Design and Access Statement

Land off
Forest Road

Shobnall, Staffordshire

In connection with proposed residential development on land at Forrest Road, Shobnall.
Radleigh Group and Peveril Homes

This document is intended for double sided printing at A4.

Rowe House
10 East Parade
Harrogate
HG1 5LT

t: 01423 857510
f: 01423 564982
e: info@signetplanning.com

www.signetplanning.com

Harrogate | London | Newcastle | Nottingham

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Foreword

Signet Urban Design has been instructed by the Radleigh Group and Peveril Homes to produce this Design and Access Statement in support of a full planning application for 83 dwellings, access and associated infrastructure on land Forest Road, Shobnall, Burton-Upon-Trent.

The purpose of this Design and Access Statement is to examine the character and structure of the development in response to the need to promote better quality and more sustainable design in development an objective embedded through the National Planning Policy Framework (NPPF) and in accordance with the requirements of Section 42 of the Planning and Compulsory Purchase Act 2004 and the DCLG's Guidance on information requirements and validation. This statement has also been prepared with reference to the guidance document Design and Access Statements: How to read, write and use them produced by CABE (2006).

This Statement should be considered and read in conjunction with the accompanying reports and plans submitted as part of this application.
Understanding the Place

Strategic Context

1.1 The site is located in Burton-upon-Trent, East Staffordshire, which is an industrial town famous for various breweries, and its associated canals and railways, which over the 20th century were located in the town, some of which remain today. The town has a population of approximately 65,000 and benefits from a number of facilities and services expected in a town of this size. The town is surrounded by attractive countryside with the site itself located in Shobnall on the western periphery of the town.

1.2 Burton is connected to the strategic highway network by A roads including the A50 running East - West and the A38 running North - South. These roads lead to the M1 in the East and M6 to the West. Mainline rail services can be accessed from Burton serving national destinations such as Birmingham, Derby and Nottingham.
Image 1.1: Images of the wider context to the site

Figure 1.1: Strategic Context of the Site
Socio-Economic Context

1.3 The site is located on one of the linear routes out towards the countryside in the area of Shobnall approximately 1.5 miles west of Burton-upon-Trent town centre. Forest Road (B5734) is a relatively busy route from the west into the town from neighbouring small settlements such as Needwood, Henhurst and Abbots Bromley as well as from the A515.

1.4 The nature of the existing housing in the immediate vicinity of the site, being terraced in form, means that cars are parallel parked on the street. In some areas rear access is provided e.g. Dingle Drive, however this is not the case along the stretch of road to which the site relates. Parking and traffic movements are a concern to local people and the proposals represent an opportunity to improve the parking situation on the road, offering similar rear parking arrangements.

1.5 In terms of the proximity of the site to local facilities some of the most regular, often daily destinations are in close proximity to the site, promoting the use of more sustainable modes of transport such as cycling and walking. The Premier Store (small convenience store) is 5 minutes’ walk from the site and Shobnall Primary School is within 10 minutes’ walk.

1.6 In addition a number of recreational opportunities are within 15-20 minutes of the site including:

- Shobnall Leisure Centre which has indoor and outdoor sports facilities;
- Shobnall Marina with its associated tow paths;
- Public footpaths up to Sinai Park which then leads to the Millenium Woods to the east of Tatenhill.

1.7 A local employment area known as Centrum 100 Business Park is approximately 30 minutes’ walk along Forest Road with hourly bus services from immediately outside the site offering faster connections to this area which also includes retail park development such as B&Q.

1.8 Local medical facilities are located within the town centre with dentists, doctors, pharmacies all accessible. Burton Hospital is a two mile drive away (or 1.3 miles walking through the public footpath network through Shobnall Leisure Centre).

1.9 The site benefits from good access to public transport links with service number 10 providing hourly services along Forest Road into Burton-upon-Trent during peak hours. In addition the town benefits from a railway station with frequent and direct services to Derby (12 minutes) and Birmingham (approximately 30 minutes).
Socio-Economic Context

Image 1.2: Images of Local Facilities and Services

Figure 1.2: Local Facilities Plan
Understanding the Place

Physical Context

Character

1.10 The aerial photograph below illustrates the linear character of the area with routes such as Forest Road defined by ‘ribbon development’ on either side of the road and some extensions/projections to the north and south such as Reservoir Road, the recent development on Oakley Grange, and Aviation Lane/ Henhurst Ridge further west in Henhurst.

1.11 Forest Road has a different character along various stretches of the road with the area in between the A38 bridge and Shobnall Primary School comprising predominantly semi-detached and detached Victorian housing including some attractive examples.

1.12 Further west the street changes in character with the north side of the street comprising terraced housing up to the back of footpath and semi-detached properties and some bungalows on the south side.

1.13 More recent housing developments in the area such as Lordswell Road and Oakley Grange are predominantly detached houses which are mid-late 20th century which lack local identity and are found in towns and cities up and down the country.

1.14 The accompanying photographs illustrate the character of the area with the predominant materials red brick and render with grey roof tiles. Some of the key features in the area include:

- Stone heads and cills (some painted);
- Decorative brickwork to windows, including archways;
- Barge boarding;
- Tall chimney stacks;

Informing the Design Proposals

1.15 In considering the influence the local context should have on the design of the houses the following elements are considered to be relevant:

- Respect the linear urban grain through the creation of tradition;
- The use of red bricks as opposed to lighter shades, grey roof tiles and appropriate use of render;
- Stone and decorative brick heads and cills;
- Decorative brickwork to the proposed dwellings and the use of chimneys at appropriate points.

