

Uttoxeter

Design Guidance and Codes

September 2024

Quality information

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Revision History

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Introduction

01

1. Introduction

This document aims to empower the local community to influence the design and character of their neighbourhood; delivering attractive, sustainable development that meets the needs of local people.

1.1 Background

Through the Department of Ministry of Housing, Communities and Local Government (MHCLG) Neighbourhood Planning Programme led by Locality, AECOM has been appointed to provide design support to the Uttoxeter Neighbourhood Plan Steering Group (NPSG) by preparing this Design Code document.

The NPSG seek to establish a design guide including design codes to influence the character and design of new development across the Neighbourhood Area (NA), the extent of which is illustrated in Figure 1 (page 8).

Uttoxeter is a historic market town and civil parish lying in the north east of the county of Staffordshire.

The neighbourhood area consists of the historic town centre and a townscape which varies substantially in character and design. The town centre is designated as a conservation area and the town is constrained with areas at risk of fluvial flooding.

The design guidance will help shape the design of over 150 homes. This includes 1,100 homes likely to come forward through a Local Plan review as a result of improvements to the A50, and any additional speculative development which may come about throughout the Neighbourhood Plan period.

As such, this document seeks to provide important clarity for development and will help to unlock the development potential of Uttoxeter by setting codes and guidance which meet the aspirations of local stakeholders and support the delivery of high-quality, sustainable development.

To develop design guidance and codes for Uttoxeter, this report first outlines Character Areas agreed with the NPSG, identified during the site visit and a desktop analysis.



1.2 Purpose of the design guidance

Design guidance aims to raise the quality of new development by providing a clear framework for creating healthy, safe, green, environmentally responsive, sustainable, and distinctive places.

A design code is a set of simple, concise, illustrated design requirements that are visual and numerical wherever possible in order to provide specific, detailed parameters for the physical development of a site or area. They can provide greater assurance for communities and clarity for developers about the design of new development. They generally apply to new development that requires planning permission.

The guidance and codes within this document have been produced by AECOM and the Uttoxeter Neighbourhood Plan Steering Group following engagement and consultation. They are underpinned by an analysis of built form including matters pertaining to character, layout, materiality, boundaries, and landscape.

This document is relevant to all new developments, for all uses, including extensions to existing buildings and land. It helps to ensure new development is in keeping with the historic and town character.

This document is made up of guidance and codes:

Guidance: desirables that will help achieve a high standard of design which the Town Council would like to see demonstrated as part of applications.

Codes: requirements that the designer can apply with confidence that they will be acceptable to the Town Council and local planning authority without further discussion.

1.3 Structure of the Design guidance

This document is structured in the following way:

Section 01: Introduction

Sets out the background to this design guidance, its purpose, and how to use it.

Section 02: Policy Review

Overview of national and local policies or guidance.

Section 03: Character analysis

Presents character analysis and establishes Character Areas.

Section 04: Area-wide guidance

Includes design guidance that must be followed for all development proposals.

Section 05: Checklist

Provision of several topics and questions based on established good practice to guide future development decision-making.

1.4 Who should use this guide

The design guidance should be a valuable tool in securing context-driven, high-quality development in Uttoxeter. It will be used differently by different users in the planning and development process, as summarised in the adjacent table.

A valuable way guidance can be used is as part of a process of co-design and involvement that seeks to understand and takes account of local preferences and expectations for design quality. As such the guidance and codes can help to facilitate conversations on various topics to help align expectations, aid understanding and the balancing of key local issues.

A Design Code supports paragraphs 130 and 134 of the National Planning Policy Framework (NPPF), with the latter affirming that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

Design guidance and codes alone will not automatically secure optimum design outcomes but should help all involved.

Potential users	How they use the code
Applicants, developers, & landowners	As a guide to community and Local Planning Authority expectations on design, allowing a degree of certainty – they will be expected to follow the Guidelines as planning consent is sought.
Local planning authority	As a reference point, embedded in policy, against which to assess planning applications. The Design Guidelines should be discussed with applicants during any pre-application discussions.
Town Council or Neighbourhood Plan Steering Group	As a guide when commenting on planning applications, ensuring that the Design Guidelines are complied with.
Community groups & local residents	As a tool to promote community-backed development and to inform comments on planning applications.
Statutory consultees	As a reference point when commenting on planning applications.

Table 01: User groups and how they will use the guidance

1.5 Study area

The Uttoxeter neighbourhood area includes the market town of Uttoxeter, Uttoxeter Racecourse, and the surrounding rural area.

The town is 14 miles from Burton upon Trent via the A50 and the A38, 14 miles from Stafford via the A518, 16 miles from Stoke-on-Trent via the A50, and 20 miles from Derby via the A50 and the A38.

The urban area is bisected by the rail line and Picknal Brook with the majority of Uttoxeter's built up area located to the north of the railway.

Uttoxeter has many Local Green Spaces with several play areas in the recent developments south of the rail line.

The oldest part of the town is designated as a Conservation Area and distributes around High Street, Market Place, and Carter Street. Across the 20th Century, the town sporadically grew in the northwestern area at The Heath and south of the rail line with more recent developments.

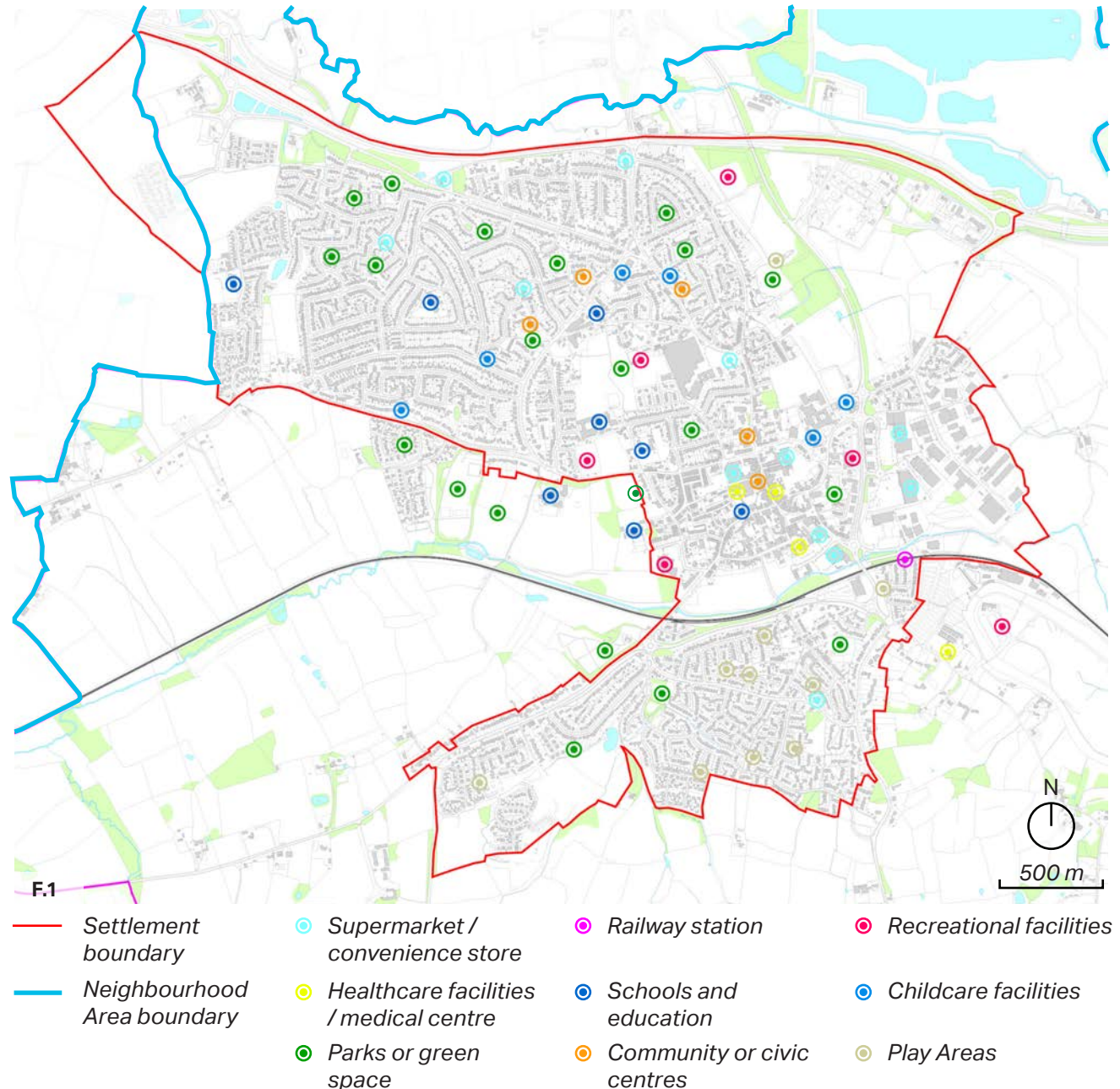


Figure 01: Uttoxeter has an active town centre located at High Street and Market Place, Local Green Spaces are mainly in the northern part of the area with historic buildings and amenities concentrated in the town centre. Schools are in established neighbourhoods. The Settlement Boundary is distinct from the Neighbourhood Area Boundary.

1.7 General overview

Social characteristics

According to the 2021 census, Uttoxeter has a population of 14,014. There are 6,000 household spaces.

The neighbourhood area is 1,414.16 hectares; a population density of 9.3 people per hectare.

Environmental conditions

The neighbourhood area is predominantly urban in character. The town is enclosed by agricultural fields. Uttoxeter Racecourse occupies a large swathe of land to the east and south east of the town.

There are several watercourses, most notably the River Dove, Picknal Brook, and the River Tean.

The neighbourhood area falls within National Landscape Character Area 68: Needwood and South Derbyshire Claylands.

Economic dynamics

Uttoxeter is one East Staffordshire's main urban areas and a major employment hub. Many residents travel less than 6.5 miles to work and it is likely that the majority of the 34.6% work within the town. JCB is a large scale employer.

1.6 Process and engagement

An inception call took place on 5 February 2024 with the Neighbourhood Plan Steering Group.

AECOM conducted a full day's site visit on 21 February with a meeting on site with the Steering Group, including councillors. The site visit (routes shown below) allowed AECOM to produce an extensive photographic survey.

Following the site visit, AECOM produced a desktop study with proposed character areas. The group provided comments, changes, and approval by 28 February. This became the basis for AECOM's baseline analysis and used to inform Section 3 of this document.

Workshops were held 27 June 2024 to ensure the appropriate connection between the design code and the *Uttoxeter Neighbourhood Plan - The Maltings and Trinity Square Regeneration Areas*.

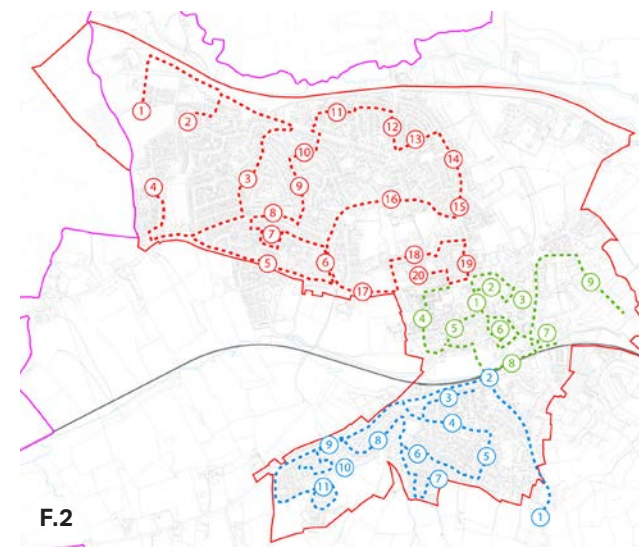


Figure 02: Diagram showing the routes taken by AECOM urban designers to undertake extensive analysis and photographic study



Policy context

02

2. Policy context

This section outlines the national and local planning policy and guidance documents that have influenced the development of this document.

The following chapter identifies relevant planning policies and guidance at both the national and local levels. In all instances, planning applications should make reference to these policies, including the codes within this document.

2.1 Signpost to other documents

National and local policy documents can provide valuable guidance on enabling good design and its benefits. Some documents are there to ensure adequate planning regulations are in place to facilitate development. Supplementary guidance documents complement national and local policy and provide technical design information.

Applicants should refer to these key documents when planning future development in the Uttroter Neighbourhood Area. The following documents have informed the design guidance within this report.

NATIONAL LEVEL

National Planning Policy Framework - (2023)

Development needs to consider national level planning policy guidance as set out in the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG). In particular, NPPF Chapter 12: Achieving well-designed and beautiful places stresses the creation of high-quality buildings and places.

Building for a Healthy Life Homes England (2020)

The BHL toolkit sets out principles to help guide discussions on planning applications and to help local planning authorities to assess the quality of proposed (and completed) developments, but can also provide useful prompts and questions for planning applicants to consider during the different stages of the design process.

Manual for Streets (2007)

Development is expected to respond positively to the Manual for Streets, the Government's guidance on how to design, construct, adopt and maintain new and existing residential streets. It promotes streets and wider development that avoid car dominated layouts and promote active travel.

National Design Guide (2019)

The National Design Guide (Ministry of Housing, Communities and Local Government, 2021) illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice.

National Model Design Code (2021)

The National Model Design Code (NMDC) sets a baseline standard of quality and practice.

The NMDC provides detailed guidance on the production of design codes, guides, and policies to promote successful design. It expands on 10 characteristics of good design set out in the NDG.

East Staffordshire Local Plan (2012 - 2031)

The East Staffordshire Local Plan was formally adopted in 2015 and comprises the Development Plan for Uttoxeter.

The document sets out the vision and overall development strategy for the district for the period from 2012-2031.

The Local Plan identifies Uttoxeter as a market town which is expected to deliver residential and employment growth over the plan period. Some of which is already in progress.

Local Plan vision for Uttoxeter

Uttoxeter will have a multi-functional, attractive Town Centre that incorporates a wide-ranging mix of activities set within a high quality network of pleasant streets and spaces, which create a strong identity and a place where people want to live, work and visit. The town will build upon its strategic location, its unique historic environment and its shops and markets, to attract and retain new investment for the benefit of local business and residential communities.

Significant growth and change will be welcomed through the implementation of sustainable urban extensions. There will be associated environmental benefits to the growth with improvements to community and health facilities and better access to improved open spaces.

Supplementary Planning Documents

East Staffordshire has produced several key Supplementary Planning Documents (SPDs) to support development across the borough. Those relevant to this Design Guide and Codes document include:

- Climate Change and Sustainable Development
- Design
- Housing Choice
- Open Space and Playing Pitch
- Parking
- Re-use of redundant farm buildings
- Separation Distances and Amenity
- Shopfronts

Local Planning Policy & Guidelines	Relevant Policies
East Staffordshire Local Plan (2012 - 2031)	Policy SP1 - East Staffordshire Approach to Sustainable Development
	Policy SP2 - Settlement Hierarchy
	Policy SP7 - Sustainable Urban Extensions
	Policy SP8 - Development Outside Settlement Boundaries
	Policy SP15 - Tourism, culture and leisure development
	Policy SP17 - Affordable Housing
	Policy SP20 - Town and Local Centres Hierarchy
	Policy SP21 - Managing Town and Local Centres
	Policy SP23 - Green Infrastructure
	Policy SP24 - High Quality Design
	Policy SP25 - Historic Environment
	Policy SP27 - Climate Change, Water Body Management and Flooding
	Policy SP28 - Renewable and Low Carbon Energy Generation
	Policy SP29 - Biodiversity and Geodiversity
	Policy SP30 - Locally Significant Landscape
	Policy SP31 - Green Belt and Strategic Green Gaps
	Policy SP32 - Outdoor Sports and Open Space
	Policy SP34 - Health and Wellbeing
	Policy SP35 - Accessibility and Sustainable Transport



Uttoxeter Neighbourhood Plan (2012 - 2031)

The first Uttoxeter Neighbourhood Plan outlines policies and guidance intended to shape development in Uttoxeter until 2031. These policies are grouped into eight themes, directly addressing key issues raised by residents and businesses during consultation:

- Town Centre
 - Focus on enhancing the vitality and attractiveness.
 - Encourage mixed-use, pedestrian-friendly spaces, and vibrant commercial areas.
- Design and Heritage
 - Prioritise high-quality design, preservation and character.
 - Promote sustainable and visually appealing development.
- Business and Economy
 - Support local businesses, job creation, and economic growth.
 - Encourage a diverse economy and investment in Uttoxeter.

- Transport
 - Improve connectivity and active travel.
 - Address traffic management and parking needs.
- Leisure and Recreation
 - Enhance green spaces, recreational facilities/amenities.
- Environment
 - Prioritise environmental sustainability, biodiversity, and green infrastructure.
 - Address floodplain management and carbon-friendly practices.
- Housing
 - Ensure a mix of housing types, affordability, and design quality.
- Community
 - Strengthen community cohesion and encourage community involvement and engagement.

The Neighbourhood Plan identifies 2 important masterplan sites: The Maltings and Trinity Square.

Uttoxeter Conservation Area Appraisal (2009)

The Conservation Area Appraisal provides valuable insights into the historic character and preservation of Uttoxeter. The key aspects:

Historic Buildings - timber-framed structures, Georgian townhouses, Victorian terraces, and other styles.

Materials and Construction Techniques - use of local materials such as brick, stone, and timber.

Traditional techniques, e.g. half-timbering, are important elements.

Roofscapes - shape, pitch, and materials contribute to character.

Windows and Doors - sash windows, casements, and ornate doorways are notable features.

Shopfronts and Signage - historic shopfronts and traditional hanging signs and fascias add to character.

Streetscape and Layout - cobbled streets, narrow passageways, and courtyards are part of the fabric.

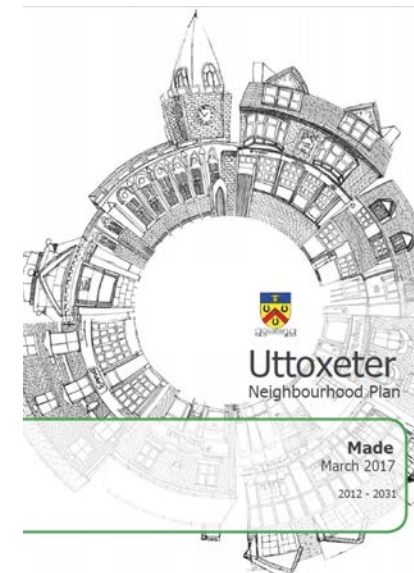
Boundaries - low walls, iron railings, and gates define plots and add to the area's visual appeal.

Local Planning Policy & Guidelines	Relevant Policies
Uttoxeter Neighbourhood Plan (2012 - 2031)	Policies are grouped under topics: Economy and Living UEL1: Uttoxeter Town Centre UEL2: Employment and the Visitor Economy UEL3: Residential Development Green Environment UGE1: Landscape and Natural Environment UGE2: Local Green Space Place and Design UPD1: Character and Heritage UPD2: Sustainable Design UPD3: Sustainable Transport and Active Travel

Key findings

The Uttoxeter Conservation Area Appraisal highlights key features and defines local character. While the Neighbourhood Plan gives clarity on how development should be progressed with respect to design, heritage and transport, it also clearly outlines the masterplans for important sites in the town centre.

The national, local and neighbourhood plan policies are aligned and have informed the production of this design code document.



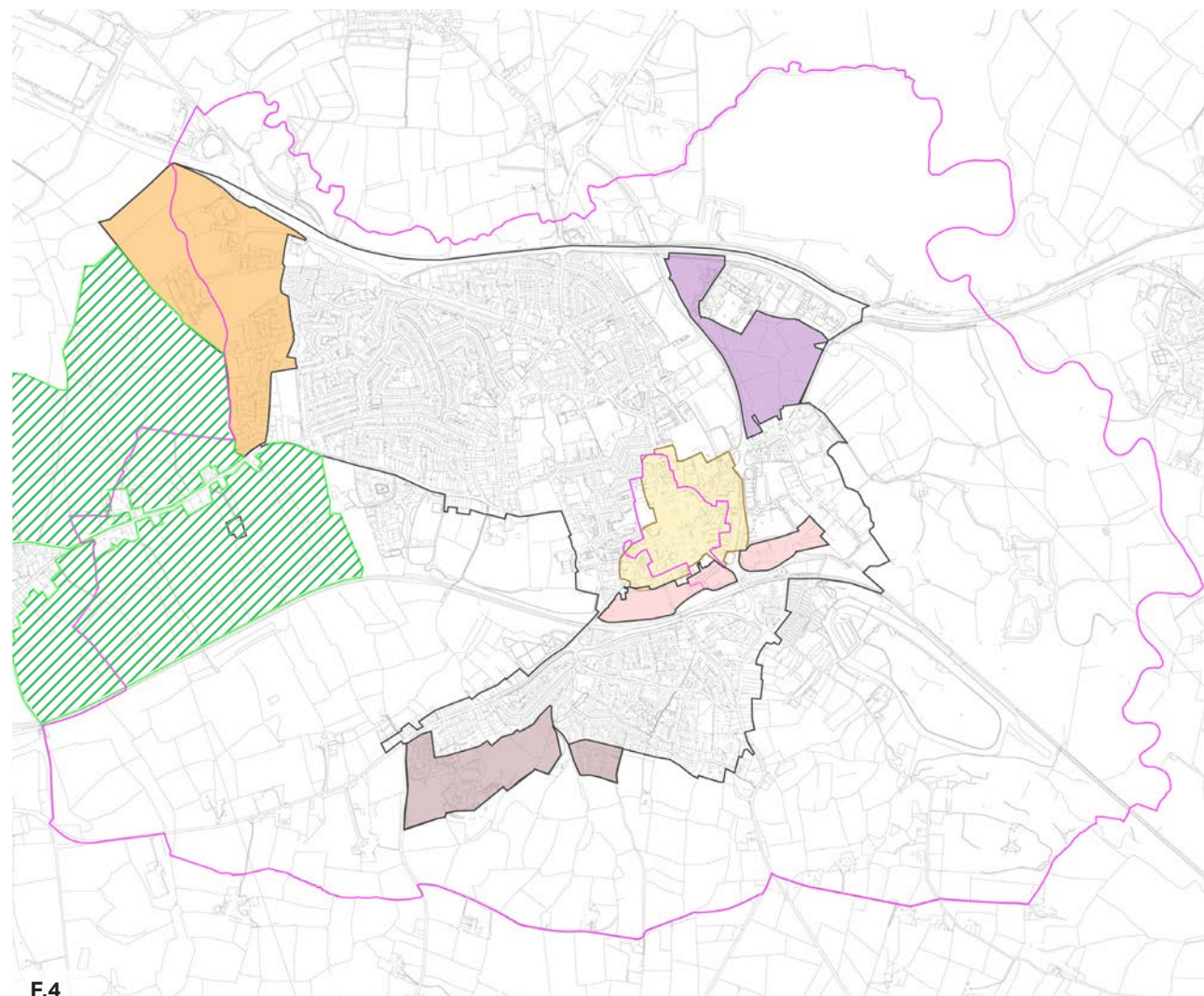
F.3

Figure 03: Uttoxeter Neighbourhood Plan (2012-2031)

2.2 Policy mapping

A review of East Staffordshire's policy mapping has identified the following policy designations relevant to this document:

- Settlement boundary: the settlement boundary encompasses the majority of Uttoxeter's urban area. A slight discrepancy is notable on the north western boundary.
- Town Centre boundary: a boundary has been defined for Uttoxeter's town centre uses.
- Conservation Area boundary: the Conservation Area boundary broadly aligns with the Town Centre boundary. It includes the majority of the neighbourhood areas listed assets.
- Allocated sites: several sites have been identified for residential and employment growth, noted as Housing Strategic Site, Sustainable Urban Extensions, or Strategic Employment Site.
- Strategic Green Gap: an area of land that is identified as a green gap between the western edge of Uttoxeter and the adjacent settlement of Bramshall.



F.4

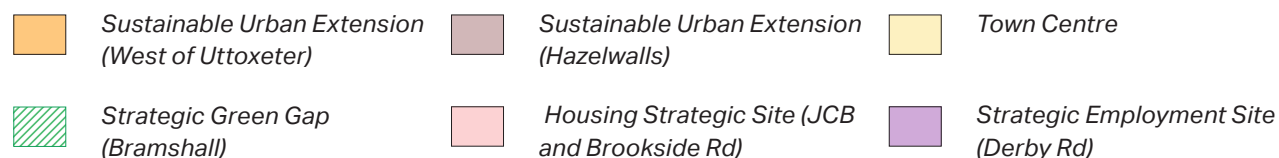
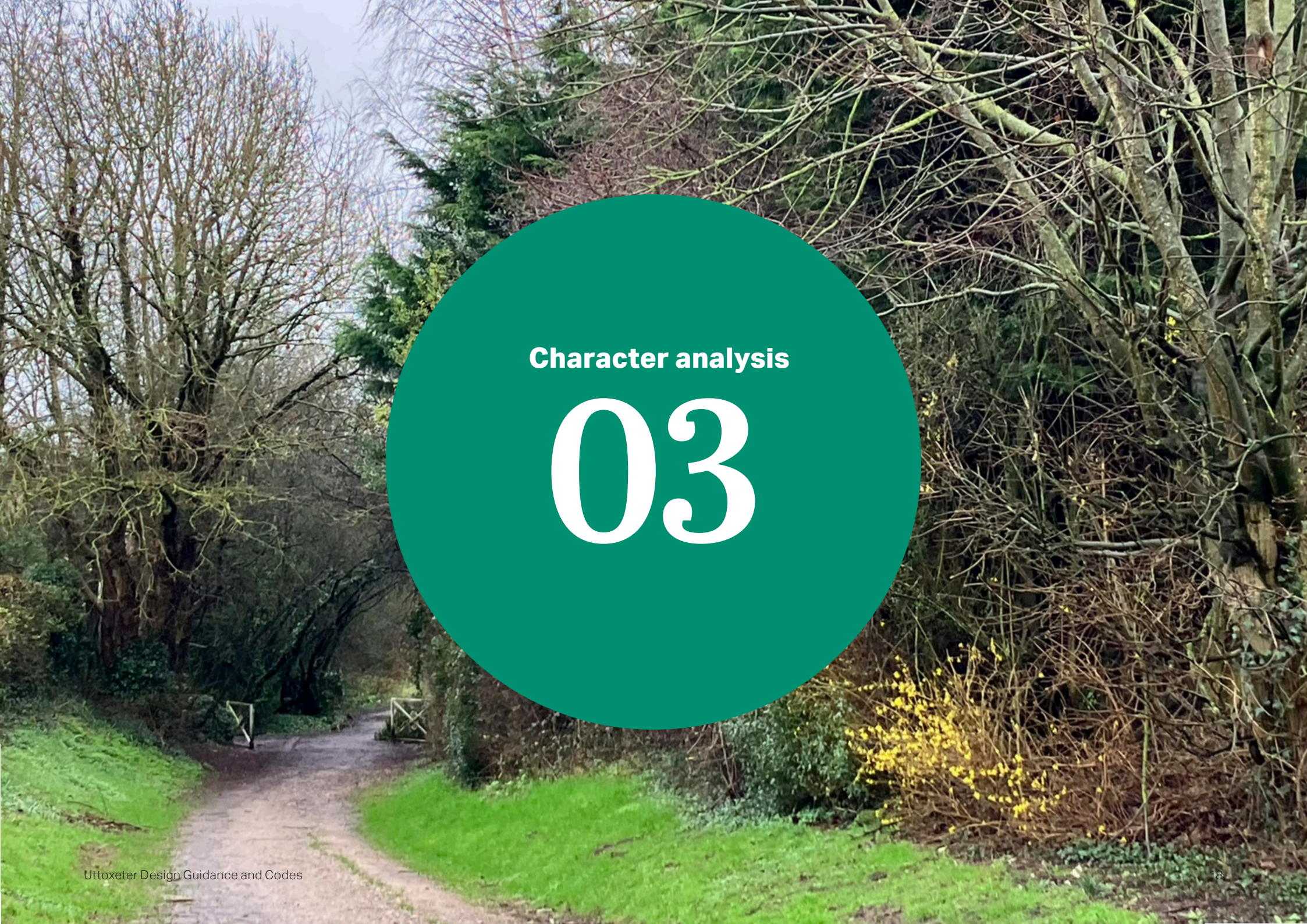


Figure 04: Strategic and allocated sites and policies mapping





Character analysis

03

3. Character analysis

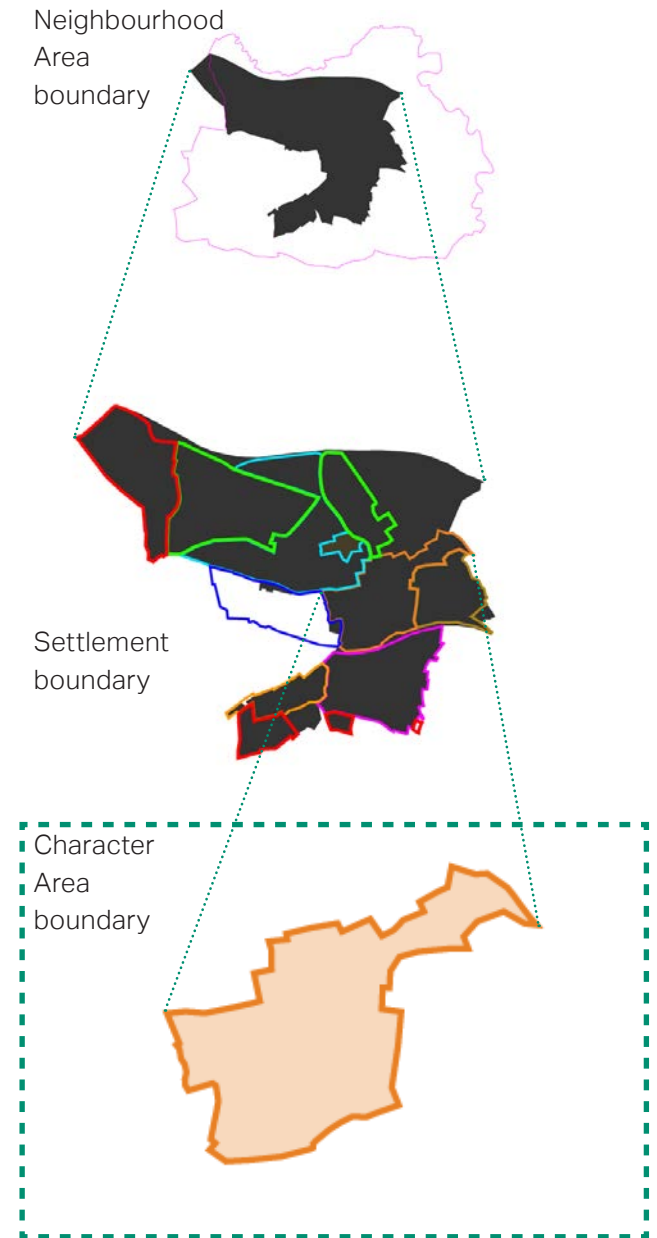
This chapter presents the variation in character within the Uttoxeter settlement boundary. This helps to inform a series of design guidelines that are both sensitive and responsive to local context, landscape setting, and character.

3.1 Characterisation study

It is important that any future development in Uttoxeter responds to the existing local character of the town in a positive way. Defining Character Areas and establishing what the key features or distinctive attributes are in each area, helps to guide future development by identifying applicable guidelines to enable or preserve local character and distinctiveness.

This analysis was crosschecked on site as part of the walking tour and photographic study.

Figure 05: A Character Analysis of the area within the Uttoxeter Settlement Boundary was undertaken. Design guidelines in this section are applicable to each Character Area.



F.5

3.2 Settlement origins and growth

Utttoxeter is first recorded in Domesday Book when a settlement existed, probably around two early roads. The town was established by the lord of the manor, the Earl of Derby, when he was granted a market and borough charter in the mid 13th Century. The key medieval components of the town are still legible and comprise the church, market place, street pattern and burgage plots.

The plan of Utttoxeter is complex and composite. The commercial core of the town contains 54 listed buildings, the majority are probably 17th Century.

Piecemeal development beyond the historic core began in the 19th Century. The majority of Utttoxeter's suburban development dates to the mid to late 20th Century, with significantly more recent development in the early 21st century.

Dairying has long been important to the economy of the town. Utttoxeter is also famous for being the home of Bamfords Ltd, the birthplace of JCB and Elkes' biscuits established in the 1920s.



Figure 06: Development period timeline

The pattern of Uttoxeter's growth is greatly influenced by its medieval street plan that remains today. The core of the town is 17th Century - many buildings in the Market Place have false fronts covering much older buildings.

