these spaces will be encouraged.

Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless the development accords with the tests set out in National Planning Policy Framework.

If compensatory sports or playing facilities are being proposed due to the loss or displacement of an existing facility; they must be of an equal or higher standard of quality in accordance with national governing body technical guidance and sport England design guidance.

All forms of compensatory provision must be provided in a location which is equivalent or better for existing users or projected new population growth.

Where facilities are lost, a replacement must be constructed and available for use prior to the loss of the original facility.

The development of new playing fields will be supported where there is an identified and unmet demand in accordance with the latest playing pitch strategy

Proposals that address priorities identified in the district council's physical activity and sport strategy, particularly those that encourage healthy lifestyles and ensure that our communities increase their

activity levels will be supported.

Support will be given to the development of shared facilities which increase the opportunities for our communities to improve their health and well-being including provision which forms part of schools and colleges.

Support will be given to the development and growth of annual or one-off sporting events that are accessible to our communities and promote active lifestyles where they are not in conflict with other policies with the plan.

The creation of new open spaces not linked to new development will be supported where they accord with other policies within this plan.

Explanation

- 6.33 National planning policy states that access to a network of high-quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities. It seeks to prevent the loss of this green infrastructure unless specific criteria are met.
- 6.34 Open spaces, which form part of the green infrastructure of the district, provide physical and mental health benefits, and are an important part of ensuring that the district's sense of place and character are maintained. They can provide a sense of peace in an otherwise busy environment, can help to connect people to nature and can be a place of joy, bonding and tranquillity.
- 6.35 The Physical Activity and Sport Strategy sets out the district councils' approach to promoting sport and physical activity to encourage more residents to become active. This overarching document identifies that our district has high participation levels in sport relative to the national and regional figures but this is offset by large number of adults and children who are inactive and overweight, classed as obese. The strategy aims to not just bring the district up to the average but aspires to achieve and maintain high levels of participation. The action plan within the document focuses on the following objectives:
- Influencing attitudes and behaviours - to inspire demand for sport and physical activity;
 - Supporting providers – to support clubs and other providers so that they can do more;

- Places to be active – to provide good quality, accessible and sustainable places to be active;
- Schools and Colleges – to ensure that schools and colleges do more;
- Events – to support the development and growth of sporting events;
- Workforce development – encouraging development of sport and activity in the workplace
- Active travel – to increase active travel levels.

6.36 Through the production of the Plan, the playing pitch strategy 2020 and open space assessment 2020 have been updated. These, or updated versions of these reports, represent the main evidence base that should be used to make judgements regarding proposals which engage this policy.

New open space provision requirements

Introduction

6.37 Open spaces have a wide range of uses including for recreation, relaxation and social interactions. Open spaces, if well located and designed can make an important contribution to the health and wellbeing of individuals and wider communities.

6.38 The term open space incorporates a number of typologies which form part of the District's Green Infrastructure network. These typologies are highlighted within the updated Open Space Assessment 2020 and include:

- Natural and semi natural greenspace
- Amenity greenspace
- Green corridors
- Provision for children and young people
- Civic spaces
- Allotments
- Cemeteries and churchyards
- Water based recreation

6.39 Given the level of new housing proposed during the plan period, planning has an important role to play in ensuring that the right balance of development is achieved to meet the growth needs identified whilst protecting existing open spaces.

Local Policy INF5: New open space provision requirements

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

All open space, sport and recreation facilities identified in the Open Space Assessment will be protected and in order to improve the quantity, quality and value of green space provision, all major residential development (as defined in the National Planning Policy Framework) will be required to provide or contribute towards green space in line with the minimum standards set out below.

Typology	Minimum open space standard	Additional Information
Amenity greenspace	All residents of new developments to be within 480m / 10 minute walk time of amenity green space. All new strategic developments allocations to provide high quality amenity space at a minimum rate of 1.7 ha per 1,000 population,	Appropriate proposals to improve the quality, quantity, variety and accessibility of amenity green space will be supported. Proposals should take into account the elements set out in the Open Space Assessment 2020.
Play provision	All residents living within the District's towns or villages to be within 480m / 10 minute time of an equipped play facility. All residents of new developments to be within 480m / 10 minute walk time of a safe and over looked equipped play facility.	Appropriate proposals to improve the quality, quantity, variety and accessibility and range of age groups served by individual play facilities will be supported including the provision of opportunities for less formal / natural plan. The involvement of communities, users and providers at an early stage must be demonstrated and proposals should take into consideration the elements set out in the Open Space Assessment.
Allotments	New allotment space will be provided within North of Lichfield Strategic Development Allocations at a minimum of 1 plot (150 sqm) per 31 households.	Allotments will be well maintained and well managed and will be designed to ensure no detrimental

	The Strategic Development Allocations within other parts of the District will be required to provide or contribute to the provision of allotments at the same rate as above, where there is local evidence of unmet demand.	visual impact upon the wider landscape.
--	---	---

Development proposals, including strategic sites allocated within this Plan should incorporate the required amount of open space as set out in the Policy, however the Council will negotiate on a site-by-site basis the type of Open Space provision where other typologies may be more appropriate or desirable, having regard to the most up to date Open Space Assessment.

In cases where it is deemed unsuitable to make provision for open space within or adjacent to a development site, suitable off-site open space facilities may be acceptable either as new facilities or improvements to those existing, as the Council determines is appropriate based on relevant evidence.

For other open space typologies where no standards are specified such as green corridors, cemeteries and church yards and civic spaces, their benefit will be recognised and support will be given to improve their quantity, quality or accessibility where appropriate.

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

Explanation

- 6.40 National Planning Policy Framework states that high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and wellbeing of communities.
- 6.41 Given the importance of open spaces and their contribution to healthy lifestyles as well as the environmental benefits, it is considered that all spaces identified with the Open Space Assessment should be protected **Create separate map to show these that can be part of the policies maps** and additional areas sought where deficiencies have been identified. Similarly, new developments must be thoughtfully designed,

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

- 6.42 The information collated as part of the Open Space Assessment included a detailed audit of existing provision and needs / demands of the population and those using the various open space typologies and facilities. The recommendations from the Open Space Assessment have informed the standards set out in the policy above.
- 6.43 The types of open spaces which are used on a day-to-day basis such as play areas and amenity green space have a standard of a ten-minute walk time for residents. This allows for the identification of deficiencies for example where a play area is geographically close to residential development but a physical barrier such as a canal means it is not accessible.
- 6.44 For new strategic development allocations, a standard of 1.7ha amenity green space per 1,000 population has been set as this is consistent with current existing provision in the District. As many open spaces are multi-functional, these new open spaces may need to incorporate equipped play provision and could be formal or informal depending on the local context.

Blue Infrastructure, watercourses and flood risk

Introduction

- 6.45 National policy outlines that local planning authorities should adopt proactive strategies to mitigate and adapt to climate change, taking into consideration flood risk and water supply. It states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk.
- 6.46 This policy is focused on managing flood risk from all sources by applying a sequential, risk-based approach to the location of development in line with national guidance. It seeks to direct development away from areas at high risk of flooding, and where development is necessary, seeks to make it safe without increasing flooding elsewhere.

Strategic Policy 8 (SP8): Blue infrastructure, watercourses and flood risk

In line with national planning policy, any new development should be directed away from those areas at highest flood risk.

Development proposals must avoid areas at risk of flooding, in accordance with a risk- based sequential approach. Proposals must not

increase the level of risk to the safety of occupiers of a site, the local community or the wider environment either on the site or elsewhere.

For Strategic Allocations, the cumulative impact of the proposed development on flood risk in relation to existing settlements, communities or allocated sites must be assessed and effectively mitigated

Minimising the risk of flooding and providing resilience to flooding, taking into account climate change, will be achieved by:

- I. Requiring new development to, where possible, contribute to a reduction in existing flood risk
- II. Applying a sequential test for assessment of applications for development giving priority to land in Flood Zone 1, and, if no suitable land can be found in Flood Zone 1, applying the exception test
- III. Requiring new development that could cause or exacerbate flooding to be subject to a flood risk assessment which conforms to national policy and incorporates the latest available updates to modelling and climate change data and historic data and information and guidance contained in the authorities' Strategic Flood Risk Assessments, in order to demonstrate it will be safe, without increasing flood risk elsewhere
- IV. Requiring new development to incorporate suitable Sustainable Drainage Systems (SuDS) where appropriate in the view of the local authority to manage surface water drainage: to avoid any increase in discharge into the public sewer system; to ensure that flood risk is not increased on-site or elsewhere; and to protect the quality of the receiving watercourse and groundwater. Where possible, the authorities will promote the retrofitting of SuDS and encourage development proposals to reduce the overall flood risk through the design and layout of schemes which enhance natural forms of drainage. Developers will be required to fully fund such mitigation measures for the expected lifetime

of the development including adequate provision for ongoing maintenance;

- V. Working with key partners, including the Environment Agency and Staffordshire County Council, to ensure that any risk of flooding from development proposals is appropriately mitigated and that the natural environment is protected in all new development**

All new development, with the exception of minor extensions, in high or medium risk water catchments including Shropshire Brook & Red Brook; Leomonsley, Curborough & Pyford Brook; Mare Brook; Moreton Brook; Fotherley Brook and Crane Brook, should seek to provide wider betterment by demonstrating in site specific flood risk assessments and surface water drainage strategies what measures can be put in place to contribute to a reduction in flood risk downstream.

This may either be by provision of additional storage on site e.g., through oversized sustainable drainage systems, natural flood management techniques, green infrastructure and green-blue corridors and/or by providing a partnership funding contribution towards a wider community scheme. Consultation on the site-specific requirements should be undertaken with the local authority at the earliest opportunity.

Explanation

- 6.47** Flooding can have devastating economic and human consequences, so national policy seeks to eliminate, reduce and mitigate the potential for flooding as much as possible through good planning decisions. It is predicted that the incidence of flooding will increase as a consequence of climate change.
- 6.48** To understand and respond to possible flood scenarios in our district, the council commissioned a Level 1 Strategic Flood Risk Assessment endorsed by the Environment Agency. The purpose was to provide an evidence base to support spatial planning decisions during the plan period. The Strategic Flood Risk Assessment provides mapping, definitions, flood defence and sustainable drainage systems

details and provides information regarding all sources of flooding. Level 2 strategic flood risk assessments have been provided for all new strategic allocations identified through this plan.

6.49 To provide multifunctional benefits including water quality, water quantity, biodiversity and amenity, all major development proposals, and other proposals where deemed appropriate by the local authority, will be required to incorporate sustainable drainage systems and provide details of adoption, ongoing maintenance and management. Sustainable drainage systems must be designed in accordance with Staffordshire local standards.

6.50 Preference will be given to systems that contribute to the conservation and enhancement of biodiversity, blue and green infrastructure in the wider area where practicable. The Staffordshire sustainable drainage systems handbook provides guidance on sustainable drainage systems design and selection.

6.51 As an overarching principle, all new development should seek to provide an overall reduction in flood risk. The risk of flooding can be reduced by:

- Using a sequential approach to determining the suitability of land for development;
- Ensuring that all flood risk management infrastructure is maintained over a development's lifetime;
- Seeking to ensure that watercourses are left in open space and are well integrated into existing Green Infrastructure wherever possible;
- Careful site design, including reconfiguring ground levels or site access points, culvert improvements, channel restoration, the use of planting, and existing woods and trees to manage flood risk and incorporating SuDS. Suitable SuDS solutions will vary according to location, for example underground water storage tanks may not necessarily be suitable or desirable. Developers will need to think creatively about the most sustainable SuDS solutions, taking into account principles of good design and the effect of the scheme on the development as a whole and its surroundings.
- Where a Surface Water Management Plan shows the presence of pluvial flooding, the development will need to compensate for the pluvial flood volume lost by providing additional flow and storage capacity within the developments surface water drainage system and attenuation storage;
- Ensuring that all flood management designs which form part of planning applications are fully implementable and free from legal or design impediments which are likely to affect their usefulness;
- Considering and acting on the cumulative impact of existing and new development, for example: Ensuring that works to raise the highway levels where the highway is

subject to fluvial flooding will only be permitted if provision is made at the same time to provide additional flood flow capacity under the highway to ensure no adverse impacts upstream.

- 6.52 Large-scale development should contribute to meeting with the objectives of the EU Water Framework Directive, informed by the Staffordshire Water Cycle Study.

Water Quality

Introduction

- 6.53 There are a number of watercourses which flow through Lichfield District. The quality of these water courses is measured and monitored under the Water Framework Directive by the Environment Agency. The District Council will support initiatives which improve the quality of water courses which flow through its administrative area.

Strategic Policy 9 (SP9): Water Quality

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

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

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

Explanation

- 6.54 This policy is intended to ensure that development causes no negative impact upon the waterbodies and the ecological quality of watercourses in the District, or outside its boundaries, in line with the requirements of the EU Water Framework Directive. The improvement of both ecological and chemical water quality will be encouraged.

The policies within this chapter contribute towards the delivery of the following objectives:

Objectives supported by policies	
Strategic Objective 1	Sustainable communities
Strategic Objective 3	Climate change
Strategic Objective 4	Infrastructure
Strategic Objective 11	Healthy and safe lifestyles
Strategic Objective 13	Natural resources

7. Sustainable Development

Sustainable Development

Introduction

- 7.1 This section sets out the strategic policies that will underpin and guide sustainable development within the district to ensure that when growth takes place sustainable communities are created.
- 7.2 The purpose of the planning system is to contribute to the achievement of sustainable development. National policy sets out that there are three overarching objectives to achieving sustainable development: economic, social and environmental. These objectives need to be balanced carefully to accomplish a positive outcome which takes into account local circumstances and reflects the character, needs and opportunities of our area.

Strategic Policy 10 (SP10): Sustainable Development

The council will secure sustainable development by requiring all development to contribute to the creation and maintenance of sustainable communities, mitigate and adapt to the adverse effects of climate change, make prudent use of natural resources, reduce carbon emissions, enable opportunities for renewable energy and help minimise any environmental impacts such as flood risk.

To achieve this, development should address the following key issues:

- **Protect and enhance the character and distinctiveness of Lichfield district and its settlements and maintain the vitality, viability and vibrancy of local communities**

- **Protect the amenity of existing and future residents and promote social cohesion, inclusion and reduce inequalities through the provision of appropriate employment, quality housing, services, facilities and infrastructure**
- **Be of a scale and nature appropriate to its locality**
- **Encourage the re-use of previously developed land and the re-use of buildings as a sustainable option, especially the positive contribution that conservation of heritage assets and their settings can make**
- **Reduce the overall need to travel, whilst optimising choice of active travel, deliver safe and sustainable access for all users**
- **Conserve, enhance or expand natural, built and heritage assets and their settings and improve our understanding of them**
- **Minimise and manage water, waste and pollution in a sustainable way, by incorporating reduction, re-use and recycling measures in the design and following the waste and drainage hierarchy ensuring a development takes account of flood risk and is safe for its lifetime; all new development and conversion schemes are to be located and designed to maximise energy efficiency, and use sustainable design and construction techniques appropriate to the size and type of development, using local and sustainable sources of building materials wherever possible. This includes facilitating energy conservation through energy efficiency measures as a priority and the use of renewable energy resources wherever possible, in line with the energy hierarchy**
- **Prevent the contamination of land, water and soil, ensure that development on brownfield sites affected by contamination is remediated and that any ground instability or former land uses is addressed, avoid sterilisation of mineral resources, safeguard high quality agricultural land, minimise levels of noise and light pollution**

- **Sustain and improve air quality with no decline in standards being deemed acceptable as a result of new development. Development in air quality management areas should be consistent with the relevant air quality action plan; and**
- **Maximise opportunities to protect and enhance biodiversity**
- **Geodiversity, blue and green infrastructure, and use opportunities to facilitate urban cooling.**

Explanation

- 7.3 This policy underpins the local plan and sets out the principles of sustainable development against which development proposals will be assessed. Sustainable development is at the heart of local planning and the district council has a key role to play in reducing carbon emissions, stabilising the climate and adapting to unavoidable changes in the district, such as new housing requirements and associated infrastructure. Managing change in a sustainable way is key to achieving the planning objectives of the National Planning Policy Framework. Creating a district where development meets the needs of our communities whilst minimising its impact on the environment is also a strategic priority that the council as a whole has committed to.
- 7.4 New growth must contribute to sustainable development and needs to pursue economic, environmental and social objectives in a mutually supportive way so that opportunities can be taken to secure net gains. We will fundamentally address this requirement through locating, designing, servicing and accessing development in the most sustainable way combined with focusing on the efficient use of energy and resources. Development must function well throughout its lifetime and enhance the health and well-being of our residents now and in the future.
- 7.5 The district council is committed to conserving natural resources and reducing carbon emissions. This Policy seeks to ensure that new development is sited and designed to minimise energy needs and to incorporate the best environmental practises and the most sustainable construction techniques. This will reduce energy demand, waste and the use of natural resources such as construction materials, water management, waste minimisation and recycling.
- 7.6 Our district has a distinctive settlement pattern, many natural assets and an important historic environment. This means that in order to achieve our vision to create communities which are clean, green and welcoming places to live, work and

play, development will require bespoke solutions and innovative construction and design techniques.

- 7.7 All our assets combine to give Lichfield its attractive and unique character and promote pride within our communities. Promoting pride, social cohesion and inclusion can be influenced by a variety of factors. These include access to employment and good quality housing opportunities ensuring access to services, facilities and infrastructure such as healthcare, recreation, leisure and cultural pursuits, open spaces and green networks, as well as through greater community engagement and participation. Enabling our district to be a safe and healthy place to live for all our communities.
- 7.8 Planning decisions and policies will support the waste hierarchy approach as advocated by the waste authority, Staffordshire County Council. This approach is fundamental to The Staffordshire and Stoke-on-Trent Joint Waste Local Plan 2010 - 2026 (the Waste Local Plan) was adopted in March 2013.
- 7.9 Land is a finite resource and protecting soil quality and mineral deposits will allow future generations to be able to continue meet their needs.
- 7.10 The district council has a number Supplementary Planning Documents which provide greater detail on how development proposals should avoid harms and secure improvements in our district which will contribute to sustainable development.
- 7.11 After the adoption of this Local Plan, Supplementary Planning documents will be reviewed and updated, in the interim they remain valid as far as they accord with the new adopted plan.

Sustainable Design and Master planning

Introduction

- 7.12 Design has a major influence on how we interact with our environment. Our surroundings help us identify the area where we live. They can make us feel safe or unsafe and can promote pride and respect for a place. Promotion of high-quality design throughout the district is important and relates to the built and natural environment and hard and soft landscaping. There is considerable potential to achieve a high-quality built environment which can be responsive to the effects of climate change.

Local Policy SD1: Sustainable Design and Master planning

All development proposals should ensure that a high quality sustainable built environment can be achieved and that development is able to function well throughout its lifetime.

Development will be supported where it can be clearly and convincingly demonstrated that it will have a positive impact upon the following design elements:

Context, character and sense of place: New development, including extensions, conversions and alterations to existing buildings, should respond positively to and respect the character of the site and surroundings in terms of layout, size, scale, architectural design and public views. Design should establish a strong sense of place using streetscapes and buildings to create attractive and comfortable places to live, and having appropriate regard to the historic environment (in conjunction with Policy HIS1).

Public realm and landscape: New development should ensure that the design of landscaped areas, open space and public realm are of high quality, provide a clear structure and constitute an integral and cohesive element within the design. New development should respect local landscape character and sympathetically incorporate any on-site or adjoining landscape features.

Legibility and Identity: New development should create clear and logical layouts that create and contribute to a strong and distinctive identity and which are easy to understand and navigate. This should be achieved through a well-structured and defined public realm, with a clear relationship between uses, buildings, routes and spaces, and through the appropriate use of vistas, landmarks and focal points.

Amenity and Space: New development should enhance comfort, convenience and enjoyment through assessment of the opportunities for light, privacy and external space, and the avoidance or mitigation of potential disturbances, including visual intrusion, noise, smell and pollution.

Energy efficiency and carbon reduction: New development should reduce energy consumption through sustainable approaches to building design and layout, such as through the use of low-impact

materials and high energy efficiency; and incorporate renewable or low carbon energy technologies, where appropriate (in conjunction with Policy SD4 and other relevant policies).

Transport: New development should be located in areas which have a good, safe access to public transport reducing the need to travel by car and optimising the choice of active sustainable travel options including walking and cycling. Development should create new public transport nodes where necessary and provide space in the design for infrastructure which encourages the use of low emission vehicles (in conjunction with Policy LT2)

Safety and Security: New development should be designed to contribute to safe communities including reducing the risk of fire, conflicts between traffic and cyclists or pedestrians, and reducing the likelihood and fear of crime.

Proposals must also demonstrate that they have taken account of any design-related policies, as well as those in relevant Neighbourhood Plans as well as local supplementary planning documents.

Major developments, where deemed appropriate in the view of the local authority, will require a masterplan to support the detailed design stage. The masterplan will ensure the vision of the development is not diluted over time through cumulative minor changes, and will help to enable infrastructure delivery.

Detailed requirements of masterplans and design briefs, should the local planning authority consider they are required to accompany proposals, are set out in **Table x** within this policy. These requirements are not exhaustive.

Table x: Masterplan content

The following is a guide to the types of topics a masterplan should cover.

1. Vision for the site.
2. Local character assessment, identification of any constraints/opportunities and how policy requirements for the density of the site can be achieved.
3. Movement framework, including connections to the surrounding area and through the site for all modes (which shall include details of a secondary pedestrian/emergency access).
4. Street types and road hierarchy, including measures to limit traffic speeds when it would add to the safety of vulnerable road users.
5. Building forms, heights, having regard to finished floor levels, existing and new landmarks.
6. Street layout and character areas, key frontages, key corners.
7. Building and surface materials palette, fenestration and architectural design details.
8. Landscape design principles, how the edges of the development will integrate into the adjacent built form/landscape or soften the impact of the development.
9. The locations, layout and specifications for the on-site public open space, play areas, allotments etc. and sustainable urban drainage.
10. Parking strategy including the provision of secure cycle parking facilities for each dwelling unit.
11. Development phasing including green infrastructure and the natural habitat creation areas and how they deliver biodiversity net gain and contribute to the nature recovery network.
12. Phasing and delivery of infrastructure, services and facilities.
13. Waste management including recycling and refuse collection.
14. How the development is future proofed to deal with the effects of climate change and contributes to achieving the government target of zero carbon by 2050.
15. Identify any renewable energy, low carbon energy generation on site and any areas which require to be safeguarded to allow their long-term use.
16. Where design and access statements are required to be submitted, they may need to show how the building's mass impacts on amenity and street scene in a range of weather and light conditions including a night time view.
17. Ensuring that new development contributes to the reduction of crime and the fear of crime and wherever possible contributes to the improvement of physical and mental health

Explanation

- 7.13 Good design is a key aspect of sustainable development and we have a high-quality built environment in our district. Opportunities exist with all development to reduce the carbon footprint and minimise impact upon the environment to assist in mitigating and adapting to the effects of climate change and future proof it.
- 7.14 This policy provides clear expectations for designing high quality development within our district. New development should create a strong sense of place which is attractive, welcoming, inclusive, safe, secure, accessible and promotes good health

and well-being. Development should function well throughout its lifetime, from the large scale aspects such as of major transport infrastructure and redevelopment in a city or town centre through to the small details of the waste and cycle storage facilities, for example.

- 7.15 High quality development can help raise the overall standard of design. More generally in an area it should facilitate visually attractive places and spaces as a result of good architecture, layout and appropriate landscaping which is sympathetic to local character and history. Where appropriate, development should incorporate the use of smart technologies as a means to future proof development.
- 7.16 Development should be attractive and create places which people want to use in order to encourage pedestrian movement and natural surveillance. Consideration as to the purpose of the development and how it relates to its wider setting with regard to the anticipated number of users can assist in integrating suitable measures within a development to provide a safe usable environment. Specifically designed features will be encouraged to facilitate a sense of ownership, promote pride as well as enhancing the appearance of a development.
- 7.17 The historic qualities of the built environment can contribute to the character and distinctiveness of an area. They also can support the visitor economy within the district and stimulate investment and spend. The historic environment contributes to the quality of life of existing and future generations and should be sustained and enhanced.
- 7.18 The natural environment adds to the biodiversity and amenity of an area and can support people's health and well-being. Trees and hedgerows have an inherent biodiversity value and can help integrate new development into the landscape and environment. They can assist in mitigating for the effects of climate change, increase the tree canopy cover in the district and make the public areas within a development more usable and attractive
- 7.19 The effects of climate change will impact upon our environment within this plan period. Design should be brought forward which is resilient to the impacts of climate change.
- 7.20 Further guidance is contained within the Trees, Landscaping and Development, Historic Environment and the Sustainable Design Supplementary Planning Documents and in the other policies in this plan.

Protecting Green Belt Land

Introduction

- 7.21 The Government attaches great importance to Green Belts, and this is reflected in National Planning Policy Framework. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping designated land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

Strategic Policy 11 (SP11) Protecting Green Belt Land

Within the West Midlands Green Belt, as defined on the policies map, opportunities to enhance the beneficial use of the Green Belt will be supported.

This may include opportunities to provide access, for outdoor sport and recreation, to retain and enhance landscapes, visual amenity and biodiversity, or to improve damaged and derelict land.

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

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

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

Through the plan making process of developing this plan, a strategic need to make changes to the Green Belt boundary to accommodate the growth requirements of the district has been identified. This has been addressed through amending the Green Belt adjacent to Fazeley and Whittington, to accommodate strategic growth.

In addition, Safeguarded Land has been identified and removed from the Green Belt adjacent to Burntwood, Lichfield and Fazeley to ensure that the Green Belt boundary is capable of enduring well beyond the plan period.

Safeguarded Land is not for development now, and will not be released for development unless or until a future review of the local plan identifies it for development.

Explanation

- 7.22 Approximately half of Lichfield district lies within the defined Green Belt surrounding the West Midlands conurbation, from the south of the district to the West Coast Mainline which forms the northern boundary.
- 7.23 National Planning Policy Framework makes clear that changes should only be made to the Green Belt boundary in exceptional circumstances. Within Lichfield district such circumstances have been determined to exist both in terms of removing land from the Green Belt to meet strategic development needs and the identification of new Green Belt to the north of Lichfield city as part of the planning for the large-scale development to the north of the city.
- 7.24 National policy makes clear that where necessary areas of land should be safeguarded between the urban areas and the Green Belt to assist in meeting longer-term development needs beyond the plan period. The identification of such land will ensure that the Green Belt boundaries will not need to be altered further at the end of the plan period.
- 7.25 The plan has identified such safeguarded land adjacent to Burntwood, Lichfield and Fazeley. These areas of safeguarded land are not allocated for development and planning permission for development within the area of development restraint will only be granted following an update to the Development Plan.
- 7.26 The Green Belt Review 2020 provides a strategic and comprehensive review of the Green Belt within Lichfield District. This has informed the planning judgement undertaken in relation to the changes to the Green Belt boundary.

Renewable and Low Carbon Energy

Introduction

- 7.27 Over the past few years, the government and independent scientific groups have been calling for the move towards renewable and low-carbon energy generation, both incorporated into new and existing buildings, and as part of **decentralised urban networks for heat and power** Put definition in glossary. This will reduce reliance on fossil fuels, has the capacity to improve air quality, and will help to reduce the potential for climate change. The 2019 Climate Change Committee Report, United Kingdom Housing: Fit for the Future, calls for new development to include ultra-high levels of energy efficiency by 2025, at the latest, with no new homes connecting to the national gas network from that date.
- 7.28 The Staffordshire wide Climate Change Adaptation & Mitigation study 2020 states that 'The decarbonisation of grid electricity and switching to Ultra-Low Emission Vehicles (ULEVs) in Lichfield could result in up to a 64% decrease in CO2 emissions by 2050 compared with 2017 levels... In order to meet the UK-wide 2050 target for reaching Net Zero emissions, Lichfield will need to (a) reduce energy demands from transport and buildings, (b) seek to increase the provision of local renewable energy as much as possible and (c) take actions to increase carbon removals from the atmosphere. Lichfield includes a significant area of Green Belt land along with a variety of other sensitive landscapes. Although these areas could potentially accommodate sensitively-designed renewable energy installations, they also offer significant opportunities to deliver environmental benefits through 'natural' climate solutions such as tree planting.'

Local Policy SD2: Renewable and Low Carbon Energy

Provision should be made on or off-site for renewable and low carbon energy generation within Lichfield district to maximise environmental and economic benefits whilst minimising any adverse local impacts.

The Council will support proposals for renewable energy generation particularly where they have wider social, economic and environmental benefits, provided that the direct and cumulative adverse impacts of the proposals on the following assets are acceptable, or can be made so:

- **the historic environment including heritage assets and their setting**

- natural landscape and townscape character
- nature conservation
- amenity – in particular through noise, dust, odour, and traffic generation

Proposals will be expected to

- Reduce impact on the character and appearance of the open countryside, for example by locating energy distribution lines below ground where possible
- Make a positive and marked contribution to moving towards a zero-carbon economy
- Show how technology, once installed, will be maintained and continue to provide benefit for the lifetime of the development
- include provision to reinstate the site when the equipment is no longer in use or has been decommissioned
- incorporate measures to enhance biodiversity
- not cause harm to local traffic networks
- support and enhance the local economy wherever possible

Support will be given to low carbon and renewable developments on brownfield land or using existing buildings, for example the installation of solar photovoltaic panels on commercial properties, subject to the criteria in this policy, and the policies in the plan taken as a whole.

Support will also be given to solar photovoltaic farms on brownfield land or lower grade agricultural land, rather than on the best and most versatile agricultural land, subject to the other criteria in this policy being met.

Wind Energy

Proposals for wind energy development will be supported where they:

- 1) are within an area defined as being suitable for wind energy development within an adopted Neighbourhood Plan; and**
- 2) are able to demonstrate, following public consultation, that all material planning impacts identified by affected local communities have been adequately addressed; and**
- 3) they meet all the other requirements of policies in this plan**

In addition to meeting criteria 1. to 3. above, where wind energy development located within the Green Belt would constitute inappropriate development, planning permission will not be granted unless very special circumstances (as set out in the NPPF) can be demonstrated.

Renewable Heat

New developments will connect to or be designed for future connection to community heating networks where appropriate. Where no district heating scheme exists or is proposed in the proximity of a major new development, the potential for developing a new scheme on the site should be explored and pursued where feasible.

Priority sites for district heating include: Lichfield City including strategic allocation SHA1 and within Burntwood town centre

Hydro Power

Major development along river and canal corridors (watercourses) will be expected to investigate the feasibility of using small scale hydro power to meet energy needs. Pre-application advice from the Environment Agency is advised.

Explanation

- 7.29 This policy provides a positive strategy for energy generation, and supports the supply and use of renewable and low carbon energy technologies and their infrastructure. Through identifying the issues which our communities take pride in; including history, culture and our high quality built and natural environment, we are able to support proposals which reflect these priorities and respond appropriately to them.
- 7.30 Proposals for renewable and low carbon energy generation should show how they have carefully considered and responded to the issues and proposals set out in the Staffordshire wide Climate Change Adaptation & Mitigation study 2020, particularly as it relates to Lichfield District.
- 7.31 This plan does not identify any suitable locations for wind energy development in the district, therefore, unless such locations are identified in Neighbourhood Plans then National Planning Policy Framework policy on this form of development will apply.
- 7.32 Proposals for renewable energy and associated infrastructure will be assessed on the following basis:
- The degree to which the scale and nature of the proposal reflects the capacity and sensitivity of the landscape or townscape to accommodate the development, including any cumulative impacts
 - The impact on local amenity, including residential amenity;
 - The impact of the proposal on sites of biodiversity value, ancient woodland and veteran trees;
 - The impact on the historic environment, including the effect on the significance of heritage assets and their setting and important views associated with valued landscapes and cityscape;
 - The proximity to and impact on transport infrastructure and the local highway network; and
 - The impact of the decommissioning of the site and its restoration
 - The impact on the local economy;
 - The contribution to Green House gas emissions.