Image 1.3: Aerial Image Showing the Linear Nature of the Development Context
Physical Context
Understanding the Place

Site Description

1.16 The site measures 4.08ha and is bounded to the south by the long rear garden boundaries of the terraced properties along Forest Road, by Shobnall Brook to the west, open countryside to the north and green space/woodland to the east.

1.17 The site comprises a single field currently used for the grazing of cattle to the rear of properties along Forest Road. The site is access from a short stub of highway, which extends from Forest Road serving dwelling numbers 50-55 and contains a number of garages both in front of the properties and in a row to the north of the terrace of housing, adjacent to the field.

1.18 Given the land is used for grazing of cattle there are very few landscape features on the site with the majority of vegetation around the perimeter of the site along Shobnall Brook and the north and eastern boundaries. The key landscape feature of the site is the sloping topography, the southern half of the site slopes gradually with the site then sloping up more steeply to the northern boundary.

1.19 The stretch of road currently serving dwelling numbers 50-55 will form the access into the site. The garages directly opposite the existing properties will need to be removed to construct a highway with pedestrian footways on either side.
Site Description

Existing Dwellings

More Steeply sloping part of the site

Access

Existing Garages

Existing Dwellings

Existing Woodland to East

Burton-upon-Trent

Sinai Park

Rear Gardens/ Boundaries of Reservoir Road

Access Point
Understanding the Place

Constraints and Opportunities

1.20 As a result of an understanding of the socio-economic and physical context of the site, and the features of the site itself the following constraints and opportunities were identified which provide a starting point for the design of the layout.

Constraints

- The topography of the northern part of the site slopes quite steeply limiting this part of the site;
- As easement of 8m from the top of the bank of Shobnall Brook is required and sufficient land required to accommodate a surface water balancing area;
- Alternative parking spaces for numbers 50-55 Forest Road will need to be provided as the existing garages (tenanted) will be removed to accommodate the access and on street parking along the site access is not considered desirable;
- The residential amenity of existing properties along Forest Road should be considered although given that rear boundaries are 28-30m this isn’t considered to be an issue.

Opportunities

- High quality and more energy efficient housing can be delivered in the local area;
- A mix of house types/sizes can be delivered, including affordable housing, to meet the needs and aspirations of local people;
- Access to the rear of the terraced properties along Forest Road can be provided giving occupiers the opportunity to create an off-street rear parking area;
- Replacement parking spaces in lieu of the garages rented by numbers 50-55 Forest Road can be provided;
- National Forest planting can be provided as part of the proposals on the steeper parts of the site;
- A new equipped children’s play area can be provided with the opportunity to work with the topography to provide a natural looking area using timber play structures;
- A pedestrian link can be provided to the north, creating the future potential to link through to the Redhouse Farm development further to the north, this would improve the connectivity of the western side of Burton-upon Trent and would also make the play area associated with that development accessible and provide an alternative route to the Hospital.
Figure 1.3: Constraints and Opportunities Plan
## Developing the Design Concept

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Developing the Design Concept

2.1 This section outlines how the layout of the site was developed through the consideration of the following elements:

- Planning Policy relating to design.
- Access & Movement
- Topography
- Edges
- Landscape Features
- Flood Risk & Drainage
- Placemaking

Planning Policy

2.2 The NPPF was published on the 27th March 2012 and sets out the presumption in favour of sustainable development at the heart of the planning system (para.14) and states that good design is a key aspect of sustainable development which is indivisible from good planning (para.56). Paragraph 50 of the NPPF requires local planning authorities to “deliver a wide choice of high quality homes, widen choice for home ownership and create sustainable, inclusive and mixed communities”. This design and access statement demonstrates that the proposal ensures that a range of high quality homes is delivered.

2.3 Twelve ‘core planning principles’ are at the heart of the NPPF. These include:

2.4 • Always seek to secure high quality design and a good standard of amenity for all existing and future occupant of land and buildings.

2.5 • Promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open and can perform many functions (such as wildlife, recreation, flood risk mitigation, carbon storage, or food production – para.17).

2.6 Chapter 7 of the NPPF sets out the Government’s requirements to good design of the built environment. Paragraph 57 states it is

2.7 “Important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider development schemes”

2.8 Paragraph 58 of the NPPF states policies and decisions should aim to ensure that developments:

2.9 The NPPF acknowledges that it is proper to seek to promote or reinforce local distinctiveness (para.60) and that designs should address the connections
between people and places and the integration of new development into the natural and built environment (para.61).

2.10 Poorly designed development or that which fails to take the opportunities available for improving the character and quality of an area and the way it functions should be refused (para.64).

Planning Practice Guidance (Adopted March 2014)

2.11 The Planning Practice Guidance is a web based resource aimed to support the National Planning Policy Framework. The guidance emphasises the importance of providing good quality design as an integral part of sustainable development. It states that the following planning objectives can be helped by good design. Planning should promote:

- local character (including landscape setting);
- safe, connected and efficient streets;
- a network of green spaces (including parks) and public spaces;
- appropriate security measures;
- access and inclusion;
- efficient use of natural resources;
- cohesive and vibrant neighbourhoods.
- address crime prevention;

2.12 Well-designed places should also abide by certain principles. They should:

- be functional;
- support mixed uses and tenures;
- ensure public space is lively;
- be adaptable and resilient;
- have distinctive character;
- be attractive;
- promote ease of movement.

