

Horninglow and Eton
Submission Neighbourhood
Development Plan
Basic Conditions Statement
June 2014

Horninglow and Eton Submission Neighbourhood Development Plan

Paragraph 8 of Schedule 4b

‘Basic Conditions’ Statement

Legal Requirements

The Submission Plan is Being Submitted by a qualifying body

This Submission Plan is being submitted by a qualifying body, namely Horninglow and Eton Parish Council.

What is being proposed is a neighbourhood development plan

The plan proposal relates to planning matters (the use and development of land) and has been prepared in accordance with the statutory requirements and processes set out in the Town and Country Planning Act 1990 (as amended by the Localism Act 2011) and the Neighbourhood Planning Regulations 2012.

The proposed neighbourhood plan states the period for which it is to have effect

The proposed neighbourhood plan states the period for which it is to have effect. That period is from the Plan being made up to 2031 (the same period as the emerging East Staffordshire Local Plan).

The policies do not relate to excluded development

The neighbourhood plan proposal does not deal with county matters (mineral extraction and waste development), nationally significant infrastructure or any other matters set out in Section 61K of the Town and Country Planning Act 1990.

The proposed neighbourhood plan does not relate to more than one neighbourhood area and there are no other neighbourhood development plans in place within the neighbourhood area.

The neighbourhood plan proposal relates to the Horninglow and Eton Neighbourhood area and to no other area. There are no other neighbourhood plans relating to that neighbourhood area.

Basic Conditions

Have Appropriate Regard to National Policy

The Horninglow and Eton Neighbourhood Plan has been produced with appropriate regard to the guidance contained within the National Planning Policy Framework (NPPF). Paragraphs 183-185 of the NPPF outline specific guidance in relation to the production of neighbourhood plans. Paragraph 184 states that “The ambition of the neighbourhood should be aligned with the strategic needs and priorities of the local area. Neighbourhood plans must be in general conformity with the strategic policies of the local plan.” The Horninglow and Eton Neighbourhood Plan has been drafted with regard to the planning policies of East Staffordshire District Council, and the comprehensive evidence base that supports these policies in identifying needs for development within the wider area, as outlined below.

Paragraph 184 also states that neighbourhood plans should “not promote less development than set out in the Local Plan or undermine its strategic policies”. The Horninglow and Eton Neighbourhood Plan does not restrict overall development within the area, rather it sets a policy framework to shape development to secure environmental and transport improvements to facilitate sustainable development.

The Plan has regard to the twelve core planning principles set out within paragraph 17 of the Framework, as set out in Table 1 below:

Table 1 NPPF Core Planning Principles and the Horninglow and Eton Submission Neighbourhood Development Plan

NPPF Core Planning Principle	Regard that Horninglow and Eton Neighbourhood Plan has to guidance
<p>Planning should be genuinely plan-led, empowering local people to shape their surroundings, with succinct local and neighbourhood plans setting out a positive vision for the future of the area. Plans should be kept up to date, and be based on joint working and co-operation to address larger than local issues. They should provide a practical framework within which decisions on planning applications can be made with a high degree of predictability and efficiency</p>	<p>The Parish Council has produced the Submission Plan in line with this guidance. It will provide a framework to ensure that development is genuinely plan-led, and through involvement of the local community in shaping its policies and proposals through consultation, the Plan will empower local people to shape their surroundings. The emerging vision, proposals and policies in the Plan have developed with a thorough approach to community engagement. The Plan sets out a positive vision for the area up to 2031. The Neighbourhood Plan sets out a concise and practical suite of policies (12 in total) to guide development control decisions.</p>
<p>Planning should not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives</p>	<p>The Submission Neighbourhood Plan offers the local community the opportunity to shape the future development of Horninglow and Eton in a creative way, ensuring that the quality of place is enhanced.</p>
<p>Planning should proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond to wider opportunities for growth. Plans should take account of market signals, such as land prices and housing affordability, and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business communities.</p>	<p>This Submission Neighbourhood Plan refines and amplifies District-wide policies and proposals set out in East Staffordshire’s local planning policies. The Submission neighbourhood Plan allocates 1 site (which is identified in the SHLAA list of sites) and does not restrict the availability of land for housing or economic development.</p> <p>In terms of economic development, the Submission Neighbourhood Plan sets a policy framework to support and enhance the local centres, to promote thriving shop frontages and thus the viability of businesses.</p> <p>Policies promoting environmental and highways improvements for local centres will help to enhance the viability of its constituent businesses.</p>
<p>Planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and</p>	<p>The Submission Neighbourhood Plan sets out a comprehensive policy suite to enhance local character and ensure that a good quality of design and amenity is</p>

<p>buildings.</p>	<p>secured in any redevelopment.</p> <p>Policies HE1 and HE2 support development proposals that contributes towards the environmental improvement of local centres, and restricts development that does not contribute to this aim.</p> <p>Policy HE10 seeks to improve amenity through the provision of green routes to facilitate cycling and pedestrian journeys, and to link into wider green infrastructure.</p> <p>Policy HE11 seeks to retain and improve locally important green spaces.</p> <p>Policy HE12 seeks to protect local heritage through setting policies in regard to development that impacts on local heritage assets. The policy also seeks to ensure that local distinctiveness and character is reflected in any new development.</p>
<p>Planning should take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it</p>	<p>The Submission Neighbourhood Plan takes regard of this guidance fully in plan-making and decision- taking.</p> <p>The Horninglow and Eton Neighbourhood Plan area is urban in character. The Submission Plan sets a strong policy framework to support the existing local centres as outlined above. The Plan also contains policies for green routes and protection and enhancement of locally important green spaces, and identifies policies and proposals to improve traffic management and parking.</p>
<p>Support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy).</p>	<p>The Submission Neighbourhood Plan promotes alternative forms of transport such as cycling and walking through its policies on highways improvements and provision of new green routes. The Submission Plan seeks to protect and improve locally important green spaces.</p>

<p>Planning should contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in the Framework.</p>	<p>The Submission Neighbourhood Plan is fully consistent with this principle.</p> <p>The Plan sets a policy framework for promoting environmental improvements, green routes provision, and protection and enhancement of local green spaces, which, taken together will have a beneficial impact on the natural environment and pollution reduction.</p> <p>Proposals for highways and junction improvements have the potential to improve traffic flow through the area reducing carbon emissions, and with their concomitant environmental improvements are likely to have a positive impact on air quality.</p>
<p>Planning should encourage the effective use of land by reusing land that has been previously developed (Brownfield land), provided that it is not of high environmental value</p>	<p>The Submission Horninglow and Eton Neighbourhood Plan is not at variance with this principle, and seeks to safeguard locally important green spaces. The Plan does not promote the development of Greenfield sites ahead of more sustainable previously developed land.</p>
<p>Planning should promote mixed- use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as wildlife, recreation, flood risk mitigation, carbon storage or food production).</p>	<p>Policies in the Submission Plan seek to ensure a sustainable mix of uses within Local Centres to enhance their viability and sustainability.</p> <p>The Plan promotes a green infrastructure approach, encouraging the multiple functions of local green spaces and proposed enhanced green routes.</p>
<p>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</p>	<p>The Submission Neighbourhood Plan is fully in line with this principle.</p> <p>The Plan includes the statutory List of Listed Buildings in the area in an Appendix and refers to these built heritage assets in the supporting text of the Plan.</p> <p>Policy HE12 seeks to conserve identified locally important heritage assets in a manner appropriate to their significance. The Policy also promotes local distinctiveness and character in new development.</p>

<p>Planning should actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable</p>	<p>The Submission Neighbourhood Plan seeks to promote the use of sustainable forms of transport through policies promoting highways improvements to ensure safer and more convenient routes, and the development of a network of off-road green routes. Policies promoting the viability of local centres will also facilitate more sustainable patterns of transport, by ensuring that services are available at a local level.</p>
<p>Planning should take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural services to meet local needs</p>	<p>The Submission Neighbourhood Plan is fully in accord with this principle. Policies in the plan safeguard and seek to improve local green spaces and promote a network of green routes, and highways improvements to promote walking and cycling. In addition, policies that support local centres and promote environmental improvement within them will help to support local services.</p>

Have Special Regard to the Desirability of Preserving any Listed Building or its Setting or any Features of Special Architectural or Historic Interest

The Submission Neighbourhood Plan has special regard to the desirability of preserving listed buildings and their settings, and features of architectural or historic interest within the Parish, through the provision of planning policies which aim to protect and enhance historic, natural and built heritage assets. The Plan includes a policy which proposes the preparation of a local list of non- designated heritage assets.

Have Special Regard to the Desirability of Preserving or Enhancing Character or Appearance of any Conservation Area

Horninglow and Eton Neighbourhood Plan Area includes a section of the Trent and Mersey Canal Conservation Area. The Plan includes supporting text which refers to the Conservation Area and promotes the protection of local built heritage assets through Policy HE12.

Contribute to the Achievement of Sustainable Development

The Submission Neighbourhood Development Plan contributes strongly to the achievement of sustainable development. Paragraphs 6-10 of the National Planning Policy Framework outline the Government's definition of sustainable development.

The UK Government's interpretation of the concept of sustainable development builds on that of the UN resolution 24/187, which is 'meeting the needs of the present without compromising the ability of future generations to meet their own needs.'

