

Bargates

Burton upon Trent



Development Brief

November 2009

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Introduction & Background

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1.1 Purpose of the Brief

This Development Brief has been prepared by East Staffordshire Borough Council to guide the redevelopment of the Bargates opportunity site in Burton on Trent town centre. The brief has been prepared to provide guidance to landowners, developers and their design teams in achieving the council's objectives for the site.

It is intended that the brief will inspire developers to create a new development appropriate to the location and setting. This document sets the parameters for any scheme and is the starting point for a dialogue between developers and the council with a view to securing early redevelopment.

Bargates is an important site close to the heart of the town centre, adjacent to a major and historic eastern gateway alongside the River Trent Washlands, and the town centre Conservation Area. Only the highest quality of development will be appropriate. The brief describes the context for the development, the site today and the influences on development. A design framework is put forward to guide the layout and structuring of the development, as well as more detailed guidelines on architectural treatment, materials, colours and landscaping. The brief also illustrates three alternative approaches to redevelopment that are broadly consistent with the design framework. The options have been prepared to test the principles put forward by the brief. The brief will be consulted upon and the final version issued to encourage interest in development of the site.

1.2 Status of the Brief

The Brief is issued for guidance and will be adopted by the Council in due course after a period of public consultation. The purpose of the Development Brief will be to assist with the determination of planning applications affecting the site. It is a statement of objectives for the site and may be subject to periodic updates when required.

1.3 A New Riverside Quarter

Bargates is a unique and special site. It is the largest redevelopment opportunity in the town centre and presents an opportunity to accelerate the town's resurgence and create a place to live, work and visit. The council wishes to see the comprehensive redevelopment of the site to an overall master plan that secures the highest quality development, responding to the proximity to the town centre. Development should include a mix of uses that restore activity along the High Street and create a new active frontage to the riverside for people to enjoy. The site is highly visible on the approach to the town and development should reflect this prominence.

1.4 Bargates

Bargates is around 2.83 hectares (7 acres) in extent and includes the former Riverside Shopping Centre which is vacant and derelict, a public park on the Trent riverside and an area of open space adjacent to Burton Bridge. There are few constraints affecting development. There are some legal rights of access across the site, including those to a water well associated with the former brewery on the site, and to properties on Bridge Street alongside the site, and Tree Preservation Orders (TPOs) affecting several trees on the High Street, however the Council has indicated that subject to a high quality proposal the felling of these trees may be permissible. There are traffic capacity constraints on High Street that will also need to be considered. The redevelopment of the site must retain access to the Meadowside Leisure Centre and provide a target of 150 publically accessible parking spaces.

1.5 Objectives for the Development

Ten key objectives will guide the development, to:

- 1 deliver an outstanding high quality development fitting of the special location;
- 2 achieve an appropriate mix of uses that contribute to a vibrant and active town centre;
- 3 respect and respond to the unique setting of the River Trent and exploit the opportunity for views out of the development and for into the town across the river;

- 4 respect the historic High Street setting with appropriately scaled and designed new buildings;
- 5 ensure the proposals are accessible to all and the impacts of cars are acceptable on the road network;
- 6 encourage access to and enjoyment of the riverside;
- 7 ensure the development is attractive, safe and secure;
- 8 achieve appropriate environmental sustainability standards;
- 9 deliver jobs and new economic opportunities for the town; and
- 10 create a new visitor focus for the riverside and town centre.

1.6 Structure of the Brief

The brief is presented in 9 sections.

- **Sections 1 - 4** consider the background and context of the site and the influences on development;
- **Sections 5, 6 and 7** provide the Design Framework and Land Uses, within which proposals should be prepared; and **Section 8** considers phasing priorities;
- **Section 9** illustrates three potential approaches to the redevelopment of the site; and
- **Section 10** provides guidance on planning applications and obligations.

1.7 Contacts

All contacts with regard to this brief should be addressed to:

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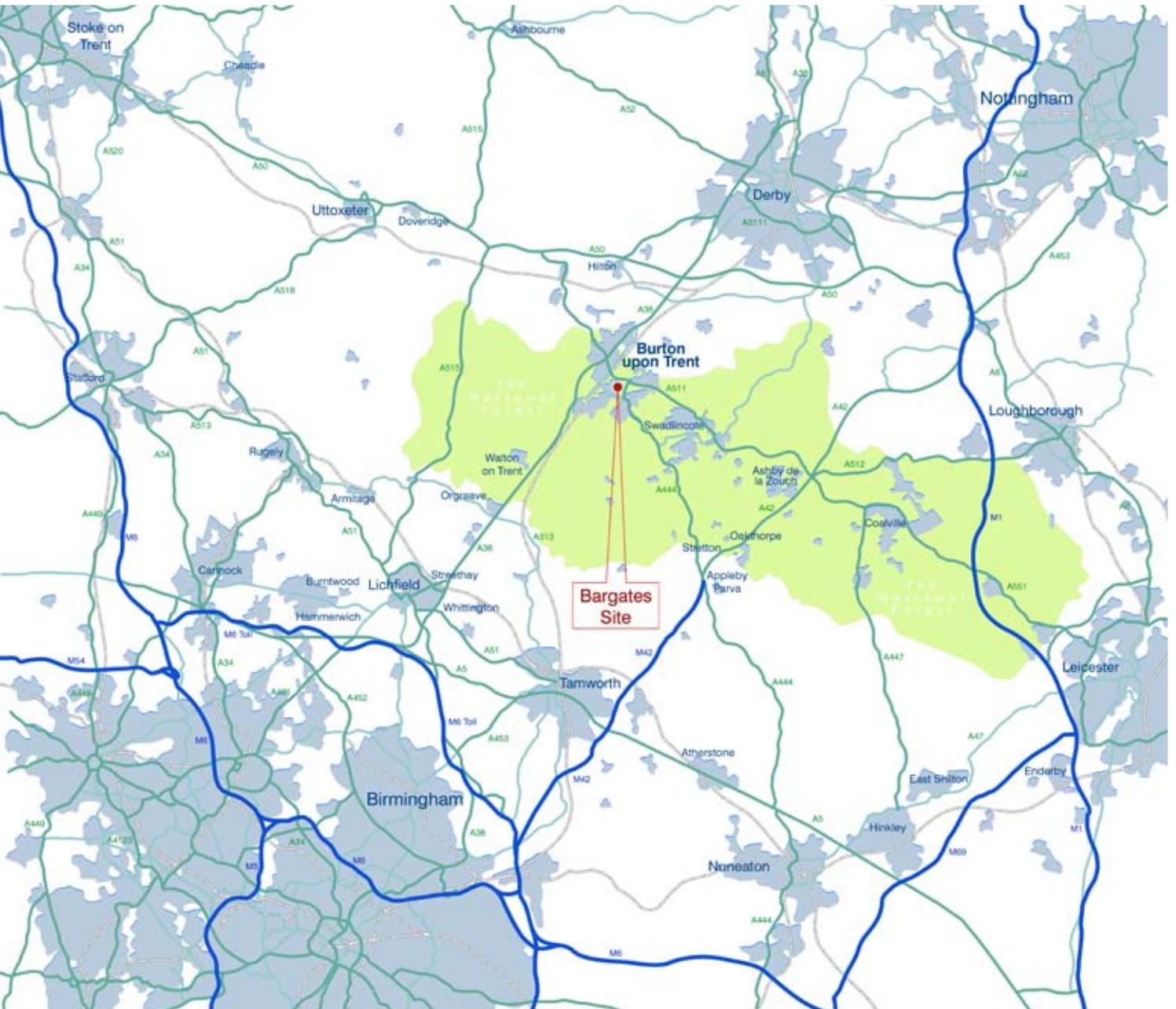
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View of Burton Bridge from the site



Strategic Location in the Midlands



Market Square, Burton upon Trent

Burton upon Trent Today

02

2.1 The Borough and Town

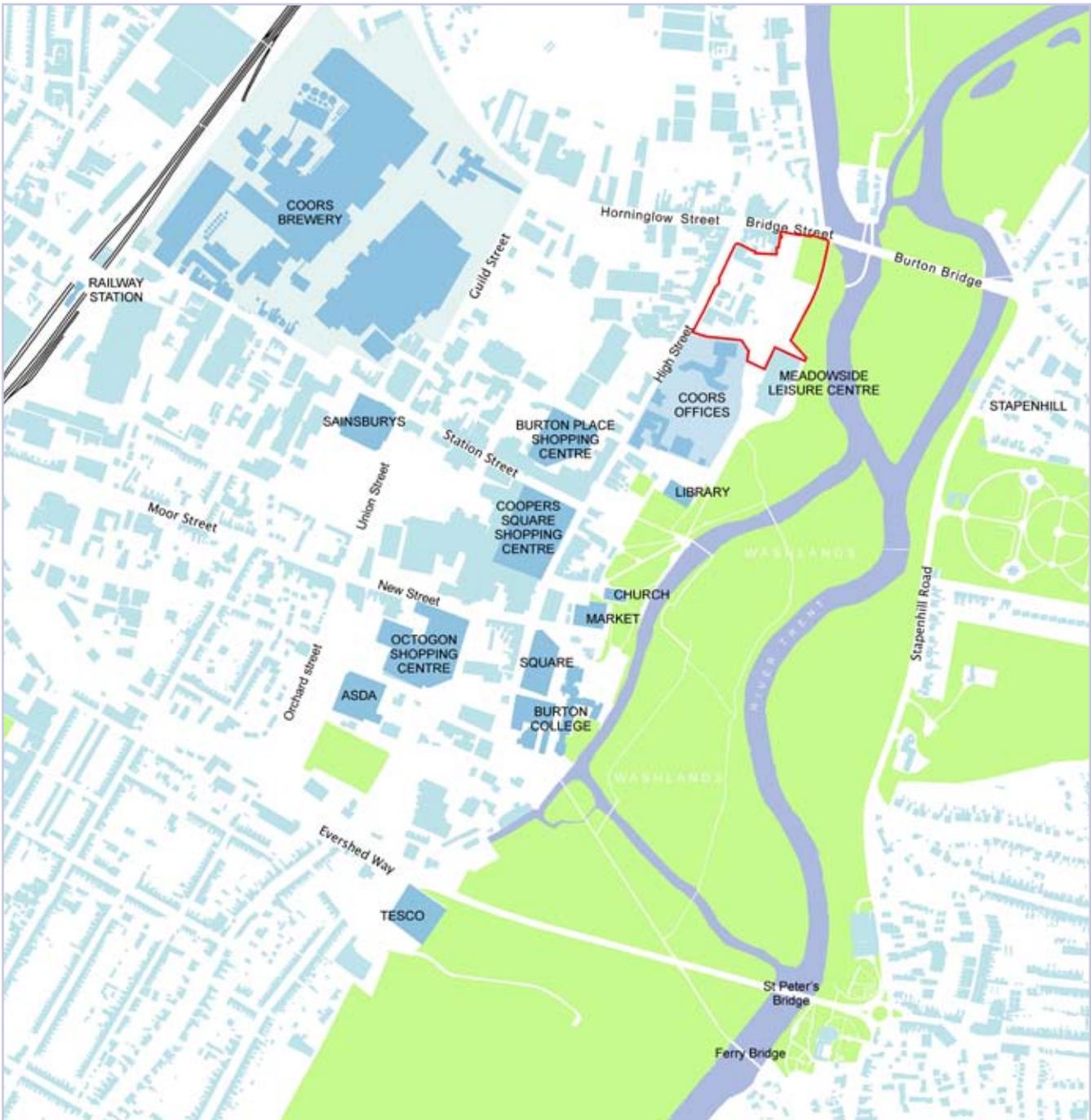
East Staffordshire is an exceptionally attractive place in which to live and work. The Borough has a rich natural and historic heritage within its countryside, towns and villages.

It has a diverse urban and rural economy that has undergone a significant period of economic restructuring. It has also enjoyed a period of economic growth, with employment growing by 20% since 1988, outstripping its neighbours elsewhere in the West Midlands region. The local economy, however, has a continued reliance on manufacturing and lower value services. Wages are also generally below the regional and national averages. Major new investments around the town have begun to re-position the borough, such as Centrum Business Park off the A38. Burton upon Trent is also the location of the planned English National Football Centre due to be opened in 2010.

Burton upon Trent is the largest settlement in the borough with a population of nearly 65,000 people; Uttoxeter is the next largest settlement. Burton straddles the River Trent and grew up around the historic crossing point. The town is synonymous with brewing and it was the unique qualities of the calcium rich waters in aquifers beneath the town that fuelled its growth as a centre for brewing. The industry grew rapidly in the early 19th century from individual domestic scale businesses to a national and international industrial complex, with the town built alongside the breweries. It remains a major industry in the town, however the extent of breweries has rationalised in recent years with land being redeveloped for retail and other developments. As the major centre of population Burton upon Trent has an important sub-regional economic role as a centre for employment and commerce, as well as being an attractive place to live and visit.



Bridge Street adjacent to the site



The Site and Features of the Town Centre

2.2 Growing Burton

Burton upon Trent is one of several growth points announced by the Government in December 2005. The Growth Points initiative is designed to provide support to local communities who wish to pursue large-scale and sustainable growth, including new housing, through a partnership with Government. Burton upon Trent was selected in the first round of Growth Points, and the authority is working with Government to deliver significant new housing growth in the period to 2016 to boost the area's competitiveness and long-term economic prosperity.