The policies within this chapter contribute towards the delivery of the following objectives:

Objectives supported by policies	
Strategic Objective 1	Sustainable communities
Strategic Objective 2	Rural communities
Strategic Objective 3	Climate change
Strategic Objective 13	Natural resources
Strategic Objective 14	Built environment
Strategic Objective 15	High quality development

8. Housing

Introduction

- 8.1 The quantum, location, type, tenure and affordability of new housing to be delivered within the District to 2040 are key policy areas of this local plan. These key policies will seek to ensure that the new housing which is delivered meets the needs of our current and future populations.
- 8.2 Lichfield District has historically been, and remains, an area of high demand for housing which is driven by our resident population and by in migration into the District often from higher-income households. This has resulted in house prices which are higher than the average both nationally and in the wider West Midlands. Lichfield District will continue to be an area of housing growth which will be achieved in ways which protect the living standards and environment of our current residents as well as those people moving to the area.

Strategic Policy 12 (SP12): Housing Provision

The District Council will plan, monitor and manage the delivery of a minimum of 9,727 homes within the District between 2018 and 2040 ensuring that a sufficient supply of deliverable and developable land is available to deliver around 321 homes per year between 2018 and 2027, and 526 homes per year between 2027 and 2040 to assist with the demonstrable housing market area shortfall between these dates. New housing will be focused upon the existing built/urban areas and the key urban and rural settlements identified within the settlement hierarchy as described in policy SP1: Spatial Strategy.

There will be a focus on housing delivery on sustainably located brownfield sites to ensure the efficient use and re-use of land within the District. The overall distribution of new homes will be guided by the spatial strategy and settlement hierarchy.

There is a need to identify new locations adjacent to existing settlements to accommodate the balance of dwellings which cannot be built on sites within the existing urban areas of the District. These strategic housing allocations are as follows:

Strategic housing allocations	Approximate number of new homes
Land to the North-east of Lichfield	3,300
Land West of Fazeley	800
Land off Huddlesford Lane, Whittington	75
Land off Hay End Lane, Fradley	500

In those remaining rural areas (outside of levels 1,2,3,4 of the settlement hierarchy, those sites allocated through the settlement sections of this plan) only the following residential development will be permitted:

- **Infill development within defined village settlement boundaries (set out on the local plan policies map);**
- **Affordable housing delivered through rural exception sites (Policy H2: Affordable housing);**
- **Changes of use and conversion schemes;**
- **Development supported by local communities identified through neighbourhood plans; and**
- **Dwellings to serve agricultural, forestry and other occupational workers within the rural areas.**

Residential development will be expected to:

- **Contribute to the achievement of sustainable communities;**
- **Incorporate high quality design in line with the council's adopted supplementary planning documents;**
- **Assist in meeting the identified housing needs including affordable homes, homes to meet the needs of the district's demographics; and,**
- **Deliver identified physical, green and community infrastructure requirements necessary to support the creation and maintenance of sustainable, balanced communities.**

The district council will support the delivery of 7 residential pitches to meet the identified needs of gypsies and travellers to 2040.

Table X (After policy)

Settlement	Net completed dwellings (01/04/2018 - 31/03/2020)	Committed supply of dwellings (at 01/04/2020)	Strategic housing allocations	Total
Lichfield City	741	3304	3300	7345
Burntwood	172	400	0	572
East of Rugeley	0	800	0	800
North of Tamworth	83	1000	0	1083
Alrewas	-8	169	0	161
Armitage with Handsacre	-4	204	0	200
Fazeley, Mile Oak & Bonehill	7	130	800	937
Fradley	189	966	500	1655
Shenstone	0	55	8	55
Whittington	1	20	75	96
Other rural	140	262	0	402
Total	1321	7310	4675	13,306

Explanation

- 8.3 Lichfield District will make provision for 9,727 dwellings between 2018 and 2040. This equates to an annual requirement of 321 dwelling each year between 2018 and 2040 which is the District's Local Housing Need (LHN) as established by the standard approach to calculating LHN. From April 2027 the annual requirement will increase to 526 dwellings each year until 2040, this will incorporate the District's LHN and its contribution toward the unmet needs from within the housing market area.

- 8.4 This contribution will equate to 2,665 homes between 2027 and 2040 at an annual rate of approximately 205 dwellings each year. The Spatial Strategy, as set out in policy SP1: The Spatial Strategy, focuses growth within and around sustainable settlements within the District and makes best use of the infrastructure existing within and supporting those settlements.
- 8.5 The National Planning Policy Framework requires local authorities to meet their housing needs and to assist in meeting unmet needs from neighbouring authorities where it has been robustly evidenced that such needs cannot be met. The NPPF makes clear that planning authorities must use the 'Standard methodology for calculating housing need' to establish their Local Housing Need (LHN). The standard method is set out within planning practice guidance and utilising this formula the LHN for Lichfield District is 321 dwellings per annum.
- 8.6 **Table X** demonstrates the provision of approximately 13,300 dwellings through this Local Plan. Such supply is in excess of the minimum housing requirement of 9,727 homes identified within Strategic Policies 1 and 12. This 'buffer' provides flexibility in the housing supply across the plan period which will ensure that should circumstances change and a development is not delivered or is delivered at a slow rate than anticipated the housing requirement is still delivered.
- 8.7 As detailed in SP1: The Spatial Strategy the District Council will deliver 2,665 homes to meet unmet needs from the wider housing market Area from 2027, this will see the annual housing requirement step from 321 to 526 homes per annum for the remainder of the plan period.
- 8.8 In the two years prior to April 2020, we have delivered 1,321 net new homes within the District at an average rate of 660 dwellings each year. Housing delivery has increased significantly since April 2018. In the ten years before the plan period the average number of homes completed each year had been 276 dwellings. This increase in the number of homes completed annually is in part due to the upturn in the housebuilding economy (prior to the Covid-19 pandemic) and also due to a number of the larger housing allocations from the Local Plan 2008-2029 delivering homes in the early part of this local plan period.
- 8.9 Phasing is one of the most important aspects of housing delivery to ensure the quality and form of development achieved is sustainable. The delivery of required new infrastructure will determine when and how quickly certain areas can be developed and the ability of providers to delivery necessary infrastructure will need to be taken into account. Each Strategic Housing Allocation is accompanied by a concept statement (Appendix B) which sets out the assumed delivery timescales for each location. Given the 'cross-over' of this plan period with that of the previous local plan it is anticipated that the Strategic Housing Allocations are likely to deliver in the middle to later years of the plan period (to 2040) whilst those allocations which have

been 'saved' will continue to deliver in the earlier years of the plan. A trajectory of the anticipated completions of development is set out at Appendix A.

Providing a balanced housing market

Introduction

- 8.10 Providing a balanced housing market is important in meeting housing needs but also important in delivery sustainable communities. The council recognises the need for a mix of dwellings of a variety of sizes, types, tenures and values throughout the District to meet the current and future requirements arising from all types of households.

Local Policy H1: Achieving a Balanced Housing Market and Optimising Housing Density

To deliver a balanced housing market across the plan period, new residential development will include an integrated mix of dwelling types, sizes and tenures based upon the latest assessment of housing needs within the District. There is currently an imbalance of dwelling types within the District which the council will seek to redress through actively promoting the delivery of smaller properties including two and three bed dwellings to increase local housing choice and contribute to the creation of sustainable and mixed communities.

To assist in achieving this all new residential development should seek to achieve a mix of housing as set out in the table below:

	1 Bedroom	2 Bedroom	3 Bedroom	4+ Bedroom
Market homes	5-10%	30-35%	44-45%	5-15%

Affordable homes (ownership)	10-20%	35-45%	30-40%	5-15%
Affordable homes (rented)	20-30%	25-30%	35-40%	5-10%

Where the proposed mix of dwelling types and tenures differs significantly from the above then it must be justified through evidence of identified housing need and the character of the area where development is proposed, taking into account:

- Evidence of housing need including reference to the housing register;
- Character and nature of the development site and of the wider area within which the site is located;
- Detailed design considerations specific to the development and location; and
- Financial viability of the scheme.

The District Council will promote the delivery of specialist housing and care accommodation for older persons to reflect the needs of the changing demographic profile of the District's population across the plan period.

Proposals for self-build and custom-build homes will be supported where they are sustainably located and do not conflict with other policies within this plan.

Proposals for new residential development will be expected to make efficient and effective use of land and to be developed at the optimum density.

New housing development will be expected to achieve a minimum net density of 35 dwellings per hectare, except in Lichfield city and Burntwood, where densities of 50 dwellings per hectare should be achieved in locations benefiting from good public transport links.

In exceptional circumstances, lower densities in rural locations may be acceptable if required to be compatible with good design, reflecting the existing settlement pattern and character of the area, and is in keeping with the other policies in this chapter.

Explanation

- 8.11** National planning policy seeks to ensure that local housing needs are met through the provision of a range of house types, tenures and sizes based on current and future demographic trends, market trends and the differing needs of groups within a community.
- 8.12** The District Council recognises the need for dwellings of a variety of sizes, types, tenures and costs throughout the District to meet the current and future requirements arising from all types of households, including vulnerable groups with special requirements such as older people, single persons and those with learning disabilities, physical disabilities and mental ill health. Supported housing can include sheltered housing schemes, such as extra care, designed specifically for older people and also supported housing schemes for vulnerable groups, whilst lifetime homes provide accessible and adaptable accommodation for everyone, from young families to older people and individuals with a temporary or permanent physical impairment.
- 8.13** The Housing and Economic Development Needs Assessment (HEDNA) identifies that there is an imbalance of housing types across the District, with concentrations of larger, detached homes, particularly in the rural areas and villages. As a result, it identifies that there should be a focus on the delivery of smaller, more affordable homes, particularly two and three bedroom properties which will be appropriate for first-time buyers, renters and families to access and also for people who may wish to downsize.
- 8.14** The HEDNA identified the desired dwelling mix for all tenures of market and affordable homes which will assist in rebalancing the housing types across the District. This mix will enable flexibility within the ranges provided to ensure new development meets the needs of the District's population whilst ensuring the character and design of schemes is able to reflect the context of a particular development site. Where a mix of housing is proposed that does not respond to the identified needs, then the applicant will be expected to provide robust evidence to justify the proposed mix.

- 8.15 In addition, the District's changing demographic profile, which will see increasing numbers of older people, will have implications for the types of homes which people will wish to reside in. The HEDNA identifies a growing need for specialist accommodation and accommodation linked to care provision within the District to meet the needs of the population. This will also place increase demand on existing specialist accommodation and for services and adaptations which will enable people to remain living independently in their own homes. A number of the District's neighbourhood plans and community plans have identified the desire, particularly in rural settings, to provide suitable homes to enable people to downsize within their own settlement.
- 8.16 The Self-Build and Custom House Building Act requires the Council to maintain and where necessary update a register of those individuals seeking to acquire land to build their own homes. The Council will continue to maintain such a register and support appropriate proposals to deliver services plots, in sustainable locations, for custom and self-house building.
- 8.17 National planning policy seeks to ensure that new development makes effective use of land and in particular that where there is a known shortage of land to meet development housing needs. In such circumstances development must ensure that it makes optimal use of available land and avoids homes being built at low densities. The NPPF also states that minimum density standards should be used for town and city centre locations which are well served by public transport.
- 8.18 The 2018 Strategic Growth Study identified that by ensuring appropriate increased densities of residential development were achieved across the GBBCHMA this would assist in meeting, in part, any unmet need. The study concluded that in parts of the HMA including Lichfield District it would be reasonable to assume a density of 35 dwellings per hectare as a minimum. Lower density schemes will only be acceptable where the character or amenity of the locality would be clearly harmed or where specific site constraints would result in lower densities.

Providing affordable housing

Introduction

- 8.19 The definition of affordable housing includes housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the definitions in the NPPF for affordable housing.

- 8.20 To be 'affordable', the cost of housing must be low enough for eligible households to afford based on local incomes and house prices.

Local Policy H2: Affordable Housing

The District Council is committed to improving housing affordability in Lichfield District. Over the Local Plan period the Council will seek to deliver the following levels of all affording housing provision on all sites of 10 or more (net) units across the District.

Typology	Minimum affordable housing provision	Additional Information
Non allocated sites		
Previously developed land	20%	This applies to all sites between 10 and 500 dwellings.
Greenfield sites (non-strategic)	35%	This applies to all non-strategic sites between 10 and 500 dwellings.
Greenfield sites (strategic)	20%	Individual viability assessments for affordable housing delivery are required on development proposals for strategic sites over 500 dwellings. These open book viability assessments are to be undertaken independently and paid for by the developer. The plan wide viability guidance suggests all these sites provide at least 20% affordable housing provision.
Allocated strategic sites		
North East Lichfield	20%	These sites have been individually assessed as part of the plan wide viability appraisal.
West of Fazeley	20%	
Land at Hay End Lane, Fradley	20%	
Land at Huddlesford Lane, Whittington	35%	This site has been assessed within the plan wide viability appraisal and can provide a minimum of 35% affordable units.

The type of affordable housing to be provided on site will be negotiated having regard to:

- **The Government's policy on affordable home ownership tenures and other affordable home ownership product requirements³;**
- **The district wide need for affordable housing, taking into account all other sources and supply of affordable housing;**
- **Levels of affordability in the area; and**
- **Size, type, tenure of housing in the area**

All affordable housing need should be met on-site. The Council will only accept a financial contribution in lieu of on-site provision where it can be satisfactorily demonstrated that on-site provision is neither feasible nor viable.

All phases of development should provide the percentage of affordable housing required by this policy, to avoid some phases being dominated by affordable or market housing – unless otherwise agreed by the Council.

Where a site has been sub-divided or is not being developed to its full potential so as to fall under the affordable housing threshold the Council will seek a level of affordable housing to reflect the provision that would have been achieved on the site as a whole had it come forward as a single scheme for the allocated or identified site.

Rural Exceptions

In addition to sites allocated for development with the local plan, housing development will be supported on small rural exception sites and where affordable homes can be delivered to meet the needs of local people from within the district where there is no conflict with other local plan policies. The following criteria will apply:

- **Homes provided are affordable;**
- **The site is directly adjacent to existing village settlement boundaries;**

³ The NPPF stipulates 10% of affordable housing provision should be provided as affordable home ownership tenures

- A housing need has been identified in the parish, or in one or more of the adjacent parishes for the type and scale of development proposed; and
- The proposed development is considered suitable by virtue of its size and scale in relation to an existing settlement and its services, and its proximity to public transport links and key infrastructure

Design

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

Delivery

The provision of affordable housing will be secured through a section 106 agreement. This will specify the timing of the delivery of any dwellings and/or payment of commuted sums. Planning obligations will be used to ensure that the affordable housing will remain at an affordable price in perpetuity, or for the subsidy to be recycled to alternative affordable housing provision.

Engagement

Early involvement of the Council and registered providers in site discussions and design is strongly encouraged, preferably at the pre-application stage, in order to ensure that affordable housing provision will meet relevant requirements and standards.

Explanation

- 8.21** Affordable housing is defined in national guidance as social rented, affordable rented, intermediate housing, provided to eligible households whose needs are not met by the market. Paragraph 61 of the NPPF states that the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies, which includes those who require affordable housing.

- 8.22 The NPPF also goes on to outline that where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the homes to be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area, which is not the case in Lichfield District, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.
- 8.23 The Housing and Economic Development Needs Assessment (HEDNA) is the primary evidence base for determining affordable housing need. The HEDNA identifies there is an affordable housing need of 220 units per year, which over the plan period is 4,480 units. Given that the affordable housing need equates to 64% of the local authority's local housing need and based on previous completion rates as set out in the Authority Monitoring Report this figure will be challenging to achieve, the local authority will work with Registered Providers to maximise opportunities for increased numbers of affordable housing units in addition to homes negotiated through planning obligations.
- 8.24 Reflecting on economic viability considerations, the Council will negotiate for varied affordable housing levels in residential developments depending on the nature of the development. The affordable levels are set out in the table above. In considering the plan wide viability assessment, the figure of 500 units has been identified as an appropriate quantum of development in which to differentiate between the level of affordable housing on non- strategic greenfield sites and strategic greenfield sites.
- 8.25 In applying the policy, site specific considerations will be taken into account in relation to the element of affordable housing that will be expected. The presumption is that the affordable element will be delivered on the application site unless robust justification exists for provision on an alternative site in the developer's ownership and control, or for a financial contribution in lieu of on-site provision which will help to deliver strategic housing objectives.
- 8.26 The development of rural exception sites is by its nature an exceptional circumstance where affordable housing development may be permitted in the open countryside. Rural exception sites are however still required to comply with all other policies of the local plan, together with national planning policy and national planning guidance.

Accommodation for gypsies and travellers

Introduction

- 8.27 National planning policy in relation to gypsies and travellers is set out in the national planning policy for traveller sites. This requires the district council to set targets for gypsy and traveller pitches to accommodate the likely permanent and transit needs within a plan period.

Local Policy H3: Accommodation for gypsies and travellers

The district council will support the delivery of a minimum of 7 residential pitches to meet the identified needs of gypsies and travellers to 2040 including meeting the identified need for 4 of these pitches by 2024.

The council will encourage the intensification of provision in locations which are already successfully accommodating need as a means of delivering. In the event that provision within our district has not been increased by 2024 the council will consider all available delivery mechanisms including those that involve the council taking a lead role in delivery.

The location of any future allocations and the determination of planning applications will be informed by the following criteria and having regards to other national and local planning policies:

- The site is within or adjacent to a settlement identified as sustainable within the settlement hierarchy (levels 1, 2, 3) or close to the transport corridors of the A38 and A5;**
- Where a proposal is located within, adjacent to or close to a settlement, the location of the site, the number of pitches or plots should relate and be appropriate to the surrounding population's size and density and should not put an unacceptable strain on local infrastructure;**

- **The site should be capable of providing adequate on-site facilities for parking, storage, play and residential amenity appropriate for the number of pitches or plots;**
- **Vehicular and pedestrian access to the site should be safe and reasonably convenient;**
- **The site should be located within flood zones 1 or 2;**
- **The site should be appropriately landscaped and screened to provide privacy for occupiers and to maintain the visual amenity of the landscape/townscape within which it is located; and**
- **Development of the site should protect the local amenity and environment and will have no significant detrimental impact on adjoining properties or neighbouring land by virtue of noise and other disturbance caused by movement of vehicles to and from the site**
- **Traveller sites (temporary or permanent) in the Green Belt are inappropriate development. Subject to the best interests of the child, personal circumstances and unmet need are unlikely to clearly outweigh harm to the Green Belt and any other harm so as to establish very special circumstances.**

Explanation

- 8.28 National planning policy in relation to provision for gypsy and traveller communities is set out in the National Planning Policy for Traveller Sites. This sets out the requirements for the Council to meet the accommodation needs of the gypsy and traveller community within the plan period.
- 8.29 Lichfield district council along with Tamworth and North Warwickshire borough councils commissioned a joint Gypsy and Traveller Accommodation Assessment in July 2019. The study provides a robust assessment of needs and concludes that there was no remaining need from earlier assessments and that any such need would be included into the need identified through the 2019 study.

- 8.30 The study concluded that there is a need for 7 residential pitches within Lichfield district which meets the planning definition set out within national guidance. Of these 7 pitches it is recommended that 4 should be delivered by 2024. The study also found that there was no requirement to make provision for transit pitches at this stage.
- 8.31 The council produced a Gypsy and Traveller Paper in 2016 in support of the previous local plan which considered the potential supply of sites to meet gypsy and traveller needs within the district. This study concluded that there were insufficient deliverable sites at that stage to meet identified needs. Since the time of this study no further sites for potential gypsy and traveller accommodation have been promoted or identified through the plan-making process. As such it is proposed that intensification of the existing resource coupled with a criteria-based policy is the most appropriate approach to assist in the delivery of future allocation of sites to meet this need.
- 8.32 Planning Policy for Traveller Sites sets out national policy for gypsy and traveller sites and will be the key determinant of planning applications for such uses.

The policies within this chapter contribute towards the delivery of the following objectives:

Objectives supported by policies	
Strategic Objective 1	Sustainable communities
Strategic Objective 2	Rural communities
Strategic Objective 6	Meeting housing need

9. Employment, Retail, Tourism & Economic Growth

Employment and Economic Growth

Introduction

- 9.1 National planning policy is committed to delivering a strong and comprehensive economy. Planning policies should help to create the conditions in which businesses can invest, expand and adapt, taking an approach which should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future
- 9.2 The council's strategic plan seeks to support a vibrant and prosperous economy, ensuring that the district is open for business as an attractive location for investment. Lichfield district benefits from a diverse local economy with a wide range of sectors and employers based within the area and the council will continue to aim to build on the strengths of this.

Strategic Policy 13 (SP13): Employment and Economic Growth

Lichfield District will continue to maintain and seek to enhance its diverse local economy and encourage opportunities for inward investment. The needs of the local economy to 2040 will be supported through the following measures:

Approximately 85 hectares of land will be allocated for employment uses, informed by the employment land availability assessment amongst other evidence.

The district has a wide and varied rural hinterland which plays an important role in the local economy. Proposals for economic development and the diversification of the rural economy will be supported. Opportunities for new business formations will be actively pursued and the long-term survival of businesses will be encouraged with sustainable forms of business, including home-working and the expansion of information communication technology networks being supported. The district council will encourage education and skills

development in order to provide employers with access to a skilled labour force as well as reducing levels of out-commuting.

The district council will support proposals for new, or the expansion, conversion or redevelopment of existing employment premises within the existing employment areas and allocated employment sites as shown on the local plan policies map

Development proposals outside of the traditional use classes (E, B2 and B8) will usually not be supported unless it can be demonstrated that the proposed use would enhance or complement the existing employment offer and is demonstrated that any proposed use falling outside of the above specified use classes would not detrimentally affect an employment area. Such proposals will be supported on defined existing and allocated employment sites, where the proposals clearly demonstrate the potential for job creation and provided they do not undermine the main purposes of the employment allocation. Proposals for retail or leisure uses on such sites will be permitted providing they are related in scale and use to the primary employment focus of the site and would not have an adverse impact on the viability and vitality of the employment area.

Development proposals outside of the E, B2 and B8 use classes for non-employment generating uses will only be supported on defined existing and allocated employment sites, if it is demonstrated that the continued use of a site, or its development for employment uses, is not viable through the provision of:

- Details of comprehensive marketing of the site for at least 12 months and appropriate to the prevailing market conditions; and
- A financial appraisal that demonstrates that the development of any employment generating use is unviable;
- Where it can be demonstrated that the continued use of a site, or its development for employment uses would lead to site-specific environmental problems or traffic problems which cannot be satisfactorily resolved

Explanation

- 9.3 The Housing and Economic Development Needs Assessment (HEDNA) 2019 identifies the employment land requirements for the district to the period to 2040. This analysis suggests approximately 84.6 hectares of employment land should be allocated to provide for around 357,100m² floor space for employment generating uses (E, B2 and B8 use classes). The Housing and Economic Development Needs Assessment suggests the employment land requirement is made up of the following elements:

Table X: Employment Land Requirements 2018-2040

Employment land Requirements 2018-2040		
Use Class	Floorspace Requirement (sqm)	Land Requirement (ha)
E (formerly B1a/b)	93,500	18.7
E (formerly B1c)/B2	70,800	17.7
B8	192,800	48.2
Total	357,100	84.6

- 9.4 The Housing and Economic Development Needs Assessment notes the success in delivering warehousing, logistics and distribution type development in Lichfield district in recent years, highlighting the district's geographical position and excellent transport and communications links. Given the particular growth within this sector, the HEDNA recommends that a need for 48.2 ha of B8 is met.
- 9.5 The Employment Land Availability Assessment demonstrates that there is a considerable supply of sites currently within the planning process which assist in meeting the employment land requirements for the district. In the first two years of the proposed plan period (2018-2020) 33.1 hectares of employment land was completed providing for 107,551m² of commercial floorspace. There is significant further capacity for employment land within the district's existing urban and employment areas and a committed supply of sites. The Employment Land Availability Assessment also demonstrates that there is a limited supply of potential further options for employment growth within the district.

Retail & Centres

Introduction

- 9.6 Lichfield District has a wide range of retail services and facilities, from city centre shops through local centres to meet local needs to rural shopping services. A key aspect of national policy is the need to ensure the vitality of town centres by supporting the role that town centres play at the heart of local communities and taking a positive approach to their growth, management and adaptation.
- 9.7 Over the past few years, town centres across the country have faced the challenge of major economic and social change which has had an impact on the way we shop, use our leisure time, and engage with other town centre uses. This has resulted in a change to our high streets and centres, with the rapid growth of discount retailers, introduction of convenience shopping and an overall decline in demand for town centre retail floor space in all locations, apart from in the most successful centres.
- 9.8 Continuing to locate retail and other services within Lichfield, Burntwood and local centres across the District is considered to be the most sustainable way to meet the needs of the District's residents.

Strategic Policy 14 (SP14): Centres

Development proposals for retail, leisure, office and cultural facilities will be focused within Lichfield city centre and the commercial centre of Burntwood and having regard to centres outside of the district in line with the hierarchy set out below.

Hierarchy of centres	Location
Strategic centre (Lichfield City has many shops, services, employment and entertainment locations which service a much wider catchment than just the local population)	Lichfield city (including Streethay)
Town centre (Burntwood shops and services primarily serve local catchments but provide for main weekly convenience shopping)	Burntwood

Rural centre (shops and services for day to day needs within villages to serve the wider rural area)	Alrewas, Armitage with Handscare, Fazeley, Fradley, Little Aston, Shenstone, Whittington, Stonnall, Kings Bromley & Hopwas
Neighbourhood centres (shops and services for day to day needs within urban neighbourhoods)	E.g Boley Park, Curborough, Darwin Park, Netherstowe, Dimbles Lane, Morley Road, Park Hill Road, Chasetown & Swan Island

Explanation

- 9.9 Detailed retail assessment and policy was presented and adopted as part of the Lichfield 2019 Local Plan Allocations Development Plan Document. Monitoring evidence indicates that this policy has been working well across a number of indicators, and up to early 2020 vacancy rates in the town centres were falling.
- 9.10 During the early stages of Plan Preparation of the Lichfield Local Plan Review it was identified that, although further work would be considered, little change was planned to the Retail Policies in the Plan during the review. The Lichfield District Local Plan Review: Scope, Issues & Options (2018) set out that retail assessment policies did not require significant change (pg. 10) and that the 2017 Lichfield Centres Report was fit for purpose in driving retail policy (pg.65) and did not need early review.
- 9.11 Since the Coronavirus national pandemic restrictions were applied in spring 2020, further retail work has not been possible, and so therefore no valid rationale has been presented to move away from the existing policy, which matches the existing evidence base. It is however recognised that a refresh of the 2017 work should be conducted once Coronavirus restrictions have eased.
- 9.12 As part of the Burntwood Area Action Plan Development Plan Document (scheduled to commence in late 2021), a retail review of Lichfield District will be conducted which will re-appraise the 2017 Retail Centres Evidence Base. This will look at the retail relationships between settlements in the District and how consumers spend in the different locations, and what potential there is for growth. If new Retail Policy is required at that time, it can be set out alongside the Area Action Plan. This should allow some time for the retail sector and local businesses to stabilise and recover after the pandemic.

Drayton Manor Park

Introduction

- 9.13 Located in the Green Belt, Drayton Manor Park is recognised as a unique contributor to our visitor economy and provides employment opportunities for local residents. It is important that the local plan sets out how we intend to balance the economic and environmental impacts of this important facility.

Local Policy E1: Drayton Manor Park

Any proposal for major development within Drayton Manor Park will need to be considered on a comprehensive basis in the context of a planning brief and masterplan for the whole site. The Council will consider applications for development at Drayton Manor Park favourably, where:

- **Such development would upgrade and improve the viability of the attraction;**
- **They address the potential for wet woodland and grassland restoration and re-creation;**
- **They are appropriate to its function as a major tourism destination;**
- **Make a positive contribution to the local economy;**
- **They are acceptable taking into account its location within the Green Belt; and**
- **They are compatible with the local infrastructure network.**

Explanation

- 9.14 Our evidence tells us that Drayton Manor Park forms an integral part of the Visitor Economy Strategy for Lichfield district and Staffordshire providing a regionally significant tourist destination and encouraging overnight stays which benefits other attractions in Lichfield district and Tamworth. The attraction also is the 9th largest employer within Lichfield district.
- 9.15 Due to the nature of a theme park and zoo, much of the site is open in nature being made up of rides and large open air animal enclosures. Also within the site are areas which largely comprise of substantial permanent buildings such as a hotel and conference facilities. Opportunities exist within these sections of previously developed land, for their improvement and development of further facilities to support the continued operation of the site. Our evidence suggests that there are

opportunities for the site to deliver objectives for biodiversity connectivity enhancements.

- 9.16 Whilst important, our evidence supports the position that there are no exceptional circumstances which justify removing the site from the Green Belt. To ensure we can plan positively and provide certainty our policy supports the infilling or the partial or complete redevelopment of previously developed land, within the park whether redundant or in continuing use, where this would not have a greater impact upon the openness of the Green Belt than the existing development.
- 9.17 The nature recovery network connectivity mapping identifies an opportunity for the improvement/creation of grassland and wetland where appropriate. Through master planning this can be identified and safeguarded for the long term with the benefit of existing habitats that can be enhanced as appropriate.
- 9.18 A master-plan will ensure that development is not brought forward incrementally and that we can ensure our district is able to benefit from co-ordinated positive impacts, in particular those identified in our Visitor Economy Strategy and biodiversity connectivity evidence.

Tourism

Introduction

- 9.19 The tourism industry is a key contributor to the local economy in Lichfield district and is rich in discovery and vibrant in style, giving us a sense of place which we are proud of. The district is a place to visit for a day trip or a short break and has a wide and varied tourism offer, from leisure and adventure activities, heritage and culture, and hospitality, events and festivals.

Local Policy E2: Tourism, Arts and Culture

The district council will support the growth of sustainable tourism in the district where this does not conflict with other local plan policies.

Developments connected with the existing local and national tourism attractions in the district, including those in Lichfield City Centre, the National Memorial Arboretum, Drayton Manor Park, Chasewater Country Park, Cannock Chase Area of Outstanding Natural Beauty, the

National Forest and the Forest of Mercia, the Central Rivers Initiative, the Trent Valley way, and the canal network will be supported and promoted where they do not conflict with other local plan policies.

Existing assets, facilities and venues for cultural events, activities and the arts will be protected in accordance with policy INF3, and support given to their appropriate improvement, both for tourists and residents.

New assets and initiatives which enable or support culture and art activities and experiences within the district will be supported where appropriate, particularly if they also contribute to the growth of the visitor economy.

New tourism initiatives will be supported where they are of particular local relevance and significance and do not conflict with other policies within the local plan.

Explanation

- 9.20 The West Midlands Regional Tourism Strategy (2019 – 2029) focuses on growing the regional economic impact of tourism by creating greater awareness of the region, its key themes and its tourism assets. In the next decade the aim is to grow the economy by 9% from £12.6bn to £13.7bn and create 19,000 jobs.
- 9.21 It aims to drive growth in the business and leisure tourism sector and encourage overnight stays. Its two main strategic goals are to increase the number of United Kingdom visitors to stay in the West Midlands and encourage a greater number of international visitors to visit the West Midlands.
- 9.22 This policy also provides support for improvements to facilities that promote art and cultural activity. It is acknowledged that these elements can play an important role in promoting social inclusion, instilling identity and contributing to ensuring the vitality of town centres. The district is rich in cultural and art assets and activities. We need to ensure these assets are protected, but can also grow and adapt to be relevant to our communities and play a part in social interaction. Funding for Arts and Cultural facilities will be explored by the council, and opportunities to fund such developments through Community Infrastructure Levy and developer contributions will be considered.
- 9.23 A range of new visitor accommodation will be sought through the application of this policy to help support the local economy generally and support priorities identified to enable the growth of our visitor economy.

The policies within this chapter contribute towards the delivery of the following objectives:

Objectives supported by policies	
Strategic objective 1	Sustainable communities
Strategic objective 2	Rural settlements
Strategic objective 7	Economic prosperity
Strategic objective 8	Employment opportunities
Strategic objective 9	Our centres
Strategic objective 10	Visitor economy

10. Natural Resources

Natural Resources

Introduction

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

Strategic Policy 15 (SP15): Natural Resources

The District Council is focused on improving the connectivity, interpretation and integration of the green infrastructure and natural resources within our district. This includes the delivery of overall net gain for biodiversity and the protection of internationally, nationally and locally important natural assets and contributing positively towards their future management.