The NPPF amplifies this simple definition, at paragraph 7, stating that sustainable development has three dimensions, economic, social and environmental. Planning needs to perform a number of roles in relation to these issues:

- ❑ "an economic role- contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places at the right time to support growth and innovation; and by identifying and co-ordinating development requirements, including the provision of infrastructure;
- ❑ a social role- supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of the present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well- being;
- ❑ an environmental role- contributing to protecting and enhancing our natural, built and historic environment; and as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

In Paragraph 6, the NPPF states that "the policies in paragraphs 18-219, taken as a whole, constitute the Government's view of what sustainable development in England means in practice for the planning system".

Table 1 above gives a clear and comprehensive narrative of how the framework complies with the Core Planning Principles of the NPPF, and by corollary, the achievement of sustainable development.

Table 2 below sets out how the policies and allocations in the Submission Plan contribute to the economic, social and environmental aspects of sustainable development.

Table 2 Submission Plan’s contribution to the economic, social and environmental aspects of sustainable development.

Sustainable Development Role	Neighbourhood Development Plan’s Contribution
Economic	<p>The Submission Neighbourhood Plan seeks to support Local Centres through promoting a viable mix of uses, and through facilitating transport and environmental improvements.</p> <p>If implemented these policies will have a positive impact on the local economy, safeguarding jobs and local services.</p>
Social	<p>The Neighbourhood Plan sets a strong framework that will help to support the achievement of sustainable social development.</p> <p>The Plan sets a comprehensive policy suite that supports local centres and services, and improves the environmental and amenity of these, further enhancing the viability of local services.</p> <p>The Plan safeguards and promotes improvement of locally important green spaces.</p> <p>Policies seek to promote the local distinctiveness of the area, and recognise locally important heritage assets.</p> <p>Transport policies seek to mitigate the negative impacts of the existing highways infrastructure, making roads a safer and more welcoming environment for pedestrians and cyclists.</p>
Environmental	<p>The Submission neighbourhood plan sets out a comprehensive set of policies that support the transition to a low- carbon future.</p>

	<p>The Plan seeks to promote more sustainable transport patterns through the creation of safer green routes, and through highways improvements that facilitate cycling and pedestrian journeys.</p> <p>Proposals for highways and junction improvements have the potential to improve traffic flow through the area reducing carbon emissions, and with their concomitant environmental improvements are likely to have a positive impact on air quality.</p> <p>Proposals to safeguard and improve locally important green spaces also have a positive impact on the environmental sustainability of the plan.</p>
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Be in General Conformity with Strategic Local Policy

The Submission Neighbourhood Plan is in general conformity with Strategic Local Policies. Table 3 below sets out the relevant strategic policies from these documents and the way that the Neighbourhood Plan conforms to these.

Table 3 Conformity with Local Strategic Policy

<i>Strategic Local Policy</i> <i>East Staffordshire Local Plan July 2006 Saved Policies</i>	<i>Neighbourhood Plan Response</i>
<i>(Note only Strategic Policies relevant to the Horninglow and Eton Neighbourhood Development Plan have been included)</i>	
Policy CSP4 Urban and Rural Regeneration	All Neighbourhood Plan policies should contribute towards the regeneration and enhancement of the Parish as a built up area within inner Burton upon Trent.
Policy CSP5	HE1 and HE2 protect and enhance local facilities and shops and this will benefit local

Infrastructure and Community Provision	communities by supporting accessible local facilities and support the local economy.
Policy CSP6 National Forest	Policy HE11 supports environmental improvements on green spaces for the benefit of residents and wildlife and contributes to the National Forest objectives.
BE1 Design	Policy HE2 promotes enhancement to the public realm around the Local Centres and Policy HE12 protects local non designated built heritage assets.
Policy H6 Housing Design and Dwelling Extensions and Housing Densities	The Neighbourhood Plan includes Policies HE3 and HE4 which support the re-use of empty properties and development of new housing on brownfield sites although the built up nature of the area means that further major new development will be unlikely. Policy HE4 is a site allocation for residential development and encourages affordable or local needs housing as part of the scheme.
Policy H12 Affordable Housing	Policy HE4 is a site allocation for residential development and encourages affordable or local needs housing as part of the scheme.
Policy R14 Local Convenience Shopping	Policies HE1 and HE2 protect and enhance local community facilities and shops in Local Centres.
Policy T1 Transport: General Principles for New Development	Policies HE6, HE7, HE8, HE9 and HE10 promote environmental improvements and off street car parking to encourage walking and cycling and improved traffic management which will contribute towards a lower carbon economy and healthy lifestyles.
Policy T4 Traffic Management: Burton Urban Area Transport Management Study	Policies HE6, HE7, HE8, HE9 and HE10 promote environmental improvements and off street car parking to encourage walking and cycling and improved traffic management which will contribute towards a lower carbon economy and healthy lifestyles.
Policy T6 Parking Areas: Design	Policies HE6, HE7 and HE8 support improvements to provision of local parking.
Policy T7 Parking: Standards	Policy HE7 sets local parking standards.
Policy L1 Loss of Sports Pitches and Ancillary Facilities	Policy HE11 identifies areas of local greenspace for protection

<p>Strategic Local Policy:</p> <p>East Staffordshire Pre-Submission Local Plan Strategic Policies <i>(Note only Strategic Policies relevant to the Horninglow and Eton Neighbourhood Development Plan have been included)</i></p>	<p>Neighbourhood Plan Response</p>
<p>STRATEGIC POLICY 1 East Staffordshire Approach to Sustainable Development</p>	<p>All Neighbourhood Plan Policies support the objectives of sustainable development. HE1 and HE2 protect and enhance local facilities and shops and this will support transport objectives to reduce longer trips by the private car to access services, and will support the local economy.</p> <p>Policies HE3 and HE4 promote the re-use of empty properties and a brownfield site for residential use to help meet housing need within the settlement boundary.</p> <p>HE5 supports social objectives to improve local education provision and built environment objectives to protect local heritage and promote high quality design if the existing site is redeveloped.</p> <p>Policies HE6, HE7, HE8, HE9 and HE10 promote environmental improvements to encourage walking and cycling and improved traffic management which will contribute towards a lower carbon economy and healthy lifestyles.</p> <p>Policy HE11 supports environmental improvements on green spaces for the benefit of residents and wildlife and contributes to the National Forest objectives.</p> <p>Policy HE12 protects non-designated local built heritage assets.</p>
<p>STRATEGIC POLICY 2 A Strong Network of Settlements</p>	<p>Horninglow and Eton Parish lies within the main town of Burton-upon-Trent and the Neighbourhood Plan includes Policies such as HE3 and HE4 which promote re-use of empty properties and redevelopment of brownfield sites within the settlement boundary. All Neighbourhood Plan policies should contribute towards the regeneration and enhancement of the Parish as a built up area within inner Burton upon Trent.</p>
<p>STRATEGIC POLICY 3 Provision of Homes and Jobs 2012 – 2031</p>	<p>The Neighbourhood Plan includes Policies HE3 and HE4 which support the re-use of empty properties and development of new housing on brownfield sites although the built up nature</p>

	of the area means that further major new development will be unlikely.
STRATEGIC POLICY 3 Provision of Homes and Jobs 2012 – 2031	Policy HE4 is a site allocation for residential development and encourages affordable or local needs housing as part of the scheme.
STRATEGIC POLICY 9 Infrastructure Delivery and Implementation	All Neighbourhood Plan policies include proposals that may be supported through Infrastructure Delivery mechanisms.
STRATEGIC POLICY 12 Derby Road, Burton upon Trent, Regeneration Corridor	Policy HE5 supports the re-location of Lansdowne School to a suitable site on the Derby Road corridor.
STRATEGIC POLICY 16 Meeting Housing Needs	Policy HE5 promotes the re-use of the former Citroen garage site for housing including local needs housing.
STRATEGIC POLICY 17 Affordable Housing	Policy HE4 is a site allocation for residential development and encourages affordable or local needs housing as part of the scheme.
STRATEGIC POLICY 20 Town and Local Centres Hierarchy	Policies HE1 and HE2 protect and enhance local community facilities and shops in Local Centres.
STRATEGIC POLICY 21 Managing Town and Local Centres	Policies HE1 and HE2 protect and enhance local community facilities and shops in Local Centres.
STRATEGIC POLICY 22 Supporting Local Communities	Policies HE1 and HE2 protect and enhance local community facilities and shops in Local Centres. Policies HE9 and HE10 promote environmental improvements to support walking and cycling and to enhance the local environment for the benefit of residents. Policy HE11 protects and enhances local green space.
STRATEGIC POLICY 23 Green Infrastructure	Policy HE11 protects and enhances local green space.
STRATEGIC POLICY 24 High Quality Design	Policy HE2 promotes enhancement to the public realm around the Local Centres and Policy HE12 protects local non designated built heritage assets.
STRATEGIC POLICY 26 National Forest	Policy HE11 protects and enhances local green space and supports the National Forest.
STRATEGIC POLICY 29 Biodiversity and Geodiversity	Policy HE11 protects and enhances local green space and supports the National Forest and local wildlife.
STRATEGIC POLICY 32 Outdoor Sports and Open Space Policy	Policy HE11 identifies areas of local greenspace for protection.
STRATEGIC POLICY 34 Health and Wellbeing	HE1 and HE2 protect and enhance local facilities and shops and this will support transport objectives to reduce longer trips by the private car to access services, and will support the

	<p>local economy.</p> <p>Policies HE6, HE7, HE8, HE9 and HE10 promote environmental improvements to encourage walking and cycling and improved traffic management which will contribute towards a lower carbon economy and healthy lifestyles.</p> <p>Policy HE11 supports environmental improvements on green spaces for the benefit of residents and wildlife and contributes to the National Forest objectives.</p>
STRATEGIC POLICY 35 Accessibility and Sustainable Transport	<p>HE1 and HE2 protect and enhance local facilities and shops and this will support transport objectives to reduce longer trips by the private car to access services, and will support the local economy.</p> <p>Policies HE6, HE7, HE8, HE9 and HE10 promote environmental improvements to encourage walking and cycling and improved traffic management.</p>

Be Compatible with EU Obligations

The Submission Neighbourhood Plan is fully compatible with EU Obligations.