Local partners' ambitions for East Staffordshire include:

- an additional 5,000 high quality homes by 2016 with a further 7,000 by 2026;
- development of 200 hectares of high quality premium employment land attracting high value industries;
- a comprehensive Area Action Plan for Burton upon Trent Town Centre stimulating new urban living vision and employment opportunities; creation of a "professional" community;
- improvements to key gateways, ensuring that the area is renowned for its beautiful green spaces and quality developments; and
- preserve the rural nature of the borough through enhancement of natural environment, green spaces, canals and rivers.

2.3 The Planning Context

The planning policy context for East Staffordshire is provided by West Midlands Regional Spatial Strategy (RSS) and the saved policies from the Staffordshire and Stoke on Trent Structure Plan and saved policies of the East Staffordshire Local Plan. The RSS was adopted in 2008, and is currently being updated. Burton on Trent is identified as one of the 'Settlements of Strategic Development' where housing growth is concentrated, and Policy CF3 identifies some 13,000 new homes for the Borough to 2026 of which 11,000 are within Burton upon Trent. The Panel reported in September 2009 on the strategy and the Secretary of State's changes are expected in the autumn of 2009.

The East Staffordshire Local Plan 2006 remains the relevant development plan and was adopted in 2006. The Core Strategy: Issues and Options was published in 2007 and provides for the period to 2026, and identifies a number of challenges for the town centre, including continuing to strengthen local shopping, concentrate on previously developed land and provide housing in the town centre. Preparation of Strategic Options is likely in Spring 2010.

The Burton upon Trent Town Centre Area Action Plan (AAP) is being prepared and the Preferred Options were consulted upon in 2008. Bargates is an important site identified for retail and residential development.

The adopted East Staffordshire Design Guide was prepared in 2008 and provides a strategic guide to improve development.



Bargates Today

03

3.1 Location in the Town

Bargates is located on the northeastern part of the town centre, near the junction of High Street and Horninglow Street and overlooking the River Trent where it is bridged by the historic Burton Bridge, a main gateway into the town centre. High Street continues southwards, parallel with the river and intersects with Worthington Way and Station Street which are part of the main retail area of the town centre. The HQ offices of Coors Brewery are located to the south of the site. Further to the south is the Market Square and Market Hall.

To the east of the site are the River Trent Washlands and the River Trent with the community of Stapenhill on the far side of the river. The High Street has a variety of commercial uses including shops and restaurants, and small business premises. Horninglow Street and Bridge Street have a number of historic properties and uses including the Burton Bridge Brewery / public house, offices and the Three Queens Hotel.



Burton Bridge looking west



Burton Bridge looking east towards A511 / A444 junction



1



2



3



5



- 1 Site looking northwards along the flood defence wall
- 2 Site looking westwards to leisure centre car park and service area
- 3 Site looking southwards over open space
- 4 Site looking south from bridge
- 5 View of existing Riverside Centre's elevation to Meadowside Drive







- 1 Looking east to the site across the Washlands
- 2 View from the east towards the listed brewery tower
- 3 Boat houses on the River Trent opposite the site
- 4 View across the washlands from the east looking at the library and brewery tower





3.2 Site Boundary and Extent

The site boundary is defined by the extent of the development opportunity area. To the south the boundary is formed by Meadowside Drive and the existing Coors office site, and the boundary of the Meadowside Leisure Centre. Beyond the Coors site is the library, and St Modwen's churchyard which leads through to Market Square.

The western boundary is to the High Street and the northern boundary is along the backs of historic properties on Bridge Street, and an area of open space at the point where the footpath/cycleway goes beneath the Burton Bridge. The eastern boundary is to the River Trent and Washlands, and is formed by the low flood defence wall.

The site area extends to 2.83 ha (7 acres).



Riverside Centre on the right fronting onto High Street



Meadowside Leisure Centre immediately adjacent to Bargates Site

3.3 Site History

The site is located at the historic crossing of the River Trent at the intersection of Bridge Street/Horninglow Street and the High Street. It remained largely undeveloped until the 17th century.

Early development is shown in Wyatt's Map of Burton upon Trent from 1760. It shows the High Street and Horninglow Street junction. High Street forms a continuous row of narrow fronted properties on deep plots running down to the Burton Hay or today's Washlands. The Burton Bridge is evident as are the buildings flanking the approach to the bridge. The pattern of burgage plots remains remarkably intact on the western side of the High Street.

From the late 18th Century the site became dominated by a complex of breweries. These included the premises of Thomas Salt and Company, the Burton Brewery and smaller premises including those of Joseph Nunnolley fronting onto Bridge Street. Immediately South of the site were breweries of Alsopp's Old Brewery and Bass's Old Brewery. The brewery complex is evident in the OS plan of 1870.

The High Street frontage was retained largely intact until the redevelopment of the site for the Riverside Shopping Centre in the 1960s, when the site was cleared and High Street widened.



1760 map



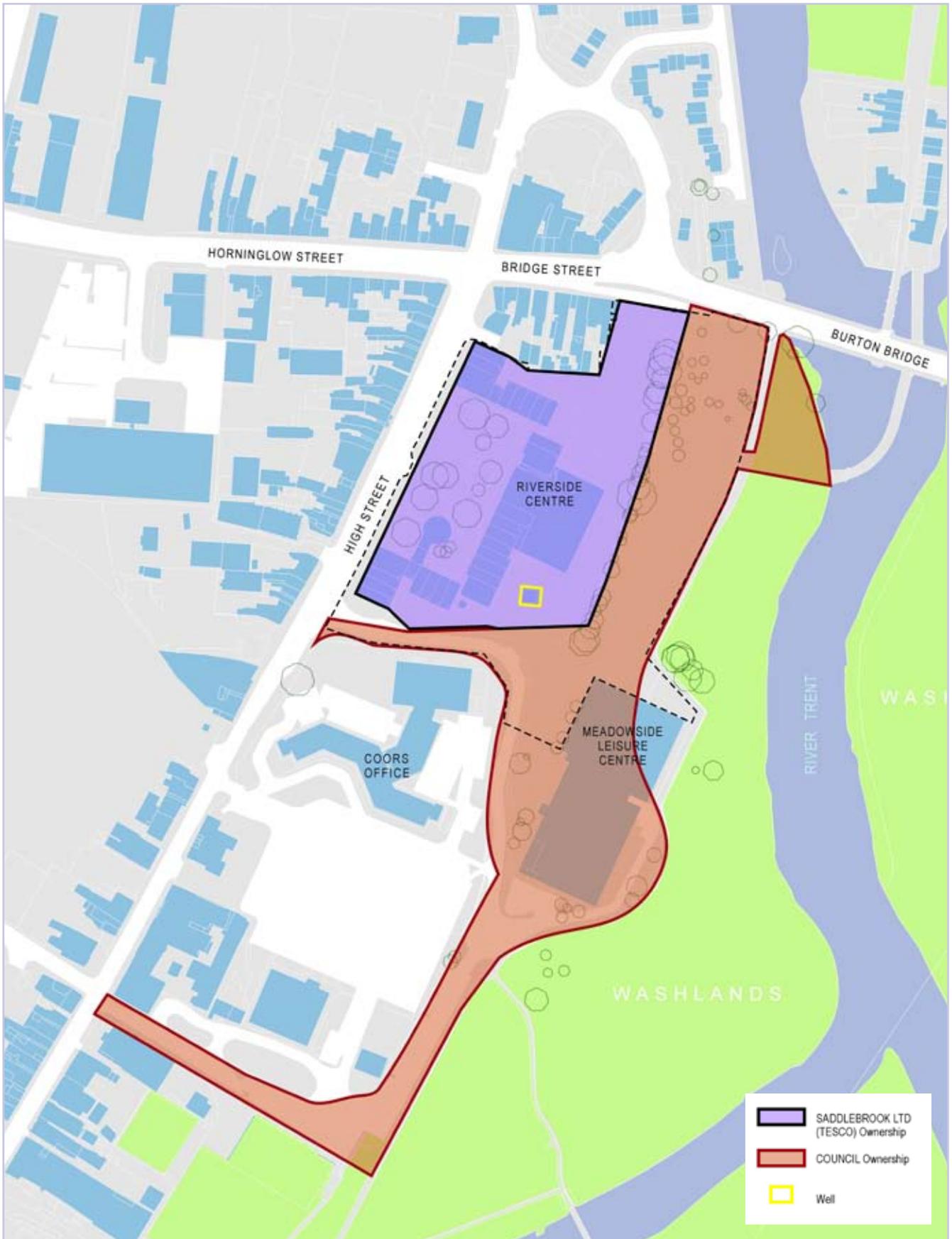
1840

A History of the County of Stafford: Volume 9, Nigel J. Tringham (Editor)



Late 1860s

A History of the County of Stafford: Volume 9, Nigel J. Tringham (Editor)



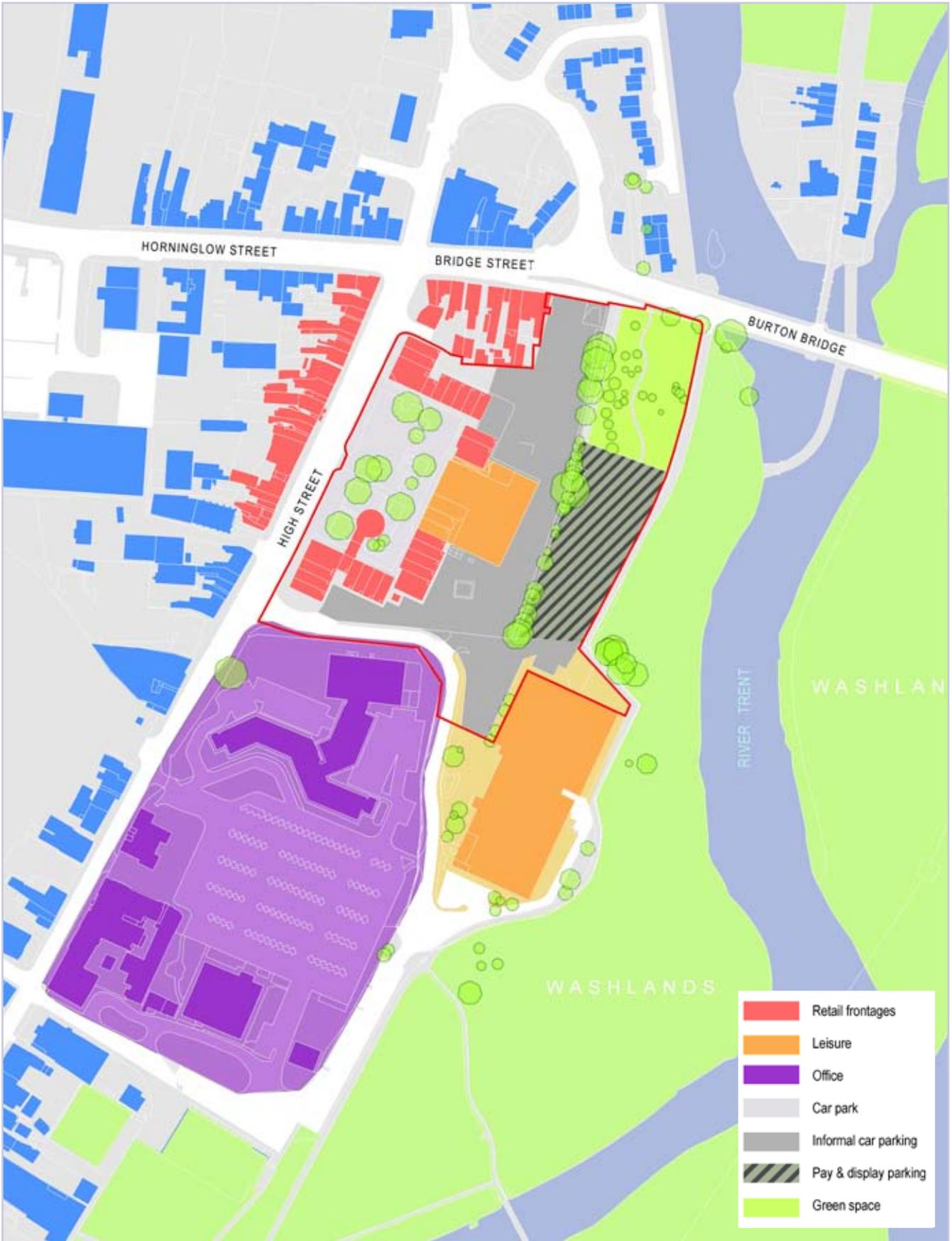
3.4 Land Ownerships

The Riverside Centre itself is in the ownership of Saddlebrook Ltd (Tesco), and all the existing units within the centre are vacant.

The Council is also a principal owner and controls the car park, open space area and the Meadowside Leisure Centre. Meadowside Drive is adopted to the Leisure Centre roundabout.

A water well is located to the south of the Riverside Centre. Coors have easement rights across the site to access the well, which will need to be provided for in the scheme.

There are a number of other easement and access rights, details of which can be provided by the Council.



3.5 Existing Uses and Buildings

The site splits into two halves. The western part of the site is occupied by the former Riverside Shopping Centre which dates from 1964. This comprises a C-shaped complex of two-storey, flat roofed, concrete framed buildings with infill panels of blue-grey brick. To the rear is a large brick building that housed a bowling alley. None of the existing buildings are of any historic or architectural value and it is anticipated that they would be demolished to make way for comprehensive redevelopment of the site.

On the High Street face the shopping centre has two ranges that enclose a central courtyard with large, established trees (which are subject to TPOs) and a public car park. There are also extensive informal parking areas laid out around the shopping centre and behind

properties on Bridge Street.