2.13 The guidance also identifies the way in which buildings and the spaces between them should be considered. They must consider:

- layout,
- form,
- scale,
- details,
- materials.
Developing the Design Concept

East Staffordshire Local Plan July 2006 (saved policies that extend beyond 2009)

Saved Policy NE14: National Forest: Planting Schemes

2.14 In assessing the adequacy of the planting scheme for individual development proposals within the boundary of the National Forest, the Borough Council will have regard to the aims of the National Forest Strategy and the following criteria:

(a) The existing landscape character of the site and the surrounding locality in accordance with policy NE4 and as described in Supplementary Planning Guidance;
(b) The extent to which National Forest planting guidelines contained in Appendix 8 have been followed in the submission of the planning application;
(c) Any physical, ecological, archaeological or environmental constraints affecting the site;
(d) The extent to which the scheme reflects its National Forest context and provides an appropriate landscaped setting for the development, including any off-site planting;
(e) The scale, type and characteristics of the development.

Saved Policy NE15: National Forest: Implementation of Planting Schemes

2.15 Implementation of planting and landscaping schemes for approved new development in the National Forest will be secured by means of conditions, or the negotiation of a planning obligation, or a combination of those measures appropriate to the individual circumstances of the application. The measures may include, as appropriate:

(a) The means and time scale for implementation;
(b) The nature of any obligation in respect of off-site planting;
(c) Details for the payment of a commuted sum in lieu of planting;
(d) Secure arrangements for the management and maintenance of such landscaped areas, including any open space, by an appropriate person or body.

2.16 Measures to secure the proper management of woodlands within the National Forest will be in accordance with the:

(a) Aims of the National Forest;
(b) Interests of visual amenity;
(c) Desirability of maximising public access where appropriate;
(d) Principles of good woodland management;
(e) Maintaining and enhancing the nature conservation resource;
(f) Retention and enhancement of the landscape character

Saved Policy BE1: Design

2.17 The Borough Council will approve applications for development which respond positively to the context of the area surrounding the site of the application and in themselves exhibit a high quality of design which corresponds to or
enhances surrounding development. Such considerations will apply equally to new development and development which involves the re-use of existing buildings. In considering whether design of development proposals is satisfactory, the Borough Council will have regard to the following factors:

(a) The layout of the development in terms of its circulation routes and arrangement of buildings and how they relate to such factors in the surrounding area.

(b) How elements of any open spaces, both hard and soft, in the proposed development relate to each other, the proposed buildings, the characteristics of the site and the surrounding landscape’s character and appearance.

(c) The density and mix of the development in relation to its context and the uses to which the development will be put.

(d) The massing of the development in terms of the shape, volume and arrangement of the building or buildings in relation to the context of the development.

(e) How the height of the proposed development relates to the height of surrounding development and any vistas, views or skylines.

(f) What materials will be used within the development and how they interrelate with each other, their immediate context and any traditional materials used in the area.

(g) The detailing and construction techniques to be used in the development and how they interrelate with each other, and relate to the immediate and overall context.

(h) Adverse impacts on the immediate and general environment in terms of emissions and other impacts and any use of techniques or mechanisms to reduce those impacts.

(i) The extent to which the design of the development takes into account the safety of users and reduces the potential for crime to occur in accord with s.17 of the Crime and Disorder Act 1998.

Saved Policy T1: General Transport Principles for New Development

2.18 The Borough Council will not permit development where it would unacceptably harm the safety and efficient use of the highways network, or compromise the implementation of the Local Transport Plan Area Strategies. Prior to new developments being permitted where development proposals would have a significant impact on the highway network but are otherwise acceptable, a condition will be made that no development shall be occupied or brought into use until highway works have been carried out. The Borough Council will also seek to secure agreement with the applicants to provide undertakings to:

(a) Make an appropriate contribution towards the cost of any necessary highway improvements;

(b) Provide a contribution towards the provision of public transport services and facilities, walking and cycling facilities arising as a result of the development, with the extent of what is required related in scale and kind to the development concerned;
Developing the Design Concept

(c) Prepare and implement a “Green Transport Plan” encouraging alternative forms of transport from the private car.

Saved Policy H6: Housing Design and Dwelling Extensions

2.19 On all new housing sites, applicants will be required to indicate how they have taken account of the need for good design in their development proposals by means of a Design Statement. For major housing sites the design of development will be aided by briefs prepared by the Borough Council, possibly in conjunction with developers, which will include advice on layout and design, vehicular and pedestrian access, specialised housing needs, density, scale, materials, car parking, landscaping, amenity areas, and phasing.

2.20 To encourage the most efficient use of residential land, developers should design schemes where the net residential density is between 30 and 50 dwellings per hectare. The Borough Council will only allow exemptions to this policy on small sites and sites where constraints of site characteristics, their setting and neighbouring properties render a density at such levels unsuitable. The Borough Council will encourage the design of housing developments to provide safe and secure environments, which offer opportunities for self-policing and surveillance, and provide safe and secure public routes which seek to minimise both actual and perceived opportunities for criminal activity on private property.


2.21 This supplementary planning document provides guidance on the key aspects of good design which are listed below:

- Proper and appropriate response to context – where new development is designed for the site, for example through appropriate materials and detailing;
- Effective use of the assets of the site - where latent design opportunities of the site such as views or waterfronts inform the design of the development;
- A good urban structure – where the layout of development is permeable and well related to the wider setting;
- Effective parking & servicing solutions - which create more efficient layouts and better urban design, based on creative and innovative approaches;
- Effective landscape design – where open spaces are designed as integral parts of a development and designed and located to be enjoyed by people;
- Designing in flexibility and variety – to create places that are diverse and robust and can accommodate future change; and
- User needs considered early in the development process – to ensure the development is fit for purpose and meets existing and future needs.
Emerging Local Plan Policy (2012-2031)

**Principle 1: Presumption in Favour of Sustainable Development**

2.22 When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. The Council will always seek to work proactively with applicants to:

- Find solutions which result in the approval of development proposals wherever possible; and
- Secure development that improves the economic, social and environmental conditions in the area.
- Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in “made” neighbourhood plans, i.e. those that have been brought into legal force by the Council) will be approved without delay, unless material considerations indicate otherwise.

