



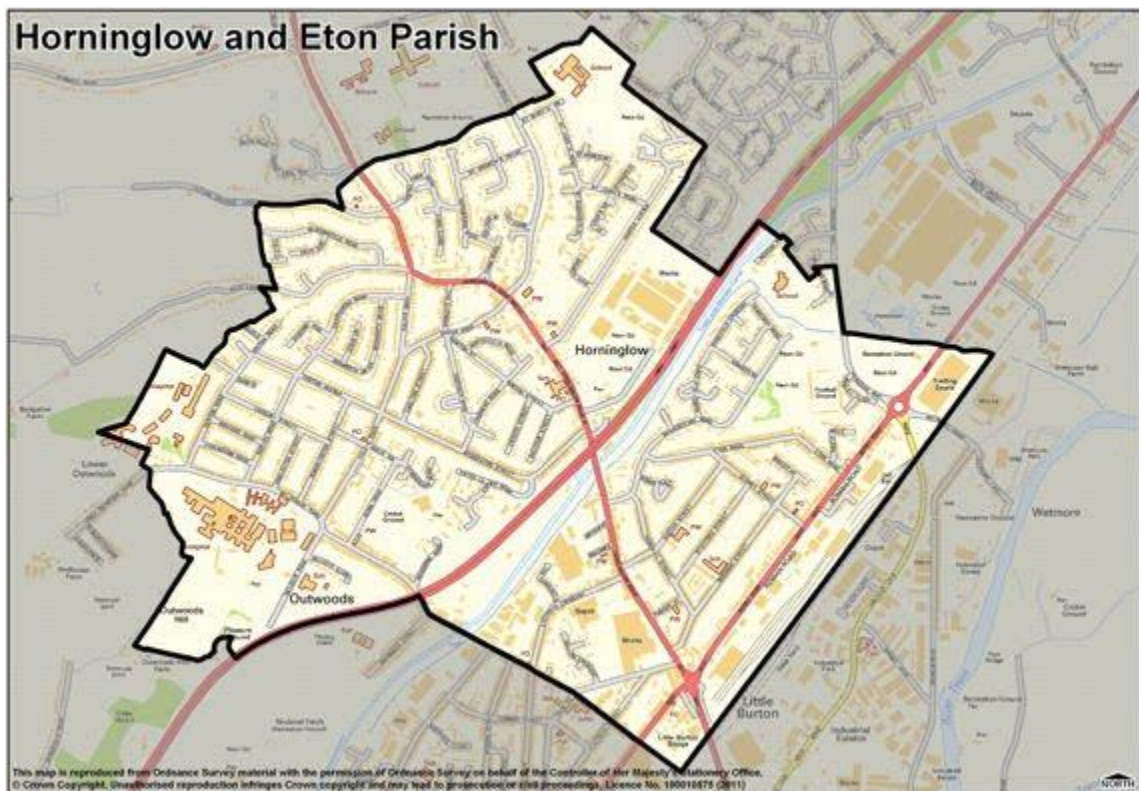
**HORNINGLOW AND ETON  
NEIGHBOURHOOD PLAN  
2013-2031  
SUBMISSION DRAFT, JULY 2014**

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## 1.0 Introduction and Background

- 1.1 The Government has recently introduced wide ranging changes to the planning system in England. As part of these changes, under the Localism Act 2011 and the National Planning Policy Framework published in 2012, Parish Councils such as Horninglow and Eton can prepare statutory Neighbourhood Plans for their local areas.
- 1.2 Neighbourhood Plans can be used to set out planning policies to help determine planning applications for new development and set out a vision for the future of that area. Policies and site allocations in Neighbourhood Plans have to be in general conformity with the strategic policies in the local authority's Local Plan and must take account of the National Planning Policy Framework.
- 1.3 Horninglow and Eton Parish Council made the decision in 2012 to prepare a Neighbourhood Plan and were subsequently awarded funding from the Government as a "Front Runner". The Parish was formally designated by East Staffordshire Borough Council as a Neighbourhood Planning Area in October 2012, and a Steering Group was set up comprising parish councillors and interested local residents.



Map 1 - Horninglow and Eton Neighbourhood Area<sup>1</sup>

<sup>1</sup> East Staffordshire Borough Council

- 1.4 Launch events to promote local awareness about the Neighbourhood Plan were held on 22<sup>nd</sup> April 2013 in St Chad's Church Hall and on 24<sup>th</sup> April 2013 in St John's Parish Rooms.
- 1.5 Consultation on Issues and Options was undertaken in the summer and autumn of 2013. A summary document was published setting out the key issues identified by the Steering Group and possible policy options for addressing them. The Issues and Options document was made available for comment on the Parish Council's website and copies of the leaflet were distributed to local organisations, shops, businesses and residents. Over 100 consultation responses were returned from several organisations and a number of individuals, and the comments received have helped to shape the content of the Draft Neighbourhood Plan. A summary of the responses, together with the information about how they informed the Draft Neighbourhood Plan was provided in the accompanying Consultation Report for Issues and Options.
- 1.6 The Draft Neighbourhood Plan was subjected to a screening exercise for Strategic Environmental Assessment (SEA). The screening exercise was conducted in conformity with the 2001/42/EC Strategic Environmental Assessment (SEA) European Directive, which requires SEA of all government local plans and programmes likely to have significant Environmental effects. The Screening Report is published alongside the Submission Neighbourhood Plan.
- 1.7 The Neighbourhood Plan has the same timescale as the emerging Local Plan<sup>2</sup> for East Staffordshire – that is up to 2031. The Draft Neighbourhood Plan was published for consultation for 6 weeks from 3 March to 14 April 2014. The Draft Neighbourhood Plan and accompanying background documents were available for viewing and downloading from the Parish Council's Neighbourhood plan website at the Parish Council's neighbourhood plan website [www.horninglowandetonneighbourhoodplan.co.uk](http://www.horninglowandetonneighbourhoodplan.co.uk) . Hard copies were available for viewing in Carlton Pharmacy, Burton Library, Dean and Smedley, St Chads Community Centre, St Johns Parish Room and on request from the Parish Clerk.
- 1.8 The Parish Council also held a Drop In Event which was open to local residents and interested representatives of local groups. This took place on Tuesday 8<sup>th</sup> April 5-7pm, Carver Road Scout Hut.
- 1.9 The responses from the public consultation on the Draft Neighbourhood Plan have been used to help inform the Submission Neighbourhood Plan. Full details on the consultation process and how the comments have been used to amend the Submission Plan can be found in the accompanying Consultation Report which is published on the Parish Council's website together with Basic Conditions Statement and other supporting documents.

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<sup>2</sup> East Staffordshire Local Plan Pre-Submission Local Plan, October 2013 <http://www.eaststaffsbc.gov.uk/Planning/PlanningPolicy/LocalPlanCoreStrategy/Pages/PreSubmissionLocalPlan.aspx>



## 2.0 Historical Development of Horninglow and Eton

- 2.1 In the 18<sup>th</sup> century Horninglow village consisted of a cluster of farms around The Chestnuts, one of those farms and probably the oldest surviving house, was rebuilt in the early 19<sup>th</sup> century. By 1818 there were two inns – one close to today's Plough and the other being the present New Inn which was also a farm and later served as a post office. The Red Lion was first recorded in 1848.
- 2.2 A National School was built in 1846 in the corner of Horninglow Road North and Dog Lane (now Farm Road) and St Johns church was built in 1866. One of the benefactors was John Hopkins of The Poplars in Rolleston Road. After World War II the house was used by Repton Rural District Council and it became a nursing home in 1992. Across the road was Kingsley, used by Tutbury Rural District Council until 1974 and now in use as the Abacus House residential home.
- 2.3 At the end of Rolleston Road, opposite the Red Lion, were buildings that were part of Marston's original brewery. The main brewery stood on land now occupied by the shops at Dover Court. Dover Road used to be called Patch Lane and the land in this area once belonged to the Marquis of Anglesey.
- 2.4 The Calais Road area – Wyggeston Street, Carlton Street and Calais Road itself was built in the 1880s-1890s on land owned by the Wyggeston Hospital Trust in Leicester. A Methodist chapel was built at the end of Carlton Street in 1898. Most of Calais Road took the line of Patch Lane but the north end of the road was realigned to join the top of Horninglow Road North, whilst the remainder was renamed Dover Road. The Wyggeston Hotel was built in Calais Road and opened at the end of 1904.
- 2.5 The Burton Union workhouse was opened in 1884 in Belvedere Road (formerly Dallow Lane) on land which houses today's Queens Hospital. The houses in Belvedere Road date mainly from 1900 to 1910. In the 1920s Burton Corporation built some of its first post-war council houses in Mona Road, Warwick Street and Rowton Street on the west side of Calais Road.
- 2.6 Balfour Street and Craven Street, off the south side of Horninglow Road North, were built by a private company in 1900 to 1901 and were intended as housing for local artisans. The land between Carlton Street and Craven Street was developed for council houses in the late 1920s and the Corporation sponsored more council houses in Harper Avenue in the mid-1930s.
- 2.7 Former Wyggeston Hospital land was developed in the 1930s as the Foston Avenue area and housing extended to the Denton Road area in the 1960s.
- 2.8 Over the canal, streets running off Thornley Street, were built in the late 1870s to early 1880s and in 1881 a Board School was opened in Goodman Street. Eton Road was built in the early 20<sup>th</sup> century and council houses at the west end date from the mid-1920s. A large council estate was centred on Shakespeare Road and Masefield Crescent was developed in the mid-1950s.

- 2.9 In the 1960s extensive housing development took place off Calais Road, including Charnwood Road and Bosworth Avenue, along with the development of the Castle Park estate.
- 2.10 Development of Beaconsfield Road, Field Rise and Field Close (off Field Lane) dates from the early 1970s, and more recently housing had been developed on former factory sites off Horninglow Road and Horninglow Road North.
- 2.11 From a small agricultural village, Horninglow has developed in different stages. The coming of the Trent & Mersey canal in 1770 followed by the railway and the construction of the A38 by-pass through the area in the 1960s have changed the face of the area. Furthermore, the residential development, in stages from the late 19<sup>th</sup> century has made Horninglow a part of the wider Burton upon Trent built-up area.
- 2.12 Derby Road is part of the Roman road called Rykneld Street which ran from the Fosse Way at Bourton on the Water in Gloucestershire to Templeborough in South Yorkshire. This local section was from Lichfield to Little Chester (in Derby).
- 2.13 The area between Derby Road and Horninglow Road, including such streets as Eton Road, Sydney Street, Hunter Street and Thornley Street, was developed in the 1880s and 1890s. Horninglow railway station was opened by the North Staffordshire Railway Company in 1848 and was on the "Tutbury Jinny" line, the station closing to passengers in January 1949 and the line finally closing in April 1966.
- 2.14 St Chad's church in Hunter Street is one of five churches in Burton on Trent donated by Michael Bass and was built in 1910.
- 2.15 In the area between Horninglow Road and Derby Street were a number of industrial concerns including Reynolds Chains on Horninglow Road (the site currently being redeveloped with housing) and The Crescent Brewery in Victoria Crescent, that location also being associated with Orton and Spooner, the manufacturer of fairground rides.
- 2.16 The development in Shakespeare Road was built on an area of allotments close to the Trent and Mersey canal and Hunter's Lodge, on the corner of Hunter Street and Horninglow Road, was a house and pleasure gardens once occupied by the Lathbury family who originated from the only farm in Wetmore.

### 3.0 Horninglow and Eton Today



**Westfield Road, Horninglow**

- 3.1 Horninglow and Eton today had a population of 14,953 (2011 Census for Horninglow and Eton Park Wards) and the area extends over 373 hectares. It is located about 1 mile to the north east of Burton-upon-Trent town centre and is bisected north east / south west by the busy A38 and the Trent and Mersey Canal.
- 3.2 The area is largely residential, and includes a densely developed area of traditional pre-war terraced housing in Horninglow (with 48.3 persons per hectare this is the highest population density in East Staffordshire) and a lower density area of post war housing estates in Eton Park. New housing developments have recently been started at Horninglow Road/Dallow Street on the former Reynolds Chains site, the former school, sports and social club at Belvedere Park, the former British Tyre and Rubber Silvertown site, three developments by Trent and Dove Housing and work on the new school site.
- 3.3 Queens Hospital is located to the south west of the area, and retail facilities are generally clustered along the A511 Horninglow Road, with corner shops scattered across the neighbourhood. De Ferrers Academy lies just within the boundary to the north of the area, and local primary schools include Outwoods Primary School, Eton Park School, Horninglow Primary School and Lansdowne Infant School. There are several community buildings including the scout hut on Carver Road, St Chad's church hall and St John's parish room.
- 3.4 Although the area is largely built up, there is access to the National Cycle route 51/52 and pedestrian route of the Kingfisher Trail along the Trent and Mersey Canal which runs north east/south west through the heart of the area, and there are several parks and open spaces including the recreation ground off Shakespeare Road, and allotments.