The District Council will seek to deliver an enhanced relationship between the countryside and settlements by creating linkages and corridors that provide for the integration of people, fauna and flora in both rural and urban locations, especially where there are opportunities to reduce health inequalities.

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

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

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

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

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

In circumstances where the effects upon biodiversity from a development are not within a development site but occur off-site, a financial contribution to deliver mitigation may be appropriate.

This is particularly relevant to consideration of impacts upon the River Mease SAC and Cannock Chase SAC.

If the District Council deems that suitable mitigation cannot be realistically achieved, development should be refused.

Explanation

- 10.2 There are a variety of wildlife rich habitats within the district including heathlands, ancient woodlands and semi-improved grasslands, along with water features supporting a wide range of flora and fauna. There are a number of internationally important areas within and close to the district including the Cannock Chase and River Mease Special Areas of Conservation, the Cannock Chase Area of Outstanding Natural Beauty and several Sites of Special Scientific interest. **Need a GI Corridors Map to include with the proposed plan consultation.**
- 10.3 Our landscape is both a natural and historic asset. It reflects the geological form and the history of human activity both culturally and ecologically. The National Planning Policy Framework states planning policies should contribute to and enhance the natural and local environment recognising the intrinsic beauty of the countryside and protecting and enhancing valued landscapes.
- 10.4 The purpose of this policy is to ensure that the District's significant natural environmental assets are protected and where possible enhanced. Development should not be prevented on sites where it can be demonstrated that satisfactory mitigation for species and habitats can be created.
- 10.5 Designated sites include; Sites of Specific Scientific Interest (SSSI); Sites of Biological Importance (SBI); Special Areas of Conservation (SAC); and Local Geological Sites. Other priority habitats include Biodiversity Action Plan sites and species (BAP), ancient woodland, and local nature reserves. Sites that receive statutory protection as part of their designation will be protected and where possible enhanced in line with the above policy and their relevant legislation. Strategic landscape initiatives such as the Cannock Chase Area of Outstanding Natural Beauty, the National Forest, the Forest of Mercia and the Central Rivers Initiative will contribute to positive landscape change across the District.

Countryside Management

Introduction

- 10.6 The countryside is defined as the largely undeveloped area that separates cities, towns and villages. Much of the landscape of Lichfield District consists of the wide areas of countryside separating our settlements.

Local Policy NR1: Countryside Management

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

The countryside should be protected from inappropriate development which would cause environmental harm (including in terms of visual impact).

All development proposals should protect the countryside's intrinsic character and beauty, the diversity of its landscapes, heritage and wildlife, and the wealth of its natural resources.

To this end new building development in the countryside away from existing settlements, or outside of those areas designated for development within this Local Plan, will be strictly controlled.

In keeping with this protection, the District Council recognises the important economic role of the countryside and wealth of resources it provides. Development proposals will be supported which:

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

**generation, which may fall outside the definition of agriculture;
and**

- **Provide for the sensitive use of renewable energy resource.**

Explanation

- 10.7 Lichfield can be considered to be a largely rural District, with the wide tracts of rural open land which separate our towns and villages making up a considerable proportion of the District. Much of the land use activity within the countryside falls outside of the scope of the planning system, but as the countryside within Lichfield District provides a wealth of opportunities for leisure and recreational activities, as well as supporting traditional agricultural practices and farm diversification, the planning system has an important role in supporting and facilitating positive countryside management and in strengthening the rural economy.
- 10.8 A range of new visitor accommodation will be sought through the application of this policy to help support the local economy generally and support priorities identified to enable the growth of our visitor economy.
- 10.9 The Local Plan aims to continue to protect the countryside, but also recognises the socio-economic needs of rural communities. However, the role of the countryside as a natural resource is recognised and the District Council will seek to positively manage change through the development management function.

Habitats and Biodiversity

Introduction

- 10.10 There is a wealth of biodiversity assets within Lichfield district, including habitats which are protected both nationally and internationally. The District Council will continue to protect and enhance such assets.

Local Policy NR2: Habitats and Biodiversity

Development proposals where the objectives are to conserve or enhance biodiversity or geodiversity and deliver a net gain for such objectives will be supported in principle where this accords with other policies in the local plan.

Development will only be permitted where it:

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

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

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

Development resulting in the loss or deterioration of irreplaceable habitats such as ancient woodland and ancient or veteran trees will be refused unless it accords with the exceptional reasons identified within the National Planning Policy Framework. If exceptional reasons are

justified a suitable compensation strategy including its delivery will need to be secured.

Ancient wood pasture and historic parkland are also irreplaceable habitats and as such will also receive the same consideration as other forms of ancient woodland. In order to ensure that development does not result in deterioration of these habitats open space between trees in an area of ancient wood pasture or historic parkland shall be protected.

Explanation

- 10.11 Protection of natural assets is a key element of planning policy. Once these assets are lost, they often can never be fully regained.
- 10.12 In addition to policies in national guidance proposals should particularly seek to contribute towards to UK priority habitats and species in Lichfield District and any additional Staffordshire or National Forest BAP species. Development proposals should be accompanied by sufficient information to assess the effects of development on protected sites, species, biodiversity or geology, this should take into consideration indirect effects including climate change and changes in hydrology.
- 10.13 The delivery of a net gain in biodiversity will continue to be supported in line with the National Planning Policy Framework. This will be supported through the application of Natural England's biodiversity metric which enables the calculation of biodiversity baselines, the forecasting of losses and gains through development and land management practices.

Trees, Woodlands & Hedgerows

Introduction

- 10.14 An important part of the landscapes of the District are the trees and hedgerows which line our streets, fields and create areas of woodland and tranquillity.

Local Policy NR3: Trees, Woodlands & Hedgerows

Lichfield District's trees, woodland and hedgerows are important visual and ecological assets.

In order to retain and provide local distinctiveness in the landscape, trees, veteran trees, woodland, ancient woodland, and hedgerows should be protected and retained, unless it can be demonstrated that removal is necessary and appropriate mitigation can be achieved.

In the case of ancient woodland and veteran tree(s), development which would harm or destroy these assets will be resisted.

Space will be made within developments to accommodate veteran trees and ancient woodland including sufficient land around the ancient woodland to allow for expansion through natural regeneration and ongoing long term management.

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

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

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

All planning applications, where appropriate, must include details and methodology for tree protection, from the commencement of development to completion; to ensure that trees are not damaged by construction work.

Development schemes should wherever possible include the planting of new trees, hedgerows and woodland. This produces both an intrinsic benefit to the landscape and community welfare, as well as capturing carbon emissions.

Explanation

- 10.15 This policy seeks to encourage the new tree planting within development and the protection of existing trees because of their significant value to habitats and role in mitigating and adapting for climate change.
- 10.16 The policy seeks to recognise the importance of trees and woodlands to the character of Lichfield District and in particular the importance of veteran trees and ancient woodlands. Adequate protection and buffering within developments including sufficient land to allow their unique habitat to mature is therefore essential.
- 10.17 Ancient Woodlands once lost cannot be recreated, their unique character and valuable biodiversity resource will be safeguarded and not allowed to be lost or deteriorate where avoidable. Development should buffer any ancient woodland it affects by providing sufficient space around the ancient woodland to allow expansion through natural regeneration and ongoing long term management.
- 10.18 Reference should be made, where appropriate, to supplementary planning documents which provide further detail in relation to trees, woodlands and hedgerows.

Natural and Historic Landscapes

Introduction

- 10.19 There are a number of nationally valued and protected landscapes within Lichfield District. Such landscapes are protected for a number of reasons. The Local Plan will seek to continue to provide protection to such landscapes and support their enhancement.

Strategic Policy 16 (SP16): Natural and Historic Landscapes

The landscape character of the district will be conserved by ensuring that development reflects or enhances landscape character and minimises and mitigates its impact. In particular, valued landscapes including the Cannock Chase Area of Outstanding Natural Beauty and its setting, will be protected and enhanced.

Proposals will take into account, and avoid detrimental effects on, landscape and historic character including key characteristics, local distinctiveness, visual amenity, key views, landscape quality, tranquillity and dark skies.

Where development or land use changes may affect national or locally identified landscape designations, views of Lichfield Cathedral and its setting or the Cannock Chase Area of Outstanding Natural Beauty and its setting, a full understanding of the context, characteristics and significance of the landscape and impact on character and the views should be provided.

The cumulative impact of development proposals on landscape character will be taken into account.

Opportunities to enhance landscape character where possible in accordance with the vision statement in the character assessment for the landscape character type in which it is situated will be encouraged where this accords with the other natural environment policies.

Explanation

- 10.20** Within Lichfield District there are a range of landscapes which are highly regarded by our residents and visitors, with some of national value. Landscape is a broad term that for this purpose covers all aspects, such as the appearance and geography of land, natural features such as trees and watercourses, archaeological and historic remnants and the influence of the built environment.
- 10.21** There are parts of the District where landscape priorities have already been established through plans and strategies, including those that relate to Cannock Chase AONB, Central Rivers Initiative and the National Forest. The District Council will continue to work with stakeholders to support initiatives to protect and enhance such landscapes.

Linked Habitats, Connectivity and Green Infrastructure

Introduction

- 10.22 The varying landscapes and habitats within the District are intrinsically linked. Damage to one aspect often has unforeseen consequences for other elements, and enhancement can also produce linked benefits in other locations.

Local Policy NR4: Linked Habitats, Connectivity and Green Infrastructure

New habitats and links between habitats should be created to enhance biodiversity and to mitigate against climate change by providing opportunities for species to move or migrate via our identified nature recovery network. Together with developers and partners we will deliver measurable net gain to the following identified habitats networks located within our district;

- **Heathland network;**
- **Woodland network;**
- **Wetland network; and**
- **Grassland network.**

Biodiversity offsetting will be focused on addressing areas of connectivity strain in accordance with connectivity and recovery mapping. We will support partner organisations working to deliver management improvements, enhancement and restoration to those habitat networks that we have identified as important.

Particular support will be given to initiatives that address evidenced connectivity strain; Transforming the Trent Valley, Central Rivers Initiative, Cannock Chase Area of Outstanding Natural Beauty, Cannock Chase Special Area of Conservation partnership, River Mease Special Area of Conservation partnership, National Forest, Forest of Mercia and Lichfield and Hatherton Canals Restoration Trust.

Conservation, restoration and enhancement of our habitat networks that also enable wide benefits, including those relating to the health of our communities, the design of places, supporting our economy, meeting the challenges of climate change and flooding, will, where

appropriate, and provided they accord with other policies in the plan, be encouraged.

Explanation

- 10.23 The policy is intended to ensure the integration of the natural and built environment in an effective way for wellbeing, health, climate change mitigation and the enhancement of natural assets.
- 10.24 The policy aims to maintain networks of natural habitats by avoiding or repairing the fragmentation and isolation of natural habitats through policies and plans and requires new development to provide green spaces that have multiple uses; which offer a choice of shade and shelter, recognising the opportunities for flood storage, ecology, sport, recreation, linking services and facilities and contributing to achieving open space standards.

Cannock Chase Special Area of Conservation and Area of Outstanding Natural Beauty

Introduction

- 10.25 Part of Cannock Chase Area of Outstanding Natural Beauty (AONB) is designated as a Special Area of Conservation (SAC). The Cannock Chase SAC is one of the most important areas in the UK for European dry heath land and is the most extensive in the Midlands region. The District Council is part of a SAC Partnership, which works together to prevent damage to the SAC.

Local Policy NR5: Cannock Chase SAC

Development will not be permitted where it would lead directly or indirectly to an adverse impact on the Cannock Chase SAC and the effects cannot be mitigated.

To ensure the Cannock Chase SAC is not harmed, all development that leads to a net increase in dwellings within 15km of the site, as shown

on the Policies Map, must take all necessary steps to avoid or mitigate any adverse effects upon the SAC's integrity.

This may include:

- **contributions to habitat management;**
- **access management and visitor infrastructure;**
- **publicity,**
- **education and awareness raising;**
- **provision of additional recreation space within development sites where they can be accommodated**

and;

- **where they cannot, by contributions to offsite alternative recreation space; and measures to encourage sustainable travel.**

The effective avoidance and / or mitigation of any identified adverse effects must be demonstrated to the Council as the Competent Authority, and secured by means of a suitable mechanism (e.g., Legal agreement) prior to approval of the development.

Explanation

- 10.26** Part of Cannock Chase Area of Outstanding Natural Beauty (AONB) is designated as a Special Area of Conservation (SAC). The Cannock Chase SAC is one of the most important areas in the UK for European dry heath land and is the most extensive in the Midlands region. The District Council is part of a SAC Partnership, which works together to prevent damage to the SAC.
- 10.27** Lichfield District Council has worked jointly with Staffordshire County Council, Cannock Chase District Council, South Staffordshire District Council, Stafford Borough Council, East Staffordshire District Council, Birmingham and the Black Country Authorities on an Appropriate Assessment in relation to Cannock Chase SAC (as per the Habitats Directive 92/43/EEC).
- 10.28** The Appropriate Assessment highlights the likely increase in pressures on the SAC 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., developer contributions to assist positive habitat management. As a response to this, the policy set out here in NR5 has been agreed by the authorities.

Policy NR6: Cannock Chase Area of Outstanding Natural Beauty

All development proposals in or within the setting of the Cannock Chase AONB will be required to conserve and, where appropriate, enhance its landscape, scenic beauty, wildlife, cultural heritage and other special qualities. Proposals will be required to be consistent with the policies set out in the Cannock Chase AONB Management Plan.

Explanation

- 10.29 The AONB Management Plan and Historic Environment Character Assessment provide an informed framework highlighting areas for conservation, strengthening and enhancements. The AONB Management Plan manages the conservation and natural beauty of the landscape and countryside and is produced by the AONB Unit, which provides guidance for the management, preservation and enhancement of the area's special qualities. The management plan is updated at regular intervals and should be taken into consideration in all development proposals that could affect the area.
- 10.30 Land use has a major impact upon the scenic beauty of the AONB and views of it and from it. Impacts can also occur through the cumulative impacts arising from relatively minor developments and an analysis of the cumulative impacts of a development may be necessary to assess its impact. The Cannock Chase AONB Management Plan provides an informed framework highlighting areas for conservation, strengthening and enhancements.
- 10.31 The area is under considerable pressure and is treasured by the existing population, the cumulative impacts of new development should therefore be considered in combination and not prevent the long term management of the designated area and the accessibility of the AONB for the health and well-being of the existing and future residents of the District.

- 10.32 Good management of horse pasture will be encouraged through work with landowners, including field boundary treatments and gapping up of hedgerows to maintain habitats and support the safeguarding and re-creation of the historic landscape features.

River Mease Special Area of Conservation

Introduction

- 10.33 The River Mease Special Area of Conservation (SAC) and its water catchment are located in the rural north-eastern part of Lichfield District.

Local Policy NR7: River Mease SAC

Development will not be permitted where it would lead directly or indirectly to an adverse impact on the River Mease SAC and the effects cannot be mitigated.

To ensure the River Mease SAC is not harmed, all development which increases the stress on sewage treatment works or increases the level of phosphate in the watercourse and water catchment will be deemed to have an adverse impact unless or until satisfactory avoidance and/or mitigation measures have been secured.

Adverse impacts are currently being caused by poor water quality, exacerbated by pollution, run-off, siltation, abstraction and invasive non-native species throughout the water catchment.

Evidence has shown mitigation of effects is possible by investment in sewage treatment works, habitat management, access management, provision of sustainable drainage techniques, publicity, education and awareness raising.

The effective avoidance and/or mitigation of the impact upon the special area of conservation will need to be demonstrated in accordance with the habitat regulations.

Mitigation for any identified adverse effects must be demonstrated and secured prior to approval of development and on-going monitoring of impact on the special area of conservation will be required. Developments outside the water catchment area may be required to demonstrate that they will have no adverse effect on the integrity of the special area of conservation.

Explanation

- 10.34 Lichfield district council is part of the River Mease Special Area of Conservation partnership and has worked jointly with North West Leicestershire district council and South Derbyshire district council to develop a mitigation strategy which prevents harm arising to the SAC.
- 10.35 Further work is ongoing to improve the River Mease water quality and support its flora and fauna. This work, once published, will inform developers and should be taken into account in any development which impacts upon the SAC.
- 10.36 A mitigation strategy is being implemented through the partnership which is funded through a developer contributions scheme and this will be updated and further schemes developed during the life of the local plan which will deliver an improvement to the condition of the special area of conservation and can help identify mitigation for the effects of development. By implementation of the suitable mitigation measures, relevant management plans, their subsequent reviews and policies in the local plan, measures will be in place to overcome possible significant adverse effects.

The National Forest

Introduction

- 10.37 Whilst most of the National Forest lies beyond Lichfield District, a small area around Alrewas and including the National Memorial Arboretum does lie within its defined boundaries. Strategic Policy 1: The Spatial Strategy lists the National Forest as one of

the District's significant assets. The National Forest is a landscape orientated initiative working across 200 square miles of the Midlands, seeking to restore and transform the landscape following closure of many mineral extraction activities and link the two ancient woodlands of Charnwood Forest and Needwood Forest.

Local Policy NR8: The National Forest

Within the National Forest support will be given for:

- **Enhancement of built development through related woodland planting and landscaping, where appropriate; and**
- **Enhancing the Forest as an exemplar of sustainable development**

Development where landscaping would normally be required shall contribute towards the creation of the Forest by providing on-site or nearby landscaping with a focus on woodland and tree planting where appropriate and where this is not in conflict with other policies in the development plan and supplementary planning documents, including those prepared by the National Forest Company.

Explanation

- 10.38 The creation of the National Forest is led by the National Forest Company (NFC) who support Forest creation and management to provide a resilient environment; encourage activities and facilities to promote Forest related businesses; recreation and tourism and; engage communities in the Forest to improve well-being and quality of life.
- 10.39 This policy supports the restoration of the landscape and transformation of the National Forest. Landscaping will generally favour woodland planting, but can also include creation and management of other appropriate habitats, open space provision associated with woodland and the provision of recreational facilities with a wooded character.
- 10.40 The appropriate mix of habitats will depend upon the setting and the opportunities that the site presents and will be informed by supplementary planning guidance and the National Forest Company's Guide for Developers or Planners.

11. Built and Historic Environment

Built and Historic Environment

Introduction

- 11.1 National planning policy requires a positive approach towards the conservation and enjoyment of the historic environment. The historic environment is central to Lichfield District's cultural heritage and contributes significantly to the local economy and identity of the District, adding to the quality of life and well-being of residents and visitors.
- 11.2 One of the key principles in national policy is that planning should conserve heritage assets in a manner appropriate to their significance so that they can be enjoyed for their contribution to the quality of life of this and future generations. Lichfield District comprises of a diverse range of both designated and non-designated heritage assets. These include a high number of nationally listed buildings such as Lichfield Cathedral which acts as a focal point to the historic settlement pattern and is visible from many points across the district, as well as locally listed buildings, a registered park and garden, scheduled monuments, conservation areas and other archaeological sites.
- 11.3 These heritage assets play an important part in the local character and identity of the District and it is important that both designated and non-designated heritage assets are recognised, protected and wherever practical enhanced by development.
- 11.4 The Historic Environment Record is a comprehensive database of archaeological sites, historic buildings, historic landscapes and areas of archaeological interest in Lichfield District that is maintained on behalf of the Council by Staffordshire County Council. It should be consulted in order to establish whether development proposals are likely to affect heritage assets and their setting.
- 11.5 The Council is working to complete a programme of Conservation Area Appraisals and Management Plans for each conservation area within the District. These identify the special historic and architectural interest of each area, identify buildings of local importance and explain how the special interest will be preserved and enhanced. These documents will have an important role to play when decisions are being made on planning applications that impact upon the conservation and / or enhancement of heritage assets and their setting.
- 11.6 Neighbourhood Plans offer a further opportunity for local communities to identify the unique historic character of their settlements, identify key local building styles and identify locally important non designated heritage assets to order to inform and guide new development.

- 11.7 Other measures for preserving or enhancing heritage assets include encouraging the sympathetic maintenance and restoration of all aspects of the historic environment in particular listed buildings, historic shop fronts and historic parks, gardens and landscapes. This should be based on historic research and would contribute towards the safeguarding of heritage assets at risk and removing heritage assets from the National Heritage at Risk Register and the Local Heritage at Risk Register.

Strategic Policy 17 (SP17): Built and Historic Environment

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

The significance of designated heritage assets including nationally protected listed buildings and their settings, ancient monuments, archaeological sites and conservation areas and their settings, will be conserved and enhanced and given the highest level of protection. Other heritage assets including locally listed buildings, and locally important parks and gardens will also be conserved and enhanced.

Development proposals which conserve and enhance a heritage asset or its setting will be supported where clear and convincing justification has been provided through an assessment of the significance of the asset or its setting.

Development that affects Lichfield District's heritage assets should be designed to protect, conserve and where possible enhance the significance and value of these assets and their setting, in accordance with national legislation, policy and guidance and any relevant supplement planning documents. The historic environment in Lichfield District includes the following heritage assets:

- Listed Buildings**
- Conservation Areas**
- A Registered Park and Garden**
- Scheduled Monuments and Archaeological Sites**

- **Locally Listed Buildings and other non-designated locally significant assets**

Development proposals affecting, or likely to affect, any heritage asset or its setting should be accompanied by a Heritage Statement which:

- **Will be expected to identify all heritage assets that could be affected and demonstrate an understanding of the significance of these assets including the contribution made by the setting of the asset by describing them in sufficient detail to determine their historic, archaeological, artistic or architectural interest to a level proportional with their importance.**
- **Should be undertaken by reference to the Historic Environment Record and by a desk top analysis and reference to other relevant sources of information such as historic landscape character appraisals and conservation area appraisals and management plans.**
- **May require an assessment of the impact of the proposal upon longer distance views and vistas of the historic skyline of Lichfield City which is characterised by the five spires including Lichfield Cathedral and the Area of Outstanding Natural Beauty or views identified in conservation area management plans or neighbourhood plans.**
- **May also include archaeological survey and trial excavation, modelling of deposits and preservation assessments, historic building and designed landscape investigations, or other specialist analysis appropriate to the particular asset's types affected by the proposed development, subject to the sensitivity and importance of the site and its surroundings in the view of the local authority.**

Conserving the Historic Environment

In assessing the impact of development proposals on the significance of a designated heritage asset, great weight will be given to the conservation of designated assets and their setting and proposals should seek to enhance designated heritage assets and their settings wherever possible. Clear and convincing evidence will be required for any harm or loss to the significance of a designated heritage asset.

Development that would result in substantial harm to or total loss of significance of a designated heritage asset should be exceptional and would need to be clearly justified and will be weighed against the substantial public benefits of the proposal. As set out in national policy, where there is substantial harm to the significance of designated assets higher tests apply, and in all cases of harm, weight is given to the conservation of the designated asset's significance.

Where a proposal affects the significance of a designated heritage asset or its setting the applicant must be able to demonstrate that all reasonable efforts have been made to sustain the existing use, find new uses or mitigate the extent of the harm to the significance of the asset; and the works proposed are the minimum required to secure the long term use of the features of the asset that contribute to its heritage significance are retained.

Within the District, the skyline of Lichfield City, characterised by the five spires emerging above the roofs and tree canopy will be protected and should inform the height, scale and layout for new development. This and other locally important views within the settlements and rural locations will be safeguarded and the integration of views, glimpses and vistas shaping a strong sense of place in new development layouts will be encouraged.

Where a proposal would result in the partial or total loss of a designated or non-designated heritage asset or its setting, the applicant will be required to secure a programme of recording and analysis of that asset and archaeological excavation where relevant. The scope of the recording should be proportionate to the asset's significance and the impact of development on the asset. The information and understanding gained should be made publicly available, as a minimum through Staffordshire County Council's Historic Environment Record.

Development that has the potential to affect a non-designated heritage asset will be considered having regard to the scale of any harm or loss and the particular significance of the heritage asset and its setting.

Where loss, or partial loss of a heritage asset is justified through substantial public benefits, the authority will take all reasonable steps to ensure the new development will proceed after the loss has occurred, this could include imposing appropriate planning conditions or securing obligations by agreement.

Favourable consideration will be given to new development within conservation areas, or within their setting, that preserves or enhances the significance of the conservation area including those elements that make a positive contribution to its significance or which better reveal the significance of the asset. Any proposals within a conservation area, or its setting, which could have a harmful impact on the view of the cityscape, roofscape, skyline or landscape will need to be assessed and mitigated for.

Re-use of historic buildings

The re-use, maintenance and repair of listed buildings and other heritage assets will be supported where the proposed use is considered to be the optimal viable use and is compatible with its fabric including its interior, character, appearance and setting of the historic asset. Changes of use should demonstrably assist in the maintenance or enhancement of the asset, particularly those that have been identified as being at risk. Reversibility and minimal intervention will also be key considerations when assessing proposals.

Explanation

- 11.8** National planning policy recognises that heritage assets are irreplaceable resources and sets out the approach for considering proposals which affect a heritage asset. Local Authorities are required to set out a positive strategy for the conservation and enjoyment of the historic environment and adopt suitable policies to protect it.
- 11.9** Lichfield District has a wealth of heritage assets including Lichfield Cathedral, which acts as a focal point to the historic settlement pattern and is visible from many points across the District. In this policy, heritage assets include both assets designated at the

national level and those identified at the local level for their contribution to the historic environment of Lichfield.

- 11.10** Heritage assets of national significance have statutory protection. In line with national policy, there will be a presumption in favour of protection of these assets, except for where there is an exceptional justification for the loss of or harm to their significance. All opportunities to protect, conserve or better reveal the significance of nationally designated assets should be taken in new development. Locally identified heritage assets contribute towards Lichfield District's distinctive character. The Historic Environment Record provides information on some of these locally identified assets.
- 11.11** Heritage impact assessments are required for all applications which affect heritage assets. The assessment needs to be proportionate to the importance of the asset and the scale of works proposed. The Historic Environment Supplementary Planning Document and Historic Environment Record should be regarded as an essential source of information for developers to use in understanding and appreciating the value of assets affected by development proposals. Developers are advised to consult the Historic Environment Record at an early stage in the application process. Where significance of a heritage asset is either harmed or lost, the applicant is responsible for ensuring the asset is recorded and placed on the Historic Environment Record as a minimum.
- 11.12** Heritage assessments should identify all the assets likely to be affected by the proposed development explain the nature and degree of any impact on a heritage asset and demonstrate how any harm will be either avoided, minimised or mitigated. This may require an assessment of the impact on the proposed development on longer distance views and vistas of Lichfield Cathedral and the Area of Outstanding Natural Beautiful or views identified in Conservation Area Management Plans or Neighbourhood Plans. The assessment should provide a clear explanation and justification for the proposal in order for harm to be weighed against public benefits and demonstrate that all reasonable efforts have been made to sustain the existing use, find new uses or mitigate the extent of the harm to the significance of the asset.

The policies within this chapter contribute towards the delivery of the following objectives:

Objectives supported by policies	
Strategic Objective 10	Tourism
Strategic Objective 12	Countryside character
Strategic Objective 14	Built environment
Strategic Objective 15	High quality development

12. Lichfield and Streethay

Introduction - Lichfield (including Streethay)

- 12.1 Lichfield city is a vibrant cathedral city and is the strategic centre for Lichfield district providing a transport node, services and facilities for not only its residents but people and visitors from further afield. It is the largest settlement by population and is a key employment location. It has an outstanding historic environment and a high-quality public realm.
- 12.2 Lichfield city has Green Belt on all but its north east side and this forms the outer edge of the West Midlands Green Belt. It is a freestanding settlement set in an attractive landscape dominated by views of the five spires of the cathedral and St Mary's and St Michael's church. Its built environment is enhanced by the green infrastructure and tree cover throughout the built-up area.
- 12.3 The city is an accessible location having two train stations, a bus interchange and a cycle and pedestrian network. Physical infrastructure is being improved in association with new housing development with completion of the southern bypass underway presently, new primary schools and improvements to the secondary education provision and health provision. Lichfield has a wide range of services and facilities.

The vision for Lichfield (including Streethay)

Lichfield (including Streethay) will maintain its role as the strategic centre within Lichfield district and will be a free-standing settlement bounded by open countryside and in part by Green Belt.

It will function as the focus for major retail and other town centre uses within the district. Redevelopment of previously developed land will be prioritised to maintain an attractive environment and efficient use of land. Its historic environment will be protected and enhanced and its services, facilities and green infrastructure will contribute to the quality of life of residents and visitors.

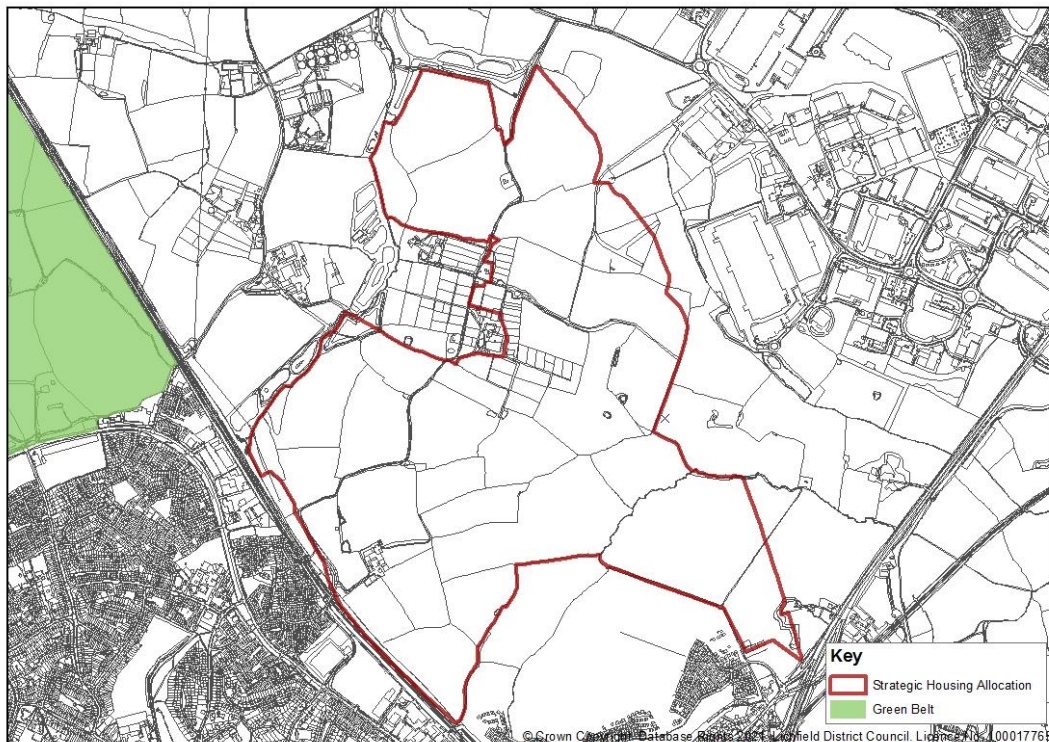
Necessary infrastructure improvements will be delivered to meet the needs arising in accordance with the policies in the plan. Provision will be made for at least 6,929 dwellings, 3,679 through existing commitments and 3,300 as part of a strategic allocation located north of Lichfield.

Introduction to SHA1 Strategic Housing Allocation North of Lichfield

- 12.4 The spatial strategy set out within this plan identified a strategic housing growth location in Lichfield. The land to the north of Lichfield will be allocated for the focus of new residential growth delivering approximately 3,300 homes within the settlement.

Strategic Policy SHA1: Strategic Housing Allocation North of Lichfield

Figure x – SHA1 Site allocation



The allocation site at North of Lichfield will provide a safe, sustainable and well-designed environment with its own identity and character, which complements existing development at Lichfield.

It will provide approximately 3,300 dwellings and appropriate physical, social and green infrastructure.

It will protect existing assets and resources at the location, whilst providing new houses, infrastructure and places people will seek to want to spend time, live and work in.