The town's growth is not a typical industrial town settlement growth pattern of rippling from a centre. In the centre it has been the reuse of existing 17th and 18th Century buildings with some infill. The towns layout and road network has not significantly changed since the 17th Century - with the exception of the New Street area.

Growth has not been in blocks of development until the mid 20th Century. It has been haphazard unplanned development mainly along the main roads, which have then connected the town to the surrounding rural area or main routeways. The main industrial influence of growth was the former Bamford works, which dominated the town to the south.

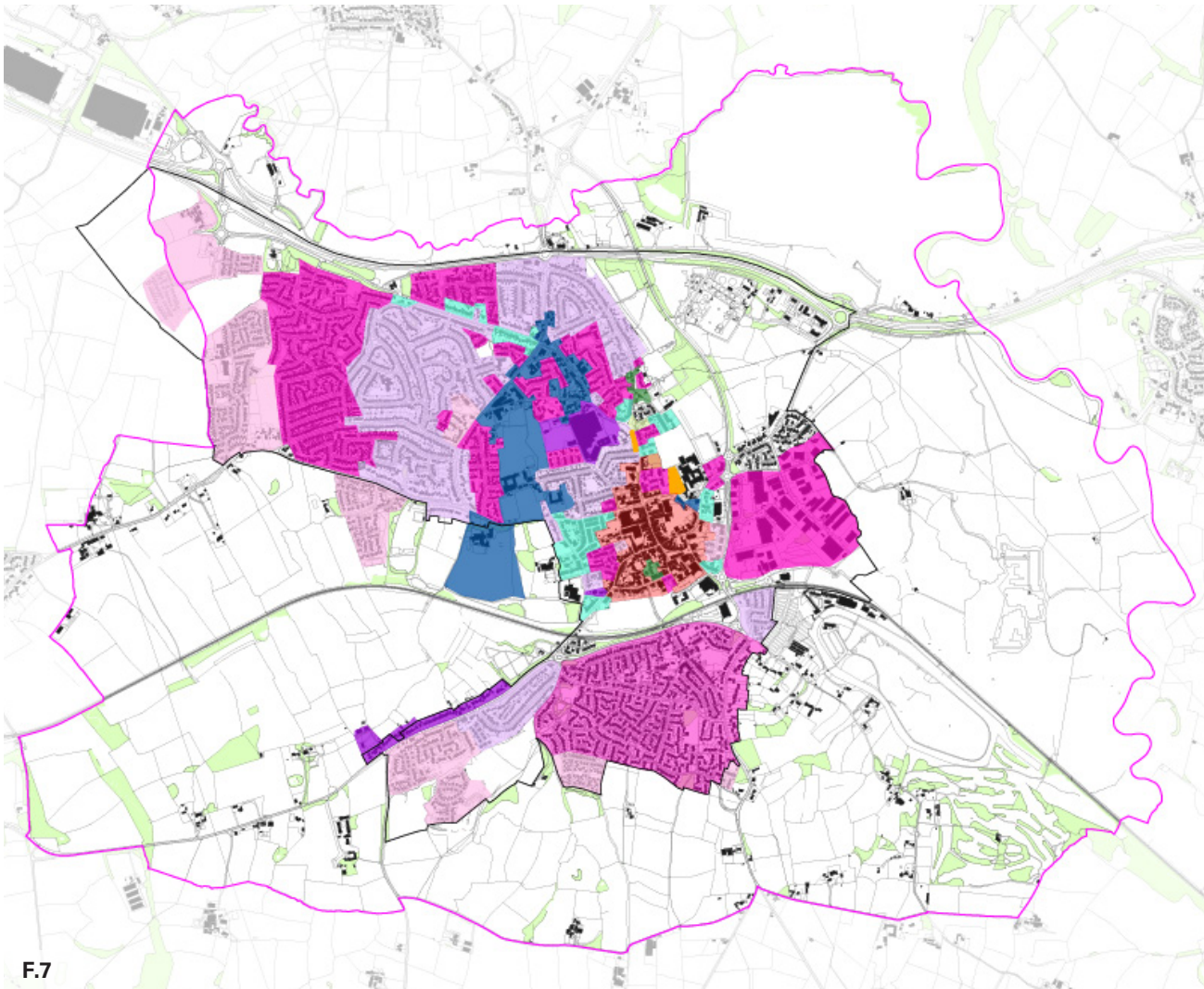


Figure 07: Diagram showing the growth pattern, map adapted from the *Uttoxeter Historic Character Assessment - Staffordshire Extensive Urban Survey* (October 2011). Provided by Redfern Cottage.



3.3 Character Area densities

Uttoxeter is a relatively low to medium density town, with centralised higher density in the town centre and more recent developments.

The average net density of the housing areas sampled across the town is 28 dwellings per hectare (DpH).

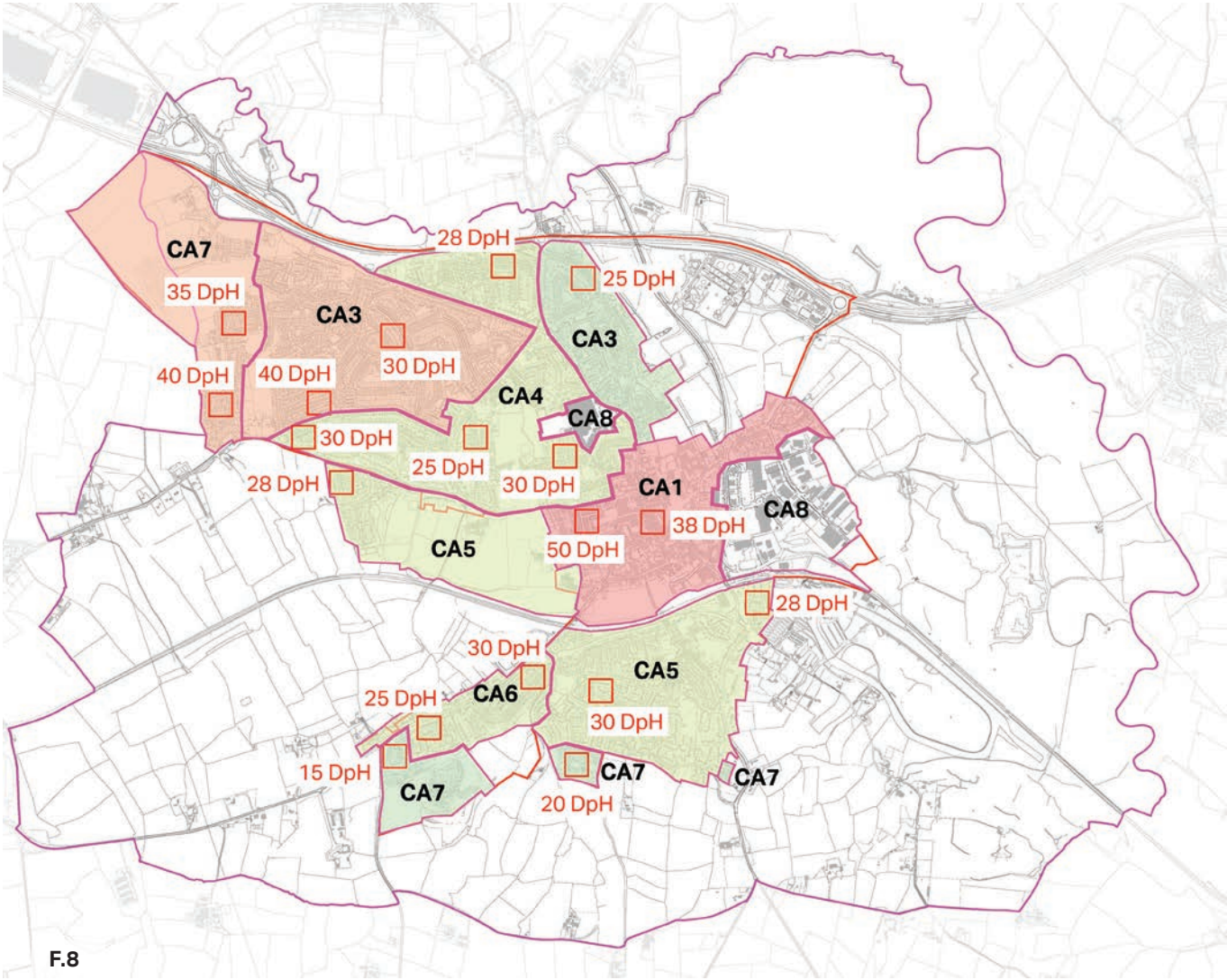
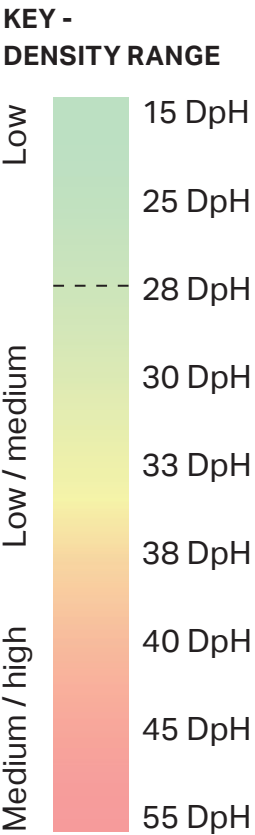


Figure 08: Character area densities

3.4 Typical house types

Typical house types presents an overview of houses observed on the site visit and in desktop study, it is not a comprehensive analysis of all house types but an indicative sample of design features.

Census 2021 data for the 14,014 residents of Uttoxeter shows a spread of house types:

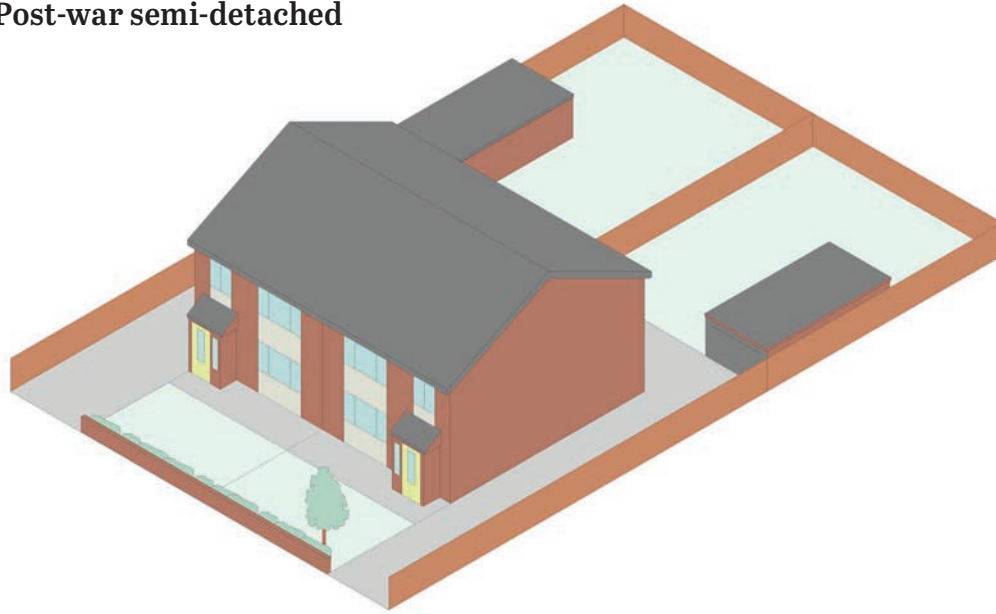
- 31.4% live in a detached house
- 41.6% live in a semi-detached house
- 17.2% live in a terrace house
- 9.6% live in purpose-built flats

Other notable figures include:

- 15.6% have 0 cars in a household.
- 39.3% have 1 cars in a household.
- 33.4% have 2 cars in a household
- 10.9% have 3 cars in a household
- 58.6% commute using a car or van
- 20.5% work from home
- 0.4% commute using a train or bus.



Post-war semi-detached

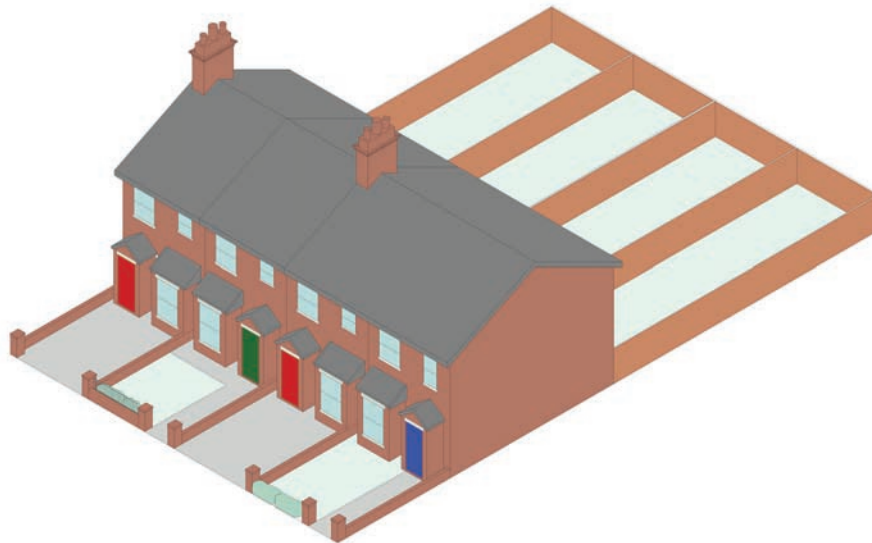


1. Small front garden with low wall, often with trees
2. Brown brick with uPVC fascia cladding.
3. Two-storey semi-detached.
4. Front facing, sometimes side entrance.
5. Casement uPVC windows.
6. Concrete tiles.
7. Side driveway with rear garage
8. Medium back garden.
9. Pitched gable roof, flat roof garage.

Typically in Character Areas:

CA3

Georgian terrace



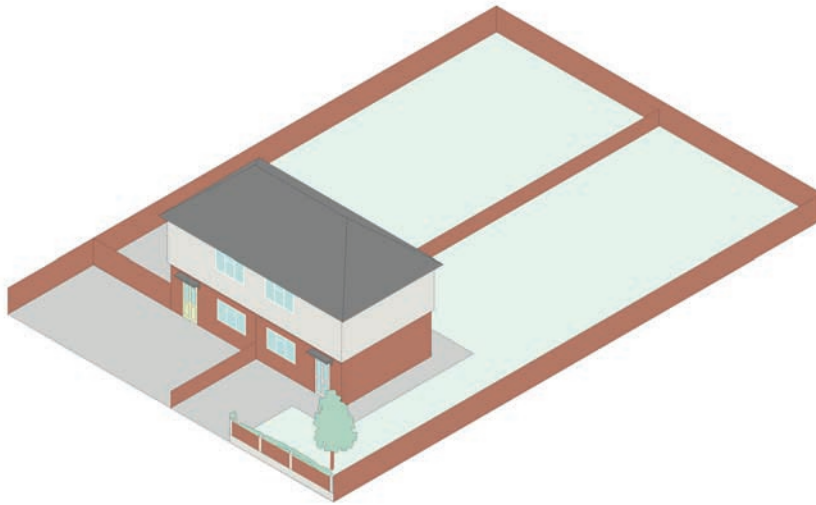
1. Small front garden, often parking.
2. Red brick frontage.
3. Two- or three storey terraces.
4. Porch entrance
5. Sash / bay windows on ground.
6. Grey slate tiles.
7. Low boundary wall or no treatment.
8. Narrow, medium back garden.
9. Pitched gable roof.

Typically in Character Areas:

CA1

CA3

Mid 20th Century semi-detached

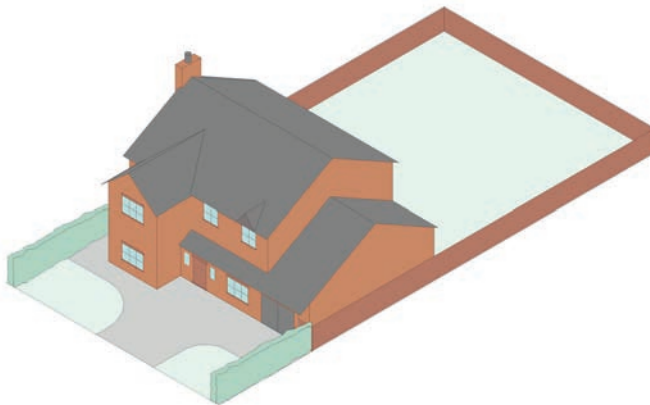


1. Small front garden sometimes with trees, often as parking.
2. Red brick + white render, sometimes with quoins.
3. Two-storey semi-detached, former council property.
4. Concrete flat roof porch or alcove entrance.
5. Casement, sometimes bay windows.
6. Concrete tiles and centralised chimney stack
7. Front driveways with low boundary wall
8. Medium back garden.
9. Hip roof.

Typically in Character Areas:

CA1 **CA6**

Late 20th Century

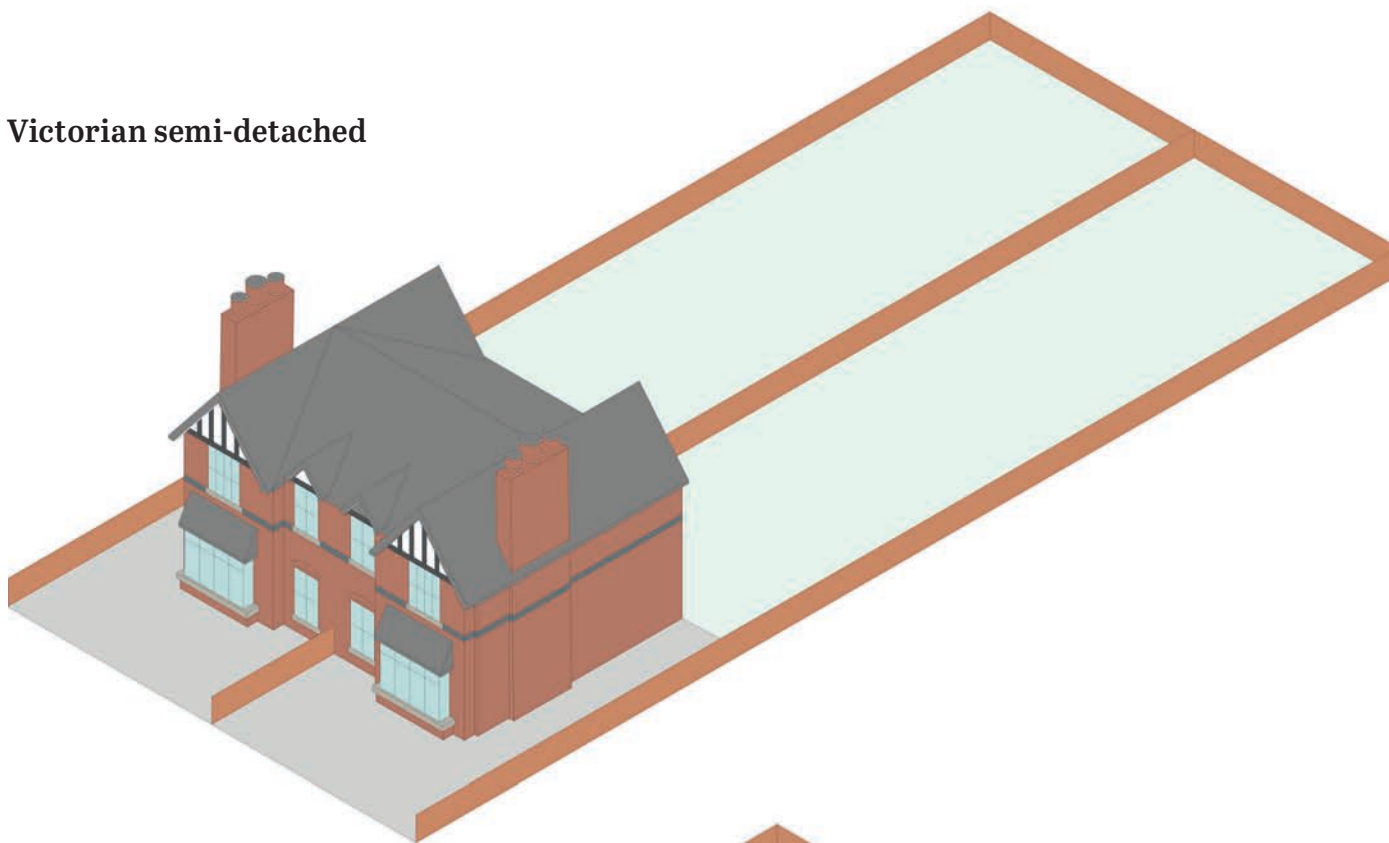


1. Small front garden, often as parking.
2. Red or brown brick.
3. Two-storey semi-detached or detached.
4. Integrated entrance with no porch.
5. uPVC sash windows, sometimes with dormers.
6. Concrete tiles, sometimes with Tudor style fascia.
7. Front driveways with no boundary treatment.
8. Medium to large back garden.
9. Gable-fronted pitched roof with catslide roof over garage and entrance.

Typically in Character Areas:

CA5 **CA6**

Victorian semi-detached

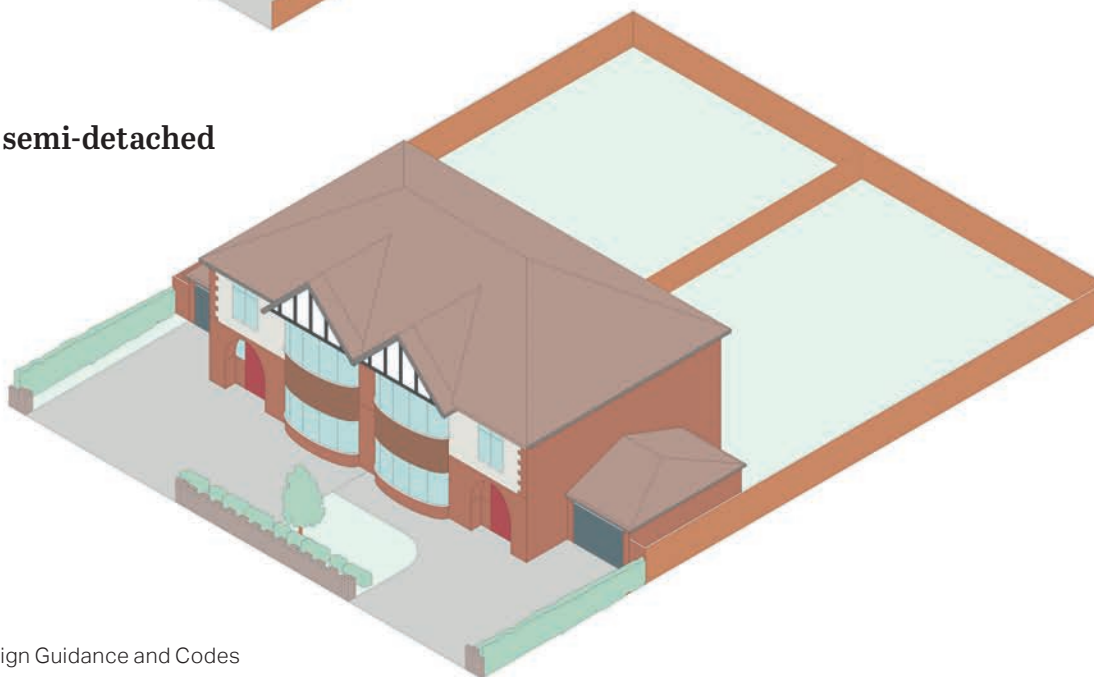


1. No front garden, on-plot parking.
2. Red brick with blue striated accent and black/white fascia.
3. Two-storey semi-detached or detached.
4. Side entrance no porch.
5. Sash / bay windows with dormers.
6. Grey slate tiles.
7. Front driveways with no boundary.
8. Medium to large back garden.
9. Cross gable/hip roof with chimney.

Typically in Character Areas:

CA3 **CA4**

Interwar semi-detached

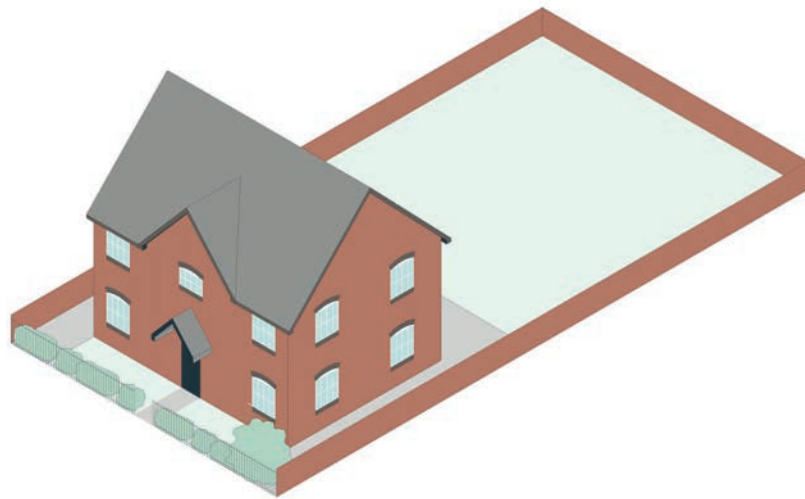


1. Medium front garden, sometimes with parking and side garage
2. Red brick, white render with quoins, shingle cladding, black/white fascia.
3. Two-storey semi- or detached.
4. Alcove porch entrance.
5. Casement or bay windows.
6. Red pantile or grey slate tiles.
7. Battlement-style stone wall boundary.
8. Medium to large back garden.
9. Hip roof with gable front.

Typically in Character Areas:

CA2 **CA4**

Victorian vernacular modern

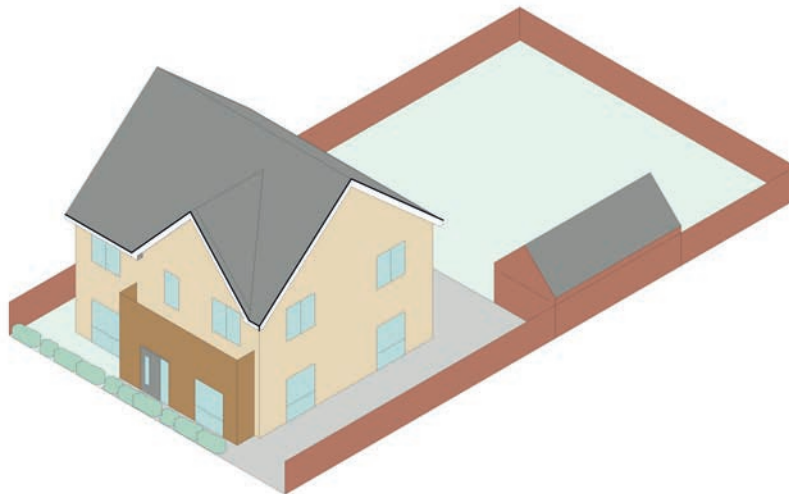


1. Small front garden or no setback.
2. Reddish-brown brick and blue brick accent.
3. Two-storey detached or semi-detached.
4. Gable front, open porch.
5. Sash windows (mullion/transom) with curved, blue brick lintels.
6. Grey slate tiles.
7. Side driveways with metal fence boundary and vegetation.
8. Medium to large back garden.
9. High pitch roof with central gable.

Typically in Character Areas:

CA2

Early 21st Century modern



1. Small front garden or no setback.
2. Various colour brick or white render and sandstone accent.
3. Two-storey detached or semi-detached.
4. Distinctive porch with material difference.
5. Floor-floor casement windows.
6. Grey slate tiles.
7. Side driveways with metal fence boundary.
8. Medium to large back garden with rear garage.
9. High pitch roof with offset gable.

Typically in Character Areas:

CA7

3.5 Character Areas

Following baseline analysis and site visit observations, eight character areas were devised to segment the town.

Please note: the Character Areas presented in this section extend past the Settlement Boundary in some places and do not extend to the Neighbourhood Boundary. Area wide codes will cover any development occurring outside of the Settlement Boundary.

Each Character Area presents a series of analyses on its layout, landscape, built form and appearance.

The analysis is broken down into relevant topics such as urban form, green infrastructure, and boundary treatments.

Reference can also be made to an area's Dwellings per Hectare range, typical plot sizes, and typical block size and shape.

A selection of images identifies the typical appearance of buildings and spaces in each area.

CA1. combines the town centre, masterplan sites, and extends beyond the conservation area boundary. This is to enable future development to consider key aspects for quality design that relate to the historic core.

Two of the character areas are separated by geography: CA3. and CA4. While the places may be separated they share similar characteristics and were categorised under one character area.

CA8. is the Dovefields Retail Park and Industrial Estate. Any proposal in CA8. would benefit from or be informed by Section 4 area-wide guidance.

Designers should consider neighbouring character areas and their specific local context and characteristics when developing proposals.

KEY - Character Areas



CA1 Town Centre - includes the Town Centre boundary, Conservation Area, Masterplans, and the strategic allocation.



CA2 Picknal Lane - new residential development around Geoff Morrison Way and Campion Way.



CA3 Bentley Rd & The Wharf - residential development south of New Road and alongside Cheadle Road.



CA4 The Heath - neighbourhood north of New Road, between Bramshall Rd and Byrds Lane.



CA5 Balance Hill - residential development bisected by Kingfisher Way and Foxglove Avenue, adjacent to the Racecourse.



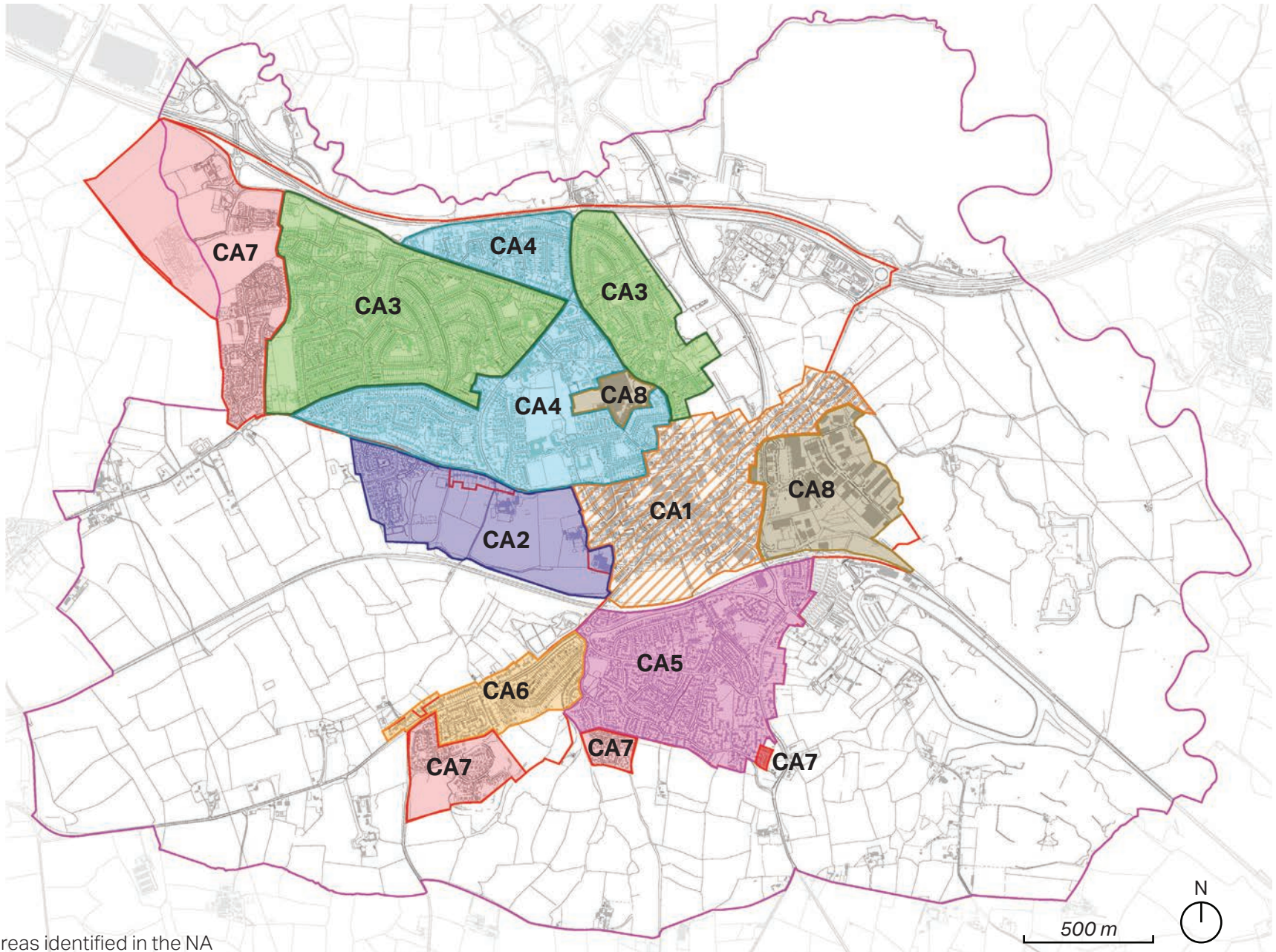
CA6 Westlands - residential development along Stafford Rd and Westlands Rd..