**Strategic Policy 1: East Staffordshire Approach to Sustainable Development**

2.23 In line with Principle 1, development proposals will be required to demonstrate the principles of sustainable development and will be assessed against the presumption in favour of sustainable development as interpreted and applied locally to East Staffordshire Borough Council.

2.24 In assessing whether a development proposal or allocation is as sustainable as possible, the Council will apply the following principles:

- located on, or with good links to, the strategic highway network, and should not result in goods vehicles harming residential amenity, causing highway safety issues or harming the character of open countryside;
- it is convenient and safe to walk, cycle and travel by public transport between (and for larger sites, around) the site and existing homes, workplaces, shops, education, health, recreation, leisure, and community facilities and between any new on-site provision;
- re-uses existing buildings where this is practicable and desirable in terms of the contribution the buildings make to their setting;
- integrated with the character of the landscape and townscape, provides for archaeological investigation where this is appropriate and enhances buildings of heritage importance and their setting;
- designed to protect the amenity of the occupiers of residential properties nearby, and any future occupiers of the development through good design and landscaping;
- high quality design which incorporates energy efficient considerations and renewable energy technologies;
- developed without incurring unacceptable flood risk or drainage problems and uses Sustainable Drainage Systems (SUDS) where appropriate;
- does not harm biodiversity, but rather enhances it wherever possible, including increasing tree-cover, especially as part of the National Forest;
- creates well designed and located publicly accessible open space;
- would demonstrably help to support the viability of local facilities, businesses and the local community;
- would contribute towards the creation of sustainable communities through the provision of a mix of housing types and tenures;
Developing the Design Concept

- uses locally sourced, sustainable or recycled construction materials (including wood products from the National Forest where this is appropriate), sustainable waste management practices and minimises construction waste; and
- would result in the removal of contamination and other environmental problems associated with the site.

**Strategic Policy 24: High Quality Design**

2.25 Development proposals must contribute to the area in which they are proposed and:

- Help to create a sense of place, building on the urban, suburban and rural local character, respecting local patterns of development and the historic environment, and using heritage assets to their best advantage,
- Provide safe communities, through appropriate use of clearly defined public and private spaces, passive surveillance and active frontages
- Reinforce character and identity, through local distinctiveness;
- Enhance the landscape and protect and enhance biodiversity;
- Aid movement and accessibility by providing clear and legible connections that work with existing routes and streets, and account for pedestrians and cyclists
- Demonstrate consideration of opportunities for the use of Green Infrastructure
- Present an appropriate layout for new development that integrates with the existing environment and context, including space around dwellings, public and private space and open spaces;
- Be adaptable in order to enable a change of uses where this is possible;
- Provide innovative and contemporary architecture where this is appropriate;
- Provide well designed and integrated public art in substantial schemes in the town centres, and in other proposals where it is intended that the public have access into the site or where there is suitable public space within the site.
- Minimise the production of carbon through sustainable construction and reuse of materials where possible and Promote the use of renewable energy source technology solutions where possible;

2.26 Development proposals should reflect the existing density of its locality and therefore its character and form. Intensification of an existing built area will only be allowed where the development would represent a benefit and would not be harmful to the character and amenity of an area.

2.27 Developers will be required to demonstrate how they have responded to the above criteria in their applications, and, where appropriate, in master plans, Development Briefs, Concept Statements and Design Codes.

2.28 The Council will consider referring proposals to a design review panel to secure good design. Such a review will take place at an early stage of the application process and the applicant will be expected to meet any associated costs and respond positively to any recommendations.
**Detailed Policy 1: Design of New Development**

2.29 Planning permission will normally be granted for development which responds positively to the context of the surrounding area and in itself exhibits a high quality of design and is compliant with the East Staffordshire Design Guide (or any superseding document). In assessing the design of development proposals, the Borough Council will have regard to the following factors where appropriate to the type of development:

- The layout of the development in terms of its circulation routes and arrangement of buildings and how they relate to such factors in the surrounding area including the pattern of settlements.
- How the design of the development responds to the historic environment context and conserve and enhance heritage assets, including their setting.
- How elements of any open spaces, both hard and soft, in the proposed development relate to each other, the proposed buildings, the characteristics of the site and the surrounding landscape’s character and appearance, including appropriate public realm.
- The density and mix of the development in relation to its context and the uses to which the development will be put.
- The massing of the development in terms of the shape, volume and arrangement of the building or buildings in relation to the context of the development.
- How the height and massing of the proposed development relates to the height of surrounding development and any vistas, views or skylines.
- Materials to be used within the development and how they interrelate with each other, their immediate and overall context and any traditional and vernacular materials used in the area.
- The detailing and construction techniques to be used in the development and how they interrelate with each other, and relate to the immediate and overall context.
- The impact on the amenity of occupiers of nearby residential properties in terms of loss of light, outlook, or privacy.
- The extent to which the design of the development takes into account the safety of users and reduces the potential for crime to occur in accordance

‘Designing out Crime’ Guidance

2.30 The design and layout of parking areas will be in accordance with the Council’s adopted Parking Standards or updated document and will be required to:

(i) Minimise the visual impact on the area, and integrate parking into the design to minimise the impact on the design and amenity of existing buildings, particularly on public facing frontages;

(ii) Incorporate appropriate landscaping, particularly where necessary to break up larger parking areas;

(iii) Provide clearly demarcated parking bays and safe pedestrian routes through the parking area which link with existing routes

(iv) Incorporate any required lighting sensitively to avoid adversely affecting the amenities of occupiers of nearby dwellings, or the safe use of the car park itself and adjoining highways

(v) Make adequate provision of spaces for disabled users
(vi) Make adequate provision for the parking/storage of cycles – this is all in design guide SPD.