- 3.5 Built heritage assets include several listed buildings and smaller, yet very important local structures such as a milepost, St Chad's Church and Pickfords Bonded Warehouse and the course of the former Roman Road "Ryknild Street". There also exists Victorian street patterns of the 1880s and 1890s.
- 3.6 Commercial and industrial units are concentrated along the Derby Road corridor, an area earmarked for regeneration in the Borough Council's Local Plan.
- 3.7 The Pre-Submission Local Plan<sup>3</sup> (para 1.22) advises that *"the inner Burton upon Trent urban area is characterised by some of its pre-1939 housing stock in poorer condition associated with pockets of deprivation, economic inactivity, socio-economic problems such as low education attainment, low value and low skilled jobs, crime and anti-social behaviour. These older buildings and streets have hard urban form with little soft landscaping, trees and open space. The Inner Burton Initiative (IBI), a series of physical improvement schemes focussed on the regeneration of the inner wards of the town, including Eton Park ... (and) Horninglow ... aims to improve visual amenity and sustainability for current residents and commercial ventures by encouraging inward investment and migration to these areas"*.
- 3.8 East Staffordshire Borough Council has published Ward Profiles<sup>4</sup> based on statistics from the 2001 Census, 2011 Census and other sources. There are 2 Wards covering Horninglow and Eton areas; these are Eton Park and Horninglow.

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<sup>3</sup> East Staffordshire Local Plan Pre-Submission Local Plan, October 2013 <http://www.eaststaffsbc.gov.uk/Planning/PlanningPolicy/LocalPlanCoreStrategy/Pages/PreSubmissionLocalPlan.aspx>

<sup>4</sup> Eton Park Ward Profile, East Staffordshire Borough Council, 2011 Census – First Release Ward Population Summary, East Staffordshire Borough Council, 2011



## Eton Park Ward



**Eton Road, Eton**

- 3.9 When compared to East Staffordshire and England, Eton Park has a significantly higher percentage of children and a higher proportion of total residents under 25 years of age, a slightly lower percentage of working age residents, and a significantly higher Black and Minority Ethnic (BME) population. The Ward saw a significant increase in population from 2001 to 2011 (15.3% compared to 9.5% for East Staffordshire).
- 3.10 Eton Park has a significantly higher unemployment rate – in fact the highest in the Borough - and a higher youth unemployment rate. The Ward has an average household income of £24,400, which is below the East Staffordshire average (£35,500) and a significantly higher proportion of total benefit claimants. Eton Park also has a higher proportion of residents with no qualifications and a lower proportion of residents qualified to degree level or above.

## Horninglow Ward

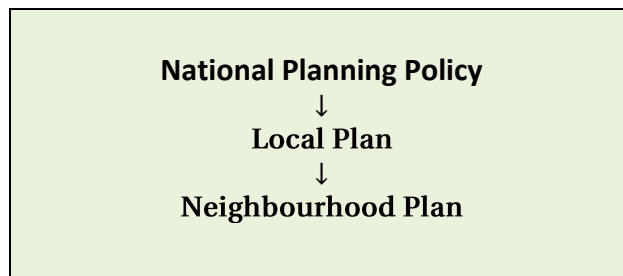


**Wyggeston Street**

- 3.11 When compared to East Staffordshire and England, Horninglow has a higher percentage of children, a lower percentage of working age residents, a slightly higher percentage of older people and a lower Black & Minority Ethnic (BME) population. The Ward saw a significant increase in population from 2001 to 2011 (11.8% compared to 9.5% for East Staffordshire).
- 3.12 Horninglow has a significantly lower proportion of full-time employees and a significantly higher proportion of part-time employees – almost half of the employees work part-time. Unemployment data shows that when compared to Staffordshire and East Staffordshire, Horninglow has a higher unemployment rate, a lower youth unemployment proportion and a higher long term unemployment proportion than the Borough average.
- 3.13 Horninglow has an average household income of £25,800, which is below the East Staffordshire average (£35,500) and a higher proportion of total benefit claimants. When compared to East Staffordshire and England & Wales averages, Horninglow has a higher proportion of residents with no qualifications and a lower proportion of residents qualified to degree level or above.

## 4.0 Planning Policy Context

Horninglow and Eton Neighbourhood Plan is required to be in general conformity with national and local planning policy.



### 4.1 National Planning Policy Framework (NPPF)<sup>5</sup>

The National Planning Policy Framework (NPPF) sets out the Government's planning policies and priorities. The following paragraphs are significant for the Horninglow and Eton Neighbourhood Plan:

Para 6. The purpose of the planning system is to contribute to the achievement of sustainable development.

Para 7. There are three dimensions to sustainable development: economic, social and environmental. The planning system has a number of roles:

- an economic role
- a social role
- an environmental role.

Para 16. Neighbourhoods should:

- develop plans that support the strategic development needs set out in Local Plans, including policies for housing and economic development;
- plan positively to support local development, shaping and directing development in their area that is outside the strategic elements of the Local Plan; and
- identify opportunities to use Neighbourhood Development Orders to enable developments that are consistent with their neighbourhood plan to proceed.

### Delivering Sustainable Development

2. Ensuring the vitality of town centres

<sup>5</sup> National Planning Policy Framework, Communities and Local Government, March 2012  
[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/6077/2116950.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf)

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.

#### 4. Promoting sustainable transport

Para 29. Transport policies have an important role to play in facilitating sustainable development but also contributing to wider sustainability and health objectives.

Para 30. Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Local planning authorities should support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.

Para 35. Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods and people. Developments should be located and designed to:

- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians; avoiding street clutter and where appropriate establishing home zones.

Para 39. If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- The accessibility of the developments
- The type, mix and use of the 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.

#### 8. Promoting healthy communities

Para 69. Planning policies should aim to achieve places which promote:

- Opportunities for meetings between members of the community who might not otherwise come into contact with each other including through strong neighbourhood centres and active street frontages
- Safe and accessible environments.

Para 70. Planning policies should:

- Plan positively for the provision and use of shared space, community facilities (such as local shops) and other local services to enhance the sustainability of communities and residential environments
- - guard against the unnecessary loss of valued facilities and service, particularly where this would reduce the community's ability to meet its day to day needs.

Para 74. Existing open space should not be built on.

Para 75. Planning policies should protect and enhance public rights of way and access.

## 12. Conserving and enhancing the historic environment

Para 135. The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application.

Para 183. Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and deliver the sustainable development they need. Parishes and neighbourhood forums can use neighbourhood planning to:

- set planning policies through neighbourhood plans to determine decisions on planning applications; and
- grant planning permission through Neighbourhood Development Orders and Community Right to Build Orders for specific development that complies with the order.

Para 184. Neighbourhood planning provides a powerful set of tools for local people to ensure that they get the right types of development for their community. The ambition of the neighbourhood should be aligned with the strategic needs and priorities of the wider local area. Neighbourhood plans must be in general conformity with the strategic policies of the Local Plan. To facilitate this, local planning authorities should set out clearly their strategic policies for the area and ensure that an up-to-date Local Plan is in place as quickly as possible. Neighbourhood plans should reflect these policies and neighbourhoods should plan positively to support them. Neighbourhood plans and orders should not promote less development than set out in the Local Plan or undermine its strategic policies.

Para 185. Outside these strategic elements, neighbourhood plans will be able to shape and direct sustainable development in their area. Once a neighbourhood plan has demonstrated its general conformity with the strategic policies of the Local Plan and is brought into force, the policies it contains take precedence over existing non-strategic policies in the Local Plan for that neighbourhood, where they are in conflict. Local planning authorities should avoid duplicating planning processes for non-strategic policies where a neighbourhood plan is in preparation.

## 4.2 Staffordshire Local Transport Plan 3 (LTP3), 2011<sup>6</sup>

The Local Transport Plan sets out the County Council's proposals for transport provision in the county, including walking, cycling, public transport, and car based travel and freight, together with the management and maintenance of local roads and footways.

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<sup>6</sup> Staffordshire Local Transport Plan 3 (LTP3), 2011

<http://www.staffordshire.gov.uk/transport/transportplanning/localtransportplan/home.aspx>



## 4.3 Draft East Staffordshire Borough Integrated Transport Strategy 2013-2031<sup>7</sup>

### 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 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.

### Transport Strategy

#### ECONOMIC PROSPERITY

- 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 and facilities in Burton upon Trent
- Accommodate sustainable development on local roads in Uttoxeter and at junctions with the A50(T)

#### COMMUNITIES

- 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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<sup>7</sup> Draft East Staffordshire Borough Integrated Transport Strategy 2013-2031  
<http://www.staffordshire.gov.uk/transport/transportplanning/localtransportplan/2013eaststaffordshiredistricttransportstrategy.pdf>

## 4.4 East Staffordshire Local Plan, July 2006 - Saved Policies<sup>8</sup>

The Horninglow and Eton Neighbourhood Plan will need to have regard to Adopted Local Plan Policies. Key policies include:

- CSP4: Urban and Rural Regeneration
- CSP5: Infrastructure and Community Provision
- R1: Retail Areas and Town Centres
- R14: Local Convenience Shopping
- T1: Transport: General Principles for New Development
- T4: Traffic Managements: Burton Area Transport Management Study
- T7: Parking Standards
- T8: Public Transport.

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<sup>8</sup> East Staffordshire Local Plan, July 2006 - Saved Policies  
<http://www.eaststaffsbc.gov.uk/Planning/PlanningPolicy/LocalPlanCoreStrategy/Pages/AdoptedLocalPlan.asp>  
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## 5.0 Vision and Objectives

### 5.1 Vision

Our Vision for Horninglow and Eton Neighbourhood Plan is:

***By 2031 Horninglow and Eton should be an attractive and safe residential neighbourhood, with good access to a range of thriving local shops and services. Local green spaces should be enhanced for the benefit of residents and wildlife, and will be linked to the canal, the River Trent and the town centre through a series of safe, green footpaths and cycleways. Traffic through the area will be well managed and major routes will be environmentally enhanced to ensure adverse or negative impacts of developments in neighbouring areas are minimised. Older housing will have been improved and small scale new housing schemes built to meet the needs of residents. Local people will feel proud to live in Horninglow and Eton and to be part of this welcoming and supportive community.***

### 5.2 Objectives

The Objectives for Horninglow and Eton Neighbourhood Plan are:

- Objective 1** The Parish Council will work closely with Staffordshire County Council and East Staffordshire Borough Council to ensure that opportunities are taken to increase provision of adequate off street car parking and to support increased control of on street car parking in residential areas to improve accessibility and traffic management. This should be delivered over the short to medium term (1-10 years). (Policies HE6, HE7, HE8, HE9)
- Objective 2** The Parish Council will work closely with Staffordshire County Council and East Staffordshire Borough Council to promote environmental enhancements on major transport corridors through the area to provide a series of attractive landscaped corridors with appropriate road crossings so that pedestrians and cyclists feel safe and welcome. This should be delivered over the short to medium term (1-10 years). (Policies HE1, HE2, HE4)
- Objective 3** The Parish Council will work closely with Staffordshire County Council and East Staffordshire Borough Council to ensure that new developments on the periphery of Horninglow and Eton consider the impacts of the development on this area, and present transport assessments and traffic management plans which demonstrate that that any potential negative impacts have been addressed through appropriate

means. This should be delivered over the short to medium term (1-10 years) (Policies HE10, HE11)

**Objective 4** The Parish Council will work with East Staffordshire Borough Council and other agencies to promote improvements to drainage as required. This should be delivered over the short to medium term (1-10 years) (Policies HE10, HE11)

It is imperative that the capacity of foul and surface water drainage is adequate for existing and future development to ensure that new development does not increase the risk of flooding due to capacity issues within the existing drainage infrastructure.