The Neighbourhood Plan has been subjected to an ENVIRONMENTAL ASSESSMENT OF PLANS AND PROGRAMMES REGULATIONS 2004 REGULATION 9 SCREENING PROCESS. The Screening process ensures that the policies set out within the Neighbourhood Plan reflect the principles of sustainable development, which takes account of European Union Directive 200142/EC. The assessment incorporates the legal requirements of the Strategic Environmental Assessment Directive.

The Draft Screening Report found that the policies did not have any significant environmental impacts that would require the Plan to be subjected to full Strategic Environmental Assessment.

The Submission Neighbourhood Plan is fully compatible with the European Convention on Human Rights. It has been prepared with full regard to national statutory regulation and policy guidance, which are both compatible with the Convention. The Plan has been produced in full consultation with the local community. The Plan does not contain policies or proposals that would infringe the human rights of residents or other stakeholders over and above the existing strategic policies at national and district- levels, as demonstrated below.

The Human Rights Act 1998 incorporated into UK law the European Convention on Human Rights (“The Convention”). The Convention includes provision in the form of Articles, the aim of which is to protect the rights of the individual.

Section 6 of the Act prohibits public bodies from acting in a manner, which is incompatible with the Convention. Various rights outlined in the Convention and its First Protocol are to be considered in the process of making and considering planning decisions, namely:

Article 1 of the First Protocol protects the right of everyone to the peaceful enjoyment of possessions. No one can be deprived of possessions except in the public interest and subject to the conditions provided by law and by the general principles of international law. The Submission Neighbourhood Plan is fully compatible with the rights outlined in this Article. Although the Submission Plan includes policies that would restrict development rights to some extent, this does not have a greater impact than the general restrictions on development rights provided for in national law, namely the Planning and Compulsory Purchase Act 2004 and the Localism Act 2011. The restriction of development rights inherent in the UK’s statutory planning system is demonstrably in the public interest by ensuring that land is used in the most sustainable way, avoiding or mitigating adverse impacts on the environment, community and economy.

Article 6 protects the right to a fair and public hearing before an independent tribunal in determination of an individual’s rights and obligations. The process for Neighbourhood Plan production is fully compatible with this Article, allowing for extensive consultation on its proposals at various stages, and an independent examination process to consider representations received.

Article 14 provides that “The enjoyment of the rights and freedoms set forth in ... [the] ... European Convention on Human Rights shall be secured without discrimination on any ground such as sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status.” The Parish Council has developed the policies and proposals within the Plan in full consultation with the community and wider stakeholders to produce as inclusive a document as possible. In general, the policies and proposals will not have a discriminatory impact on any particular group of individuals. The allocation of a site for housing including affordable housing, however, could have a differential impact in favour of individuals who can demonstrate a need. The approach is clearly not at variance with the rights outlined in Article 1 of the First Protocol, however.

If implemented, the proposal to allocate sites for affordable housing would have substantial public benefits through encouraging the social sustainability of the settlement. The proposals are also in line with local and national policy and statutory provisions with regard to affordable housing.

**Appendix 1: Horninglow and Eton Submission Neighbourhood Plan
General Conformity with National and Local Planning Policies**

Horninglow and Eton Neighbourhood Plan	National Planning Policy Framework	East Staffordshire Local Plan 2006 Saved Policies	East Staffordshire Pre-Submission Local Plan 2012-2031	Draft East Staffordshire Borough Integrated Transport Strategy 2013-2031
<p>Policy HE1 Protection of Local Centres and Community Facilities</p>	<p>2. Ensuring the vitality of town centres 23. Planning policies should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period. In drawing up Local Plans, local planning authorities should:</p> <ul style="list-style-type: none"> ● recognise town centres as the heart of their communities and pursue policies to support their viability and vitality; ● define a network and hierarchy of centres that is 	<p>POLICY CSP4 : Urban and Rural Regeneration Both Burton upon Trent and Uttoxeter are towns with scope for regeneration to assist economic recovery and diversification and to improve the physical environment.</p> <p>POLICY CSP5 : Infrastructure and Community Provision Structure Plan Policy D8 requires local authorities to include</p>	<p>Strategic Policy 1 East Staffordshire Approach to Sustainable Development 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</p>	<p>N/A</p>

	<p>resilient to anticipated future economic changes;</p> <ul style="list-style-type: none"> ●define the extent of town centres and primary shopping areas, based on a clear definition of primary and secondary frontages in designated centres, and set policies that make clear which uses will be permitted in such locations; ●promote competitive town centres that provide customer choice and a diverse retail offer and which reflect the individuality of town centres; <p>Para 28 – neighbourhood plans should:</p> <ul style="list-style-type: none"> - promote the retention and development of local services and community facilities in villages, such as 	<p>in their local plan, policies ensuring that where developments impose a burden on the community in terms of the matters referred to; developers will be expected to make provision for that burden to be met</p> <p>POLICY R14 : Local Convenience Shopping</p> <p>The Borough Council will approve the consolidation or provision of local convenience shopping in existing, or proposed, residential areas provided the scale of provision is to meet local needs only, and the environmental requirements of the Local Plan are met, and</p>	<p>Council</p> <p>STRATEGIC POLICY 2 A Strong Network of Settlements</p> <p>Development will be directed towards the most sustainable locations in accordance with the following settlement hierarchy: Main Towns Burton upon Trent and Uttoxeter</p> <p>Strategic Policy 20 Town and Local Centres Hierarchy</p> <p>The Borough’s town, local and rural centres will be supported and strengthened to ensure that they continue to be the focus of communities. Additional floorspace requirements are set out for the centres of Burton and Uttoxeter and as a whole</p>	
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	<p>local shops, meeting places, sports venues, cultural buildings, public houses and places of worship</p>	<p>the sites are readily accessible on foot or by bicycle.</p>	<p>for the rest of the local and rural centres across East Staffordshire.</p> <p>Local Centres These centres are of varying size offering a basic level of convenience shopping and service function for the immediate residential areas. No specific additional retail floorspace requirements are identified in these centres.</p> <p>Calais Road, Horninglow Derby Turn, Eton Park Horninglow Road Centre, Horninglow Horninglow Road North, Horninglow Horninglow Road South, Eton Park</p> <p>STRATEGIC POLICY 21 Managing Town and</p>	
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			<p>Local Centres</p> <p>Local Centres Planning permission for the provision or extension of local convenience shopping facilities in existing local centres will normally be granted provided:</p> <ul style="list-style-type: none"> - the scale of provision is to meet local needs only, - the site is readily accessible on foot or by bicycle - the intensification of any one use does not become detrimental to residential or other adjoining uses. and - the proposal would, be compliant with the East Staffordshire Design Guide SPD (or any superseding document) <p>STRATEGIC POLICY 22</p>	
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			<p>Supporting Local Communities</p> <p>To ensure that local communities have sufficient provision of community facilities the Borough Council will work with public, private and voluntary sector providers to meet demonstrable need. Proposals for new community facilities should:</p> <ul style="list-style-type: none"> - be located where they can be accessed on foot, bicycle or public transport, rather than only by car; - where possible, be developed as part of mixed-use developments so that facilities are better linked to housing, jobs, shopping, leisure and other local services, in order to minimise travel distances; 	
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			<p>- be located in close proximity to the community that the facility will serve. Where appropriate, the multi-use of premises for a range of community uses will be encouraged. The Council will approve extensions to existing community facilities, subject to compliance with other Local Plan policies. Proposals which result in the loss of a community facility will not be permitted unless:</p> <ul style="list-style-type: none">(i) adequate alternative provision is available within or adjacent to the settlement or will be provided as part of the development process;(ii) all reasonable efforts have been made to preserve the facility or service, including sharing of premises, but it has	
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			<p>been satisfactorily demonstrated to the Council that the service is no longer viable and has been actively marketed for a period of at least 6 months; and (iii) the service or facility is in an inherently unsustainable location and the reuse of the site would be a more sustainable solution than the retention of the service or facility.</p>	
<p>Policy HE2 Improving the Environment of Local Centres</p>	<p>Core Planning Principles</p> <p>Para 17 – planning should:</p> <ul style="list-style-type: none"> - actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made 	<p>POLICY CSP4 : Urban and Rural Regeneration</p> <p>Both Burton upon Trent and Uttoxeter are towns with scope for regeneration to assist economic recovery and diversification and to improve the physical environment.</p> <p>POLICY CSP5 : Infrastructure and</p>	<p>STRATEGIC POLICY 1 East Staffordshire Approach to Sustainable Development</p> <p>In line with Principle 1, development proposals will be required to demonstrate the principles of sustainable development</p> <p>STRATEGIC POLICY 9 Infrastructure Delivery and Implementation</p>	<p>Divisional Highway Programme</p> <p>The Divisional Highway Programme for East Staffordshire gives County Councillors the opportunity to directly input into delivery programmes. Councillors work closely with Community Highway Managers, Parish Councils, community groups and other</p>