**Detailed Policy 2: Designing in Sustainable Construction**

2.31 The Council actively encourages the design and delivery of low carbon buildings and will permit energy improvements to existing buildings subject to the other policies in this Plan, particularly protecting the amenity of neighbours. It is expected that development will:

- follow the energy hierarchy of designing out energy demand from the outset, incorporating energy efficiency measures and introducing low carbon energy supply,
- incorporate the best environmental practice and construction techniques in line with the Governments zero carbon buildings policy
- use appropriate materials, form, orientation and layout of buildings to maximise the benefits of passive solar heating, cooling, lighting and natural ventilation;
- incorporate facilities to minimise the use of water and the creation of waste, and which maximise opportunities for recycling;
- incorporate ecologically sensitive design and features for biodiversity early on within a development scheme
- where appropriate prepare Site Waste Management Plans to ensure that at least 25% of the total minerals used derive from recycled and reused content;
- aim to reduce predicted carbon emissions through the generation of decentralised and renewable or low carbon energy generation where practicable;
- where on site renewable or low carbon energy generation is not practical, a contribution towards an off-site renewable energy or carbon reduction scheme will be acceptable;

2.32 In developments large enough to make such systems feasible, the viability of decentralised energy systems such as combined heat and power and community heating systems based on renewable and low-carbon energy should be explored. District or shared energy schemes between neighbouring developments, new or existing, will be considered positively.

2.33 Where a planning application is submitted that involves an extension to an existing building, or the demolition and re-building of an existing building, the Council will expect those requirements above that are appropriate to the scale of development to be met where it is feasible and reasonable to do so.

**Detailed Policy 3: Design of New Residential Development, Extensions and Curtailage Buildings**

2.34 Planning permission for new residential development and/or extensions will normally be granted planning permission where they meet the following criteria and would, in all other respects, be compliant with the East Staffordshire Design Guide (or any superseding document) and other relevant policies in the development plan:
the design and layout would not result in overlooking between principal windows of dwellings;
• the development would not result in a material loss of light to principal windows or the private amenity space of adjacent dwellings;
• the development would not have an unacceptably overbearing impact on adjacent dwellings;
• the design and layout allows outdoor domestic activities to be undertaken in reasonable privacy, bearing in mind the type of dwelling and likely household size of both the existing surrounding dwellings and the proposed dwelling/extension;
• buildings constructed within the curtilage for uses that are ancillary to the dwelling are appropriately designed (especially in terms of scale) and sited for their intended ancillary use, paying regard to the size of the dwelling and its curtilage.

Placemaking

2.35 At an early stage the features that would create an attractive place to live were identified. The initial design ideas for the gateway into the scheme were to extend the existing terrace to lead into the site following the same building line with dwellings positioned up to the back of the footpath. The route into the site from Forest Road would be defined by a vista through to a ‘landmark’ dwelling at the head of the street.

2.36 Given the linear character of the surrounding area it was seen as an opportunity for the layout to be based around two traditional ‘streets’, branching off to the east and west.

2.37 Consideration was given to the best location for an equipped children’s play area. It was identified that the eastern half of the site had more room to accommodate a LEAP, an opportunity was identified to make best use of the sloping part of the site by working with the topography to create a play area which for example, used the slopes for slides. The play area could have a natural appearance with timber play equipment which would blend with the National Forest Planting in this area. Locating the play area to the east would allow for dwellings to front this area and provide natural surveillance.

2.38 It was also logical to run the potential pedestrian link from the site towards the Red House Farm development through this site, connecting the ‘community spaces’.
Developing the Design Concept

Access & Movement

2.39 One of the key opportunities associated with the site was to provide rear access for existing residents, facilitating off street parking and in turn remove parked cars from areas around the access point in order to create a safe junction and an attractive gateway into the scheme.

2.40 It was identified that the existing access off Forest Road could be used to serve the development with a 2.4 x 43m visibility splay achievable. To facilitate the access road the existing garages which are currently rented would need to be demolished in order to provide a 5.5m wide carriageway with pedestrian footways on either side (in accordance with the requirements for a Major Access Road as defined within the Staffordshire Residential Design Guide).

2.41 A number of the garages are rented by occupiers of the terraced properties opposite (numbers 50-55 Forest Road). In order that these households would not be adversely affected by this change in parking arrangements a new parking courtyard was identified to the north of these properties.

2.42 In addition a rear access road was identified along the southern boundary of the site, parallel to the rear garden boundaries of existing properties (numbers 34 to 48) in order to facilitate rear parking within existing garden areas given that these existing gardens were very long by modern standards (28-30m).