CA7 Park's Farm & Blount's Green - new residential development at the periphery of the settlement.



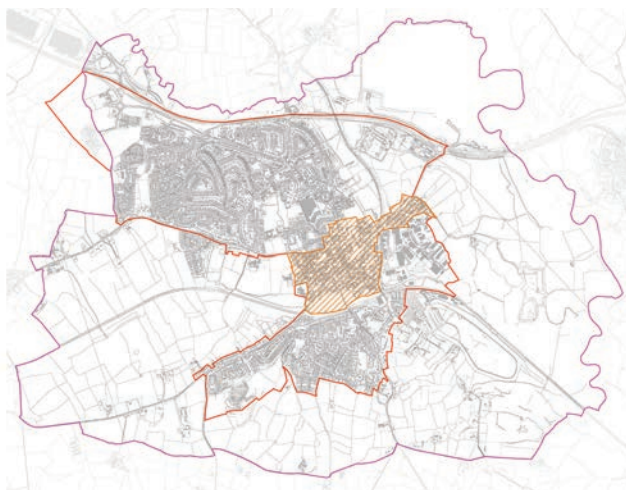
CA8 Dove Fields & Elkes Biscuits - retail park and industrial area to the east of the A518 and adjacent to the town centre.



F.9
Figure 09: Character areas identified in the NA

1 CA1: Town Centre

A combination of historic core, retail, residential and commercial uses create a complex context.



CA1	Calculations
Range Dwellings per Hectare (DpH)	26-50 DpH
Typical plot size range	4.5m (W) x 15m (L) - 70m (W) x 75m (L)
Typical block size range	150m (W) x 200m (L)

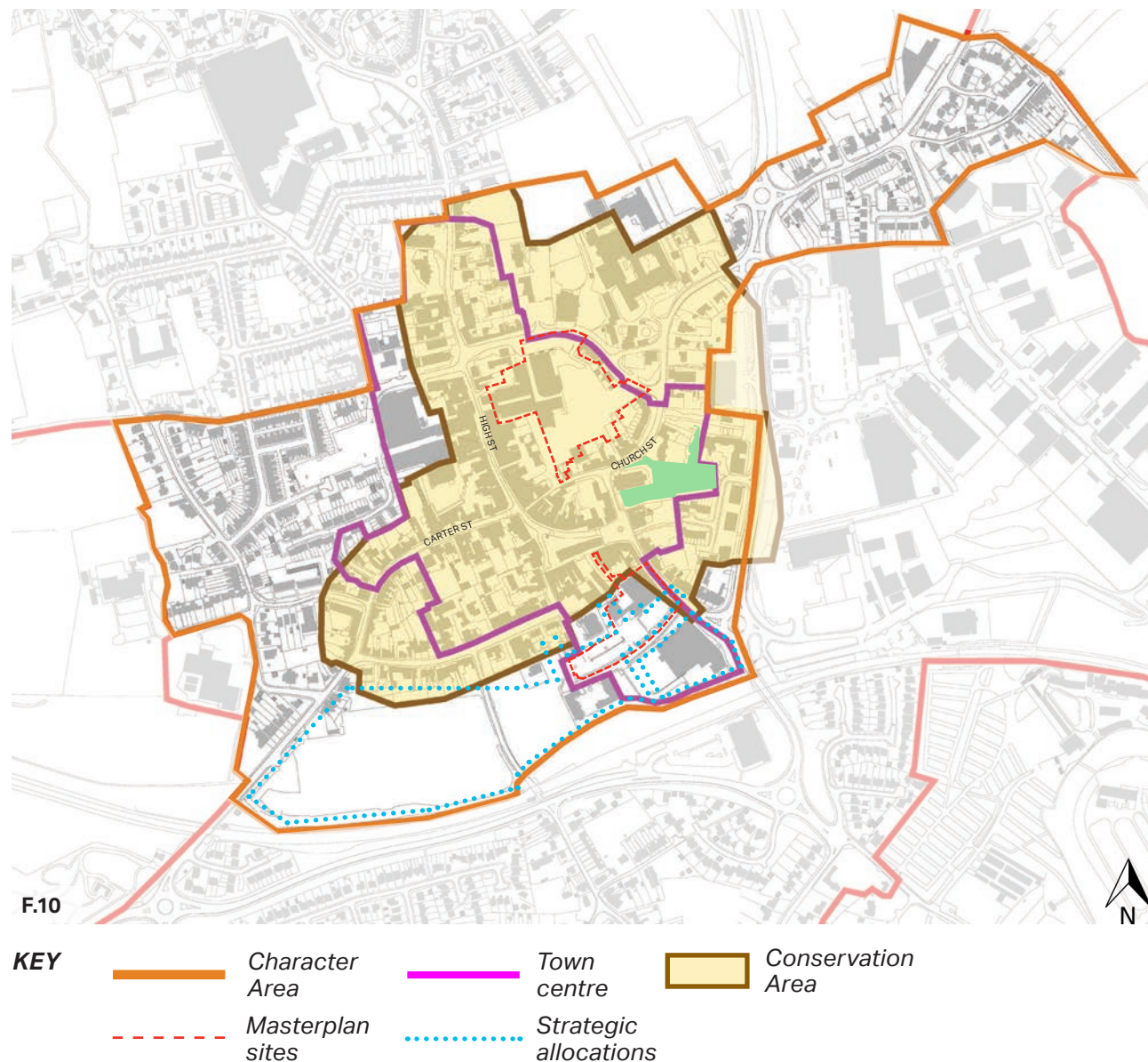


Figure 10: Includes the defined Town Centre boundary, the Conservation Area and the strategic site to the south of the town centre. Masterplan sites include The Maltings and Trinity Square.



Figure 11: Entrance to the Maltings from High St.



Figure 12: Timber facade and alleyways on Market St.



Figure 13: High Street's built form and urban grain.



Figure 14: High Street's building line deviation.



Figure 15: Carriage entry into private parking court.



Figure 16: Late 18th century Bank House, Church St.



Figure 17: View to Grade II* listed St Mary's Church.



Figure 18: Queens St public realm and memorial



Figure 19: A.W.N Pugin's 19th century presbytery.



Figure 20: Late 19th century warehouse on Market St.



Figure 21: Balance Street Medical Centre.



Figure 22: Poor quality public realm, Trinity Square.



Figure 23: Land adjacent to railway, Pinfold St.

Figure 24: Dilapidated Grade II listed pub, Bridge St.

Layout	Urban form	Tight, dense urban grain in the historic core. Concentration of listed buildings and historical assets - St Mary's Church is a landmark. A mix of residential and retail uses. The town centre has two opportunity sites: the Maltings and Trinity Square with strategic allocations running alongside the railline.
	Movement networks	Many of the early routes are still active today: High St, Church St, Carter St, Bridge St, and Pinfold St. Street layouts are typically organic with narrow streets and alleyways are a feature. High Street has a continuous building line tight to the pavements, which are typically narrow. Pedestrianisation is a feature on High Street - traffic evident during exempt hours. Train station is isolated, active travel links could be improved. The area's southern aspect is the gateway to the town, adjacent to the Racecourse. Bridge St is a connector for visitors to the racecourse but is not optimised as a gateway.
	Block shapes and sizes	Historic core generally has irregular blocks due to mix of buildings and uses. Blocks are typically rectangular but sometimes are square in shape. Plots are generally long, thin burgage plots - most evident around Market Place.
	Public realm / open space	Public spaces are well maintained with a variety of textures and colours. Market Place is historically significant but dominated by parking. Dr Johnson's Memorial and War memorial at Queen Sq are bounded by bollards, constricting the space. The Maltings and Trinity Sq have poor quality environments where covered colonnades create dark spaces, not in-keeping with the Medieval street layouts and sense of enclosure.
Landscape	Green and blue infrastructure	Very little green or blue infrastructure on streets or in public spaces.
	Soft landscaping	Soft landscaping is not typically a feature. The Maltings and Trinity Sq lack soft landscaping, furniture, and activation.
	Boundary treatments and set-backs	Buildings face the street. The building line is hard to the street edge with generally narrow pavements with larger breakout spaces where building lines deviate and are setback. Setbacks in most areas are small setbacks, with some retail units spilling directly on to High St, which reinforces a strong sense of enclosure..
Built form	Building size, scale and type	There is a mix of styles ranging from Medieval with timber frontage (notably 2 Market St), to Victorian warehouses, Elizabethan houses/shops, postwar residential, and an art deco medical centre. High St has several surviving traditional shopfronts, sometimes concealed. On High St, there is a stark contrast between the characterful historic buildings and the mid-20th century development. The Wheatsheaf Inn (54 Bridge St) is an example of early 19th century style but is in disrepair. Building heights are typically 2-3 storeys. The area has medium-high density.

Appearance

Colours



Roofing



Parapet roof and coping stones at The Maltings



Concrete or Staffordshire blue clay tiles

Surfaces



Staffordshire blue engineering brick/cobbles



Granite street paving in town centre

Facade



Timber facades and accents in town centre



Red brick



Brown brick



White render

Boundaries



Bollards at Queen St memorial



Metal fencing along Church St



Hedgerows at Alexandra Crescent

Doorways



18th century frieze, engaged piers and arch



Concrete columns for colonnade at The Maltings

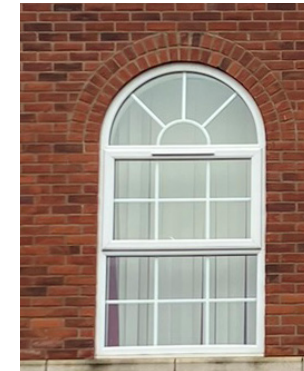


Doors opening to the street create hard edge



Concrete flat roof porch with uPVC door

Windows



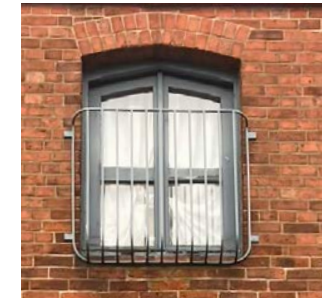
Modern version of arched lintel Georgian window



Limestone windows and lintels with mullions



Carriage entrance, sometimes reinterpreted



Arched brick lintel with grey casement windows



Dormer casement windows and gable end

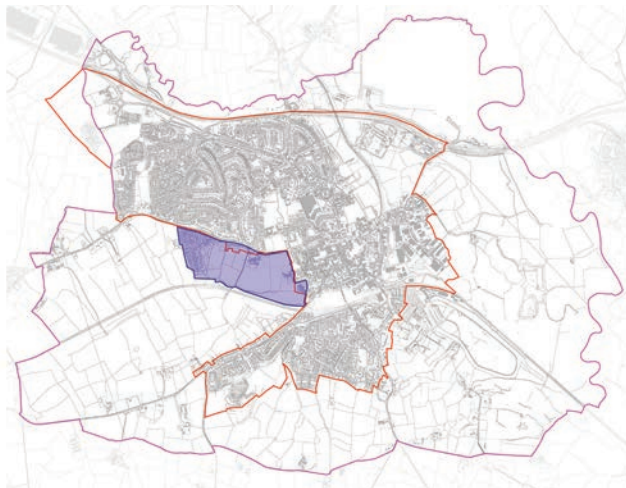


Bay windows with hip roof and uPVC window

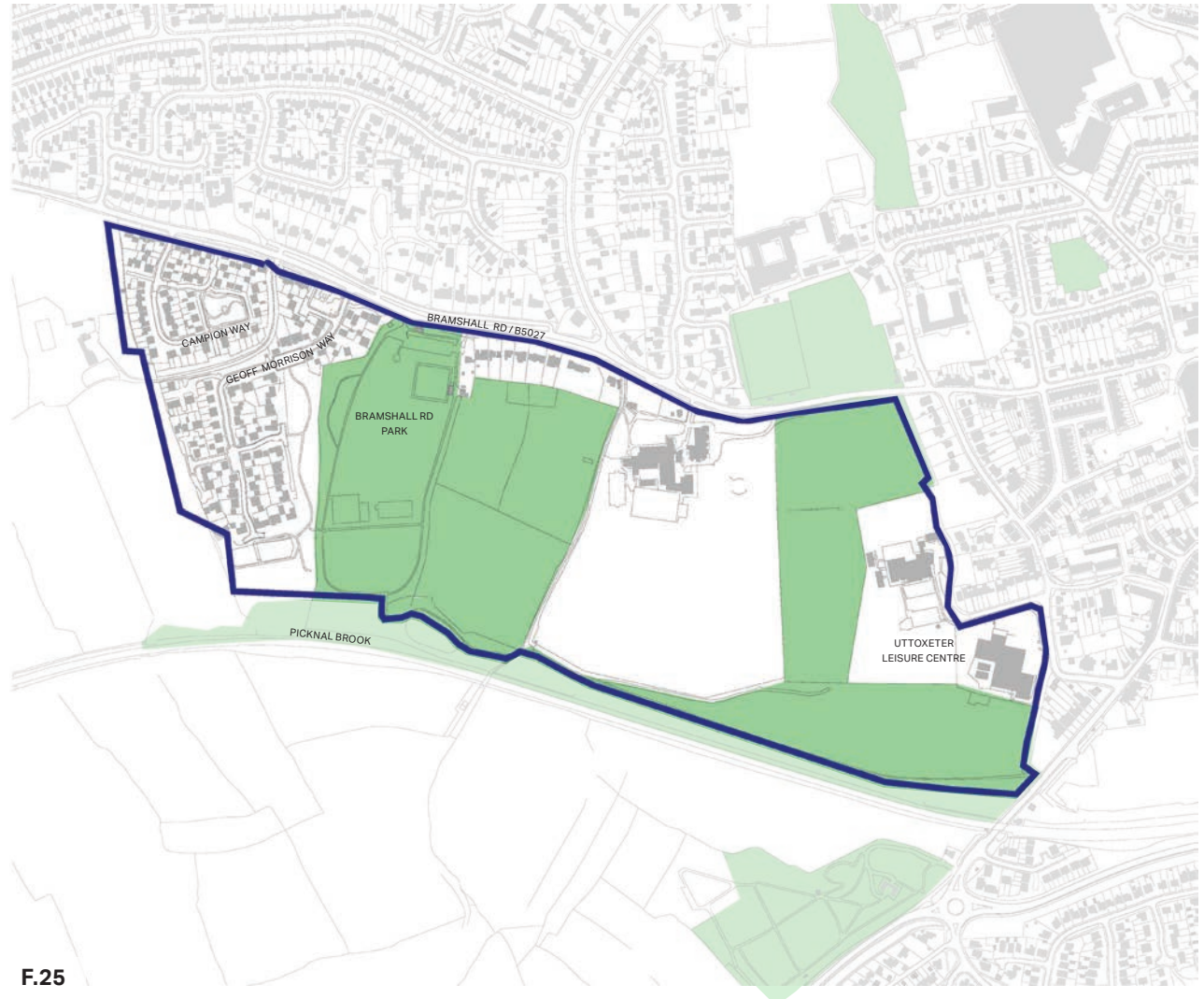
2

CA2: Picknal Lane

Area includes new developments in a Victorian vernacular style, first and middle schools, Local Green Spaces and Park at the edge of the main town centre.



CA2	Calculations
Range Dwellings per Hectare (DpH)	28-32 DpH
Typical plot size range	7.5m (W) x 20m (L) - 18m (W) x 40m (L)
Typical block size range	50m (W) x 125m (L)



F.25



Figure 25: Figure ground illustrating a cul-de-sac development of late 20th Century housing, as well as Bramshall Road Park and Picknal Brook flanking the southern aspect.



F.26



F.27

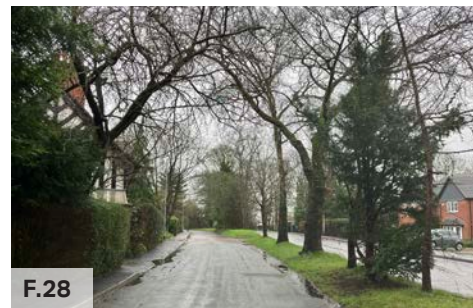
Figure 26: Victorian vernacular style, turning the corner at Campion Way.

Figure 27: Public green spaces are enclosed by fences and hedges.

Figure 28: Tree-lined access road, view towards Geoff Morrison Way.

Figure 29: Centralised gable fronts are a common feature in new development.

Figure 30: High pitched roofs are characteristic of the area.



F.28

Figure 31: Small gardens and verges are common; street trees are infrequent.

Figure 32: Hedgerows and trees delineate road from private space.

Figure 33: Side or rear garages are common in the area.

Figure 34: Detached properties are predominant.

Figure 35: Larger properties line Bramshall Road.



F.29



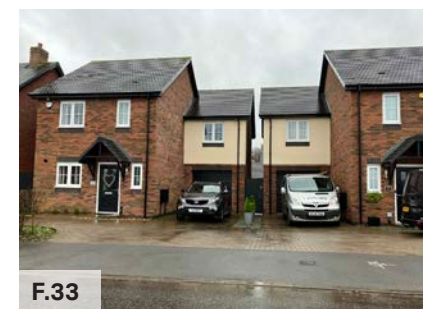
F.30



F.31



F.32



F.33



F.34



F.35

Layout	Urban form	Structured linear form along Bramshall Road/Stone Road with finer grain cul-de-sac arrangements on Campion Way and Geoff Morrison Way. First and middle schools, Local Green Spaces and park at the western edge of the town centre. There is a topographical level change sloping north to south. Modern development is tightly packed, interwar development is on more expansive blocks.
	Movement networks	Generally an organic street pattern of loop roads and cul-de-sacs. In recent developments, road surfaces are often herringbone block paving to create a sense of pedestrianisation with dropped kerbs and soft landscaping. Footpaths from Orchid Close connect to other streets and Bramshall Road Park. A private driveway bisects the two developments and is bounded by trees and high timber fencing
	Block shapes and sizes	Blocks along Campion Way are typically rectangular blocks with plots that are minimally set back from the pavement edge. Along the southern aspect of Geoff Morrison Way blocks are more typically square in shape and have a larger front garden
	Public realm / open space	With access to Bramshall Road Park at the area's eastern aspect, the character area has good quality public open space. The park bounded by Campion Way loop road has a small fence and soft landscaping but no children's playspace.
Landscape	Green and blue infrastructure	The green corridor (Picknal Brook) along the southern fringe provide significant green character. Grassed verges, parks, and private gardens contribute to the green network.
	Soft landscaping	More recent developments have less soft landscaping at the street edge, mainly within private gardens often with low vegetation and hedges. More mature trees are located along Bramshall Road/Stone Road and create local character.
Built form	Boundary treatments and set-backs	Recent developments have a strong street enclosure as high pitched roofs create a tall built form that frames the street. Metal fences, small hedgerows and sometimes on-plot, front of house parking are evident. Tree canopy along Bramshall Road creates a sense of enclosure. Houses along Bramshall Road are typically setback from the road with large front gardens, low stone walls with mature trees.
	Building size, scale and type	Residential uses are predominant but there are schools in the area. Buildings are typically 2 storeys. The properties at Campion Way and Geoff Morrison Way are modern in style yet reflect typical Victorian features such as steep pitched roofs and open gables to the street. They have curved blue engineering brick lintels and black accents and slate roofs.

Appearance

Colours



Roofing



Timber fascia roof and red pantiles



Black timber/Staffordshire blue clay tiles

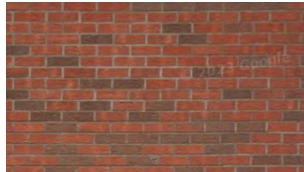


High pitch, Staffordshire blue clay tiles



Concrete tile, timberboard/ batten eaves

Facade



Red brick



White render



Shingle tiles on bay windows

Surfaces



Red brick block paving in residential streets

Boundaries



Low hedgerows and planting with on-plot parking



Metal fences in dark green or black paint



Low planting at boundary edge with small setback



Low brick wall and tall vegetation



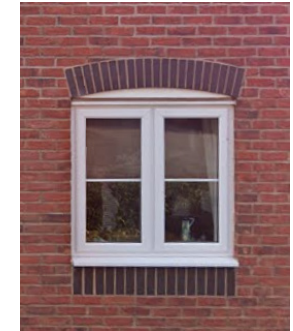
No boundary with grassed areas at front of property

Doorways

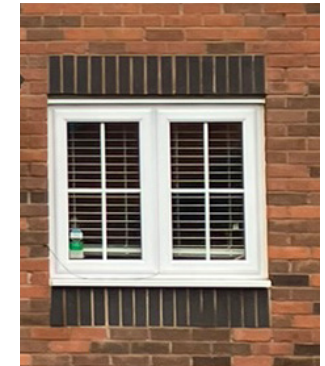


Gabled porch entrance

Windows



Blue engineering brick curved lintel, uPVC casement



Casement windows with glazing bars

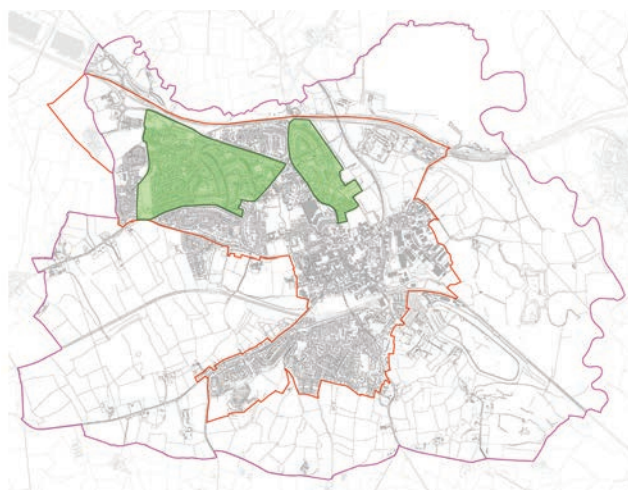


Brown timber bay windows

3

CA3: Bentley Road and The Wharf

Residential neighbourhoods to the south of New Road and to the east of Holly Road. A mix of house types, Local Green Spaces, and retail.



CA3	Calculations
Range Dwellings per Hectare (DpH)	30-40 DpH
Typical plot size range	4m (W) x 28m (L) - 10m (W) x 40m (L)
Typical block size range	70m (W) x 300m (L)



F.36

Figure 36: Diagram showing the western aspect of the character area as this is typical of the layout of streets and buildings, often loop roads or cul-de-sacs with several Local Green Spaces.

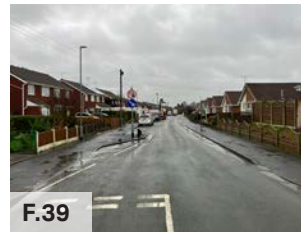


Figure 37: Detached properties with minimal gaps.

Figure 38: Housing mix flanking narrow streets.

Figure 39: Traffic calming on Byrds Lane.

Figure 40: No boundary treatment, on-plot parking.

Figure 41: Grass verges and street trees feature.

Figure 42: Low bollards segregate road/pavement.

Figure 43: Footpaths and PRoWs connect streets.

Figure 44: Overlooking of footpaths is insufficient.

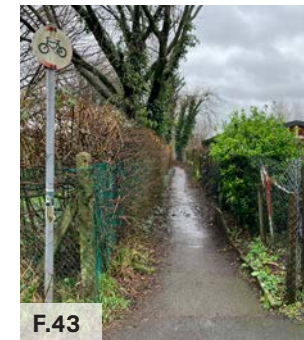
Figure 45: Terraces break the building line.

Figure 46: Density in terraces hard to street edge.

Figure 47: Semi-detached houses with side entrance.

Figure 48: Flats at Pennycroft Lane.

Figure 49: Garages are underused and in disrepair.



Layout	Urban form	Structured, linear urban form along Pennycroft Road, Byrds Lane, and Park Avenue. Mid- to late 20th century housing on typically small plots with minimal gaps between properties. Long secondary or loop roads with strong enclosure. Finer urban grain cul-de-sac and multi-headed cul-de-sacs for late 20th century residential development around Kimberley Drive.
	Movement networks	New Road becoming Cheadle Road (A522), and Bramshall Road (B5027) are key routes connecting the town centre with rural settlements and centres.. Secondary routes such as Park Street and Holly Road run north-south. Grid streets at Byrds Lane and Bentley Road connect developments with primary roads at Bramshall Road (B5027) and New Road (A522). Developments are joined by footpaths in the Marlborough Way area but in areas with longer blocks there is a lack of permeability. Cul-de-sacs are characteristic of the area but reduce legibility. Connecting roads lack streetscape vegetation and soft landscaping but have grass verges at corners and intersections. Traffic calming and public transport stops are both featured on Byrds Lane.
	Block shapes and sizes	Blocks are either long, perimeter blocks with back-to-back housing or organic shape perimeter blocks with residual, centralised open space. Regular and formal perimeter blocks are notable around Byrds Lane - Shipton Drive - Hallam Road. Organic shape blocks can be found at Howitt Crescent - Johnson Road.
Landscape	Public realm / open space	Several Local Green Spaces are within the area, including pocket parks, allotments and open space. Notable parkland includes Pennycroft Park to the east of the area, including recreation and playing fields.
	Green and blue infrastructure	Parks create a green infrastructure network on the eastern side at Pennycroft Park but pocket parks are separated from the network. Green verges at street corners are common.. Park Avenue allotments flank the eastern aspect.
	Soft landscaping	Trees are infrequent on streets or in gardens but feature at street corners along with grassed verges and define corners. Hedges are characteristic of plot boundary separation but greenery is not typically a feature.
Built form	Boundary treatments and set-backs	Front of property is often open with driveways characteristic. Hedges often delineate between neighbouring properties with grassed areas a feature in front gardens and street corners. Concrete bollards are notable at corners.
	Building size, scale and type	Mainly residential in use with a mix of detached, semi-detached, terraced house types and apartments (notably around Davies Drive). There are schools and local shops. Buildings are typically 1-2 storeys in height. Buildings typically hold a strong building line and face the street.

Appearance

Colours



Roofing



Concrete tile and central chimney stacks



Clipped gable roof or cat-slide roof



Consistent roofline



Renewable energy sources

Facade



Red or brown brick with blue brick accents



Pebbledash (roughcast) render



White or cream render



White weatherboard and fascia as accents



Rough limestone or sandstone cladding

Boundaries



Grassed verges at corners



Street trees typically only at corners



Low walls, hedges and mature trees at corners



Low wall and small front garden

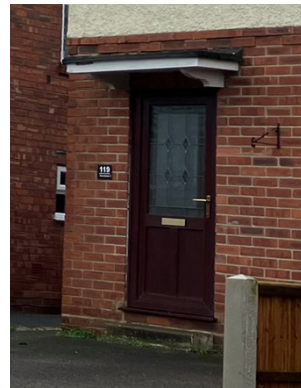


Hard to the street edge

Doorways



Gable front porch entrance



Flat roof porch entrance



Skirt roof entrance

Windows



Dormer windows



Bay fronted windows



Casement windows



Sash windows

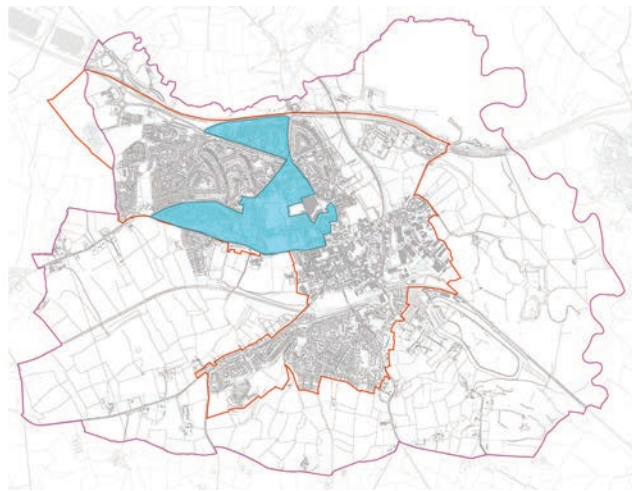


Juliette balconies

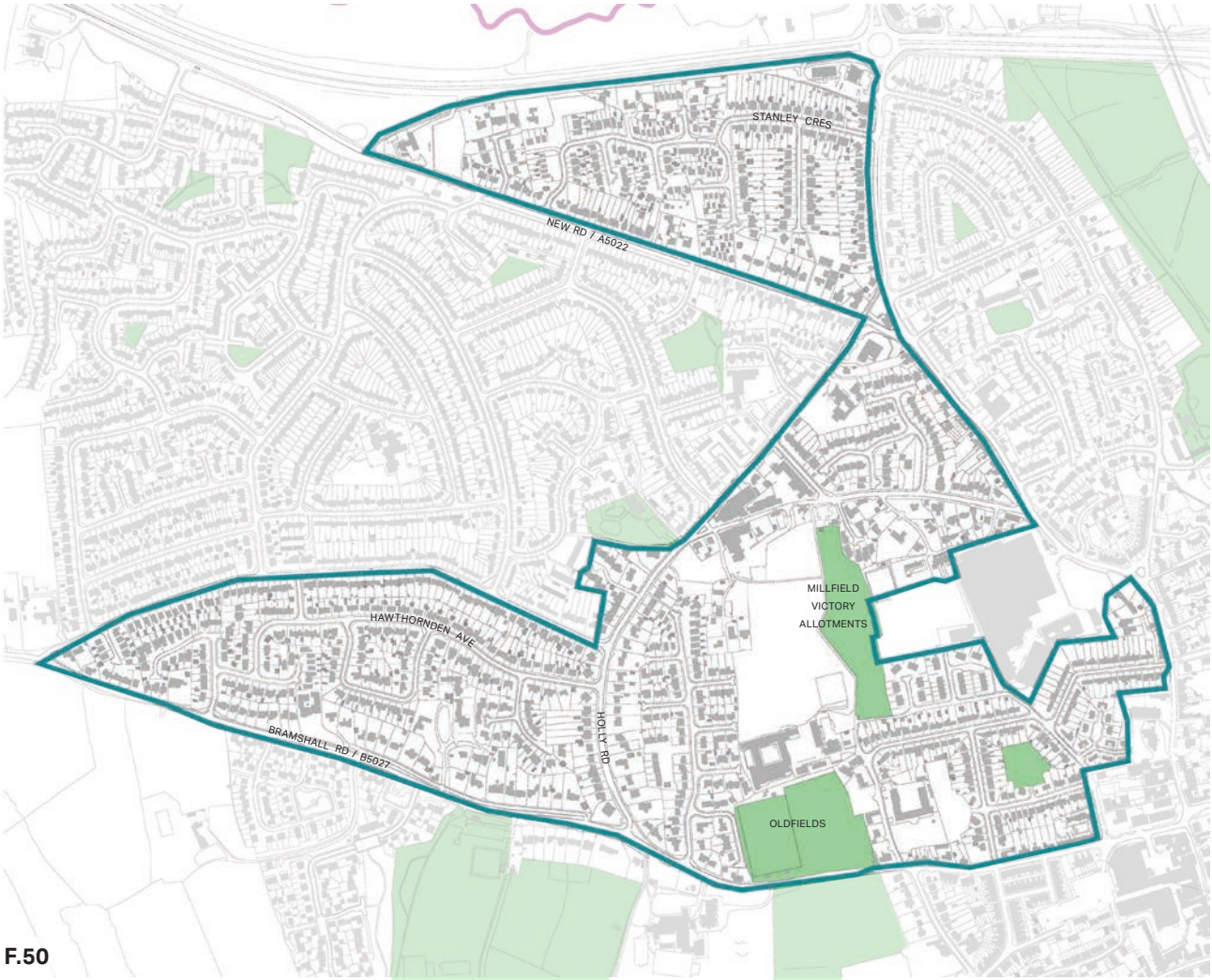
4

CA4: The Heath

Neighbourhoods to the north of New Road and those between Bramshall Road and Byrds Lane, with recreation, allotments and schools.



CA4	Calculations
Range Dwellings per Hectare (DpH)	25-30 DpH
Typical plot size range	8m (W) x 25m (L) - 25m (W) x 60m (L)
Typical block size range	70m (W) x 200m (L)



F.50



Figure 50: Map showing the suburban layout of streets and homes on cul-de-sacs or loop roads, as well as several key Local Green Spaces.