	<p>sustainable</p> <p>2. Ensuring the vitality of town centres</p> <p>Para 23 - Planning policies should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period.</p> <p>4. Promoting sustainable transport</p> <p>Para 29. Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives.</p> <p>The Government recognises that different</p>	<p>Community Provision</p> <p>Structure Plan Policy D8 requires local authorities to include in their local plan, policies ensuring that where developments impose a burden on the community in terms of the matters referred to; developers will be expected to make provision for that burden to be met.</p> <p>POLICY BE1 Design:</p> <p>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</p>	<p>Working with partners, the Borough Council will ensure that sufficient on and off site physical, social and community infrastructure is provided to support the development identified in this Local Plan.</p> <p>STRATEGIC POLICY 34 Health and Wellbeing</p> <p>Health and sense of wellbeing is a key part in the delivery of sustainable development as well as improving the health of East Staffordshire Borough's communities. Development proposals should be delivered in order to enhance health, safety and a sense of wellbeing through:</p> <ul style="list-style-type: none"> - Providing high quality design which minimises and mitigates against 	<p>stakeholders to ensure local concerns and challenges are identified and priorities are established, taking into account financial constraints. The Divisional Highway Programme is reviewed twice a year and gives an overview of highway and transport concerns within the local area, such as pedestrian safety, safety and congestion issues at local junctions, school traffic, HGV routing, speeding through villages, parking issues and rat-running on inappropriate roads.</p> <p>Transport Strategy</p> <p>ECONOMIC PROSPERITY</p> <ul style="list-style-type: none"> • Accommodate strategic greenfield

	<p>policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.</p> <p>Para 30 – Encouragement should be given to solutions which support reductions in greenhouse gas emission and reduce congestion.</p> <p>7. Requiring good design</p> <p>Para 57 – It is 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 area development schemes.</p>	<p>development.</p> <p>POLICY R14 : Local Convenience Shopping The Borough Council will approve the consolidation or provision of local convenience shopping in existing, or proposed, residential areas provided the scale of provision is to meet local needs only, and the environmental requirements of the Local Plan are met, and the sites are readily accessible on foot or by bicycle.</p> <p>POLICY T1 : Transport : General Principles for New Development The Borough Council will not permit development</p>	<p>potential harm from risks such as noise, water and light pollution as well as land contamination;</p> <p>- Development proposals that maximise the opportunity for movement, social interaction and physical activity, through green infrastructure (networks), sustainable transport routes including facilities for cycle storage, and open spaces, including where possible, community growing spaces such as allotments and community orchards;</p> <p>- Development proposals that take account of the need to create socially vibrant and connected communities For major applications, and others deemed appropriate, Health Impact Assessments (HIAs) will</p>	<p>housing and employment sites on the A38(T) and Burton upon Trent’s local road network</p> <ul style="list-style-type: none"> • Manage peak hour traffic levels in Burton upon Trent and carbon emissions • Enhance public transport interchanges and connectivity to strategic services and facilities in Burton upon Trent • Accommodate sustainable development on local roads in Uttoxeter and at junctions with the A50(T) <p>COMMUNITIES</p>
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		<p>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:</p> <p>(a) make an appropriate contribution towards the</p>	<p>be required. The HIA will need to demonstrate how the health and well being of the users and residents of the scheme have been considered, particularly demonstrating how healthy lifestyles and social interaction will be achieved once the scheme is completed.</p> <p>STRATEGIC POLICY 35 Accessibility and Sustainable Transport The Council is committed to developing a well integrated community connected by a sustainable transport system which connects people to jobs, services and community facilities. This will be achieved encouraging the use of sustainable modes of transport and by taking</p>	<ul style="list-style-type: none"> ● Maintain the condition and safety of the highway network ● Improve public transport connectivity and quality of life for local communities ● Manage traffic levels within Air Quality Management Areas in Burton upon Trent ● Raise awareness of environmental issues and encourage people to lead more sustainable lifestyles, helping to reduce carbon emissions ● Local Highway Improvements
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		<p>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; (c) prepare and implement a „Green Transport Plan“ encouraging alternative forms of transport from the private car.</p> <p>POLICY T4 : Traffic Management : Burton Urban Area Transport Management Study The Borough Council will have regard to the aims of the Burton</p>	<p>the following steps: Uttoxeter Train Station - Supporting measures which facilitate the modal shift to public transport, cycling and walking demonstrated in a travel plan; - Promoting and supporting traffic management measures and environmental improvements which increase safety, improve air quality, and make our towns and villages more attractive; - Promoting electronic communications allowing businesses to operate throughout the borough reducing the need to travel; - Ensuring development proposals provide appropriate infrastructure measures to mitigate the adverse</p>	
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		<p>Urban Area Transport Management Study when assessing planning applications that may have a significant impact on the transportation network around Burton. Contributions towards mitigating any such impact will be negotiated where necessary.</p>	<p>effects of development traffic and other environmental and safety impacts (individually or cumulatively);</p> <ul style="list-style-type: none"> - Securing appropriate provision or contributions towards the cost of any necessary highway improvements, provision of public transport services and facilities, and walking and cycling facilities; - Requiring developments which are likely to have an impact on the wider highway infrastructure to be accompanied by a transport assessment clearly setting out how the likely impacts of the development will be addressed. 	
<p>Policy HE3 Re-Use of Empty Properties</p>	<p>Core Planning Principles 17 planning should:</p> <ul style="list-style-type: none"> ●encourage the effective 	<p>POLICY CSP4 : Urban and Rural Regeneration Both Burton upon Trent</p>	<p>STRATEGIC POLICY 1 East Staffordshire Approach to Sustainable</p>	<p>N/A</p>

	<p>use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value</p> <p>6. Delivering a wide choice of high quality homes</p> <p>Para 51. Local planning authorities should identify and bring back into residential use empty housing and buildings in line with local housing and empty homes strategies and, where appropriate, acquire properties under compulsory purchase powers. They should normally approve planning applications for change to residential use and any associated development from</p>	<p>and Uttoxeter are towns with scope for regeneration to assist economic recovery and diversification and to improve the physical environment.</p> <p>Proposals for new development and redevelopment of sites within the urban areas will be judged against the following criteria: The extent to which the development of the site would lead to the loss of business or general industrial land considered necessary to meet market requirements and maintain diversity of employment opportunities; The extent to which an opportunity is provided to create an appropriate</p>	<p>Development</p> <p>In assessing whether a development proposal or allocation is as sustainable as possible, the Council will apply the following principles:</p> <ul style="list-style-type: none"> - 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 	
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	<p>commercial buildings (currently in the B use classes) where there is an identified need for additional housing in that area, provided that there are not strong economic reasons why such development would be inappropriate.</p>	<p>environment for new development; Consistency with design, density, retail, transport, and implementation policies in the Local Plan; Development will not lead to housing development in excess of Structure Plan requirements, nor create undue pressure on the infrastructure.</p> <p>POLICY H6 : Housing Design and Dwelling Extensions 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</p> <p>On infill sites within</p>	<p>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 ... - 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;</p>	
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		existing settlements with development boundaries, permission will not be granted for development which harms the setting of buildings or the overall street scene, or which has an adverse effect on adjacent properties by virtue of size of dwelling, intrusion on privacy, loss of daylight, bulk, noise, loss of amenity space and vegetation, and intensification of traffic.		
Policy HE4 Site Allocation - Former Citroen Garage Site, Horninglow Road	Core Planning Principles Para 17 planning should: ●encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value	POLICY CSP4 : Urban and Rural Regeneration Both Burton upon Trent and Uttoxeter are towns with scope for regeneration to assist economic recovery and diversification and to improve the physical environment.	STRATEGIC POLICY 1 East Staffordshire Approach to Sustainable Development 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	N/A

		<p>POLICY H6 : Housing Design and Dwelling Extensions 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</p> <p>On infill sites within existing settlements with development boundaries, permission will not be granted for development which harms the setting of buildings or the overall street scene, or which has an adverse effect on adjacent properties by virtue of size of dwelling, intrusion on privacy, loss of daylight, bulk, noise, loss of amenity space and</p>	<p>highway network, and should not result in goods vehicles harming residential amenity, causing highway safety issues or harming the character of open countryside;</p> <ul style="list-style-type: none"> - 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 <p>...</p>	
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		<p>vegetation, and intensification of traffic.</p> <p>POLICY H12 : Affordable Housing Within defined development boundaries on sites with a capacity of 25 or more dwellings, the Borough Council will negotiate for the inclusion of an appropriate element of affordable housing where a need for such housing is shown to exist. Such housing should address any particular needs identified in any adopted Housing Need Survey as may be updated from time to time. Any affordable housing will be subject to binding arrangements to secure its continuing occupation by those who need it.</p>	<ul style="list-style-type: none"> - 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. <p>STRATEGIC POLICY 2 A Strong Network of Settlements Development will be directed towards the most sustainable locations in accordance with the following settlement hierarchy: Main Towns Burton upon Trent and Uttoxeter</p> <p>New development should be concentrated within</p>	
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			the settlement boundary of the Main Towns	
Policy HE5 Lansdowne School	<p>Core Planning Principles</p> <p>Para 17 - planning should: encourage the re-use of existing resources, including conversion of existing buildings, and encourage the use of renewable resources</p> <p>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</p> <p>take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient</p>	<p>POLICY CSP4 : Urban and Rural Regeneration</p> <p>Both Burton upon Trent and Uttoxeter are towns with scope for regeneration to assist economic recovery and diversification and to improve the physical environment. With the emphasis on concentrating new development during the period of the Local Plan in or close to the two towns an Urban Capacity Study has been prepared. This sets out a number of opportunities for redevelopment, especially for housing. It</p>	<p>STRATEGIC POLICY 1 East Staffordshire Approach to Sustainable Development</p> <p>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. In assessing whether a development proposal or allocation is as sustainable as possible, the Council will apply the following principles:</p>	N/A