**Objective 5** The Parish Council will work closely with Staffordshire County Council and East Staffordshire Borough Council to encourage the use of developer contributions and any other suitable financial support to tackle priority junctions which require improvements to improve traffic flow and safety over the short to medium term (1-10 years) (Policies HE10, HE11)

**Objective 6** The Parish Council will support improvements in public transport provision and services, particularly bus services to the town centre and hospital over the short, medium and longer terms (1-15 years). (Policy HE11)

**Objective 7** The Parish Council will work with East Staffordshire Borough Council to develop a series of Green Infrastructure (GI) networks over the short term (1-5 years) which provide a range of functions and which link green spaces to the canal, the River Trent and its Washlands and to local health and other services and the town centre. Such Green Infrastructure networks should consider the multi-functional use of green corridors to deliver transport and pedestrian movement but also amenity, flood risk and water treatment benefits through the incorporation of sustainable drainage systems (SuDS). (Policies HE11, HE12)

**Objective 8** The Parish Council will work to ensure that any new Green Infrastructure is of a high design quality to meet a range of needs over the short, medium and longer term (1-15 years). (Policy HE12)

**Objective 9** The Parish Council will work to protect existing areas of public open space and where possible to enhance them to meet the needs of local residents and wildlife over the short, medium and longer term (1-15 years). (Policy HE12)

**Objective 10** The Parish Council will work with East Staffordshire Borough Council to provide new areas of open space wherever possible to meet local need and address local deficits over the medium and longer term (5-15 years). (Policy HE12)

**Objective 11** The Parish Council will support any regeneration of the Derby Road corridor over the short, medium and longer term (1-15 years). (Policy HE3)

**Objective 12** The Parish Council will encourage the reduction of housing densities in some areas over the longer term (10-15 years) and to ensure a sequential approach towards the

allocation of development away from flood risk areas, in accordance with the National Planning policy framework. (Policy HE9)

- Objective 13** The Parish Council will work to ensure external enhancements are targeted to areas of greatest need on gateways and the most prominent locations over the medium to longer term (5-15 years). (Policy HE2).
- Objective 14** The Parish Council will work with East Staffordshire Borough Council to protect local shops and services to meet the needs of existing and future residents and support local employment and business growth over the short, medium and longer terms (1-15 years). (Policy HE1, HE2, HE5)
- Objective 15** The Parish Council will work with East Staffordshire Borough Council to protect local built heritage assets and to ensure that any new development is of a high quality, sustainable design, which is appropriate to the Horninglow and Eton context over the medium to longer term (5-15 years). (Policy HE13)
- Objective 16** The Parish Council will encourage local pride in Horninglow and Eton neighbourhoods over the short, medium and longer terms (1-15 years). (All Policies: HE1, HE2, HE3, HE4, HE5, HE6, HE7, HE8, HE9, HE10, HE11, HE12, HE13)



## 6.0 A Neighbourhood Plan for Horninglow and Eton

- 6.0.1 This section sets out the planning policies and proposals which will be used to guide development in Horninglow and Eton. The key collective aim of the policies and proposals is to manage the impact of development taking place in neighbouring areas on Horninglow and Eton Parish.
- 6.0.2 The policies are provided under subject headings which were identified as key issues by the Parish Council and Neighbourhood Plan Steering Group as part of earlier work on the Issues and Options document. The draft policies have been prepared taking into account the results of the public consultation on the Issues and Options, and the wide range of comments provided by local residents. A summary of the consultation responses and the Parish Council's consideration of them is provided in the accompanying Issues and Options Consultation Report.
- 6.0.3 It is worth noting that several of the policies contain proposals for prioritising developer contributions. The Parish Council is aware that there is unlikely to be very much additional development within the Parish over the Plan period (up to 2031) due to the already densely developed nature of the area and the likely shortage of additional sites coming forward. Notwithstanding this, the Parish Council is determined that the impacts of development in neighbouring areas on Horninglow and Eton should be considered as part of the development management process. East Staffordshire Borough Council propose to introduce a Community Infrastructure Levy (CIL) to ensure a co-ordinated approach to the collection of developer contributions, and until CIL is adopted Planning Obligations will continue to be the basis to secure developer contributions (Strategic Policy 9, Pre-Submission Local Plan, 2013<sup>9</sup>).

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<sup>9</sup> East Staffordshire Local Plan Pre-Submission Local Plan, October 2013 <http://www.eaststaffsbc.gov.uk/Planning/PlanningPolicy/LocalPlanCoreStrategy/Pages/PreSubmissionLocalPlan.aspx>

## 6.1 Pride and Community Focus



Horninglow Road

- 6.1.1 The Parish Council considers that a range of improvements are required to foster local pride in Horninglow and Eton and to strengthen the area's sense of place. The location of the Parish on the edge of Burton town centre, together with the area's role as a focus for major local transport corridors and through routes, have contributed towards a poorer quality environment in local shopping areas for residents. Local roads such as Horninglow Road carry significant levels of traffic from outlying villages and further afield *en route* to the town centre, and more recently, additional traffic associated with local housing developments both within and just outside the Parish boundary.
- 6.1.2 The Neighbourhood Plan has a role in improving and enhancing local centres and transport corridors in order to strengthen the area's identity and promote local pride in Horninglow and Eton as a distinct locality within the town of Burton-upon-Trent.
- 6.1.3 The consultation on Issues and Options indicated that local residents were particularly concerned about local traffic. Policies should protect local retail facilities without moving traffic to other areas of the parish. There were comments that Horninglow is not considered to be a village, concerns that one village would have priority over the other, and that adequate car parking should be provided. One respondent suggested that all the options were a priority for businesses and parishioners and all centres are an asset to the community.
- 6.1.4 The Pre-Submission Local Plan identifies the following as local centres in Strategic Policy 20. These centres are of varying size offering a basic level of convenience shopping and service function for the immediate residential areas.

- Calais Road, Horninglow
- Derby Turn, Eton Park
- Horninglow Centre, Horninglow
- Horninglow Road North, Horninglow
- Horninglow Road South, Eton Park.

## **Policy HE1 Protection of Local Centres and Community Facilities**

**Within the defined Local Centres of:**

- 1 - Calais Road**
- 2 - Derby Turn, Eton Road**
- 3 - Horninglow Road Centre**
- 4 - Horninglow Road North**
- 5 - Horninglow Road South**

**Development for local needs retail and community facilities uses will be permitted.**

**Residential uses will be allowed at first floor level to safeguard the vitality of the relevant centres where these are part of a mix, and where ground floors are retained in commercial or community use.**

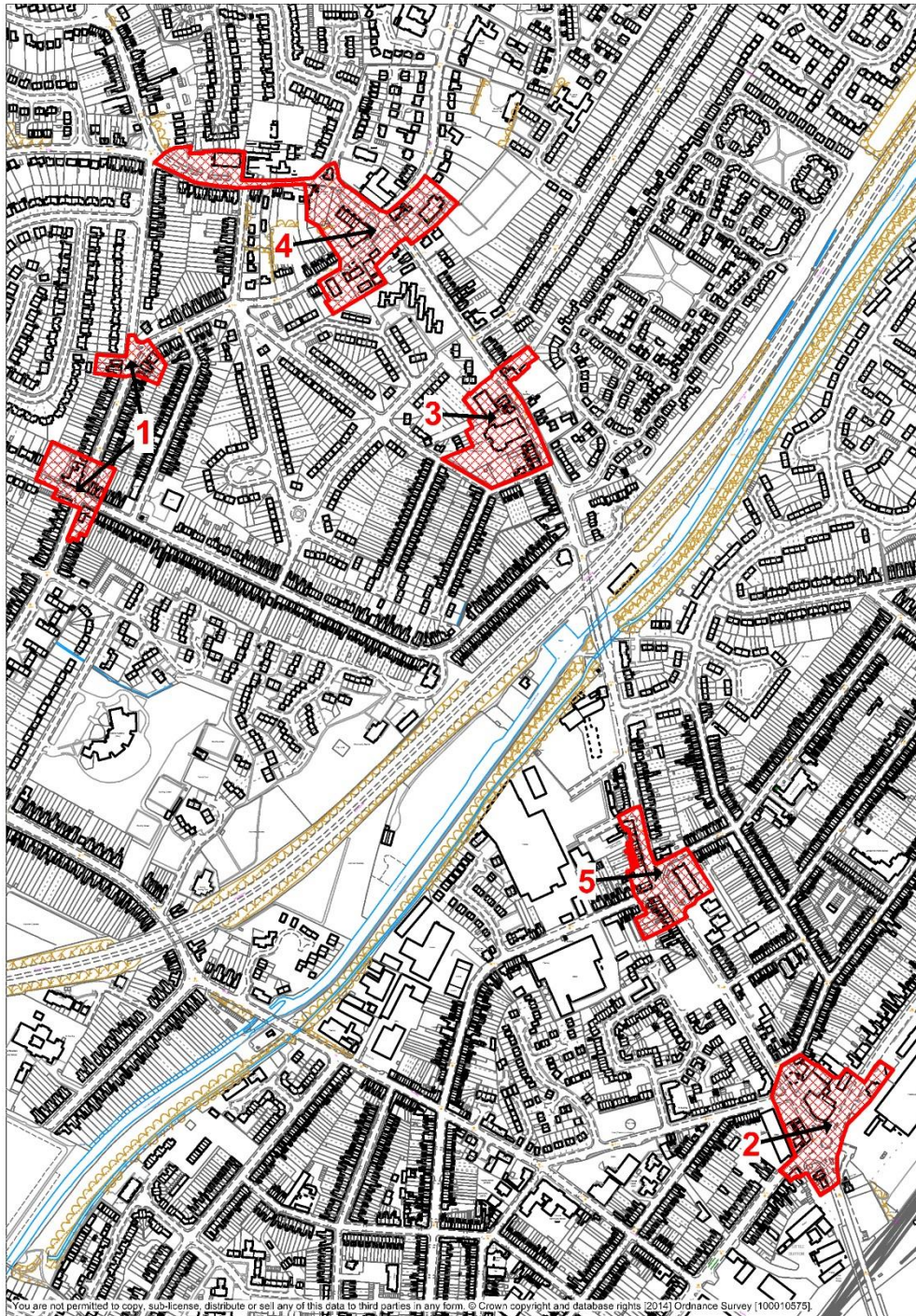
**There will be a presumption in favour of the re-use of local community facilities such as local health facilities, community centres, youth centres, libraries, education facilities, care homes, community health facilities and religious buildings for health and community type uses.**

**The change of use of existing facilities to other uses will not be permitted unless the following can be demonstrated:**

- a) the proposal includes alternative provision, on a site within the locality, of equivalent or enhanced facilities. Such sites should be accessible by public transport, walking and cycling and have adequate car parking; or**
- b) satisfactory evidence is produced that there is no longer a need for the facility**



Map 2 Local Centres



Ordnance survey licence no: 100054831

**(Neighbourhood Plan Objectives 2, 12 and 15)****Action 1**

The Parish Council will work towards protecting local community facilities such as local health facilities, community centres, youth centres, mobile libraries, education facilities, care homes, community health facilities and religious buildings as Community Assets where appropriate.

**Policy HE2 Improving the Environment of Local Centres**

Development proposals which positively enhance the environment of local centres and support their future sustainability will be permitted.

In particular contributions towards the following enhancements will be sought:

- Highway improvement schemes to promote the safety of pedestrians and cycle users
- Environmental improvements such as soft and hard landscaping, seating areas and, where relevant, shop front schemes
- Traffic calming measures, pedestrian priority schemes and the reduction in traffic speed on routes through local centres

**(Neighbourhood Plan Objectives 2, 12 and 15)****Action 2**

Horninglow and Eton Parish Council will work closely with neighbouring parishes such as Outwoods Parish Council and East Staffordshire Borough Council, to secure appropriate developer contributions to deal with traffic and transport impacts of developments within and across all affected parishes. The Parish Councils will also work together to prepare a more detailed plan for improvements along the A511 corridor.