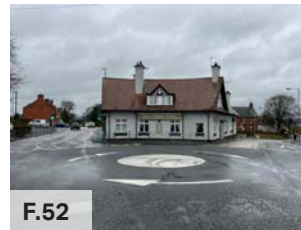


Figure 51: Large front gardens on Greenacres Drive.

Figure 52: Roundabouts are a common road feature.

Figure 53: Bramshall Road connects to countryside.

Figure 54: Allotments off Alexandra Crescent.

Figure 55: Access road and verges along New Road.

Figure 56: Typical street enclosure at Fairfield Road.

Figure 57: Victorian terracing along New Road.

Figure 58: Interwar housing with front gardens.

Figure 59: Small front gardens in terraced houses.

Figure 60: Larger detached properties on New Road.

Figure 61: Green verge and trees along access road.

Figure 62: Amenities at Holly Road / Cheadle Road..



Layout	Urban form	A relatively compact urban grain, bisected by the key thoroughfare of Holly Road. Mainly late 20th century semi-detached housing. Regular urban form in the southern aspect, more organic in the eastern and northern aspects. Minimal gaps between properties, curvi-linear street pattern with many streets terminating in cul-de-sacs.
	Movement networks	Uttoxeter Bypass (A50) bounds the north of the area. Holly Road is a secondary road that bisects the character area. Around Stanley Crescent multi-headed cul-de-sacs or local roads are typical, which are not often connected via footpaths. The southern section of the area, around Hawthornden Avenue is typically local or loop roads, which limits permeability. Views are often terminated by housing rather than views. Roundabouts are common.
	Block shapes and sizes	Block sizes and shapes vary throughout the area. Higher densities are found areas north of New Road and Sycamore Close or Alexandra Crescent, where the area abuts the town centre. Perimeter blocks with properties fronting directly on to the street are common around Hawthornden Avenue whereas organic block shapes are also characteristic.
Landscape	Public realm / open space	Limited designated public or open spaces, mainly wide green verges at junctions or intersections. No local play space or access to green space in immediate vicinity for homes in the Hawthornden Avenue or Stanley Crescent area. Although access to open countryside is possible at Bramshall Road.
	Green and blue infrastructure	Millfield Victory Allotments, Oldfields, and Alexandra Crescent Allotments are a green feature. Private gardens often have grassed areas, planting and maintenance.
	Soft landscaping	Trees and plants are mostly located in private gardens, street trees are sporadically evident on green verges.
Built form	Boundary treatments and set-backs	Boundary treatments are mixed and include hedgerows and low brick walls along Holly Road. Many gardens around Greenacres Drive do not have boundary treatments. Setbacks are generally wider along Holly Road (<10 metres) with small setbacks (>6 metres) or front directly onto the street in most instances.
	Building size, scale and type	Lower to medium density area of mostly mid- to late 20th century semi-detached properties with hip roofs, bay windows and box gables. Buildings are mostly 2-storey. There are some bungalows in the area. Detached and Victorian terraces located along New Road. Elkes Biscuit Factory is not included in the area as it is more in-keeping with the retail and light industrial uses east of the A518.

Appearance

Colours



Roofing



Grey slate tile and decorative roof ridge



Red pantile and chimney stacks



Tudor-style timber box gables and black fascia



Gable front create consistent roofline

Facade



Red stock brick



Yellow stock brick



Pebbledash (roughcast) render



White or cream render



Brick quoins and render

Boundaries



Grassed verges and mature trees on roads



Battlement-style limestone wall



On-plot parking



Grassed area with no boundary treatment

Doorways



Recessed doorway and arched entrance



Gable front porch with recessed doorway



Side entrance with no porch

Windows



Casement window mimicking sash



Sash windows and dormer with timberboard



Oriel bay window with supporting brackets



Full height bay window with shingle tile

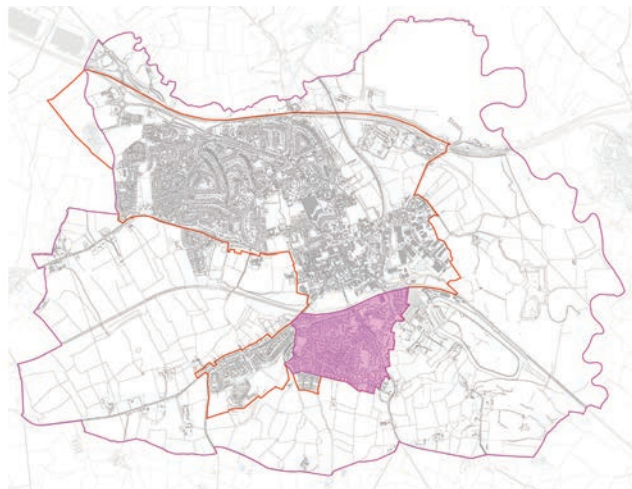


Victorian angular bay window with sash

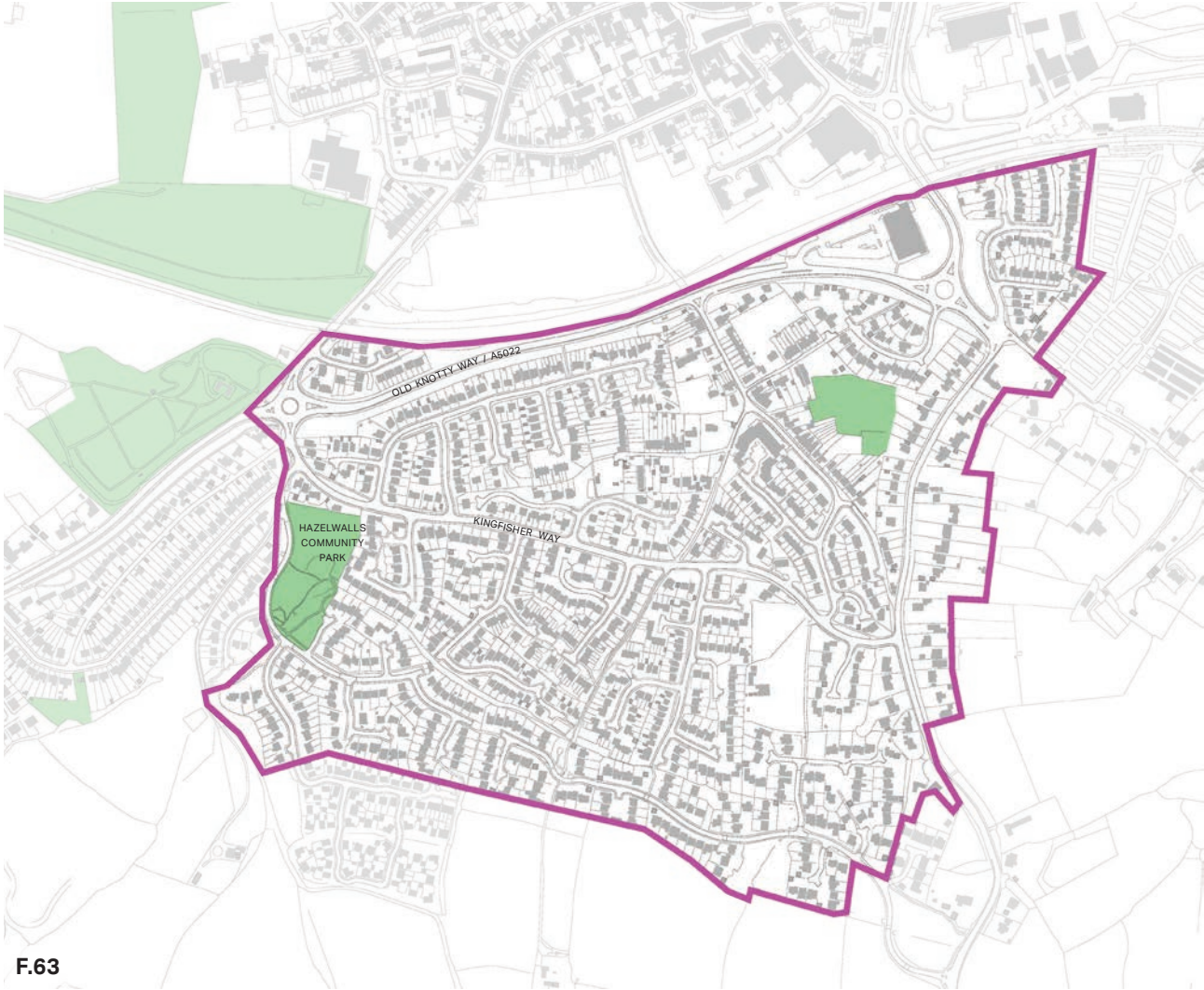
5

CA5: Balance Hill

Residential area bisected by Kingfisher Way with allotments, play space and small retail. The area is isolated from town centre and schools.



CA5	Calculations
Range Dwellings per Hectare (DpH)	28-30 DpH
Typical plot size range	5m (W) x 26m (L) - 10m (W) x 30m (L)
Typical block size range	70m (W) x 90m (L)



F.63

Figure 63: Suburban layout of streets and homes, typically detached properties on reasonably large plots, access to Hazelwalls Community Park and allotments in the north-eastern aspect.



F.64



F.65



F.70



F.66



F.67



F.71

Figure 64: Typical late 20th century detached house.

Figure 65: Footpath routes and place space.

Figure 66: Kestrel Close Play Area.

Figure 67: Consistent building line and roofline.

Figure 68: Grass verges and trees at street corners.

Figure 69: Trees are typically on-plot within boundary.

Figure 70: Hazelwalls Community Park.

Figure 71: Integrated dormers are characteristic.

Figure 72: On-plot parking is a predominant feature.



F.68



F.69



F.72

Layout	Urban form	Generally organic and irregular urban form with a fine grain pattern of houses, becoming more irregular and fragmented to the south of Kingfisher Way as cul-de-sacs branch out. Mainly detached and semi-detached houses arranged on a curvilinear street pattern that terminate in cul-de-sacs. The area is known locally as 'Bird Land' as all the roads are named after breeds of birds. Topographical level change is notable running north-south.
	Movement networks	Kingfisher Way is a secondary Road that bisects the area running east-west, which connects residential multi-headed cul-de-sacs and local roads. Buildings do not often face Kingfisher Way with tall timber fences or brick walls separating private and public spaces, creating a poor streetscene. Footpaths connect adjacent streets and it is possible to get from the A518/ B5017 roundabout to the bottom of the character area via a series of footpaths.
	Block shapes and sizes	The prevalence of cul-de-sacs and multi-headed cul-de-sacs creates fragmented blocks with relatively small sizes. The only exception can be found along Leighton Road where block is wider. It is a medium density area.
	Public realm / open space	There are several play spaces, notably at Kestrel Close, Lark Rise, and Silver Birch - most are accessible via footpaths. There is also a well used Hazelwalls Community Park along Foxglove Avenue, which is a Local Green Space.
Landscape	Green and blue infrastructure	The green infrastructure is formed of green spaces and green verges (e.g. on Kingfisher Way and Foxglove Avenue). Grassed and planted private gardens contribute to the network. A small brook runs north-south and demarcates plot boundaries in some instances. Victoria Allotments located in the northeastern area contribute to the network.
	Soft landscaping	Private gardens contribute to the provision of trees and planting.
Built form	Boundary treatments and set-backs	Boundary treatments include hedgerows Many gardens are open to the street and have no boundary treatment or small planting. Buildings are setback from the road by c.10metres on local roads and have smaller setbacks (c.4m) in closes and cul-de-sacs Along local roads there is a stricter relationship between building line and street, whereas in multi-headed cul-de-sacs buildings more often deviate from the building line.
	Building size, scale and type	Mostly residential in use aside from local shops. Buildings range between 1-2 storeys. Mainly detached or semi-detached houses. Dormer windows, front gables and gable porches are common features. Development is largely in the late 20th century.

Appearance

Colours



Roofing



Concrete tile



Skirt roofs as porch entrance

Facade



Red stock brick



Yellow stock brick



Tudor-style cladding with cream render



Brick quoins and cream render

Boundaries



No boundary treatment, front garden, on-plot parking



Green verges, trees, footpaths



Timber fences and greenery



Green verges and planting at corners

Doorways



Skirt roof and bracketed porch



Gable fronted porch and supporting columns

Windows



Dormer windows and gable front pitches



Heritage-style casement windows with transom

Garages

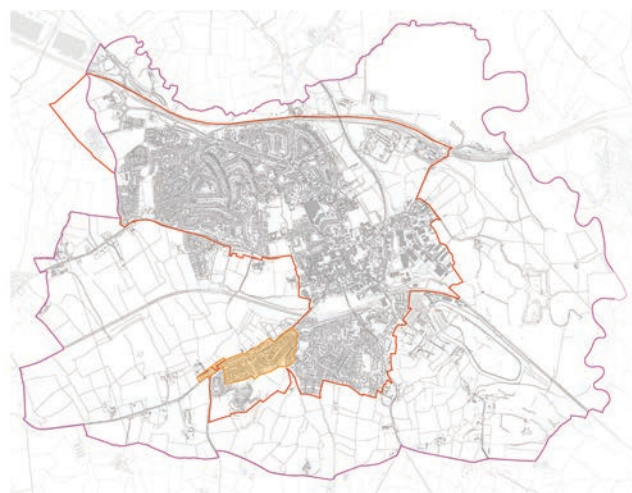


Integrated side garage

6

CA6: Westlands

An area arranged along Stafford Road and Westlands Road, a variety of house types with no access to schools or town amenities.



CA6	Calculations
Range Dwellings per Hectare (DpH)	25-30 DpH
Typical plot size range	5m (W) x 35m (L) - 10m (W) x 40m (L)
Typical block size range	100m (W) x 350m (L)



F.73



Figure 73: The main connector road has detached properties and adjacent loops roads are largely semi-detached; buildings are consistent to the roadline and follow its curvature. Allotments are at the midpoint.



Figure 74: Typical house type with dormers and integrated garages.

Figure 75: Semi-detached houses with striated render on upper storey.

Figure 76: High pitched hip roofs are characteristic.

Figure 77: Bungalows with gable fronts, brown timberboard and fascia

Figure 78: Low limestone walls are common as boundary treatments.

Figure 79: Building lines are consistent to road curvature.

Figure 80: Housing mix includes bungalows setback from the street.

Figure 81: Late 20th century houses have larger front gardens and parking.

Figure 82: Late 19th century properties also have hipped and skirt roofs

Figure 83: Late 20th century houses in a yellow brick and bay windows.

Layout	Urban form	Large detached properties setback from Stafford Road behind strong boundary features and embankments with semi-detached properties along Westlands Road. Back Westlands Road is for access and garages. Noticeable level change between Stafford Road and Westlands Road, houses step down on the southeastern side of Westlands with steep driveways. Views of the church spire are notable along Westlands Road.
	Movement networks	Stafford Road (A518) is a primary road, connecting neighbouring town's with Uttoxeter town centre. Back Westlands Road is an accessway for houses on Stafford Road and Westlands Road, there is little streetscene with most residents using it for parking and garages. Blount's Drive is a newer development consisting of a loop road and cul-de-sac arrangement with limited permeability and legibility of road structure. The western gateway along Stafford Road includes an historic artifact with the location of the Old Pound at the junction of B5013.
	Block shapes and sizes	Long rectangular blocks noted for Westlands Road and Stafford Road. The blocks have long, narrow plots. Smaller, more organic blocks and square-shaped plots are apparent in the Blount's Drive area.
Landscape	Public realm / open space	North of Stafford Road, houses are open to countryside. Uttoxeter Cemetery neighbours the character area as well as Hazelwalls Community Park but there is no designated public open space. There is limited play space or informal open space.
	Green and blue infrastructure	Private gardens contribute to the local green infrastructure. Grassed verges along streets act as a separation to development and contribute to the streetscene. Westlands Road Allotments is a key addition to the green infrastructure network.
	Soft landscaping	Trees and planting are limited to select houses and is not a common feature on Westlands Road. Stafford Road has an abundance of mature trees, grassed verges and hedgerows.
Built form	Boundary treatments and set-backs	Boundary treatments include hedgerows, timber fences, and low brick/limestone walls. Many gardens are open to the street and have no boundary treatment. Setbacks vary, ranging between 5m along Westlands Road and up to 20m along Stafford Road.
	Building size, scale and type	Medium density area with residential uses aside from the Plough Inn along Stafford Road. Buildings are typically 1-2.5 storeys. Many houses have high pitched, hipped roofs. There are minimal gaps between properties, preventing views through plots. Integrated garages are common.

Appearance

Colours



Roofing



Red pantile



Concrete tile



Gable front with hipped roof



Hipped roofs and central chimney stack

Facade



Red stock brick



Yellow stock brick



Brown stock brick



Brown/red shingle tile



White or cream render and brick quoins

Boundaries



Low limestone/brick walls



Hedgerows and grass verges



On-plot parking is predominant, no greenery



Green verges on primary roads

Doorways



Gable front porch with fascia



Bracketed flat roof porch, uPVC door



Integrated doorway in gable front

Windows



Casement window with diamond muntins



Full height curved bay window



Lower storey bay window and pitched roof

Garages



Integrated double garages

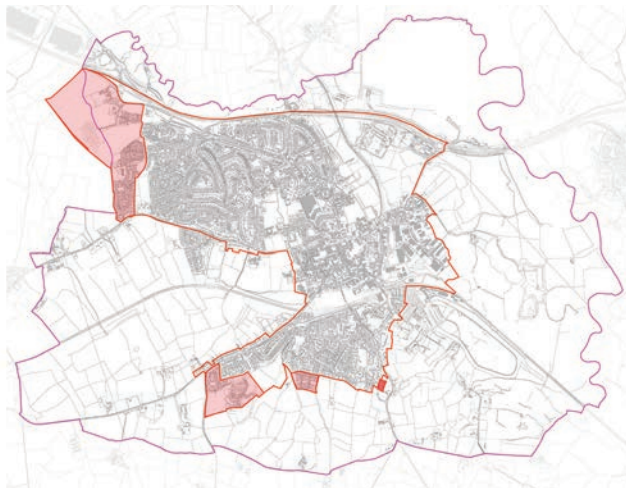


Standalone garages in disrepair and underused

7

CA7: Park's Farm and Blount's Green

Recent developments at the settlement edge with a variety of housing type and mix. Predominantly detached houses and the northern area includes light industrial uses.



CA7	Calculations
Range Dwellings per Hectare (DpH)	15-40 DpH
Typical plot size range	5m (W) x 25m (L) - 10m (W) x 25m (L)
Typical block size range	70m (W) x 150m (L)

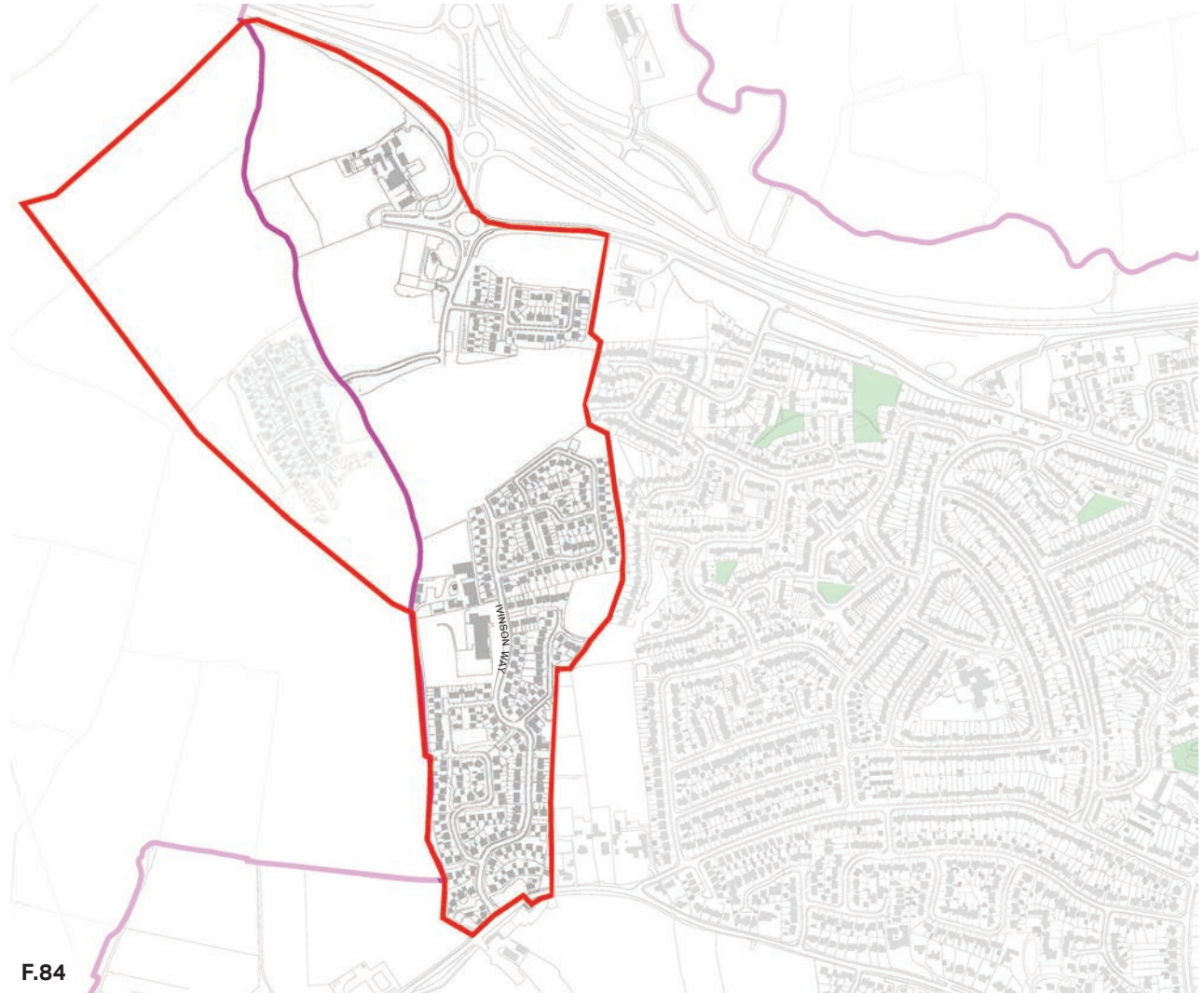


Figure 84: Figure ground illustrating the north-western aspect of the character area where the bulk of newer development is occurring. These are typically a modern dwelling, mostly detached and on tight plots.



F.85



F.86

Figure 85: Cul-de-sacs create awkward relationship to the street.

Figure 86: Green spaces are few and far between, not inviting spaces.

Figure 87: On-plot parking is predominant in higher density areas.

Figure 88: Integrated garages/carport create a consistent building line.

Figure 89: Cul-de-sacs with separate garages and on-plot parking.

Figure 90: Late 20th century houses often with floor-to-floor windows.

Figure 91: Render and limestone aesthetic accented porch / balcony.

Figure 92: Cross gable and articulated porch.

Figure 93: Dormer windows, skirt roof and integrated garages.

Figure 94: Gable front is a feature across older or more recent houses.



F.87



F.88



F.89



F.90



F.91



F.92



F.93



F.94

Layout	Urban form	Predominantly detached property types occupying commensurate plots. Curvi-linear street patterns with some cases of differential materials reinforcing a street hierarchy. Occupying the settlement edge which transitions between the urban and rural environments. 21st century developments with a modern aesthetic..The northern area includes light industrial uses.
	Movement networks	Ivinson Way is a secondary road with buildings directly facing the street with minimal setback. Short cul-de-sacs or loop roads branch out from this connector road. No through road at Bartley Lane, separated by high timber fences between developments restricts movement and is a hard feature. Sorrel Close in the southern section of the area is a loop road with similar characteristics.
	Block shapes and sizes	In the northern section blocks are typically square shaped and more rectangular in the southern section. Across the area plots are smaller than elsewhere in Uttoxeter, with buildings often with minimal setbacks at the front.
	Public realm / open space	Local Green Spaces are not in the vicinity and there is limited public open space for recreational or informal purposes. Play spaces are infrequent but notable at Fraser Drive. Views to open countryside are possible between buildings.
Landscape	Green and blue infrastructure	Green infrastructure is formed by the existing vegetation and trees, retained at intersections and corners. Grass verges separate developments and often create framed views of countryside. A brook runs parallel to Whittaker Way, creating a substantial green verge with mature trees and vegetation.
	Soft landscaping	Street planting or trees are almost non-existent in most parts where buildings have small setbacks with planting or small hedges
Built form	Boundary treatments and set-backs	Buildings are setback 1.5-5m from the pavement edge. Boundaries include metal fencing, rural style timber fences, and open treatments. Side parking, carports or rear garages are most common.
	Building size, scale and type	Medium to high densities are evident in the northern aspects of the character area, while low density is apparent in the southern sections. Predominantly residential area with mostly detached houses, some apartments notable on Bartley Lane and Bramshall Meadows First School. Buildings are 2-3 storeys with pitched roofs most typical, often with a gable front as a entrance.

Appearance

Colours



Roofing



Grey slate tiles



Roof overhangs on balconies

Facade



Red stock brick



White or cream render



Blue engineering brick 'hit and miss' pattern



Rough limestone or sandstone cladding



Weatherboard cladding between windows as bay frontage

Boundaries



Garden or parking as open boundary condition



Metal farm fencing



Low level arch metal fences and hedgerows



Timber fences



Rustic style timber farm fencing

Doorways



Flat roof with timber door



Ornate pilaster frame



Portal entry with balcony in weatherboard or render

Windows



Floor-to-floor window



Dormer window



Sash style window with mullions

Garages



Rear garages with side driveways



Carport garages at side of property

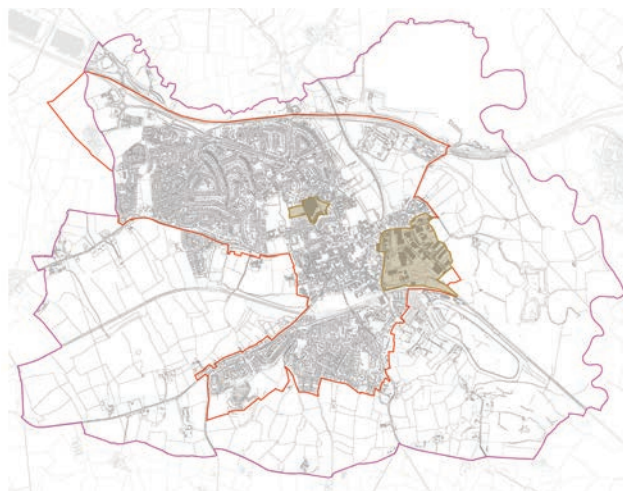


Sash style window with curved brick lintel

8

CA8: Dove Fields and Elkes Biscuits

An industrial or commercial area including out of town retail uses, light industrial, and rail station.



CA8	Calculations
Typical plot size range	50m (W) x 70m (L) - 60m (W) x 90m (L)
Typical block size range	160m (W) x 350m (L)

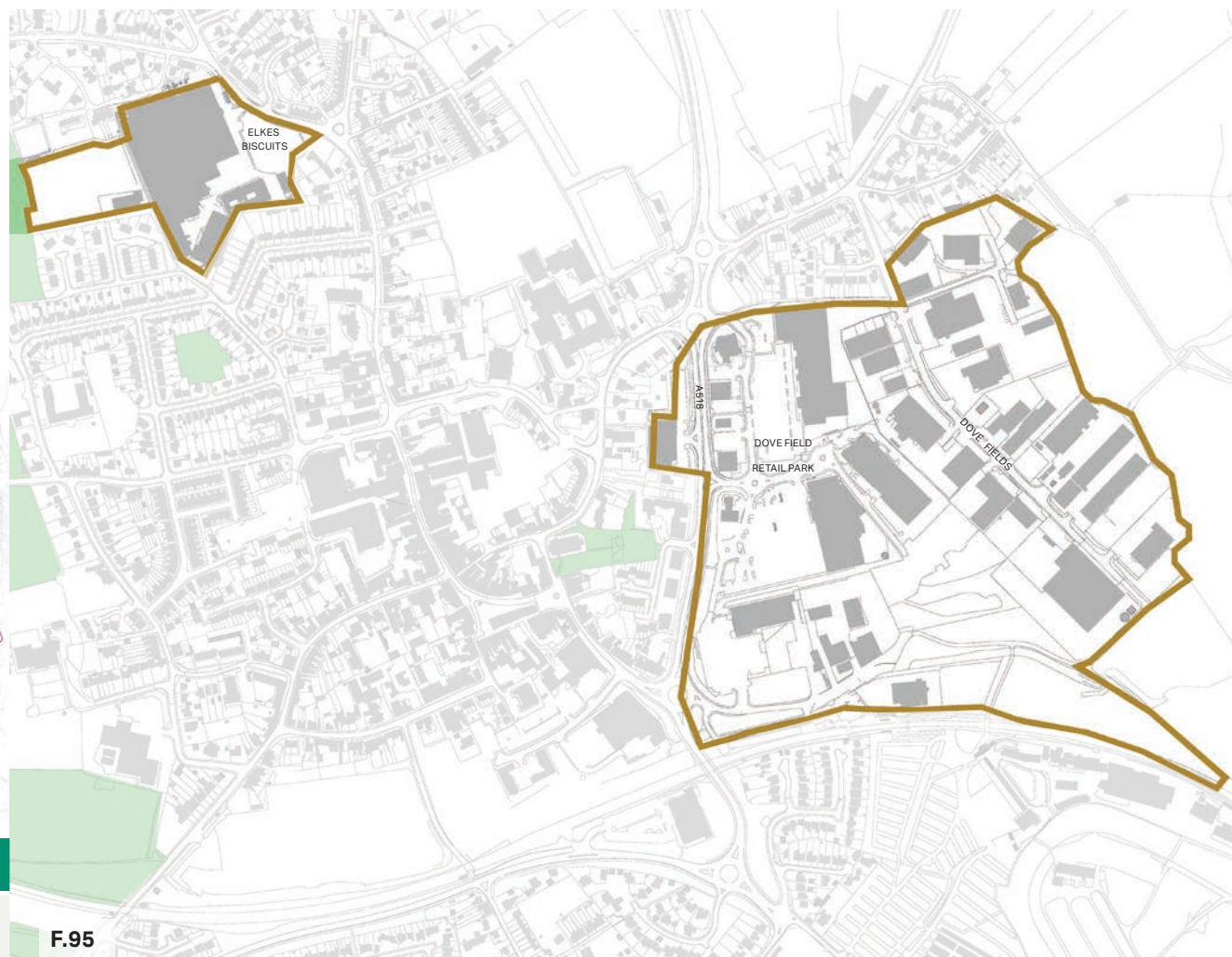


Figure 95: Diagram showing the industrial and retail uses in two separate boundaries. The western aspect is the Elkes Biscuit Factory and the eastern aspect is out of town retail, light industrial, and rail station.



Figure 96: Supermarkets and retail parks have large surface parking.

Figure 97: Grass verges and vegetation separate retail from flats along A518.

Figure 98: Roundabouts are characteristic, shown here at Tesco entrance.

Figure 99: Entertainment and leisure uses are evident in the retail park.

Figure 100: Footpath connects A522 with Dove Fields, houses back on to area.

Figure 101: A518 dual carriageway prohibits easy pedestrian access to the town..

Figure 102: At the eastern aspect there is a connection to open countryside.

Figure 103: Connections to countryside evident at Eastfields Road.

Figure 104: Typical streetscape in the area, large setbacks and low walls.

Layout	Urban form	Out of town retail uses, light industrial and rail station area arranged along A518 and accessed via Derby Road or Town Meadows Way for visitors and servicing. The area interfaces with the train station, via Brookside Road and Station Road.
	Movement networks	Roads are typically cul-de-sacs to businesses along Dove Fields while surface parking along A518, accessed via roundabouts, is the main network for retail or commercial uses. A footpath connects Town Meadows Way and Dove Fields, running alongside the residential area at Russell Close, Pavements can be found on most roads, sometimes on one side of the road but on both sides of Dove Fields.
	Block shapes and sizes	Blocks are generally rectangular and follow the orientation of the existing infrastructure (roads and railway). Uses in the area are light industrial, retail and commercial.
	Public realm / open space	No notable public spaces in this area.
Landscape	Green and blue infrastructure	There is a good network of tree lines and green verges at along A518 and the surrounding landscape is well connected. Picknal Brook runs along the southern edge, separating the station from the industrial uses. The station is quite isolated and the pedestrian experience for visitors is not ideal due to roundabouts to navigate.
	Soft landscaping	Hard surfaces are predominant; green verges and tree lines contribute positively to the look and feel. Many trees are mature and have a significant impact on the streetscape. Flowerbeds and other low rise plants are in front of businesses on Dove Fields.
Built form	Boundary treatments and set-backs	Metal railings are the main boundary treatment, however some hedgerows are noted. Buildings typically have medium to large setbacks (>10m), and the building line is mostly regular throughout the whole area. The surface parking along the A518 is significant
	Building size, scale and type	Low-rise industrial buildings, generally <10m in height. Uses are entirely industrial and commercial.