	community and cultural facilities and services to meet local needs	<p>is considered that more than sufficient housing sites can be made available to meet residual Structure Plan housing requirements. Proposals for new development and redevelopment of sites within the urban areas will be judged against the following criteria: The extent to which the development of the site would lead to the loss of business or general industrial land considered necessary to meet market requirements and maintain diversity of employment opportunities;</p> <p>The extent to which an opportunity is provided to create an appropriate environment for new development;</p> <p>Consistency with design,</p>	<ul style="list-style-type: none"> - 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 	
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		<p>density, retail, transport, and implementation policies in the Local Plan; Development will not lead to housing development in excess of Structure Plan requirements, nor create undue pressure on the infrastructure.</p>	<p>setting</p> <ul style="list-style-type: none"> - 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 	
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			<p>problems and uses Sustainable Drainage Systems (SUDS) where appropriate;</p> <ul style="list-style-type: none">- 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;- uses locally sourced, sustainable or recycled construction materials	
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			<p>(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.</p> <p>STRATEGIC POLICY 9 Infrastructure Delivery and Implementation Working with partners, the Borough Council will ensure that sufficient on and off site physical, social and community infrastructure is provided to support the development identified in this Local Plan.</p> <p>STRATEGIC POLICY 12 Derby Road, Burton</p>	
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			<p>upon Trent, Regeneration Corridor In order to ensure that the Derby Road, Burton upon Trent site allocation is brought forward in a strategic and comprehensive manner, planning permission will only be granted for development which contributes towards the wider Derby Road regeneration corridor. The principles are that development should: • Provide approximately 250 homes, including a mix of types and tenures; • Provide employment and local facilities where appropriate • Create a sustainable, safe and high quality urban development based on principles set out in the Masterplan; • Provide excellent pedestrian</p>	
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			<p>routes around the development, linking to bus stops along Derby Road; • Create distinctive elevations that front onto Derby Road, and ensuring new buildings relates to existing buildings near the proposed development in terms of their height, scale, form and massing. • Ensure buildings are set back from the highway sufficiently to avoid occupiers experiencing unacceptable air quality standards; • Create distinctive features and local landmark buildings where appropriate to the design and layout; • Use materials that match the local context in terms of type of material, colour, texture and detail with locally sourced traditional materials specifically</p>	
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			<p>encouraged; • Create a quality public realm, including appropriate tree planting in line with the National Forest planting standards; • Incorporate quality hard landscaping and highway surfaces and furnishings that are attractive and easy to maintain. • Incorporate the most up to date design codes such as Code for Sustainable Homes and BREEAM • Demonstrate how all buildings have incorporated waste recycling facilities and where appropriate existing materials from buildings are recycled onsite.</p> <p>STRATEGIC POLICY 22 Supporting Local Communities</p>	
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			<p>To ensure that local communities have sufficient provision of community facilities the Borough Council will work with public, private and voluntary sector providers to meet demonstrable need. Proposals for new community facilities should:</p> <ul style="list-style-type: none">- be located where they can be accessed on foot, bicycle or public transport, rather than only by car;- where possible, be developed as part of mixed-use developments so that facilities are better linked to housing, jobs, shopping, leisure and other local services, in order to minimise travel distances;- be located in close proximity to the	
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			<p>community that the facility will serve. Where appropriate, the multi-use of premises for a range of community uses will be encouraged. The Council will approve extensions to existing community facilities, subject to compliance with other Local Plan policies. Proposals which result in the loss of a community facility will not be permitted unless:</p> <ul style="list-style-type: none">(i) adequate alternative provision is available within or adjacent to the settlement or will be provided as part of the development process;(ii) all reasonable efforts have been made to preserve the facility or service, including sharing of premises, but it has been satisfactorily demonstrated to the	
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			<p>Council that the service is no longer viable and has been actively marketed for a period of at least 6 months; and (iii) the service or facility is in an inherently unsustainable location and the reuse of the site would be a more sustainable solution than the retention of the service or facility.</p> <p>STRATEGIC POLICY 24 High Quality Design Development proposals must contribute to the area in which they are proposed and: <input type="checkbox"/> He 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,</p>	
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			<ul style="list-style-type: none"> - 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 <p>Present an appropriate layout for new development that integrates with the</p>	
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			<p>existing environment and context, including space around dwellings, public and private space and open spaces;</p> <ul style="list-style-type: none"> - Be adaptable in order to enable a change of uses where this is possible; <input type="checkbox"/> <p>Provide innovative and contemporary architecture where this is appropriate;</p> <ul style="list-style-type: none"> - 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 	
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			<p>renewable energy source technology solutions where possible; 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. 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. The Council will consider referring proposals to a design</p>	
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			<p>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.</p> <p>STRATEGIC POLICY 25 Historic Environment Development proposals should protect, conserve and enhance heritage assets and their settings, taking account of their significance, as well as the distinctive character of the Borough's townscapes and landscapes. Such heritage assets may consist of undesignated and designated assets.</p>	
<p>Policy HE6 Off-Street Car Parks</p>	<p>4. Promoting Sustainable Transport</p>	<p>POLICY CSP4 : Urban and Rural Regeneration</p>	<p>STRATEGIC POLICY 1 East Staffordshire Approach to</p>	<p>N/A</p>

	<p>Para 29. Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives.</p> <p>Para 40. Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles. They should set appropriate parking charges that do not undermine the vitality of town centres. Parking enforcement should be proportionate</p>	<p>Both Burton upon Trent and Uttoxeter are towns with scope for regeneration to assist economic recovery and diversification and to improve the physical environment.</p> <p>POLICY T1 : Transport : General Principles for New Development 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</p>	<p>Sustainable Development In line with Principle 1, development proposals will be required to demonstrate the principles of sustainable development</p> <p>STRATEGIC POLICY 35 Accessibility and Sustainable Transport The Council is committed to developing a well integrated community connected by a sustainable transport system which connects people to jobs, services and community facilities. This will be achieved encouraging the use of sustainable modes of transport and by taking the following steps:</p>	
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		<p>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:</p> <p>(a) make an appropriate contribution towards the cost of any necessary highway improvements;</p> <p>(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;</p>	<ul style="list-style-type: none"> -Supporting measures which facilitate the modal shift to public transport, cycling and walking demonstrated in a travel plan; - Promoting and supporting traffic management measures and environmental improvements which increase safety, improve air quality, and make our towns and villages more attractive; - Securing appropriate provision or contributions towards the cost of any necessary highway improvements, provision of public transport services and facilities, and walking and cycling facilities 	
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		<p>POLICY T4 : Traffic Management : Burton Urban Area Transport Management Study</p> <p>The Borough Council will have regard to the aims of the Burton Urban Area Transport Management Study when assessing planning applications that may have a significant impact on the transportation network around Burton. Contributions towards mitigating any such impact will be negotiated where necessary</p> <p>POLICY T6 : Parking Areas : Design</p> <p>The design and layout of parking areas should consider the following factors:</p> <p>(a) Parking layout</p>		
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		<p>(b) Access (c) Adequate provision of spaces for disabled users (d) Minimising the visual impact on the area (e) Appropriate landscaping on larger parking areas (f) The safety of users (g) The security of vehicles, in accordance with the principles of the Police „Secured Car Parks“ scheme (h) Multi storey or underground car park design should follow the architectural style of the development for which they are built to serve (i) The location of overnight lorry parks away from residential areas (j) Lighting</p> <p>POLICY T7 : Parking : Standards</p>		
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		<p>Developers should not propose more than the non-operational standards unless exceptional circumstances can be demonstrated. The need for and amount of non-operational parking will be assessed according to individual circumstances, and will be negotiated having regard to:</p> <ul style="list-style-type: none">(a) reducing overall, the demand for travel by private car;(b) encouraging the shared use of parking areas where appropriate;(c) the existing and potential availability and accessibility of means of travel other than the private car;(d) existing traffic conditions in the locality and the implications for road safety and traffic		
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		management; (e) the proximity and range of local services; (f) the provision of convenient cycle parking.		
Policy HE7 Parking Standards	<p>4. Promoting Sustainable Transport</p> <p>39. If setting local parking standards for residential and non-residential development, local planning authorities should take into account:</p> <ul style="list-style-type: none"> ● 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. 	<p>POLICY CSP4 : Urban and Rural Regeneration Both Burton upon Trent and Uttoxeter are towns with scope for regeneration to assist economic recovery and diversification and to improve the physical environment.</p> <p>POLICY T1 : Transport : General Principles for New Development The Borough Council will not permit development where it would unacceptably harm the safety and efficient use of the highways network, or compromise the</p>	<p>STRATEGIC POLICY 1 East Staffordshire Approach to Sustainable Development In line with Principle 1, development proposals will be required to demonstrate the principles of sustainable development</p> <p>STRATEGIC POLICY 35 Accessibility and Sustainable Transport The Council is committed to developing a well integrated community connected by a sustainable transport system which connects</p>	N/A