This will be achieved by an overarching masterplan for the whole of the area identified in the site allocation boundary which accords with all the policies in this plan and also: (These requirements will be added to and updated when further transport and habitats evidence is received after February 2021)

- **Integrates the development into the existing landscape including the creation of vistas into, out of and through the site;**
- **Safeguards and enhances existing trees, hedgerows and sites of biodiversity value within the site;**
- **Fully integrates with existing development located to the north of Curborough and at Streethay;**
- **Delivers net gains in biodiversity and support the delivery of the nature recovery network;**
- **Preserves and wherever possible enhances the historic environment and improve our understanding of it;**
- **Delivers high quality design with the well-being of the ageing and less mobile population being addressed;**
- **Does not include any properties at risk of flooding now and in the future; and does not increase flood risk in any other part of the district**

- **Has consideration for the impact of light and shade in the design and layout of development, as both can impact both positively and negatively to sense of place and enjoyment of spaces**
- **Ensures that there is a clear break between it and the settlement of Fradley to the north.**

Infrastructure

- **Provides for education, including one secondary school and two primary schools;**
- **Provides for access to the strategic and local highway network as appropriate;**
- **Integrates sustainable drainage;**
- **Provides necessary utilities infrastructure sustainably and minimises use of water resources and energy usage, particularly consideration should be given to the Mare's Brook;**
- **Accommodates high speed broadband to each property;**
- **Delivers a mix of house types which meet lifetime standard;**
- **Ensures that there are no negative impacts on the current air quality;**
- **Makes improvements to existing transport and the creation of sustainable transport such as bus, cycle and walking opportunities within the development, including to and from the existing settlements;**
- **Provides of neighbourhood centre and community hub; and**
- **Provides a network of green spaces and sports pitches and play spaces**

Explanation

- 12.5 National Planning Policy sets out that the supply of new homes can sometimes be best achieved through planning for larger scale development such as new settlements or extensions to existing villages and towns.
- 12.6 The allocation of land to provide approximately 3,300 homes at North of Lichfield has been considered along with other potential sites for allocation outside the existing urban area and presents the best opportunity for a large urban extension to meet Lichfield's needs and utilise and add to the City's existing infrastructure.
- 12.7 Strategic Policy SP1 Spatial Strategy identifies that the urban area of Lichfield, along with the identified allocations will play a key role in helping to deliver the district's housing requirement.
- 12.8 It is considered that the whole allocation can be delivered within the plan period, however it is acknowledged that given the scale of the allocation and the need to ensure a high-quality environment for early residents, some delivery may take place beyond the plan period. However, allocated but not yet delivered growth will continue to play an important part in fulfilling our spatial strategy. The housing trajectory applies this cautious approach to the delivery of this site.
- 12.9 A concept statement has been provided in the appendix of this document for this site. These statements contain detailed requirements, which are to be adhered to in the master planning and development of the identified sites. They are intended to work alongside other plan policies.

North of Lichfield Local Green Space

Introduction

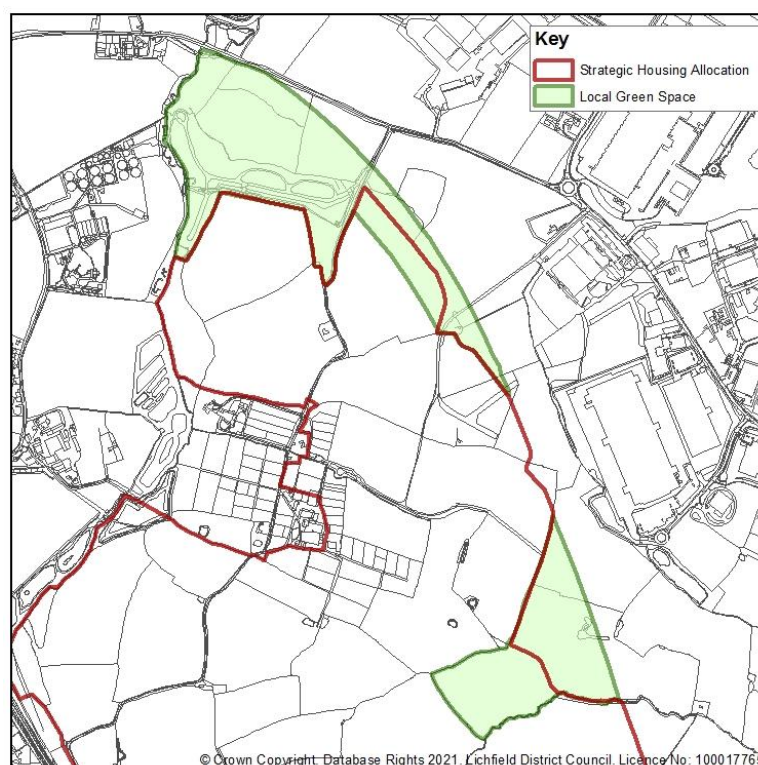
- 12.10 Land identified at North of Lichfield in the policies maps will provide a high quality newly designated area of Local Green Space, offering recreation and access to the natural environment in close proximity to the community it serves and will be demonstrably special to the residents. It will provide a resource for both current and new residents of Lichfield City (including Streethay).

Local Policy LC1 Lichfield Local Green Space Policy

Local Green Space is designated on the policies map.

Management of Local Green Spaces should be consistent with national and local policy on Green Belt land (SP11 in this Plan).

Master planning for these areas should include ways to significantly improve recreation and biodiversity on and across the site.



Explanation

- 12.11 The designation of land as Local Green Space through local and neighbourhood plans allows communities to identify and protect green areas of particular importance to them. Designating land as Local Green Space needs to be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services.
- 12.12 The land identified in the policies map is, and will be, demonstrably special to the local community as it evolves. Access and recreation opportunities on and across it will be improved, as will its contribution towards biodiversity and nature conservation.

- 12.13 Proactive and high-quality planning for the access to and improvement of this land for these uses will be an important part of a successful masterplan for the strategic allocation at SHA1.

Lichfield Environment

Introduction

- 12.14 Lichfield City benefits from a high-quality environment, with a wide range of attractive open green spaces and civic areas

Local Policy LC2: Lichfield City Environment

The character and appearance of Lichfield city's built historic environment, its many historic assets and their setting as well as other buildings and areas within the city centre which celebrate the city's culture will be conserved and enhanced. Development should seek to enhance the significance of the historic environment, heritage assets and their settings both designated and non-designated. The historic environment contributes to the tourist offers within the city centre which is vital to the visitor economy of the district and increased understanding of it will be encouraged.

The open spaces and civic spaces help support the vitality and viability of the wide range of city centre facilities and activities for our local population. This environment contributes to the quality of life, health and well-being of our communities.

Evidence shows key views of Lichfield Cathedral and the roofscape of Lichfield city are of significant local importance and provides a focus for the district and within the city. These views of roofscape will therefore be safeguarded and the creation of new vistas as part of new development will be encouraged.

The high-quality public realm is enhanced by the green infrastructure which penetrates the city centre and provides links by active transport means to the residential areas of the city. Opportunities to safeguard and enhance the green and blue infrastructure through improvements in maintenance, connections and its expansion will be supported throughout the city and wider settlement.

Explanation

- 12.15 Lichfield is a vibrant Cathedral City; its historic environment has outstanding and nationally significant qualities and is looking to become a truly first-class destination city. Lichfield Cathedral is world famous and Cathedral Close has the highest concentrations of Grade 1 listed buildings within the district.
- 12.16 The importance of the historic environment is further supported by the additional restrictions imposed locally through Article 4 Directions within the city centre conservation area, which the council use to prevent damage to the character and appearance of the conservation area. Development should utilise high quality or bespoke design in this area, adding the appeal of the city and adapting to changing demands of the tourist and retail markets.
- 12.17 The city centre has evolved over centuries and retains its medieval street pattern and burgage plot widths. The buildings within it and the spaces around them provide a high-quality public realm. Significant open spaces include Beacon Park, Stowe Pool, Cathedral Close and the Remembrance garden which provide a sense of space, greenery, an opportunity for exercise and to enjoy areas of tranquillity. The city centre has a number of culturally significant areas such as Market Square and Speaker's Corner and has a variety of historical associations with David Garrick, Dr Samuel Johnson, Erasmus Darwin and the Lunar Society.
- 12.18 Lichfield city has a unique roofscape which is characterised by the five spires emerging above the roofs and substantial tree canopy. This will be protected and should inform the height, scale and layout of new developments. Views and vistas can add to the legibility and distinctiveness of an area and help create a strong sense of place.
- 12.19 The green and blue infrastructure network of the City is of value in its own right. It enhances the quality of life, health and well-being of Lichfield district's residents, workers and visitors. The network contributes to also reducing the impact of climate change by providing alternatives to using the private car and can assist in providing for healthier lifestyles.

Lichfield Services and Facilities

Introduction

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

Local Policy LC3: Lichfield Services and Facilities

The range of services and facilities in Lichfield city will be protected and enhanced so that they best meet the needs of the residents, businesses and visitors, in line with the saved Lichfield Economy Policy Lichfield (3)

Investment in rail services and facilities and accessibility to these services will be encouraged to deliver a modal shift away from car dependency, this will support sustainable lifestyles and help address climate change.

The redevelopment of the bus station as part of the redevelopment of the Birmingham Road site will provide an attractive built environment and will provide links between the rail, bus and active transport routes.

Initiatives to improve the quality and quantity of play spaces, amenity green space and sports provision will be supported. A new leisure centre will be delivered which serves the needs arising from Lichfield city as determined through evidence.

Initiatives that strengthen the existing neighbourhood shopping centres located within Lichfield city will be supported to ensure they remain viable and provide for the day to day needs of local residents.

Explanation

- 12.21 Lichfield has a wide range of services and facilities which meet the needs not only of local residents, including those living in the surrounding rural areas but also businesses and visitors to the City. It is important these services and facilities continue to be supported, are easily accessible and are allowed to thrive.
- 12.22 The council has recently agreed to operate existing leisure provision located within the City for a period of five years. During this time the district is committed to understand leisure need and delivery of new provision. The scale and nature of this provision will be based upon up-to-date evidence currently being gathered.
- 12.23 The city relies on the tourist economy and provides festivals and activities all year, it is therefore vital that the city is easily accessed by methods other than private car and legible for new visitors. New initiatives can assist the city in adapting to changing economic circumstances for town centres, including a 24-hour economy of the town centre. Support for events and festivals and related infrastructure that supports our Visitor Economy is essential.

13. Burntwood

Introduction

- 13.1 Burntwood is the second largest settlement within Lichfield district and is home to around 30,000 people. The settlement also functions as one of the districts key employment locations. Set within Green Belt it sits adjacent to areas of high environmental significance including an area of outstanding natural beauty, a special area of conservation and a country park.
- 13.2 Whilst rich in green infrastructure the settlement lacks essential physical infrastructure, there are no rail connections or a bus hub and the town centre requires improvement. Health provision is changing and modernising across the settlement. Burntwood benefits from a leisure centre, active sports clubs, open green spaces and community facilities and vibrant local service areas, however communities feel that social infrastructure and services do not adequately meet their needs.

The vision for Burntwood

Burntwood will maintain its role as a separate and freestanding community, bounded by the Green Belt and functioning as a town which offers a range of services and facilities that meet residents, businesses and visitor's needs. The town centre will serve the needs of Burntwood community and include a diverse range of economic activity to ensure it is vibrant and viable.

A high quality of design, well connected and legible spaces and buildings will ensure that the town centre has an overall sense of place and identity. Residents will choose to use their town centre and be able to get to it and move around it on foot. The high-quality open spaces surrounding Burntwood will be enhanced and protected. These spaces will be seen by Burntwood's communities as an asset that can be accessed playing an important role in contributing to their health and well-being.

Existing Infrastructure and services will be protected but this will not inhibit improvement or enhancement of them. Investment in new infrastructure that is based on evidenced need will ensure that Burntwood will be a more sustainable, healthier and self-contained settlement.

Note: The Burntwood Economy and Retail Policy is saved from the adopted local plan as Burntwood (3)

Burntwood Environment

Introduction

- 13.3 Burntwood benefits from a rich natural environment which is important both locally and nationally

Local Policy B1: Burntwood Environment

Regard will be given to the potential impact of development on sensitive landscapes which are in close proximity to the settlement of Burntwood including Cannock Chase Area of Outstanding Natural Beauty and Special Area of Conservation.

Development will have regard to these local sensitivities and will mitigate for any impacts in line with Strategic Policy 15 (SP15): Natural Resources and Local Policy NR2: Habitats and biodiversity and Strategic Policy 17 (SP17): Built and Historic Environment.

The landscape around the settlement of Burntwood is ideally placed to provide corridors and areas that connect existing designated important biodiversity sites. Development that requires off site mitigation should be focused within these areas, where appropriate, and link to green infrastructure corridors as shown on the green infrastructure map (Figure X.X).

Improvements to pedestrian and cycle routes that enable the communities within Burntwood to benefit from access to the quality open spaces that surround their settlement will be encouraged.

Explanation

- 13.4 Burntwood is in close proximity to areas of high environmental significance, both ecologically and visually including the Cannock Chase Area of Outstanding Natural Beauty and Special Area of Conservation to the north, and Chasewater Country Park to the east.
- 13.5 The connectivity mapping completed as part of the local plan review has identified the landscape around Burntwood as offering key opportunities for enhancement and network recovery.

Burntwood Services and Facilities

Introduction

- 13.6 Burntwood has a range of services and facilities which enable its community to be healthy and safe.

Local Policy B2: Burntwood Services and Facilities

Improvements to the existing provision of services and facilities and delivery of an increased provision at Burntwood town centre in line with saved policy Burntwood Economy (3) is essential and will be supported.

Initiatives that strengthen the existing vibrant and important neighbourhood shopping centres located within Burntwood will also be supported to ensure they remain viable.

The provision of primary health care facilities that are aligned with the requirements identified within Strategic Transformation Plan for Staffordshire and Stoke-on-Trent National Health Service Partnership 2016-2021 area will be supported, provided that they are in accordance with other plan policies.

Initiatives to improve the quality and quantity of play spaces, amenity green space and sports provision will be supported.

Explanation

- 13.7 The creation of an appropriate town centre in terms of provision and design is important in Burntwood to support the settlement and looking at the various means to do this, including securing the right land uses is one of the key aims of the forthcoming Burntwood Area Action Plan.
- 13.8 There are four neighbourhood centres across the settlement, their function reflects their size and history. Neighbourhood centres are thriving, supported by their local communities they offer local services and facilities. They have adapted over time to remain viable without losing their individual characters.
- 13.9 It is important that this continues especially in light of the lack of delivered provision within the existing town centre. How primary health care is provided in Burntwood will change in the future. These changes are justified and outlined within the Staffordshire and Stoke-on-Trent National Health Service Partnership Strategic Transformation Plan. Support for delivery of these improvements is an essential part of creating a healthy community in Burntwood. Continued improvements to the

existing infrastructure that enables the community of Burntwood to lead healthy lifestyles which also promote community cohesion is needed.

14. Larger Service Villages

Alrewas

Introduction

- 14.1 Alrewas is a compact settlement with the historic core of the village a designated conservation area. The conservation area encloses the full extent of the settlement pattern of the village as it existed in 1840. Expansion of the village occurred significantly in the 1960s and 1970s with predominantly infill development following that period.
- 14.2 Having a range of services and facilities, the settlement has a significant role in the meeting the needs of its resident population but also a wider rural hinterland. It is important this role is protected and enhanced with services being able to adapt to changing needs of residents and growth where appropriate.

The vision for Alrewas

Alrewas will remain a freestanding, stable and healthy settlement offering a high-quality living environment and functioning as a key service centre with the provision of a range of services and facilities for the village and wider rural area.

Established businesses, shops, facilities and services will be maintained, enhanced and improved including the community hall, open space and play facilities. Pedestrian and cycle connectivity and access to services in the village will be improved.

Opportunities to strengthen the village services and local businesses with links to the National Memorial Arboretum, the Trent and Mersey canal, and the central rivers Initiative will be supported as well as promoting the village as a key gateway to the national forest.

The vital contribution made to the character of the village by the conservation area will be recognised through continued protection and enhancement with improvements sought where opportunities arise.

Alrewas Services and Facilities

Introduction

- 14.3** The settlement plays an important role in the rural community, with a range of services and facilities which serve residents and the wider hinterland.

Local Policy A1: Alrewas Services and Facilities

Alrewas will continue to function as a larger service village within the district, providing a high-quality living environment which will be maintained and enhanced. There will be specific emphasis on good design quality in new development, enhancing the conservation area whilst also providing effective traffic management.

The loss of existing services and facilities will be resisted in accordance with policy INF2: Retention of Social and Community Infrastructure

Initiatives which improve the amount of equipped play spaces and amenity green space particularly to the north to increase accessibility will be supported where this does not conflict with other policies within the local plan.

The delivery of additional football and cricket facilities to serve Alrewas will be supported subject to complying with the guidance within the Playing Pitch Strategy. Projects which also enable safe pedestrian and cycle access from the village to the National Memorial Arboretum and therefore improving wider connectivity to the National Forest and the

Central Rivers Initiative area will be supported where development complies with other relevant policies within the local plan. The vital contribution made to the character of the village by the conservation area will be recognised through continued protection and enhancement of both the natural and built environment.

Explanation

- 14.4 Since the adoption of the current local plan, green space assessments have indicated a considerable increase in provision and improvement to quality of existing play provision. In Alrewas it is noted that the settlement would require the provision of football pitches and an additional cricket facility shared with Fradley.
- 14.5 The continued improvement of play spaces and those that provide for amenity green space is essential if they are to be able to continue to play a role in the health of the community. The evidence base used to assess these needs derives from the Playing Pitch Strategy, which is currently in the process of being updated and therefore this requirement may change as the plan progresses.
- 14.6 Alrewas has a strong and individual built environment identity which should be protected and enhanced, retaining its physical separation and identity from Fradley to the south whilst retaining social and community links.

Alrewas Economy

Introduction

- 14.7 Alrewas plays an important role in supporting the rural economy and in particular the visitor economy given its proximity to the canal network and the National Memorial Arboretum.

Local Policy A2: Alrewas Economy

The loss of employment opportunities which contribute to the sustainability of the settlement will be resisted unless equivalent

facilities can be provided which offer an improved or equal service to the community.

New businesses, services and facilities will be supported where they do not conflict with the development plan. Growth will be supported which improves tourism links and to key local destinations particularly relating to the Trent and Mersey canal, and the Central Rivers Initiative, the National Forest and the National Memorial Arboretum provided these do not conflict with the character of the village.

Explanation

- 14.8 Existing employment areas located within the settlement boundary of Alrewas will continue to contribute to the employment provision within the district complementing provision elsewhere. New forms of economic development that support the local community, including in respect of the National Memorial Arboretum, will be supported.
- 14.9 Initiatives to support the retention and enhancement of public transport links between Alrewas and Lichfield and Burton on Trent will be encouraged to enable residents to access employment opportunities and facilities outside of the settlement boundary.

Alrewas Housing

Introduction

- 14.10 Even small housing developments in Alrewas can make a big difference to the look and feel of the built environment, and the ability of the local population to access housing; and so must be carefully managed to ensure maximum benefit to the community.

Local Policy A3: Alrewas Housing

Small-scale redevelopment within the village will be supported to provide for new housing and a modest and proportionate level of village growth, whilst maintaining a self-contained community with clear physical boundaries and which complements the character of the existing settlement.

Infill development will be prioritised provided this does not result in the loss of services and facilities which contribute to the function of a settlement as a Larger Service Village.

Housing in Alrewas will provide for the needs of the local community, particularly providing a range of affordable homes, starter homes and smaller homes to address downsizing need and the needs of an ageing population

Explanation

- 14.11** There is a particular need in the District for smaller properties, 2 or 3 bedrooms in size which can help to address a local shortfall of starter homes and properties for people to downsize to: there is also a need to ensure that there is sufficient housing stock to be able to address the varied needs of those just starting on the housing ladder and the ageing population.
- 14.12** Particularly in Alrewas, along with the district's other larger service villages, this is to help ensure that residents, of any age, are not forced, by lack of choice and opportunity, to leave their community once their needs change. This will enable Alrewas and its hinterland to become more self-sustaining and to positively contribute to the health and well-being of all of its residents and strike a suitable balance between housing and demographics to ensure the long-term sustainability of the village.
- 14.13** While it is important that infill development should be a priority, this must not be at the expense of services and facilities which contribute to the role of Alrewas as a sustainable larger service village.

Armitage with Handsacre

Introduction

- 14.14 Armitage with Handsacre is a historic freestanding settlement which functions to provide services for its community and those located in the surrounding rural area.

The vision for Armitage with Handsacre

Armitage with Handsacre will remain a freestanding settlement. The communities of Armitage with Handsacre will become more cohesive through the continued improvement and delivery of high-quality spaces, facilities and services. Established businesses, shops, facilities and services will remain viable, develop and modernise to ensure they can serve the community and those communities adjacent to the settlement.

Community facilities and open spaces including play provision and spaces for communities to come together will continue to be improved. Sustainable connections across and to and from the settlement will be improved. Heritage assets will be sustained and enhanced to enable them to continue to be enjoyed and remain relevant to the community.

Armitage with Handsacre will accommodate a proportionate scale of growth that provides for local needs and helps to deliver an enhanced village environment.

Armitage and Handsacre Services and Facilities

Introduction

- 14.15 The settlement plays an important role in the rural community, with a range of services and facilities which serve residents and the wider hinterland.

Local Policy AH1: Armitage and Handsacre Services and Facilities

Armitage and Handsacre will continue to function as a larger service village within the district, providing a high-quality living environment which will be maintained and enhanced. There will be specific emphasis on good design quality in new development, enhancing the conservation area whilst also providing effective traffic management.

The loss of existing services and facilities will be resisted in accordance with policy INF2: Retention of Social and Community Infrastructure

Initiatives which improve the amount of equipped play spaces and amenity green space to increase accessibility and create focal spaces for communities will be supported where this does not conflict with other policies within the local plan.

Explanation

- 14.16 The settlement is physically very elongated and lacks a central well-designed focal space. We know that the community are working to secure improvements around the war memorial and see these works as a means to establish a central location for the community to come together and interact.
- 14.17 Since the adoption of the current local plan there has been an increase in play area provision in the village and there has also been improvements made to existing play areas. Supporting further improvements to open spaces is essential if they are going to be able to play a role in the health of the community.
- 14.18 A section of the Trent and Mersey canal runs in an east-west direction through the village effectively forming a northern boundary and forms part of the Trent and Mersey canal conservation area. The canal route continues westwards out of the settlement to the south of Rugeley strategic development allocation that was completed as part of the previous local plan strategy (and now known locally as Hawksyard) and beyond to services and facilities located in Rugeley. It also runs eastwards through Tuppenhurst and then onto Fradley Junction.
- 14.19 Enhancements to enable the canal to continue to be used as an active travel route will ensure it remains viable through a use consistent with its conservation significance. It is recognised that the canal plays a key role in connecting many local settlements and communities. Investment to improve it and make it a more

desirable facility to use, would enable the canal to remain viable and benefit from enhancements

- 14.20 The Scheduled Monument which was the moated site of Handsacre Hall, despite being located within an area of existing open space surrounding by residential development, is difficult to locate and currently only makes a small contribution to the settlement character. Opportunities that enable this designated heritage asset to make a greater positive contribution to the character of Armitage and Handsacre should be explored.

Armitage and Handsacre Housing

Introduction

- 14.21 Even small housing developments in Armitage and Handsacre can make a big difference to the look and feel of the built environment, and the ability of the local population to access housing; and so, must be carefully managed to ensure maximum benefit to the community.

Local Policy AH2: Armitage and Handsacre Housing

Small-scale redevelopment within the village will be supported to provide for new housing and a modest and proportionate level of growth, whilst maintaining a self-contained community with clear physical boundaries and which complements and enhances the character of the existing settlement and which does not further elongate its physical form.

Infill development will be prioritised provided that this does not result in a loss of services and facilities which contribute to the function of the settlement as a Larger Service Village.

Housing in Armitage with Handsacre will provide for the needs of the local community, particularly providing a range of affordable homes, starter homes and smaller homes to address downsizing need and the needs of the ageing population.

Explanation

- 14.22 There is a particular need in the District for smaller properties, 2 or 3 bedrooms in size which can help to address a local shortfall of starter homes and properties for people to downsize to: there is also a need to ensure that there is sufficient housing stock to be able to address the varied needs of the ageing population.
- 14.23 This is particularly to help ensure that residents, of any age, are not forced, by lack of choice and opportunity, to leave their community once their needs change. This will enable Armitage with Handsacre and its hinterland to become more self-sustaining and to positively contribute to the health and well-being of all of its residents.

Fazeley

Introduction

- 14.24 Fazeley comprises a number of residential communities including Mile Oak, Deer Park and Bonehill. It has been identified in the settlement sustainability study as a rural centre, providing facilities and services to meet day to day needs for the settlement and the surrounding rural areas. The settlement is surrounded by Green Belt to the north, south and west. To the east lies the community of Two Gates located in the adjoining Tamworth Borough.

The vision for Fazeley

The heritage of the settlement will be seen as an asset and integrated as part of its regeneration. The communities of Fazeley will be more prosperous and better connected by attractive green space and improved active transport links and have an improved level of open space to meet their needs.

Provision will be made for 924 new dwellings, 124 through existing commitments and 800 as part of a strategic allocation located to the south west of Mile Oak junction.

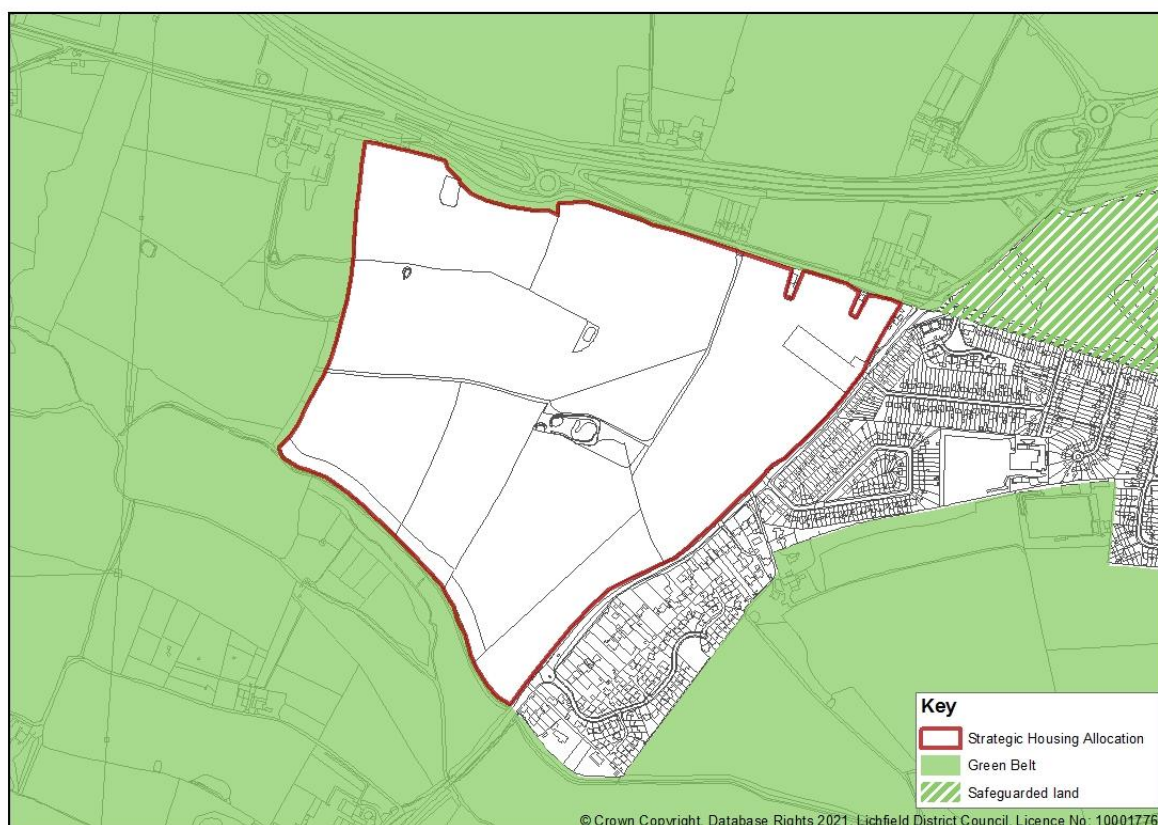
Introduction to the Fazeley Strategic Allocation

- 14.25 The spatial strategy set out within this plan identifies a strategic housing growth location within the settlement of Fazeley.

Strategic Policy SHA2: Strategic Housing Allocation Land West of Fazeley

The land to the south west of the road junction at Mile Oak will be allocated for the focus of new residential growth.

There will be a requirement for the development site to be of the highest quality and accommodate the correct infrastructure provision in the right places. These requirements will be addressed through the production of a comprehensive masterplan for the whole of the site identified in the red line boundary on the policies map. The following points set out the key design principles and infrastructure requirements that should be addressed with the masterplan.



Design

- Integrate the development into the existing landscape including the creation of vistas through the site;
- Safeguard and enhance existing trees, hedgerows and sites of biodiversity value within the site;
- Provision of a green landscape buffer and sensitive landscaping to minimise the impact upon heritages assets within proximity of the site;
- Proposals should seek to retain the hedgerow on Sutton Lane, to preserve the setting of the listed milepost and minimise visibility between the asset and the development site.
- Deliver net gains in biodiversity and support the delivery of the nature recovery network;
- Preserve and enhance the historic environment and improve our understanding of it, with regards to the adjacent Conservation Area;
- Within the development the creation of buildings, layouts and spaces of the highest quality which promote a sense of place, interact with one

another, achieve inclusive, adaptable and accessible design, are resilient and which integrate green infrastructure into the fabric of the built environment;

- The masterplan will be required to demonstrate how this will be achieved including custom/self-build plots, through design codes for layouts, streets and buildings including building heights and materials;
- High quality design which is adaptable and accessible with the well-being of the ageing and less mobile population being addressed; and
- Have no properties at risk of flooding now and in the future.

Infrastructure

- Provision for access to and improvement of the strategic and local highway network and infrastructure as appropriate provision for access to the strategic and local highway network as appropriate;
- Integrated sustainable drainage including the provision of sustainable urban drainage systems (SuDS);
- Provision of a detailed hydraulic model of the Bourne Brook will be required within a Flood Risk Assessment for the development site;
- Indicate the provision of a new primary school on site and consideration relating to accessing existing secondary school provision;
- Provide necessary utilities infrastructure and minimise use of water resources and energy usage, particular consideration should be given to the Bourne Brook to be protected;
- Accommodate high speed broadband to each property;
- Deliver a mix of house types which meet lifetime standard;
- Provision to ensure that there are no negative impacts on the current air quality within that area;
- Improvements to existing and the creation of sustainable transport such as bus, cycle and walking within the development and to and from the existing settlement; and
- Provision of neighbourhood centre and community hub.
- Provision of a network of green space and delivery of sports pitches, allotments, play spaces, in accordance with standards set out within the local plan review;

Explanation

- 14.26 Since its historic origins as several smaller settlements Fazeley, Mile Oak and Bonehill have expanded, particularly in the twentieth century, into the settlement seen today. This has formed a linear settlement along the line of the old A5 route. Because of the way the settlement has 'evolved' there is a slightly 'disjointed' feel in parts of the settlement with individual parts of the settlement having different access to services and facilities. The historic fabric of the settlement is still at risk with a large number of historic buildings at risk within the settlement. Housing growth that forms part of the existing urban capacity faces significant viability issues as it tries to incorporate the requirements attached to conserving and enhancing heritage assets.
- 14.27 It is not intended to stop supporting and encouraging development in the conservation area or within listed buildings and acknowledge the important role the historic environment can play in the character of a place and how development can sustain and enhance heritage assets. It is considered that a greater level of growth, unconstrained by heritage requirements, is fundamental to achieve a step change in terms of access to homes, facilities and services and assist in leading to the regeneration of the settlements historic fabric.

Fazeley Environment

Introduction

- 14.28 Fazeley has a conservation area encompassing Fazeley and Bonehill with a number of impressive listed buildings relating to its history as a producer of tape and cotton and the home of the nationally significant Peel family. Many of its listed buildings are underused and in disrepair, the conservation area is classed 'at risk' as are a number of listed buildings located within the conservation area. Much of the general built environment is in need of investment.
- 14.29 The area is adjacent to the River Tame and has an extensive waterway and canal system. Parts of the settlement have been subject to flooding and this has resulted in a number of preventative measures being implemented to protect against further flood incidents. The settlement is adjacent to the Central Rivers Initiative area.