Appearance

Colours



Roofing



Gable-fronted or sawtooth roof profile

Doorways



Retail areas with announced entrance



Protruding entry porch with bollards

Boundaries



Surface parking is a visual barrier and creates a significant setback between A518 and retail



Vegetation and trees soften hard surfaces



Tall metal fences, bollards and trees create a visual and physical barrier between the street and the property

Facade



Porch entrance with bollards



Cladding panels and strip windows



Area-wide guidance

04



4. Area-wide guidance

This chapter presents a series of area-wide design codes to be applied to all development across Uttoxeter Neighbourhood Area. Area-wide codes respond to broader conditions and issues.

4.1 Introduction

The guidelines focus on topics to help designers and decision makers respond to important local priorities. The guidance is expressed using the following terminology:

- **Mandatory Code** - Expressed as **MUST** (principles that are requirements).
- **Non-mandatory guidance** - Expressed as **SHOULD** (principles that are strongly encouraged).
- **Non-mandatory guidance** - Expressed as **COULD** (principles that are suggestions).

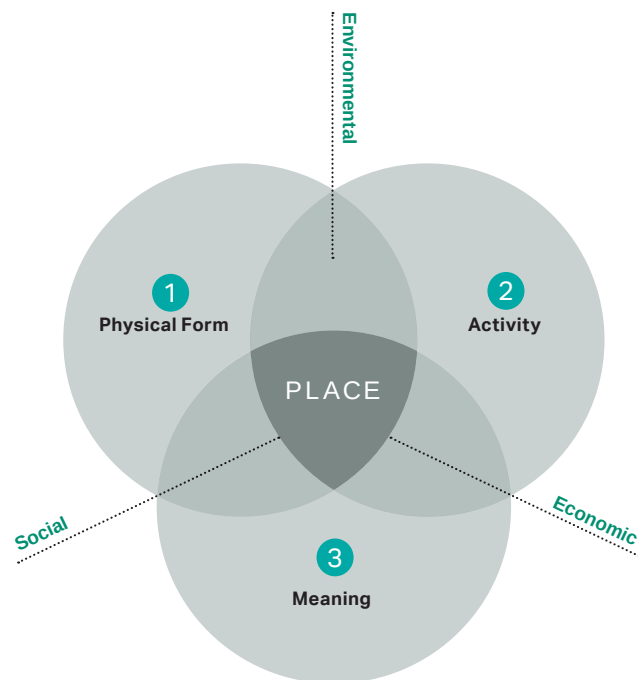
Proponents must adhere to all mandatory codes detailed in Section 4 and will refer to the assigned Character Area to understand any applicable guidelines relating to proposed development. Designers should also consider neighbouring Character Areas and their specific local context and characteristics when developing proposals.

All codes in Section 4 are aligned to the National Model Design Code's *Ten Characteristics of a Well-designed Place*.

Achieving quality development starts with a comprehensive understanding of a place.

Places have a clear and strong identity and character. They are a combination of their physical form, their activities and their meaning to people. The diagram opposite shows how these factors come together to create a successful place.

All new development must undertake its own comprehensive analysis of the place to understand a proposal's broader context and establish aspirations and place-specific responses to the location, siting and design of new development.



F.105

- 1 Physical conditions of existing built development including layout, form, scale, appearance, landscape character, waterways and flood risk.
- 2 Use, vitality and diversity, including community facilities and local services.
- 3 How a place is perceived, including local heritage, views inwards and outwards and social histories.

Figure 105: Diagram showing the interconnective features that make places unique.



F.106

Figure 106: Dr Johnson Memorial in Market Place is steeped in history and intrigue. It is presently used as a small food outlet serving takeaway.

This chapter provides an analysis and codes for several key themes. It is important for any planning proposal that the codes are taken into full account and that the proposed design embodies a 'sense of place', both in terms of local character and distinctive features.

The analysis sets out an understanding of Uttoxeter based on a desktop study, site visit and engagement with the Neighbourhood Plan Steering Group. The series of area-wide codes will be applied to all development within the Uttoxeter Neighbourhood Area boundary.

The codes developed in this section will focus on residential environments however, new housing development should not be viewed in isolation and mixed uses are encouraged where appropriate.

Future planning proposals must reference the design codes within this chapter to ensure compliance with local policies. Upon adoption, proposals must also comply with the policies set out in the Uttoxeter Neighbourhood Plan.



F.107

Figure 107: View towards Market Place with Ye Old Talbot's distinctive timber-frame facade on the right.

Area-wide codes are divided into key themes, aligning with seven of the National Design Guide's ten characteristics of a well-designed place:

- **Design Code A - Context**

- Responding to heritage
- Strategic allocations

- **Design Code B - Movement**

- Street hierarchy and patterns
- Enclosure
- Cycle and car parking
- Pedestrian connectivity
- Active travel

- **Design Code C - Nature**

- Green and blue infrastructure
- Natural surveillance
- Biodiversity
- Sustainable Drainage Systems

- **Design Code D - Built Form**

- Blocks, plots and building lines
- Active frontage
- Housing mix and uses
- Proportion and scale
- Alterations and Alterations

- **Design Code E - Identity**

- Local character
- Landscape setting, edges, transitions
- Views and landmarks
- Shopfronts
- Materials and appearance

- **Design Code F - Uses**

- Infill and backland development

- **Design Code G - Resources**

- Energy Efficiency Measures to Net Zero Carbon
- Sustainable Building Materials and Construction
- Assessing Renewable Energy Sources



F.108

Figure 108: Well-designed places have individual characteristics which work together to create its physical Character. The ten characteristics help to nurture and sustain a sense of Community. They work to positively address environmental issues affecting Climate. They all contribute towards the cross-cutting themes for good design set out in the National Planning Policy Framework.



Context

4.2 Context

4.2.1 Settlement origins and growth

Uttoxeter is a historic market town and the surrounding area is rural.

The earliest recording of Uttoxeter's place name is in 1086 as Wotocheshede, from an Old English personal name, Wittuc and 'haeddre' meaning heath - Wittuc's heath.

The maps opposite show the town's haphazard, unplanned development, typically along early routes. A period of intensification in the Norman period culminates with the creation of the town in the mid-13th century centred around St Mary's church, Market Place, and Bridge Street.

The oldest part of the town is designated as a Conservation Area and distributes around High Street, Market Place, and Carter Street.

It is likely that burgage plots lined the major streets of High Street, Balance Street, Market Place, Market Street, Back Lane, Bridge Street, Church Street and Bradley Street.

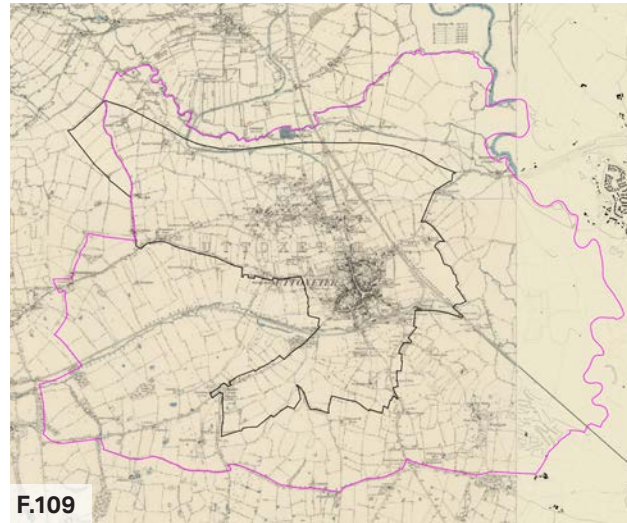


Figure 109: Uttoxeter in 1884

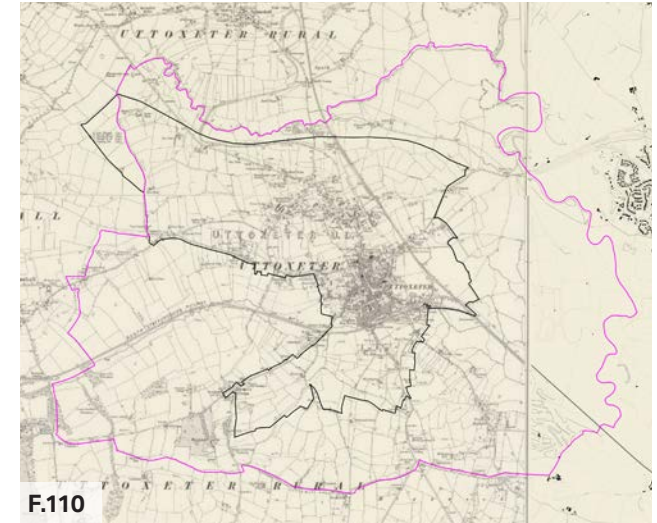


Figure 110: Uttoxeter in 1902

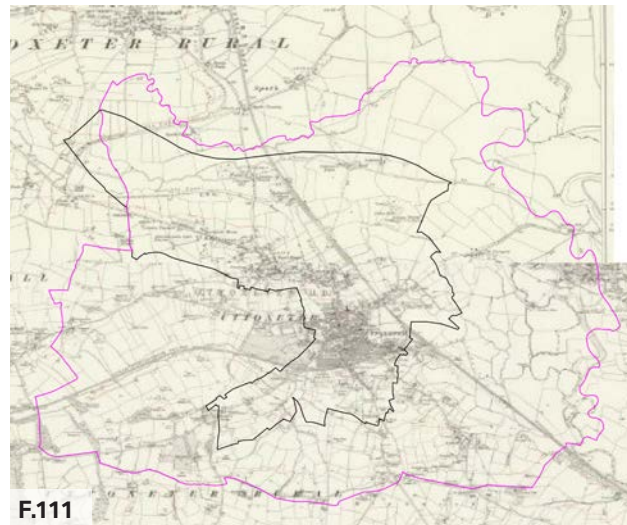


Figure 111: Uttoxeter in 1924

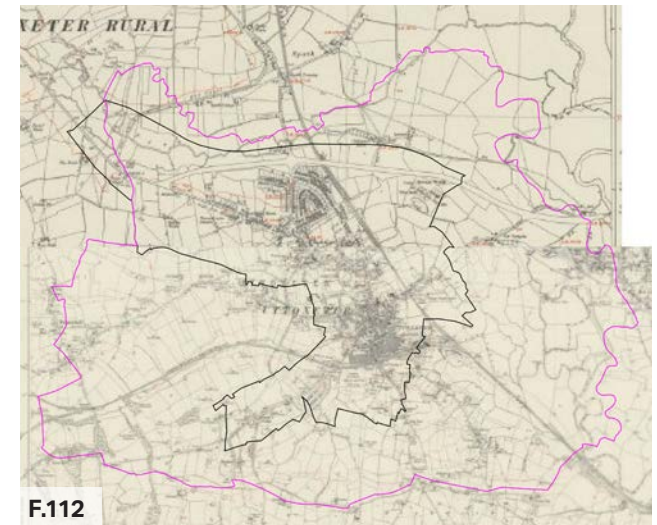


Figure 112: Uttoxeter in 1938

A

Context

Burgage plots were generally narrow with buildings set with their gable end on to the street to allow maximum access to the commercial core. Some of the present-day plots (and in some cases the buildings themselves) align to the burgage plots, most notably 20-26 High Street.

Several of the existing buildings within the historic core have surviving portions of medieval timber frames, often hidden behind later brick cladding. Examples of this can be found at 25 and 27 Market Place, 31 Market Place and 2 Market Street.

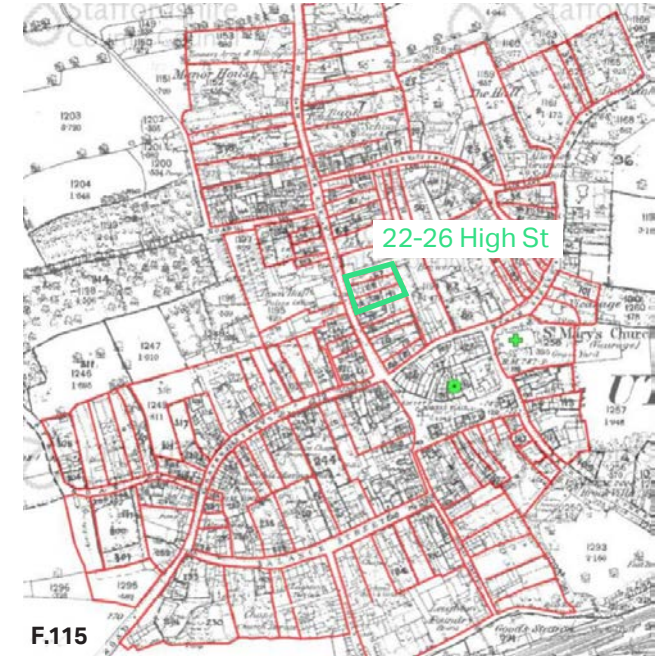
Towards the end of the 19th century, the town had established industries in fulling cloth, jewellery making, calico and linen weaving, lace making and clock case making. The primary industrial complexes of particular importance were Bamford's agricultural machinery manufacturers to the south of the town centre and Bunting's Brewery on what is now known as The Maltings.

A major refurbishment of the town centre was completed in 2009, improving High Street, Market Place, Market Street, Queen Street, and Carter Street.



F.113

Figure 113: Timber-framed alleyway from High Street.



F.115

Figure 115: Medieval property boundaries.



F.114

Figure 114: Example of timber-framed building



F.116

Figure 116: Original burgage plots on High Street



Context

4.2.2 Heritage and local character

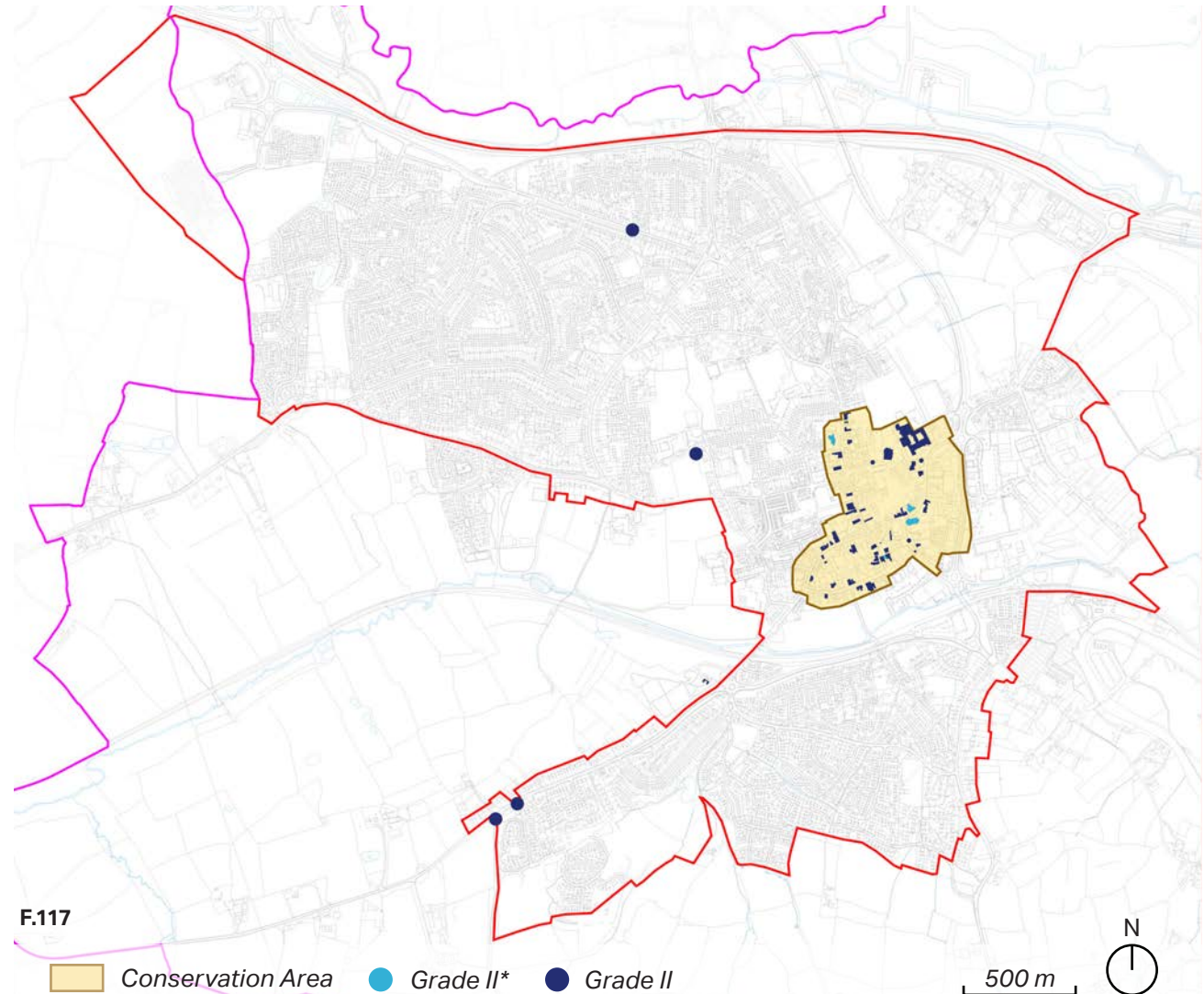
Uttoxeter's pre-medieval origins are emphasised by the plot formation and its Early modern to Elizabethan period remains evident in the Listed Buildings.

The highest proportion of historic buildings are in the Uttoxeter Conservation Area, with 54 listed buildings. At least one of these buildings has been shown to date to the medieval period. There are four Grade II* while the remaining 50 buildings are Grade II. Five other listed buildings can be found outside of the conservation area.

Many of the buildings in the town centre are of 16th and 17th century date. Timber framing survives in several buildings; often visible in their gable ends.

However, the majority of properties have been rebuilt in brick (some of which have been rendered). Some properties may retain earlier historic cores hidden behind later facades or encased in later buildings.

Figure 117: Uttoxeter Conservation Area and listed buildings across the settlement



A1 – Responding to heritage

- Landmark and character buildings should be retained and respected by new development, and may inform new design concepts where appropriate, although inauthentic pastiche is generally discouraged.
- Introduce compatible and complementary characteristics that fit within the local character of the street or site and provide variety.
- Innovative design is encouraged but must not detract from any existing coherent character of the street.
- New community uses/ businesses/ activities should be included in regeneration projects to bring abandoned heritage sites back to life.
- In judging the suitability of an extension to a listed building, the elements of the building that contribute to its uniqueness will be contextually appropriate, notably its fenestration, materials and decorative elements, and layout of the building.





Movement

4.3 Layout and urban grain

This analysis seeks to understand the characteristics of the streets and to establish the street types and experiences across the area (see Figure 118).

4.3.1 Street hierarchy

The old routes connecting Uttoxeter to neighbouring settlements are extant in today's road pattern. Ashbourne Road (B5030) leading into Cheadle Road (A522) and into High Street/Market Street is an original north-south axial route; while the interlinking Carter Street, Church Street, and Derby Road create the north-west axial route.

An arterial route (A50) runs across the north of the neighbourhood area, while a primary road defines the southern and eastern edges (A518). Another notable primary road is the A522, running west.

High Street is the exclusive multi-functional road in Uttoxeter as it includes many businesses. Buildings create a continuous facade and define the streetscape.

Secondary routes, such as Holly Road, connect primary roads, often with cul-de-sac arrangements branching out.

A network of tertiary routes provides access to houses and are mostly cul-de-sacs or multi-headed cul-de-sacs with setbacks and little greenery on the side of the road.

4.3.2 Street pattern

In the historic core and town centre, streets tend to be linear and connect to a network. More recent development in the west and south tend to be based on loop roads and cul-de-sac arrangements.

The loop / cul-de-sac arrangement reduces permeability and negatively impacts the pedestrian experience.

Streets are generally not inclusive, as cars still have the main role and the movement network is generally designed to prioritise and facilitate car journeys instead of walking and cycling.

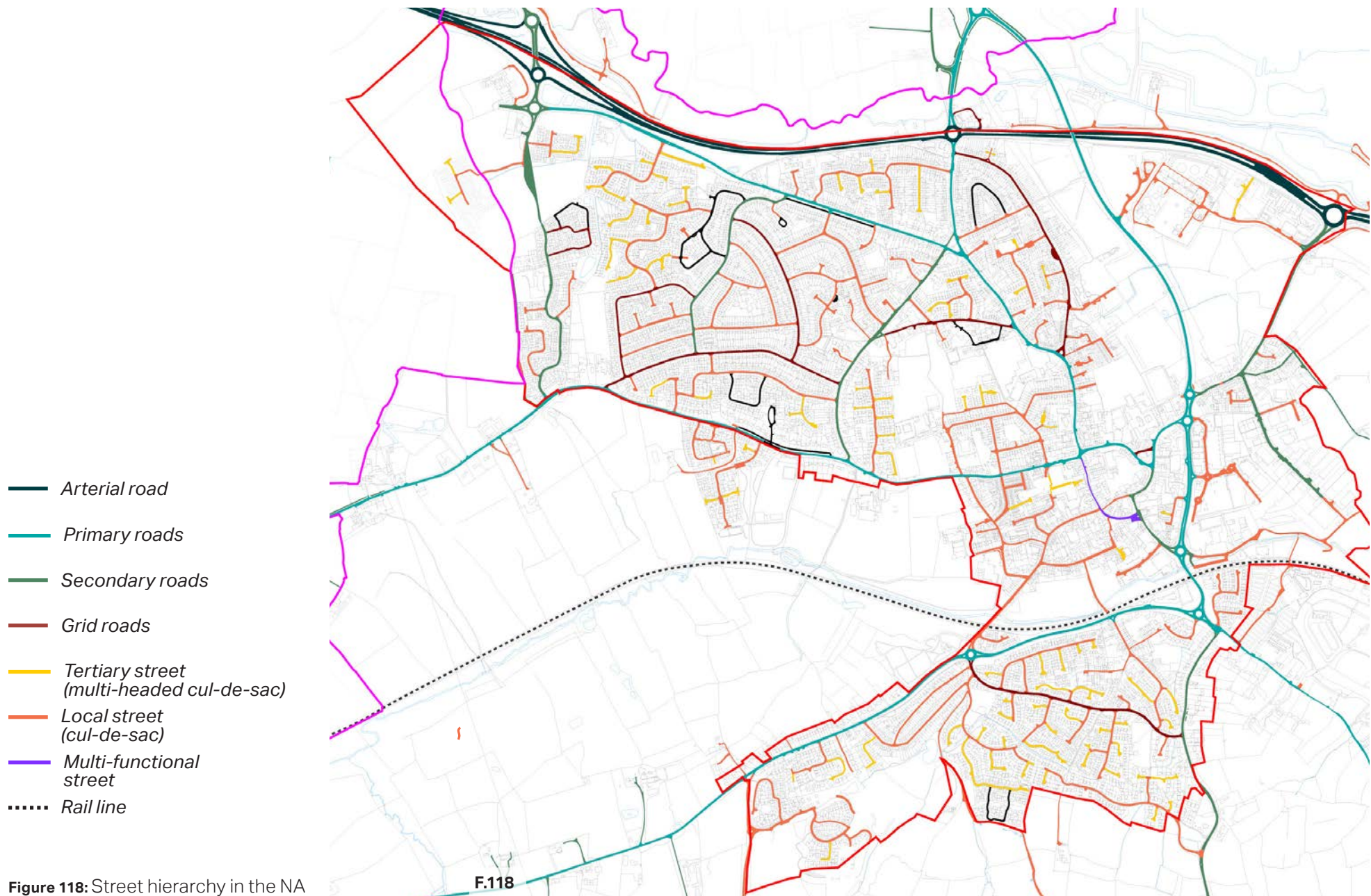


Figure 118: Street hierarchy in the NA

1 High Street



1. Main retail street, historic through-route
2. Pedestrianised with limited vehicular access, levelled traffic separation.
3. No street trees or planting with few spaces to stop and rest.

High Street	
Building to building line	8.5m
Plot to plot width	7m
Carriageway width	3.5m
Enclosure ratio	1 : 1.08

Street type: **Multifunctional street**

Character Area: **CA1**

2 Balance Street



1. Historic road with several heritage assets.
2. On-street parking narrows the road in places.
3. No street trees; gardens create greenery.
4. A variety of setbacks create changes in the sense of enclosure.

Balance Street	
Building to building line	9.5m
Plot to plot width	8.5m
Carriageway width	7.5m
Enclosure ratio	1 : 1.5

Street type: **Local street**

Character Area: **CA1**

3 Bramshall Road



1. A main connector road with loop roads for access to homes.
2. Boundaries are hedges, mature trees and large verges and large setbacks.
3. Pavements typically on one side of the road.

Bramshall Road	
Building to building line	53m
Plot to plot width	16.5m
Carriageway width	7.5m
Enclosure ratio	1 : 4.4

Street type: **Primary road**

Character Area: **CA2 CA4**

4 Bentley Road



1. Residential through road.
2. On-street parking narrows the road
3. No street trees but hedges flank the roadside.

Bentley Road	
Building to building line	23m
Plot to plot width	8.5m
Carriageway width	6.2m
Enclosure ratio	1 : 2.5

Street type: **Secondary road**

Character Area: **CA3**

5 Byrd's Lane



1. Residential through road with traffic calming measures.
2. A good sense of enclosure created by trees or planting in places.
3. Chamfered street corners open up the intersection.

Hawthornden Avenue	
Building to building line	22m
Plot to plot width	9.5m
Carriageway width	5.5m
Enclosure ratio	1 : 3

Street type: **Local street**

Character Area: **CA4**

6 Foxglove Avenue



1. A local road with multiheaded cul-de-sacs branching out.
2. Homes do not typically face the street.
3. Established vegetation at Hazelwalls Community Park .

Foxglove Avenue	
Building to building line	30m
Plot to plot width	10m
Carriageway width	5.5m
Enclosure ratio	1 : 4

Street type: **Local street**

Character Area: **CA5**

7 Westlands Road



1. Local connector road, including bus movement.
2. Narrow pavements are compromised by on-street parking, which also narrows the road.
3. Level changes impact on sense of enclosure on the eastern aspect.

Westlands Road	
Building to building line	23m
Plot to plot width	7.5m
Carriageway width	5.5m
Enclosure ratio	1 : 3

Street type: **Local street**

Character Area: **CA6**

8 Ivinson Way



1. Recent development with local roads with strong sense of enclosure.
2. Typical configuration is front parking adjacent to small front garden.
3. Very little street vegetation, planting is within

Ivinson Way	
Building to building line	17m
Plot to plot width	10m
Carriageway width	6.5m
Enclosure ratio	1 : 1.85

Street type: **Secondary road**

Character Area: **CA7**

9 Dove Fields



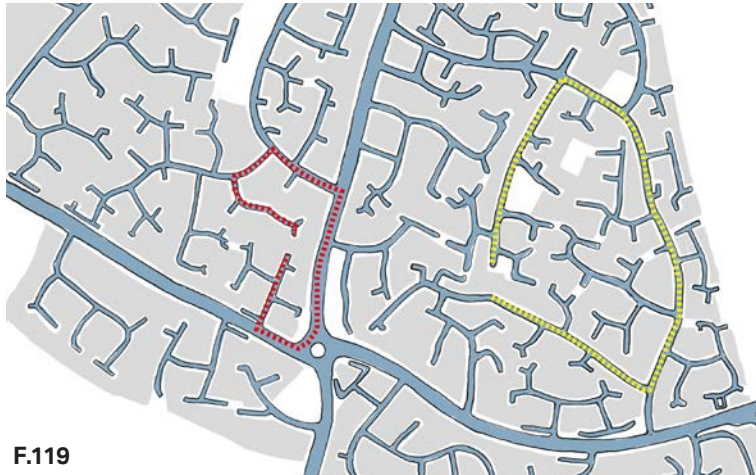
1. An industrial estate through road with typical vehicular road uses.
2. Boundaries predominantly tall metal fencing and trees within curtilage.
3. Pavements are narrow; large carriageway.

Dove Fields	
Building to building line	25m
Plot to plot width	55m
Carriageway width	8.5m
Enclosure ratio	1 : 2.5

Street type: **Local street**

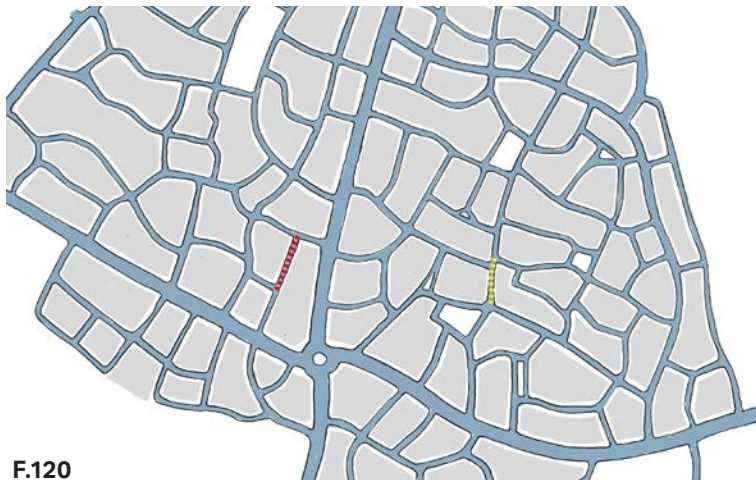
Character Area: **CA8**

B Movement



F.119

Figure 119: In Uttroter's more recent development cul-de-sacs and multi-headed cul-de-sacs reduce permeability and legibility.



F.120

Figure 120: A connected network of streets reduces walking distances.

Primary Streets

- Building height 2.5 storey
- Street trees and grass verges
- Cycle lanes
- Street-building enclosure ratio < 4:1
- Greater building setback (2-5m)



Secondary Streets

- Building height < 2.5 storey
- Street trees and verges with inset parking bays
- Street-building enclosure ratio < 3:1
- Medium building setback (1.5-4m)



Local Streets

- Building height < 2 storey
- Informal street surfacing with protected areas for people / parking
- Street-building enclosure ratio < 2:1
- Lesser building setback (1-3m)



F.121

Figure 121: Street types by design.



Movement

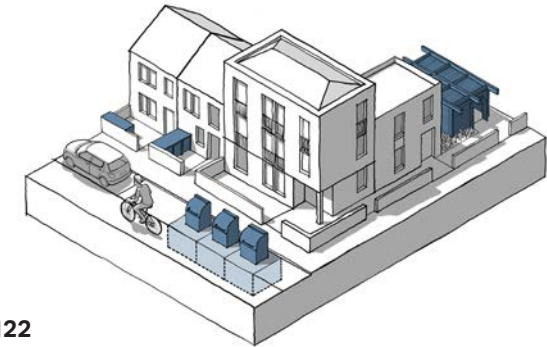
B1 – Streets

- **Hierarchy:** Streets should follow a simple well-defined hierarchy that creates a visual character distinction for more and less busy streets.
 - New developments should be laid with a clear street hierarchy and facilitate multiple modes of transit.
 - Avoid using cul-de-sacs, instead create a connected movement network.
 - Mews, courtyards, and cul-de-sacs will only be acceptable where the site limitations justify their use. Any cul-de-sac should be relatively short and provide safe, overlooked onward pedestrian links.
 - Street design must adopt a 'footway first' approach and support the movement of pedestrians as the priority, and reflect the hierarchy of the Highway Code.
- **Slow-speeds:** Change in materials, raised tables at junctions and variations in width can moderate vehicle speeds as well as improve legibility and permeability within development.
 - **Accessible and safe design:** Route design should take account of various abilities such as hearing and sight impaired pedestrians with guide dogs or young children who may not be able to judge traffic speed above 20mph accurately when out playing.
 - **Permeability:** The arrangement of streets, routes and spaces should be permeable for pedestrians and cyclists, facilitating direct routes to key places of travel such as towards bus stops, local amenities and existing routes.
 - **Footpaths** should be paved with high quality materials to encourage walking. This will improve safety and reduce traffic congestion, particularly for children who may be encouraged to walk to school.
- Provide a clear footway zone of 2m minimum width. Where the footway is narrower, it must not be continued for more than 6m in length.
 - A detectable kerb of at least 100mm upstand must be provided between footway and carriageway on primary and secondary streets. Increases in kerb height at bus stops boarding and deployment areas must be accounted for.
 - Tactile paving must be provided at all side-road junctions and crossings.
 - In high pedestrian flow areas (where flows are >1200 pedestrians per hour), where access is required across the footway, pre-cast kerb units with an 'integrated drop' must be used to maintain a consistent footway crossfall along the street.