There is a strong remaining hedge, mainly of trees, to the east of the Riverside Centre, which formerly marked the extent of the Hay Wharf and railway sidings that served the brewery complex (see figure opposite and photograph below). To the east of that is a council public car park providing around 180 spaces. To the north of that is a small green square of open space and ornamental trees at the point at which the footpath runs beneath the bridge to Derwent Close beyond.

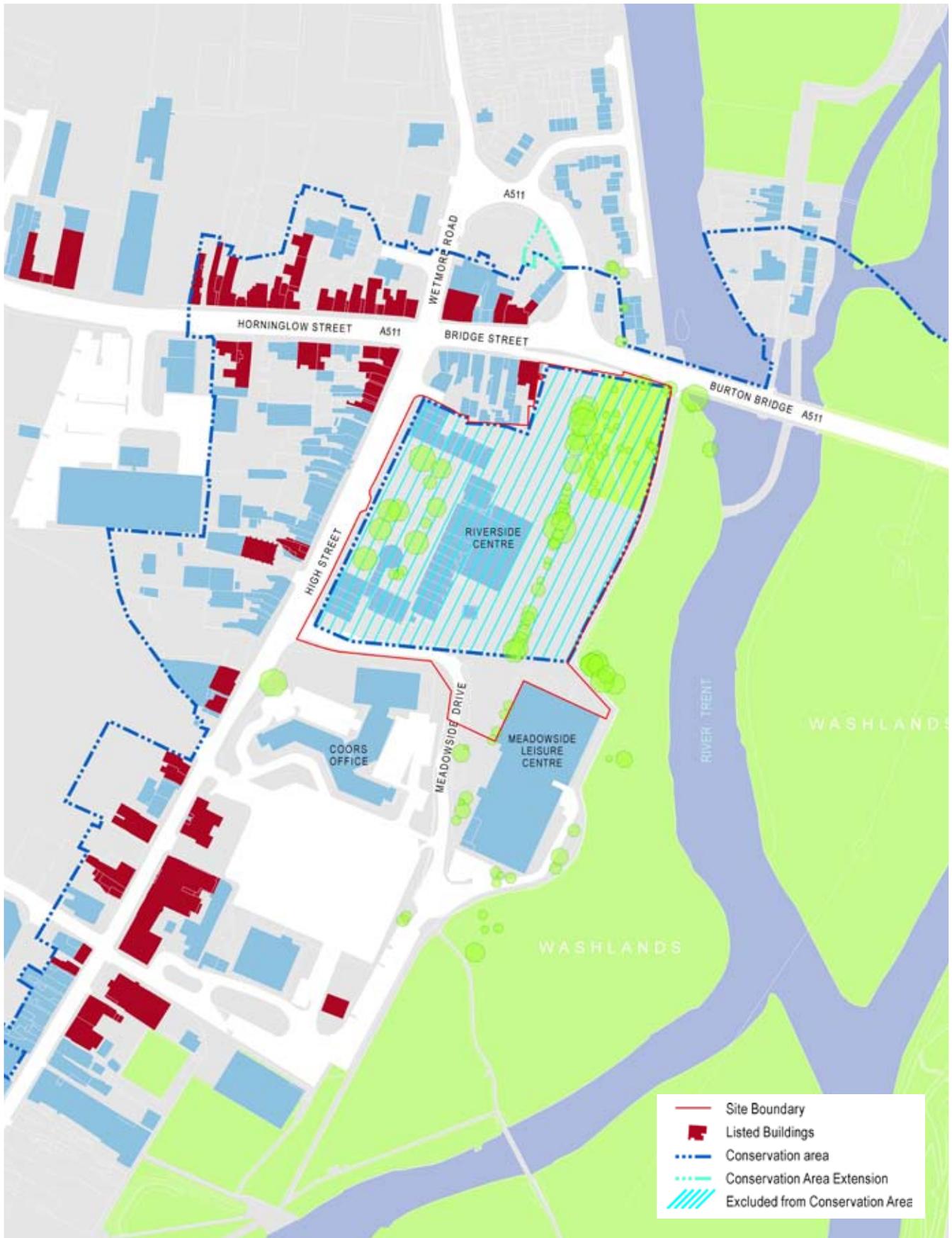
The Meadowside Leisure Centre is located immediately to the south of the site, and patrons use the riverside car park, and access to the centre is via Meadowside Drive. The requirements for access and parking at Meadowside are considered in section 4.11 of this brief. The headquarters offices of Coors are located to the south of the site and screened by a wall and a bank of trees.



Hedge formally marking the extent of Hay Wharf



Meadowside Leisure centre



Influences & Considerations

04

4.1 Historic Environment

Parts of the site are within the Burton No. 2 and 3 Town Centre Conservation Area. These were first designated by the Council in May 1990 and encompass an area of the River Trent floodplain and Washlands as well as the historic core of the town centre.

The general built form character of the Conservation Area is defined by deep reddish brown brick buildings of varying quality and appearance representative of the period during which they were built. The majority of buildings are three storey occasionally interspersed with smaller buildings. Several are likely to have their origins as 17th Century timber framed structures refaced with 18th and early 19th Century brick frontages. A number of buildings feature brickwork detailing which is distinctive to Burton. This adds richness and character to the town centre.

The Conservation Area comprises a number of zones, parts of which cover the site. The Horninglow Street Bridge Street zone is characterised by attractive groups of buildings framing both sides of the open and wide streets, particularly at the intersection with High Street. The zone encompasses the historically important and visually attractive group of shops along the west side of High Street as far as 97 High Street. These properties face onto the site. There are also 23 listed buildings in Zone 1, the majority of which are located around the junction of High Street and Bridge Street. They are an important feature at the northern edge of the town centre and signal entry into the town centre. Particular care must be taken to respond positively to the character, scale and setting of these buildings when the Bargates site is redeveloped.





The remainder of the site largely falls within Zone 3 which covers the northern end of the High Street. The zone includes the Coors site and a long row of older red brick period buildings containing mainly shops and restaurants which front the High Street. There are 4 listed buildings within Zone 3, which include the offices of the Burton Mail (No.65-67 High Street) and the Riverside Church. Again care will be needed to ensure that the character and setting of these buildings is enhanced through the redevelopment of the site.

Traffic volumes and late 20th Century infill, namely the Riverside Centre, mar the appearance of the Conservation Area. Redevelopment of the site therefore offers an excellent opportunity to create a more sensitive approach to the historic setting of the Conservation Area and establish an attractive gateway to Burton upon Trent town centre.



Former Brewery Water Tower



4.2 Washlands

The Washlands provides an important setting for the town. The character of the Washlands is strongly influenced by the course of the River Trent, which has created a low, level flood plain with river meadows, grasslands, wetlands and woodlands. The landscape is characterised by a number of islands formed where gravel deposition over time has blocked the river channel causing the watercourse to splinter into separate channels. There is extensive flora and fauna and the area is well-used for formal and informal recreation.

The proximity of the site to the Washlands is a major opportunity. The Washlands have significant amenity value with attractive views from the site across the River Trent. The Washlands provide a strong setting for development as well as providing opportunities to enhance access to the riverside. As the Washlands is an active flood plain development proposals will need to take account of the extent of that flood plain area. Development proposals must also protect against changes to the ecological and landscape character of the Washlands.





4.3 Access, Movement and Circulation

The site is located at the junction of two major routes within the town centre; Horninglow Street/Bridge Street and High Street, but these routes are subject to peak hour congestion. It is therefore important that the site is accessible by walking, cycling and public transport and further impacts on the congested local road network are limited.

Vehicular access

The site is accessed from High Street via Meadowside Drive. It is located close to the crossroads between High Street, Bridge Street, Wetmore Road and Horninglow Street. This is a key junction within the town centre where routes from Uttoxeter to the west and Coalville and Leicester to the east meet. Bridge Street (A511) is one of the main arterial routes into Burton upon Trent. The crossroads is signal controlled and includes pedestrian crossings on each of the four arms. It links into the Wetmore Gyratory which provides access onto the strategic road network from the site via the High Street.



Service access from High Street

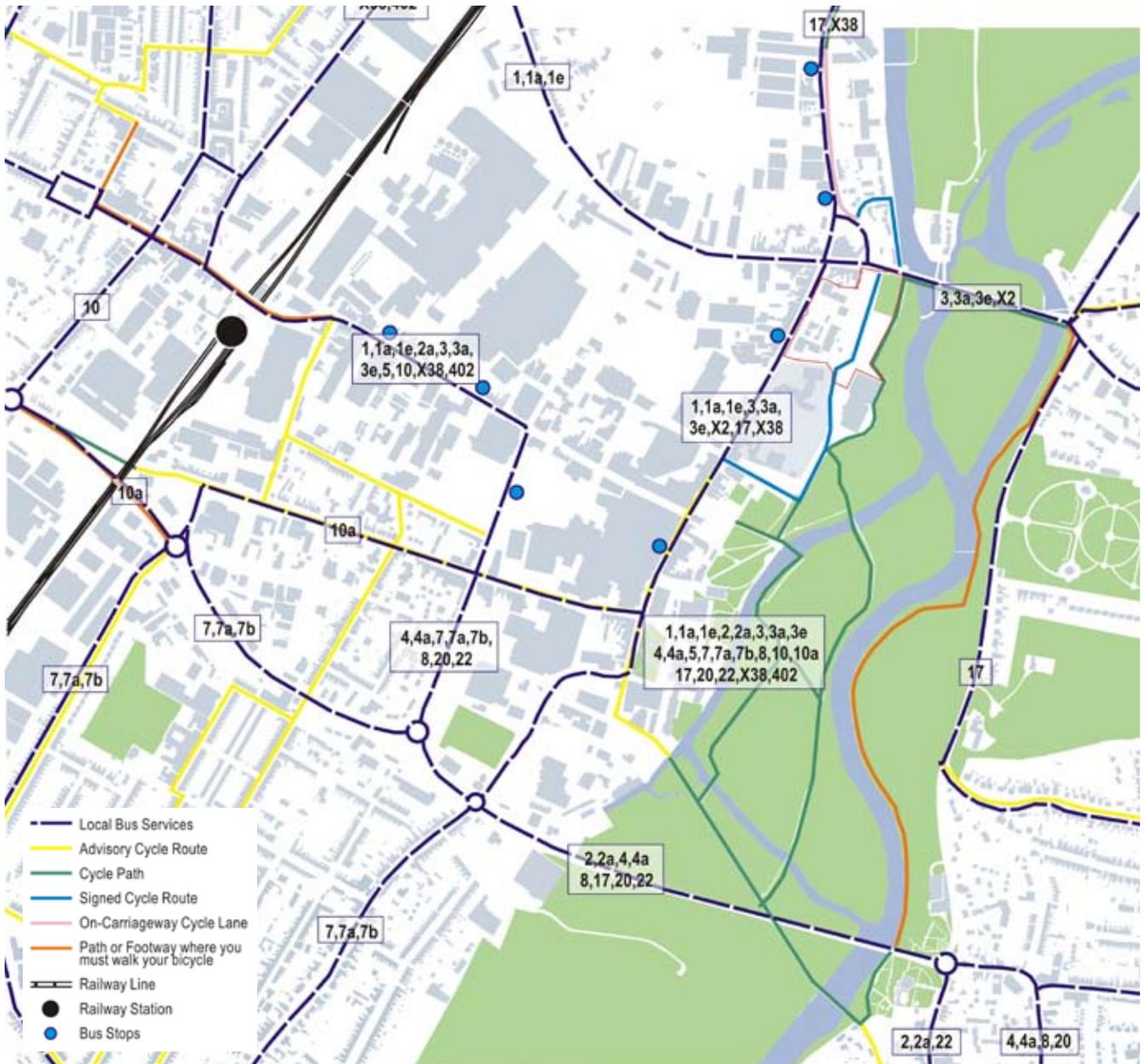
Bus

Currently, nine commercial bus services operate along the High Street which are listed below. This provides a high level of public transport accessibility to the site from Burton and its surroundings. Development proposals must maintain and enhance this accessibility ensuring that public transport users have direct and convenient access between stops on High Street and the site.

- 1, 1a and 1e to Uttoxeter,
- X2 to Coalville and Leicester
- 3, 3a and 3e between Stretton and Ashby
- 17 between Beech Inn and Winhill
- X38 to Derby



Pedestrian and cycle access off Bridge Street



Bus and Cycle Routes

Walking/Cycling

A public footpath and cycleway, Hay Walk, runs north/south between the site and the edge of the Washlands. It takes an indirect route around the existing buildings on the site and the alignment could be improved as part of redevelopment proposals.

It will be important to include safe, well designed and permeable links for pedestrians, cyclists and mobility impaired through the site and particularly from High Street to the Washlands. Pedestrians and cyclists should be afforded priority over vehicles, at key junction and access points for example, and facilities such as secure cycle storage should also be provided. A clear waymarking strategy should also enhance patterns of movement between the town centre, the site and the Washlands.

Transport Assessment

In preparing proposals for the site early contact with the Highways Authority is advised. A Transport Assessment (TA) in accordance with the DfT's Guidance on Transport Assessments will be required. The TA must detail the impact of the proposed development providing details



Cycle route to Burton Bridge

of proposals to encourage non-car modes of travel including supporting the potential for trips to be made by walking, cycling and public transport.

The TA should also consider the impact of the development on the local and strategic highway network including the A38. Particular consideration must be given to the impact of the development of the Wetmore Gyratory, High Street and Burton Bridge.

A Travel Plan will also be required in support of the development. This should have regard to the DfT's Guidance on Making Travel Plans Work. The Travel Plan should clearly demonstrate the sustainable travel approach for the site stating how it will be promoted, implemented and monitored to ensure compliance with any mode split targets agreed with the Local Planning Authority.