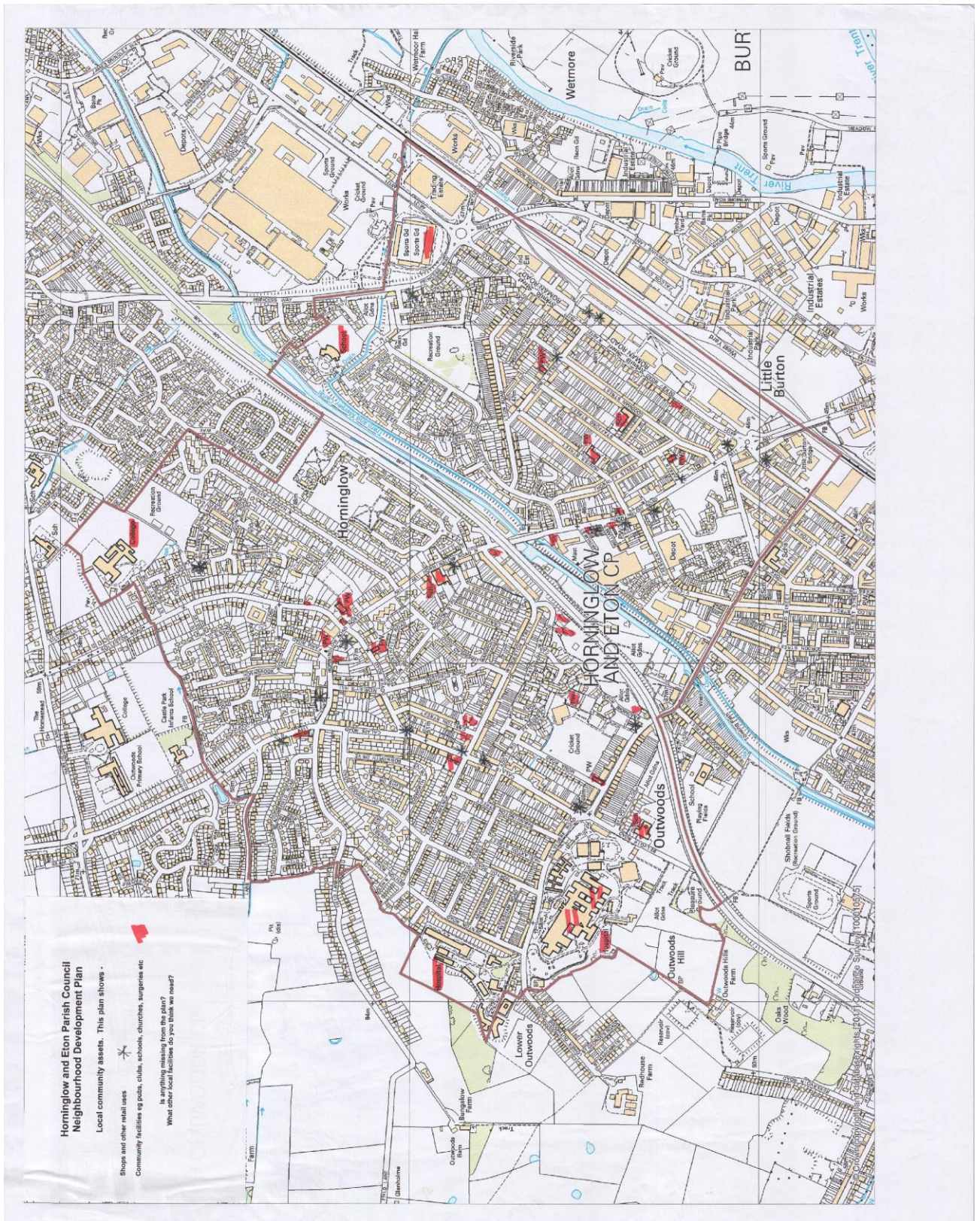
- 6.1.5 Local shops and community uses provide an invaluable service to local residents. However many local services are under increasing pressure and need support to maintain their viability and vitality as local centres and providers of community facilities. The Parish Council considers that a combination of environmental enhancements and improvements in traffic management on busy routes through local centres would help to improve the attractiveness of the centres to the local residents and would foster a greater sense of pride in the local area.



- 6.1.6 In the consultation on Issues and Options there was general support for the protection of local centres although there was a suggestion that conversion to residential was preferable to leaving premises empty. Change of use from A1 or A2 is now permitted development subject to certain criteria, and can be approved by means of prior approval of the local planning authority. Removal of permitted development rights may be achieved through the use of Article 4 Directions, but such action could only be undertaken by East Staffordshire Borough Council, where relevant and justified.
- 6.1.7 The Parish Council will consider preparing a list of Community Assets as a Community Asset Register for Community Right to Bid. For such properties, where there is a proposal for a change of use for a particular building or facility which is considered important by the local community, the Parish Council could pause the sale to give the community time to develop a bid to buy the Asset. Such a List would be required to be submitted to the Borough Council to be added to its List of Community Assets. Potential Assets are identified in Map 3 below.



Map 3 Potential Community Assets





- 6.1.8 The former Citroen Garage Site on Horninglow Road is currently vacant and the disused site is considered to have an adverse impact on the local environment. The Parish Council considers that the site would be suitable for new housing development, as part of wider aims to improve the local environment around Horninglow Road, and proposes to allocate this site for new residential development, preferably to meet the needs of elderly people or as an affordable housing scheme. If access to this development is to be from Arthur Street, which provides parking for existing premises and access to the neighbouring industrial unit, the parish council would like to see additional on-site parking to ensure that residents and visitors to the development are deterred/discouraged from parking on the street.
- 6.1.9 The Strategic Housing Market Assessment for East Staffordshire (SHMA), October 2013, Updated April 2014<sup>10</sup>, considers the need for housing for older people in the Borough. Under the section “Mainstream owner-occupied housing for older people” (p159) Paragraphs 7.28 to 7.33 advise that *“there is housing needed for 10.5% of households aged 65+. Given the deduction that 30% of older person households will move given the right opportunity, this means that appropriate mainstream housing is needed for around 20% of older person owner-occupier households. This conclusion is supported by survey evidence. For example according to the 2011 National Housing Federation report Breaking the Mould a YouGov survey commissioned by the National Housing Federation in 2010 found that of people questioned (aged 60-65) about their options if they could no longer cope with living on their own, the largest proportion, 80%, were positive about downsizing to a smaller more manageable home. The Council’s Citizen’s Panel survey showed that the majority of older people inclined to move would move to smaller mainstream accommodation rather than Extra-care or Retirement housing. Mainstream housing is different from Retirement housing because it does not require the taking of age-related services for which service charges are payable. There is a lack of evidence of the extent to which existing housing satisfies this desire by providing suitable housing. In other words has the existing housing stock enabled all those wanting to move to do so, or is there currently a shortage of suitable housing. In the absence of any evidence, this assessment makes the conservative assumption that existing mainstream market housing meets the needs of the current older person population for suitable owner-occupied mainstream housing.”*
- The assessment therefore concludes that sufficient new mainstream housing will be needed to provide for around 20% of the projected additional number of owner-occupier older person households. This means housing for 1,183 households by 2031.*
- 6.1.10 The section on Affordable Housing - Addendum April 2014 (p194) advises in paragraphs 8.78 to 8.79 that *“a total affordable housing contribution of 639 dwellings has been secured towards identified need out of 5,044 permitted dwellings. This amounts to around 13% affordable housing, substantially below the 25% needed. This leaves a need for 1,483*

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10

<http://www.eaststaffsbc.gov.uk/Planning/PlanningPolicy/Documents/EvidenceBase/Housing/C1%20SHMA%20April%202014.pdf>

*affordable dwellings over the plan period, which is around 42% of projected outstanding permissions for market housing led development above the threshold.”*

### **Policy HE3 Re-Use of Empty Properties**

Proposals to re-use empty residential properties to meet housing needs will be supported as part of wider regeneration objectives for Horninglow and Eton.

(Neighbourhood Plan Objectives 10 and 15)

### **Policy HE4 Site Allocation - Former Citroen Garage Site, Horninglow Road**

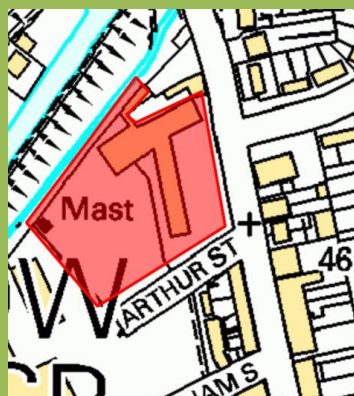
The site identified in Map 4 below is allocated for new residential development, subject to Saved Policies in the East Staffordshire Local Plan and policies in the emerging new East Staffordshire Local Plan.

In particular, proposals will be supported which include provision of suitable accommodation for the elderly, and /or affordable housing to meet local needs, subject to very careful consideration of noise, odour and other adverse impacts from neighbouring industrial activities.

Development should be of a maximum 35 new residential units and the scheme should include suitable provision of green space and land scaping. Parking standards should be in conformity with policy HE7.

If access to this development is to be from Arthur Street, additional on-site parking should be provided to ensure that adequate parking provision is made for residents and visitors, and additional pressure on local on-street parking is avoided.

Map 4 Former Citroen Garage site, Horninglow Road, Burton on Trent



(Neighbourhood Plan Objectives 2, and 15)

6.1.11 The Parish Council is also concerned that the current site of Lansdowne School is not suitable for the primary school, as the school is at maximum capacity and the current site is highly constrained, located within a densely populated terraced residential area, and has associated traffic and parking problems. The school has expressed an interest in relocating to a possible new facility on a suitable site on the Derby Road corridor, should such a site and funding become available in the future. Such a move would be subject to the school and Parish Council working in partnership with Staffordshire County Council as Local Education Authority. In addition the Parish Council considers that the existing school building should be protected as a Local Heritage Asset, and therefore the building has been added to the list of Non-Designated Local Heritage Assets in Appendix II, in order to protect it from inappropriate new development or alteration. The Parish Council considers that these proposals should be supported in the Neighbourhood Plan, bearing in mind the Plan's lengthy timescale for the period up to 2031.

### **Policy HE5 Lansdowne School**

**Proposals to re-locate Lansdowne School to a new site in the Derby Road corridor will be supported in principle, subject to saved policies in the East Staffordshire Borough Council Local Plan and emerging policies in the new Local Plan.**

**Re-use of the existing school building for an appropriate new use is the preferred approach rather than demolition and redevelopment of the site. Alterations to the building should be sympathetic to the building's design, through use of appropriate traditional materials and detailing as identified in the East Staffordshire Design Guide Supplementary Planning Document<sup>11</sup>.**

**A more flexible approach to the redevelopment of the school site may be taken where the proposed relocation of the school to new premises is dependent upon maximising revenues from disposal of the existing site. In this case there would be a need for the applicant to demonstrate that the relocation of the school would not be financially viable without the disposal of a cleared site for redevelopment.**

**(Neighbourhood Plan Objectives 13 and 15)**

<sup>11</sup>

<http://www.eaststaffsbc.gov.uk/Planning/PlanningPolicy/LocalPlanEvidenceBase/Pages/Environment.aspx>



### **East Staffordshire Local Plan, July 2006 - Saved Policies**

CSP4: Urban and Rural Regeneration

CSP5: Infrastructure and Community Provision

BE1: Design

H6: Housing Design and Dwelling Extensions

H12: Affordable Housing

R14: Local Convenience Shopping

T1: Transport: General Principles for New Development

T4: Traffic Management: Burton Area Transport Management Study

T8: Public Transport

### **East Staffordshire Submission Local Plan, April 2014**

#### **STRATEGIC POLICIES:**

1 East Staffordshire Approach to Sustainable Development

2 A Strong Network of Settlements

9 Infrastructure Delivery and Implementation

12 Derby Road, Burton upon Trent, Regeneration Corridor

20 Town and Local Centres Hierarchy

21 Managing Town and Local Centres

22 Supporting Local Communities

24 High Quality Design

25 Historic Environment

34 Health and Wellbeing

35 Accessibility and Sustainable Transport

#### **Draft East Staffordshire Borough Integrated Transport Strategy 2013-2031**

Transport Strategy

#### **ECONOMIC PROSPERITY**

- 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 and facilities in Burton upon Trent
- Accommodate sustainable development on local roads in Uttoxeter and at junctions with the A50(T)

#### **COMMUNITIES**

- 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

## 6.2 On-Street Parking



**Stafford Street, Eton**

- 6.2.1 Much of Horninglow and Eton is characterised by densely packed terraced housing, built at a time when most households did not have access to a private car. Many residential streets are narrow, and on-street parking can be a road safety hazard and cause access problems. Deliveries, emergency services, public transport and refuse collection management also experience access problems.
- 6.2.2 This issue has already been tackled on some streets through the introduction of one way traffic and by limiting parking to a single side of the road. However, on other streets such as those around Goodman Street / Hunter Street, unlimited on street parking remains a significant issue for local people.
- 6.2.3 The Parish Council is concerned that action is needed to improve the management of parking in the area and to ensure that new developments do not exacerbate existing problems. Overall there is a need to ensure that Horninglow and Eton becomes a place where pedestrians and cyclists are given priority over the private car.
- 6.2.4 The consultation on Issues and Options indicated that the introduction of parking restrictions would be highly controversial. There were suggestions that local employees park for long periods during the day in residential areas causing problems, and that parking associated with football matches was a particular issue. However there were concerns that parking permits would limit parking for local events, churches etc. and that permits would merely move the problem elsewhere. New local development with inadequate parking provision is considered to be exacerbating the problem.