B2 – Services and utilities

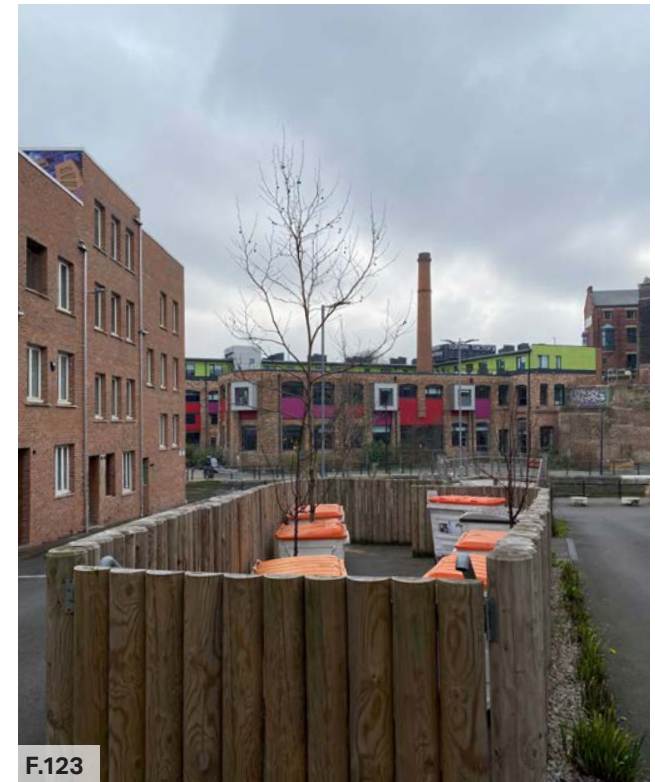
- **Service and delivery vehicles:** The road network should take account of access for refuse collection and deliveries to avoid blocking roads and private driveways. The size of refuse collection vehicles varies and care needs to be taken to ensure that their turning requirements do not compromise the layout.
- **Letter boxes:** A significant number of absences by the Royal Mail's 95,000 postal delivery employees are related to back problems caused by low level letter boxes. EU standards require letter boxes to be fitted between 70cm and 170cm and there have been calls in the UK to follow this approach. Another alternative is the use of smart parcel boxes that can be sensitively and securely placed separate from the door (for example affixed to an external wall). This has the added benefit of improving insulation and reducing heat loss in homes. Developers should consider this option with the aim of meeting sustainability targets.

- **Emergency vehicles:** All developments must be accessible to emergency vehicles. Sites with limited vehicle access points must ensure that such vehicles can gain access if a road is blocked. This is a particular problem with unregulated on-street parking.
- **Refuse collection options:**
 - **In-curtilage Provision:** This can be provided to the side or rear of the property in detached housing. For terraced housing, collection needs to either be from the rear or a bin store needs to be provided at the front.
 - **Bring Points:** An alternative is to use underground waste storage bins, although this requires a specialist collection vehicle.



F.122

Figure 122: Refuse collection options as set out in the National Model Design Code.



F.123

Figure 123: Concealed communal refuse storage in Newcastle upon Tyne .

B Movement

4.3.3 Car and cycle parking

On-street parking is commonplace across the neighbourhood area, however, road surface marking is clearer in the town centre, making on-street car parks more formalised. Most houses have on-plot parking, located to the front of the property or in garages, occasionally side of property parking is notable. Sets of residents' parking bays are clustered amongst the residential neighbourhood.

Electric Vehicle (EV) charging does not seem to be a feature of newer developments or existing properties.



F.124

Figure 124: On-plot car park is predominant.

B3 – Car and cycle parking

- Car parking should be integrated on plot where possible with parking spaces set behind the building line, generally to the side of plot being preferable. For narrow dwellings it is preferred to retain a small front garden with a boundary wall as opposed to an open hard surface.
- On-plot parking should always be preferred to on-street parking. Where on-street parking is the only option, it must avoid blocking the way of pedestrians, wheelchair user and cyclists.
- Parking bays must be no smaller than 4.8m long and 2.4m wide with the exception of parallel bays which must be at least 6m long and 2m wide. The width of parent and child parking bays should be 3.6m and have a length of 6.6m.
- Cycle parking must be designed for the exclusive use of cycles and maintained in perpetuity.
- Cycles stands must be spaced at least 1.4m apart, with a spacing of 2m for non-standard cycles.
- Cycle stands must be orientated at right angles to any slopes.
- Adequate EV charging points and spaces should be provided. Where possible, existing parking areas should also be retrofitted.
- Charging infrastructure should be sensitively integrated within streets and spaces, for example, by aligning with green infrastructure and street furniture.
- Where charging points are located on the footpath a clear footway width of 1.5m is required next to the charging point, for a wheelchair user and a pedestrian to pass side-by-side.
- Design issues to address for private EV parking:
 - Convenient on plot parking and charging points close to homes;
 - Potential to incorporate charging points under cover within car ports and garages;
 - Need to consider visitor parking /charging needs; and
 - Potential for providing secure, serviced communal parking areas for higher density homes.

4.3.4 Pedestrian and cycle movement

There is a fragmented system of PRowS and footpaths across the settlement. A National Cycle Route runs across the northern edge and local cycle paths can be found in more recent developments, linking in to PRow flanking Picknal Brook.

Laneways and informal footpaths characterise the town centre but are not linked in to the broader pedestrian network.

The overall movement network prioritises cars, making it easier for people to travel by car rather than walking or cycling.

Many footpaths and cycleways currently lack natural surveillance because of high fences and a lack of appropriate lighting, thus impacting their safety levels.



F.125

Figure 125: Footpath on Fradgley Grove.



F.126

Figure 126: Laneways in the town centre

B4 – Connectivity

- New footpaths and cycleways should aim to create an integral pedestrian and cycle network for the whole area.
- Lighting should be provided on all footpaths, laneways and cycleways to increase safety during darkness.
- Natural surveillance on footpaths and cycleways from surrounding houses should be promoted by using low boundary treatments and avoiding high timber fences.
- Appropriate and clear signage should be provided to improve wayfinding.
- The pedestrian and cycle network should be considered integrally with the public transport network, to reduce the car-dependency of the area.
- Wider footpaths encourage walking and allow space for street trees. Pre-cast entrance kerbs and tactiles aid people with visual impairments and cognitive differences.

B

Movement

- Settlement boundary
- Neighbourhood area
- - - PRowS
- - - Footpaths
- - - Laneways
- - - Cycleways
- - - Bridleway

F.127

Figure 127: Pedestrian and cycle movement in the NA



4.3.5 Transport options

Uttoxeter has a railway station located to the southeast of the town centre. It is isolated from the town centre, providing very limited access to those walking a distance within a 1200m radius. A network of bus lines also serves the area quite evenly, as well as neighbouring settlements.

4.3.6 Active travel

Uttoxeter has many features that could enable a healthy and active lifestyle of a 20-minute neighbourhood concept. However, most of the key services, amenities and open spaces are more than 800m away for many residents.

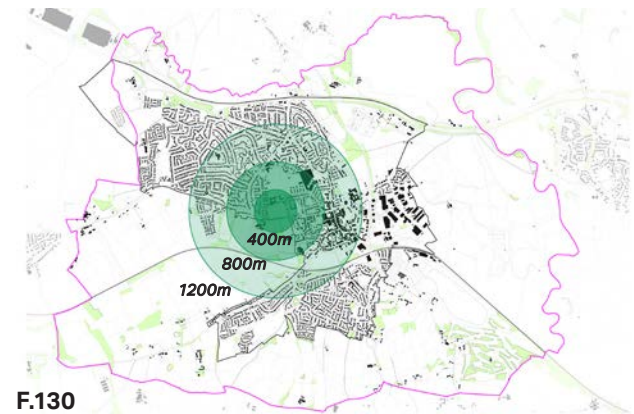
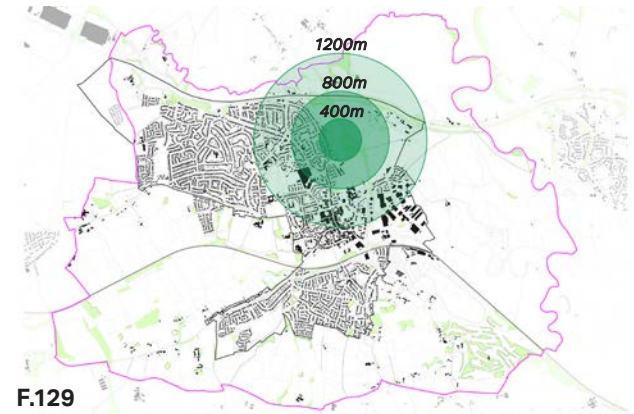
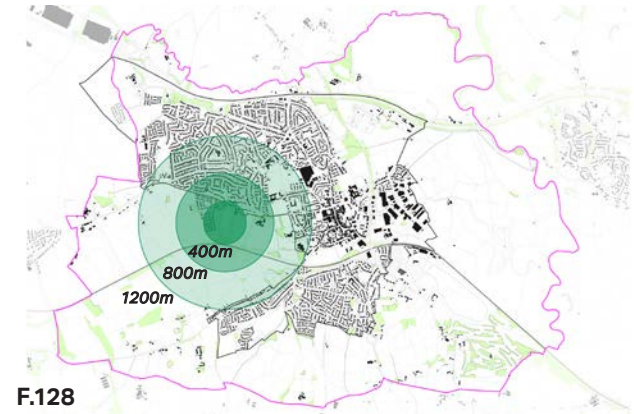
This leads to a preference for car journeys over walking, cycling and public transport.

The recent developments in the north-western aspect of the area has limited access to a park. Postwar development is within a 1200m catchment of a green space, notably Bramshall Park, Pennycroft Park, or Oldfields Sports and Social Club and the Uttoxeter Leisure Centre.

Figure 128: Bramshall Park green space, serving much of character areas 2, 3, and 4.

Figure 129: Pennycroft Park provides green space and access to countryside.

Figure 130: Oldfields Park and Leisure Centre at the edge of the town centre.

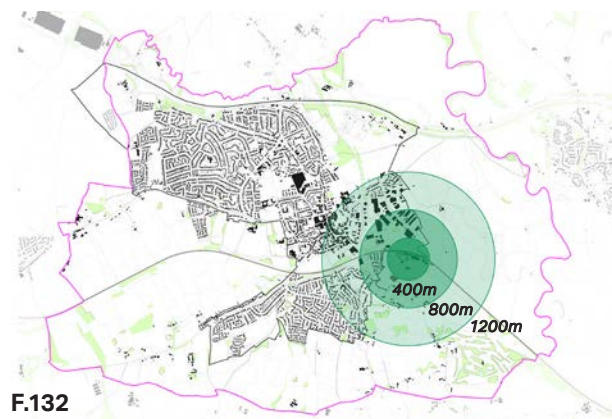


The High Street is the main retail core for the town, however there are few amenities in more recent developments further afield.

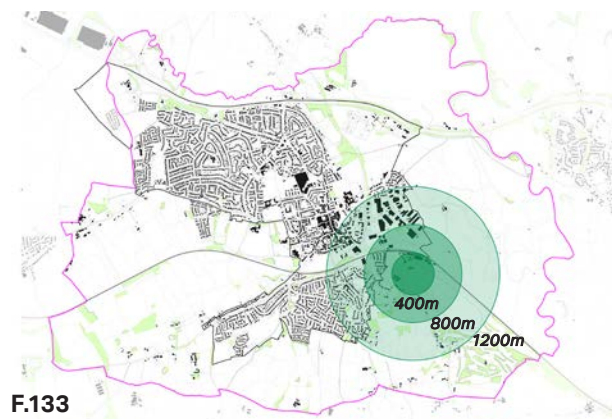
Uttoxeter Racecourse, at the southeastern aspect of the area, is a significant tourist attraction. This is isolated from the town centre, with signage, wayfinding and pedestrian experience compromised by a series of roundabouts and poor crossings and junctions.



F.131



F.132



F.133

Figure 131: High Street and the retail core within the town centre

Figure 132: Train station is a 30-minute walk for the majority of people on foot.

Figure 133: The racecourse is on the fringe of the town centre and is difficult to reach on foot.

B5 – Active travel

- New development will use high-quality surfaces and colour palette to create a safe, attractive and legible network.
- Active travel routes on main streets should be off-carriageway and separated to provide a safe network for all users.
- Shared surface spaces can remove priority of vehicles in order to slow traffic and increase safety. Crossings should be raised and highlighted with appropriate signs.
- Existing green areas, public spaces and local amenities should be integrated as focal points.
- Proposals must demonstrate a network of well-connected streets and specifically illustrate how the proposed development and wider area are linked.
- Proposals must also demonstrate how they link to the wider footpath and cycle network.

C Nature

4.4 Green and public spaces

4.4.1 Green spaces

Green spaces in Uttoxeter are generally along watercourses or infrastructure corridors. These include, notably, Bramshall Road Park, Pennycroft Park and Oldfields, as well as other informal green areas. In postwar developments there are pocket parks and allotments, typically in residual spaces within the urban layout.

Overall, there is a lack of green infrastructure across the whole settlement area.

Bramshall Road Park is a rectilinear parkland with several established and mature trees. It has recreational activities for different age groups, such as the skate park and bowling green. Pennycroft Park has a BMX track, basketball court and playing fields with play equipment.

Oldfields is home to the local rugby club and the Uttoxeter Leisure Centre abuts the green space. It is notable that most of the Local Green Spaces are outside of the settlement boundary.

4.4.2 Public spaces

Aside from Saint Mary's Church, The Maltings Shopping Centre or Market Place, Uttoxeter lacks public spaces for civic or community purposes or gathering and informal use.

The War Memorial at Market Place is a reasonably good example of a quality public realm. It is predominantly paved with benches. Bollards are there to prevent ad-hoc parking and enable vehicle separation but they are visually dominant. Market Place is dominated by parked cars and is an underutilised asset which would benefit from better connections to other assets.



F.134

Figure 134: Market Place is dominated by hard surfaces and car parking.

C1 – Public spaces

Public open space designs must respect the local character, and be drawn from well considered local references which note:

- the arrangement of features
- planting species used and management
- topography
- enclosure
- formality or treatments (e.g. is it manicured or wild).

New open space must:

- have benches every 100m within parks, play areas and civic space, in all other spaces this can be up to 300m: unless specifically stated;
- use footpath widths as noted in code **B1 - Streets** and any gates to comply with BS5709;
- minimise gradients to less than 1:20; steeper changes in level managed with longer gently sloping routes.



Nature

- Local Green Space
- Public space

Figure 135: Green and public spaces in the Neighbourhood Plan area

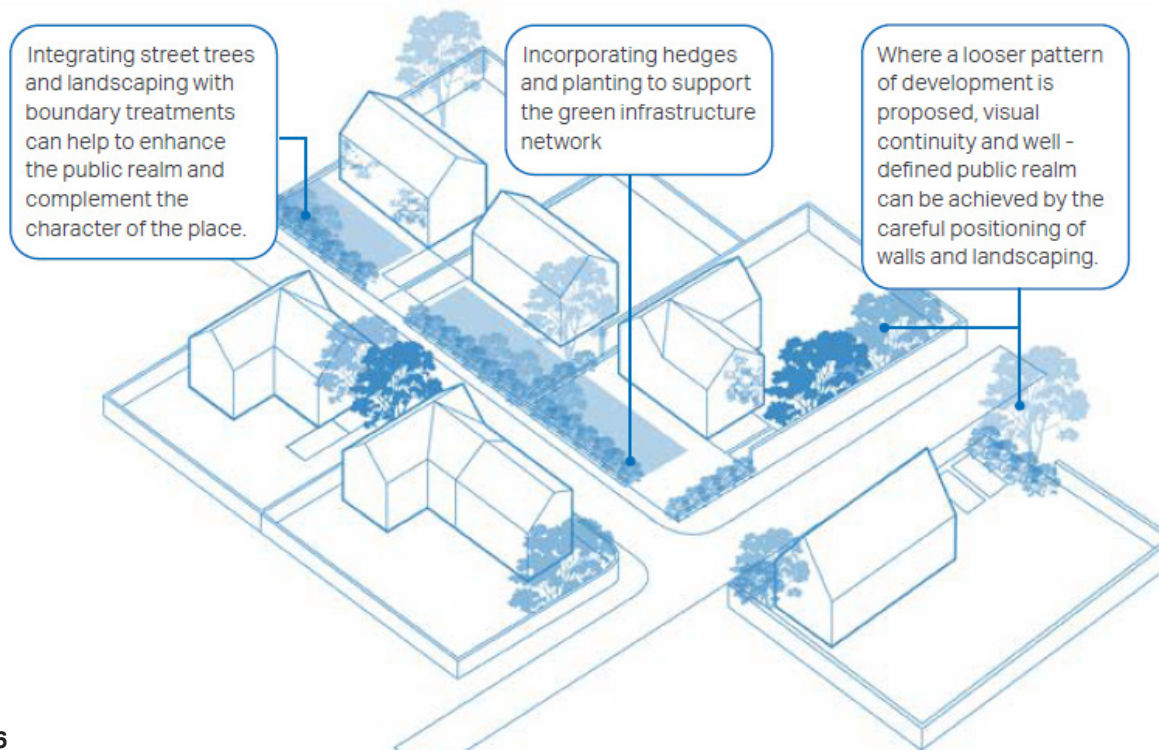
F.135



C Nature

4.4.3 Trees and soft landscaping

Uttoxeter would benefit from a more connected green and blue infrastructure network, better integrating its surrounding landscape setting. Street trees, hedges, planting, and landscaping can contribute to green infrastructure.



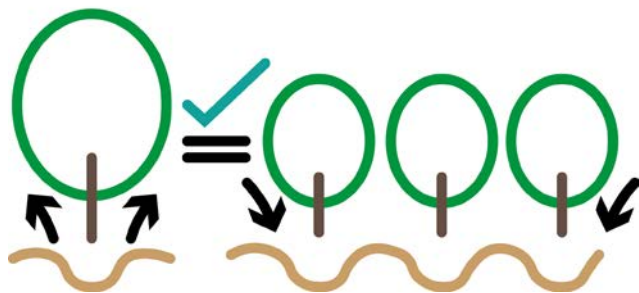
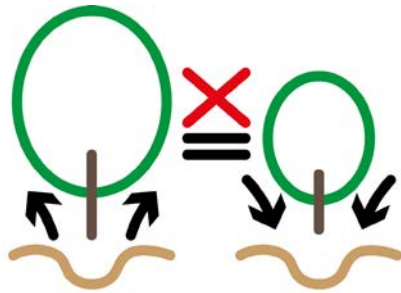
F.136

Figure 136: Diagram showing trees and landscaping to stitch together the green infrastructure network.

C1 – Green infrastructure

- Green infrastructure (GI) elements should be combined to form a multi-functional green network. Existing and new planting should knit together within this network at a range of scales, with minimal breaks to create connected habitats and routes for wildlife.
- New development should contribute to the local green infrastructure, understanding Local Plan *Strategic Policy 29 - Biodiversity and Geodiversity*, as well as referring to ESBC *Climate Change and Sustainable Development SPD*.
- Development must meet the National Urban Greening Factors of at least 0.3 for commercial development, 0.4 for residential development and 0.5 for residential greenfield development.
- Applications must demonstrate how a proposal integrates GI into the landscape design for the development, including interfaces with edges of development, movement networks, SuDS and wildlife networks.
- Proposed public spaces should be safe, well lit and provide greenery.

C Nature



F.137

Figure 137: Replacing trees on a 1-for-1 basis is not necessarily proportional because of the reduction in the canopy cover, habitat and public amenity.

C2 – Trees

The National Design Guide and National Planning Policy Framework (NPPF) put great emphasis on tree-lined streets and integrated green infrastructure design to provide 'green islands' and connected corridors which contribute to localised cooling and provide habitats and amenity.

- Street trees are to be included within adequate verges, alongside the carriageway, on plot or in open spaces and street lighting and other infrastructure must be designed in combination.
- Size of tree pits should allow sufficient soil around the tree. Ensure tree stems are in the centre of the verge to provide a 1m clearance of the footway or carriageway.
- Tree root zones should be protected to ensure that trees can grow to their mature size.
- Root barriers must be installed where there is a risk of damaging foundations, walls, and underground utilities.

- The use of native planting species should be favoured to avoid the impact of invasive species on the biodiversity of local habitat.

Retain

Tree surveys and impact assessments should be provided which highlight the trees on a site by the proponent. Retained trees will be considered at the earliest design stage.

Replace

Where trees are to be replaced, consider using a proportionate scale to determine numbers of replacement trees required based on the size of tree removed.

Improve

For major development sites, an area of development land could be dedicated for tree planting in the form of a multi-functional community woodland. Relative population density and designated land use types put pressure on a greater density of development and often results in side-lining tree planting and biodiverse green infrastructure design.

C3 - Right tree, right place

The overall aim should be to plant trees and other soft landscaping. This must form part of each development regardless of size. How appropriate a tree is for any given urban location must also be determined based on space requirements.

This may simply be stated as:

- Small to medium trees for small spaces such as front gardens and narrower streets.
- Larger trees for avenues and more open environments such as parks, grass verges and landscaped areas.
- Other native or suitable planting to soften the appearance of plots and buildings.

The climate emergency is the biggest challenge for species selection as we don't yet know the extent of this. We can assume greater variance with hot and dry summers and wet and windy winters. Weather extremes tend to push native trees to the limit of what they can cope with genetically. As such, we should also look at trees more suitable to northern and central Europe.

A significant challenge is finding species that provide similar habitats for native birds, bats and insects.

- For now, native UK trees should be preferred or non-native trees where a specific reason exists.
- Native UK trees are preferred but non-native types could be incorporated which are suitable for the biodiversity of our native species. The climate emergency will change the environment over the next 50-100 years and we may need further qualities of resilience that our native trees cannot provide.

Ensure street trees and green infrastructure provide for a range of functions and benefits and are sufficient to help improve air quality and reduce noise from the street network.

Coordinating tree planting with utilities providers and service ducts early in the lifetime of a scheme can ensure that trees do not interfere with underground services.

- An arboricultural report must record trees with a stem diameter of 75mm or above, measured at 1.5m above ground level. Any trees shown in this report which are removed, must be replaced on a 1:2 basis within the first 3 years of development commencing.
- At least 75% of new trees must be provided within the public realm to ensure retention and management.



F.138

Figure 138: Street tree planting incorporated within the parking area to avoid disrupting the pavement or carriageway as set out in the National Model Design Code.

C Nature

4.4.4 Flood

The main watercourse within the settlement boundary Uttoxeter is Picknal Brook, running east-west. The River Tean runs across the northern aspect of the wider Neighbourhood Area; and the River Dove runs on its eastern edge.

Flood zones can be observed along these watercourses. While there is very low risk of rivers and sea flooding in the settlement, it is a significant issue for the wider area.

Surface water flooding is a similarly low risk, mainly consigned to roadways and along the watercourses. .

Key

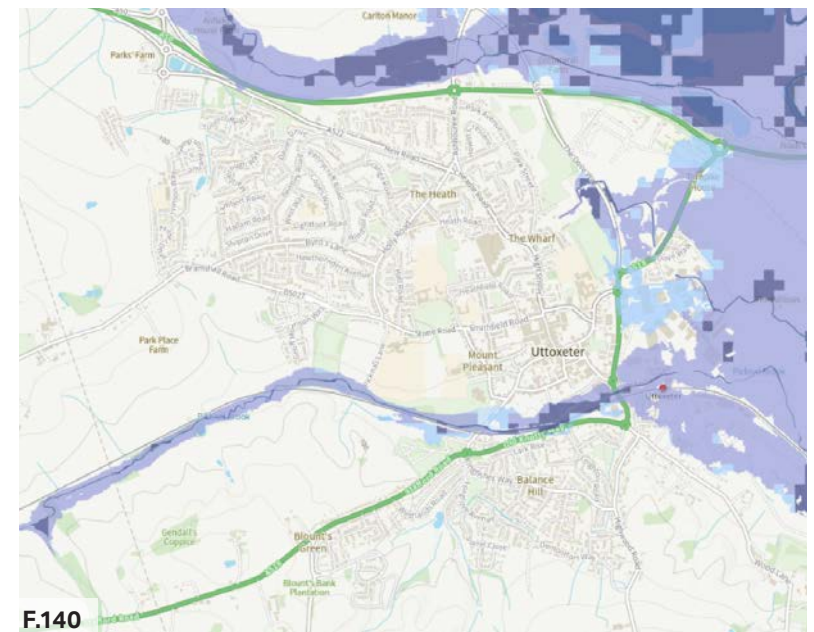
- Neighbourhood area boundary
- Flood zone 3
- Flood zone 2

Figure 139: Surface water flooding



Figure 140: Rivers and sea flooding

Images courtesy: Environment Agency



C Nature

C4 – Water sensitive urban design

Development proposals should seek to apply the following overarching design proposals:

- Avoid siting homes in high risk flood areas and seek to use permeable paving in hard landscape areas.
- Reduce runoff rates by facilitating infiltration into the ground or by providing attenuation that stores water to help slow its flow down so that it does not overwhelm water courses or the sewer network.
- Integrate SuDS into development and improve amenity through early consideration in the development process.
- Some of the most effective SuDS are vegetated, using natural processes to slow and clean the water whilst increasing the biodiversity value of the area.

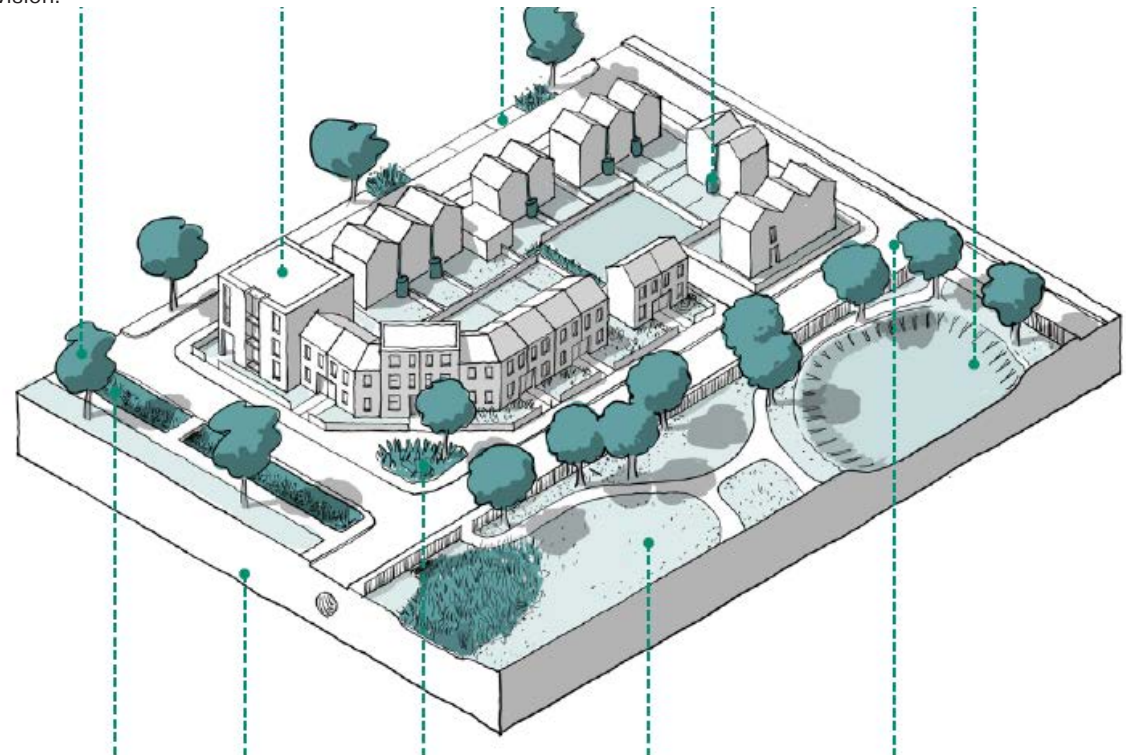
Street tree planting: SuDS designed into highway provision can provide dual-use benefits when integrated with street tree provision.

Green roofs and walls: Provide capacity to hold and attenuate water run-off as well as ecological and leisure benefits.

Soakaways and filter drains: Shallow ditches and trenches filled with gravel or stones that collect uncontaminated water and allow it to percolate into the ground.

Rain capture: Water butts and other rainwater harvesting systems collect rainwater for use in gardens or for non-potable uses, reducing water consumption.

Basins and ponds: Attenuation ponds that are normally dry but fill during a rain event and then either store or gradually discharge water to the system.



Swales: Shallow channels that provide attenuation while also channelling water to other features such as ponds.

Retention tanks: In high density schemes water can be attenuated in underground structures.

Rain gardens: Containers and ditches with native drought tolerant plants release water gradually and filter out pollutants.

Reedbeds and wetlands: Topography can be used to create wetlands that provide attenuation capacity as well as filtering out pollutants and providing habitat for wildlife.

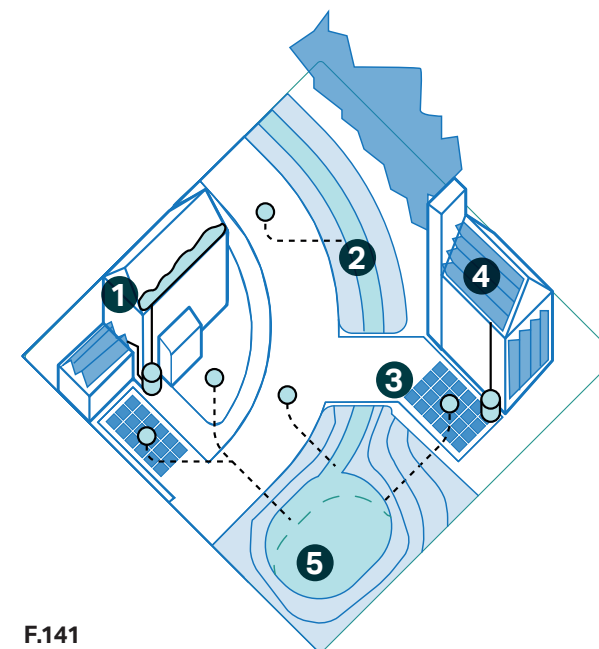
Permeable surfacing: Surfaces that allow water to percolate into the ground. Includes natural surfaces, gravel and low traffic volume engineered road surfaces and hard-standing in front gardens.

C5 –Sustainable drainage systems

As standard, proposals must promote methods to mitigate increased risk of storms/flooding with sustainable drainage systems. Development proposals should seek to:

- Integrate sustainable drainage systems to assist with flood alleviation from rivers and drains and surface water runoff and incorporate surface features such as planted rain gardens to express this function.
- On minor development sites, proposals must integrate bio-swales and/or rain gardens and/or permeable surfacing in their design to assist with drainage.
- On schemes that propose 10 or more dwellings, proposals must integrate bio-swales and/or attenuation basins in their design. These must be planted with wildflower planting to assist achieving a biodiversity net gain.

- Natural barriers (e.g. planting) and appropriate side slopes should be introduced to help manage perceived safety risks.
- The location of SuDS features will naturally be determined by topography (working towards the lower end of the site) and must be outside of the key flood risk areas.
- Proposals must adopt the use of permeable paving in hard landscaped areas.