In summary, the Transport Strategy for the Bargates site should address the following:

- the provision of a permeable and logical pedestrian/cycle linkages through the development that are safe and convenient for all users, and which connect with the surrounding network of streets and footpaths;
- how the relationship between the site and the existing public transport network has been exploited;
- Investigate a range of measures aimed at limiting the impact of vehicles on High Street and the Wetmore Gyratory;
- the most appropriate form of traffic control giving access from the site onto High Street; and
- the potential impact in the closure of Worthington Way to through traffic and its potential effect on High Street within the context of the AAP.

4.4 Services and Well Head

There are existing services running near and across the site. The main 11kV power lines run along High Street with low voltage lines feeding existing buildings on the site and following Meadowside Drive to serve the Leisure Centre. Underground phone cables also serve existing properties on the site with one line running through the centre of the car park.

Existing foul and surface water drainage circulates the site with existing manhole accesses found throughout the existing public car park.

Developers must satisfy themselves of the location of all existing services and service capacity with the relevant statutory undertaker/utility company.

A well is located within the site adjacent to Meadowside Drive, close to the perimeter of the site to the rear of the Riverside Shopping Centre. This was historically used by the local breweries to extract water. The Coors Brewery retain rights to extract water and have a right of access to the well. Development proposals will need to take this into account.

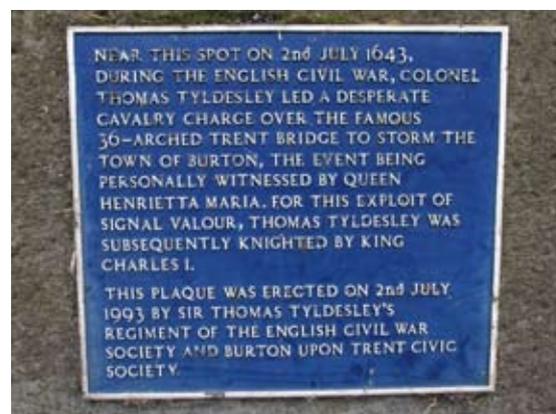


The Well Head

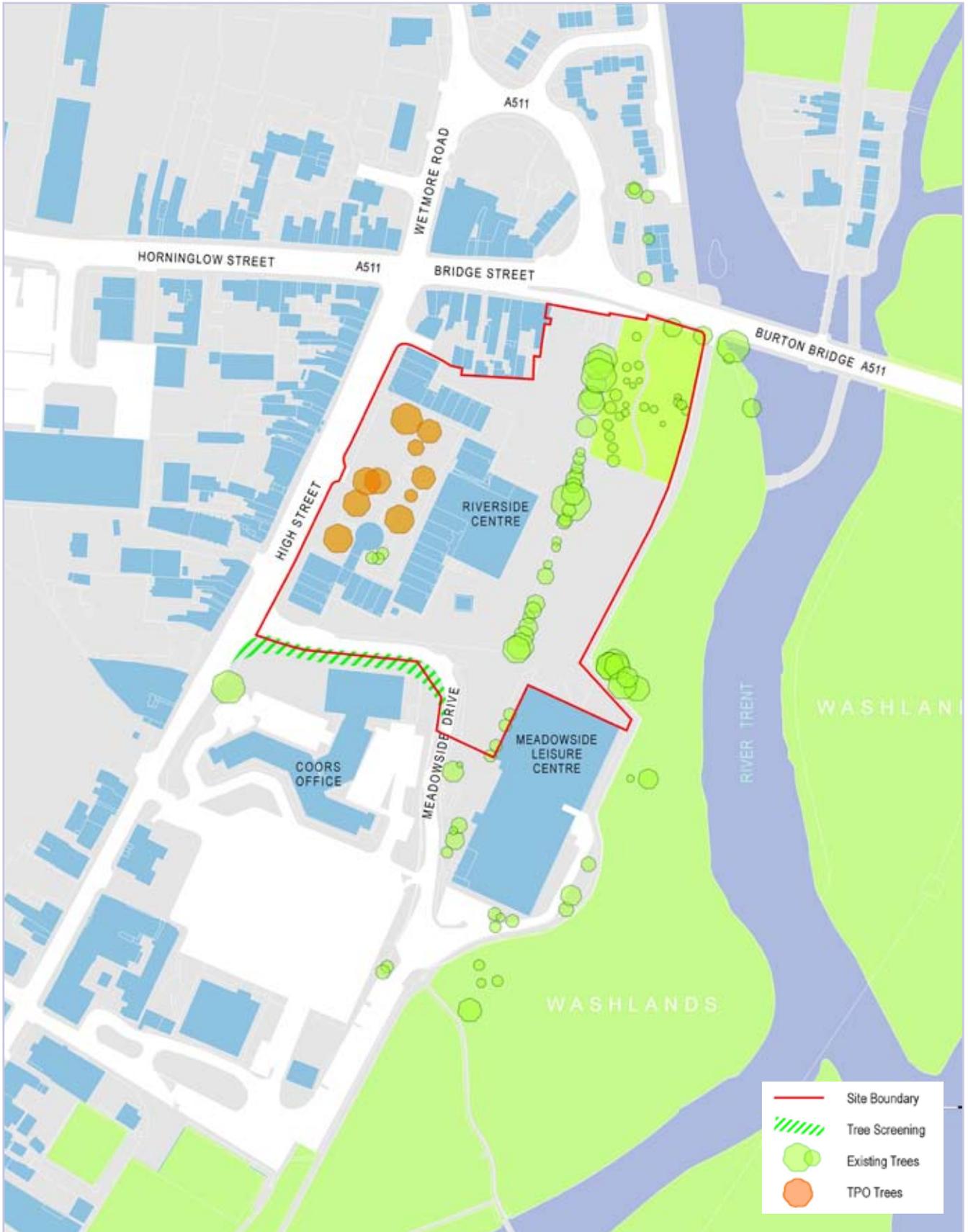
4.5 Archaeology

Much of the site has been developed for a period of over 150 years. As such there is only a limited chance of archaeological remains being undisturbed beneath the site. An archaeological desk based assessment was undertaken by Birmingham Archaeology in July 2008 for the redevelopment of the Riverside Shopping Centre, although this includes only part of the development site. The report states that the site is located within an area of medieval /post medieval occupation. As such the report raises the 'potential for significant remains to be preserved north of the study area'.

The majority of the site appears to have remained undeveloped until the major expansion of the brewery industry and the subsequent development of the Riverside Centre. Although the site has long been occupied by the brewing industry, the western side of the site, alongside the High Street, may have potential for remains that predate the brewing industry as it may not have been significantly disturbed. Notably the central section of the street frontage, currently used for parking for the Riverside Shopping Centre, might include the remains of back buildings of premises fronting High Street. Development proposals should be accompanied by a desk based assessment for the whole site and as necessary further archeological investigation will be required to determine the archeological importance of the site.



Plaque on Burton Bridge recording a famous event.



4.6 Trees and Tree Preservation Orders

There are a number of existing trees on, and adjacent to, the site which make an important contribution to the character of this part of the town centre. The group of trees within the Riverside Centre car park are protected by Tree Preservation Orders (TPOs). There are also a line of trees running along the eastern boundary of the Shopping Centre site some of which are good quality and may be worthy of retention.

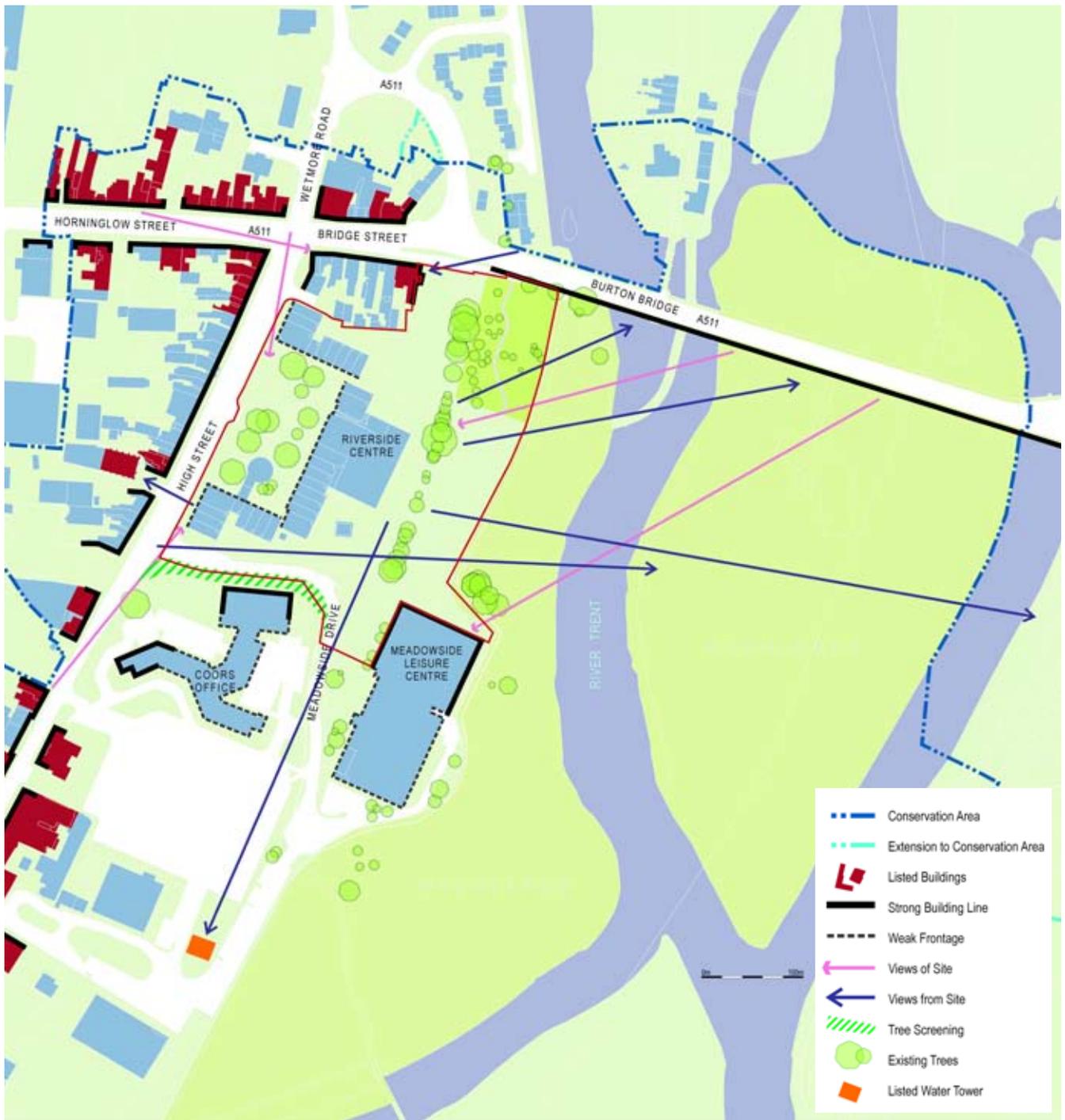
Any proposal for the site should seek to integrate these important landscape features into the scheme. The Council has indicated, however, that it may consider the removal of some trees should the wider benefits of development proposals coming forward on the site outweigh their retention. Replacement tree planting as part of a comprehensive landscape strategy would be required.



Existing trees alongside the Riverside Centre car park



Existing trees near Burton Bridge



Visual Analysis

4.8 Views, Vistas and Landmarks

There are significant views towards the site from Burton Bridge to the north. There are also important views from the Washlands towards the eastern edge of the site. The north-south alignment of High Street contains views into and out of much of the western part of the site. This means that it will be important to address both 'faces' of the site – High Street and the riverside. Meadowside Drive to the immediate south of the site affords a long view out from the High Street towards the Washlands and beyond.

There is also the opportunity to exploit strong views out across the Washlands and to the Burton Bridge from the site.

There are no landmarks within the site although the listed Burton Water Tower is an important local landmark to the south of the site and a link with Burton's brewing heritage.