- 6.2.5 Rates of car and van ownership are high in Horninglow and Eton with 5,718 cars and vans in total across 5,890 households (insert ref to Census 2011) although the figures for East Staffordshire, West Midlands and England show higher numbers of cars and vans than household numbers, it should be borne in mind that this is a very densely populated and developed part of Burton upon Trent and on street parking is a significant problem.

### **Policy HE6 Off-Street Car Parks**

The Parish Council will support proposals for car parks on sites of underused or disused land in areas of densely developed terraced housing, subject to access and highways requirements of Staffordshire County Council.

(Neighbourhood Plan Objectives 1 and 15)

### **Policy HE7 Parking Standards**

New development in Horninglow and Eton must provide off street car parking provision to the following standards:

- A minimum of 2 parking spaces for each residential unit up to and including 3 bedroom units
- Provision of 1 additional parking space per additional bed space for each residential unit.

These parking standards will not apply to residential care homes and similar facilities such as supported accommodation. However such developments will be required to provide adequate car parking spaces for visitors and staff as well as sufficient provision for residents as appropriate.

(Neighbourhood Plan Objectives 1 and 15)

### **Policy HE8 Garage Colonies and Residential Car Parks**

Residential development of existing communal garage colonies and residential car parks will not be permitted unless adequate off-street parking is provided to replace those lost, and for the new development.

Where garage units are in poor condition and beyond economic repair, schemes for improvements and environmental enhancements of parking areas will be supported.

**Proposals to improve residential car parking areas through landscaping, tree planting and provision of security will be supported.**

**(Neighbourhood Plan Objectives 1, 11 and 15)**

**Action 3**

The Parish Council will work with Staffordshire County Council and East Staffordshire Borough Council to support proposals for the introduction of parking permits when such schemes do not limit parking for local community facilities, and do not exacerbate on-street car parking problems elsewhere.

**East Staffordshire Local Plan, July 2006 - Saved Policies**

CSP4: Urban and Rural Regeneration

CSP5: Infrastructure and Community Provision

T1: Transport: General Principles for New Development

T4: Traffic Management : Burton Urban Area Transport Management Study

T6: Parking Areas : Design

T7: Parking Standards

T8: Public Transport

**East Staffordshire Submission Local Plan, April 2014**

STRATEGIC POLICIES:

1 East Staffordshire Approach to Sustainable Development

35 Accessibility and Sustainable Transport

## 6.3 Highway Junctions and Traffic Calming

6.3.1 There are a number of highway junctions throughout Horninglow and Eton where improvements would improve safety, traffic flows and local quality of life. These include:

- Field Lane /Tutbury Road Junction
- Queens Hospital Junction/Lower Outwoods Road
- Horninglow Road (off Rolleston Road)
- Hunter Street/Horninglow Road junction
- Beamhill/Tutbury Road junction
- Dallow Street/Shobnall Street junction

6.3.2 The consultation on Issues and Options indicated that local residents were particularly concerned about a number of local junctions. There were suggestions for reducing traffic speed and providing pedestrian crossings.

## Policy HE9 Highway Junctions and Traffic Calming

The Parish Council will require developer contributions for junction improvements, environmental enhancements and traffic calming from new development proposals in, and adjacent to, Horninglow and Eton, when these have traffic impacts on the area.

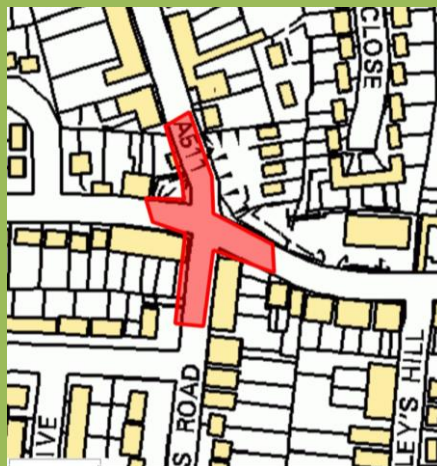
The following junctions are prioritised for improvement schemes:

1. Field Lane/Tutbury Road
2. Horninglow Road/Rolleston Road
3. Belvedere Road/Calais Road/Belvoir Road
4. Hunter Street/Horninglow Road
5. Dallow Street/Shobnall Street

The following junctions are prioritised for improvement schemes as shown on Maps 5.1 to 5.5 below.

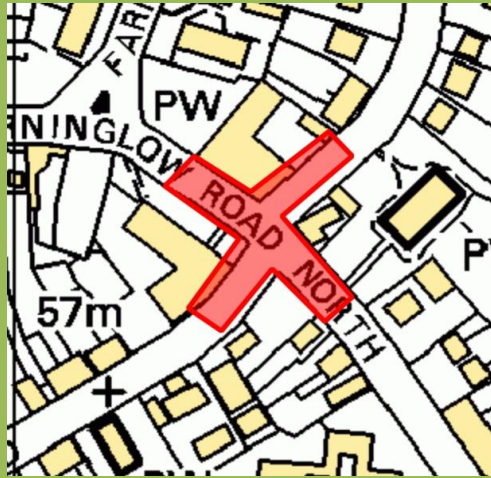
### Maps 5.1 to 5.5 – Highway Junctions

#### Map 5.1 Field Lane / Tutbury Road





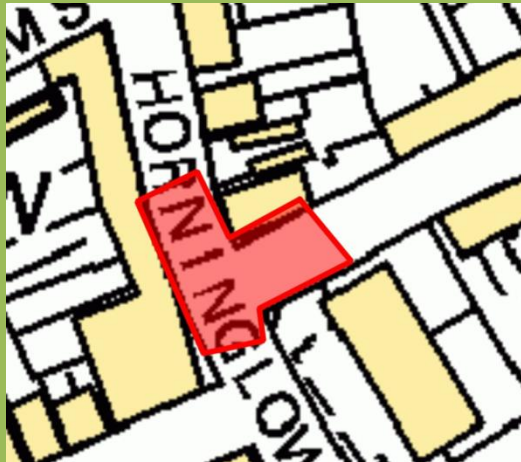
Map 5.2 Rolleston Road /Horninglow Road



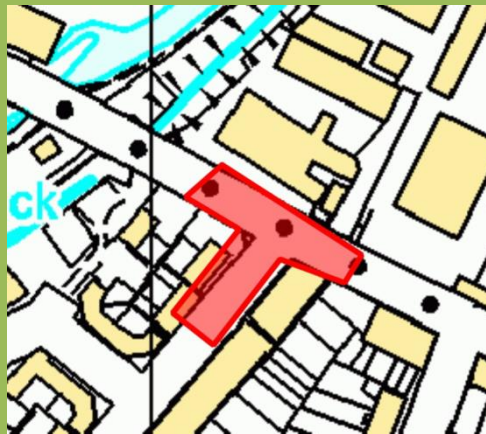
Map 5.3 Belvedere Road / Calais Road/ Belvoir Road



Map 5.4 Hunter Street / Horninglow Road



Map 5.5 Dallow Street / Shobnall Street



The following roads are also prioritised for traffic calming schemes:

- Calais Road area
- Shakespeare Road
- Dallow Street

Ordnance survey licence no: 100054831

(Neighbourhood Plan Objectives 3 and 15)



**Action 4:**

The Parish Council will continue to work closely with East Staffordshire Borough Council and Staffordshire County Council to ensure that the identified highways and junction improvements are given a high priority and that developer contributions from the development of nearby sites are sought to ameliorate the impacts of such developments through S106 Agreements and / or Grampian Conditions.

**East Staffordshire Local Plan, July 2006 - Saved Policies**

CSP4: Urban and Rural Regeneration

CSP5: Infrastructure and Community Provision

T1: Transport: General Principles for New Development

T4: Traffic Management: Burton Area Transport Management Study

**East Staffordshire Submission Local Plan, April 2014**

STRATEGIC POLICIES:

1 East Staffordshire Approach to Sustainable Development

2 A Strong Network of Settlements

9 Infrastructure Delivery and Implementation

34 Health and Wellbeing

35 Accessibility and Sustainable Transport

## 6.4 Traffic Management – Horninglow Road/A5121



**Horninglow Road**

- 6.4.1 Horninglow Road is an important and heavily used vehicular route to Burton upon Trent town centre. The heavy traffic impacts on the local environment and reduces the attractiveness of the area for pedestrians and cyclists. Improved traffic management and environmental enhancements could address the negative impacts of traffic and support increased use of the local shops and services.
- 6.4.2 The consultation on Issues and Options indicated that local residents were particularly concerned about the following issues:
- Heavy traffic in the Calais Road and Dover Road areas
  - The need for bus services to be improved and fares reduced
  - The need for safe walking and cycling routes generally and to assist with encouraging cycling to schools and reducing “school runs”.
- 6.4.3 There is also a need to improve accessibility and create linkages to existing areas of green space or those in adjacent areas, alongside raising awareness of the existing linkages to maximise usage by everyone. Encouraging higher levels of walking and cycling would assist with the promotion of healthy lifestyles and would support initiatives to tackle obesity and poor health in the inner Burton areas.
- 6.4.4 The Staffordshire County Council District Integrated Transport Strategy for East Staffordshire<sup>12</sup> includes proposals for a Burton upon Trent Local Transport Package, including the following proposals which are of relevance to Horninglow and Eton Neighbourhood Plan:

<sup>12</sup>

<http://www.staffordshire.gov.uk/transport/transportplanning/localtransportplan/districtintegratedtransportstrategies.aspx>

Para 6.9: *“The Burton upon Trent Local Transport Package focuses on mitigating the potential impact of traffic generated from housing and employment growth in the Pre- Submission document. It deals with the residual issues that are likely to remain on the highway network that have been identified in the Transport Study and Transport Assessments produced by developers. Highway measures will be complemented by extensive delivery of sustainable travel initiative.*

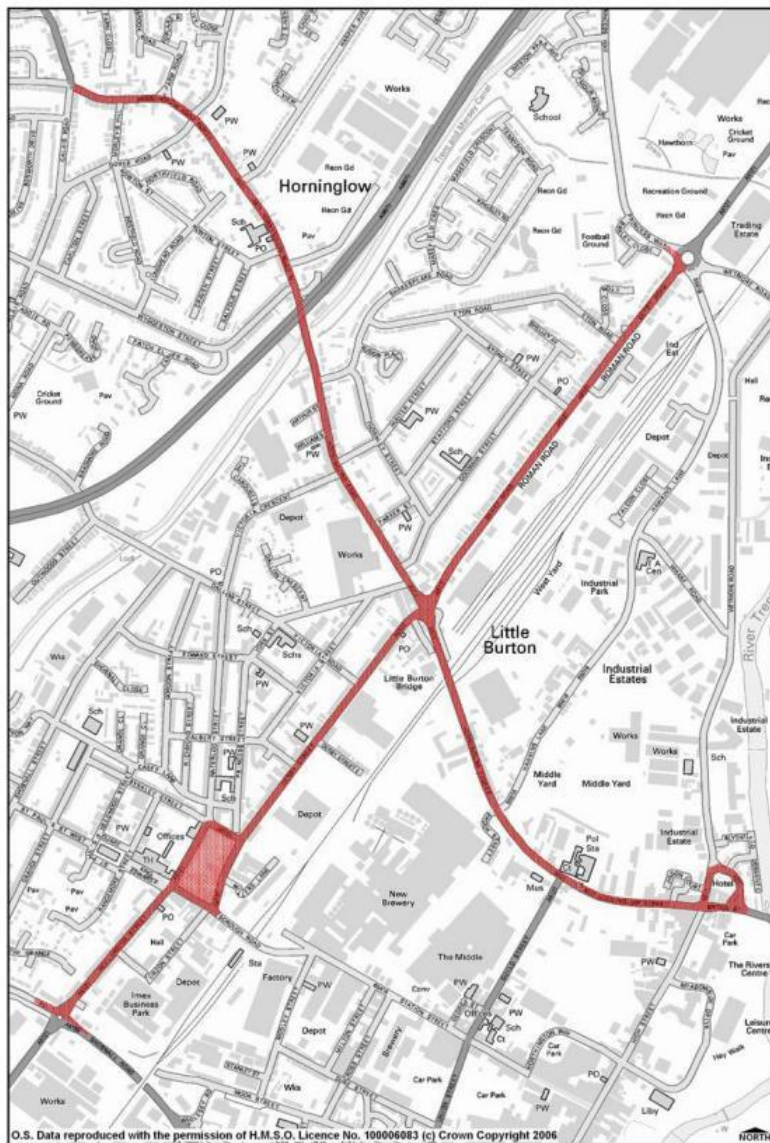
*The A511 Tutbury Road Corridor - consider measures aiming to reduce the impact of development traffic on the A511 and surrounding local network between Calais Road and Longhedge Lane, including junction improvements and sustainable transport measures.”*

### **Air Quality**

- 6.4.5 During the consultation on the Draft Neighbourhood Plan, the Environmental Health Team at the Borough Council advised that a significant part of the larger Air Quality Management Area (AQMA) for Burton upon Trent is within Horninglow & Eton as shown on Map 6 below.