F.141

- | | |
|--------------------|---------------------|
| 1 Rain garden | 4 Green roof |
| 2 Swale | 5 Attenuation basin |
| 3 Permeable paving | |

Figure 141: Diagram showing the best use of harvesting water systems rain garden, swales, permeable paving, green roofs

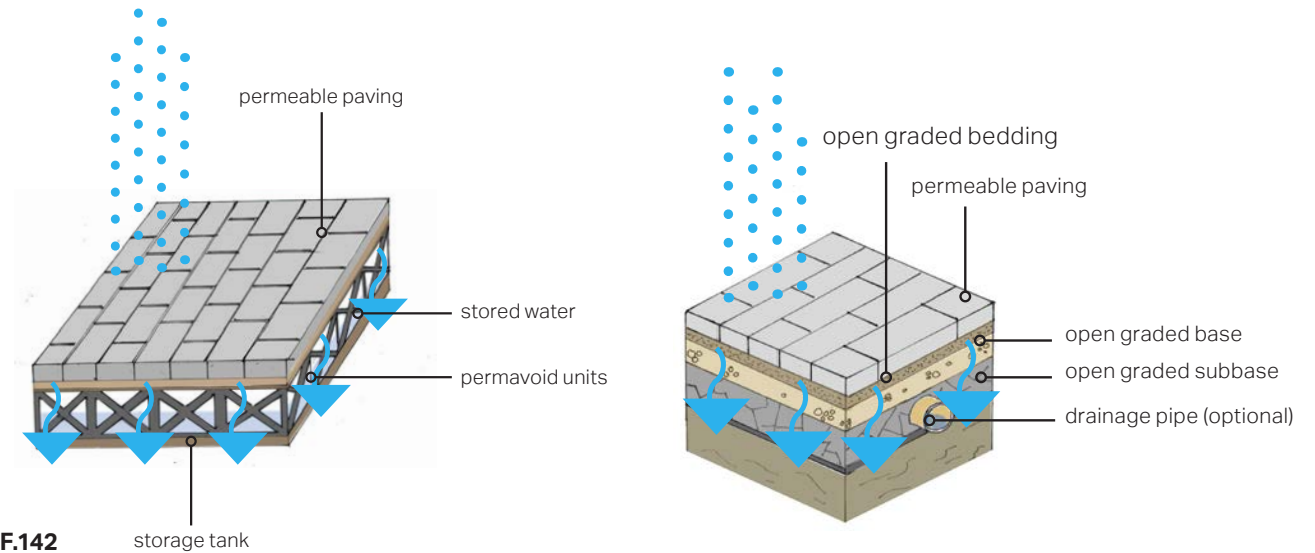


Figure 142: Diagrams illustrating the functioning of a soak away



Figure 143: Example of a rainwater harvesting tank in the shape of a bee hive (source: <https://www.gardenplantsonline.co.uk/>)



Figure 144: A good example of permeable paver (Source: <https://www.paverconnection.com/testimonial/hedwig-village-permeable-drive-way-and-patio-upgrade/>)

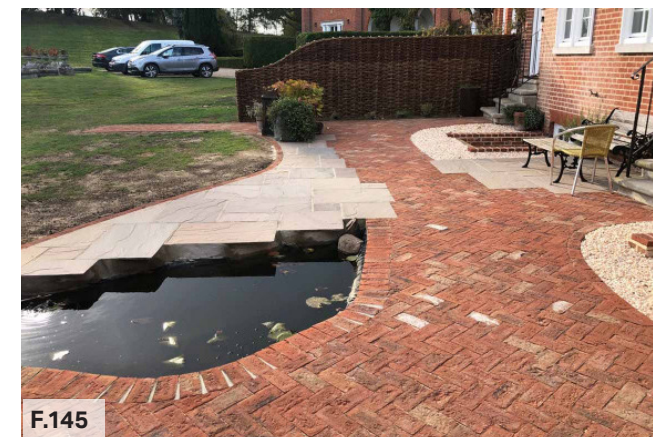


Figure 145: A good example of clay paver (Source: <https://www.londonstone.co.uk/brick-pavers/paving-bricks/>)

C6 – Biodiversity

Planning applications must be supported by the incorporation of features for biodiversity enhancement, in addition to what may be required to address any adverse impacts resulting from the development. Appropriate features include:

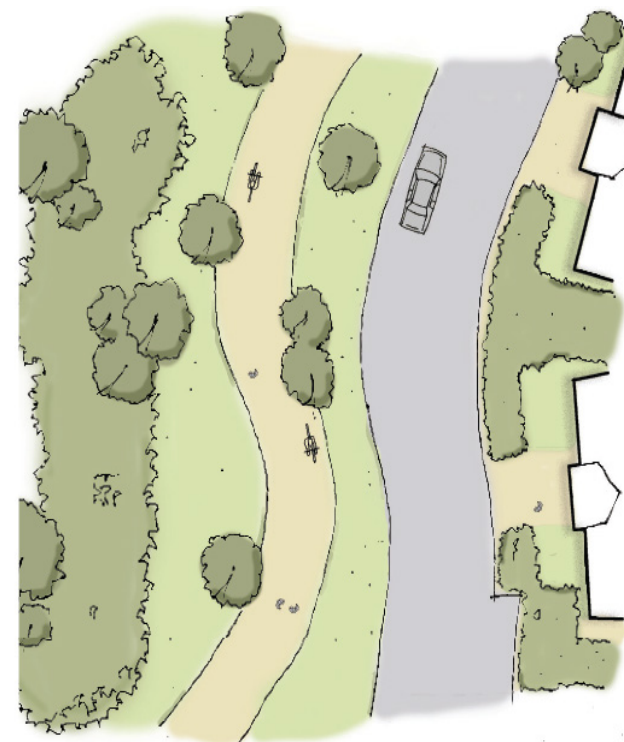
- Features for nesting birds such as swifts and house sparrows.
- Features for roosting bats.
- Green walls and green/brown roofs.
- Mixed native species hedgerows.
- Creation of new wildlife ponds and integration of inaccessible ponds.
- Native scrub and tree planting.
- Orchard/fruit trees.
- Creation of species rich grassland.
- Creation of rough grassland suitable for foraging barn owls and provision of barn owl nest boxes.

- Provision of gaps in boundary fences to allow access by hedgehogs and provision of hedgehog domes.

The loss of trees, hedgerows and native planting should be avoided and instead these features should be incorporated into the design of proposed development.

Where the loss of trees is unavoidable, a 3 for 1 system should be incorporated where 3 new trees should be planted for every 1 lost.

The loss of historic field boundaries will not be acceptable.



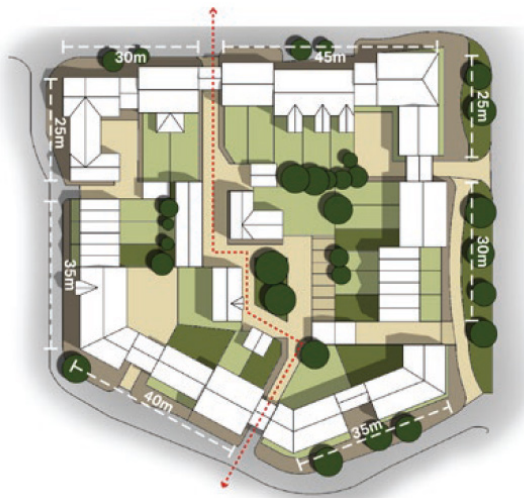
F.146

Figure 146: Promoting a multifunctional green infrastructure network including verges, hedgerow, gardens, trees and planting

D Built form

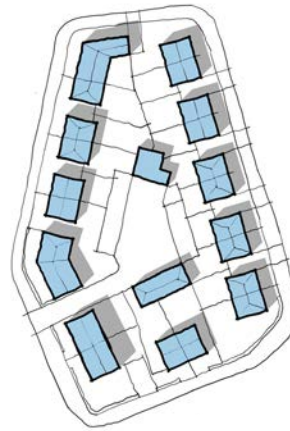
4.4.5 Blocks and building lines

The shape, form, and alignment of buildings and spaces is crucial to creating a positive relationship with the street and enabling a high quality pedestrian and cycling environment.



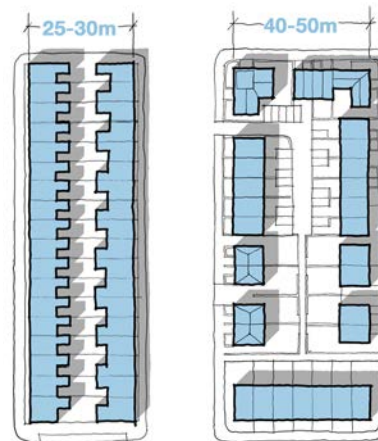
F.147

Figure 147: Indicative diagram illustrating the breaking down of perimeter blocks to enable permeability.



F.148

Figure 148: An example of an 'informal block' layout as set out in the National Model Design Code (NMDC). Characteristic of many 20th and 21st Century developments, homes are typically detached or semi-detached, and set within larger plots containing both front and back gardens. Informal layouts are lower in density.



F.149

Figure 149: An example of a higher density terrace or 'perimeter block' layout as set out in the National Model Design Code (NMDC). Characterised by strips of conjoined development, homes typically have smaller plots alongside small or no front gardens. Parking is often provided on-street or courtyards.

D1 – Blocks and enclosure

- Maximum centres for breaks in the block must be no greater than 80m.
- Where associated with public access, routes must be through the narrowest part of the blocks, however, routes are not permitted through terraced blocks.
- The scale and massing of adjacent blocks must be respected, such that blocks are no more than 25% larger than the adjacent block.

Enclosure is the degree to which buildings and other structures form a continuous and cohesive visual and physical barrier to define a space. It is usually measured in a ratio of building height: distance between the buildings.

- Design development in the Design and Access Statement (DAS) or other design statement if a DAS is not required must show case studies and local references, that the width of streets and associated building heights create an enclosure ratio appropriate to the proposed character.

D

Built form

4.4.6 Layout and density

Uttoxeter has a low-medium density built form, ranging between 15-50 Dwellings per Hectare (DpH) as outlined in Section 3. The median density of the residential neighbourhoods sampled is 28DpH. The southern sections in Character Areas 5, 6 and 7 are lower densities to integrate harmoniously with the surrounding countryside. In the northern section of Character Area 7 is higher density (35-40DpH) but the highest densities are in the town centre (38-50DpH).

Blocks are typically perimeter blocks with a fairly consistent building line with varying setbacks. Maintaining the existing building line is important to local character. Repairing the block or integrating into extant street pattern is imperative. In retail areas, active frontages should be encouraged.

Each character area should be referred to in determining the appropriate density, block size and shape, and plot sizes for new development, dependent on location.

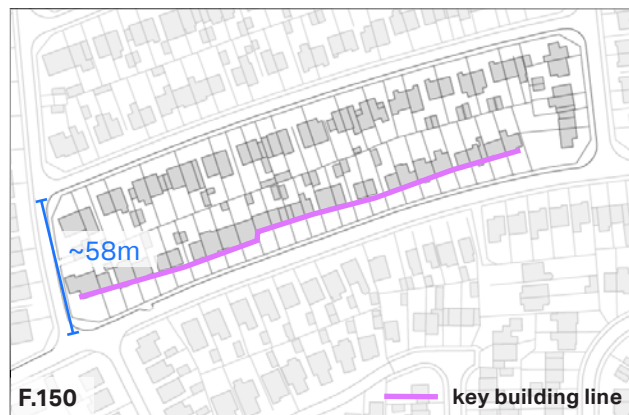


Figure 150: Perimeter block residential streets with back-to-back semi-detached houses, facing the street with consistent building line and roofline.

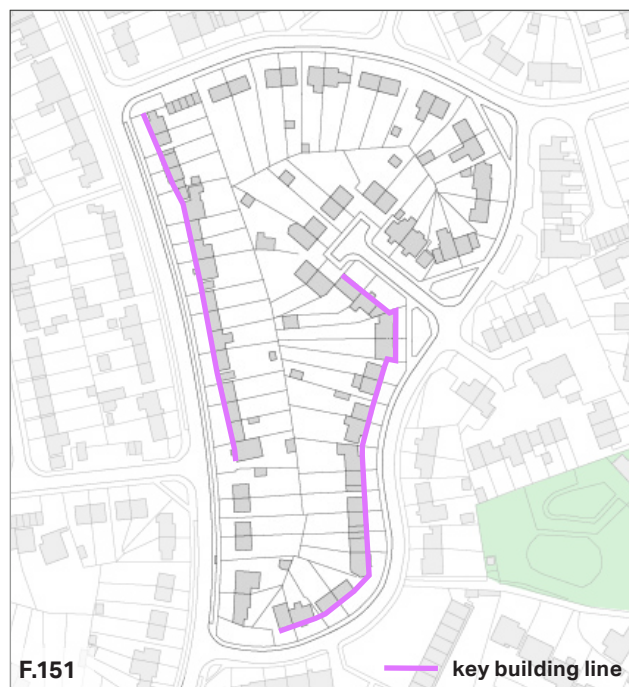


Figure 151: Perimeter block, more informal shape following contour lines, houses tend to follow the street pattern with generous back gardens.

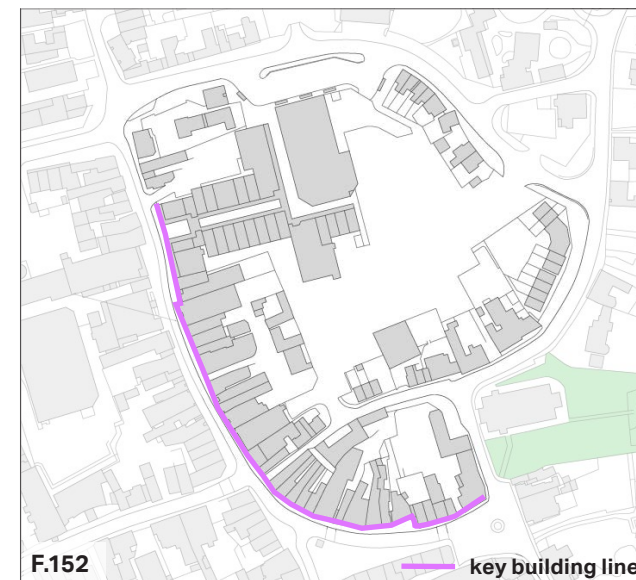


Figure 152: Burgage plots create long narrow plot shapes that spill out directly to the street to create enclosure and strong edge condition.



Figure 153: Apartment building with through-link access to infill development on the western edge, terraced housing on the east.



Built form

D2 – Building line and proportion

Infill sites will vary in scale, context and location within a settlement. An infill can have significant impact on the character and appearance of the built environment. The following general principles should be applied to any future infill site:

Building line - The building line should reflect the predominant building line of the street. Where buildings are set back from the pavement the appropriate boundary treatment should be used. Guidelines for this can be found in each character area. .

Scale and position - Building scale and position on plot should help to define and enclose the space within the street corridor or square to an appropriate degree based on the existing street section and level of enclosure.

Active frontage - Building entrances should address the street with a main access and main fenestration. Corner buildings should address both streets with fenestration and the main entrance on the main street in the hierarchy.

Plot series - Building façade design should respect the horizontal rhythm of plots and building subdivisions on the street in order to harmonise and maintain visual interest and enclosure.

Rooflines - Rooflines should respect and not obstruct view corridors and landmarks.

Higher-quality materials such as grey slate tiles, green/brown roofs, or standing seam roofs are encouraged.

Uniform roofline with some variations in roof type are permitted, gable roofs can be a design feature. Uniform rooflines can be a design feature only if the building elevations are not without detail.

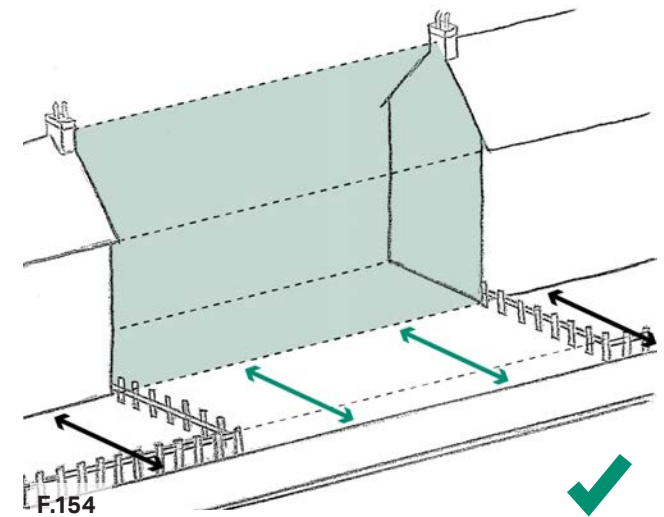


Figure 154: Good practice diagram: the set-back matches neighbouring properties on the street and the massing and roof form fits within local parameters

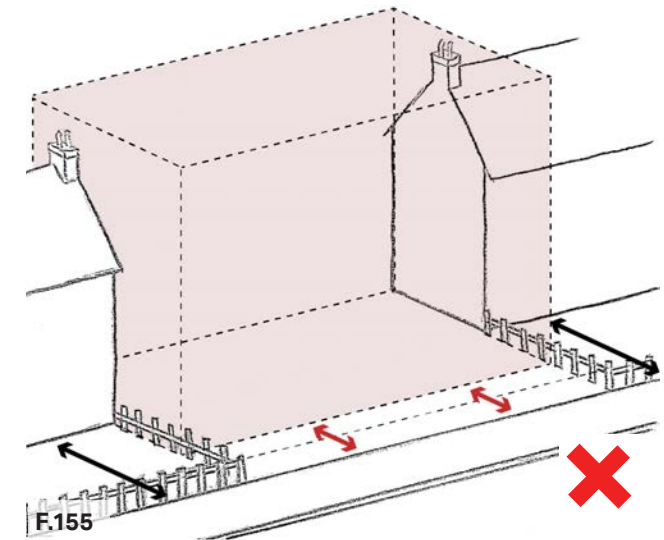


Figure 155: Bad practice diagram: reduced set-back and overbearing massing can create an 'un-neighbourly' building

D3 – Layout and density

Development across Uttoxeter must:

- Generally not exceed a density of more than 40DpH. Character area guidelines should be consulted to determine the most appropriate density for a development. There should also be an awareness of balancing density with housing need.
- Though block size is an important feature for character and walkability, blocks can include snickets (alleys) as breaks for access in perimeter blocks. These enable permeability.
- Be no more than 3 storeys in height.
- Respect and respond to the immediate context in terms of built form and layout - including plot sizes and building layouts.

D4 – Active frontage

- Ensure there is an active frontage - create an interesting and engaging rhythm along the street by using narrower plots with many entrances and main fenestration, including shop and service displays to the advantage.
- Wide-fronted, 'big box retail' creates a lack of variety and interest in the street scene, avoid blank or uninteresting façades for significant stretches. Ensure gateway sites are not negatively impacted by poor street frontage.
- Shop fronts should be in keeping with the traditional proportions and features of typical shop fronts to enhance the identity of the area. Refer to the Shop Fronts SPD for further information.(2019).

Figure 156: Uniform roofline with some variations in heights on High Street - gable fronts and decoration.

Figure 157: Blank facade on Bridge Street, poor gateway to the town from racecourse.

Figure 158: Through-site link to Queen Street and the rear facades of Market Place.

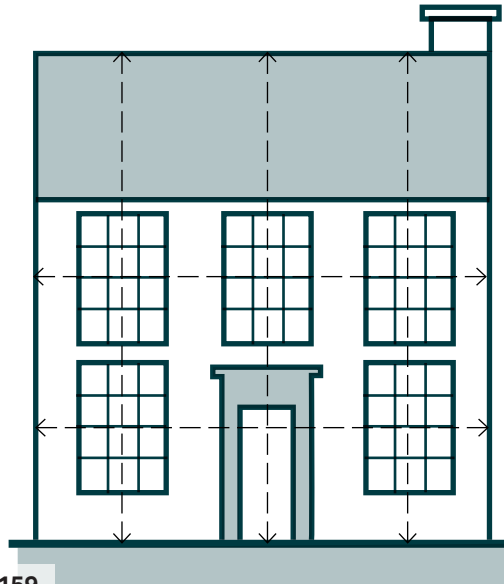


D Built form

D5 – Building elements

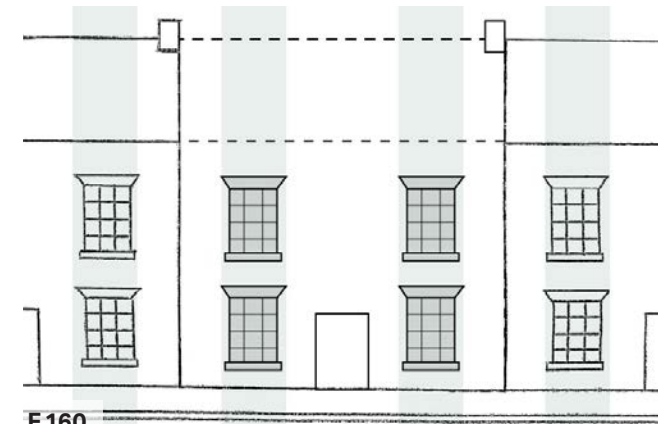
The relationship between buildings and their elements can provide visual interest and enhance the local character of the neighbourhood area. The following principles should be adhered to:

- The proportions of a building's elements should be related to each other as well as the scale and proportion of the building.
- The proportions should be dictated by and respond to the type of activity proposed as well as the composition of the existing streetscape.
- The front elevation of the buildings must be arranged in an orderly way to avoid creating cluttered facades.
- Features such as windows, doors and solid walls should create vertical and horizontal rhythms along the facade providing variety.



F.159

Figure 159: Elevation showing typical building proportion in a detached house. The proportion of a building's elements should be related to each other as well as the scale and proportion of the overall building.



F.160

Figure 160: Good practice diagram: the window typology and fenestration pattern match the ones of neighbouring properties



F.161

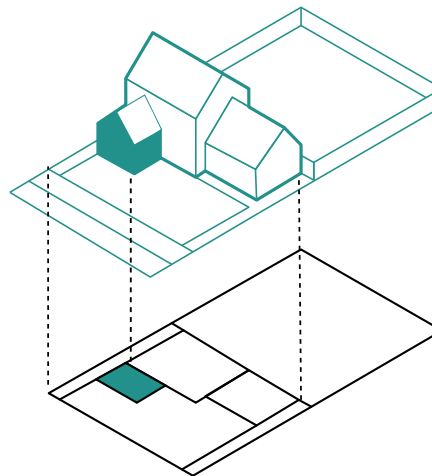
Figure 161: Bad practice diagram: different fenestration impacts the harmony of the facades

D Built form

D6 – Extensions and alterations

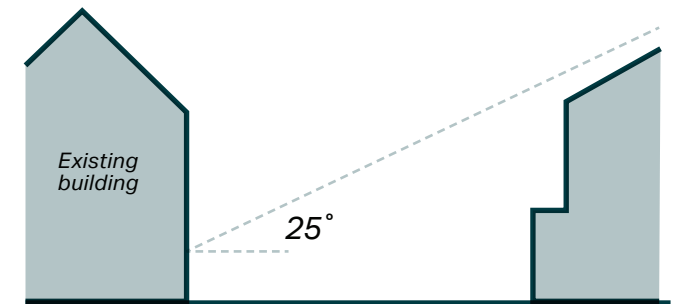
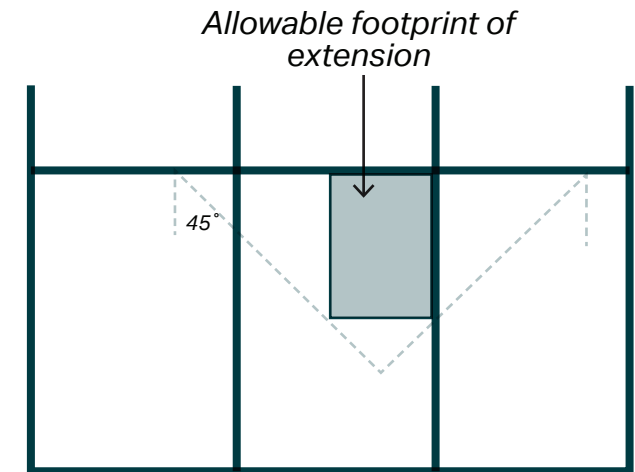
- Extensions to existing properties must be subservient or of an appropriate scale in relation to the original building.
- Extension to the front of the property should be avoided as this may compromise visual cohesion with the street frontage.
- Extensions to historic buildings (or within the setting of listed assets) should be sympathetic and respond sensitively to the original character
- Material palettes and the style of the extension should be carefully chosen to respond sensitively to the form and features of the original building.
- Extensions must not exceed a 45 degree splay from the centre of the window of the nearest habitable window of an adjacent window.

Front extensions: Front extensions are generally not acceptable. If proposed, in all cases front extensions should take the form of the existing building, mirroring the roof pitch, replicate or have lower cornice height and their ridge should be below the existing ridge height. The extension can project maximum 2 metres beyond the front facade and will not cover more than 50% of the front elevation.



F.162

Figure 162: Drawing showing front extension.



F.163

Figure 163: 25° / 45° rule

Note: some extensions are covered by permitted development rights and therefore do not require planning permission.

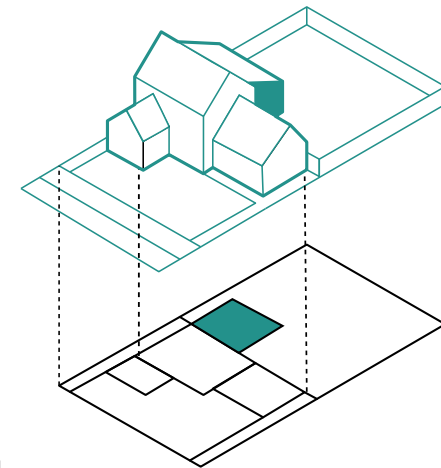
D Built form

Rear extensions: Single-storey rear extensions are, generally, the easiest way to extend a house and provide extra living space. The extension should be set below any first-floor windows and designed to minimise any effects on neighbouring properties, such as blocking day light. A flat roof is generally acceptable for a single storey rear extension.

Double-storey rear extensions are not common as they usually affect neighbours' access to light and privacy, however, sometimes the size and style of the property allows for a two-storey extension. In these cases, the roof form and pitch should reflect the original building and sit slightly lower than the main ridge of the building.

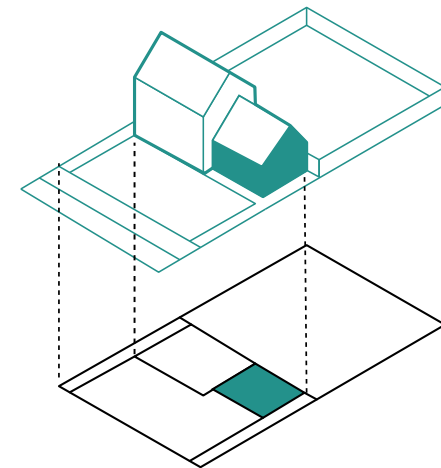
Side extensions: Side extensions are a popular way to extend a building to create extra living space. However, if poorly designed, they can negatively affect the appearance of the street scene, disrupting the rhythm of spaces between buildings. Single-storey and double-storey side extensions should be set back from the main building line to the front of the dwelling and complement the materials and detailing of the original building, particularly along the street elevation. The roof of the extension should harmonise with that of the original building.

Side windows should also be avoided unless it can be demonstrated that they would not result in overlooking of neighbouring properties.



F.164

Figure 164: Drawing showing rear extension



F.165

Figure 165: Drawing showing side extension



Built form

D6 – Extensions and alterations

Garages and outbuildings - Garages should be subservient to the main dwelling in terms of their scale, massing and height and should not include domestic features such as dormer windows (the standard size expected for garages to enable general storage are – internal dimensions of at least 6m x 3m for a single, 6m x 6m for a double)

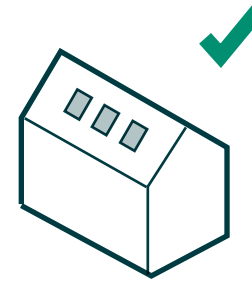
Outbuildings, such as working from home office spaces, should be well designed, provide enough natural light, be thermally efficient and secure. They should be visually subservient to the main dwelling.

Pre-fabricated, pre cast concrete and plastic panels should be avoided.

Loft conversions - As an enclosed space the main challenge of loft conversions is the introduction of roof lights or dormer windows for natural light and ventilation.



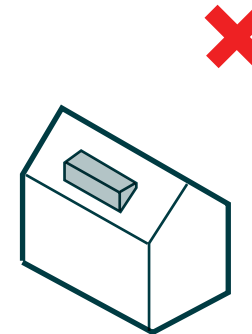
Original roofline of an existing building



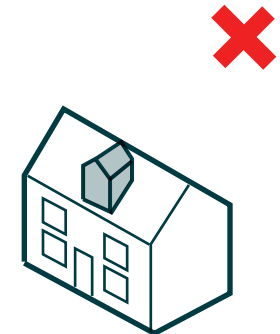
Loft conversion incorporating skylights.



Loft conversion incorporating gable dormers.



Loft conversion with a long shed dormer, out of scale with the original building



Loft conversion incorporating gable dormers which are out of scale.

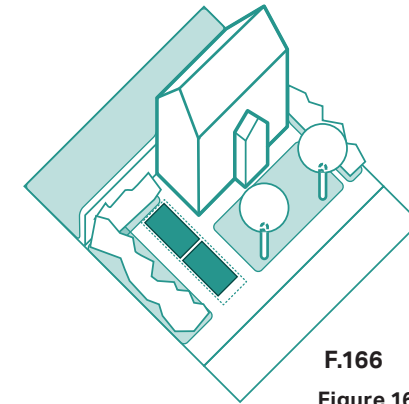
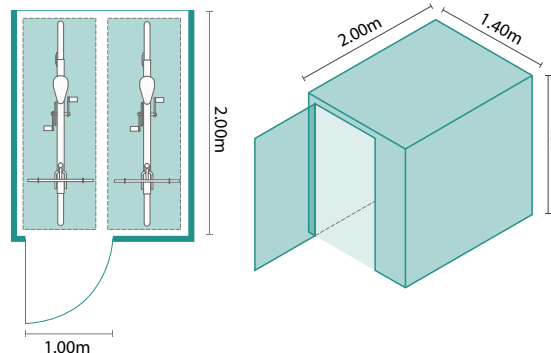
D Built form

D7 – Car parking

New development that proposes, or impacts the existing provision of, car parking must apply the following design considerations:

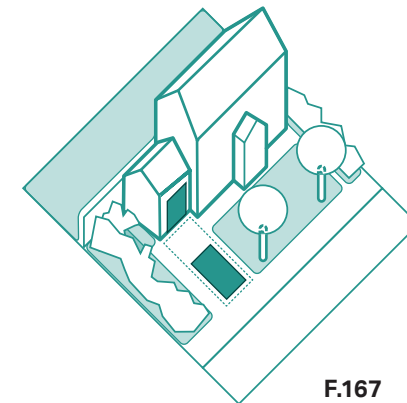
- Most homes should have on-plot parking wherever possible and cars should be located at the front or the side of the property;
- Car parking should be designed to avoid being visually intrusive, such as by screening these areas with planting and high quality landscaping. Boundary treatment is key to ensuring this and can be achieved by using elements such as hedges, trees, flower beds, low walls and high quality paving materials;
- Driveways must be constructed from porous materials to minimise surface water run-off. These materials such as cobbles or flagstones are also much more attractive than the use of tarmac;

- Garages should be designed either as a free standing structure or an additive form to the main building. In both cases, garages should reflect the architectural style of the building and look an integral part of it rather than a mismatched unit. Garages should be behind or in line with the building, never positioned ahead of the building line;
- New developments should incorporate cycle parking, which occupies minimal space and can be incorporated into the domestic curtilage, either with a secure cycle store at the front, or space for bicycles behind a secure side gate to a back garden.



F.166

Figure 166: On-plot parking



F.167

Figure 167: On-plot parking with garage

F.168

Figure 168: Secure cycle storage for two bicycles

E Identity

4.5 Identity

Distinctive features and local landmarks provide Uttoxeter with a strong local character and sense of identity.

High Street has a clear identity and character emphasised by its continuous facades, varying architectural styles and shop fronts often with gable fronts, large windows and signage. Buildings face the street and have no setbacks, allowing for direct access from the footpath.

Notable features creating a clear identity are St Mary's Church, Market Place and Market Street. Infrastructural features include the station and historic routes such as Church Street, High Street, Bridge Street and Carter Street.

Wayfinding is also supported by the presence of some signage, particularly in the town centre, although there is room for improvement.

The topography in the area is gently sloping, however there are few relevant views and vistas of the surrounding countryside.



F.169

Figure 169: Traditional shop front with typical timber stallrises on High Street



F.171

Figure 171: View of Carter Street's streetscape at the corner of High Street/Market Street intersection.



F.170

Figure 170: Market Place view towards St Mary's Church and the War Memorial



F.172

Figure 172: View of gable front shops on High Street



Identity

4.6 Views and landmarks

In terms of local identity, views and landmarks are highly prioritised. All new development will be sited within an established context, whether rural or urban, where there may be notable buildings, built features (including spires, towers and bridges), open spaces and coasts, landscape vistas and public art. All of which help develop a unique character and memorable events which are experienced by residents and visitors.

Images show the visual prominence of St Mary's Church spire from across the town centre.



E1 – Design response

- New development proposals must integrate into the wider landscape and improve site legibility.
- Applicants must confirm with the key views to notable landmarks, buildings and natural features, and where confirmed agree a zone of (theoretical) visibility to be protected.
- Applicants must demonstrate the likelihood and nature of the visual impact through verified views and using diagrams, models or cross sections and provide minuted engagement with Natural England / Historic England / local stakeholders (as appropriate). Where development is in the setting of listed building(s) or conservation areas this detail must be covered in a Heritage Assessment.
- Applicants must demonstrate in the Design and Access Statement (DAS) how views have been captured and/or protected and enhanced to positively steer development quality. This must include a views parameter plan.

