



Proposed 26 no. Dwellings

Land off Shobnall Street
Burton Upon Trent
Staffordshire.

Heritage Statement

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Heritage Statement

Introduction

This Heritage Statement has been prepared by Urban Designs Ltd, on behalf of Fitzpatrick Cruise Construction and accompanies a Full Planning Application. The application is for the erection of 26 no. dwellings with ancillary works. The application site address is Land off Shobnall St, Burton Upon Trent, Staffordshire, DE14 2HE.

The application site lies within close proximity of Shobnall Marina conservation area, which is located along Shobnall Road.

Location

The application site is within the development boundary of Burton Upon Trent and is accessed of Waverley Lane to the north of the site and lies outside of the conservation area.

The southern taper of the site lies at the corner of Shobnall Road and Shobnall Street.

Shobnall Marina is located approximately 40m away on the opposite side of Shobnall Road southwest of the application site.



Map showing proximity of proposed site with Shobnall Marina conservation area.



Aerial view showing proximity of proposed site with Shobnall Marina conservation area..

The Conservation Area

Shobnall Marina is within the conservation area and is on private waters off the main canal system. It is one of many Marina's that lie along the Trent and Mersey Canal.

The Marina was opened in 1973 by the Hines family who ran Jannel Cruisers in the tiny part that is left of Shobnall Basin and who still own the Marina. They took over the disused Bond End Canal, a derelict area, to create what is now Shobnall Marina covering all aspects of boating. The Marina offers moorings (long and short term), dry docking, engineering, welding, chandlery and most recently, a café.

A history of the Bond End Canal can be viewed on the Jannel website.

Impact of proposed works

The proposed scheme has no direct visible impact on the Conservation area as it is obscured by the trees and the hedge from the waste disposal site, which neighbours the Marina. The proposed sits behind the 3 storey dwellings on the corner of Shobnall Road and Jennings Way which dominate the view from Shobnall Marina. Shobnall Road separates the proposed site from the conservation area. The section of Shobnall Road is raised to enable traffic to pass over the bridge over the canal and the former railway line which crosses the proposed site. This in effect creates a visual break between the site and the conservation area

The Sectional diagram on the following pages show the relationship between the new 2.5 storey dwellings of the proposed development, Shobnall road and the waste disposal site. It is clearly demonstrated that the scale and massing of the proposed development does not overshadow the waste disposal site and the Marina.

There is no direct access from the application site to Shobnall Marina, both sites are physically separated by Shobnall Road. The only access to the scheme is from the north of the site from Waverley Lane.



Proposed Site Layout Plan showing proximity with Conservation Area.



View 1 taken from Shobnall Road.



View 2 taken from Shobnall Road of 3 storey dwellings adjacent to application site.



View 3 taken from Shobnall Road at entrance to Shobnall Marina illustrating level difference.



View 4 taken from rear of Shobnall Marina towards Shobnall Road illustrating how Application site is obscured from view by neighbouring trees and boundary hedge.



Illustration showing view from Shobnall Marina of proposed roof line obscured behind trees and boundary hedge .



Illustration showing level difference between Shobnall Road, existing dwellings and proposed scheme.



Illustration showing level difference between Shobnall Road and proposed dwellings.

Conclusion

The site is physically separated from the conservation area by the raised section of Shobnall Road. At most there will be glimpsed views of the roof tops from the conservation area which will likely to be masked by existing and proposed landscaping. As such it is considered that the proposed will have minimal impact and will not cause harm to the conservation area.