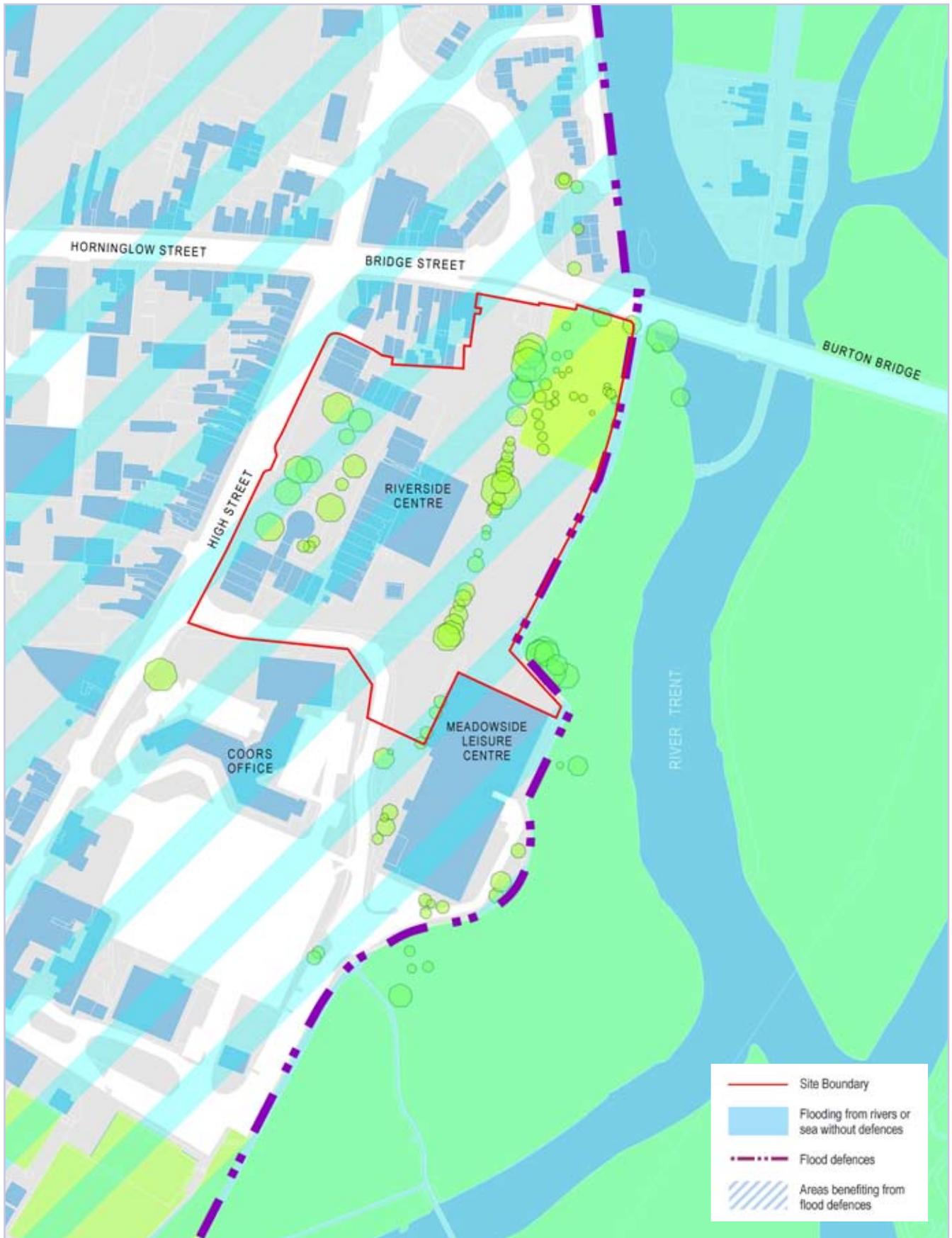
Given the high visibility of the site it will be important to maximise the visual qualities of the development in the key views and to ensure that service areas, parking and any storage areas are screened in the main views.



View looking west across the Broad Holme to the site with Burton Bridge on the right



View looking north east from the Leisure Centre to Burton Bridge



4.9 Flooding and Drainage

The site sits within the floodplain of the River Trent and therefore is subject to guidance as set out in PPS25: Development and Flood Risk. The guidance recommends that planning applications are supported by a site-specific flood risk assessment.

West Staffordshire Borough Council undertook a Strategic Flood Risk Assessment (Levels 1: Feb 2008 & 2: Aug 2008) and the Bargates Site was identified as being at risk.

Flood defences however run the length of this section of the Trent and this affords protection of the town to the level of 1 in 200 years.

The improvements provide protection through a series of river-edge defences in the form of low walls, along the edge of the site to the Washlands. The extent of protected and unprotected areas are shown in the figure opposite.



The Washlands



The Washlands

4.10 Urban Grain and Pattern

The historic urban grain of Burton town centre is tight with a strong network of streets fronted by terraces of buildings establishing a strong building line in parts of the town centre, especially Bridge Street and Horninglow Street in addition to the western side of High Street opposite the site. Recent redevelopment of brewery sites has tended to loose this historic

relationship. The High Street, in part, retains the historic burgage plot structure which contributes to the character of the area. This pattern is fractured and lost within the site where large unsympathetic buildings have disregarded the underlying pattern.

It will be important for development proposals to re-establish a strong building line along High Street and create a new frontage to the riverside. A permeable development pattern must establish access to the river and reflect the historic urban grain within the town centre.

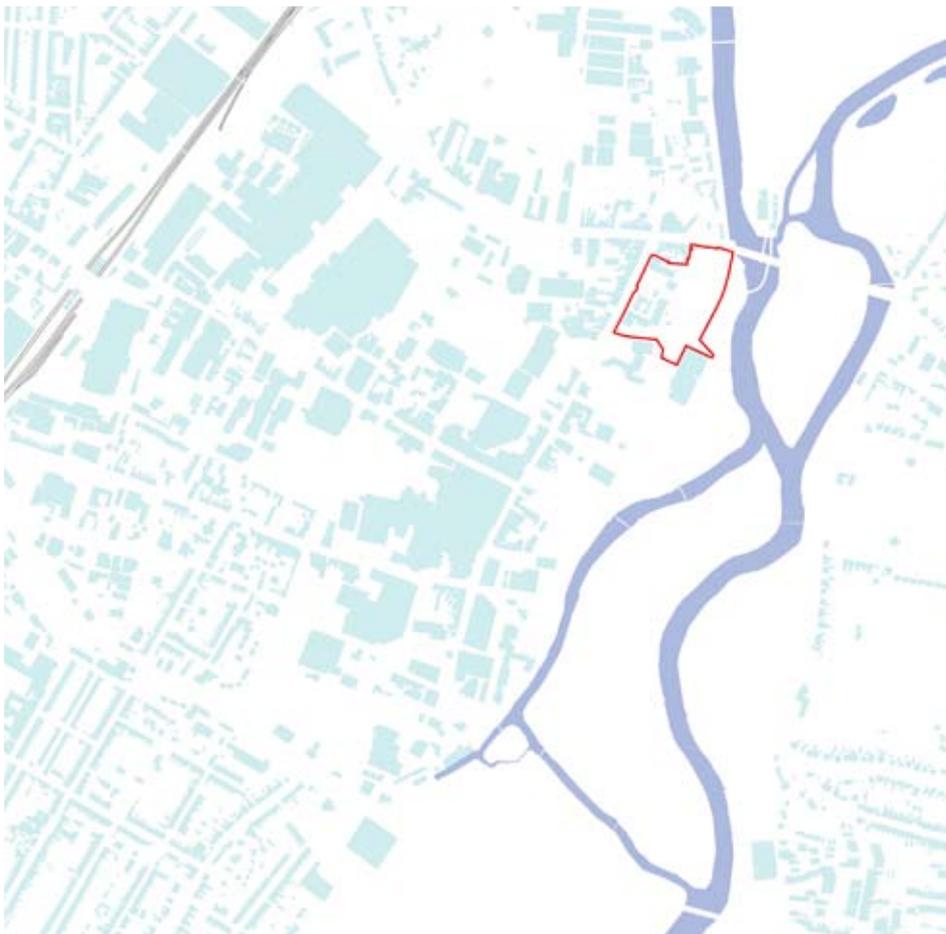


Figure Ground Pattern

4.11 Leisure Centre and Parking Requirements

There is an existing public car park within the site which is used by visitors to the Meadowside Leisure Centre as well as other town centre users. There is a requirement to retain around 150 car parking spaces within the redevelopment proposals to serve the leisure centre and general town centre needs.



Existing public pay and display parking at the site

4.12 Servicing

The development should be serviced from Meadowside Drive and by internal service/circulation routes. Servicing may be possible off the current minor service areas. Some limited servicing might be possible directly off High Street although this will be subject to approval from the Highways Authority. All service areas should be screened from principal routes and main views.

Service access to the Leisure Centre must also be retained. In addition, access to the rear of the commercial and business premises fronting Bridge Street must also be provided from within the site.



Existing public pay and display parking at the site

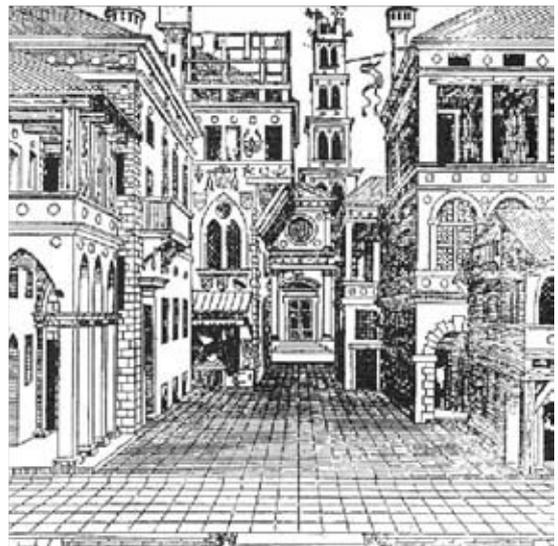
Design Framework

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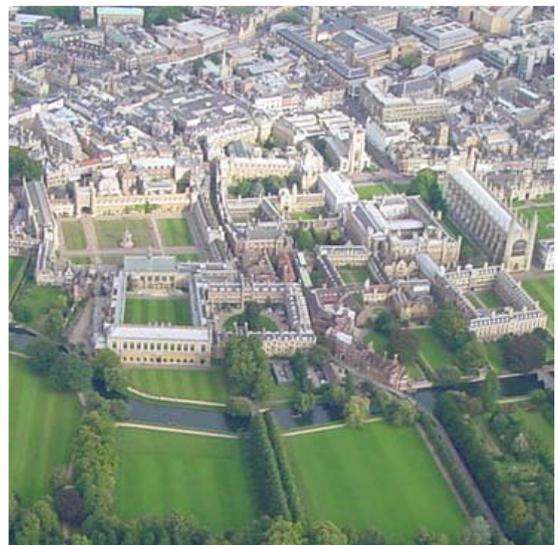
Concept

The concept is of a mixed use riverside quarter that responds to and reinforces the main 'town route' of the High Street, reinvigorating the commercial frontage, and responding and exploiting the opportunities for activity along the riverside, creating a new face and gateway to the town for visitors crossing Burton Bridge. The concept is of a cohesive mix of related uses, each benefiting from the proximity of the other, with activity throughout the day and, along the main faces, in the evenings. The river side itself is opened up for public access, with new public spaces to enjoy and encourage visitors. Parking and servicing are contained within blocks leaving a common public realm for pedestrians to circulate. The form is 'collegiate', with each group of buildings containing central spaces but open to the public realm. Buildings and spaces would reflect the predominant historic scale, with key visual markers to signify the importance of the site in the town, and the structure of the new quarter. Use of local materials, colours and tones will relate the new development to its surroundings, and the development achieves a strong and impressive visual presence on the river.

The urban design framework for the site builds from consideration of the context, access structure, plot divisions, block forms, visual structure, desirable activity patterns and then the buildings and parking. In the following sequence of images and text we describe the key design structuring components that should be considered in developing proposals for the site, and illustrate ways in which the future development of the site can be structured.



A unified mix of buildings



'Collegiate' layout - Cambridge



1

Existing Buildings

The existing context of historic buildings provides the first element of the framework. The buildings along Bridge Street are three and four storeys along the frontage and provide an established and uninterrupted street line. On High Street the buildings are two, two and a half and three storeys, rising towards the important corner with Bridge Street and Horninglow Street, and again provide a strong, continuous and consistent face to the street. Both Bridge Street and High Street are important commercial routes and places in the structure of the town, even if their significance or roles have become less well defined in recent years. The Framework aims to recognise the role and reinforce this within the functioning and structure of the town.

The Leisure Centre and Coors offices provide a weak frame for the southern face of the site. The Leisure Centre offers a blank face to the north and the entrance is off-set from Meadowside Drive. The Coors offices are set back within their site and screened by a bank of coniferous trees. The building sits within the plot as a pavilion rather than defining the plot edge as the historic forms have traditionally done.



2

Streets and Footpaths

Bridge Street and High Street are strategic town-wide routes with car, public transport, and walking and cycle movements along them. Bridge Street is a strategic town gateway route with considerable movement across Burton Bridge into the town, and out from the town. High Street then leads to the town centre core and main shopping and administrative areas.

The strategic footpath along the riverside and through Burton Bridge to the north is an important connection joining locations along the river, and providing an alternative to High Street. The route is well-used during the day and its retention is important. The second route that cuts through the site is less defined and less significant and its replacement within the proposals can be considered.



3

The Washlands

The Washlands provide a wide expansive view out from the site towards the River Trent and create a green setting for this face of the site. The low flat floodplain allows views across the river to Stapenhill and the mature trees provide a natural contrast to the regularity and intensity of the town centre; it is this relationship, in many ways that defines the identity of the town. The drama of the multi-arched stone bridge crossing this expansive space is also a main visual feature of 'town' significance.



4

Riverside Space

The Washlands provide a continuous natural edge to the town centre but is not always accessible. It is the sequence of formal spaces that have been created within the town that create opportunities for year round public enjoyment of the setting and these spaces are important to the town as a whole. The existing spaces include the St Modwen's Church Yard, and Library steps (with the children's play area within the floodplain). Bargates is a strategic location where the river is bridged and an opportunity for a further main public space within the site; the scale of the space reflecting its strategic significance. The space might also project into and across the Washlands, allowing a more direct engagement with the open river setting.





5

Primary Routes

The primary access points and routes within the site set the structure for access and subdivision into individual development plots. The primary access should generally be as far as possible from the High Street/Bridge Street junction to reduce congestion. The existing access at Meadowside Drive is a modern route. Re-positioning of the route allows it to serve plots on each side. Routes can then connect north-south into this principal access to provide connections across the site. These routes also allow retained access to the Bridge Street properties, which might also have limited access directly from High Street at off-peak times.