E Identity

E2 - Gateways and wayfinding

- Gateway features: Legibility can be improved through the use of landmark buildings, tree planting and way-marking features (e.g. public art) and signage.
- Settlement edge gateways: Bridge Street is a strategic gateway at the points where the racecourse and the open countryside abuts the urban area.
- Gateways into Uttoxeter should maintain a sense of visual prominence by fostering a sense of arrival. This can be achieved through the use of landmark features, utilising key views and vistas, large setbacks and public realm.

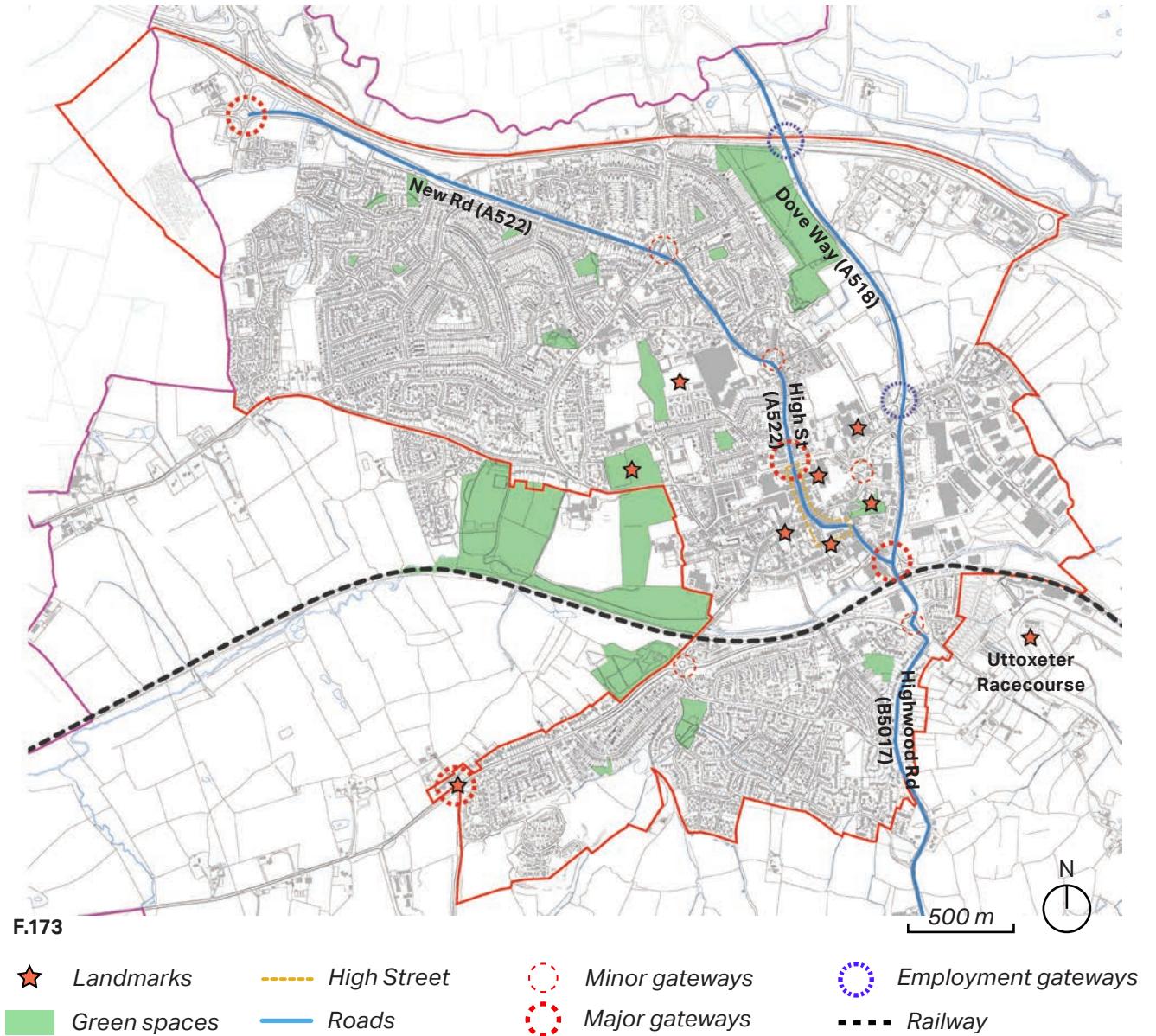


Figure 173: Uttoxeter has several important and potential gateways and landmarks

E Identity

E3 - Gateways and wayfinding

- Designers should consider that new development could impact local identity and wayfinding. Key landmarks in Uttoxeter should always be enhanced and kept free from obstructing buildings or features.
- New development or new businesses on main streets should reflect existing shop fronts and streetscape character, to enhance the street's identity.
- Signage should be located at strategic points or junctions to improve wayfinding in the area.
- Signs should avoid cluttering public spaces and can be an opportunity for attractive and distinct features which complement the neighbouring properties rather than detract from the visual scene.
- Maps of the town should be provided at strategic points or junctions to improve wayfinding in the area.



Figure 174: Bridge Street, looking north from the roundabout at the gateway to the town



Figure 175: Gateway entrance to High Street and Bradley Street

4.7 Settlement edge and transitions

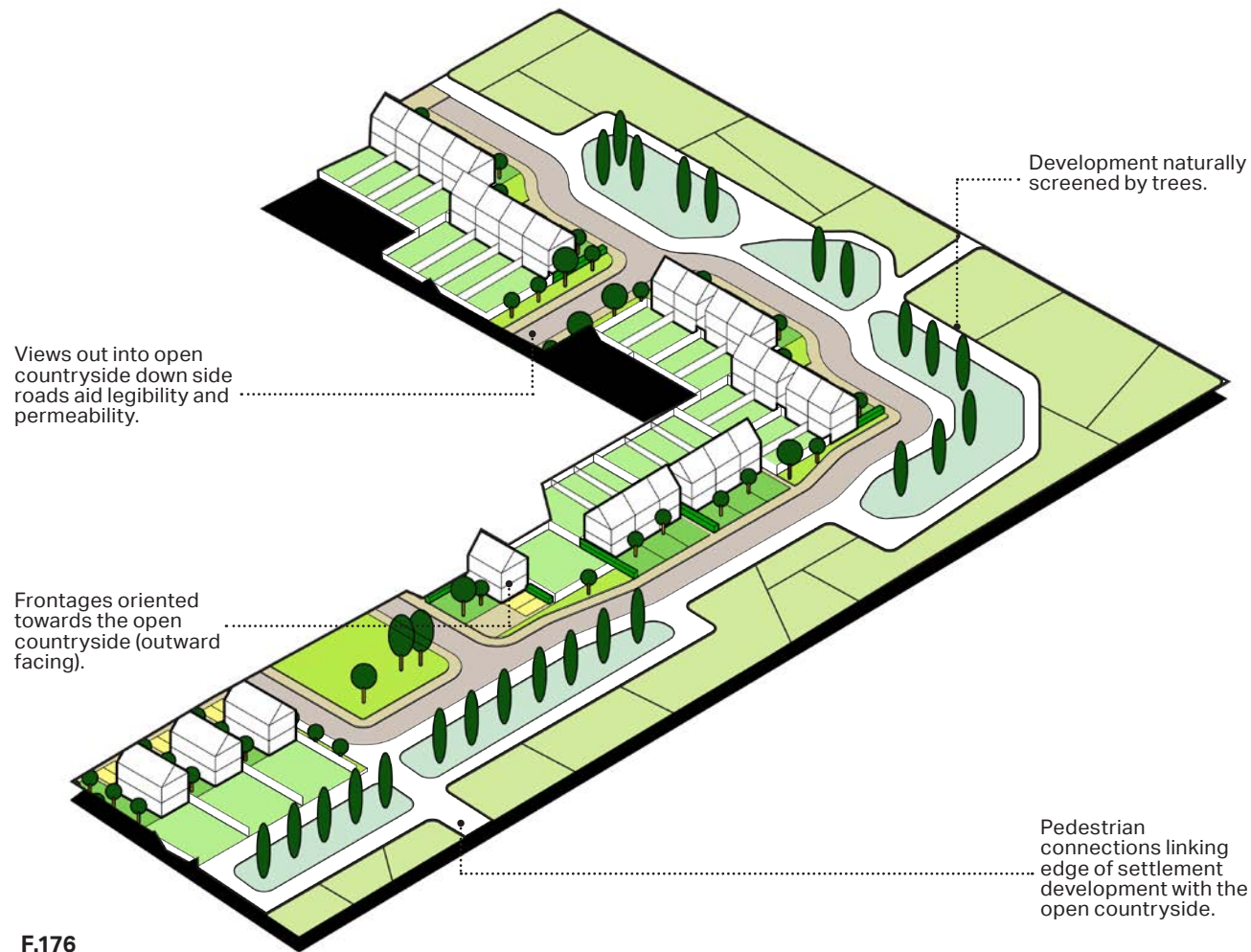
Uttoxeter's western edge abuts a Strategic Green Gap (Bramshall) making it particularly important to make the settlement edge as attractive as possible. Open countryside surrounds much of the settlement. Local Green Spaces and allotments give the area a distinctive characteristic of greenery and activity.

When developments interact poorly with open green areas, it can have a negative impact on those areas. Beautiful landscapes suddenly book-ended by wooden fencing or blank walls can be jarring. There are ways to provide seamless transitions between countryside and urban spaces.

As the town is surrounded by open countryside, the way in which new development responds to the settlement edge is a key design consideration for Uttoxeter.

E

Identity



E4 - Landscape, views and the settlement edge

- Sensitive peripheral development: Integrate development sensitively with the surrounding landscape, . Lower building heights and smaller scale development are most appropriate for peripheral locations such as these.
- Transitioning between town and landscape: Proposed buildings of lower heights (i.e. 1-1.5 storeys) should be considered in areas with landscape sensitivities. Proposals on the settlement edge can use a mixture of lower height development and natural screening (i.e. hedgerows, tree cover, green roofs etc) to mitigate a visual impact.
- Protecting views at the settlement edge: Proposals on the settlement edge should not obstruct views looking both inwards and outwards of the settlement. Views of the town's landscape and built form are a locally defining feature that contribute to the legibility and wayfinding of the area.

Figure 176: Landscape sensitive edge of settlement development diagram.



Uses

F1 – Infill and backland development

Due to the informal layout of many buildings in some areas, development may occur in infill or backland.

Backland development: refers to the development of land set back behind existing properties.

Infill development: New development that is located in-between two existing properties.

Infill development proposals must:

- Be in keeping with the scale and massing found within the prevailing development pattern and not be overbearing on existing properties or deprive them of light, including overlooking or overshadowing of both windows and amenity space.

Scale and massing in keeping with the prevailing development pattern.

Variation between adjacent buildings should be a maximum of 0.5 storeys in general.

Ginnels / alleyways allow access to the rear or terraced properties for cycle and bin storage.

Providing a similar setback to adjacent development produces a cohesive building line.

F.177

Figure 177: Good practice infill design principles.



Resources

Climate change has created the need to decrease our carbon footprint towards net-zero by providing innovative solutions to transportation (electrification) and the energy use of buildings. Sustainable design incorporates innovative practices at all scales of design to achieve less impactful development footprints, whilst future proofing homes, settlements and natural environments. Reducing use of imported natural resources whilst increasing utilisation of local resources and sustainable natural resources can help to achieve this.

Development and improvements should incorporate innovative practices to help achieve a broad vision of a sustainable village. Best practices, technological advancements and the use of local materials and resources should inform the design and implementation of projects. Space standards help to make building more adaptable and responsive to changing needs. Climate change creates an imperative to decrease our carbon footprint by providing innovative solutions to transportation and the energy use of buildings.

Aim - New development must be net zero in use. For all building stock to be carbon neutral by 2050, all new buildings need to be carbon neutral from now on so that they do not need costly retrofitting. It is paramount that new development adopts a fabric first approach in line with the Government's emerging Future Homes Standard and Part L of the UK Building Regulations in order to attain higher standards of insulation and energy conservation.

G1 – Energy efficiency measures to Net Zero Carbon

On-plot renewables - Maximise on-site renewable energy generation (e.g. solar, ground source, air source and wind driven), and water management.

Passivhaus design - Reducing energy demand further by employing passive design principles is desirable and can make development more acceptable to the community (window orientation, solar gain, solar shading, insulation, ventilation with heat-recovery).

Domestic batteries - Incorporate domestic batteries (to store excess electricity) or other energy storage (i.e. large hot water tanks) to enable intermittent renewable electricity supply (e.g. from solar panels) to be stored to match demand and maximise renewable energy potential. Grid balancing and managing periods when it is cold, not sunny and not windy is going to be a big challenge of the 2030s and something new homes should be adapted for.

G Resources

Thermal efficiency - Consider building form and thermal efficiency: point-block / terraced / semi-detached / detached all have different energy efficiency profiles. Local design preference and character considerations could ease acceptance for development.

Heat resilience - All new development must be well designed to be resilient to heat stress and overheating using the Good Homes Alliance toolkit.

Ventilation - All new residential developments need dual aspect and adequate windows and openings to allow for cross ventilation, light colour or green surroundings, high thermal mass and useful external shading.

Green infrastructure - Tree planting / landscaping to manage heat stress should include small deciduous species around new and existing residential areas to provide shade in the summer but not block daylight in winter.

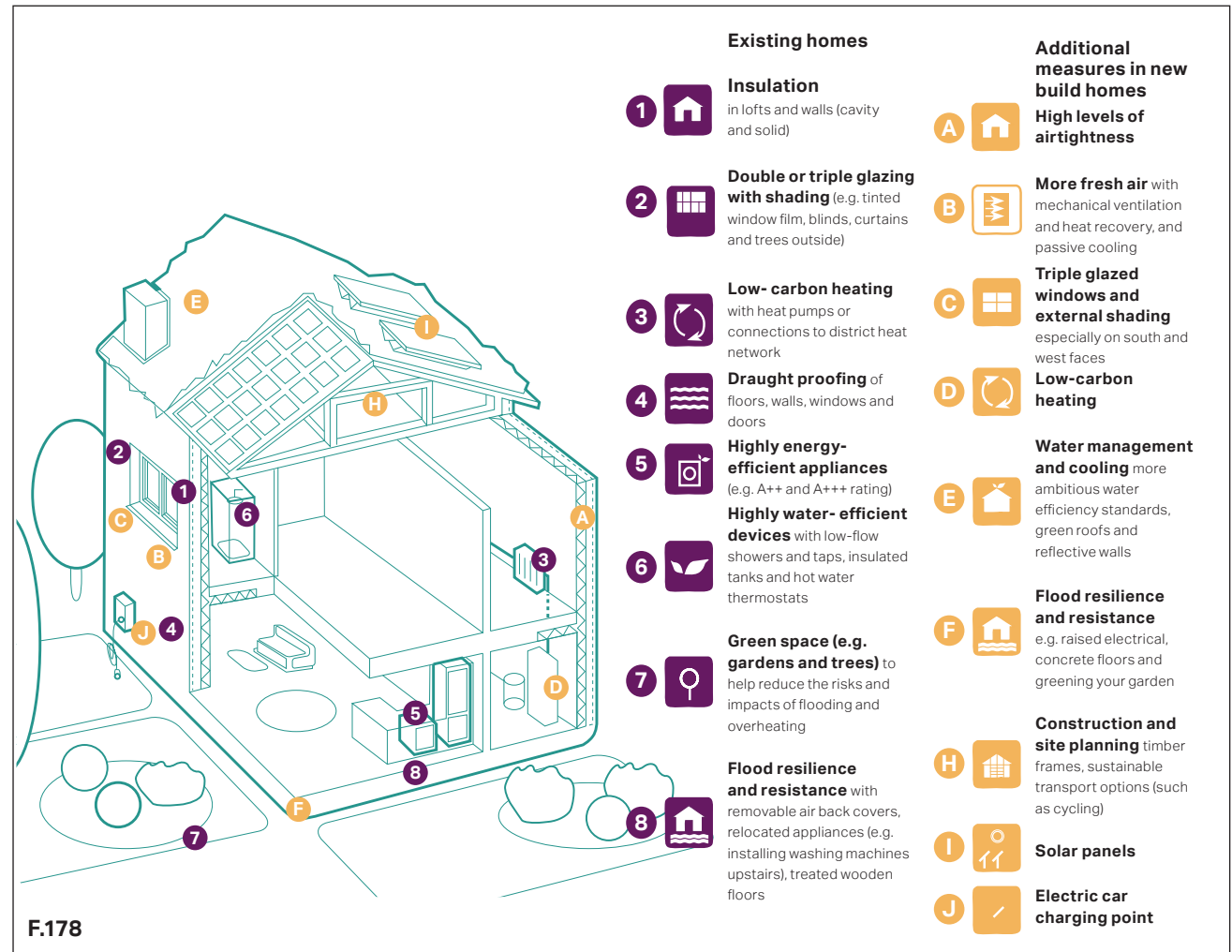


Figure 178: Cut-through diagram of an energy efficient home and its features.

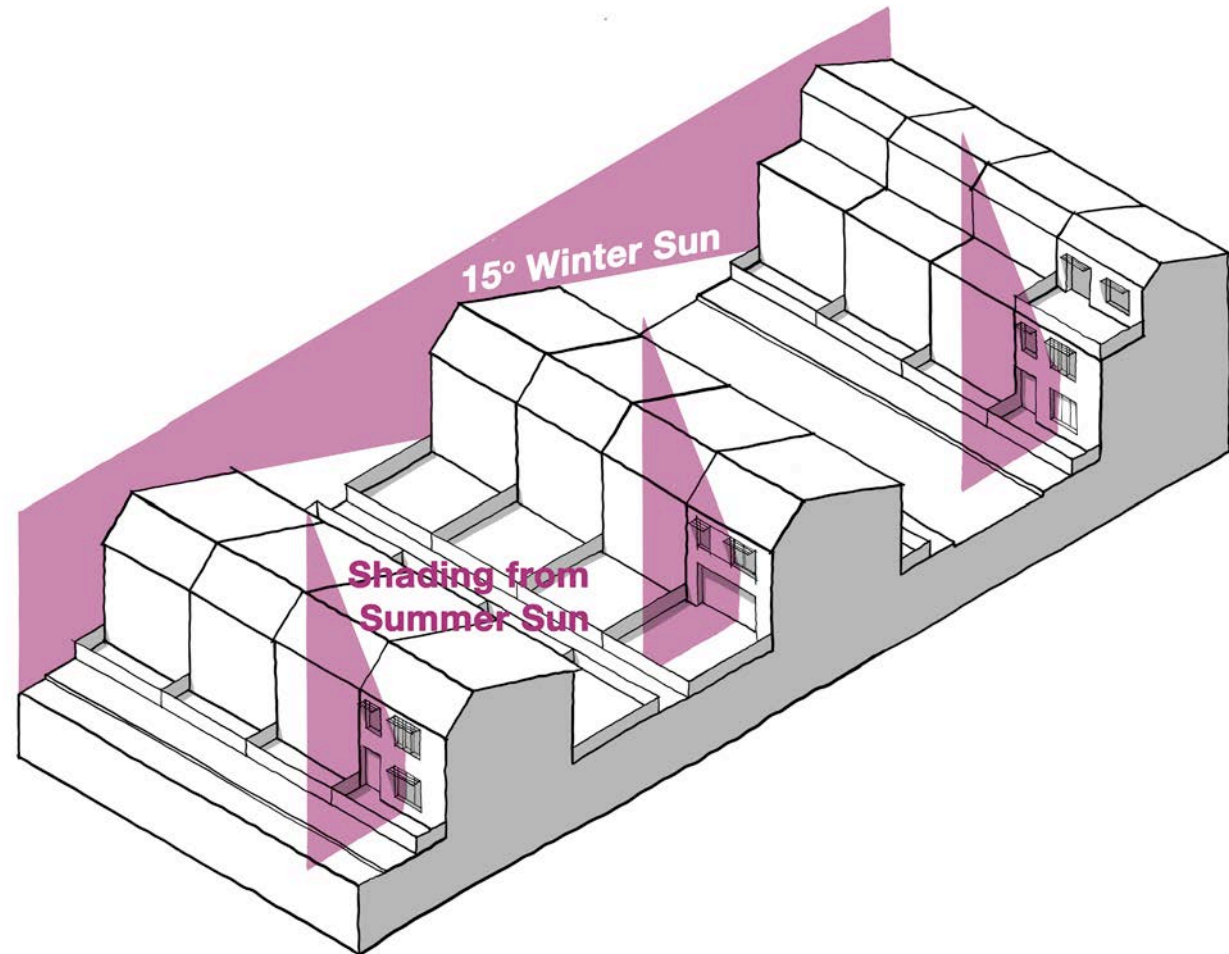


Resources

G2 – Sustainable materials and construction

Sustainable materials - Sustainable design and construction in development is needed:

- Reduce the embodied carbon of the design by minimising the use of energy and carbon intensive materials (e.g. use wood structures and concrete alternatives instead of steel and concrete).
- Reuse materials.
- Use recycled materials.
- Use local, sustainable materials and/or responsibly sourced (e.g. Forest Stewardship Council certified timber, or certified under BES 6001, ISO 14001 Environmental Management Systems).



F.179

Figure 179: The layout and orientation of new buildings contributes to reducing their energy needs by avoiding overshadowing, maximising passive solar gain, internal daylight levels and ventilation (source: National Model Design Code).

G Resources

G3 – Assessing renewable energy sources

Energy sources - Key considerations in the assessment of renewable energy sources for development to be net zero for power generation may include (but are not limited to):

- Optimise solar orientation. Aim to increase the number of buildings oriented within 30° of south (both main fenestration and roof plane) for solar gain, solar energy (solar panels) and natural daylighting.
- A heat network for any new development.
- Ground conditions to accommodate loops for ground source heat and space for air source heat pump units.
- Create links to local estates for sustainable coppicing, harvesting or recycling of biomass fuels.
- Local wind speed and direction for micro-generation wind turbines.

- Collaborating with utilities, highway authorities, telecoms companies and other stakeholders when designing and delivering projects to minimise energy usage and disruption during the construction stage and reinforcement of the electricity grid for additional electric vehicles and renewables.



Figure 180: Integrated solar panels on slate roof.

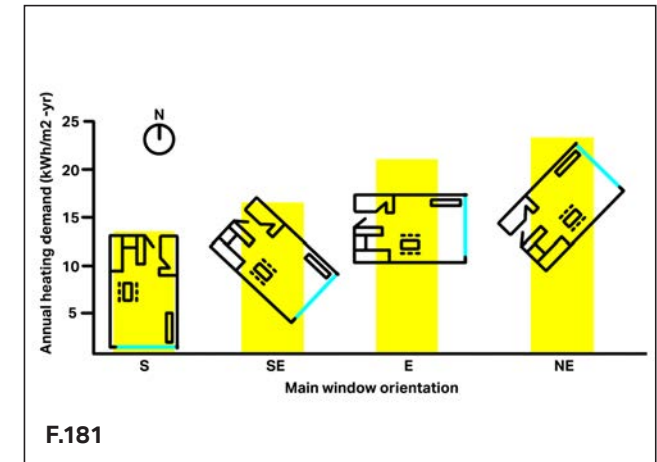


Figure 181: Building orientation influences the annual heating demand.



Figure 182: Main buildings oriented within 30° of south for solar gain



Resources

G4 – Electric Vehicle Charging

Current transition to electric vehicle technology and ownership comes with related issues that must be addressed by new development. Two key design areas are explored below - public parking and private parking for homes.

Public parking:

- Provision of adequate new charging points and spaces, and retrofitting existing parking areas.
- Retrofitting existing public parking and up keeping design quality of streets and spaces (attractiveness and ease of servicing and maintenance).
- Integrating charging infrastructure sensitively within streets and spaces, for example, by aligning with green infrastructure and street furniture.
- Sensitive integration of charging infrastructure within conservation areas.

Parking at the home:

- Convenient on-plot parking and charging points close to homes integrated within the development to minimise the visual impact.
- Potential to incorporate charging points under cover within car ports and garages.
- Integrate car parking sensitively within the streetscene. For example, parking set behind the building line or front of plot spaces lined with native hedgerow planting.
- Consider visitor parking and charging needs.
- Existing unallocated and on-street parking areas and feasibility to provide electric charging infrastructure not linked to the home.
- Potential for providing secure, serviced communal parking areas for higher density homes.



Figure 183: An example of a home electric vehicle charging point.

A street scene in a town with red brick buildings and a large green circle overlay. The circle contains the text 'Checklist' and '05'. The street is paved with asphalt and has yellow double lines. In the background, there are more buildings, including one with a 'Domino's' sign, and a white car parked on the side. The sky is blue with white clouds.

Checklist

05

5. Checklist

This appendix sets out a general list of considerations as a quick reference guide to aid in decision-making processes.

1

General design guidelines for new development:

- Integrate with existing paths, streets, circulation networks and patterns of activity;
- Reinforce or enhance the established settlement character of streets, greens, and other spaces;
- Harmonise and enhance existing settlement in terms of physical form, architecture and land use;
- Relate well to local topography and landscape features, including prominent ridge lines and long-distance views;
- Reflect, respect, and reinforce local architecture and historic distinctiveness;
- Retain and incorporate important existing features into the development;
- Respect surrounding buildings in terms of scale, height, form and massing;
- Adopt contextually appropriate materials and details;
- Provide adequate open space for the development in terms of both quantity and quality;
- Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features;
- Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other;
- Positively integrate energy efficient technologies;
- Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours;
- Ensure that places are designed with management, maintenance and the upkeep of utilities in mind; and
- Seek to implement passive environmental design principles by, firstly, considering how the site layout can optimise beneficial solar gain and reduce energy demands (e.g. insulation), before specification of energy efficient building services and finally incorporate renewable energy sources.

2

Street grid and layout:

- Does it favour accessibility and connectivity? If not, why?
- Do the new points of access and street layout have regard for all users of the development; in particular pedestrians, cyclists and those with disabilities?
- What are the essential characteristics of the existing street pattern; are these reflected in the proposal?
- How will the new design or extension integrate with the existing street arrangement?
- Are the new points of access appropriate in terms of patterns of movement?
- Do the points of access conform to the statutory technical requirements?

3

(continues on next page)

Local green spaces, views & character:

- What are the particular characteristics of this area which have been taken into account in the design; i.e. what are the landscape qualities of the area?
- Does the proposal maintain or enhance any identified views or views in general?
- How does the proposal affect the trees on or adjacent to the site?
- Can trees be used to provide natural shading from unwanted solar gain? I.e. deciduous trees can limit solar gains in summer, while maximising them in winter.
- Has the proposal been considered within its wider physical context?
- Has the impact on the landscape quality of the area been taken into account?
- In rural locations, has the impact of the development on the tranquillity of the area been fully considered?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- Can any new views be created?
- Is there adequate amenity space for the development?
- Does the new development respect and enhance existing amenity space?

3

Local green spaces, views & character:

- Have opportunities for enhancing existing amenity spaces been explored?
- Will any communal amenity space be created? If so, how this will be used by the new owners and how will it be managed?
- Is there opportunity to increase the local area biodiversity?
- Can green space be used for natural flood prevention e.g. permeable landscaping, swales etc.?
- Can water bodies be used to provide evaporative cooling?
- Is there space to consider a ground source heat pump array, either horizontal ground loop or borehole (if excavation is required)?

4

Gateway and access features:

- What is the arrival point, how is it designed?
- Does the proposal maintain or enhance the existing gaps between settlements?
- Does the proposal affect or change the setting of a listed building or listed landscape?
- Is the landscaping to be hard or soft?

5

(continues on next page)

Buildings layout and grouping:

- What are the typical groupings of buildings?
- How have the existing groupings been reflected in the proposal?
- Are proposed groups of buildings offering variety and texture to the townscape?
- What effect would the proposal have on the streetscape?
- Does the proposal maintain the character of dwelling clusters stemming from the main road?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?

5

Buildings layout and grouping:

- Subject to topography and the clustering of existing buildings, are new buildings oriented to incorporate passive solar design principles, with, for example, one of the main glazed elevations within 30° due south, whilst also minimising overheating risk?
- Can buildings with complementary energy profiles be clustered together such that a communal low carbon energy source could be used to supply multiple buildings that might require energy at different times of day or night? This is to reduce peak loads. And/or can waste heat from one building be extracted to provide cooling to that building as well as heat to another building?

6

Building line and boundary treatment:

- What are the characteristics of the building line?
- How has the building line been respected in the proposals?
- Has the appropriateness of the boundary treatments been considered in the context of the site?

7

Building heights and roofline:

- What are the characteristics of the roofline?
- Have the proposals paid careful attention to height, form, massing and scale?
- If a higher than average building(s) is proposed, what would be the reason for making the development higher?
- Will the roof structure be capable of supporting a photovoltaic or solar thermal array either now, or in the future?
- Will the inclusion of roof mounted renewable technologies be an issue from a visual or planning perspective? If so, can they be screened from view, being careful not to cause over shading?

8

Household extensions:

- Does the proposed design respect the character of the area and the immediate neighbourhood, and does it have an adverse impact on neighbouring properties in relation to privacy, overbearing or overshadowing impact?
- Is the roof form of the extension appropriate to the original dwelling (considering angle of pitch)?
- Do the proposed materials match those of the existing dwelling?
- In case of side extensions, does it retain important gaps within the street scene and avoid a 'terracing effect'?
- Are there any proposed dormer roof extensions set within the roof slope?
- Does the proposed extension respond to the existing pattern of window and door openings?
- Is the side extension set back from the front of the house?
- Does the extension offer the opportunity to retrofit energy efficiency measures to the existing building?
- Can any materials be re-used in-situ to reduce waste and embodied carbon?

9

(continues on next page)

Building materials & surface treatment:

- What is the distinctive material in the area?
- Does the proposed material harmonise with the local materials?
- Does the proposal use high-quality materials?
- Have the details of the windows, doors, eaves and roof details been addressed in the context of the overall design?
- Does the new proposed materials respect or enhance the existing area or adversely change its character?
- Are recycled materials, or those with high recycled content proposed?

9

Building materials & surface treatment:

- Has the embodied carbon of the materials been considered and are there options which can reduce the embodied carbon of the design? For example, wood structures and concrete alternatives.
- Can the proposed materials be locally and/or responsibly sourced? E.g. FSC timber, or certified under BES 6001, ISO 14001 Environmental Management Systems?

10

Car parking:

- What parking solutions have been considered?
- Are the car spaces located and arranged in a way that is not dominant or detrimental to the sense of place?
- Has planting been considered to soften the presence of cars?
- Does the proposed car parking compromise the amenity of adjoining properties?
- Have the needs of wheelchair users been considered?
- Can electric vehicle charging points be provided?
- Can secure cycle storage be provided at an individual building level or through a central/ communal facility where appropriate?
- If covered car ports or cycle storage is included, can it incorporate roof mounted photovoltaic panels or a bio-diverse roof in its design?

11

Architectural details and design:

- If the proposal is within a conservation area, how are its characteristics reflected in the design?
- Does the proposal harmonise with adjacent properties? This means it follows the height, massing, and general proportions of adjacent buildings and takes cues from materials and characteristics.
- Does the proposal maintain or enhance the existing landscape features?
- Has the local architectural character and precedent been demonstrated?
- If the proposal is a contemporary design, are the details and materials of a sufficiently high quality and does it relate specifically to the architectural characteristics and scale of the site?
- Is it possible to incorporate passive environmental design features such as larger roof overhangs, deeper window reveals and/or external louvres/shutters to provide shading in hotter months?
- Can the building designs utilise thermal mass to minimise heat transfer and provide free cooling?
- Can any external structures such as balconies be fixed to the outside of the building, as opposed to cantilevering through the building fabric to reduce thermal bridge?

About AECOM

AECOM is the world's trusted infrastructure consulting firm, delivering professional services throughout the project lifecycle — from planning, design and engineering to program and construction management. On projects spanning transportation, buildings, water, new energy and the environment, our public- and private-sector clients trust us to solve their most complex challenges. Our teams are driven by a common purpose to deliver a better world through our unrivalled technical expertise and innovation, a culture of equity, diversity and inclusion, and a commitment to environmental, social and governance priorities. AECOM is a *Fortune 500* firm and its Professional Services business had revenue of \$13.2 billion in fiscal year 2020. See how we are delivering sustainable legacies for generations to come at aecom.com and [@AECOM](https://twitter.com/AECOM).