2.43 In terms of pedestrian movement the opportunities for connections are limited, as such pedestrian access onto Forest Road would be via the vehicular access point. It was noted that planning permission was granted for housing to the north of the site at Redhouse Farm, therefore a pedestrian link leading to the northern boundary of the site was identified which in the future could then be extended through the field separating the two developments, subject to land ownership and future housing development.
Access to the Site

View Along Forest Road

Image 2.4: Views of Access to the Site

Figure 2.4: Movement Framework
Developing the Design Concept

Topography

2.44 The impact of the topography on the developable area was also an early consideration, as highlighted by the accompanying plan the land slopes upwards to the northern boundary and would be difficult to develop. It was acknowledged that some ‘cut and fill’ would be required but this was to be limited, as such an indicative line was drawn identifying the extent of the developable area. The result of this was the creation of a relatively narrow site which had implications for the layout and orientation of dwellings as described in the ‘edges’ section.
Edges

2.45 The southern boundary of the site was the most complicated edge to consider due to the need to provide a rear access road for existing dwellings. Whilst it may be desirable to provide natural surveillance to this area via the proposed new dwellings the aspect that this would create for the occupiers of the new dwellings would be very poor.

2.46 Equally it was considered that existing occupiers might find such an arrangement intrusive with dwellings likely to be sited closer to their rear gardens if the area was ‘fronted’. As such it was decided that new dwellings should be inward looking, with new rear gardens abutting the rear access road/rear gardens of properties, maximising the distance between the proposed dwellings.

2.47 Due to the topography of the site, and the 8m easement from the top of the bank of Shobnall Brook the developable area became quite narrow. This had an impact on the orientation of dwellings as the width of the site particularly in the western half of the site would only facilitate a single plot depth on either side of a road. As such it was identified that the development along the entirety of the southern and south western edges should be inward looking, this was considered to be the best approach as the aspect looking over Shobnall Brook was not particularly attractive.

2.48 Development along the eastern boundary was considered to be best treated by orientating the dwellings to be inward looking with the rear garden boundaries meeting the woodland area to the east thus ensuring this area is suitably protected.

2.49 The northern edge of the site is much more elevated than the remainder of the site, it was considered appropriate to propose the planting of this area with trees as part of the National Forest planting initiative.

2.50 The defined northern residential edge to the site can be outward looking at the eastern half of the site where there is more space, thus varying the edge and creating opportunities for the natural surveillance of areas of open space which would include the pedestrian link to the north and an equipped children’s play area.
Developing the Design Concept

Landscape Features

2.51 The main landscape feature of the site is the topography (as previously identified). A few small trees/shrubs are also located on the site and it was identified that the majority of these could be incorporated into the scheme, clearly the National Forest Planting would compensate for any losses. The majority of trees and hedges are found along the boundaries of the site and were identified for retention.

Flood Risk & Drainage

2.52 The site is located in Flood Zone 1 and is therefore at low risk of flooding, and the risk of flooding from Shobnall Brook is small. Consideration was given to the appropriate location for surface water balancing with the area adjacent to the existing garage courts considered to be the lowest part of the site and therefore a suitable location for a pond. This location at the gateway into the site was also considered to be suitable as it would contribute to the creation of an attractive entrance into the scheme.

Involvement

2.53 Initial discussions with East Staffordshire Borough Council and Staffordshire County Council were held to discuss a number of issues relating to the application, including layout and access to the proposals site. In relation to design, it was noted that it would be beneficial to provide rear access to properties on Forest Road so as to improve the flow of traffic.

2.54 In order to raise awareness of the proposals and gather feedback on the master plan from local residents, a flyer containing details of the scheme and a copy of the master plan was delivered to local residents and these details were also made available on Signet Planning’s website. A copy of the flyer is included overleaf and further detail regarding the consultation can be found in the Statement of Community Involvement accompanying this application.

2.55 The consultation was successful in raising awareness of the proposals, attracting 30 responses in the 10 day consultation period (September 18th to September 28th).

2.56 In relation to design, response was generally positive, with comments received primarily concerning the provision of rear access to properties along Forest Road. These comments are summarised below.

- Would like to see the proposed rear access extended;
- Supportive of the proposal should the rear access be given adequate boundary treatment be given.

2.57 Following this consultation with the local authority and residents, the design team were able to address feedback and extended the rear access to further properties on Forest Road which provides the potential for rear off street parking to the properties abutting the site and also potentially improve highway safety and traffic flow on Forest Road.
Public Notification
Residential development for up to 83 dwellings
Land off Forest Road, Sherhill

Radleigh Group and Permeh Homes are currently developing proposals for residential development on land off Forest Road, Sherhill. The adjacent site location plan identifies the area of land.

The Proposed Development
The proposed development will comprise 83 new homes including a mix of 1, 2, 3, and 4 bedroom properties, an equipped children’s play area amid woodland, and a proposed cycle path. The proposals will provide the opportunity for rear parking off the street. The plans include the development of the existing garages off Forest Road, providing for the opportunity to create a rear parking area for the residents of properties 50-55 Forest Road. A replacement parking space is provided in the location of the existing garage block.

Feedback
A larger version of the masterplan for the development can be viewed on the consultation section of our website: www.signetplanning.com. We would welcome your views on the proposals and encourage you to comment in writing to: Signet Planning, Strelley Hall, Nottingham, NG8 6PE by Sunday 26th of September 2014.
The Proposed Design

Use and Amount

Use
Amount

Layout and Scale

The Gateway into the site
A Linear Building Layout
Oakwood Avenue
Henhurst Way
Public Open Space

Framing Key Views and Turning Corners
Scale of Development
Appearance & Landscaping
Access & External Storage
The Proposed Design

Use and Amount

Use

3.1 The site is considered to be well related to the existing urban area. The topography and the trees around the perimeter of the site provide good containment and there are limited views of the site from the wider area. As the site slopes towards the existing urban area the developed part will be viewed in the context of the existing built form.

3.2 Additionally the site is considered to be suitable for residential development as it is within walking distance of a number of key local facilities such as the local Primary School, convenience store and pub. The site is also only around 1.5km from Burton-upon-Trent town centre, with regular bus services running along Forest Road providing links to areas of employment and retail.