6

Replacement Public Parking

The re-routing of Meadowside Drive allows replacement public parking to be provided on the High Street served from the primary access. The parking relates well to the Leisure Centre and to High Street shops but the edges of the car park need to be defined by walls or strong planting to ensure a strong boundary, particularly to the High Street. The parkland landscape character of the Coors office site might also be carried through to the parking area with street trees and amenity trees within the parking area itself.



7

Secondary Access and Circulation

The secondary and tertiary access network provides access to individual plots and buildings and is determined by the scale and type of future uses. The illustrations show how the route network can sub-divide the site into plots and sub-plots. The aim should be to achieve a permeable layout with routes providing access throughout the site, and achieve connections between High Street and the riverside for pedestrians. The routes should also allow existing north-south pedestrian routes across the site to be retained.



8

Plot Definition

The primary and secondary access network therefore defines the plot subdivisions. The plots resulting from the primary structure and then the secondary structure are shown in the diagrams. The plots extend to the back edge of the routes, and the width between blocks is determined by the anticipated significance of the routes.



9

Public Realm

The access routes connect across the site and with the riverside open space and create the public realm setting for the plots. Again the extent depends on the level of plot sub-division, but as plots are sub-divided then the routes between should be public and be designed to a common design and materials palette. The public realm should be designed to prioritise pedestrian and cycle movements and be appropriate to the character of the site and attractive in its own right.



10

Urban Blocks

The three-dimensional structure of the blocks projects from this plot structure, with development at four storeys to the riverside reflecting the wide open scale of the river at this point and to exploit the views, and helping define the open space. Three and two storeys are proposed elsewhere, with the scale respecting the frame provided by the Bridge Street and High Street buildings.



11

Visual Structure and Emphasis

The visual structure is then emphasised by key frontages and features that provide a varied and visually stimulating three-dimensional structure to the development. The key frontages are those to the main faces of the site; to High Street and the riverside and fronting the open space. The key corners where views naturally converge are at the corner of the site, and the open space and a long range view to the former brewery tower. There vertical features such as towers, domes, cupolas and such like provide visual emphasis.



12

Activity

Activity populates the main streets and principal through routes. Active frontages are required to the main external faces of the block to restore and create new pedestrian activity to the towns strategic routes. The most significant faces are to the High Street and riverside, and around the proposed new open space area. Activity is a function of the use and relationship of the building to the routes and spaces. Activity can be encouraged by having regularly occurring doorways or access points into buildings, and to have uses spilling out into the street and the open space areas, such as kiosks, cafes etc. The pattern of activity along the High Street should aim to reflect that on the opposite side of the street.



13

Buildings

The buildings are then set within the envelope provided by the blocks to address the key faces, and the other edges where appropriate and possible. The treatment of the buildings in terms of their external envelop is considered further in the next section.



14

Parking

The parking for each plot is contained within the plot either alongside or within the buildings with the replacement public parking area located alongside the main entrance to the site.

Land Uses

06

The Council wishes to see the Bargates site redeveloped for a mix of uses, which relate well to each other and combine to create a vibrant and attractive new quarter within the town centre.

This should include active uses on ground floor areas on the High Street which restores and develops the significance of this main street within the town. The Council also wishes to encourage uses that create activity and enjoyment of the river side and to exploit the views across the Washlands and the River Trent.

Large parts of the site have been used for retail and leisure uses in the past and these uses would be acceptable subject to the type and mix of retailing and leisure uses being appropriate and high quality design.

The Council also wishes to see new business opportunities created on the site for small scale town centre retailing, offices, workshops and studio units to encourage new job creation and to stimulate the town centre economy. This is also consistent with the existing mix of uses within this part of the centre.

The Council would wish the opportunity for a new high quality hotel to be explored. This would bring visitors to the town centre and help develop the leisure sector. The hotel development should also include public uses such as restaurants, cafes, and function rooms, and would ideally be located on the river side.

The Council wishes to increase the number of people choosing to live within the town centre to increase its attractiveness and to help regenerate important sites which are suitable for new housing. The river side is a key opportunity for high quality new homes that would benefit from the proximity to local facilities and services, and the extensive open spaces along the River Trent.

The ground floors to the High Street and riverside buildings should incorporate flexible ground floor areas that allow for changes of use over time. The construction of the buildings should provide for this by having a higher floor to ceiling height (3.6-3.9m), selecting construction techniques that reduce the need for modifications, configuring internal circulation to allow for independent upper floor access to the ground and upper floors, and orientating floor joists and load bearing structure to allow for future conversions.

The proposals will also be required to ensure that around 150 replacement public car parking spaces are provided within the redevelopment.

Traffic constraints are a major limiting factor on the scale of potential new uses and proposals will need to be subject of a Transport Assessment and Travel Plan as outlined in section 4.3.





High Street elevation facing the site

Detailing the Place

07

7.1 Architectural and Townscape Attributes

The historic parts of Burton upon Trent town centre have a rich and varied townscape quality comprising a number of fine buildings, a coherent street pattern and an attractive riverside. At present the relationship between the built up area of the town centre and the riverside is underexploited and there is a significant opportunity to establish a much stronger interface between the two.

In order to understand how development of the Bargates site may positively respond the different characteristics presented by Burton upon Trent town centre and the riverside an analysis of key architectural and townscape attributes has been undertaken. These attributes are the components which make Burton upon Trent unique and contribute towards its strong character and strong identity. These provide a reference guide against which the detailed proposals for the site can be developed. The key features are illustrated with reference to parts of the High Street in the figure opposite.



Frontages and facades

The frontages and facades of buildings play an important role in helping to frame and define the public realm. In Burton upon Trent the majority of the streets in the town centre, particularly Horninglow Street and parts of the High Street, are strongly defined by buildings giving a tight, urban character to the town centre.

Building frontages and facades in the main follow a clearly legible pattern defined by three basic elements: the base of the façade where the building frontage meets the street; the middle part of the façade defined by patterns of fenestration indicating storey height; and the top of the building frontage where eaves and cornice line frame the roofscape. As well as providing a structure to the frontage of the

building these elements also help to define its use: shop fronts at ground floor for example, or larger windows at first floor denoting office or showroom space.

Detailing is also a key element. Frontages are the most publicly visible part of a building and should therefore be detailed accordingly. In Burton upon Trent raised and inset brick detailing is an important characteristic especially at cornice height and string courses between window sill level defining storey heights. A clearly legible pattern of frontage development highlighted by appropriate detailing should form a key built form component at Bargates. The use of white and cream rendered facades is also used to contrast with brickwork.



Horninglow Street Elevation

Corners

The treatment of the corner in built form terms can highlight the relative importance of a particular location. The junction of Horninglow, Bridge Street and High Street for example demonstrates a uniform approach to corner treatments with a seamless continuation in the rhythm and appearance of the façade thereby emphasising the importance of the location.

Corners can also be signified by an increase in building height or incorporation of a detail such as a decorative tower, turret or entrance point as at the Market Place. Development corners at Bargates should be appropriately detailed particularly at key junctions along the High Street and at the corner of the site near Burton Bridge.



Landmarks

There are a limited number of taller landmark buildings and structures within the town centre which add variety and interest, St Modwen's Church for example located just off the High Street close to the riverside. In addition, links to Burton's brewing heritage are visually reinforced by the Victorian water tower close by. The use of towers as corner emphasis should be considered, and views between the site and the existing tower recognised.



The Water Tower

Plot widths

Plot widths provide an important structuring element reflecting historic patterns of development and land ownership. The narrow plot widths on parts of the High Street for example reflect burgage plot development, elsewhere plot widths are wider, Horninglow Street and Bridge Street for example perhaps reflecting consolidation of older development patterns as Burton expanded in the 19th century.

Despite the variation in plot widths building bays are more regular and contribute to the character of the town centre. Although individual buildings are clearly distinguished architecturally on a plot by plot basis the bays provide a more uniform structuring element. This should be reflected in the design and detailing of development at Bargates.

Building line

The building line in the town centre is generally uniform with building frontages defining the back edge of the adjoining footpath and street. Limited set backs are generally contained within the overall structure of buildings and defined by low brick walls and metal railings. This can provide articulation of the building line helping to define key entrance points for example and contributing to the architectural richness of the town centre.

Where the building line has been broken apart along the High Street it will be important for development at Bargates to re-establish a clear relationship between buildings and the street.



Cornice line and roof line

There is a marked variation in cornice line across the town centre although roof lines are more even reflecting the predominantly two and three storey height of development. Cornice and eaves dentillation in both brick detail and timber is an important characteristic of many buildings in the town centre.

In terms of roovescape there are some parapet walls extending the front elevation and partially obscuring the lower part of the roof, and a limited number of gable ends, but predominantly there is an open roof slope towards the street. Materials are principally a mix a clay tile and slate. Chimneys provide variety and interest punctuating the skyline.

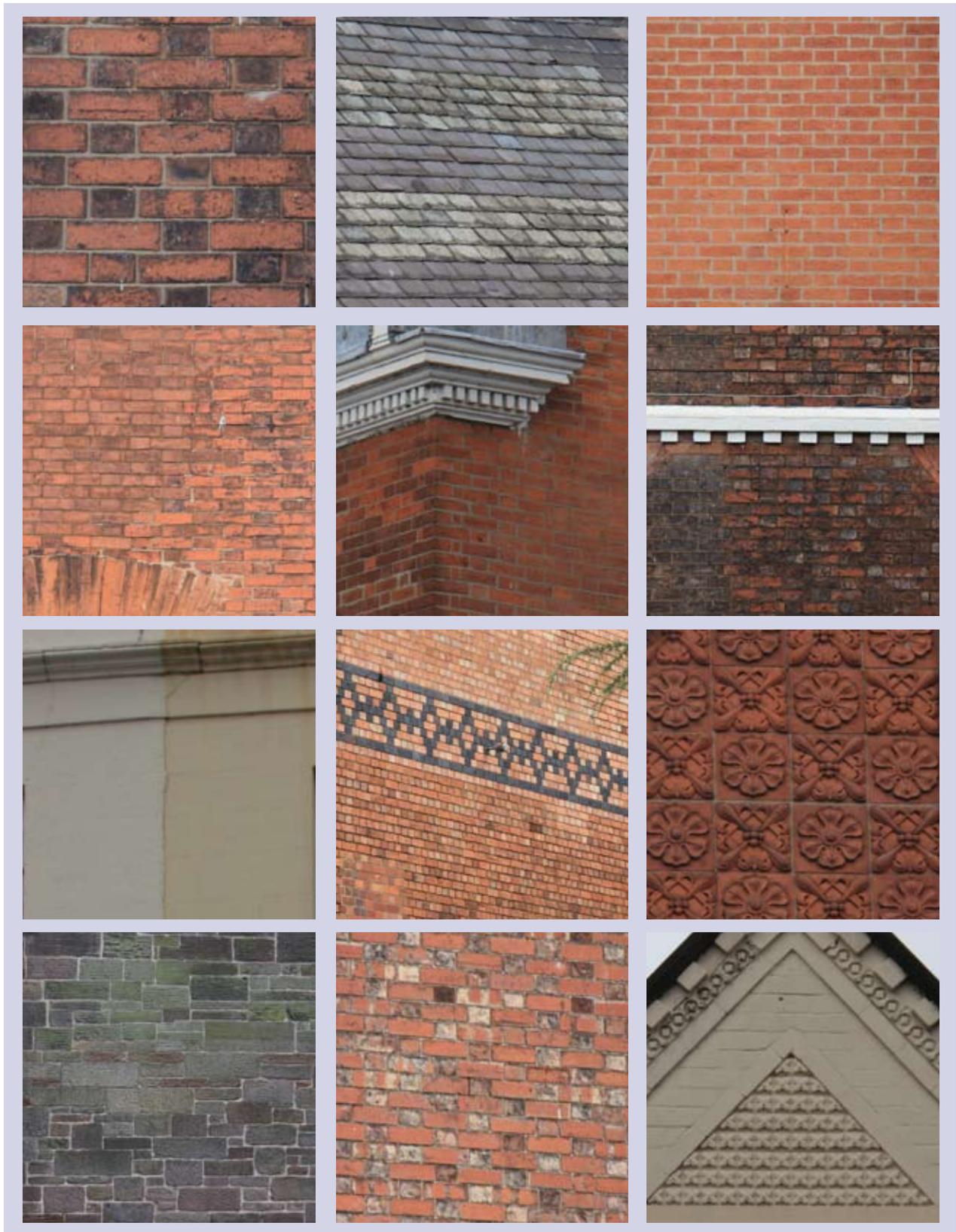


Doors and windows

Doors and windows contribute significantly to the architectural richness of the town centre. There are a number of finely detailed doorways with classical design motifs picked out in white painted wood and stone. Decorative sills and lintels are picked out in wood, brick and painted stone detailing and window reveals are generally set back slightly from the main façade of the building. There are a limited number of bay windows along the High Street and Horninglow Street, generally as shop windows, and where they do occur they are significant.

There is a regular arrangement and frequency of doors and windows in the town centre with a strong, symmetrical pattern to many buildings, which should be replicated at Bargates, particularly on the key High Street and riverside faces.





Materials Palette

Materials and Colour Palette

The traditional materials palette in the town centre comprises a mix of dark red/brown brick with some rendered buildings painted in light colours. Stone is limited to ecclesiastical buildings and bridges. Along the river side there are some timber clad structures, notably the Sea Cadets building which is painted a striking bright blue, and the black painted pedestrian bridge. This provides a contrast between the materials palette present in the built up part of the town centre and the river side which should be reflected in the design of Bargates ensuring that the different character areas in Burton upon Trent are distinguished and reflected in the new development.