**Map 6 AQMA 1. Burton upon Trent, Derby Rd, Derby St, part of Princess Way roundabout, Horninglow St, Horninglow Rd, Bridge St, Wellington St, part of Borough Road, part of Wellington St roundabout, part of Waterloo St and part of Byrkley St<sup>13</sup>.**



6.4.6 The Environmental Health Team commented, *“Exceedences in pollution levels are almost entirely due to traffic/traffic congestion. Whilst pollution levels are gradually improving, care must be taken to ensure that air quality is not compromised through new development.*

*Any measures in the Neighbourhood Plan that propose to support a reduction in traffic or traffic congestion will help contribute to improving air quality, as will any policies towards encouraging alternatives to single-occupancy car use.*

<sup>13</sup> Air Quality Progress Report for East Staffordshire Borough Council, ESBC, April 2014

*Consultation already takes place on all relevant planning applications and the Environmental Health Team assesses the impact on air quality and determines their suitability.*

6.4.7 The Parish Council is aware that Air Quality is a material consideration in the NPPF, but in addition the Parish Council would like to encourage development that will neither worsen air quality nor introduce new exposure to poor air quality.


### Policy HE10 Horninglow Road and Green Routes

Developer contributions from any new development proposals in Horninglow and Eton, which are likely to have traffic impacts on the area, will be required to support improved traffic management, environmental enhancements and the development of walking and cycling networks in the Horninglow Road area.

The Parish Council will require support for the following schemes:

- Signalling improvements
- Environmental enhancements and improved signage to promote increased use of walking and cycling routes to Burton town centre and open spaces
- Integration of defined new green routes into existing off road networks
- Improvements to local bus service provision
- Introduction of new cycle and walking routes linking into green existing routes and cycle networks 52/54 as shown on Map 7 below



Key	
	Cycle path extension

**Map 7 Proposed extension of existing cycle routes to link with Harper Avenue**

Ordnance survey licence no: 100054831

**(Neighbourhood Plan Objectives 3, 4, 5, 6 and 15)**

**Action 5:**

The Parish Council will continue to work closely with East Staffordshire Borough Council and Staffordshire County Council to ensure that the identified improvements for encouraging walking and cycling on green routes are given a high priority and that developer contributions are sought to ameliorate the impacts of such developments.

**Action 6:**

The Parish Council will also work closely with Staffordshire County Council and East Staffordshire Borough Council to ensure that proposals for traffic improvements are included in the Local Transport Plan and other strategies

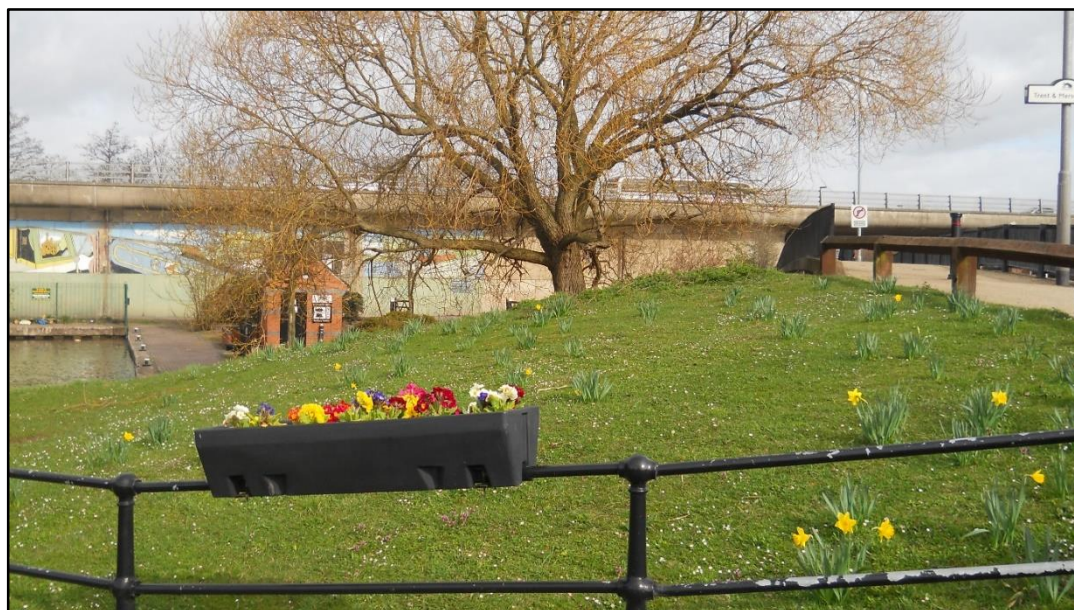
**East Staffordshire Local Plan, July 2006 - Saved Policies**

- CSP4: Urban and Rural Regeneration
- CSP5: Infrastructure and Community Provision
- T1: Transport: General Principles for New Development
- T4: Traffic Management: Burton Area Traffic Management Study

**East Staffordshire Submission Local Plan, April 2014**

- STRATEGIC POLICIES:
- 1 East Staffordshire Approach to Sustainable Development
  - 9 Infrastructure Delivery and Implementation
  - 34 Health and Wellbeing
  - 35 Accessibility and Sustainable Transport

## 6.5 Protection and Enhancement of Local Green Spaces



**Horninglow Basin, Trent and Mersey Canal**

- 6.5.1 Horninglow and Eton are densely developed areas and although there is access to some high quality open spaces, other spaces such as amenity open space are of little interest and mainly comprise areas of mown grass. There is a need to protect existing green spaces from new development and to develop a “Green Infrastructure” (GI) approach to ensuring open spaces meet a range of needs including supporting biodiversity, meeting recreational needs, reducing flooding etc.
- 6.5.2 Horninglow and Eton straddles the Kingfisher trail, a Local Nature Reserve that runs alongside the Trent and Mersey Canal. This provides leisure opportunities for local residents as well as links to neighbouring open spaces and paths. This is also part of National Cycle Route 54 which can be used for local journeys as well as linking to the wider national network. The canal towpath also gives access to a wider network of public rights of way including the "Way for the Millennium" which crosses Staffordshire. The canal corridor is a high quality wildlife habitat as well as a conservation area. The new "National Forest Way" is a 75 mile route connecting other walks and principal points of interest in the National Forest and can be accessed from Horninglow and Eton via the canal towpath.
- 6.5.3 Green Infrastructure is defined by Natural England<sup>14</sup> as a network of high quality green and blue spaces and other environmental features. It needs to be planned and delivered at all spatial scales from national to neighbourhood levels. The greatest benefits will be gained when it is designed and managed as a multifunctional resource capable of delivering a wide range of environmental and quality of life benefits (ecosystem services) for local communities.

<sup>14</sup> [www.naturalengland.org.uk/ourwork/planningdevelopment/greeninfrastructure](http://www.naturalengland.org.uk/ourwork/planningdevelopment/greeninfrastructure)



- 6.5.4 Green Infrastructure includes parks, open spaces, playing fields, woodlands, wetlands, grasslands, river and canal corridors allotments and private gardens.
- 6.5.5 Green Infrastructure includes established green spaces and new sites and should thread through and surround the built environment and connect the urban area to its wider rural hinterland.
- 6.5.6 Green Infrastructure can provide many social, economic and environmental benefits close to where people live and work including:
- Space and habitat for wildlife with access to nature for people
  - Places for outdoor relaxation and play
  - Climate change adaptation - for example flood alleviation and cooling urban heat islands
  - Environmental education
  - Local food production - in allotments, gardens and through agriculture
  - Improved health and well-being – lowering stress levels and providing opportunities for exercise”
- 6.5.7 Horninglow and Eton Parish is located within the National Forest and funding for tree planting within The National Forest is available from the National Forest Company.



Recent Tree Planting, Shakespeare Road



- 6.5.8 In the consultation on the Draft Neighbourhood Plan, Sport England suggested that the protection and provision of open space for sport should be in accordance with the local standards set out in the Playing Pitch Strategy and the Investment and Delivery Plan for Sport for East Staffordshire<sup>15</sup> and proposals should align with the priorities and recommendations in these documents.
- 6.5.9 The East Staffordshire Outdoor Sport Delivery & Investment Plan sets out an approach to deliver high quality outdoor sports facilities for existing and future residents of East Staffordshire. More detail about the implications for Horninglow and Eton are provided in Appendix IV.
- 6.5.10 The East Staffordshire Green Infrastructure Strategy (2008) recognises that there are deficits in green space provision in Horninglow and that these should be addressed.
- 6.5.11 The consultation on Issues and Options indicated that local residents were concerned that green spaces disappearing. There was recognition of the value of local green spaces and networks such as the Kingfisher Trail, National Cycle Route 63 and National Forest long distance footpath and suggestions for more green areas such as allotments and areas for wildlife. There were also concerns about surface water and drainage problems.

Paragraph 76 of the National Planning Policy Framework (NPPF) advises that “local communities through local and neighbourhood plans should be able to identify for special protection green areas of particular importance to them. By designating land as Local Green Space communities will be able to rule out new development other than in very special circumstances”.

Paragraph 77 of the NPPF advises that “the Local Green Space designation will not be appropriate for most green areas or open space. The designation should only be used:

- where the green space is in reasonably close proximity to the community it serves;
- where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
- where the green area concerned is local in character and is not an extensive tract of land.”

Table 1 below sets out how each the proposed protected local green spaces meet these criteria:

**Table 1 Local Green Space Designations and Para 77 Criteria**

Green Space	Proximity, Special Qualities and Local Character
-------------	--

<sup>15</sup>

<http://www.eaststaffsbc.gov.uk/Planning/PlanningPolicy/LocalPlanEvidenceBase/Pages/HealthandWellBeing.aspx> )

1 Land adjacent to Queens Hospital	This green area is local in character and is not an extensive tract of land, and holds particular local significance because of its visual amenity.
2. Outwoods Hill	This is demonstrably special to the local community because the footpath through it provides extensive views over the whole of Burton and through into open countryside beyond. To many local people this field was a traditional sledging slope when there was sufficient snow.
2. Allotments	These are reasonably close to the community they serve as well as local in character and not extensive tracts of land.
3 Eton Road Park	This is in close proximity to the community it serves, is of high local recreational value and local significance with the play equipment and trees planted as part of a community led refurbishment project.
4 Carver Road Park	Again this is in close proximity to the community it serves and is not an extensive tract of land.
5 Land adjacent to Boxing club	Again this is in close proximity to the community it serves and is not an extensive tract of land.
6 Dover Road shop frontage	This green area is local in character and not an extensive tract of land.
7 St Lukes Park	Again in reasonable proximity to the community it serves.
8 Addie Road garages and green space	Local in character and not an extensive tract of land.