		<p>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:</p> <p>(a) make an appropriate contribution towards the cost of any necessary highway improvements;</p> <p>(b) provide a contribution towards the provision of public transport services</p>	<p>people to jobs, services and community facilities. This will be achieved encouraging the use of sustainable modes of transport and by taking the following steps:</p> <ul style="list-style-type: none"> - Supporting measures which facilitate the modal shift to public transport, cycling and walking demonstrated in a travel plan; - Promoting and supporting traffic management measures and environmental improvements which increase safety, improve air quality, and make our towns and villages more attractive; - Securing appropriate provision or contributions towards the cost of any necessary 	
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		<p>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;</p> <p>POLICY T4 : Traffic Management : Burton Urban Area Transport Management Study</p> <p>The Borough Council will have regard to the aims of the Burton Urban Area Transport Management Study when assessing planning applications that may have a significant impact on the transportation network around Burton. Contributions towards mitigating any such impact will be negotiated</p>	<p>highway improvements, provision of public transport services and facilities, and walking and cycling facilities</p>	
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		<p>where necessary</p> <p>POLICY T6 : Parking Areas : Design The design and layout of parking areas should consider the following factors:</p> <ul style="list-style-type: none"> (a) Parking layout (b) Access (c) Adequate provision of spaces for disabled users (d) Minimising the visual impact on the area (e) Appropriate landscaping on larger parking areas (f) The safety of users (g) The security of vehicles, in accordance with the principles of the Police „Secured Car Parks“ scheme (h) Multi storey or underground car park design should follow the architectural style of the development for which 		
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		<p>they are built to serve</p> <p>(i) The location of overnight lorry parks away from residential areas</p> <p>(j) Lighting</p> <p>POLICY T7 : Parking : Standards Developers should not propose more than the non-operational standards unless exceptional circumstances can be demonstrated. The need for and amount of non-operational parking will be assessed according to individual circumstances, and will be negotiated having regard to:</p> <p>(a) reducing overall, the demand for travel by private car;</p> <p>(b) encouraging the shared use of parking areas where appropriate;</p>		
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		<p>(c) the existing and potential availability and accessibility of means of travel other than the private car;</p> <p>(d) existing traffic conditions in the locality and the implications for road safety and traffic management;</p> <p>(e) the proximity and range of local services;</p> <p>(f) the provision of convenient cycle parking.</p>		
<p>Policy HE8 Garage Colonies and Residential Car Parks</p>	<p>4. Promoting Sustainable Transport</p> <p>40. Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles. They should set appropriate parking charges that</p>	<p>POLICY CSP4 : Urban and Rural Regeneration Both Burton upon Trent and Uttoxeter are towns with scope for regeneration to assist economic recovery and diversification and to improve the physical environment.</p> <p>POLICY T1 : Transport : General</p>	<p>STRATEGIC POLICY 1 East Staffordshire Approach to Sustainable Development In line with Principle 1, development proposals will be required to demonstrate the principles of sustainable development</p> <p>STRATEGIC POLICY 35 Accessibility and</p>	<p>N/A</p>

	<p>do not undermine the vitality of town centres. Parking enforcement should be proportionate.</p> <p>41. Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.</p>	<p>Principles for New Development</p> <p>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</p>	<p>Sustainable Transport</p> <p>The Council is committed to developing a well integrated community connected by a sustainable transport system which connects people to jobs, services and community facilities. This will be achieved encouraging the use of sustainable modes of transport and by taking the following steps:</p> <ul style="list-style-type: none"> -Supporting measures which facilitate the modal shift to public transport, cycling and walking demonstrated in a travel plan; - Promoting and supporting traffic management measures and environmental improvements which increase safety, 	
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		<p>applicants to provide undertakings to:</p> <p>(a) make an appropriate contribution towards the cost of any necessary highway improvements;</p> <p>(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;</p> <p>POLICY T6 : Parking Areas : Design The design and layout of parking areas should consider the following factors:</p> <p>(a) Parking layout (b) Access (c) Adequate provision of</p>	<p>improve air quality, and make our towns and villages more attractive;</p> <p>- Securing appropriate provision or contributions towards the cost of any necessary highway improvements, provision of public transport services and facilities, and walking and cycling facilities</p>	
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		<p>spaces for disabled users (d) Minimising the visual impact on the area (e) Appropriate landscaping on larger parking areas (f) The safety of users (g) The security of vehicles, in accordance with the principles of the Police „Secured Car Parks“ scheme (h) Multi storey or underground car park design should follow the architectural style of the development for which they are built to serve (i) The location of overnight lorry parks away from residential areas (j) Lighting</p> <p>POLICY T4 : Traffic Management : Burton Urban Area Transport Management</p>		
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		<p>Study The Borough Council will have regard to the aims of the Burton Urban Area Transport Management Study when assessing planning applications that may have a significant impact on the transportation network around Burton. Contributions towards mitigating any such impact will be negotiated where necessary</p>		
<p>Policy HE9 Highway Junctions and Traffic Calming</p>	<p>Core Planning Principles Para 17 : planning should: actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can</p>	<p>POLICY CSP4 : Urban and Rural Regeneration Both Burton upon Trent and Uttoxeter are towns with scope for regeneration to assist economic recovery and diversification and to improve the physical environment.</p>	<p>STRATEGIC POLICY 1 East Staffordshire Approach to Sustainable Development In line with Principle 1, development proposals will be required to demonstrate the principles of sustainable development</p> <p>STRATEGIC POLICY 9</p>	<p>Divisional Highway Programme The Divisional Highway Programme for East Staffordshire gives County Councillors the opportunity to directly input into delivery programmes. Councillors work closely with Community Highway Managers, Parish</p>

	<p>be made sustainable</p> <p>4. Promoting sustainable transport</p> <p>Para 29. Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives.</p> <p>The Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.</p> <p>Para 30 – Encouragement should be given to solutions which support reductions in greenhouse</p>	<p>POLICY CSP5 : Infrastructure and Community Provision</p> <p>Structure Plan Policy D8 requires local authorities to include in their local plan, policies ensuring that where developments impose a burden on the community in terms of the matters referred to; developers will be expected to make provision for that burden to be met.</p> <p>POLICY T1 : Transport : General Principles for New Development</p>	<p>Infrastructure Delivery and Implementation</p> <p>Working with partners, the Borough Council will ensure that sufficient on and off site physical, social and community infrastructure is provided to support the development identified in this Local Plan.</p> <p>STRATEGIC POLICY 34 Health and Wellbeing</p> <p>Health and sense of wellbeing is a key part in the delivery of sustainable development as well as improving the health of East Staffordshire Borough’s communities. Development proposals should be delivered in order to enhance health, safety and a sense of wellbeing through:</p> <ul style="list-style-type: none"> - Providing high quality 	<p>Councils, community groups and other stakeholders to ensure local concerns and challenges are identified and priorities are established, taking into account financial constraints. The Divisional Highway Programme is reviewed twice a year and gives an overview of highway and transport concerns within the local area, such as pedestrian safety, safety and congestion issues at local junctions, school traffic, HGV routing, speeding through villages, parking issues and rat-running on inappropriate roads.</p> <p>Transport Strategy</p> <p>ECONOMIC PROSPERITY</p> <ul style="list-style-type: none"> • Accommodate
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	<p>gas emission and reduce congestion.</p> <p>7. Requiring good design</p> <p>Para 57 – It is 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 area development schemes.</p> <p>8. Promoting healthy communities</p> <p>Para 69 – planning policies should aim to achieve places which promote safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and</p>	<p>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</p>	<p>design which minimises and mitigates against potential harm from risks such as noise, water and light pollution as well as land contamination;</p> <ul style="list-style-type: none"> - Development proposals that maximise the opportunity for movement, social interaction and physical activity, through green infrastructure (networks), sustainable transport routes including facilities for cycle storage, and open spaces, including where possible, community growing spaces such as allotments and community orchards; - Development proposals that take account of the need to create socially vibrant and connected communities For major applications, and others deemed appropriate, 	<p>strategic greenfield housing and employment sites on the A38(T) and Burton upon Trent’s local road network</p> <ul style="list-style-type: none"> • Manage peak hour traffic levels in Burton upon Trent and carbon emissions • Enhance public transport interchanges and connectivity to strategic services and facilities in Burton upon Trent • Accommodate sustainable development on local roads in Uttoxeter and at junctions with the A50(T)
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	<p>continual use of public areas</p>	<p>applicants to provide undertakings to:</p> <p>(a) make an appropriate contribution towards the cost of any necessary highway improvements;</p> <p>(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;</p> <p>(c) prepare and implement a „Green Transport Plan“ encouraging alternative forms of</p>	<p>Health Impact Assessments (HIAs) will be required. The HIA will need to demonstrate how the health and well being of the users and residents of the scheme have been considered, particularly demonstrating how healthy lifestyles and social interaction will be achieved once the scheme is completed.</p> <p>STRATEGIC POLICY 35 Accessibility and Sustainable Transport The Council is committed to developing a well integrated community connected by a sustainable transport system which connects people to jobs, services and community facilities. This will be achieved encouraging the use of</p>	<p>COMMUNITIES</p> <ul style="list-style-type: none"> • Maintain the condition and safety of the highway network • Improve public transport connectivity and quality of life for local communities • Manage traffic levels within Air Quality Management Areas in Burton upon Trent • Raise awareness of environmental issues and encourage people to lead more sustainable lifestyles, helping to reduce carbon emissions • Local Highway Improvements
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		<p>transport from the private car.</p> <p>POLICY T4 : Traffic Management : Burton Urban Area Transport Management Study</p> <p>The Borough Council will have regard to the aims of the Burton Urban Area Transport Management Study when assessing planning applications that may have a significant impact on the transportation network around Burton. Contributions towards mitigating any such impact will be negotiated where necessary</p>	<p>sustainable modes of transport and by taking the following steps: Uttoxeter Train Station</p> <ul style="list-style-type: none"> - Supporting measures which facilitate the modal shift to public transport, cycling and walking demonstrated in a travel plan; - Promoting and supporting traffic management measures and environmental improvements which increase safety, improve air quality, and make our towns and villages more attractive; - Promoting electronic communications allowing businesses to operate throughout the borough reducing the need to travel; - Ensuring development proposals provide appropriate 	
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			<p>infrastructure measures to mitigate the adverse effects of development traffic and other environmental and safety impacts (individually or cumulatively);</p> <ul style="list-style-type: none"> - Securing appropriate provision or contributions towards the cost of any necessary highway improvements, provision of public transport services and facilities, and walking and cycling facilities; - Requiring developments which are likely to have an impact on the wider highway infrastructure to be accompanied by a transport assessment clearly setting out how the likely impacts of the development will be addressed. 	
<p>Policy HE10 Horninglow Road and Green Routes</p>	<p>Core Planning Principles</p>	<p>POLICY CSP4 : Urban and Rural</p>	<p>STRATEGIC POLICY 1 East Staffordshire Approach</p>	<p>Divisional Highway Programme</p>