Local Policy F1 Fazeley Environment

The distinct character of the different communities within the settlement will be respected and not diluted or lost through further coalescence.

Opportunities to enhance the built environment and deliver improvements to the conservation area in line with the Conservation Management Plan will be supported.

Schemes which bring back into optimal viable use buildings at risk within the Fazeley and Bonehill conservation area will be supported. Opportunities to enhance the flood resilience of the settlement and allow for climate change will be supported

Explanation

- 14.30 Fazeley is linear in form and has a deficiency in provision and quality of its open space. There is the potential to improve the linkages between the communities and promote a community which is better connected.
- 14.31 The council wishes to encourage heritage led regeneration as the entire conservation area is identified on the national register as being at risk. The heritage of the area is of local, regional and national importance due to its connection with the Peel family. The condition of the buildings and their prominence within the street scene is impacting upon the attractiveness of this sustainable settlement which is detrimental to the well-being of its residents and economic vitality.
- 14.32 The settlement is impacted upon by flood plain and is susceptible in areas to ground water flooding.

Fazeley Services and Facilities

Introduction

- 14.33 There are a number of facilities within the settlement including a primary school, shops, businesses, town hall and open space including play areas. The Robert Peel

Community Hospital is located within the settlement providing a range of primary and emergency care.

Local Policy F2 Fazeley Services and Facilities

Improvement to the existing provision of open space shall be made to meet the needs of the community as identified in the open space assessment.

Improvements to incidental open space and enhancements to the spaces linking the residential areas will be supported to promote a community which is better connected. Enhancements that enable the canal to be used as an active travel route for the settlement will be supported.

Explanation

- 14.34 The settlement is linear in nature and large numbers of visitors pass through it, with facilities focused at one end. It is important to safeguard and promote cohesion within the resident communities whilst addressing deficiencies and enhancing the setting of the conservation area.
- 14.35 Within the settlements there are areas which are under used and some of the linkages between open spaces and the facilities are unattractive for users. Enhancements will promote active travel and help create a connected community.

Fazeley Economy

Introduction

- 14.36 There are a number of businesses that are located in Fazeley along the route of the old A5 and clustered around the traffic island in the centre of the settlement. Fazeley

is also located on the edge of Tamworth Borough Council administrative area and is in close proximity to large scale out of town retail and leisure within Tamworth. Drayton Business Park and the regional tourist offer at Drayton Manor Park theme park and zoo is adjacent to the settlement.

Local Policy F3: Fazeley Economy

Development which supports the retention and expansion of the existing range of facilities offered in the Fazeley neighbourhood centre for business, services and other facilities will be encouraged where they enhance the provision to meet local needs and support the vitality and viability of this rural centre, the surrounding businesses and the historic environment.

Local employment is important within the settlement and its hinterland and initiatives to provide positive growth in a way which is relevant to the local community will be supported.

Explanation

- 14.37 The settlement is a level 3 service centre, an expansion of services and facilities will support sustainable growth. Existing employment areas located within the settlement boundary of Fazeley will continue to contribute to the employment provision within the district.
- 14.38 The settlement is in close proximity to Drayton Manor Park, employment areas and out of town retail and leisure facilities within Tamworth borough which together receive many visitors.
- 14.39 Fazeley has an extensive and impressive historic environment much of which is currently under used and in need of investment. Fazeley is uniquely placed to provide services and facilities to meets its day to day needs and help support the surrounding commercial activities. An enhanced provision of services and facilities such as overnight stays will encourage further inward investment and provide opportunities to enhance the built and historic environment and support the well-being of the residents.

Fazeley Housing

Introduction

- 14.40 Even small housing developments in Fazeley can make a big difference to the look and feel of the built environment, and the ability of the local population to access housing; and so, must be carefully managed to ensure maximum benefit to the community.

Local Policy F4: Fazeley Housing

Infill development and the re-use of existing buildings and brownfield land will be prioritised provided that this does not result in a loss of services and facilities which contribute to the function of the settlement as a larger service village.

Housing will provide for the needs of the local community, providing a range of house types, including smaller and affordable homes, to achieve a balanced housing market.

Explanation

- 14.41 There is a particular need in the District for smaller properties, 2 or 3 bedrooms in size which can help to address a local shortfall of starter homes and properties for people to downsize to: there is also a need to ensure that there is sufficient housing stock to be able to address the varied needs of the ageing population.
- 14.42 This is particularly to help ensure that residents, of any age, are not forced, by lack of choice and opportunity, to leave their community once their needs change. This will enable Fazeley and its hinterland to become more self-sustaining and to positively contribute to the health and well-being of all of its residents.

Fradley

Introduction

- 14.43 Fradley as a settlement comprises 3 distinct areas; the original smaller residential area known as Fradley village, housing development centred around the former airfield, known as Fradley South and housing development delivered as part of the local plan strategy known as Fradley strategic development allocation. The housing growth delivered as part of the previously adopted local plan strategy focused on bringing these elements together to create a cohesive connected settlement.

The vision for Fradley

Fradley will continue to be a focus for sustainable growth, with homes and employment provision being provided within and adjacent to the existing settlement.

New homes will be of a high-quality design that reflect the village character and be integrated with the existing settlement. The social and physical links between the new homes and the existing settlement will be strengthened. New facilities and services will meet evidenced need and promote social interaction and improved community cohesion.

Employment provision will continue to meet the needs of the district and the community of Fradley and appropriate infrastructure will be delivered to support economic growth.

The community of Fradley will be active and healthy. Active travel routes will enable the community to move around the settlement accessing facilities and services. A network of open space, sports and leisure

provision will be delivered to meet the needs of the community. Spaces and places will be improved and increased enabling the community to meet and interact. This provision will be integrated and well connected. Primary health requirements of the community will be identified and catered for.

Opportunities to enhance features within the natural and historic landscape will be taken. The historic and environmental assets of the Trent and Mersey canal, Coventry canal and Fradley Junction will be maximised. New development will incorporate the canal and its potential as an active travel route across the settlement will be recognised.

The strategic highway network, including the A38 and its junctions at Hilliards Cross and Fradley South, will remain safe, and continue to facilitate the free flow of traffic.

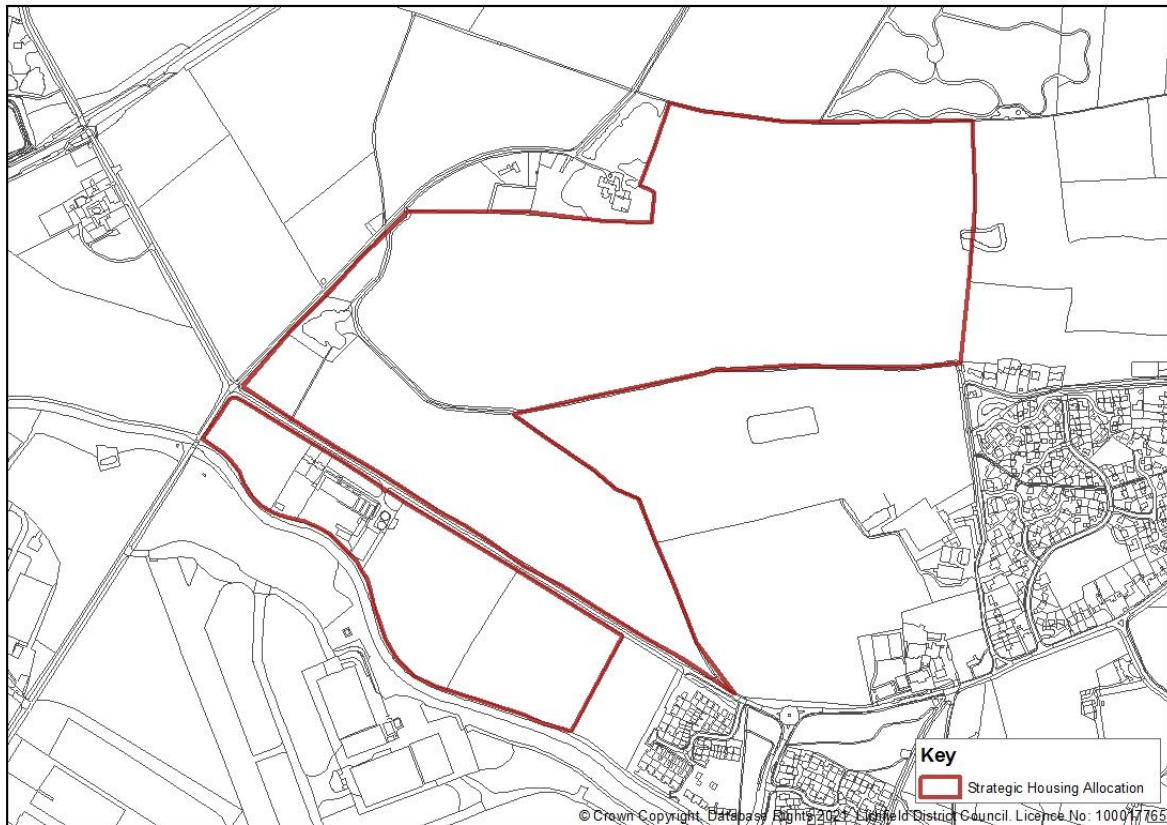
Introduction to the Fradley Strategic Allocation

- 14.44 The spatial strategy set out within this plan identifies a strategic housing growth location within the settlement of Fradley.

Strategic Policy SHA3: Strategic housing allocation land north and south of Hay End Lane

The land to the north and south Hay End Lane will be allocated for the focus of new residential growth.

There will be a requirement for the development site to be of the highest quality and accommodate the correct infrastructure provision/improvement, both on and off-site, in the right places. These requirements will be addressed through the production of a comprehensive masterplan encompassing the full extent of the red line boundaries shown on the policies map. The following points set out the key design principles and infrastructure requirements that should be addressed within the masterplan.



Design

- Integrate the development into the existing landscape including the creation of vistas through the site;
- Safeguard and enhance existing trees, hedgerows and sites of biodiversity value within the site;
- Deliver net gains in biodiversity and support the delivery of the nature recovery network;
- Preserve or enhance the historic environment and improve our understanding of it;
- Fully integrate with existing development to ensure legibility throughout the sites
- Within the development the creation of buildings, layouts and spaces of the highest quality which promote a sense of place, interact with one another, achieve inclusive and accessible design, are resilient and which integrate green infrastructure into the fabric of the built environment;
- The masterplan will be required to demonstrate how this will be achieved including custom/self-build plots, through design codes for

layouts, streets and buildings including building heights and materials;

- Creating routes throughout the site which are well connected to one another forming a network of attractive, accessible, legible and safe routes for all users and which maximise opportunities for natural surveillance and connections with blue and green infrastructure, in particular the adjacent canal
- Enhancement and improvements to the Local Wildlife Site associated with the Coventry Canal
- High quality design with the well-being of the ageing and less mobile population being addressed;
- Integration and enhancement of the Coventry canal; and
- Have no properties at risk of flooding now and in the future.

Infrastructure

- Provision for access to and improvement of the strategic and local highway network and infrastructure as appropriate;
- Integrate sustainable drainage;
- Provision of education infrastructure/funding at both primary and secondary level;
- Provide necessary utilities infrastructure and minimise use of water resources and energy usage:
- Accommodate high speed broadband to each property;
- Deliver a mix of house types which meet lifetime standard;
- Provision to ensure that there are no negative impacts on the current air quality within the area;
- Improvements to existing and the creation of sustainable transport such as bus, cycle and walking within the development and to and from the existing settlement;
- Provision of neighbourhood centre and community hub: and
- Provision of a network of green space and delivery of allotments, sports pitches, play spaces, in accordance with standards set out within the local plan review.

Explanation

- 14.45 Fradley has experienced significant growth over the adopted local plan strategy period, this growth to some extent has addressed the cohesiveness of the settlement. However, there are significant gaps in infrastructure provision. Further housing growth within Fradley will accelerate the delivery of essential community and infrastructure assets required to support sustainable growth.

Fradley Environment

Introduction

- 14.46 The Coventry canal runs through the settlement and the A38 runs alongside its eastern boundary. The historic and natural landscape character surrounding the village is important providing strong visual and physical connections between the settlement and surrounding countryside

Local Policy FR1 Fradley Environment

All development will conserve and seek to enhance the heritage assets and the natural and historic landscape surrounding the existing settlement.

Opportunities to deliver improvements to the canal conservation area in line with the conservation area management plan will be supported. New developments should provide connections to the canal, improve towpaths and maximise the opportunities for active frontages enabling the canal to become an active travel route through the settlement.

Explanation

- 14.47 The natural and historic landscape evidence identifies a number of characteristics that are important to the district. It is important that these characteristics are taken

into account to avoid detrimental effects to the natural landscape asset. The canal is a significant feature in the area as well as a historic and community asset, providing a leisure and recreation resource for boaters, walkers and cyclists. It provides an economic value to local businesses through boaters breaking their journey and using the local services.

- 14.48 Increased use of the canal as an active travel route would help to relieve congestion on the surrounding roads during school drop off times. Initiatives to protect and enhance the canal environment and improve the towpath surfacing will therefore be supported and encouraged. Particular care will be considered to the treatment given where development meets the canal edge and the impact on the nearby canal conservation areas.

Fradley Services and Facilities

Introduction

- 14.49 There are a number of services and facilities located across Fradley and serving the settlement.

Local Policy FR2 Fradley Services and Facilities

Support will be given to the delivery of primary health care provision which addresses identified local need and requirements set out in this plan.

All options will be explored to ensure improvements to the junctions of Hilliards Cross and Fradley Village Junctions on the A38 (T).

Developments will be required to demonstrate that no undue harm to safety and the free flow of traffic on the A38 and surrounding roads will result and where necessary mitigate through identified improvements measures.

The loss of existing services and facilities will be resisted unless equivalent facilities can be provided offering an equal or improved service to the community. Initiatives that seek to improve, enhance and deliver local amenities and facilities will be supported.

Improvements to address existing deficiencies and future needs in relation to sports and recreational provision will be supported, this

includes changing provision and appropriate parking provision. The location of new facilities should promote social interaction and provide for an integrated response to needs.

Existing pedestrian and cycle routes will be retained and enhanced and new routes will be created to enable safe and convenient connections between existing and new services and facilities.

New development shall provide for an appropriately located multi-purpose facility that provides for a range of services and facilities.

Provision of additional informal play, equipped play spaces and amenity green space will be supported to increase accessibility across the settlement. New development will need to provide adequate provision in line with policy requirements.

Explanation

- 14.50 The Residents of Fradley currently access primary health care facilities in either Alrewas or Lichfield. Developer obligations have recently supported increased clinical capacity within Lichfield to help address the needs of residents from Fradley. The proposed further growth of the settlement will mean that primary health provision will need to be considered and addressed. Any responses to requirements will be aligned to the National Health Service Strategic Transformation Process.
- 14.51 Fradley's proximity to the A38, running east of the village, generates a range of opportunities in terms of providing convenient access to nearby employment and service centres. We are currently completing, in partnership with Highways England, modelling which will identify mitigation measures required for the junctions along the A38. These measures will need to be delivered as part of the plan process. The settlement of Fradley has three distinct elements and it is important that these parts are brought together and consolidated to create one cohesive community. The connections that enable all of the community to access all services will ensure physical and social cohesiveness as well as providing opportunities for social interaction.
- 14.52 A requirement for commercial and community facilities to serve the new growth is seen as important to ensuring the health and well-being of the new community. There is the ambition within the neighbourhood plan to extend meeting places and spaces that are easily accessed by the community. An appropriately located multi-

purpose facility that provides for a range of services and facilities would address these identified requirements. Continued improvements to the existing infrastructure that enables the community of Fradley to lead healthy lifestyles is important and also promotes community cohesion. Improvements to the quality and quantity of open space and play facilities are an important part of this.

Fradley Economy

Introduction

- 14.53 Fradley is a major focus for employment with a large business park present on the footprint of the former RAF airfield and close to the village. The majority of the businesses are within the storage and distribution sector.

Local Policy F3: Fradley Economy

Fradley Business Park will remain as a major focus for employment through the implementation of existing commitments, development and expansion.

The importance of local employment within Fradley will be recognised and initiatives to ensure that the occupiers of the business park and other local employers employ, train and retain local workers will be supported. Support will be given to the location of a lorry park within or close to Fradley.

Explanation

- 14.54 Fradley Business Park will remain a major focus for employment within the district. However, to give greater flexibility in the district's employment portfolio and to encourage new businesses to locate here, smaller employment units and incubator units will be supported within the employment area at Fradley.
- 14.55 The current employment park has seen success, demonstrated by the number of businesses located there. However, most of these businesses are within the storage and distribution sector which generates a significant amount of heavy goods vehicles traffic, and at times can cause disturbance and vehicular conflict with the adjoining residential areas.

- 14.56 The provision of a lorry park, within or close to Fradley Park, will assist in mitigating the negative impact of heavy goods vehicles and other employment traffic on residents.

Fradley Housing

Introduction

- 14.57 Even small housing developments in Fradley can make a big difference to the look and feel of the built environment, and the ability of the local population to access housing; and so, must be carefully managed to ensure maximum benefit to the community.

Local Policy FR4: Fradley Housing

Infill development and the re-use of existing buildings and brownfield land will be prioritised provided that this does not result in a loss of services and facilities which contribute to the function of the settlement as a larger service village.

Housing will provide for the needs of the local community, providing a range of house types, including smaller and affordable homes, to achieve a balanced housing market.

Explanation

- 14.58 There is a particular need in the District for smaller properties, 2 or 3 bedrooms in size which can help to address a local shortfall of starter homes and properties for people to downsize to: there is also a need to ensure that there is sufficient housing stock to be able to address the varied needs of the ageing population.
- 14.59 This is particularly to help ensure that residents, of any age, are not forced, by lack of choice and opportunity, to leave their community once their needs change. This will enable Fazeley and its hinterland to become more self-sustaining and to positively contribute to the health and well-being of all of its residents

Little Aston

Introduction

- 14.60 Little Aston has been identified in the settlement sustainability study as a rural centre. It provides facilities and services to meet the day to day needs of the settlement and the surrounding rural areas.

The vision for Little Aston

In 2040 Little Aston will have maintained the sustainability of the settlement by safeguarding the range of services and facilities available to meet local needs. It will have helped to assist in meeting the needs of climate change by helping provide a green corridor from Sutton Park to Cannock Chase.

The unique character of the conservation area will be maintained and the objectives within the conservation area management plan will be being realised.

Little Aston Services and Facilities

Introduction

- 14.61 Settlement facilities in Little Aston include a primary school, shops, businesses, a village hall, tennis courts, a bowling green, play areas and access to Sutton Park which is a national nature reserve.
- 14.62 Little Aston is located on the edge of the West Midlands conurbation and has busy road and rail links into Birmingham. It has a high-quality landscape of heathland mix, woodland and remnant parkland estate which originally would have linked to Cannock Chase. The conservation area and much of the surrounding development include extensive tree coverage and the built development is loose knit and low

density which provides a transition into the open countryside to the north, enhanced by locally important views.

Local Policy LA1: Little Aston Services and Facilities

Support will be given to proposals which retain and expand the existing range of services and facilities focussed around Burnett Road and Little Aston Lane/Rosemary Hill Road for business, services and other facilities which enhance the provision and support the vitality and viability of these centres enabling them to serve the local needs of the community and its rural hinterland.

The character of the conservation area will be safeguarded.

Initiatives to improve access to the countryside will be supported where these provide opportunities to reduce the impact of recreation upon Cannock Chase Special Area of Conservation and enhance the connectivity of the biodiversity between Sutton Park and Cannock Chase.

Explanation

- 14.63 This policy is intended to ensure that established shops, facilities and services in Little Aston are able to develop and modernise and continue to benefit the community., Along with the other policies on safeguarding of facilities in the plan, it is intended and to guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day to day needs.
- 14.64 The policy also seeks to preserve and enhance the unique character and appearance of the conservation area. Part of the value of the conservation area is in its high-quality examples of housing, ranging from the predominant arts and crafts style of the 1920's through to well-designed examples from the present day. The housing in the conservation area is characterised as large detached properties sited in generously sized plots. The green space connectivity mapping completed as part of the local plan review identified the landscape around Little Aston as offering key opportunities for enhancement and re-creation of the former link between Sutton Park and Cannock Chase.

Little Aston Housing

Introduction

- 14.65 Even small housing developments in Little Aston can make a big difference to the look and feel of the built environment, and the ability of the local population to access housing; and so, must be carefully managed to ensure maximum benefit to the community.

Local Policy LA2: Little Aston Housing

Infill development and the re-use of existing buildings and brownfield land will be prioritised provided that this does not result in a loss of services and facilities which contribute to the function of the settlement as a larger service village.

Housing will provide for the needs of the local community, providing a range of house types, including smaller and affordable homes, to achieve a balanced housing market.

Explanation

- 14.66 There is a particular need in the District for smaller properties, 2 or 3 bedrooms in size which can help to address a local shortfall of starter homes and properties for people to downsize to: there is also a need to ensure that there is sufficient housing stock to be able to address the varied needs of the ageing population.
- 14.67 This is particularly to help ensure that residents, of any age, are not forced, by lack of choice and opportunity, to leave their community once their needs change. This will enable Little Aston and its hinterland to become more self-sustaining and to positively contribute to the health and well-being of all of its residents

Shenstone

Introduction

- 14.68 Shenstone is bounded to the west by the Cross City railway line, with the station bridge leading to an established industrial estate and a small amount of housing leading into open agricultural land within the Green Belt. The A5127 defines the eastern edge of the main village and historic parkland is located to the south.

The vision for Shenstone

In 2040, Shenstone will remain a high-quality living environment and the ambiance of the settlement will be maintained and enhanced.

Good quality design in development will be paramount, along with continued environmental enhancement within the conservation area and careful traffic management. As a larger service village in the district, Shenstone will remain a compact, safe, healthy and a stable community offering a variety of good quality services and facilities for the village and its hinterland.

There will continue to be high quality transport links and connections to nearby towns and cities alongside improved pedestrian and cycle linkages within the village. The impact of traffic within the village will be reduced.

The vital contribution made to the character of Shenstone by the conservation area and the variety of trees which contribute to the heavily wooded nature of the centre of the village will be recognised through continued protection and enhancement where opportunities arise. Furthermore, links will be sought to improve accessibility to open space in the south of the village.

Shenstone will accommodate a proportionate level of village growth which reflects the existing character and qualities of the village and

which addresses local need, whilst maintaining a self-contained community with clear physical boundaries.

Shenstone Environment, Services, Facilities and Economy

Introduction

- 14.69 Shenstone is a larger service village within the settlement hierarchy of the district, with its services and facilities use by residents of the village and the wider local rural community.

Local Policy S1: Shenstone Environment, Services, Facilities and Economy

Shenstone will maintain its role as a separate, freestanding, healthy, safe and stable community functioning as a local service centre offering a range of services and facilities for the local community within the village and its hinterland.

The loss of existing services and facilities will be resisted unless equivalent facilities can be provided offering an equal or improved service to the community.

The importance of local employment within Shenstone will be recognised and initiatives to ensure provision is relevant to the local community will be supported.

Initiatives that seek to improve, enhance and deliver local amenities and facilities will be supported. Initiatives specifically but not exclusively including improved pedestrian and cycle routes, allotments and improvements to traffic management and rail services will be supported where they accord with other relevant policies within the development plan.

The significance of the conservation area will be recognised through continued protection and enhancement of both the natural and built environment.

New buildings will be of a high-quality design that reflects the character and range of vernacular house types and architecture ensuring a positive contribution to the conservation area.

Provision of additional equipped play spaces and amenity green space, spaces for informal play and sport will be supported, particularly within the southern part of Shenstone, to increase accessibility will be supported where this does not conflict with other policies within the local plan.

Explanation

- 14.70** It is important that Shenstone continues to play a role in providing services and facilities and as such existing provision will be protected and enhanced. Support for services to be able to adapt to changing needs of residents and grow appropriately will be encouraged. There is an identified need to address traffic issues and pedestrian safety through effective traffic management of heavy goods vehicles between the established industrial estate and wider strategic road network. Additionally, there is a need to make improvements in overall road safety in terms of parking around local shops and the railway station. There is an aspiration to improve pedestrian and cycle linkages around the village and secure a more frequent railway service.
- 14.71** Shenstone is a historic freestanding rural settlement located within the Green Belt that has retained its historic centre and historic parkland and rural character despite significant levels of growth in the twentieth century. The historic core is located within a conservation area. There are several identified improvements needed to the conservation area which have been outlined in the conservation area appraisal including improvements to street lighting and paving, enhancements to shop frontages and address parking issues in the location of key services.
- 14.72** In terms of open space, the play area within the village has recently been re-equipped however the facility is located within the north eastern edge and therefore not easily accessible for pedestrians from the south of the settlement. There are few established amenity open spaces in the settlement however, Shenstone does have a significant area of semi natural green space in an area known as Lammas land to the north and Malkins Coppice to the west. It has also been identified that there is a need for the provision of allotments within the settlement.
- 14.73** Birchbrook Industrial Estate and Shenstone Business Park located on the edge of the settlement provide local employment opportunities with rail connections providing

for sustainable commuter links north to Lichfield and south into Birmingham and the wider West Midlands conurbation.

- 14.74 The loss of economic facilities which contribute to the sustainability of the settlement will be resisted unless equivalent facilities can be provided which offer an improved or equal service to the community.
- 14.75 Shenstone has particularly strong commuter links. This is due to the location of the railway station to its western edge which lies on the Cross City line from Lichfield to Birmingham (and beyond to Redditch). There is a local desire to see the frequency of services increased beyond the half hourly service currently serving the station alongside increased parking provision for commuters. Shenstone also has strong road commuter links due to its proximity to key road network links such as the M6 Toll, A5 and A38. Due the above factors, the settlement has a high proportion of larger family homes.
- 14.76 The future role and function of Birchbrook Industrial Estate and Shenstone Business Park located on Lynn Lane have been considered through the Shenstone Neighbourhood Plan and local plan allocations document in order to ensure that their potential is fully maximised in terms of the long-term contribution to the village.

Shenstone Housing

Introduction

- 14.77 Even small housing developments in Shenstone can make a big difference to the look and feel of the built environment, and the ability of the local population to access housing; and so, must be carefully managed to ensure maximum benefit to the community.

Local Policy S2: Shenstone Housing

The quality of the built and natural environment will be enhanced and protected. Small-scale redevelopment within the village will be supported to provide for new housing and a modest and proportionate level of village growth, whilst maintaining a self-contained community

with clear physical boundaries and which complements the character of the existing settlement.

Infill development and the re-use of brownfield land will be prioritised provided that this does not result in a loss of services and facilities which contribute to the function of the settlement as a larger service village.

Housing in Shenstone will provide for the needs of the local community, particularly providing a range of affordable homes, starter homes and smaller homes to address downsizing need and the needs of the ageing population.

Explanation

- 14.78 There is a particular need in the District for smaller properties, 2 or 3 bedrooms in size which can help to address a local shortfall of starter homes and properties for people to downsize to: there is also a need to ensure that there is sufficient housing stock to be able to address the varied needs of the ageing population.
- 14.79 This is particularly to help ensure that residents, of any age, are not forced, by lack of choice and opportunity, to leave their community once their needs change. This will enable Shenstone and its hinterland to become more self-sustaining and to positively contribute to the health and well-being of all of its residents

Whittington

Introduction

- 14.80 Whittington is a historic village set in Green Belt with a mainly agricultural landscape. The historic core of the village is designated as a conservation area. Expansion of the settlement form has been predominantly to the east and north with the boundary of the Coventry canal. Growth took place predominantly in the 20th century from the 1960s up to the 1980s. Whittington has strong links to the adjacent rural settlement of Fisherwick to the north east and Lichfield to the west.

The vision for Whittington

Whittington will remain a freestanding settlement. The communities of Whittington will become more cohesive through the continued improvement and delivery of high-quality spaces, facilities and services. Established businesses, shops, facilities and services will remain viable, develop and modernise to ensure they can provide essential services and facilities to their communities and the wider rural hinterland including the smaller outlying villages and hamlets.

The vital contribution made to the character of the village by the conservation area will be recognised through continued protection and enhancement. Whittington will accommodate a proportionate level of growth which reflects the existing character and qualities of the village and which addresses local need, whilst maintaining a self-contained community with clear physical boundaries.

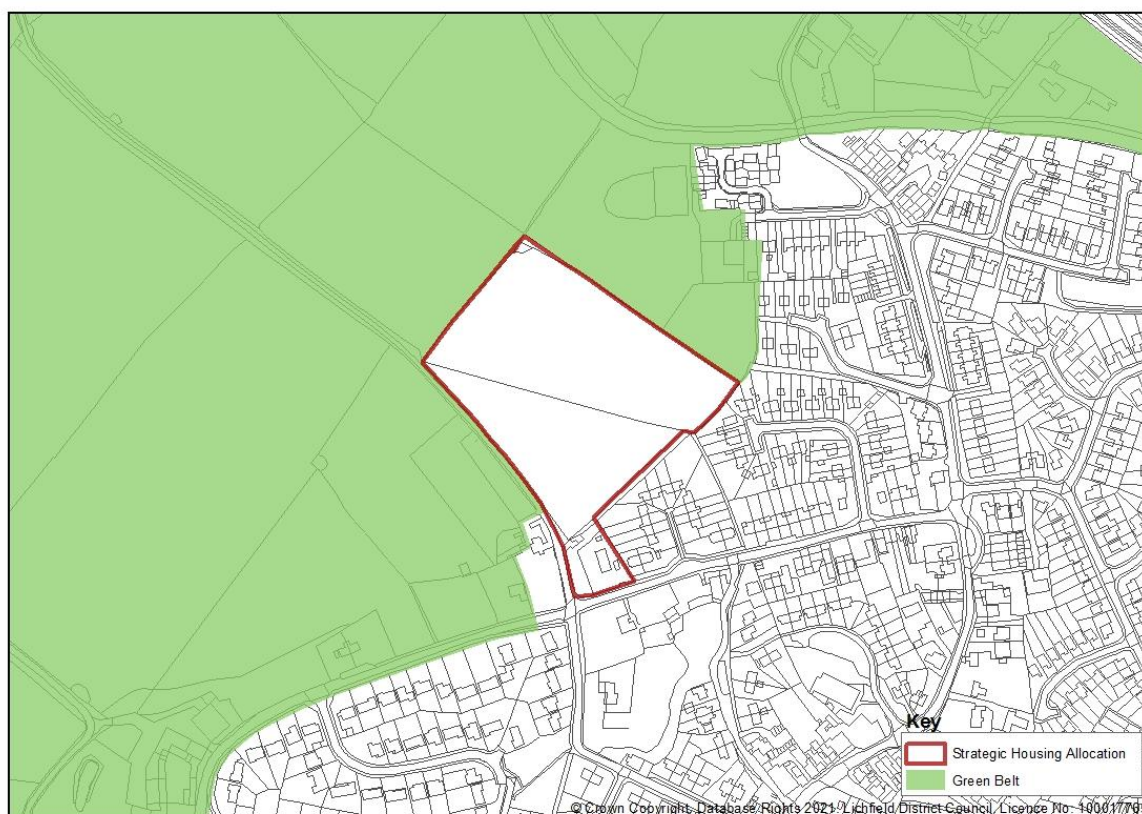
Introduction to the Whittington Strategic Allocation

- 14.81 The spatial strategy set out within this plan identifies a strategic housing growth location within the settlement of Whittington.

Strategic Policy SHA4: Strategic housing allocation land off Huddlesford Lane

The land off Huddlesford Lane, Whittington will be allocated for the focus of new residential growth

There will be a requirement for development of this site to be of the highest quality and accommodate the correct infrastructure provision and in the right place. These requirements will be addressed through the production of a comprehensive masterplan for the site including the whole of the identified red line boundary on the Policies Map. The following points set out the key design principles and infrastructure requirements that should be addressed within the masterplan;



Design

- Integrate the development into the existing landscape including the creation of vistas through the site;
- Safeguard and enhance existing trees, hedgerows and sites of biodiversity value within the site;
- Deliver net gains in biodiversity and support the delivery of the nature recovery network;
- Preserve or enhance the historic environment and improve our understanding of it;
- High quality design with the well-being of the ageing and less mobile population being addressed; and
- Have no properties at risk of flooding now and in the future.