Some traditional architectural details in the town centre

Details palette

A variety of detailing adds texture and interest to many of the buildings in the town centre. This includes brick details and string courses, sometimes in contrasting blue engineering brick, terracotta relief panelling, and ornate stone detailing around windows and doorways for example. It is expected that new development will incorporate appropriate detailing on key elevations, particularly High Street and the river side, the development at Bargates and will contribute significantly to the overall identity and architectural richness of the town centre.



Landscape

The landscape of Burton upon Trent town centre has a distinctive character of urban and riverside. There are the harder surfaces and detailing of the main built-up part of the town, particularly around Bridge Street, Horninglow Street and the northern part of High Street, and the softer, greener edge around the river side and Washlands. The Bargates site represents an interface between the two. As such there is a significant opportunity for development to positively respond to both characters maintaining a palette of harder surface detailing on the north western parts of the site and allowing more extensive landscape planting to the east and south of the site. A palette of high quality surface materials, including stone flags, should be specified together with tree planting representative of other locations in the town centre such as London Plane (*Platanus x acerfolia*) or aphid resistant species of lime (*Tilia x euchlora*). Riparian species such as varieties of willow or alder could be used along the riverside which will also help distinguish this location from other parts of the town centre.

Street furniture

Street furniture is an important element of the public realm providing essential facilities such as lighting, seating, wayfinding, cycle stands and litter bins for example. In determining the type, specification and location of street furniture a key factor will be ensuring it is discretely positioned and drawn from a consistent design family. Given that the Bargates site will be establishing a new development quarter for the town centre it is appropriate that a range of modern, simply detailed but high quality street furniture is specified.



Example of the groundspace treatment in mixed use areas



Environmental Sustainability

08

The Council is committed to securing more sustainable development across the district. Bargates is an important and highly prominent site and the council will wish to see the highest environmental performance standards adhered to, and for opportunities to innovate in new and original technologies investigated. Sustainable design requires a focus on both scheme design and the design of individual buildings and the specification and design of the public realm areas in between. The following sets out some of the performance criteria that will be applied in assessing proposals for the site.

8.1 Sustainability Standards

Two schemes will be applied in assessing proposals for the site depending on the mix of the development proposed;

EcoHomes Standards – residential units will be required to meet the national targets with those development between 2008-12 meeting level 3, 2013-15 level 4 and from 2016 onwards level 6.

Building research establishment (BREEAM) environmental assessment method for commercial buildings – Excellent

The Council will require proposals to meet these standards and demonstrate through their design proposals how the proposals will satisfy the requirements. Development proposals will be required to submit a copy of the Interim Design Stage Assessment certificate, and prior to occupation the Post Construction Final certificate shall be provided to the planning authority.

8.2 Waste Management

A sustainable waste management strategy will be required for the whole site. Each use and building should incorporate waste recycling facilities. Waste recycling should also be available during construction.

Design to minimise waste during construction (refer to document CIRIA SP134 Waste Minimisation and Recycling in Construction – design manual); systems to minimise and store on-site waste; building design to accommodate household recycling and collection will be required.

8.3 Ecology

The proposals should minimise effects on areas of known ecological importance such as the Washlands and should make proposals for enhancing the ecological potential of the site where appropriate.

8.4 Energy

The Council aspires to development that can be carbon neutral. Buildings will be required to meet the national target for eco-homes and BREEAM Excellent for commercial buildings. Opportunities for on-site generation of energy through bio-mass or geothermal and wind energy sources should be explored if appropriate, and the potential to use the thermal potential or energy potential of the River Trent may also offer possibilities. The Council will require a statement to demonstrate that the proposals optimise the potential for local renewable energy generation.

8.5 Water

All buildings should incorporate water efficient appliances. Measures to reduce domestic water

consumption should be designed into each dwelling. Low water usage irrigation systems should be installed for private landscaped areas. Waste water management systems for each building, including rainwater collection and grey water systems are encouraged.

8.6 Sunlight and Daylight

Development proposals for the site will be designed to meet the standards and guidelines set outlined the BRE Digest 209 'Site Layout for Sunlight and Daylight; A Guide to Good Practice'.

The detailed design of the proposed development will ensure that a sufficient sunlight/daylight environment is retained and the impact upon the sunlight/daylight on existing residents is not unduly affected by the new development.

8.7 Noise and Vibration

The impact of construction noise and vibration on noise sensitive development will be assessed using BS 5228 Part 1 1997 and Part 4; 1992. Control measures to minimise noise and vibration impacts using 'Best Practicable Means' will be adopted as described in these standards. Potential noise impact of plant on nearby noise sensitive properties will be designed using the criteria in BS 4142; 1997.

Daytime and night time noise levels at residential properties must be within noise exposure Categories A and B as described in Planning Policy Guidance Note 24 (DoE 1994). If noise levels are within category C, mitigation measures will be utilised if necessary to make residential developments acceptable if there are first extenuating reasons for approving residential development.

8.8 Micro-Climate

The microclimate for the development should be designed to take account of the riverside location and wind conditions, and public realm areas should be pleasant to be within at all times of the year.

8.9 Air Quality

The development will be assessed relative to Government air quality standards for local air quality management (as set out in regulations).

8.10 Modern Methods of Construction (MMC)

The council will also encourage where appropriate the use of modern methods of construction which can limit the impacts of development on the environment. MMC is a method of improving the speed of construction and minimising on site waste, improving the quality of development and improving site safety and addressing construction skill shortages. The Council will support the use of MMC, which in combination with traditional detailing and facing materials does not compromise a sympathetic approach of new development to existing developments.

8.11 Materials

The Council encourages the use of locally available materials including the recycling of existing materials from buildings on the site.



Potential redevelopment Option 1 at night

Three Exploratory Options

09



In this section, we present three options which explore the potential of the site. Each option works within the broad framework structure proposed in Section 05, and some options are more able to fulfil the requirements than others. The aim in presenting the options is to demonstrate how the framework might be delivered and to illustrate some of the possible responses to the challenges offered by the site. The options should not necessarily be taken as being complete or fully resolved proposals nor that they would necessarily be acceptable to the Council in all respects as they stand, but they do illustrate possible preferred directions that the Council encourages developers to investigate further.

The aim is that each of the options will be subject to further testing and refinement through consultation with stakeholders and the public and a preferred development option selected.

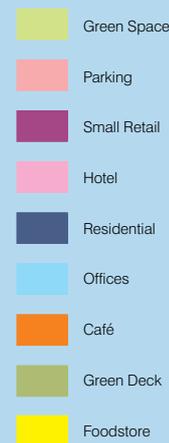
Option One

Retail Led

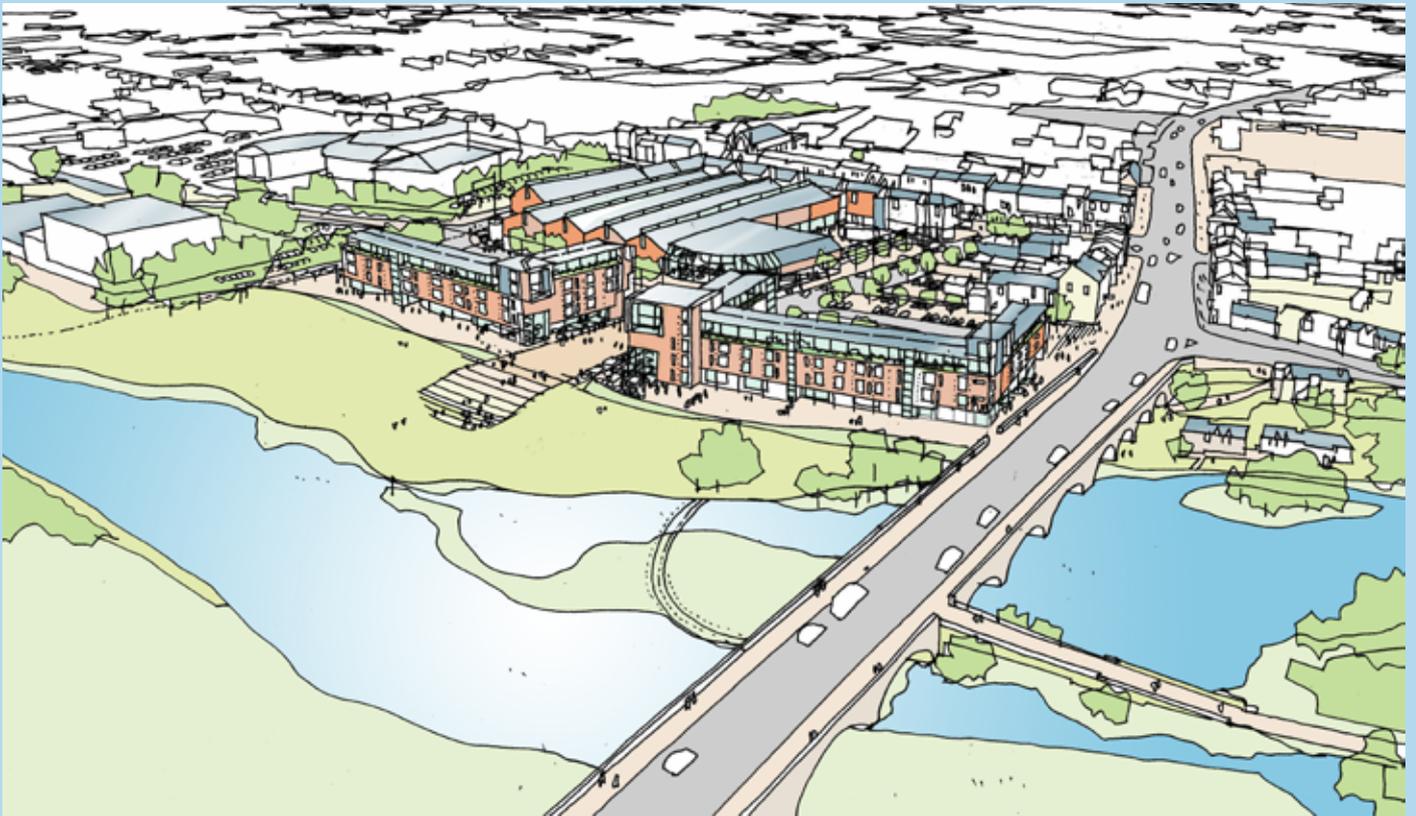
This option explores the potential for a retail led redevelopment. A main retail store is enclosed within an envelope on the High Street and re-aligned Meadowside Drive side by small unit shops, and offices and administration for the main store. The store has a main pedestrian access from the High Street. Parking is accommodated on a ground level below the raised store platform, escalators rise from street level to the trading level. Car park access is off Meadowside Drive or a new spine route running between the store and also serving the riverside sites. Storage and loading are to the north from a separate service access, which also serves the rear of the existing Bridge Street properties. The café/restaurant for the store might occupy an elevated location fronting the piazza. Breaking down the scale of the retail building will be more consistent with the framework. The riverside uses are an hotel adjacent to the Burton Bridge and a residential block. The hotel could be accessed both from Bridge Street for pedestrians and off the central street. The ground floor of the hotel would include conference, restaurant and public bar areas to enliven the riverside. The residential block encloses the south side of the piazza, and would have extensive views out across the Washlands. A garden podium deck covers the parking area. Replacement parking is provided on a new site fronting the Leisure Centre.

Small Unit Shops	1,000 sq.m
Supermarket	5,000 sq.m
Offices	2,100 sq.m
Hotel	72 beds
Residential	62 units
Waterfront Café/ Restaurant/Bar	240 sq.m

Option 1 - Indicative Land Use Budget



Possible Retail Store and Well Tower Feature (Eastern Elevation)



Site perspective looking south west - Option 1



Site Plan - Option 1

Option Two

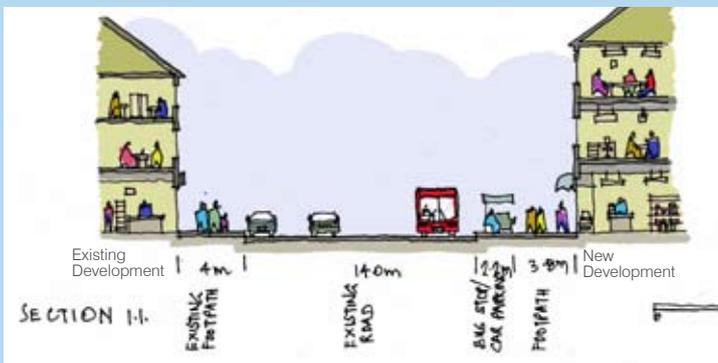
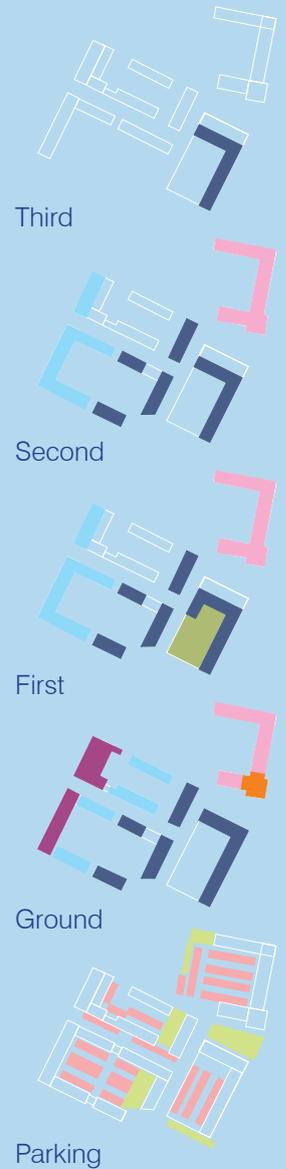
Mixed Use Led - Business/Residential

This option explores a mix of small retail units, business/office suites, housing and an hotel. As in Option 1 the frontage to the High Street is small unit shops with offices above on three levels, with offices also forming part of blocks within the site. The east side of the blocks include residential apartments and town houses. The housing and offices are envisaged as sharing common design characteristics and allow flexibility for future changes in use. The site adjacent to the Burton Bridge is again identified for hotel use and would operate as in Option 1 with active and public uses on the ground floor to encourage life on the rivers edge. A garden podium deck covers the residential parking. Access is again off Meadowside Drive and the central service street. Replacement parking is provided on a new site fronting the Leisure Centre.