	<p>Para 17 – planning should: actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable</p> <p>Para 29. Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives.</p>	<p>Regeneration Both Burton upon Trent and Uttoxeter are towns with scope for regeneration to assist economic recovery and diversification and to improve the physical environment.</p> <p>POLICY CSP5 : Infrastructure and Community Provision Structure Plan Policy D8 requires local authorities to include in their local plan, policies ensuring that where developments impose a burden on the community in terms of the matters referred to; developers will be expected to make provision for that burden to be met.</p>	<p>to Sustainable Development In line with Principle 1, development proposals will be required to demonstrate the principles of sustainable development</p> <p>STRATEGIC POLICY 9 Infrastructure Delivery and Implementation Working with partners, the Borough Council will ensure that sufficient on and off site physical, social and community infrastructure is provided to support the development identified in this Local Plan.</p> <p>STRATEGIC POLICY 34 Health and Wellbeing Health and sense of wellbeing is a key part in the delivery of</p>	<p>The Divisional Highway Programme for East Staffordshire gives County Councillors the opportunity to directly input into delivery programmes. Councillors work closely with Community Highway Managers, Parish Councils, community groups and other stakeholders to ensure local concerns and challenges are identified and priorities are established, taking into account financial constraints. The Divisional Highway Programme is reviewed twice a year and gives an overview of highway and transport concerns within the local area, such as pedestrian safety, safety and congestion issues at local</p>
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		<p>POLICY T1 : Transport : General Principles for New Development</p> <p>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</p>	<p>sustainable development as well as improving the health of East Staffordshire Borough’s communities.</p> <p>Development proposals should be delivered in order to enhance health, safety and a sense of wellbeing through:</p> <ul style="list-style-type: none"> - Providing high quality design which minimises and mitigates against potential harm from risks such as noise, water and light pollution as well as land contamination; - Development proposals that maximise the opportunity for movement, social interaction and physical activity, through green infrastructure (networks), sustainable transport routes including facilities for cycle storage, and open spaces, including 	<p>junctions, school traffic, HGV routing, speeding through villages, parking issues and rat-running on inappropriate roads.</p> <p>Transport Strategy</p> <p>ECONOMIC PROSPERITY</p> <ul style="list-style-type: none"> • Accommodate strategic greenfield housing and employment sites on the A38(T) and Burton upon Trent’s local road network • Manage peak hour traffic levels in Burton upon Trent and carbon emissions • Enhance public transport interchanges and connectivity to strategic services
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		<p>carried out. The Borough Council will also seek to secure agreement with the applicants to provide undertakings to:</p> <p>(a) make an appropriate contribution towards the cost of any necessary highway improvements;</p> <p>(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;</p> <p>(c) prepare and</p>	<p>where possible, community growing spaces such as allotments and community orchards;</p> <p>- Development proposals that take account of the need to create socially vibrant and connected communities For major applications, and others deemed appropriate, Health Impact Assessments (HIAs) will be required. The HIA will need to demonstrate how the health and well being of the users and residents of the scheme have been considered, particularly demonstrating how healthy lifestyles and social interaction will be achieved once the scheme is completed.</p> <p>STRATEGIC POLICY 35 Accessibility and</p>	<p>and facilities in Burton upon Trent</p> <ul style="list-style-type: none"> • Accommodate sustainable development on local roads in Uttoxeter and at junctions with the A50(T) <p>COMMUNITIES</p> <ul style="list-style-type: none"> • Maintain the condition and safety of the highway network • Improve public transport connectivity and quality of life for local communities • Manage traffic levels within Air Quality Management Areas in Burton upon Trent • Raise awareness
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		<p>implement a „Green Transport Plan“ encouraging alternative forms of transport from the private car.</p> <p>POLICY T4 : Traffic Management : Burton Urban Area Transport Management Study</p> <p>The Borough Council will have regard to the aims of the Burton Urban Area Transport Management Study when assessing planning applications that may have a significant impact on the transportation network around Burton. Contributions towards mitigating any such impact will be negotiated where necessary</p>	<p>Sustainable Transport The Council is committed to developing a well integrated community connected by a sustainable transport system which connects people to jobs, services and community facilities. This will be achieved encouraging the use of sustainable modes of transport and by taking the following steps: Uttoxeter Train Station - Supporting measures which facilitate the modal shift to public transport, cycling and walking demonstrated in a travel plan; - Promoting and supporting traffic management measures and environmental improvements which increase safety, improve air quality, and make our</p>	<p>of environmental issues and encourage people to lead more sustainable lifestyles, helping to reduce carbon emissions</p> <ul style="list-style-type: none"> • Local Highway Improvements
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			<p>towns and villages more attractive;</p> <ul style="list-style-type: none"> - Promoting electronic communications allowing businesses to operate throughout the borough reducing the need to travel; - Ensuring development proposals provide appropriate infrastructure measures to mitigate the adverse effects of development traffic and other environmental and safety impacts (individually or cumulatively); - Securing appropriate provision or contributions towards the cost of any necessary highway improvements, provision of public transport services and facilities, and walking and cycling facilities; - Requiring developments 	
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			which are likely to have an impact on the wider highway infrastructure to be accompanied by a transport assessment clearly setting out how the likely impacts of the development will be addressed.	
Policy HE11 Protection and Enhancement of Local Green Spaces	<p>Core planning principles</p> <p>Para 17 – planning should</p> <ul style="list-style-type: none"> - contribute to conserving and enhancing the natural environment and reducing pollution - promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production) 	<p>POLICY CSP4 : Urban and Rural Regeneration</p> <p>Both Burton upon Trent and Uttoxeter are towns with scope for regeneration to assist economic recovery and diversification and to improve the physical environment.</p> <p>POLICY CSP5 : Infrastructure and Community Provision</p> <p>Structure Plan Policy D8 requires local authorities to include in their local plan, policies ensuring</p>	<p>STRATEGIC POLICY 1 East Staffordshire Approach to Sustainable Development</p> <p>In line with Principle 1, development proposals will be required to demonstrate the principles of sustainable development</p> <p>STRATEGIC POLICY 9 Infrastructure Delivery and Implementation</p> <p>Working with partners, the Borough Council will ensure that sufficient on and off site physical, social and community</p>	N/A