## Policy HE11 Protection and Enhancement of Local Green Spaces and Other Areas of Open Space

The following local green spaces as shown on Maps 8.1 to 8.9 below are protected from development:

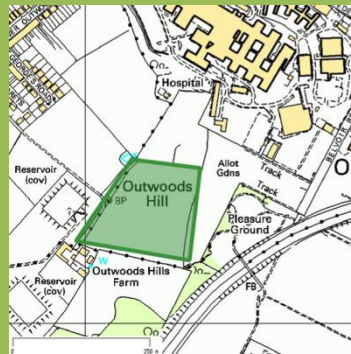
- 1 – Land adjacent to Queens Hospital
- 2 – Outwoods Hill
- 3 - Allotment sites – Mona C, Eton, Bradmore Road, Belvedere, Belvoir
- 4 – Eton Park, Shakespeare Road
- 5 – Carver Road Community Park
- 6 – Land adjacent to Boxing Club, Bradmore Road
- 7 – Dover Road shop green frontage; Horninglow Green, Dover Road
- 8 – St Lukes Park, St Lukes Road
- 9 – Land surrounding Addie Road garages

Maps 8.1 – 8.9 - Protected Local Green Spaces

**Map 8.1 Land adjacent to Queens Hospital**

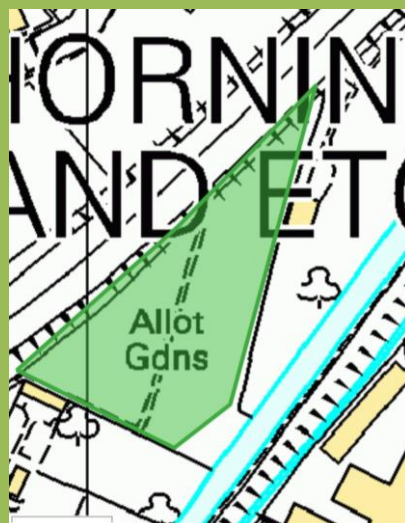


**Map 8.2 Outwoods Hill**

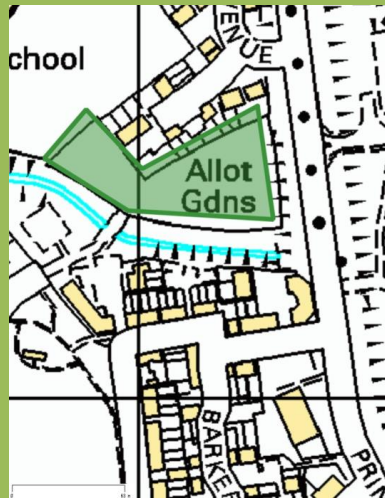


**Maps 8.3 Allotment sites (5)**

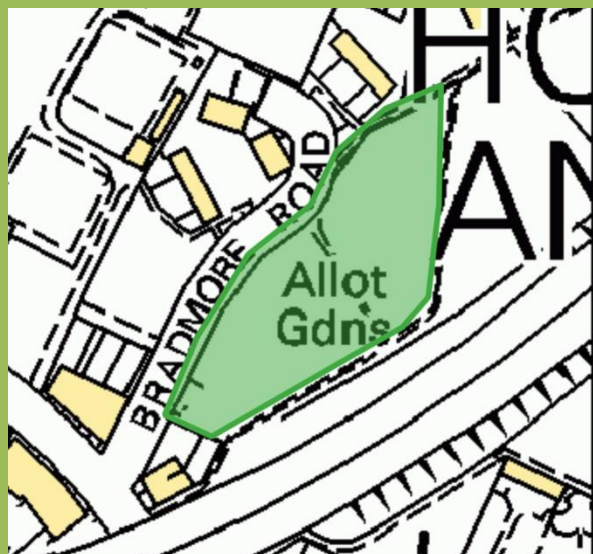
**8.3a Mona C – Allotments**



8.3b Eton Allotments



8.3c Bradmore Road Allotments



8.3d Belvedere Allotments



8.3e Belvoir Allotments

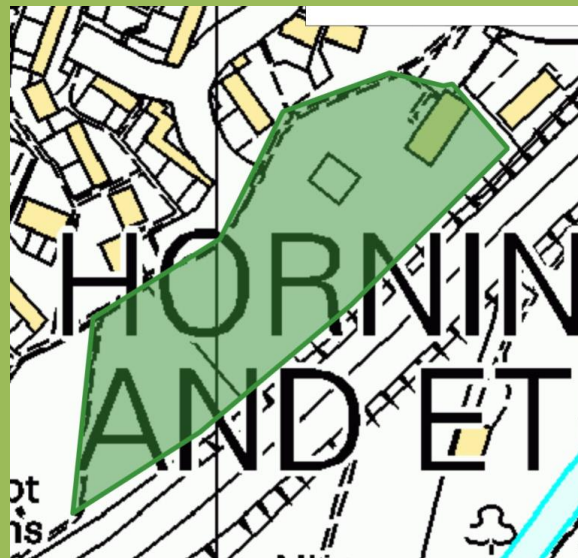


Map 8.4 Eton Recreational Park, Shakespeare Road





Map 8.5 Carver Road Community Park



Map 8.6 – Land adjacent to Boxing Club, Bradmore Road



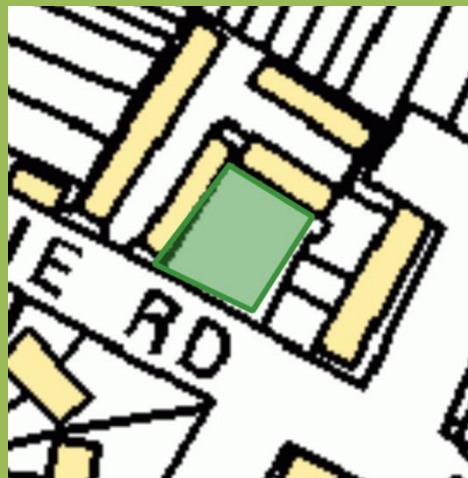
Map 8.7 Dover Road shop green frontage; Horninglow Green, Dover Road



Map 8.8 St Lukes Recreational Park, St Lukes Road



Map 8.9 Land surrounding Addie Road garages



In addition to the list above Horninglow and Eton Parish Council will consult with local residents and consider applying for village green status on locally important green spaces that have no other statutory protection.

The Parish Council will support proposals for the enhancement of the identified local green spaces through developer contributions. In particular, improvements will be sought which benefit local wildlife and support linkages to existing sites such as the Kingfisher Trail and Trent and Mersey Canal, "The Brook", Tutbury Road, and remaining areas of woodland. Proposals supporting tree planting and future management of trees and woodland along major routes such as the Derby Road corridor and on suitable open spaces, as part of the National Forest, will be encouraged.

Ordnance survey licence no: 100054831

**(Neighbourhood Plan Objectives 6, 7, 8, 9 and 15**

**Action 7:**

The Parish Council will also work to identify possible sources of funding for environmental improvements to support parish council existing budgets.

**East Staffordshire Local Plan, July 2006 - Saved Policies**

- CSP4: Urban and Rural Regeneration
- CSP5: Infrastructure and Community Provision
- CSP6 : National Forest
- L2: Landscaping and Greenspace Assessment

**East Staffordshire Submission Local Plan, April 2014**

**STRATEGIC POLICIES:**

- 1 East Staffordshire Approach to Sustainable Development
- 9 Infrastructure Delivery and Implementation
- 23 Green Infrastructure
- 29 Biodiversity and Geodiversity
- 32 Outdoor Sports and Open Space Policy
- 34 Health and Wellbeing



## 6.6 Local Built Heritage



Horninglow Primary School



The Plough Inn, Horninglow Road



- 6.6.1 There are a number of built heritage assets in Horninglow and Eton. Some will have statutory protection (such as Listed Buildings and the Trent and Mersey Canal Conservation Area), but there are also other buildings and structures, which are of significance to local people and these also need protecting. The setting of local heritage assets and views to and from them are also in need of protection.
- 6.6.2 The consultation on Issues and Options indicated that local residents were particularly concerned a range of local heritage assets and these suggestions have been added to the List in Appendix II.

### **Policy HE12 Local Built Heritage Assets**

**Local Built Heritage Assets identified in Appendix II are protected in line with the guidance contained in Section 12 paragraphs 128-141 of the National Planning Policy Framework.**

**All development proposals will be required to take into account the character, context and setting of all Heritage Assets including important views towards and from the Assets as shown in Appendix 11.**

**All new development will be required to be designed appropriately, taking account of local styles, materials and detail (as identified in the East Staffordshire Borough Council Design Guide SPD)<sup>16</sup>.**

**(Neighbourhood Plan Objectives 14 and 15)**

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<sup>16</sup> <http://www.eaststaffsbc.gov.uk/Planning/PlanningPolicy/LocalPlanEvidenceBase/Pages/Environment.aspx>

### **East Staffordshire Local Plan, July 2006 - Saved Policies**

CSP4: Urban and Rural Regeneration

BE1: Design

### **East Staffordshire Submission Local Plan, April 2014**

#### STRATEGIC POLICIES:

1 East Staffordshire Approach to Sustainable Development

24 High Quality Design

25 Historic Environment

#### DETAILED POLICIES

DP5 Protecting the Historic Environment: All Heritage Assets, Listed Buildings and Conservation Areas

DP6 Protecting the Historic Environment: Other Heritage Assets - Undesignated heritage assets

## 7.0 Next Steps

- 7.1 The Submission Neighbourhood Plan, together with all supporting documentation will be submitted to East Staffordshire Borough Council in Summer 2014. East Staffordshire Borough Council will check the Plan and then publish the Submission Neighbourhood Development for a further 6 weeks public consultation.
- 7.2 Following this, the Plan will be subjected to an Independent Examination by a jointly appointed Examiner, to consider whether the Plan meets the Basic Conditions, and also any outstanding objections.
- 7.3 It is likely that the Examiner will recommend further (hopefully minor) changes, before the Plan is subjected to a local Referendum. A straight majority vote (50% of turnout +1) of those on the Electoral Register will be required, before the Borough Council may “make” the Plan. The Neighbourhood Plan will then be used to help determine planning decisions in the Parish alongside Borough Council and National Planning Policies.

## Appendices

### Appendix I

#### Bibliography

Air Quality Progress Report for East Staffordshire Borough Council, ESBC, April 2014

Draft East Staffordshire Borough Integrated Transport Strategy 2013-2031

<http://www.staffordshire.gov.uk/transport/transportplanning/localtransportplan/2013eaststaffordshiredistricttransportstrategy.pdf>

East Staffordshire Borough Council PPG17 Open Space & Playing Pitch Strategy, September 2009

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East Staffordshire Design Guide Supplementary Planning Document, 2008

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East Staffordshire Housing Strategy 2009-14 - Review of Empty Homes Strategy, 2010

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East Staffordshire Local Plan, July 2006 - Saved Policies

<http://www.eaststaffsbc.gov.uk/Planning/PlanningPolicy/LocalPlanCoreStrategy/Pages/AdoptedLocalPlan.aspx>

East Staffordshire Pre-Submission Local Plan, October 2013

<http://www.eaststaffsbc.gov.uk/Planning/PlanningPolicy/LocalPlanCoreStrategy/NewLocalPlan/Pages/SubmissionDraftLocalPlan.aspx>

East Staffordshire Ward Profiles

Horninglow and Eton Park Ward Profiles, East Staffordshire Borough Council, 2011 Census – First Release Ward Population Summary, East Staffordshire Borough Council, 2011

National Planning Policy Framework (NPPF)

Communities and Local Government, March 2012

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/6077/2116950.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf)

Playing Pitch Strategy and the Investment and Delivery Plan for Sport for East Staffordshire

<http://www.eaststaffsbc.gov.uk/Planning/PlanningPolicy/LocalPlanEvidenceBase/Pages/HealthandWellBeing.aspx> )

Staffordshire and Stoke on Trent Structure Plan 1996-2011 “Saved Policies extended beyond 28/9/20

<http://www.staffordshire.gov.uk/Resources/Documents/s/st/StructurePlanExplanatoryMemorandum7802savedpolicie.pdf>

Staffordshire Local Transport Plan 3 (LTP3), 2011

<http://www.staffordshire.gov.uk/transport/transportplanning/localtransportplan/home.aspx>



## Appendix II

### Listed Buildings and Non Designated Heritage Assets

#### Designated Heritage Assets

- The Chestnuts, Grade II 18<sup>th</sup> C farmhouse (List entry ID 1379940)
- Milepost at Royal Oak Inn, Grade II C1828 (List entry ID 1392064)
- Church of St Chad, Grade I c1903 (List entry ID 1038702)
- Pickford’s Bonded Warehouse, Grade II late 19<sup>th</sup> C (List entry ID 1038690)
- Former Hydraulic Power House, Grade II late 19<sup>th</sup> C (List entry ID 1038691)

There is also the course of a Roman Road, “Ryknild Street”, running along the south eastern boundary of the Parish.