Small Unit Shops	1,200 sq.m
Offices	4,400 sq.m
Hotel	72 beds
Residential	100 units
Waterfront Café/ Restaurant/Bar	240 sq.m

Option 2 - Indicative Land Use Budget

- Green Space
- Parking
- Small Retail
- Hotel
- Residential
- Offices
- Café
- Green Deck



Possible High Street Section



Possible Frontage Development to High Street



Site perspective looking south west - Option 2



Site Plan - Option 2

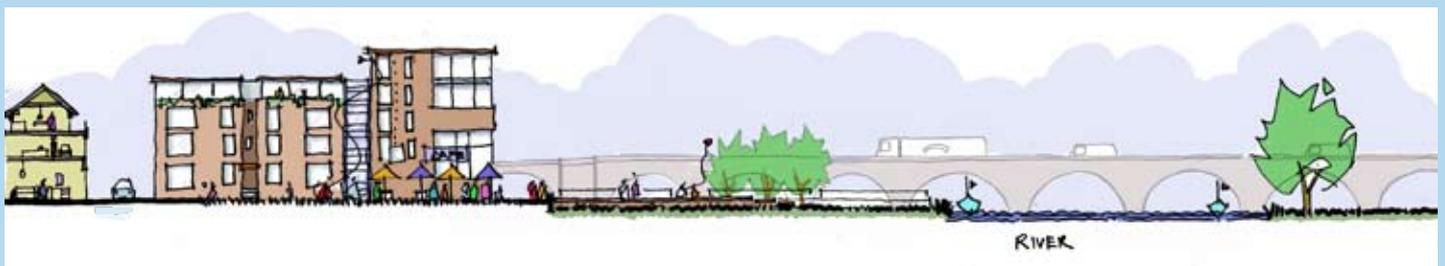
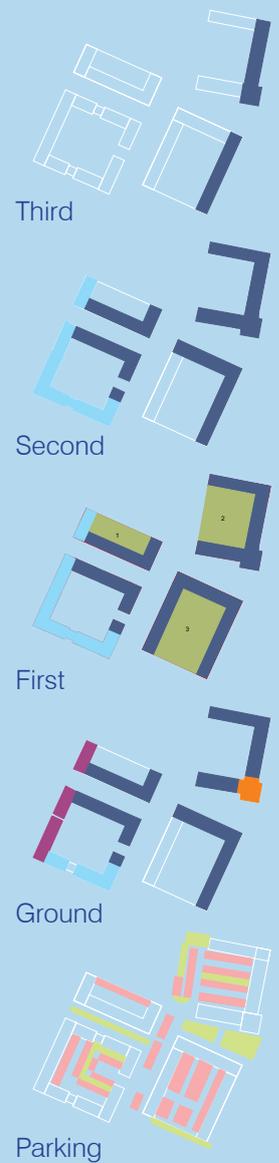
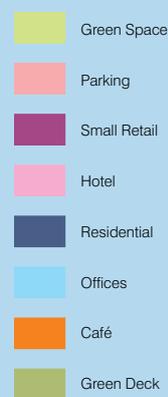
Option Three

Residential Led

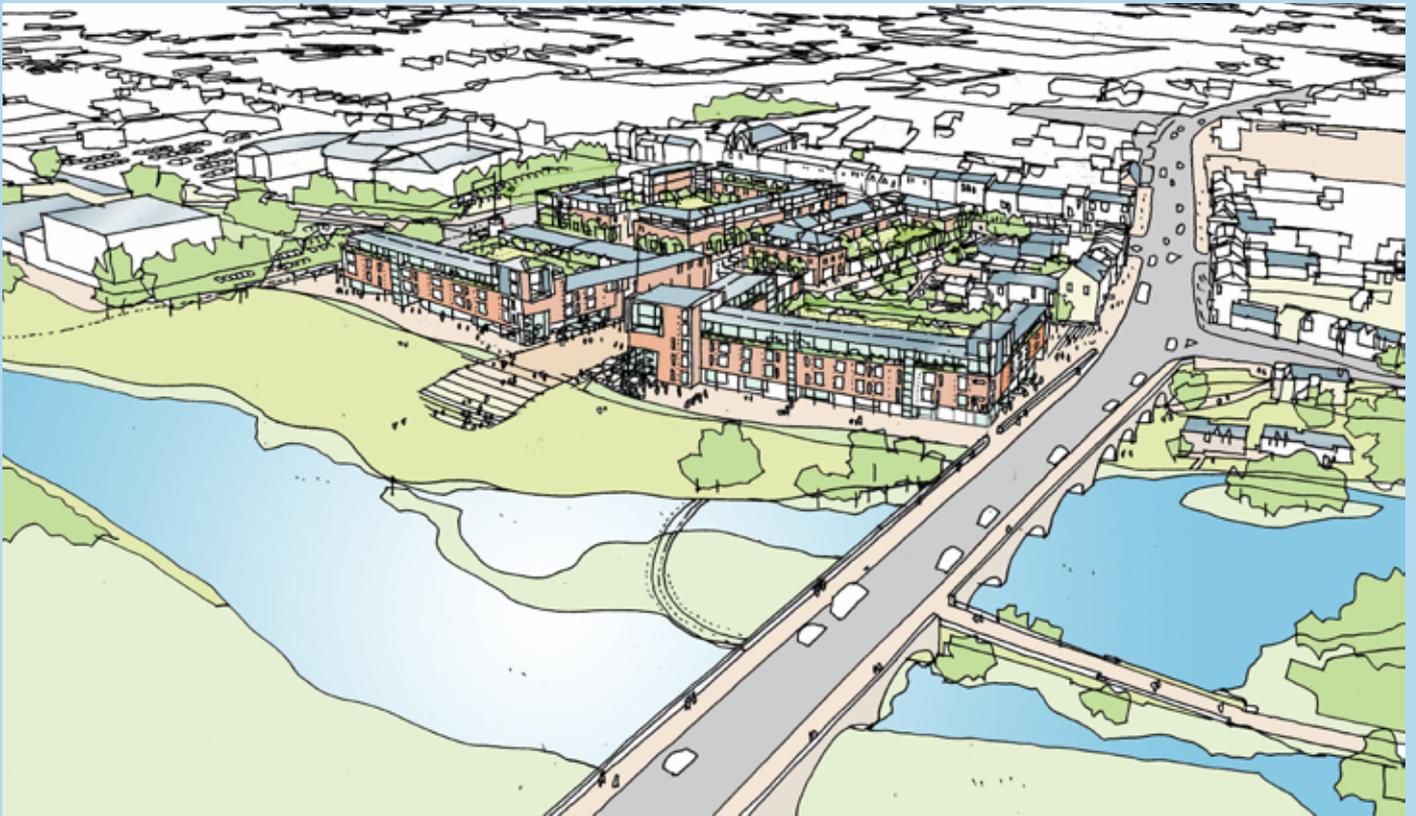
This option explores a residential led redevelopment. The High Street frontage is again restored with small unit shops at ground floor level and offices above. The blocks then have a mix of flexible small unit offices, apartments and town houses, with parking within the blocks and visitor parking on-street. The riverside blocks are both residential buildings rising to four storeys, with large penthouse units overlooking the Washlands. They have ground level parking and a garden podium deck above. A café/restaurant is located on the corner of the Burton Bridge block to provide animation and interest onto the piazza. Access is off Meadowside Drive and the central service street. Replacement parking is provided on a new site fronting the Leisure Centre.

Small Unit Shops	850 sq.m
Offices	3,100 sq.m
Residential	245 units
Waterfront Café/ Restaurant/Bar	240 sq.m

Option 3 - Indicative Land Use Budget



Section through Riverside Piazza



Site perspective looking south west - Option 3



Site Plan - Option 3



Phasing

10

At this stage the Council does not wish to impose a specific phasing sequence although phasing proposals will need to be submitted alongside the development proposals.

The Council wishes to see the comprehensive re-development of the Bargates Site consistent with this brief. It will not be appropriate for large or prominent areas of the site to remain undeveloped or to lag significantly behind the main development.

The Council would wish to see the completion of the High Street frontage early in the development programme. The Council will similarly wish to secure the completion to the riverside frontage. Provision of replacement public car parking should be in place before the loss of the existing riverside parking area. Access will also need to be maintained to the rear of the Bridge Street properties, and to the Meadowside Leisure Centre at all times.

Delivering Development

11

11.1 Planning Application Requirements

The Council will seek to agree a Planning Performance Agreement with any prospective applicant for the site to ensure that targets and requirements are met for determination of any planning application.

The following requirements will need to be considered when submitting a planning application to the Local Planning Authority. Early discussions with the Local Planning Authority are recommended to agree the precise requirements and level of detail required as part of a planning application. Standard requirements from the National Validation List, including a Design and Access Statement (DAS), need to be considered alongside East Staffordshire Borough Council's Local List including the following:

- **Planning Statement** setting out planning position in relation to the scheme.
- **Air Quality Assessment** - impact of scheme on air quality and impact of existing air quality on proposed scheme. If necessary mitigation measures should be provided. There is requirement for this to be scoped by Environmental Health team at the Council.
- **Biodiversity Report** the need for this report will be dependent on the site's character and context. Staffordshire Wildlife Trust and English Nature will be able to advise at the pre-application stage if required.
- **Economic Statement** highlighting regeneration benefits of the scheme.
- **Flood Risk Assessment** early discussions with the Environment Agency are recommended.
- **Foul Sewage and Utilities Statement** drainage information is needed in relation to flood risk issues and Policy SR3 of Draft West Midlands RSS. A statement on Sustainable Drainage measures is also required in relation to Part H of Policy SR3.
- **Heritage Statement** regarding impact on Conservation Areas, Listed Buildings and archaeology which can be incorporated into the Design and Access Statement.
- **Land Contamination Assessment** also referred to as a 'Preliminary Risk Assessment' by the EA, in relation to the predetermination requirements set out in PPS23.
- **Noise Assessment** in accordance with PPG24 to consider the impact of the scheme on surrounding land users and the noise environment for new residents. Scoping advice can be sought from the Council's Environmental Health team.
- **Open Space Assessment** to ensure that sufficient open space is provided as part of the scheme.
- **Parking Provision and Access Arrangements** to be set out in the Transport Assessment and on plans.

- **Site Waste Management Plan** to ensure that waste requirements are considered as part of the scheme.
- **s.106 Draft Heads of Terms and proof of title.**
- **Statement of Community Involvement** statement setting out how the Council's Statement of Community Involvement has been addressed.
- **Transport Assessment** to be scoped by the Highway Authority with advice also sought from the Highway Agency as appropriate.
- **Draft Travel Plan.**
- **Tree Survey and Arboriculture Implications Report.**
- **Sustainability Statement** and details to demonstrate how the scheme performs against the 'West Midlands Sustainability Checklist', CABEs Building for Life Standards, the Code for Sustainable Homes and renewable or low carbon energy to meet at least 10% of the development's residual energy demand.

Screening on requirements for an EIA will also need to be undertaken.

More detail on all of the listed items is given in Part 2 of the Council's Validation Document, which is available on East Staffordshire Borough Council's website.

11.2 Section 106 Requirements

In respect of the key headings and terms for a 106 agreement for the site the following elements, which are listed in no particular order, will need to be considered; but the list is not exhaustive and other requirements may be added;

- Affordable Housing provision.
- Education provision.
- Highway infrastructure.
- Off-site provision for National Forest planting.
- Open space.
- Public art.
- Travel Plan Monitoring.

11.3 Performance Standards checklist

In order to achieve a high quality, sustainable scheme for the Bargates site it is recommended that the Homes and Communities Agency performance standards are adopted. The standards cover design quality, community engagement and deliverability and long-term management. In terms of Design Quality the standards encourage development proposals:

- to consider how 'Design Principles' set out in the Urban Design Compendium (2000) and the Urban Design Compendium 2; Delivering Quality Places (2007) should be incorporated into design and access statements;
- to consider 'Inclusive Access' at the beginning of the design process;
- to accord with Car Parking, What works where (2006) and Manual for Streets (2007) in 'Car Parking' proposals and accommodating cars but not letting them dominate;
- to be constructed to achieve a 'Building for Life' silver or gold standard;
- to achieve 'Integration of Tenure' by ensuring tenure is not deduced from the design, quality, location within the site, timing of development or by significant difference in the access to services and amenities; and

- to achieve 'Secured by Design' be addressing natural surveillance, defensible space and community interaction.

In addition reference should be made to the Council's 'East Staffordshire Design Guide' December 2008 which sets out the Council's design quality aspirations for development proposals within the Borough.

11.4 Design Review

The Council will also encourage early involvement of the Commission for Architecture and the Built Environment (CABE) and/or the Regional Architecture Centre in the West Midlands (MADE).

Appendices