	<p>- take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs</p> <p>8. Promoting healthy communities</p> <p>Para 69 – planning policies should aim to achieve places which promote</p> <p>- safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas</p> <p>Para 73 – Access to high quality open spaces and opportunities for sport and</p>	<p>that where developments impose a burden on the community in terms of the matters referred to; developers will be expected to make provision for that burden to be met.</p> <p>POLICY CSP6 : National Forest</p> <p>The National Forest covers both the south-eastern rural areas of East Staffordshire and the urban centre of Burton upon Trent. The Borough Council will pursue a robust and imaginative approach towards development in the area whilst ensuring that the commercial return from development will help to support implementation of the</p>	<p>infrastructure is provided to support the development identified in this Local Plan.</p> <p>STRATEGIC POLICY 23 Green Infrastructure</p> <p>Major and Minor Green Infrastructure (GI) corridors throughout the Borough, identified in the East Staffordshire Green Infrastructure Study, connect locations of natural heritage, green space, biodiversity or other environmental interest. They will be safeguarded through: a) Not permitting development that compromises their integrity and therefore that of the overall green infrastructure framework; b) Using developer contributions to facilitate</p>	
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	<p>recreation can make an important contribution to health and wellbeing of communities.</p> <p>11. Conserving and enhancing the natural environment</p> <p>Para 117 – To minimise impacts on biodiversity and geodiversity, planning policies should:</p> <ul style="list-style-type: none"> - promote the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations, linked to national and local targets 	<p>Forest Strategy. Through more detailed policies elsewhere in the Plan, the Borough Council will promote:</p> <p>Conversion of land to woodland and other Forest related purposes through planning obligations;</p> <p>Enhancement of built development through related landscaping</p> <p>POLICY L1 : Loss of Sports Pitches and Ancillary Facilities</p> <p>Applications which propose the loss of existing sports pitches, facilities for sport, ancillary facilities for non-sport/leisure purposes and greenspaces used for</p>	<p>improvements to their quality and robustness; and c) Investing in enhancement and restoration where opportunities exist, and the creation of new resources where necessary. Development should contribute towards the creation, enhancement or ongoing management of a series of local GI corridors linking with the Major and Minor GI corridors. In turn, these local GI corridors should be connected through green infrastructure into site-level networks and green spaces. Priorities for the creation or enhancement of green infrastructure are those areas where net gains in the range of functions can be improved, particularly</p>	
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		<p>informal recreation will be assessed against the Borough Councils Greenspace Strategy, Playing Pitch Strategy and Indoor Sports Facilities Strategy, and the criteria in the Greenspace Supplementary Planning Guidance. If an application will result in a reduction in supply of facilities where a current or predicted future demand exists for those facilities, consent will be refused unless a suitable replacement is provided which is equivalent or better in terms of accessibility, size, usefulness, attractiveness and quality and capable of being maintained adequately through</p>	<p>those that: i. improve walking and cycling access to and from the urban core; or ii. result in the creation, protection and enhancement of biodiversity habitats, or iii. Improve walking and cycling access to rural service centres; and iv. help to remedy local deficiencies in open space provision and quality; or v. support the safeguarding of ecological networks, including the restoration and creation of new habitats through the opportunities provided within the Central Rivers Initiative, or vi. safeguard and enhance heritage assets As referenced in the East Staffordshire Green Infrastructure Study, the following standards for green</p>	
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		<p>management and maintenance agreements.</p>	<p>infrastructure are to be met: a) Where possible new GI should connect to, and enhance, the existing green infrastructure network of East Staffordshire; 18 Available on the Council's website. 131 b) New green spaces should be designed to serve more than one function to maximise public benefit; c) Developers should agree robust delivery and funding mechanisms with East Staffordshire Borough Council prior to the determination of an application to secure the ongoing management of green infrastructure; d) New green infrastructure should be in keeping with the existing landscape character of</p>	
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			<p>development sites, including its habitat type and species selection; e) Where practicable and appropriate in design terms taking into account site context developments should incorporate innovative green infrastructure into the design of buildings such as green roofs and green walls; f) All development should enhance biodiversity habitats and environmental assets through positive management, buffering, extension and linkage; g) All development design should include street trees and urban woodland, including National Forest planting where this is applicable; h) All developments should be served by</p>	
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			<p>Sustainable Urban Drainage Systems where feasible. The component features of these systems should be designed and managed to deliver additional green infrastructure benefits, such as wildlife habitat improvement and provision, landscape enhancement and informal recreation. i) Green infrastructure within developments should be designed as a connected network with linear features, such as retained hedgerows and footpaths, linking larger features, such as SUDS ponds and woodlands and other green infrastructure features adjacent to the site including existing footpath and cycleway networks. j) For larger</p>	
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			<p>developments, new GI should contribute towards the creation of healthy communities through the incorporation of community growing space such as orchards and allotments within the green infrastructure package of a scheme</p> <p>STRATEGIC POLICY 29 Biodiversity and Geodiversity</p> <p>In considering proposals for development the Council will seek to protect, maintain and enhance the biodiversity and geodiversity of the Borough through the following measures:</p> <ul style="list-style-type: none"> - Ensuring that development retains, protects and enhances features of biological or 	
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			<p>geological interest, and provides for the appropriate management of these features</p> <ul style="list-style-type: none"> - Ensuring that development produces a net gain in biodiversity in line with UK and/or Staffordshire Biodiversity Action Plan species, and biodiversity opportunities - Supporting proposals which improve the environment by reclaiming and improving derelict, contaminated, vacant or unsightly land for biodiversity value - Supporting developments with multi-functional benefits, particularly those relating to health, education, social inclusion and environmental protection. <p>STRATEGIC POLICY 32</p>	
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			<p>Outdoor Sports and Open Space Policy</p> <p>Where appropriate, the Borough Council will seek to encourage new provision and protect and enhance existing outdoor open space and sport facilities by safeguarding sites for the benefit of local communities</p> <p>Open space, outdoor sports facilities and recreation land should not be built on unless an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements, the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a</p>	
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			<p>suitable location or the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss. Where such spaces/facilities are lost any replacement must be made available prior to the loss of the original facility.</p> <p>Where appropriate, contribution towards recreational provision from non residential development, in the form of amenity space, which is designed to complement the nature of the development will be sought.</p> <p>Sites within the National Forest will be expected to contribute towards woodland planting in accordance with Strategic Policies 24 and 26 on</p>	
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			<p>Green Infrastructure and the National Forest.</p> <p>STRATEGIC POLICY 34 Health and Wellbeing Health and sense of wellbeing is a key part in the delivery of sustainable development as well as improving the health of East Staffordshire Borough's communities. Development proposals should be delivered in order to enhance health, safety and a sense of wellbeing through:</p> <ul style="list-style-type: none"> - Providing high quality design which minimises and mitigates against potential harm from risks such as noise, water and light pollution as well as land contamination; - Development proposals 	
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			<p>that maximise the opportunity for movement, social interaction and physical activity, through green infrastructure (networks), sustainable transport routes including facilities for cycle storage, and open spaces, including where possible, community growing spaces such as allotments and community orchards;</p> <ul style="list-style-type: none"> - Development proposals that take account of the need to create socially vibrant and connected communities For major applications, and others deemed appropriate, Health Impact Assessments (HIAs) will be required. The HIA will need to demonstrate how the health and well being of the users and residents of the scheme 	
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			have been considered, particularly demonstrating how healthy lifestyles and social interaction will be achieved once the scheme is completed.	
Policy HE12 Local Built Heritage Assets	<p>Core Planning Principles</p> <p>Para 17 planning should:</p> <ul style="list-style-type: none"> - 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 <p>12. Conserving and enhancing the historic environment</p> <p>Para 135 – the effect of an application on the significance of a non</p>	<p>POLICY CSP4 : Urban and Rural Regeneration</p> <p>Both Burton upon Trent and Uttoxeter are towns with scope for regeneration to assist economic recovery and diversification and to improve the physical environment.</p> <p>POLICY BE1 : Design</p> <p>The Borough Council will approve applications for development which</p>	<p>STRATEGIC POLICY 1 East Staffordshire Approach to Sustainable Development</p> <p>In line with Principle 1, development proposals will be required to demonstrate the principles of sustainable development</p> <p>STRATEGIC POLICY 24 High Quality Design</p> <p>Development proposals must contribute to the area in which they are proposed and:</p> <ul style="list-style-type: none"> - Help to create a sense of place, building on the 	N/A

	<p>designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.</p> <p>Para 137 – LPAs should look for opportunities for new development with Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated</p>	<p>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.</p>	<p>urban, suburban and rural local character, respecting local patterns of development and the historic environment, and using heritage assets to their best advantage,</p> <ul style="list-style-type: none"> - 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 	
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	<p>favourably.</p> <p>Para 139 – Non designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets.</p>	<p>(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 landscapes character and appearance.</p> <p>(c) The density and mix of the development in relation to its context and the uses to which the development will be put.</p> <p>(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.</p> <p>(e) How the height of the proposed development relates to the height of surrounding development and any vistas, views or skylines.</p>	<p>consideration of opportunities for the use of Green Infrastructure <input type="checkbox"/></p> <p>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;</p> <ul style="list-style-type: none"> - 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 	
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		<p>(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.</p> <p>(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.</p> <p>(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.</p> <p>(i) The extent to which the design of the development takes into account the safety of</p>	<p>within the site.</p> <ul style="list-style-type: none"> - 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; <p>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.</p> <p>POLICY 25 Historic Environment Development proposals should protect, conserve and enhance heritage</p>	
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		<p>users and reduces the potential for crime to occur in accord with s. 17 of the Crime and Disorder Act 1998.</p>	<p>assets and their settings, taking account of their significance, as well as the distinctive character of the Borough's townscapes and landscapes. Such heritage assets may consist of undesignated and designated assets including conservation areas, listed buildings, scheduled monuments, archaeological sites, registered parks and gardens and historic landscapes which contribute to the Borough's historic environment and local distinctiveness. This should include the use of high quality design as stipulated in the NPPF and the Borough Council's Design SPD. Development proposals that are likely to have</p>	
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			<p>negative impacts on the historic environment should demonstrate how harm can be effectively and justifiably mitigated. Development proposals should be informed by the various information sources and evidence base that are available (as listed). The towns of Burton-upon-Trent and Uttoxeter, including their historic retail centres should be a focus for heritage-led regeneration which may involve the repair of key heritage assets will be supported. This will be delivered through various initiatives such as through new development proposals or regeneration schemes with key partners such as English Heritage and the Heritage Lottery Fund.</p>	
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			<p>Inner Burton is a focus for regeneration in order to improve poor quality building stock which consists of Victorian terraced housing. Initiatives should therefore consist of effective repair and refurbishment of Victorian housing stock as part of sustainable development with opportunities to introduce innovative energy efficiency technology, which reflects the local historic character.</p> <p>DETAILED POLICY 5 Protecting the Historic Environment: All Heritage Assets, Listed Buildings and Conservation Areas The significance of the Borough's historic</p>	
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			<p>environment and heritage assets (designated and undesignated) will be protected and enhanced where new development proposals will be expected to make a positive contribution to the fabric and integrity of existing buildings, conservation areas or other undesignated areas where there is distinctive character, strategic views or a sense of place.</p> <p>DETAILED POLICY 6 Protecting the Historic Environment: Other Heritage Assets</p> <p>Undesignated heritage assets Should planning permission be granted which includes the loss of an undesignated heritage</p>	
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			asset an appropriate level of recording should take place prior to, and/or during, the commencement of works.	
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