#### Non Designated Local Heritage Assets

Post Box – currently decommissioned and to be sited on the corner of Horninglow Road North and Rolleston Road

Work House, Queens Hospital, Belvedere Road

Parish rooms, Rolleston Road

Masters House, Belvedere Road

St Johns Church, Rolleston Road

St Chads Community Centre, Hunter Street

Plough Inn, Horninglow Road

Royal Oak Inn, Horninglow Road

Lansdowne School, Goodman Street

Horninglow Primary School

New Testament Church

## Appendix III

### East Staffordshire Submission Local Plan, April 2014

The Submission Local Plan addresses the spatial and land use implications of economic, social and environmental change and presents a development strategy and planning policy framework that will meet the development needs of the borough's residents over the period 2012-2031.

The following policies are considered to be of particular relevance to Horninglow and Eton Neighbourhood Plan:

#### **STRATEGIC POLICY 1 East Staffordshire Approach to Sustainable Development**

#### **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

New development should be concentrated within the settlement boundary of the Main Towns, Strategic Villages, Local Service Villages and Rural Industrial Estates, as shown on the policies maps.

#### **STRATEGIC POLICY 3 Provision of Homes and Jobs 2012 – 2031**

The Borough Council will provide for 11,648 dwellings over the plan period of 2012-2031.

Provision will be made for 40 hectares of employment land which consists of 30 hectares of new provision B1, B2 and B8 employment land and a continuation of 10 hectares of B1, B2 and B8 employment land.

#### **STRATEGIC POLICY 4 Distribution of Housing Growth 2012 – 2031**

**STRATEGIC POLICY 5 Distribution of Employment Growth 2012 – 2031 (allocations) STRATEGIC POLICY 6 Managing the Release of Housing and Employment Land STRATEGIC POLICY 7 Sustainable Urban Extensions**

#### **STRATEGIC POLICY 9 Infrastructure Delivery and Implementation**

Infrastructure and services required as a consequence of development, and provision for their maintenance, will be sought from developers and secured by the negotiation of planning obligations, by conditions attached to a planning permission, and/or other agreement, levy or undertaking, all to be agreed before planning permission is granted. In order to ensure a co-ordinated approach to the collection of developer contributions, the Council will introduce a Community Infrastructure Levy (CIL). Before CIL is adopted, Planning Obligations will continue to be the basis to secure developer contributions.

#### **STRATEGIC POLICY 12 Derby Road, Burton 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.

**STRATEGIC POLICY 13**

Burton and Uttoxeter Existing Employment Land Policy STRATEGIC POLICY 16 Meeting Housing Needs

**STRATEGIC POLICY 17 Affordable Housing**

**STRATEGIC POLICY 20 Town and Local Centres Hierarchy**

The Borough’s town, local and rural centres will be supported and strengthened to ensure that they continue to be the focus of communities.

**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.

- Calais Road, Horninglow
- Derby Turn, Eton Park
- Horninglow Centre, Horninglow
- Horninglow Road North, Horninglow
- Horninglow Road South, Eton Park

**STRATEGIC POLICY 21 Managing Town and Local Centres**

**Local Centres**

Planning permission for the provision or extension of local convenience shopping facilities in existing local centres will normally be granted provided:

- 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)

**STRATEGIC POLICY 22 Supporting Local Communities**

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.

**STRATEGIC POLICY 23 Green Infrastructure**

Major and Minor Green Infrastructure (GI) corridors throughout the Borough, identified in the East Staffordshire Green Infrastructure Study<sup>18</sup>, connect locations of natural heritage, green space, biodiversity or other environmental interest.

**STRATEGIC POLICY 24 High Quality Design**

**STRATEGIC POLICY 25 Historic Environment**

**STRATEGIC POLICY 26 National Forest**

**STRATEGIC POLICY 27 Climate Change, Water Body Management and Flooding**

**STRATEGIC POLICY 28 Renewable and Low Carbon Energy Generation**

**STRATEGIC POLICY 29 Biodiversity and Geodiversity**

**STRATEGIC POLICY 32 Outdoor Sports and Open Space Policy**

**STRATEGIC POLICY 34 Health and Wellbeing**

**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.

**DETAILED POLICY 1 Design of New Development**

**DETAILED POLICY 2 Designing in Sustainable Construction**

**DETAILED POLICY 5 Protecting the Historic Environment: All Heritage Assets, Listed Buildings and Conservation Areas**

**DETAILED POLICY 6 Protecting the Historic Environment: Other Heritage Assets**

## Appendix IV

### East Staffordshire Outdoor Sport Delivery & Investment Plan

The East Staffordshire Outdoor Sport Delivery & Investment Plan sets out an approach to deliver high quality outdoor sports facilities for existing and future residents of East Staffordshire. Table 1.5 below identifies deficiencies in Burton in junior football, mini football, cricket and youth rugby at the current time, and increases in these deficiencies by 2031. 65.44ha of new playing pitch provision will be required by 2031 in Burton as a result of predicted household growth.

Table 1.5: Summary of surpluses (in black) and deficiencies (in red) of playing pitches

Pitch type	Burton		Rural 1		Rural 2		Uttoxeter	
	Current	2031	Current	2031	Current	2031	Current	2031
Senior football	5.5	2.7	4.5	4.0	-0.5	-1.0	-0.5	-1.6
Junior football	-16.0	-19.2	-1.5	-1.7	1.0	0.8	-0.5	-0.6
Mini football	-40.0	-45.8	0.5	0.5	1.0	1.0	-	-
Cricket	-1.2	-2.1	-3.3	-4.2	0.9	0.8	-0.5	-1.1
Senior rugby	2.0	1.4	-	-	-	-	0.5	0.1
Youth rugby	-2.0	-2.4	2.0	2.0	-	-	-1.5	-1.9

Please note that where there are no figures, there is no demand or provision identified in this area.

#### Football pitches

Latent demand expressed for junior football equating to the need for five junior football pitches is expressed in Burton. This is coupled with a deficiency in the provision of junior and mini pitches. There is some scope to convert senior pitches to cater for this but there is an overall need to secure more access to pitches. Overplay as a result of poor quality pitches is also most significant in Burton.

#### Rugby pitches

Although there is a surplus of senior rugby pitches expressed in Burton this is not during the peak period. Training on match pitches also affects capacity and more realistically there is a small shortfall of pitches both now and in the future. This should be factored into the need to consolidate playing commitments for Burton RFC which currently play across a number of sites across Burton.

#### Cricket pitches

There is a current deficiency of one cricket pitch in Burton, which is further exacerbated in the future.

#### AGPs (Artificial Grass Pitches)

According to the Facilities Planning Model, East Staffordshire has an overall shortfall of 0.3 pitches (0.2 for football and 0.1 for hockey). There is significant demand (both latent and displaced) from hockey to warrant the need for a sand based surface.



**Tennis courts**

*Quality of tennis courts in the Burton area is generally poor.*

**Bowling greens**

*There has been a general decline in the number of bowling greens available in recent years due to a loss at industrial sports and social clubs. Local bowling leagues do not consider there to have been a reduction in participation. The older population in the Borough (aged 65–95+) is projected to increase by 57% by 2031 which is significantly higher than other age proportions in the Borough.*

**School pitches**

*In the majority of instances, where pitches are available and in use, access to school changing accommodation is limited or non-existent.*

**Sports specific objectives****The study recommends the following:**

**Football** - *Current level of provision to be maintained and protected. Where there is current spare capacity or surpluses, senior pitches should be retained and where possible, converted to junior and mini pitches.*

**Cricket** - *Current level of provision to be maintained and new pitches to be sought to ensure that clubs have access to two pitches (as demand requires).*

**Rugby union** - *Current level of provision to be increased to meet the identified deficiencies in pitches.*

**Hockey** - *Current level and quality of provision to be maintained and considered as the minimum level of provision.*

**Tennis** - *Protect existing actively used courts, any loss of unused courts and S106 contributions from new development are used to improve the quality of remaining courts/ancillary facilities.*

**Bowls** - *Protect existing actively used greens, any loss of unused greens and S106 contributions from new development are used to improve the quality of remaining courts/ancillary facilities.*

*The East Staffordshire Borough Council PPG17 Open Space & Playing Pitch Strategy, September 2009<sup>17</sup> is the Strategy for open spaces, sport and recreational provision in East Staffordshire.*

*Sport specific objectives include the following:*

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17

<http://www.eaststaffsbc.gov.uk/Planning/PlanningPolicy/Documents/EvidenceBase/HealthandWellBeing/OpenSpaceandPlayingPitchStrategy.pdf>

**Football** - Current level of provision to be maintained and protected

**Cricket** - Current level of provision to be maintained and further pitches may need to be sought in the future to ensure that all clubs have access to two pitches.

**Rugby union** - Current level of provision to be increased in the future to meet the identified deficiencies in pitches expressed by Burton RFC.

**Hockey** - Current level and quality of provision to be maintained and considered as the minimum level of provision.

**Athletics** - Current levels of provision to be maintained.

**Tennis** - Improve the quality of courts in the Burton area

**Typology specific objectives:**

#### **Natural and semi-natural greenspace**

The aspiration for natural greenspace provision is to improve access and quality in the rural areas and provide new provision in Burton as a priority.

Provision of new sites (minimum two hectares), one in East and one in West Burton, with priority given to the Horninglow and Winshill residential areas. This could be achieved by making existing natural areas formally accessible or increasing the “naturalness” of existing areas of formal open space (e.g. through woodland planting in partnership with the National Forest Company).

#### **Green corridors**

Continue to develop and support community involvement in the management of green corridors.

#### **Amenity greenspace**

All sites to be retained. The aspiration for amenity greenspace is to improve quality. All sites falling below 40% quality threshold should be increase to high quality.

Work to create more functional and visually attractive amenity greenspaces through, for example, provision of seating and/or landscaping.

#### **Provision for children and young people**

The aspiration for equipped children’s play provision is to increase the quality and value of all provision.

#### **Allotments**

The aspiration for allotments is to provide new provision to meet current and future demand.

**Summary of open space accessibility standards set within the Open Space Assessment Report.**

Table 10: Summary of open space accessibility standards set within the Open Space Assessment Report

Typology	Street survey	East Staffordshire
Allotments	Majority of users would accept a 10 - 15 minute walk to access provision.	All residents to be 15 minute walk time of high quality allotment provision.
Amenity greenspace	Majority of users would accept up to a 10 minute walk to access provision.	Given the variation in the type of site included within this typology e.g., for example, recreation grounds which serve quite a different purpose to grassed areas in housing estate which provide a visual break around development or small scale opportunities for play/relaxation, no accessibility catchment is recommended.
Cemetery/ churchyard	Majority of users would accept up to a 15 minute walk to access provision.	Not recommended as provision is driven by burial capacity rather than accessibility.
Civic space	Majority of users would accept up to a 15 minute walk to access provision.	Not recommended as no provision is identified in East Staffordshire.
Green corridors	Majority of users would accept up to a 15 minute walk to access provision.	Not recommended due to linear nature of provision.

Typology	Street survey	East Staffordshire
Natural/semi natural greenspace	Majority of users would accept up to 30 minutes drive time.	All residents to be at least 20 minute drive time of high quality nature areas.
Parks and gardens	Majority of users would accept up to a 15 minute walk to access provision.	All residents to be 15 minute walk time of high quality parks provision.
Provision for children & young people	Majority of users would accept up to a 15 minute walk to access provision. Although there is not significant differences between 5, 10 and 15 minute walk time.	All residents to be 10 minutes walk time of high quality children's play areas, and 15 minutes walking time of provision for young people/teenagers.



For further information on the contents of this document please contact:  
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