Infrastructure

- Provision for access to the strategic and local highway network as appropriate;
- Integrate sustainable drainage;

- Provide necessary utilities infrastructure and minimise use of water resources and energy usage;
- Integration and maintenance of sustainable urban drainage system (SUDS) and flood mitigation measures within the site.
- Accommodate high speed broadband to each property;
- Deliver a mix of house types which meet lifetime standard;
- Provision to ensure that there are no negative impacts on the current air quality within that area;
- Improvements to existing and the creation of sustainable transport such as bus, cycle and walking within the development and to and from the existing settlement;
- Provision of neighbourhood centre and community hub: and
- Provision of a network of green space and delivery of allotments, sports pitches, play spaces, in accordance with standards set out within the local plan review.

Explanation

- 14.82** Whittington has experienced limited growth during the adopted local plan strategy putting at risk the settlement's ability to maintain an appropriate level of sustainability for its existing community and the hinterland it serves. The level of growth proposed within Whittington could be considered small if located within other settlements within our district, however, for Whittington this Green Belt release will ensure it can continue to effectively play the role of a larger service village as identified within the settlement hierarchy.

Whittington Environment, Services, Facilities and Economy

Introduction

- 14.83** Whittington has a significant role in the rural community due having a range of services and facilities which serve residents and wider rural areas of the district.

Local Policy W1: Whittington Environment, Services, Facilities and Economy

Whittington will continue to function as a rural centre, with a range of services and facilities to serve the settlement and surrounding hinterland. The loss of existing services and facilities will be resisted unless equivalent facilities can be provided which offer an equal or improved service to the community.

Initiatives and development that enable existing facilities and services to adapt to change so that they can continue to appropriately serve communities and meet identified local need will be supported.

Support will be given to initiatives that help the cohesiveness of the settlement including those which create high quality public space and focal points that promote social interaction. Opportunities to improve the quality and access of playing pitches as identified in the Playing Pitch Strategy will be supported.

The vital contribution made to the character of the village by the conservation area will be recognised through continued protection and enhancement.

Loss of economic facilities which contribute to the sustainability of the settlement will be resisted unless an equivalent facility can be provided which offer an improved or equal service to the community.

Local employment is important within the settlement and its hinterland and initiatives to provide positive growth in a way which is relevant to the local community will be supported.

Explanation

- 14.84** It is important that existing services are protected and can grow so that they are able to adapt to the changing needs of residents where appropriate. Since the adoption of the current local plan the green space assessments have indicated a considerable

increase in provision and improvement to quality of existing play provision. In Whittington it is noted that the settlement would require the provision of three football playing pitches and an additional cricket facility. The continued improvement of play spaces and those that provide for amenity green space is essential if they are to be able to continue to play a role in the health of the community.

- 14.85 Existing employment areas located within the settlement boundary of Whittington will continue to contribute to the employment provision within the district
- 14.86 Expansion of St Giles Hospice in the south of the village has seen growth in employment within the settlement. The hospice has key links with the village in relation to use of local services and facilities. This relationship is valuable and should be encouraged to continue in terms of the shared benefits from business, employment and social activities in the settlement.

Whittington Housing

Introduction

- 14.87 Even small housing developments in Whittington can make a big difference to the look and feel of the built environment, and the ability of the local population to access housing; and so, must be carefully managed to ensure maximum benefit to the community.

Local Policy W2: Whittington Housing

The quality of the built and natural environment will be enhanced and protected. Small-scale redevelopment within the village will be supported to provide for new housing and a modest and proportionate level of village growth, whilst maintaining a self-contained community with clear physical boundaries and which complements the character of the existing settlement.

Infill development and the re-use of brownfield land will be prioritised provided that this does not result in a loss of services and facilities

which contribute to the function of the settlement as a larger service village.

Housing in Whittington will provide for the needs of the local community, particularly providing a range of affordable homes, starter homes and smaller homes to address downsizing need and the needs of the ageing population.

Explanation

- 14.88 There is a particular need in the District for smaller properties, 2 or 3 bedrooms in size which can help to address a local shortfall of starter homes and properties for people to downsize to: there is also a need to ensure that there is sufficient housing stock to be able to address the varied needs of the ageing population.
- 14.89 This is particularly to help ensure that residents, of any age, are not forced, by lack of choice and opportunity, to leave their community once their needs change. This will enable Whittington and its hinterland to become more self-sustaining and to positively contribute to the health and well-being of all of its residents

15. Smaller Service Villages

Smaller Rural Villages and our wider rural areas

Introduction

The district has a number of small rural settlements of differing sizes with their own characteristics, and all functioning in a range of ways. Many of these villages and hamlets have some services and facilities and most look to larger settlements to provide the wider range of services and facilities which they cannot provide or sustain themselves.

Local Policy SSV1 Development in Smaller Service Villages and Wider Rural Areas

Support will be given to rural settlements wishing to provide small scale development to meet local needs, where the need for this can be clearly and robustly evidenced by the local community and where this accords with policies in the local plan.

Explanation

It is important that smaller rural communities are able to adapt to accommodate their future needs and to become more locally sustainable without compromising their character or appearance. Small scale growth to help each settlement should be supported where it can be clearly demonstrated that this is desired and needed by the community (for example via robust evidence used in the preparation of neighbourhood plan or other relevant and robust local evidence) and where this accords with the local plan for the district. Some examples could include small scale housing or economic development to meet local needs, provision of a small convenience store or community building.

Hopwas

Our Vision for Hopwas

Hopwas will remain a settlement that retains its physical separation from Tamworth, with a range of services and facilities to meet its own needs and those of its rural hinterland. The existing rural environs surrounding Hopwas will be maintained to preserve the character of Hopwas as a village and ensure that new development does not cause coalescence with Tamworth. Development on

and around the Tame floodplain should be avoided or where necessary made safe without increasing flood risk elsewhere.

Hopwas will accommodate infill development within the existing village boundary. Development within the conservation area will enhance and reinforce the characteristics of the conservation area and contribute to the local distinctiveness of the conservation area's environment.

Hopwas will retain its greener and high-quality environment in all parts of the settlement, leading to a high quality local living environment. This will include improved accessibility for residents to local facilities and public transport through a safer and more pedestrian friendly environment.

Hopwas Wood is an important ecological asset as ancient woodland and shall be retained and preserved. Existing public rights of way in the wood are to be retained and opportunities to enhance public accessibility will be encouraged where this is compatible with the safeguarding of the Ancient Woodland.

Introduction economy

Hopwas has limited employment opportunities that are within walking distance of the settlement.

Local Policy H1: Hopwas economy

The introduction of technologies such as ultra-fast broadband services will be supported to encourage homeworking and business start-ups and improve the economic and social well-being of residents.

Initiatives to support the retention and enhancement of public transport links will be encouraged to enable residents to access employment opportunities and facilities outside of the settlement.

Explanation

Advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being. The introduction of new technology, in particular superfast broadband services, will allow more homeworking and the creation of small start-up businesses thereby reducing the need to travel. Further, improved communications infrastructure helps to improve the social well-being of residents and reduce loneliness, particularly for the elderly population.

It is essential that public transport links are maintained and expanded to enable residents to access jobs and services outside the settlement boundary. In addition, the retention of public transport links will help to ensure that Hopwas residents have a range of travel options, thereby reducing car dependency and local congestion.

Introduction environment

Hopwas has a number of important habitats located within and surrounding the settlement which offer opportunities to improve sustainability.

Local Policy H2: Hopwas environment

Hopwas will be maintained as an attractive rural village and support will be given to high quality design which preserves its character and distinctiveness. Any future development in the conservation area needs to preserve or enhance its character appearance.

The natural environment and open character will be conserved and enhanced, and locally important green spaces and corridors will be safeguarded to meet local needs.

Initiatives to calm or reduce the impact of through traffic along the A51 will be supported.

Opportunities to deliver improvements to the canal conservation area in line with the Conservation Area Management Plan will be supported. Enhancements that enable this heritage asset to be used as an active travel route across and to and from the settlement will be supported.

Hopwas Wood is an important ecological asset as ancient woodland and shall be retained and preserved. Existing public rights of way in the wood are to be retained and opportunities to enhance public accessibility to the woods will be encouraged where this is compatible with the management of the ancient woodland.

Explanation

Hopwas Wood is ancient woodland as defined by Natural England consisting of ancient and semi natural woodland provides the area with a strong sense of identity and is an important visual and ecological asset both for the eastern part of Lichfield district and for Tamworth.

The neighbourhood plan identifies issues with through traffic along the A51. By improving the safe access and connectivity between services and facilities for pedestrians and cyclists, this can contribute to reducing the impacts of traffic and support the vitality and vibrancy of the settlement and the health and well-being of its residents.

A small section of the Coventry Canal falls within the Hopwas conservation area. The canal is a significant feature in the area as well as a community asset, providing a leisure and recreation resource for boaters, walkers and cyclists. It has an economic value to local businesses through boaters breaking their journey and using the local services. Furthermore, it provides an alternative and safer walking route to the Thomas Barnes Primary School. Increased use of the canal as an active travel route would help to relieve congestion on the surrounding roads during school drop off times. Initiatives to protect and enhance the canal environment and improve the towpath surfacing will therefore be supported and encouraged.

Introduction services and facilities

There are a number of services and facilities which are located within Hopwas that play an important role in serving the daily needs of residents and providing opportunities to be active.

Local Policy H3: Hopwas facilities and services

The District Council will support the retention and expansion of the existing range of facilities offered in Hopwas to help meet local needs and support the vitality of the Hopwas neighbourhood centre.

Opportunities to improve existing open spaces and provide better quality play facilities will be supported. In particular, the playing field off Nursery Lane should be protected for the benefit of the residents and children of Hopwas. Similarly, the retention and improvement to Tamworth Hockey Club which provides hockey, cricket and squash facilities will be supported where not in conflict with other policies in the plan.

Initiatives which enhance the accessibility and connectivity between services in Hopwas

will be supported to promote the health and well-being of the community and provide opportunities for social interaction.

Explanation

To ensure that established shops, facilities and services are able to develop and modernise and continue to benefit the community and to guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day to day needs.

The playing field off Nursery Lane provides an important recreational facility for the residents of the village. It is important that the facility is protected for future generations. Provision of open space shall be made to meet the needs of the community as identified in the open space assessment.

The district council will seek to encourage and enhance existing sport and recreation facilities which will enable people to continue to be active.

Kings Bromley Introduction

Our Vision for Kings Bromley

Kings Bromley will remain a freestanding settlement. Established businesses, shops, facilities and services will be maintained, enhanced and improved.

Pedestrian and cycle connectivity and access to services in the village will be improved and support will be given to initiatives to curb the negative impact of the A515 and A513, particularly with regard to heavy goods vehicles and speed reduction measures, where this does not conflict with local and county council policies.

Kings Bromley will accommodate development to meet local needs, mainly within the existing village boundary, whilst maintaining a self-contained community with clear physical boundaries. Development within the conservation area will enhance and reinforce the characteristics of the conservation area and contribute to the local distinctiveness of the conservation area's environment.

The Council will seek to protect mineral resources from development by preventing sterilisation.

Introduction environment

Local Policy KB1: Kings Bromley environment

The Council will seek, through planning decisions and policies to maintain Kings Bromley as an attractive rural village and support high quality design which preserves its character and

distinctiveness. The significance of the conservation area will be recognised through continued protection and enhancement of both the natural and built environment.

The natural environment and open character will be conserved and enhanced, and locally important green spaces and corridors will be safeguarded to meet local needs.

Initiatives to reduce the impact of through traffic along the A515 and A513 will be supported, where they do not conflict with other local and county council policies.

The district council will seek to protect mineral resources in the area by preventing sterilisation.

Explanation

Kings Bromley is identified in the settlement sustainability study as a level 4 settlement, the spatial strategy seeks to retain this position. It has an attractive environment providing a variety of building styles.

Access to open space and surrounding green environment can positively contribute to health and well-being.

Residents have raised concerns about through traffic and in particular heavy goods vehicles traffic using A515 and A513. By improving the access and connectivity between services and facilities for pedestrians and cyclists, this can contribute to reducing the impacts of traffic and support the vitality and vibrancy of the settlement and the health and well-being of its residents.

An area of land stretching for 15km between King's Bromley and Alrewas, is identified as an area of search for sand and gravel in the Staffordshire Minerals Local Plan. The district council will seek to safeguard this important area of mineral resource from sterilisation where this does not conflict with other policies in the Staffordshire Minerals Local Plan and the Lichfield district local plan.

Introduction service and facilities

There are a number of important services and facilities located within the settlement that serve the communities daily needs.

Local Policy KB2: Kings Bromley services and facilities

Kings Bromley will continue to function as a rural centre, with a range of facilities to serve the residents. The loss of existing services and facilities will be resisted unless equivalent facilities can be provided which offer an equal or improved service to the community.

The retention and enhancement of public transport links will be supported to enable residents to access employment opportunities and facilities outside of the settlement boundary.

Established businesses, shops, facilities and services will be maintained, enhanced and improved including the village hall, open space and play facilities.

Initiatives which enhance the accessibility and connectivity between the services and facilities within Kings Bromley will be supported in order to promote the health and well-being of the community and provide opportunities for social interaction.

Explanation

To ensure that established shops, facilities and services are able to develop and modernise and continue to benefit the community and to guard against the unnecessary loss of valued facilities

and services, particularly where this would reduce the community's ability to meet its day to day needs.

The retention of public transport links will ensure that Kings Bromley residents have a range of travel options which will help to reduce car dependency and relieve local congestion

Stonnall

The Vision for Stonnall

Stonnall will remain a small rural village within the hierarchy of settlements with a range of services and facilities to meet its own needs and those of its rural hinterland. The neighbourhood centre on Main Street will be the focus for commercial activity within the settlement and contribute to its vitality and vibrancy.

Opportunities to enhance and recreate the link between Cannock Chase and Sutton Park will be encouraged and the landscape and biodiversity will be enhanced and accessibility to the countryside enhanced.

Introduction Stonnall Economy

Stonnall has small number of centrally located shops and services that serve to meet the needs of its residents.

Local Policy ST1: Stonnall economy

Support will be given for the retention and expansion of the existing range of facilities offered along Main Street for business, services and other facilities which enhance the provision, meet local needs and support the vitality and viability of the Main Street neighbourhood area.

Explanation

To ensure that established shops, facilities and services are able to develop and modernise and continue to benefit the community and to guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day to day needs.

The Main Street neighbourhood shopping area is a purpose built multi-use row of shops at ground floor and residential units above. It provides a focus for the commercial uses within Stonnall and an active street frontage, with rear servicing and off street car parking. The loss of retail/commercial uses at ground floor would have a detrimental impact upon the vitality and viability of the shopping area. Long term vacancies would have a negative visual impact upon the street scene and health and well-being of the residents of Stonnall.

Introduction environment

The settlement has a good quality built environment and its location offers opportunities for habitat improvement.

Local Policy ST2: Stonnall environment

Initiatives to improve access to the countryside will be supported especially where these provide

opportunities to reduce the impact of recreation upon Cannock Chase Special Area of Conservation and enhance the connectivity of Sutton Park and Cannock Chase.

High quality design which preserves Stonnall's character and distinctiveness will be supported.

Explanation

Access to open space and other surrounding green infrastructure can positively contribute to health and well-being. The green space connectivity mapping completed as part of the local plan review identified the landscape around Stonnall as offering key opportunities for enhancement and re-creation of the former link between Sutton Park and Cannock Chase.

Stonnall is identified in the Settlement Sustainability Study as a level 4 settlement and the spatial strategy seeks to retain this. It has an attractive environment providing a variety of building styles reflecting the settlement's slow evolution as a small rural village.

Introduction service and facilities

There are a range of services and facilities that are in walking distance, either within or near to the settlement.

Local Policy ST3: Stonnall services and facilities

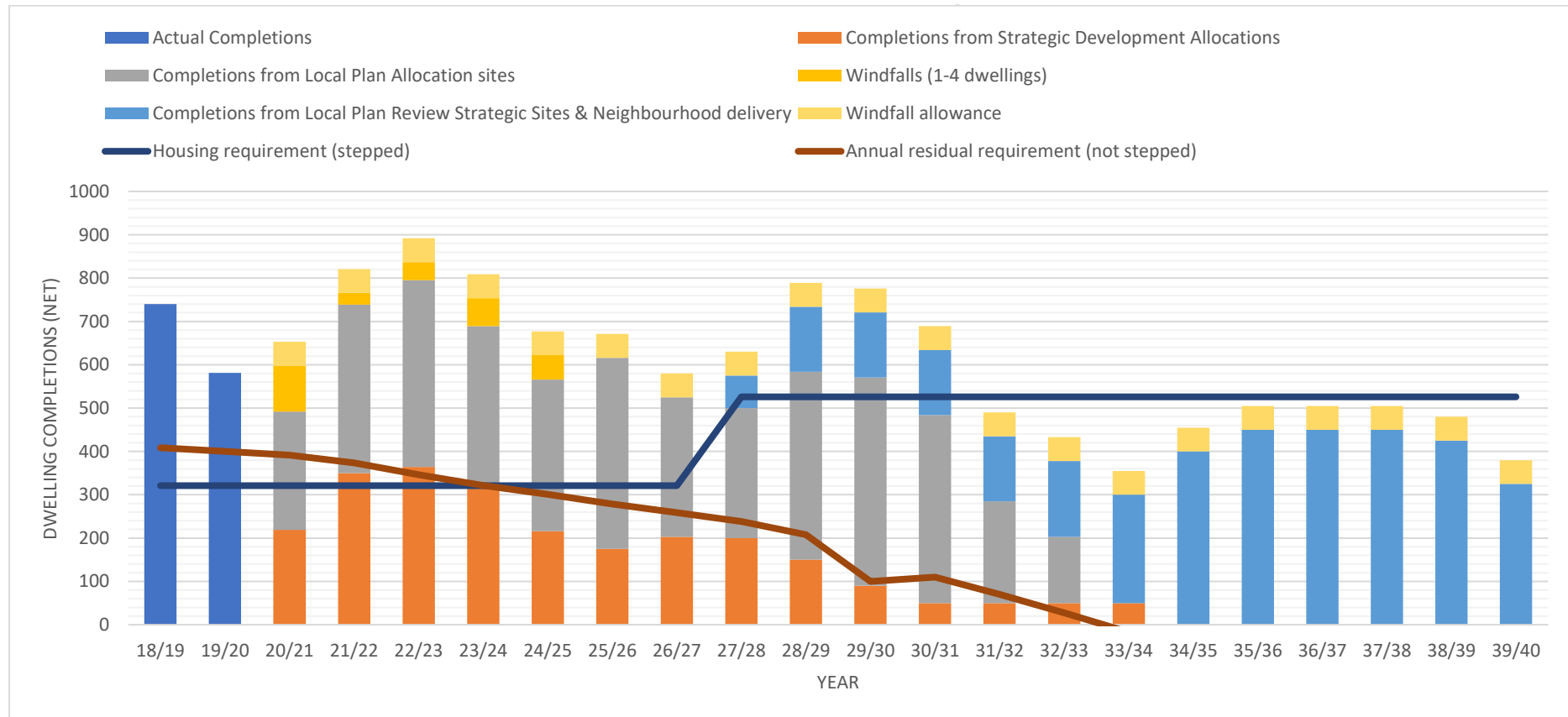
Initiatives which enhance the accessibility and connectivity between the services and facilities within Stonnall will be supported in order to promote the health and well-being of the community and provide opportunities for social interaction

Explanation

The neighbourhood plan identifies issues with through traffic and by improving the safe access and connectivity between services and facilities for pedestrians and cyclists this can contribute to reducing the impacts of traffic and support the vitality and vibrancy of the settlement and the health and well-being of its residents.

16. Appendices

17. Appendix A – Housing Trajectory

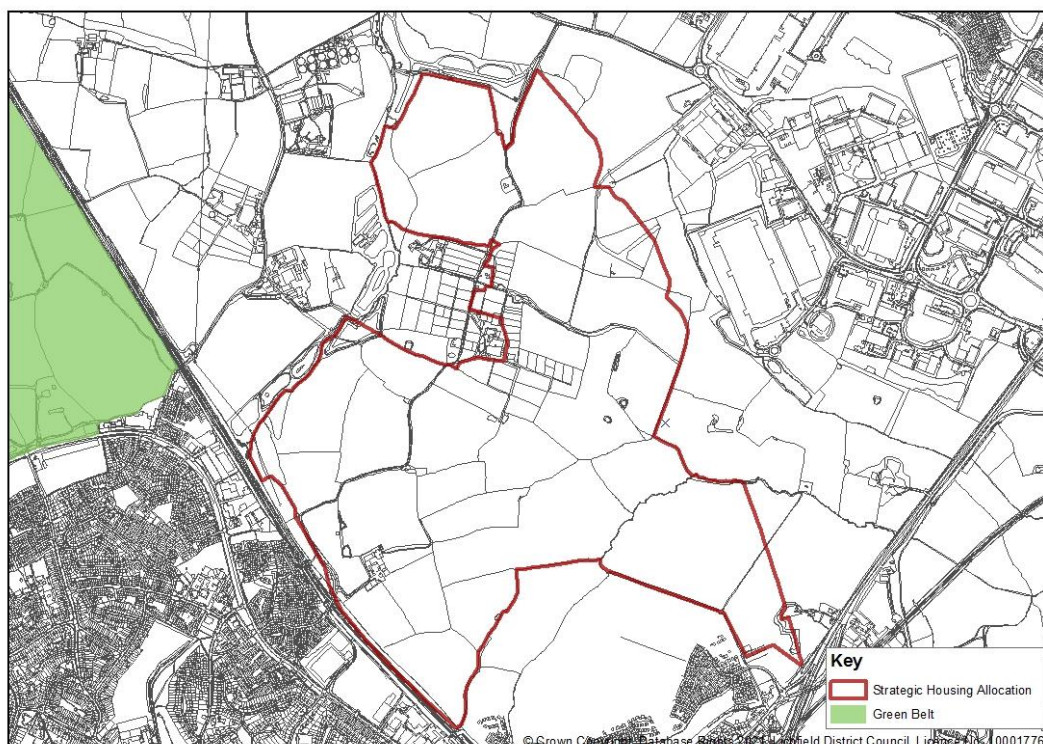


18. Appendix B – Strategic Housing Allocation Concept Statements

18.1 **Strategic Housing Allocation SHA1 – North of Lichfield Concept Statement**

The concept statement requirements for all strategic sites may need to be added to after Cabinet in February once the final work on Transport and Habitats is complete.

A strategic housing allocation to provide approximately 3,300 dwellings and appropriate physical, social and green infrastructure.



Concept Rationale

Development to the north of Lichfield will place emphasis on the on the physical and social integration with the existing settlement and surrounding development. Sustainable development principles should be balance to make best use of the land, having regard to the character of the surrounding area, heritage assets, the topography of the site and ecological interests. There will be a requirement for the development site to be of the highest quality and accommodate the correct infrastructure provision. These requirements will be addressed through the production of a design brief and masterplan for the site. The proposed brief and masterplan should include:

1. The scale of new development will take in to the account the topography, ecological interests, the number of dwellings required to support local services, the desired character of the development and a requirement to provide a mix of dwelling types and sizes, including affordable housing.
2. Development to have regard to the edge of urban setting, which requires a design response to ensure the development is integrated into the landscape, taking account of natural and historical features including topography and existing vegetation and provision of appropriate new landscaping, creating a successful transition from urban edge to rural.
3. Sustainable transport principles, with the promotion of walking and cycling links to the existing settlement and provision/links to public transport facilities
4. Provision for appropriate education infrastructure, including one secondary school and two primary schools comprising of a 2FE school on a site area of 20,430m² and a 3FE school on a site area of 29,445m².

North of Lichfield Concept Statement

This concept statement provides further detail in support of Strategic Policy SP1 Spatial Strategy and Strategic Policy H1: Homes for the Future. The statement should be used to guide any future masterplan and overall development proposals for North of Lichfield allocation site.

Strategic Objectives for the site:

- Integration of the development for approximately 3,300 homes and associated facilities and infrastructure within the landscape setting of site.
- To ensure the protection and enhancement where possible of heritage and ecological assets.
- To provide convenient and legible walking and cycling links between new and existing development, building on existing linkages and enhancing sustainable transport options to the south within Lichfield.

Key Design Principles

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

- Integration of the development into the existing landscape including the creation of vistas into, out of and through the site;
- Assist in integrating with existing development located to the north of Curborough and at Streethay and provide a clear design approach to the urban edge of the district;
- The provision of and green infrastructure and landscaping which safeguards and enhances existing trees, quality hedgerows and sites of biodiversity value within the site;
- Deliver net gains in biodiversity and support the delivery of the nature recovery network;
- Have consideration for the impact that light can have. The development should seek to ensure that there is a clear break between it and the settlement of Fradley to the north;

- Preserve or enhance the historic environment and improve our understanding of it;
- Within the development the creation of buildings, layouts and spaces of the highest quality which promote a sense of place, interact with one another, achieve inclusive and accessible design, are resilient and which integrate green infrastructure into the fabric of the built environment;
- The masterplan will be required to demonstrate how this will be achieved including custom/self-build plots, through design codes for layouts, streets and buildings including building heights and materials;
- 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 with **consideration to identified key views and the contribution they make to the Cathedral to inform the masterplan. The placement of green space and creation of new vistas within areas which contribute to the Cathedral may then be considered to help to minimise harm.**
- Creating routes throughout the site which are well connected to one another forming a network of attractive, accessible, legible and safe routes for all users and which maximise opportunities for natural surveillance and connections with green infrastructure
- Vehicle parking will be an integral part of the plan and design of the scheme, to ensure limited impact upon visual amenity and residential privacy. Parking areas at a surface level will be required to accommodate planning in order to aid visual containment to help ameliorate the impact of climate change.
- Provision of high-quality design with the well-being of the ageing and less mobile population being addressed; and
- Have no properties at risk of flooding now and in the future;

Infrastructure

- Provision for education infrastructure, including one secondary school and two primary schools. Primary provision comprising of a 2FE school on a site area of 20,430m² and a 3FE school on a site area of 29,445m²
- Provision for access and necessary improvements to the strategic and local highway network as appropriate;
- Improvements to existing transport and the creation of sustainable transport such as bus, cycle and walking within the development, such linkages should be integrated with the green infrastructure network and to and from the existing settlement.;
- Integration and maintenance of sustainable urban drainage system (SUDS) and flood mitigation measures alongside the provision of a detailed hydraulic model will be required at Flood Risk Assessment stage, to confirm flood risk and flow paths and climate change extents, using channel topographic survey, from the Curborough Brook and on-site watercourses;
- The provision of necessary utilities infrastructure sustainably and minimise use of water resources and energy usage;
- To assist in the improvement of air quality and advances in vehicle technology over the plan period and beyond, the development site will be expected to incorporate facilities for the charging of electric vehicles.
- Provision to ensure that there are no negative impacts on the current air quality within that area;

- Maximise opportunities to reduce the use of natural resources through a fabric-first approach, potentially including passive solar design, passive cooling and implementing water efficiency measures;
- Accommodate high speed broadband to each property;
- Deliver a wide range of housing types including a mix of sizes, tenures and accessibility for traditional housing, specialist housing for older people, serviced self/custom build plots, and starter homes which meet lifetime standard;
- The incorporation of public art;
- Provision of neighbourhood centre and community hub which provides opportunities for public events to ensure a thriving place to live which promotes healthy living; and
- Provision of a network of green space and delivery of sports pitches, allotments, play spaces, in accordance with standards set out within the local plan review

Densities

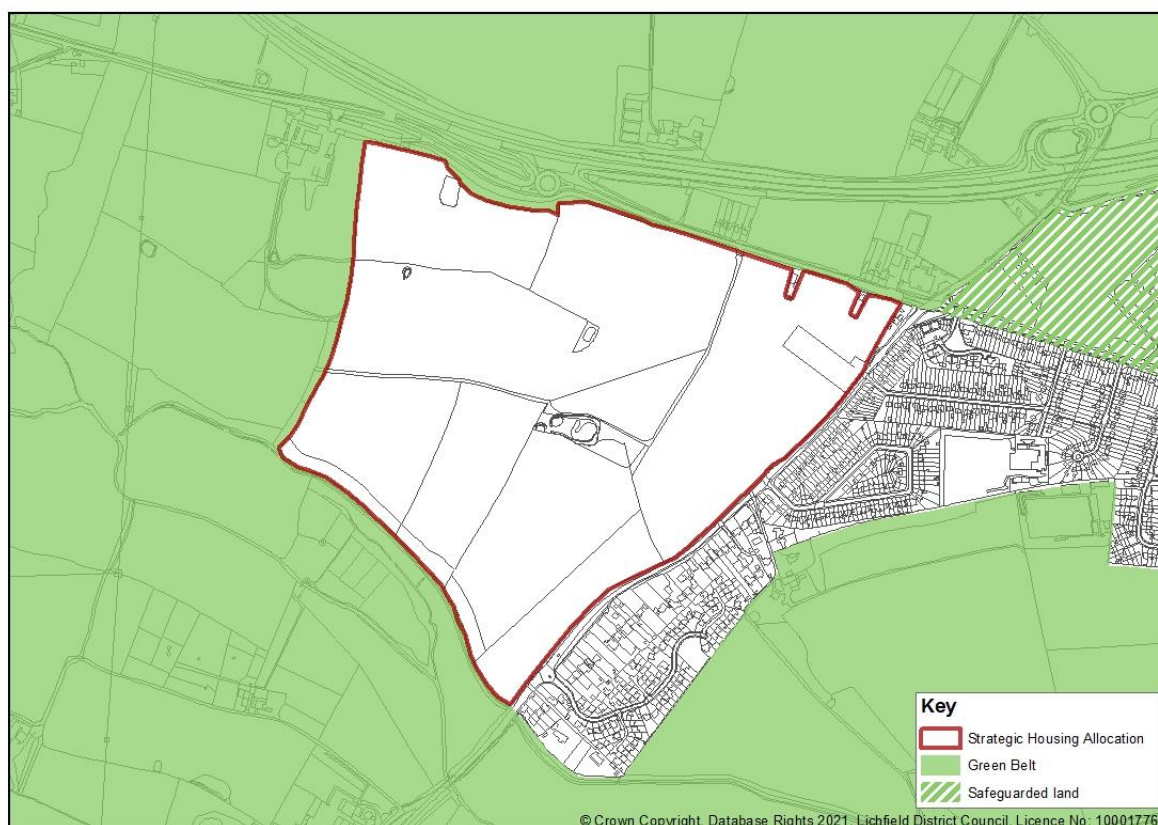
Variation in densities will occur through the concentration of above average densities around community hubs, with lower than average densities occurring around the edges of built areas with lower densities towards the eastern and north eastern edges in order that the built edge can be assimilated into the countryside.

Management & Community Engagement

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

18.2 Strategic Housing Allocation SHA2 - Land west of Fazeley Concept Statement

A strategic housing allocation to provide approximately 800 dwellings and appropriate physical, social and green infrastructure.



Concept Rationale

Development to the Land west of Fazeley will place emphasis on the on the physical and social integration with the existing settlements of Fazeley and Mile Oak. Sustainable development principles should be balance to make best use of the land, having regard to the character of the surrounding area, heritage assets, the topography of the site and ecological interests. There will be a requirement for the development site to be of the highest quality and accommodate the correct infrastructure provision in the most places. These requirements will be addressed through the production of a design brief and masterplan for the site. The proposed brief and masterplan should include:

1. The precise scale of new development to be determined through a balanced view of the physical capacity of the site, including the topography, ecological interests, the number of dwellings required to support local services, the desired character of the development and requirement to provide a mix of dwelling types and sizes, including affordable housing.
2. Development to have regard to the semi-rural setting, which requires a design response to ensure the development is integrated into the landscape, taking account of natural features including topography and existing vegetation and provision of appropriate new landscaping.
3. Sustainable transport principles, with the promotion of walking and cycling links to the existing settlement and provision/links to public transport facilities.
4. Provision of relevant mitigation and enhancement of the existing strategic and local road network where appropriate.