Amount

3.3 It is proposed that approximately 2.5ha of the site be developed for housing, equating to just over 60% of the site, with the remaining 40% set aside as open space including National Forest Planting.

3.4 A total of 83 dwellings will be constructed at a density of 33 dwellings per hectare, with a mix of housing provided as illustrated by the adjacent table. The mix of housing is considered to be suitable for the needs and aspirations of local people, providing smaller 1, 2 and 3 bedroom accommodation for ‘first time buyers’, young couples/families and ‘downsizers’ as well as larger 3 and 4 bedroom family homes. A variety of types of houses are proposed including short terraces, semi-detached and detached properties.

3.5 As part of the proposals affordable housing will be delivered with 15% provided on site, equating to 12 units with the remainder to be provided ‘off-site’ within Burton-upon-Trent.

<table>
<thead>
<tr>
<th>Housing Mix Summary</th>
<th>Number</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Bedroom</td>
<td>6</td>
<td>7</td>
</tr>
<tr>
<td>2 Bedroom</td>
<td>12</td>
<td>14</td>
</tr>
<tr>
<td>3 Bedroom</td>
<td>33</td>
<td>40</td>
</tr>
<tr>
<td>4 Bedroom</td>
<td>21</td>
<td>39</td>
</tr>
<tr>
<td>Total</td>
<td>83</td>
<td>100</td>
</tr>
</tbody>
</table>

NOTE: For a detailed breakdown of the housing mix please refer to Site Layout Plan (Drawing HG0529/011/REVF).
The Proposed Design

Layout and Scale

The Gateway into the site

3.6 The entrance into the site naturally incorporates the existing dwellings on the corner of Forest Road, with the converted chapel being an attractive gateway building. In order to integrate with the existing built form the building line created by the row of 6 terraced properties has been continued on the west side of the access road with these dwellings located up to the back of the footpath.

3.7 At the head of the street the Birchover house type (plot 51) is located with this terminating the vista along the street. The Wessington house type (plot 1) is also located at the corner on the east side of the access road which frames the view down Henhurst Way when exiting the site and also turns the corner into Oakswood Avenue.

3.8 An area of public open space is located just west of the primary node within the scheme and forms part of the character of the entrance into the site. The open space will have a surface water balancing function and through wetland planting will form part of an attractive gateway into the remainder of the scheme. Dwellings are orientated to enclose the space (plots 1, 51-53 and 75-77).

A Linear Building Layout

3.9 The principle of the layout is to create two attractive, traditional streets/avenues to reflect the linear urban grain of the surrounding area. The majority of dwellings are therefore arranged around two principal streets, Henhurst Way and Oakswood Avenue.

Oakswood Avenue

3.10 Oakswood Avenue runs through the eastern half of the site and is designed as a sweeping avenue which curves through the site to the north east corner. The accompanying street section illustrates the character of this street which is designed to have ‘green edges’ with traditional front boundary treatments comprising hedges and 4-6m front gardens. Dwellings are arranged to have a consistent, strong building line.

Henhurst Way

3.11 The street which serves the western portion of the development, known as Henhurst Way, is straighter and slightly narrower than Oakswood Avenue but is also designed to have a traditional feel. Boundary treatments are again important to the character of this street, set back distances/front gardens are shorter with 1-2m on the west side and 2-4m on the east side. Hedges will be a feature of the street, with the east side having the potential for railings where set backs are shortest. The details will be confirmed by the landscaping scheme.

Public Open Space

3.12 The most steeply sloping part of the site is set out as open space with this including National Forest Planting. A play area is proposed as part of the public open space with this accessed north of Oakswood Avenue via a secondary road and private drive which serves plots 37-44 which provide an active edge to the space to ensure it feels safe. The play area will be designed working with the topography to create slides on the sloping area and other timber
play structures to harmonise with the National Forest Planting and create a natural looking area. The detailed design of this scheme will be approved alongside the landscaping scheme.

**Framing Key Views and Turning Corners**

3.13 In order to create an attractive streetscene the building layout has been carefully designed to frame and/or terminate key vistas along streets and incorporate dual aspect buildings to turn corners and avoid blank elevations in prominent locations.

3.14 The adjacent plan highlights the specific buildings within the layout which frame/terminate key views (plots 1, 18-19, 27, 51 and 64), those which are located to turn corners well (plots 1, 36, 37, 45, 52, 63, 67) and those which provide active edges/enclose to areas of public open space (plots 37-44 around the play area and plots 1, 51-52 and 75-77).

**Scale of Development**

3.15 The majority of the development will be two storey in keeping with the existing dwellings in the surrounding area with a handful of dwellings being two and half storey with dormer windows (The Brailsford house type). The development also benefits from some single storey bungalows (plots 4 & 5).
The Proposed Design

Appearance & Landscaping

3.16 The house type booklet which accompanies this application provides individual details for each of the proposed house types within the development.

3.17 Overall the development will have a traditional ‘red-brick’ appearance in keeping with the character of the surrounding streets. Render will also be used at appropriate points on house types such as The Baslow (Radleigh) and The Claremont (Peveril).

3.18 The proposed house types will create interesting and varied streets with over 20 different house types proposed. The Birchover (Radleigh) and The Wessington (Peveril) house types will be located at the gateway into the development which set the tone for the quality of the development (see accompanying illustrations).

3.19 The Aran (Peveril) and Baslow (Radleigh) house types are carefully positioned at key corners within the scheme as these dwellings are designed to have a dual aspect. The Aran also introduces chimneys to the development whilst The Grangewood (Peveril) and The Birchover (Radleigh) are treated with decorative ‘barge board’ to the gable both of which are features of the surrounding streets.