Land west of Fazeley Concept Statement

This concept statement provides further detail in support of Strategic policy OHF1: Housing Provision and Strategic policy SHA2: Strategic housing allocation Land west of Fazeley. The statement should be used to guide any future masterplan and overall development proposals for Land west of Fazeley allocation site.

Strategic Objectives for the site:

- Integration of the development for approximately 800 homes and associated facilities and infrastructure within the landscape setting of site.
- To create a cohesive place well integrated with the existing communities of Fazeley and Mile Oak and provide an attractive living environment for a wide range of household types and tenures
- To ensure the protection and enhancement where possible of heritage and ecological assets.
- To provide convenient and legible walking and cycling links between new and existing development, building on existing linkages and enhancing sustainable transport options

Key Design Principles

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

The design strategy should include:

- Integration of the development into the existing landscape including the creation of vistas into, out of and through the site;
- Assist in integrating with existing development and provide a clear design approach The provision of and green infrastructure and landscaping which safeguards and enhances existing trees, quality hedgerows and sites of biodiversity value within the site;
- A landscape framework and planting strategy should be produced as a driver for the designed layout, that integrates the development within the landscape and shows how the new urban edge will be formed and managed. This must demonstrate how existing trees and hedgerows will be retained, incorporated, and extended and enhanced as part of the proposed organisation of built form. Maintained and improved landscape features should be integrated with the provision of sustainable drainage systems (SuDS).
- A continuous network of pedestrian and vehicular route ways that connects into and integrates with the existing, surrounding movement networks, including public rights of way. There should be a legible street hierarchy, where streets are designed as 'linear places' rather than movement corridors.
- Deliver net gains in biodiversity and support the delivery of the nature recovery network;
- Preserve or enhance the historic environment and improve our understanding of it;
- Within the development the creation of buildings, layouts and spaces of the highest quality which promote a sense of place, interact with one another, achieve inclusive and accessible design, are resilient and which integrate green infrastructure into the fabric of the built environment;
- The masterplan will be required to demonstrate how this will be achieved including custom/self-build plots, through design codes for layouts, streets and buildings including building heights and materials;

- Creating routes throughout the site which are well connected to one another forming a network of attractive, accessible, legible and safe routes for all users and which maximise opportunities for natural surveillance and connections with green infrastructure
- Vehicle parking will be an integral part of the plan and design of the scheme, to ensure limited impact upon visual amenity and residential privacy. Parking areas at a surface level will be required to accommodate planning in order to aid visual containment to help ameliorate the impact of climate change.
- Provision of high quality design with the well-being of the ageing and less mobile population being addressed; and
- Have no properties at risk of flooding now and in the future;

Infrastructure

- Provision for education infrastructure, including a new 1FE primary school on a site area of at least 11,415m² located on an appropriate part of the development site to support sustainable travel to and from school.
- Provision for access and necessary improvements to the strategic and local highway network as appropriate;
- Improvements to existing transport and the creation of sustainable transport such as bus, cycle and walking within the development, such linkages should be integrated with the green infrastructure network and to and from the existing settlement.;
- Integration and maintenance of sustainable urban drainage system (SUDS) and flood mitigation measures alongside the provision of a detailed hydraulic model will be required at Flood Risk Assessment stage;
- The provision of necessary utilities infrastructure sustainably and minimise use of water resources and energy usage;
- To assist in the improvement of air quality and advances in vehicle technology over the plan period and beyond, the development site will be expected to incorporate facilities for the charging of electric vehicles.
- Provision to ensure that there are no negative impacts on the current air quality within that area;
- Maximise opportunities to reduce the use of natural resources through a fabric-first approach, potentially including passive solar design, passive cooling and implementing water efficiency measures;
- Accommodate high speed broadband to each property;
- Deliver a wide range of housing types including a mix of sizes, tenures and accessibility for traditional housing, specialist housing for older people, serviced self/custom build plots, and starter homes which meet lifetime standard;
- The incorporation of public art;
- Provision of neighbourhood centre and community hub which provides opportunities for public events to ensure a thriving place to live which promotes healthy living; and
- Provision of a network of green space and delivery of allotments, sports pitches, play spaces, in accordance with standards set out within the local plan review

Densities

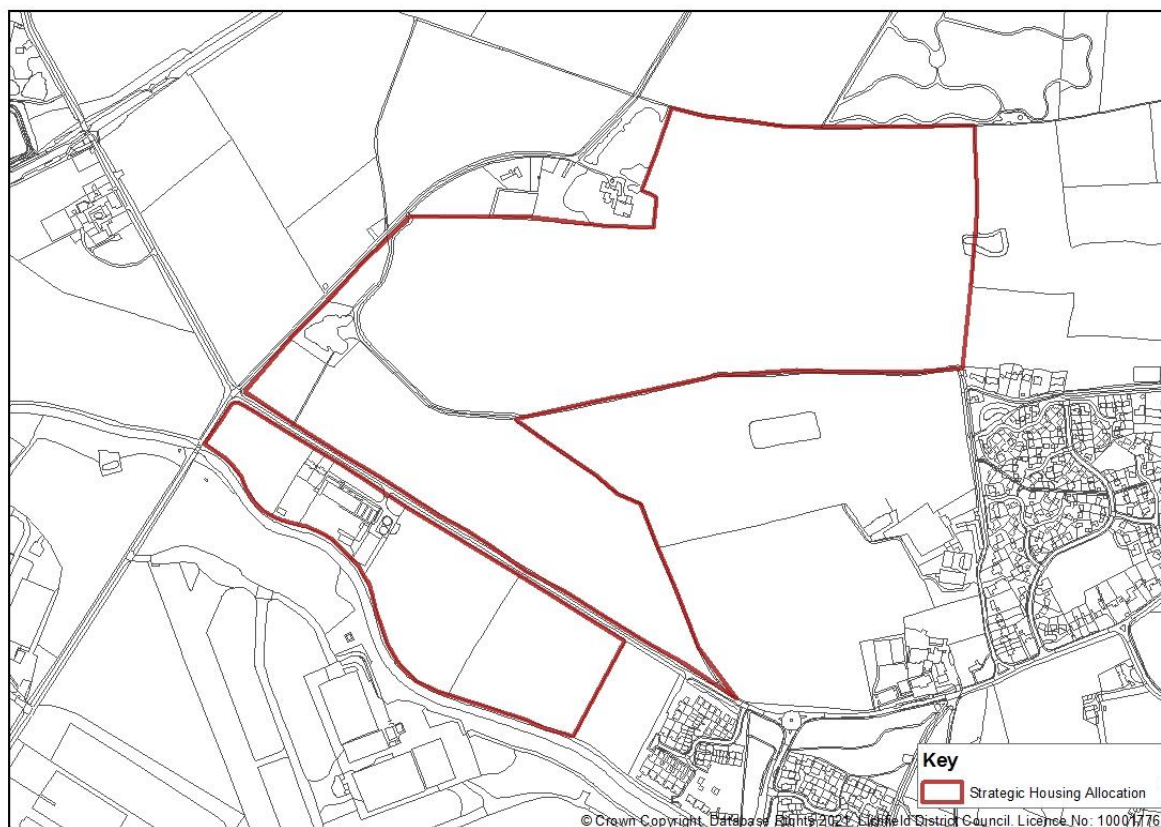
Variation in densities will occur through the concentration of above average densities around community hubs, with lower than average densities occurring around the edges of built areas with lower densities towards the eastern and north eastern edges in order that the built edge can be assimilated into the countryside.

Management & Community Engagement

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

18.3 Strategic Housing Allocation SHA3 – Fradley, Land north and south of Hay End Lane Concept Statement

A strategic housing allocation to provide approximately 500 dwellings and appropriate physical, social and green infrastructure.



Concept Rationale

Development to the land north and south of Hay End Lane will place emphasis on the on the physical and social integration with the existing settlements of Fradley South and Fradley Village and surrounding development. Sustainable development principles should be balance to make best use of the land, having regard to the character of the surrounding area, heritage assets, the topography of the site and ecological interests. There will be a requirement for the development site to be of the highest quality and accommodate the correct infrastructure provision in the most places. These requirements will be addressed through the production of a design brief and masterplan for the site. The proposed brief and masterplan should include:

1. The extent of the allocation site seeks to assist in the creation of a sustainable and cohesive community within Fradley. Consideration and regard for the proximity of the existing established industrial park alongside the associated traffic movements.
2. The scale of new development will take in to the account the topography, ecological interests, the number of dwellings required to support local services, the desired character of the development and a requirement to provide a mix of dwelling types and sizes, including affordable housing.
3. Development to have regard to the setting of the site , which requires a design response to ensure the development is integrated into the landscape, taking account of natural and historical features including topography and existing vegetation and provision of appropriate new landscaping, creating a successful transition from urban edge to rural.
4. Particular care and consideration will be given to the adjacent Coventry Canal and overall impact on the canal conservation area with the provision of a Design Code/Parameters Plan within the wider masterplan for the site to ensure a consistent approach across the site and limit any adverse visual impact to the canal environment.
5. Sustainable transport principles, with the promotion of walking and cycling links to the existing settlement and provision/links to public transport facilities
6. Provision of relevant mitigation and enhancement of the existing road network where appropriate
7. The development should provide amenity green open space including play areas and formal sports pitches within the proposed allocation site in accordance with standards set out within the local plan review.
8. 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.

Land north and south of Hay End Lane Concept Statement

This concept statement provides further detail in support of Strategic policy OHF1: Housing Provision and Strategic policy SHA3: Strategic housing allocation land north and south of Hay End Lane. The statement should be used to guide any future masterplan and overall development proposals for Land north and south of Hay End Lane allocation site.

Strategic Objectives for the site:

- Integration of the development for approximately 500 homes and associated facilities and infrastructure within the landscape setting of site.
- 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
- To ensure the protection and enhancement where possible of heritage and ecological assets.
- To provide convenient and legible walking and cycling links between new and existing development, building on existing linkages and enhancing sustainable transport options

Key Design Principles

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, which demonstrates adherence to current best practice in urban design and specifies what further, detailed design guidance (e.g. design codes, site development briefs, etc.) will be provided. The design strategy should include:

- Integration of the development into the existing landscape including the creation of vistas into, out of and through the site;
- Assist in integrating with existing development and provide a clear design approach The provision of and green infrastructure and landscaping which safeguards and enhances existing trees, quality hedgerows and sites of biodiversity value within the site;
- Deliver net gains in biodiversity and support the delivery of the nature recovery network;
- Consideration for the impacts on the natural environment of the canal and the structural integrity of and levels in relation to the canal corridor;
- Preserve or enhance the historic environment and improve our understanding of it;
- Within the development the creation of buildings, layouts and spaces of the highest quality which promote a sense of place, achieving inclusive and accessible design, are resilient and which integrate green infrastructure into the fabric of the built environment;
- The masterplan will be required to demonstrate how this will be achieved including custom/self-build plots, through design codes for layouts, streets and buildings including building heights and materials;
- Consideration within the design of the overall development of the site should be taken to the setting of the scheduled monument within the site with the potential to provide a landscape buffer in the northern part of the site. This would facilitate the protection of the Scheduled Monuments setting.
- Creating routes throughout the site which are well connected to one another forming a network of attractive, accessible, legible and safe routes for all users and which maximise opportunities for natural surveillance and connections with green infrastructure
- The canal corridor is a Local Wildlife Site and the provision of a wider corridor that disperses effects of public access, which could include new wildlife planting and also strengthen the wildlife corridor should be integrated within to the masterplan.
- The existing bridges over the canal to be integrated into the design;
- Vehicle parking will be an integral part of the plan and design of the scheme, to ensure limited impact upon visual amenity and residential privacy. Parking areas at a surface level will be

required to accommodate planning in order to aid visual containment to help ameliorate the impact of climate change.

- Provision of high quality design with the well-being of the ageing and less mobile population being addressed; and
- Have no properties at risk of flooding now and in the future;

Infrastructure

Details of the infrastructure requirements are to be 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

- Provision for education infrastructure , including one primary school on site
- Provision for access and necessary improvements to the strategic and local highway network as appropriate;
- Improvements to existing transport and the creation of sustainable transport such as bus, cycle and walking within the development, such linkages should be integrated with the green infrastructure network and to and from the existing settlement.;
- Integration and maintenance of sustainable urban drainage system (SUDS) and necessary flood mitigation measures;
- The provision of necessary utilities infrastructure sustainably and minimise use of water resources and energy usage;
- To assist in the improvement of air quality and advances in vehicle technology over the plan period and beyond, the development site will be expected to incorporate facilities for the charging of electric vehicles.
- Provision to ensure that there are no negative impacts on the current air quality within that area;
- Maximise opportunities to reduce the use of natural resources through a fabric-first approach, potentially including passive solar design, passive cooling and implementing water efficiency measures;
- Accommodate high speed broadband to each property;
- Deliver a wide range of housing types including a mix of sizes, tenures and accessibility for traditional housing, specialist housing for older people, serviced self/custom build plots, and starter homes which meet lifetime standard;
- The incorporation of public art;
- Provision of a community hub which provides opportunities for public events to ensure a thriving place to live which promotes healthy living; and
- Provision of a network of green space and delivery of allotments, sports pitches, play spaces, in accordance with standards set out within the local plan review

Densities

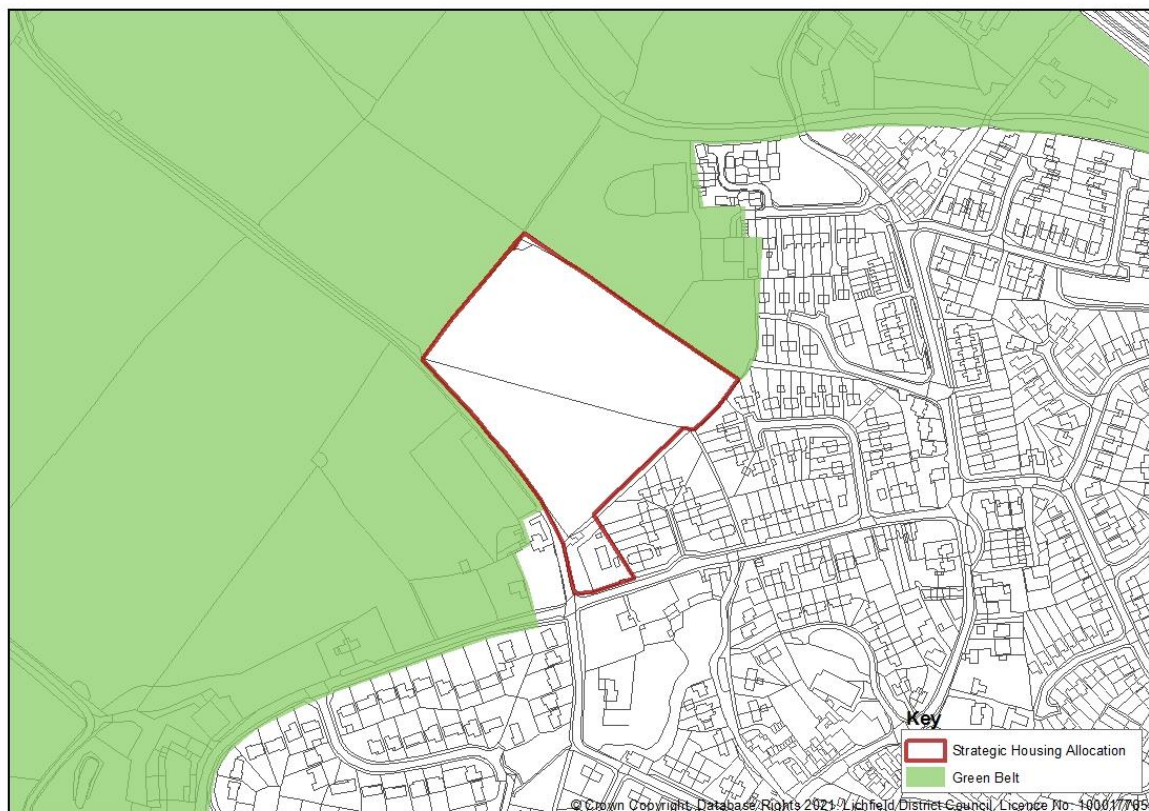
Variation in densities will occur through the concentration of above average densities around community hubs, with lower than average densities occurring around the edges of built areas with lower densities towards the eastern and north eastern edges in order that the built edge can be assimilated into the countryside.

Management & Community Engagement

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

Strategic Housing Allocation SHA4 – Whittington, Land off Huddlesford Lane

A strategic housing allocation to provide approximately 75 dwellings and appropriate physical, social and green infrastructure.



Concept Rationale

Development to the Land off Huddlesford Lane will place emphasis on the on the physical and social integration with the existing settlement. Sustainable development principles should be balance to make best use of the land, having regard to the character of the surrounding area, heritage assets, the topography of the site and ecological interests. There will be a requirement for the development site to be of the highest quality and accommodate the correct infrastructure provision in the most places. These requirements will be addressed through the production of a design brief and masterplan for the site. The proposed brief and masterplan should include:

1. The scale of new development will take in to the account the surrounding local heritage assets, ecological interests, the number of dwellings required to support local services, the desired character of the development and a requirement to provide a mix of dwelling types and sizes, including the provision of affordable housing.
2. The development will complement the existing settlement of Whittington in terms of housing mix, scale and mass.
3. Sustainable transport principles, with the promotion of walking and cycling links to the existing settlement and provision/links to public transport facilities

Land off Huddlesford Lane Concept Statement

This concept statement provides further detail in support of Strategic policy OHF1: Housing Provision and Strategic Policy SHA4: Strategic Housing Allocation Land off Huddlesford Lane. The statement should be used to guide any future masterplan and overall development proposals for Land off Huddlesford Lane allocation site.

Strategic Objectives for the site:

- Integration of the development for approximately 75 homes and associated facilities and infrastructure within the landscape setting of site.
- To ensure the protection and enhancement where possible of heritage and ecological assets.
- To provide convenient and legible walking and cycling links between new and existing development.
- The creation of a sustainable mix community founded on good urban design principle and responsive to the effects of climate change.

Key Design Principles

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

The design strategy should include:

- Integration of the development into the existing landscape including the creation of vistas into, out of and through the site;

- The provision of and green infrastructure and landscaping which safeguards and enhances existing trees, quality hedgerows and sites of biodiversity value within the site;
- Deliver net gains in biodiversity and support the delivery of the nature recovery network;
- Preserve or enhance the historic environment and improve our understanding of it;
- Within the development the creation of buildings, layouts and spaces of the highest quality which promote a sense of place, interact with one another, achieve inclusive and accessible design, are resilient and which integrate green infrastructure into the fabric of the built environment;
- The masterplan will be required to demonstrate how this will be achieved including custom/self-build plots, through design codes for layouts, streets and buildings including building heights and materials;
- Consideration in the design of vehicular access into the site is taken into the addition of the junction onto Huddlesford Lane is reconsidered, and a single access to the south of the Site is retained, so as not to detract from the gateway to the Conservation Area.
- Within the masterplan, views towards St Giles Church should be retained where possible through sensitive design. A masterplan will be required to demonstrate that this has been considered, providing a focal point with views of St Giles Church.
- Creating routes throughout the site which are well connected to one another forming a network of attractive, accessible, legible and safe routes for all users and which maximise opportunities for natural surveillance and connections with green infrastructure
- Vehicle parking will be an integral part of the plan and design of the scheme, to ensure limited impact upon visual amenity and residential privacy. Parking areas at a surface level will be required to accommodate planning in order to aid visual containment to help ameliorate the impact of climate change.
- Provision of measures to demonstrate how the amenities of existing residents living on the boundaries of the site will be respected and protected, with any proposed layout justified on this basis.
- A proposed built form that supports the strategic objectives for the development of the site but also demonstrates how a recognisable identity can be created.
- Provision of high quality design with the well-being of the ageing and less mobile population being addressed; and
- Have no properties at risk of flooding now and in the future;

Infrastructure

- A financial contribution toward education infrastructure
- Provision for access and necessary improvements to the strategic and local highway network as appropriate;
- Improvements to existing transport and the creation of sustainable transport such as bus, cycle and walking within the development;
- Provision, integration and maintenance of sustainable urban drainage system (SUDS) and flood mitigation measures;
- The provision of necessary utilities infrastructure sustainably and minimise use of water resources and energy usage;

- To assist in the improvement of air quality and advances in vehicle technology over the plan period and beyond, the development site will be expected to incorporate facilities for the charging of electric vehicles.
- Provision to ensure that there are no negative impacts on the current air quality within that area;
- Maximise opportunities to reduce the use of natural resources through a fabric-first approach, potentially including passive solar design, passive cooling and implementing water efficiency measures;
- Accommodate high speed broadband to each property;
- Deliver a wide range of housing types including a mix of sizes, tenures and accessibility for traditional housing, specialist housing for older people, serviced self/custom build plots, and starter homes which meet lifetime standard;
- The incorporation of public art; and
- Provision of a network of green space and delivery of allotments, sports pitches, play spaces, in accordance with standards set out within the local plan review

Densities

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 built areas with lower densities towards the northern edges in order that the built edge can be assimilated into the countryside.

Management & Community Engagement

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

19. Appendix C - Monitoring Framework

Monitoring Framework

The Local Plan will be delivered by Lichfield District Council through the Policies detailed within the document. It will be implemented by the District Council working with partners and through the planned investment of private and public resource as well as sources of other investment such as grant aid.

The Local Plan is in two parts. This document, the Strategy sets out the broad direction, policies and Strategic Development Allocations. The District Council will subsequently prepare a limited range of Supplementary Planning Documents to take the strategy forward.

Local Plans need to be continually reviewed and revised, partly to be able to assess the success of the Plan and partly to ensure the components of the framework are updated to reflect changing circumstances nationally, and locally.

Infrastructure Delivery Plan

The Infrastructure Delivery Plan (IDP) is a supporting document to the Local Plan. It identifies, where possible, the Physical, Green and Social & Community infrastructure that will be required to support growth. Infrastructure planning is an essential element in ensuring the Local Plan is robust and deliverable.

The IDP will be a key piece of evidence in demonstrating that the Local Plan is deliverable by identifying committed infrastructure and infrastructure which will be required over the plan period as identifying the delivery agencies, funding sources and where possible the cost of the required infrastructure. Additionally the Infrastructure Funding Statement (IFS) is linked to the IDP as it provides a summary of the financial and nonfinancial developer contributions (also known as planning obligations) sought and received for the provision of infrastructure by Lichfield District Council. Lichfield District Council seek such obligations through the Community Infrastructure Levy (CIL) and Section 106 agreements (S106) and updated annually. Furthermore, the IFS sets out how CIL and S106 income will be spent over the next reporting period in Lichfield.

The IDP is a living document that will require continual review in order to be effective and reflective of progress made through the Local Plan. The AMR (see below) will contain an annual update of the IDP.

Monitoring & Review

Monitoring and review are key components of the planning system. The relationship between the spatial vision and objectives of this strategy and the policies that have been designed to implement them is demonstrated through this monitoring framework.

Implementation of the policies contained in the Local Plan and the items included in the Infrastructure Delivery Plan will require concerted action by a range of public, private and voluntary sector bodies working in partnership. The role of the Local Plan is to provide a clear and robust framework for development in order that investment and action can be co-ordinated and geared to efficient and effective delivery.

The District Council will prepare an Annual Monitoring Report (AMR) by the end of each year. The AMR will contain an assessment of progress in preparing the Local Plan against the milestones set out in the Local Development Scheme. It will also contain an assessment of the extent to which objectives set out within the SCS and Plan for Lichfield District are being achieved and targets being met. If as a result of monitoring, objectives are not being met, areas are identified where a policy is not working, key policy targets are not being met, or the context has changed (for example, the performance and nature of the economy), this may give rise to a review of the Local Plan.

The AMR is a flexible document and should it be necessary to modify existing and/or introduce new indicators to best monitor certain aspects of the Local Plan then new indicators may be added or removed from the document as it is updated each year. Any changes would be clearly referenced within the document and designed to better monitor the progress of the Local Plan.

The following framework uses the AMR indicators as the starting point for monitoring the success of the Objectives and Policies contained within the Local Plan. The framework operates by referencing the AMR indicators with the relevant Policies, and the proposed outcome. It is important to note that the framework below acts as an indication for monitoring purposes only and is based upon the most up to date indicators at the time of publishing. The framework should not act as a guide for applying policies to applications.

Table 1 Monitoring Framework

Table 1 Monitoring Framework

Policy	Indicator	Target	Contingency	Data Source
Strategic Policy 1 SP1: Our spatial strategy	The indicators, targets and contingency measures set out in the below policies			
Strategic Policy SP2: sustainable transport	To be monitored through measures in Strategic Policy SP3 and Local Policy LT-LT2.	Monitor contributions, delivery of infrastructure projects identified and the targets within the IDP/IFS	Use agreements more effectively to ensure delivery of identified infrastructure projects, using review of IDP to identify if contingency is required.	In house monitoring and through the IDP and IFS.
Strategic Policy SP3 : Sustainable travel	Number of planning permissions granted for major developments with secured Travel Plans			
Strategic Policy SP4: Transport Safeguarding	Ensure development contributes to the sustainable development of transport and not impair reinstatement, improvement or reconstruction and must retain existing associated features from its former rail use.			
Local Policy LT1: Parking provision	For developments to meet the parking standards contained within the Local Plan Review.	1.Directing development to locations with good access to sustainable modes of transport and improve infrastructure for sustainable transport. 2. Secure Travel Plans on all major developments.	Increase pre-application discussion to raise awareness of sustainable transport issues	In house monitoring through the Development Management Process.
Policy	Indicator	Target	Contingency	Data Source

Strategic Policy SP5: infrastructure Delivery	1. Number of developments with legal agreements for Infrastructure Contributions and what the contributions are to deliver. 2. Delivery mechanisms within the Infrastructure Delivery Plan (IDP) and the Infrastructure Funding Statement (IFS).	Monitor contributions, delivery of infrastructure projects identified and the targets within the IDP/IFS	Use agreements more effectively to ensure delivery of identified infrastructure projects, using review of IDP to identify if contingency is required.	In house monitoring and through the IDP and IFS.
Local Policy INF1: Provision of Social and Community Infrastructure	To be monitored through measures in Strategic Policy SP5.			
Local Policy INF2: Retention of Social and Community Infrastructure	To be monitored through measures in Strategic Policy SP5.			
Strategic Policy SP6: Infrastructure and services that support healthy communities	1. Net loss of any open or recreation spaces. 2. Projects completed to improved/create open spaces and recreation facilities 3. Improved quality of open spaces	Residents will have access to a range of quality open spaces and recreation facilities. New development will provide the infrastructure required to meet the needs of the community. Monitoring contributions, delivery of infrastructure projects identified and the targets within the IDP/IFS in relation to health.	If open space assessment identifies that standards are not being met then review standards in assessment and policy if necessary. Use agreements more effectively to ensure delivery of identified infrastructure projects, using review of IDP to identify if contingency is required.	In house monitoring through the Development Management Process.
Strategic Policy SP7: Participation in Sport and Physical Activity	1. Net increase in open space, sports and recreational facilities within the District.	1. Increase participation in sports and activities which contribute to a healthy lifestyle. 2. No net loss in quality	Review quality and quantity assessments through Open Space Assessment and Playing Pitch Strategy	In house monitoring, through open space assessment and

	2. Net loss of existing facilities. 3. Monitoring of quality and provision of open spaces, sports and recreational facilities through the open space assessment	or quantity of open space, sports and recreation facilities. 3. Provision of improved indoor sports provision to serve Lichfield City and its hinterland	and review policy if necessary. Work through the development management process to ensure loss of facilities are mitigated and new facilities/contributions are sought where applicable.	development management
Policy	Indicator	Target	Contingency	Data Source
Local Policy INF4: Green infrastructure, open space and playing pitches	1. Net increase in open space, sports and recreational facilities within the District. 2. Net loss of existing facilities. 3. Monitoring of quality and provision of open spaces, sports and recreational facilities through the open space assessment	1. Increase participation in sports and activities which contribute to a healthy lifestyle. 2. No net loss in quality or quantity of open space, sports and recreation facilities. 3. Provision of improved indoor sports provision to serve Lichfield City and its hinterland	Review quality and quantity assessments through Open Space Assessment and Playing Pitch Strategy and review policy if necessary. Work through the development management process to ensure loss of facilities are mitigated and new facilities/contributions are sought where applicable.	In house monitoring, through open space assessment and development management
Local Policy INF5: New open space provision requirements	In house monitoring, through open space assessment and development management. To be monitored through measures in Strategic Policy SP4 and Local Policy INF3.			
Strategic Policy SP8: Blue infrastructure, watercourses and flood risk	Number of planning permissions granted contrary to advice given by the EA on water quality or flood risk grounds.	1. Ensure development has a positive impact on the natural and historic environment. 2. Development should deliver a high quality, sustainable built environment.	Ensure high quality of design is delivered through development management process at pre-application and formal application stages. Review SPD and policy if necessary	In house monitoring and through the development management process.
Strategic Policy SP9: Water Quality	Number of planning permissions granted contrary to advice given by the EA on water quality grounds	No planning permissions granted contrary to advice given by the EA on water quality grounds	Assess and improve the role of the Environment provided by Environment Agency in pre application discussions and the development management process. Review Water Cycle	In house monitoring and through the development management process.

			Study and Surface Water Management Plan as required.	
Strategic Policy SP10: Sustainable Development	% positively prepared planning applications approved in compliance with the Local Plan.			
Local Policy SD1: Sustainable Design and Master planning	To be monitored through in house monitoring.			
Policy	Indicator	Target	Contingency	Data Source
Strategic Policy SP11: Protecting Green Belt Land	Number of positively prepared planning permissions for development in the Green Belt	No planning permissions granted that would have detrimental impact upon the Green Belt	The development management process and pre-application discussion can be used to ensure that appropriate activities are located within the Green Belt whilst still maintaining its character, function and openness.	In house monitoring and through development management process
Local Policy SD2: Renewable and Low Carbon Energy	Amount of energy efficiency savings made on qualifying sites.	% energy generated from renewable resources.	Review renewable energy evidence and amend targets should there be a need to do so	In house monitoring

Local Policy SD4: Cannock Chase SAC	Through the development management process.	No planning permissions granted contrary to policy which would have a detrimental impact on the SAC	If adverse effects are demonstrated refer to the SAC partnership.	In house monitoring through the Development Management Process.
Strategic Policy 12 (SP6): Housing Provision	1. Net number of dwellings completed each year. 2. Percentage of development completed on previously developed land 3. Ensure that there is a flexible five-year supply of deliverable sites.	1.To deliver a minimum of 9727 new homes in Lichfield District between 2018-2040 2.All developments to accord with the relevant parking standards.	Standards and policy to be reviewed if necessary.	In house monitoring through the Development Management Process.
Local Policy H1: Providing a balanced housing market and optimising housing density	1. Number and type of dwellings built each year (including the number of bedrooms in each property). 2. Number of dwellings completed to provide supported housing and care homes for the District's ageing population. 3. Number of new developments permitted to lifetime home standard.	1.Deliver dwellings on previously developed land 2. Maintain a five year supply of deliverable sites	Should a five-year supply not be demonstrated then consider measures to bring forward sites from later in the plan period, consider further call for sites to identify additional sites.	In house monitoring and maintaining an up to date housing trajectory.
Local Policy H2: Affordable Housing	1. Number of affordable dwellings built each year. 2. Percentage of affordable homes made available to	Deliver affordable homes across the 2018-2040 plan period in line with Policy H2.	Consideration of allocating sites solely for affordable housing. Work with parishes and RSL's to bring forward affordable housing need surveys.	In house monitoring and through the development management process.

	be socially rented.		Consideration of granting an element of market housing to increase viability on sites.	
Local Policy H3: Accommodation for gypsies and travellers	Number of additional Gypsy, Traveller and Travelling Showpeople pitches (net)	Deliver a minimum of 7 residential pitches to meet the identified needs of gypsies and travellers to 2040 including meeting the identified need for 4 of these pitches by 2024.	Reassess site allocations and baseline data on the number of pitches required	In house monitoring
Strategic Policy 13 SP13: Employment and Economic Growth	1. Net amount of employment development completed per annum by use class. 2. Total amount of employment land allocated by use class. 3. Total number of jobs within the District/job balance ratio.	Provide approximately 385 hectares of land for employment uses by the end of the plan period.	Review Employment Land Supply and identify alternative sites and reasons why sites within the supply are not coming forward. Potentially review policy if necessary.	In house monitoring and external employment statistics.
Policy	Indicator	Target	Contingency	Data Source
Strategic Policy 14 SP14: Centres	Total amount of retail, leisure, office and cultural floorspace granted planning permission within Strategic and Town Centre boundaries	1. Focus retail, leisure, office and cultural development on the commercial centres of Lichfield and Burntwood. 2. Protection and enhancement of key rural centres to ensure they meet the needs of communities.	Identify reasons why facilities are not being delivered or lost and prepare an alternative delivery strategy and/or review policy if necessary	In house monitoring

Local Policy E2: Tourism	1. Number of visits to tourist attractions within the District. 2. Number of hotel spaces granted planning permission.	Encourage longer tourist stays within the District through increased overnight capacity	If numbers of tourist visitors decreases over a five year period then assess opportunities to promote tourism	In house monitoring
Strategic Policy 15 SP15: Natural Resources	To be monitored through measures in Policies NR1-NR8.			
Local Policy NR1: Countryside Management	Number of planning applications granted for countryside-based enterprises.	1.No planning applications that would have a detrimental impact upon the countryside. 2. Encourage the role of the countryside on the District's economy.	The development management process and pre-application discussion can be used to ensure that appropriate activities are located within the countryside.	In house monitoring and through development management process.
Local Policy NR2: Habitats and Biodiversity	Natural England information on protected sites.	Development will only be permitted where it delivers a net gain for biodiversity within the District.	If negative impacts are demonstrated then assess monitoring, and improve the role of natural England and internal departments in the development management and pre-application discussions	In house monitoring.
Local Policy NR3 :Trees, Woodland and Hedgerows	Through the development management process.	1. Protect trees, woodland and hedgerows within the District where they provide an important part of local distinctiveness 2. Ensure sufficient space with developments is reserved for the planting	If negative impacts area assessed then the SPD may need to be reviewed alongside policy to ensure adequate protections is being achieved. Review the development management process and pre-application discussions in achieving targets with regards to trees and woodland.	In house monitoring

		and growth of trees.		
Strategic Policy 16 SP16: Natural and Historic Landscapes	Through the development management process	No development which adversely affects the natural and historic landscapes	Improve work through the development management process to ensure proposals do not adversely impact upon the natural and historic landscape.	In house monitoring
Local Policy NR4: Linked Habitats, Connectivity and Green Infrastructure	Through the development management process	Rural and urban development will provide and link existing green and river corridors.	If targets are not been achieved work with partners development through the development management process to secure improvements to corridors.	In house monitoring and through development management process.
Local Policy NR5: Cannock Chase Special Area of Conservation	Through the development management process	No planning permissions granted contrary to policy which would have a detrimental impact on the SAC.	If adverse effects are demonstrated refer to the SAC partnership	In house monitoring and through development management process.
Local Policy NR6: Cannock Chase Area of Outstanding Natural Beauty	Through the development management process	No planning permissions granted contrary to policy which would have a detrimental impact on the AONB.	If targets are not been achieved work with partners development through the development management process	In house monitoring and through development management process.
Local Policy NR7: River Mease SAC	Through the development management process. Number of planning permissions granted within the Mease catchment with	No development permitted within the River Mease catchment which would have an adverse effect on the SAC	If water quality is identified as decreasing, work with partners to ensure methods to mitigate and improve water quality are implemented through developer contributions	In house monitoring and through development management process and with data from the EA.

	mitigation methods		and development management process.	
Local Policy NR8: The National Forest	Through the development management process	No planning permissions granted contrary to policy which would have a detrimental impact	If targets are not been achieved work with partners development through the development management process	In house monitoring and through development management process.
Strategic Policy 17 (SP17): Built and Historic Environment	Number of planning permissions refused for major developments on historic environment grounds	Ensure development has a positive impact upon the historic environment.	Ensure appropriate preservation and/or enhancement of heritage assets is delivered through development management process at pre-application and formal application stages. Review SPD and policy if necessary.	In house monitoring and through the development management process.

20. Appendix D - Schedule of Schedule of saved policies from the Local Plan Strategy and Local Plan Allocations

The following policies from the Local Plan Strategy and Local Plan Allocations documents are proposed to be 'saved'. Where a policy 'saved' it will continue to form part of the Local Plan for Lichfield District.

Schedule A1: Status of adopted Local Plan policies to be 'saved'

Policy reference	Name of policy	Local Plan document	Status
Policy Lichfield 6	South of Lichfield	Local Plan Strategy	Saved
Policy Frad4	Fradley Housing	Local Plan Strategy	Saved
Policy Lichfield 3	Lichfield Economy	Local Plan Allocations	Saved
Policy LC1	Lichfield City Housing Land Allocations	Local Plan Allocations	Saved
Policy LC2	Lichfield City Mixed-use Allocations	Local Plan Allocations	Saved
Policy Burntwood 3	Burntwood Economy	Local Plan Allocations	Saved
Policy B1	Burntwood Housing Land Allocations	Local Plan Allocations	Saved
Policy B2	Burntwood Mixed-use Allocations	Local Plan Allocations	Saved
Policy NT1	North of Tamworth Housing Land Allocations	Local Plan Allocations	Saved
Policy R1	East of Rugeley Housing Land Allocations	Local Plan Allocations	Saved
Policy F1	Fradley Housing Land Allocations	Local Plan Allocations	Saved
Policy A1	Alrewas Housing Land Allocations	Local Plan Allocations	Saved
Policy AH1	Armitage with Handsacre Housing Land Allocations	Local Plan Allocations	Saved

Policy FZ1	Fazeley, Mile Oak & Bonehill Housing Land Allocations	Local Plan Allocations	Saved
Policy GT1	Gypsy & Traveller Site Allocations	Local Plan Allocations	Saved
Policy S1	Shenstone Housing Land Allocations	Local Plan Allocations	Saved
Policy W1	Whittington Housing Land Allocations	Local Plan Allocations	Saved
Policy OR1	Other Rural Housing Land Allocations	Local Plan Allocations	Saved

Those 'Saved' policies which relate to housing allocations contain a varying number of sites/allocations. The following tables summarises the status of these allocations within the adopted Local Plan consisting of the Local Plan Strategy (adopted July 2015) and the Local Plan Allocations (adopted February 2019).

Where an allocation is 'saved' it will continue to form part of the Local Plan for Lichfield District. The 'saved' status applies to the site location, extent, approximate yields, allocation policy and any concept statement or key development considerations identified within the Local Plan Strategy and/or the Local Plan Allocations (and neighbourhood plans where applicable). Only those allocations to be 'saved' are listed in the schedule below.⁴

Schedule A2: Status of Local Plan Strategy DPD allocations

Policy reference	Site allocation	Settlement	Type	Development status / net yield remaining	Status
Policy Lichfield 6: South of Lichfield	South of Lichfield Strategic Development Allocation (SDA)	Lichfield City	Residential	Full/outline planning permission full / 450 dwellings	Saved
Policy Lichfield 6: South of Lichfield	South of Lichfield – Deans Slade Farm SDA	Lichfield City	Residential	Full planning permission / 475 dwellings	Saved
Policy Lichfield 6: South of Lichfield	South of Lichfield – Cricket Lane SDA	Lichfield City	Residential	Outline application submitted / 450 dwellings	Saved
Policy Lichfield 5: East of Lichfield (Streethay)	East of Lichfield (north of Streethay) SDA	Lichfield City	Residential	Under construction / 198 dwellings	Saved
Policy Frad4: Fradley Housing	Fradley SDA	Fradley	Residential	Under construction/ outline planning	Saved

⁴ Sites are only 'deleted' where they have been fully built-out (completed) as at the 1st April 2020 or where evidence has demonstrated that the site is not and will not become deliverable within the plan period of the Local Plan Review.

				permission / 891 dwellings	
--	--	--	--	----------------------------	--

Schedule A3: Status of Local Plan Allocations DPD allocations

Policy reference	Site allocation	Settlement	Type	Development status / net yield remaining	Status
LC2: Lichfield City Mixed-use allocations	L1 – Beaconsfield House, Sandford Street	Lichfield City	Residential & retail	Full planning application submitted / 27 dwellings	Saved
LC1: Lichfield City Housing Land Allocations	L2 – East of Lichfield, land north of Roman Heights	Lichfield City	Residential	Full planning application submitted / 200 dwellings	Saved
LC1: Lichfield City Housing Land Allocations	L5 – Land off Limburg Avenue and Sainte Foy Avenue	Lichfield City	Residential	Under construction / 125 dwellings	Saved
LC1: Lichfield City Housing Land Allocations	L6 – St Chads House, Cross Keys	Lichfield City	Residential	Full planning permission / 12 dwellings	Saved
LC1: Lichfield City Housing Land Allocations	L7 – Former day nursery, Scotch Orchard	Lichfield City	Residential	Full planning permission / 27 dwellings	Saved
LC1: Lichfield City Housing Land Allocations	L8 – Former St Michaels playing fields, Deans Croft	Lichfield City	Residential	Allocated, no application submitted / 9 dwellings	Saved
LC1: Lichfield City Housing Land Allocations	L9 – Land off Burton Road (East), Streethay	Lichfield City	Residential	Full planning application submitted / 20 dwellings	Saved
LC1: Lichfield City Housing Land Allocations	L10 – Land off Burton Road (West), Streethay	Lichfield City	Residential	Allocated, no application submitted / 38 dwellings	Saved
LC1: Lichfield City Housing Land Allocations	L12 – Land at St John's Hospital, Birmingham Road	Lichfield City	Residential	Partially complete/ no application submitted for part of site/ 38 dwellings	Saved
LC1: Lichfield City Housing Land Allocations	L16 – Former Windmill Public House, Grange Lane	Lichfield City	Residential	Full planning permission / 12 dwellings	Saved
LC1: Lichfield City Housing Land Allocations	L17 – Land to the rear of The Greyhound Public House, Upper St John's Street	Lichfield City	Residential	Full planning permission / 8 dwellings	Saved
LC1: Lichfield City Housing Land Allocations	L19 – Angel Croft Hotel, Beacon Street	Lichfield City	Residential	Under construction / 7 dwellings	Saved

Policy reference	Site allocation	Settlement	Type	Development status / net yield remaining	Status
LC1: Lichfield City Housing Land Allocations	L20 – Land at The Rosaries, Trent Valley Road	Lichfield City	Residential	Allocated, no application submitted / 9 dwellings	Saved
LC1: Lichfield City Housing Land Allocations	L21 – Hawthorn House, Hawthorn Close	Lichfield City	Residential	Allocated, no application submitted / 19 dwellings	Saved
LC2: Lichfield City Mixed-use allocations	L22 – Former Regal Cinema (former Kwick Save), Tamworth Street	Lichfield City	Residential & retail	Under construction / 38 dwellings	Saved
LC1: Lichfield City Housing Land Allocations	L23 – Land off Cherry Orchard	Lichfield City	Residential	Allocated, no application submitted / 9 dwellings	Saved
LC1: Lichfield City Housing Land Allocations	L24 – Trent Valley Buffer Depot, Burton Road, Streethay	Lichfield City	Residential	Allocated, no application submitted / 50 dwellings	Saved
LC1: Lichfield City Housing Land Allocations	L25 – Land at 41 Cherry Orchard	Lichfield City	Residential	Under construction / 7 dwellings	Saved
LC2: Lichfield City Mixed-use allocations	L26 – Land at Birmingham Road	Lichfield City	Retail & residential	Allocated, no application submitted / 92 dwellings	Saved
LC2: Lichfield City Mixed-use allocations	L27 – Former Norgren site, Eastern Avenue	Lichfield City	Residential & retail	Full planning permission / 70 dwellings	Saved
LC2: Lichfield City Mixed-use allocations	L29 – Land at Quonians Lane (Former Auction Centre), Cross Keys	Lichfield City	Residential & retail	Full planning application submitted / 47 dwellings	Saved
LC1: Lichfield City Housing Land Allocations	L31 – Land at Davidson Road	Lichfield City	Residential	Full/outline planning permission / 12 dwellings	Saved
B1: Burntwood Housing Land Allocations	B2 – 82-84 Queen Street	Burntwood	Residential	Under construction / 14 dwellings	Saved
B1: Burntwood Housing Land Allocations	B3 – Land at Maple Close/Sycamore Road	Burntwood	Residential	Allocated, no application submitted / 32 dwellings	Saved
B1: Burntwood Housing Land Allocations	B4 – Land at Mount Road/New Road	Burntwood	Residential	Full planning permission / 95 dwellings	Saved
B1: Burntwood Housing Land Allocations	B7 – Land south of Cannock Road	Burntwood	Residential	Under construction / 18 dwellings	Saved

Policy reference	Site allocation	Settlement	Type	Development status / net yield remaining	Status
B1: Burntwood Housing Land Allocations	B8 – Cottage of Content Public House, Queen Street	Burntwood	Residential	Allocated, no application submitted / 102 dwellings	Saved
B1: Burntwood Housing Land Allocations	B10 – Land off Milestone Way, Chasetown	Burntwood	Residential	Under construction / 150 dwellings	Saved
B2: Burntwood Mixed-use Allocations	B13 – Bridge Cross Garage, Cannock Road	Burntwood	Residential & retail	Outline planning permission / 14 dwellings	Saved
B1: Burntwood Housing Land Allocations	B16 – Coney Lodge Farm, Rugeley Road	Burntwood	Residential	Development completed at 1 st April 2020.	Not saved
B1: Burntwood Housing Land Allocations	B19 – Chorley Road, Boney Hay Concrete works	Burntwood	Residential	Allocated, no application submitted / 102 dwellings	Saved
NT1: North of Tamworth Housing Land Allocations	NT1 – Land at Arkall Farm, Ashby Road	North of Tamworth	Residential	Outline planning application / 1000 dwellings	Saved
R1: East of Rugeley Housing Land Allocations	R1 – Former Rugeley Power Station	East of Rugeley	Residential	Outline planning application submitted / 800 dwellings ⁵	Saved
F1: Fradley Housing Land Allocations	F1 – Bridge Farm, Fradley	Fradley	Residential	Under construction	Saved
A1: Alrewas Housing Land Allocations	A2 – Land north of Dark Lane	Alrewas	Residential	Under construction / 121 dwellings	Saved
A1: Alrewas Housing Land Allocations	A4 – The New Lodge, Kings Bromley Road	Alrewas	Residential	Allocated, no application submitted / 6 dwellings	Saved
AH1: Armitage with Handsacre Housing Land Allocations	AH1 – Land adjacent to Hayes Meadow School	Armitage with Handsacre	Residential	Under construction / 199 dwellings	Saved
FZ1: Fazeley, Mile Oak & Bonehill Housing Land Allocations	FZ2 – Tolsons Mill, Lichfield Street, Fazeley	Fazeley, Mile Oak & Bonehill	Residential	Full planning permission / 102 dwellings	Saved
FZ1: Fazeley, Mile Oak & Bonehill Housing Land Allocations	FZ3 – Land at 14 The Green, Bonehill	Fazeley, Mile Oak & Bonehill	Residential	Allocated, no application submitted / 7 dwellings	Saved

⁵ NB – submitted planning application for higher yield than LPADPD allocation.

Policy reference	Site allocation	Settlement	Type	Development status / net yield remaining	Status
S1: Shenstone Housing Land Allocations	S1 – Land at Lynn Lane	Shenstone	Residential	Planning application submitted/allocated in made neighbourhood plan / 50 dwellings	Saved
W1: Whittington Housing Land Allocations	W2 – Former Whittington Youth Centre, Main Street	Whittington	Residential	Full planning permission / 8 dwellings	Saved
W1: Whittington Housing Land Allocations	W3 – Land at Chapel Lane & Blacksmith Lane	Whittington	Residential	Allocated, no application submitted / 10 dwellings	Saved
OR1: 'Other Rural' Housing Land Allocations	H1 – Fish Pits Farm, Harlaston	Harlaston	Residential	Under construction / 15 dwellings	Saved
OR1: 'Other Rural' Housing Land Allocations	OR1 – Packington Hall, Tamworth Road	Other rural	Residential	Under construction / 28 dwellings	Saved
OR1: 'Other Rural' Housing Land Allocations	OR3 – Fotherley Hall, Fotherley Lane	Other rural	Residential	Under construction / 26 dwellings	Saved
OR1: 'Other Rural' Housing Land Allocations	OR7 – Land at Water Lane, Lichfield	Lichfield	Residential	Outline planning permission / 750 dwellings	Saved

21. Glossary

Term	Abbreviation	Meaning
Adoption		The final confirmation of a development plan or Local Development Document as having statutory status by a Local Planning Authority (LPA).
Affordable Housing		Affordable housing includes: housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions: Affordable housing for rent; Starter homes Discounted market sales housing Other affordable routes to home ownership
Affordable Rent		Affordable rented homes are made available to tenants at up to a maximum of 80% of market rent and are allocated in the same way as present social housing.
Amenity Greenspace		Areas such as parks or recreational fields which can be used by all people either through visual amenity and/or for informal sport and leisure.
Authority/Annual Monitoring Report	AMR	A report published by local planning authorities assessing Local Plan progress and policy effectiveness. Formally known as the Annual Monitoring Report this is now known as the Authority Monitoring Report.
Appropriate Assessment	AA	An assessment of the potential effects of a proposed plan, in combination with other plans and projects, on one or more European sites of nature conservation/biological importance. As required as part of the Habitats Regulations Assessment.
Area of Outstanding Natural Beauty	AONB	A statutory National Landscape designation to provide special protection to defined areas of natural beauty. These are designated by Natural England.
Biodiversity		The whole variety of life encompassing all genetics, species and ecosystem variations. This includes diversity within species, between species and of ecosystems.
Biomass		The biodegradable fraction of products, wastes and residues from agriculture (including plant and animal substances), forestry and related industries.
Brownfield Development or Sites (Previously Developed Land)		Site available for re-use which has been previously developed, and is either abandoned or underused. The definition covers the curtilage of the development.
Central Rivers Initiative	CRI	A partnership approach to managing the River Trent and River Tame in the region between Tamworth and Burton upon Trent.
Community Infrastructure Levy	CIL	A charge on development, calculated on a £ per square meter basis of development as set out within the adopted CIL Charging Schedule. CIL is intended to be used to help fund infrastructure to support the development of an area rather than making an individual planning application acceptable in planning terms. CIL does not replace Section 106 agreements.
Clinical Commissioning Groups	CCG	Clinical commissioning groups are NHS organisations set up by the Health and Social Care Act 2012 to organise the delivery of NHS services in England. They replace primary care trusts.
Combined Heat and Power	CHP	The use of waste heat from power generation to provide heating for a building or a neighbourhood.
Conservation Area		Areas of special architectural or historic interest, the character, appearance or setting of which it is desirable to preserve or enhance.
Decentralised Energy Supply		The use of energy from on-site or renewable sources limiting the need to draw energy from the national supply.

Term	Abbreviation	Meaning
Developer Contributions		Monetary contributions which may be made by a developer as part of a legal agreement (S106 or CIL) when a planning permission is granted. Monies are used to provide local facilities and all types of infrastructure.
Employment Land Availability Assessment	ELAA	An assessment of potential employment sites to inform the Local Plan. The ELAA has been prepared in line with good practice guidance with the involvement of the development industry, local property agents and the local community, identifies the committed sites, additional capacity within employment areas and a range of other sites that have been submitted for consideration. The ELAA is not a policy document, but identifies the range of sites that are being given further consideration through the formulation of the Local Plan.
Evidence Base		The information and data gathered by local authorities to justify the "soundness" of the policy approach set out in Local Plan and supporting documents, including physical, economic, and social characteristics of an area. This includes consultation responses.
Examination in Public	EIP	The consideration of public views on a development plan document, or proposed changes to it, held before an independent inspector.
Flood plain		Generally flat-lying areas adjacent to a watercourse, tidal lengths of a river or the sea where water flows in times of flood or would flow but for the presence of flood defences.
Floorspace capacity		Available space for office, retail or industrial unit within a specific area.
Green Belt (not to be confused with the term 'greenfield')		<p>A statutory designation of land around certain cities and large built-up areas, which aims to keep the defined area permanently open or largely undeveloped. Areas of Green Belt within Lichfield District form part of the West Midlands Green Belt. The purposes of Green Belt are to:</p> <ul style="list-style-type: none"> check the unrestricted sprawl of large built up areas; prevent neighbouring towns from merging; safeguard the countryside from encroachment; preserve the setting and special character of historic towns; and assist urban regeneration by encouraging the recycling of derelict and other urban land.
Green Infrastructure		The physical environment within and between our cities, towns and villages. It is a network of multi-functional open spaces, including formal parks, gardens, woodlands, green corridors, waterways, street trees and open countryside.
Green Networks or Corridors		Linking rights of way, cycle routes, canals, rivers, parks and woodland to create greater accessibility to the countryside and provide potential for improved biodiversity.
Greenfield Land or Site		Land (or a defined site) which has not been built on before or where the remains of any structure or activity have blended into the landscape over time.
Gypsies & Travellers		Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently.
Habitat Regulations Assessment	HRA	See appropriate assessment.
Historic Environment		Designated and non-designated heritage assets such as those which are identified in 'made' neighbourhood plans, Historic Environment Record, locally listed buildings, historic landscape, veteran trees, historic hedgerows, historic shopfronts, skylines, archaeology (including that which is undiscovered).
Historic Environment Character Area	HECA	An area of defined character in the landscape, such as medieval field patterns.
Heritage Asset		A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing)

Term	Abbreviation	Meaning
Historic Environment Record	HER	A system for recording information, such as known archaeological sites & finds, designated sites, historic landscapes, historic buildings and other features in the landscape.
Historic Landscape Character		The identification of the historic development of today's landscape, and the resultant pattern of physical features due to geography, history and tradition.
Housing Association	HA	Private, non-profit organisations that provide social housing for people in need of a home.
Housing Market Area		A geographical area which is relatively self-contained in terms of housing demand
Housing mix		The provision of a mix of house types, sizes and tenures in an area.
Indices of Multiple Deprivation	IMD	The index combines a number of indicators which focus on a range of social, economic and housing issues, and are then used to provide an overall deprivation rank for these areas. Published by the Office of the Deputy Prime Minister.
Infrastructure		The basic structures and facilities needed to support a society or organisation.
Infrastructure Delivery Plan	IDP	A plan to implement the necessary social, physical and green infrastructure, required to create sustainable communities in line with a Local Plan.
Intermediate Affordable Housing		Housing at prices and rents above those of social rent, but below market price or rents. These can include shared equity products (e.g. HomeBuy), other low cost homes for sale and intermediate rent.
Local Centre		Small shops and perhaps limited services, serving a small catchment. Sometimes also referred to as a local neighbourhood centre or key rural centre.
Local Development Scheme	LDS	Document which sets out the timescales associated with the progression of the council's local plan and development plan documents.
Local Planning Authority	LPA	The Local Authority or Council that is empowered by law to exercise planning functions. Often the local Borough or District Council.
Local Plan Review		This document. The plan for future development within Lichfield District up to 2040, drawn up by the local planning authority in consultation with communities and other bodies. The Local Plan when adopted forms the statutory plan for the District. Once adopted the Local Plan Review will replace the current Local Plan.
Local Plan Strategy		The adopted local plan strategy contains the broad policy directions and long term strategy to manage development, infrastructure and services across the District to 2029. The strategy consists of strategic policies which set out how the strategy will be implemented and monitored. The Local Plan Strategy was adopted on 17 February 2015.
Local Plan Allocations		Second part of the adopted Lichfield District Local Plan which contains policy based allocations to manage development within the District to 2029. The Local Plan Allocations document was adopted in July 2019.
Local Geological Sites		Non-statutorily protected sites of regional and local importance for geodiversity (geology and geomorphology) in the United Kingdom. Local Geological Sites together with Local Wildlife Sites are often referred to as Local Sites.
Major Development		For residential development this includes sites of 1.5ha or more, or for sites of 10 dwellings or more. For commercial development this includes sites of 1 ha or more, or change of use of site for 1,000 square metres or more.

Term	Abbreviation	Meaning
Mitigation		Measures to avoid, reduce or offset the significant adverse effects of an external factor e.g. Lessening the effects of climate change.
National Forest		A national project for woodland creation, tourism and economic revival.
National Planning Policy Framework	NPPF	Document containing all national planning policy updated in February 2019. The National Planning Policy Framework replaced all previously issued Planning Policy Statements (PPS) and Planning Policy Guidance Notes (PPG).
National Planning Practice Guidance	PPG	An online resource containing the governments updated planning practice guidance which supports the NPPF. The online guidance is updated on a regular basis.
Natural assets		Stocks of natural raw materials, including forests, fisheries, soil, and minerals; and the capacity of the environment media such as air and water to absorb and decompose the wastes from production and consumption.
Natural & Semi-natural Greenspace		Includes woodlands, wetlands, urban forestry, Local Geological Sites, scrub and grassland.
Nature Reserves		A protected area of wildlife or other geological interest. Can also be used to provide opportunity for special areas of research.
Neighbourhood Centre		An group of essential local services which may comprise a shop, post office, take away, health centre and a pharmacy. See also, local centre.
Neighbourhood Plan		An area based plan prepared by its community as defined in the Neighbourhood Planning (General) Regulations 2012. Once 'made' a neighbourhood plan becomes part of the development plan for the area.
Open Space		All space of public value, including not just land, but also areas of water such as rivers, canals, lakes and reservoirs, which can offer opportunities for sport and recreation. They can also act as a visual amenity and a haven for wildlife.
Other Rural Settlements		Smaller villages that do not have a good range of public services.
Phasing		Distinct stages of development implemented in a sequential manner appropriate to demand.
Previously Developed Land	PDL	Land which is currently or has in the past been occupied by a permanent structure and associated infrastructure.
Policies Map		A map of the District which shows planning policy designations spatially.
Regeneration		The economic, social and environmental renewal and improvement of rural and urban areas.
Registered Provider	RP	Also known as Registered Social Landlords. Is the generic name for all social landlords who provide low-cost social housing for people in housing need on a non-profit making basis.
Regulated Energy		Elements of a building's energy consumption to which minimum standards must be achieved to comply with Building Regulations. 'Regulated' energy includes space heating, hot water, lighting and ventilation (fans and pumps), but does not include appliances and small electrical items.
Renewable Energy		Energy produced from a sustainable source that avoids the depletion of the earth's finite natural resources, such as oil or gas. Sources in use or in development include energy from the sun, wind, hydro-power, ocean energy and biomass.
Retail Floorspace		Total floor area of the property that is associated with all retail uses. Usually measured in square metres.
Rural Housing Needs Survey		Research to establish housing demand and the satisfaction of existing residents within the rural area.
Scope, Issues & Options, Preferred Options		The "pre-submission" consultation stages carried out on an emerging Local Plan document with the objective of gaining public consensus over proposals ahead of submission to Government for independent examination.
Scoping Report		The first stage in the Sustainability Appraisal process.
Section 106 Agreement		A legal agreement under Section 106 of the 1990 Town & Country Planning Act. It is a way of addressing matters that are necessary to making a development acceptable in planning terms such as providing highways, recreational facilities, education, health and affordable housing.
Site of Biological Importance	SBI	A non-statutory designation used to protect locally valued sites of biodiversity. Also referred to as Local Wildlife Sites.

Term	Abbreviation	Meaning
Site of Special Scientific Interest	SSSI	A site identified under the Wildlife and Countryside Act 1981 (as incorporated in the Countryside and Rights of Way Act 2000) as an area of special interest by reason of any of its flora, fauna, geological or physiographical features (basically, plants, animals, and natural features relating to the Earth's structure).
Spatial Planning		Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. This includes policies which can impact on land use, for example by influencing the demands on, or needs for, development, but which are not capable of being delivered solely or mainly through the granting or refusal of planning permission and which may be implemented by other means.
Spatial Strategy		The overview and overall approach to the provision of jobs, homes, and all infrastructure over the plan period.
Special Area of Conservation	SAC	Strictly protected sites for rare and threatened species and habitats on land or sea as designated under the EC Habitats Directive.
Staffordshire Strategic Partnership	SSP	A framework for all agencies, sectors and partners to work collectively to promote the economic, social and environmental wellbeing of the County.
Strategic Centre		A local or town centre which provides a wide range of services and facilities such as shops, supermarkets, post office, banks, health centres etc.
Strategic Housing Allocation	SHA	An area which has been identified and allocated for new development, which is significant to the spatial strategy as a whole. These allocations are usually complex, have long lead in times and can assist in the delivery of strategic infrastructure.
Strategic Flood Risk Assessment	SFRA	An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.
Strategic Housing Land Availability Assessment	SHLAA	An assessment of potential housing sites to inform the Local Plan Review. The Strategic Housing Land Availability Assessment (SHLAA) which has been prepared in line with good practice guidance with the involvement of the development industry, local property agents and the local community, identifies the committed sites, additional urban capacity and a range of other sites that have been submitted for consideration. The SHLAA is not a policy document, but identifies the range of sites that are being given further consideration through the formulation of the Local Plan.
Strategic Housing Market Assessment	SHMA	An assessment of the estimated demand for market housing and need for affordable housing in a defined geographical area, in terms of distribution, house types and sizes and the specific requirements of particular groups and which considers future demographic trends.
Supplementary Planning Document	SPD	An SPD is a document that supports the Local Plan. It may cover a range of issues, thematic or site specific, and provides further detail of policies and proposals in a 'parent' Local Plan.
Supported Housing		A housing service aimed at helping people live more stable lives, including those who may have suffered from homelessness, addiction or other serious challenges to life.
Sustainability Appraisal	SA	An assessment to establish if the plan is promoting sustainable development. An assessment to comply with Section 39(2) of the Planning and Compulsory Purchase Act 2004 and further guidance, and the requirements for Strategic Environmental Assessment from European Directive 2001/42/EC
Sustainable Development		A widely used definition drawn up by the World Commission on Environment and Development in 1987: "development that meets the needs of the present without compromising the ability of future generations to meet their own needs". The Government has set out four aims for sustainable development in its strategy "A Better Quality of Life, a Strategy for Sustainable Development in the UK". The four aims, to be achieved at the same time, are: social progress which recognises the needs of everyone; effective protection of the environment; the prudent use of natural resources; and maintenance of high and stable levels of economic growth and employment.

Term	Abbreviation	Meaning
Sustainable travel / Sustainable Transport		Often meaning walking, cycling and public transport (and in some circumstances "car sharing"), which is considered to be less damaging to the environment and which contributes less to traffic congestion than one-person car journeys.
Sustainable Drainage Systems	SuDS	A replicate natural system which aims to reduce the potential impact of new and existing developments on surface water drainage discharges such as permeable paving or on site retention basins.
Traffic Impact Assessment	TIA	An assessment of the effects upon the surrounding area by traffic as a result of a development, such as increased traffic flows that may require highway improvements.
Unregulated energy		The expected energy use in a building which is not 'regulated' (see 'Regulated energy' above). Unregulated energy does not fall under Building Regulations, and most typically includes appliances and small electrical items.
Urban Cooling		The effect which can be achieved by increasing vegetation cover and reducing hard surface cover in built up areas to reduce very high temperatures.
Veteran Trees		Trees that are of interest biologically, culturally or aesthetically because of age, size or condition. Normally this means the tree is over 250 years old with a girth at breast height of over 3 metres. However, other factors must be considered such as the location and past management of the tree.
Viability		In terms of retailing, a centre that is capable of success or continuing effectiveness. More generally the economic circumstances which would justify development taking place.
Waste Hierarchy		The waste hierarchy is the cornerstone of most waste minimisation strategies and refers to the 3Rs of reduce, reuse and recycle. The Staffordshire & Stoke-on-Trent Joint Core Strategy refers to 5 stages: eliminate, reduce, re-use, recycle, energy recovery & dispose. The aim of the waste hierarchy is to generate the minimum amount of waste and to extract the maximum practical benefits from products.
Water Framework Directive	WFD	A European Union Directive committing member states to achieve good qualitative and quantitative status of all water bodies by 2015.
Windfall Development or Site		A site not specifically allocated for development in a development plan, but which unexpectedly becomes available for development during the lifetime of a plan. Most "windfalls" are referred to in a housing context.