3.20 The proposed house types have a variety of window sizes and proportions including projecting elements such as bay and dormer windows. They also vary in terms of the positioning on the façade with some at eaves level for example. The entrances to the houses are also varied with some pitched and some flat canopies.

3.21 As highlighted in the layout section the boundary treatments will be an important part of the appearance of the two main streets running through the development. Along Henhurst Way and Oakswood Avenue hedgerows are proposed. These boundary treatments will serve to create an attractive and traditional ‘avenue’ style street with street tree planting within front garden space at appropriate points. In secondary locations the landscaping will consist of lawned front gardens with ornamental planting and some street trees.

3.22 In terms of hard landscaping standard tarmac carriageways and footways are proposed with block paving to private drives, pathways/drives to individual properties. A block paved raised platform is proposed at the primary junction within the scheme to define it and encourage reduced vehicle speeds.

3.23 The precise landscaping scheme for the overall development will be dealt with via a planning condition.
Radleigh Group ‘Baslow’ House Type

Peveril Homes ‘Claremont’ House Type
The Proposed Design

Radleigh Group ‘Birchover’ House Type

Peveril Homes ‘Grangewood’ House Type
Access & External Storage

Access

3.24 The site access will comprise a carriageway of 5.5m in width and footways on either side of the access. This level of carriageway provision is consistent with a Major Access Road as defined within the Staffordshire Residential Design Guide with a visibility splay of 2.4 x 43m achievable.

3.25 The footway of 2m will be provided on the eastern side of the access and a footway of 1.8m will be provided on the western side of the access road. However as shown on the plan, the proposed western footway will be in addition to the existing footway which runs along the frontage of the existing residential properties. This will provide an overall footway provision of c.3.3m in front of the existing properties. The footway provision also accords with the recommended width set out in the Staffordshire Residential Design Guide.

Streets

3.26 As previously described the majority of the development is served by the two primary streets which are 4.8m in width with a 2.0m footway on either side. At the ends of these roads and around the play area the carriageway is downgraded to a 4.8m private drive with no separate footways.

Parking

3.27 The approach to parking on the scheme is to provide sufficient parking spaces within plots in order to avoid the build-up of parked cars in unplanned
The Proposed Design

locations, kerb mounting etc which is a common feature of many developments built since the turn of the century. Some designated parallel parking spaces are provided for visitors adjacent to the balancing area.

3.28 The general provision of car parking is as follows:

- 1 Bedroom Units – 1 space
- 2 Bedroom Units – 2 spaces
- 3 Bedroom Units – 2-3 spaces
- 4 Bedroom Units – 3 spaces

3.29 Approximately 70% of the parking is provided to the side of dwellings ensuring that the appearance of parked cars does not dominate the streetscene, 10% of the parking is provided in a courtyard associated with the 1 bedroom Mezz Units (Plots 78-83) to the west of the site entrance. This leaves less than 20% of the dwellings with parking to the front of the property, with this including the 10 integral garage house types. Overall therefore it is maintained that car parking is well integrated with the street.

3.30 In terms of storage facilities, approximately two thirds of the proposed dwellings benefit from a private garage with this offering space for the storage of bicycles and other items. The single garages provided by Peveril Homes are 3x6m and are included within the parking calculations as a space, the Radleigh garages have a smaller footprint with the exception of The Whittington type where the garages are built to 3m x 6m (please refer to the Transport Assessment for further details). Bin storage and recycling will also be provided to the side/rear of properties including the two short terraced rows (plots 14-16 and 75-77).

Pedestrians & Cyclists

3.31 As outlined in the previous section the majority of pedestrian movements are expected to be towards Forest Road and given the southern boundary is impermeable with the exception of the access road all pedestrian and cycle movements to the south are expected in this direction, using the highway and footway provided. The linear nature of the street layout ensures that all properties within the development are easily accessible and direct.

3.32 The additional pedestrian link that is proposed runs from the play area to the north east of corner of the site. This has been designed with the future in mind, creating the potential for a connection to the west of Burton-upon-Trent and a direct link to the new residential development with planning consent at Red House Farm which includes another play area.
Summary

Conclusion

4.1 This statement has been provided to demonstrate how proposals have been developed having regard to the design parameters set by the site, National Planning Policy Framework, the 12 Building for Life Questions and by the Local Development Plan Policies.

4.2 It has been shown the development will result in a high quality new housing. Overall, it is maintained that the proposals fully comply with planning policy and that a modern residential development will be created as demonstrated by the compliance with the principles of Building for Life 12.

Building for Life 12 Assessment

Connections
Does the scheme integrate into its surroundings by reinforcing existing character and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

GREEN

Facilities and services
Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

GREEN

Public transport
Does the scheme have good access to public transport to help reduce car dependency?

GREEN

Meeting local housing requirements
Does the development have a mix of housing types and tenures that suit the local requirement?

GREEN
**Character**
Does the scheme create a place with locally inspired or otherwise distinctive character?

**AMBER**

**Working with the site and its context**
Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?

**GREEN**

**Creating well defined streets and spaces**
Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn corners well?

**GREEN**

**Easy to find your way around**
Is the scheme designed to make it easy to find your way around?

**GREEN**

**Streets for all**
Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

**GREEN**

**Car parking**
Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

**GREEN**

**Public and private spaces**
Will public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?

**GREEN**

**External storage and amenity space**
Is there adequate external storage space for bins and recycling, as well as vehicles and cycles?

**GREEN**