

**PLANNING  
GUIDELINES**

**BLACKIE'S  
LANE,  
STONE.**

**STAFFORD BOROUGH COUNCIL**

# **BLACKIE'S LANE, STONE**

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(AT REAR OF DOCUMENT)
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(FOLDED AT REAR OF DOCUMENT)

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# BLACKIE'S LANE, STONE

This Document defines the Planning Guidelines for the development of the area and outlines the background to the Borough Council's intentions for the development of the site. The Planning Guidelines are prepared in accordance with advice given in Circular 4/79 paragraph 4.7 relating to supplementary planning guidance in the form of practice notes for development control requirements. Such planning guidance is considered inappropriate for inclusion in a local plan because it is too detailed or is liable to frequent change. When supplementary planning guidance has been prepared in consultation with the public, has been made the subject of a Council resolution and is kept publicly available, the Secretary of State will be prepared to take account of it in matters which come to him for decision.

The Document, as amended following consultation with the public, was approved by the Borough Council on 18th August, 1981.

The purpose of this Document is to act as a basis for the development of a well thought out and attractive residential area in a co-ordinated manner together with the provision of suitable community facilities and open space areas to meet the needs of the inhabitants.

1.1 The Stone Area District Plan includes the following proposals:-

"2.1 IT IS PROPOSED TO ALLOCATE A TOTAL OF 137.5 ACRES OF LAND TO ACCOMMODATE 1,125 DWELLINGS WITH AN APPROXIMATE POPULATION CAPACITY OF 3,240. THESE DWELLINGS WILL BE GENERALLY LOCATED AS FOLLOWS:-

Location	Area		Dwellings	Approximate Population
	Acres	Hectares		
Blackies Lane	84	34.0	663	1,910
Brassworks Farm	40	16.2	390	1,120
Oulton Croft	6	2.4	30 )	
The Radfords	1.5	0.6	12 )	
Park House	4	1.6	20 )	210
Aston by Stone	2	0.8	10 )	
<b>TOTAL</b>	<b>137.5</b>	<b>55.6</b>	<b>1,125</b>	<b>3,240</b>

2.2 IT IS PROPOSED THAT APPROXIMATELY 100 HOUSES PER ANNUM BE BUILT OVER THE PERIOD 1976 TO 1991. THIS PHASING WILL BE MONITORED THROUGHOUT THE PLAN PERIOD.

2.3 THE DEVELOPMENT OF THE MAJOR HOUSING SITES AT BLACKIES LANE AND BRASSWORKS FARM WILL BE IN ACCORDANCE WITH PLANNING GUIDELINES APPROVED BY STAFFORD BOROUGH COUNCIL".

1.2 The criteria for the Planning Guidelines referred to in policy 2.3 above are set out in Appendix 1 of this document.

1.3 Development of the site will be subject to planning permission both in outline and detail stages. Planning application for details of layout and buildings shall conform to the principles set down in this document; and all advertisements and signs shall be the subject of applications for approval under the Town and Country Planning Control of Advertisements Regulations 1969.

## LOCATION

- 2.1 The Blackies Lane site is situated on the south-eastern edge of Stone, approximately 1 mile from the town centre. The site is bounded on the south-western side by a main electrified railway line, on the south east by the Uttoxeter Road and on other sides by farmland. The relationship of the site to existing parts of Stone, the proposed residential development at Brassworks Farm and the Washlands Recreation Area is indicated on the Site Location Diagram at the rear of the document.

## TOPOGRAPHY

- 2.2 Within the Planning Guidelines area, the lower section of the site adjacent to the main-line railway is fairly flat, sloping gently down to the south-west. The land rises, at the north-east edge of the site, to the 400 feet contour line. Running down the site from the north-east to the south-west are 2 small gullies.

## TREES AND HEDGEROWS

- 2.3 The existing field boundaries are marked by hedgerows and there are also several areas of mature trees, particularly adjacent to pools and watercourses. All of the mature trees on the site, both individual specimens and those in groups, are protected by Tree Preservation Order No. 41.

## LAYOUT, LAND USE AND DESIGN

- 3.1 The principles to which the development will conform are set out below. They provide a framework for the comprehensive development of the site whilst allowing for flexibility to react to changed circumstances. There will also be a need for any development to accord with the requirements of British Rail, Department of Transport, County Highway Authority and the Severn Trent Water Authority, as appropriate.

## VEHICULAR ACCESS AND CIRCULATION

- 3.2 There shall be an hierarchy of roads serving the site with primary access provided by a Distributor Road.
- 3.3 The Distributor Road may be provided in one of two ways:-
- a) A Distributor Road linking Uttoxeter Road to Lichfield Road (via Pingle Lane).
  - b) A Distributor Road loop served via a dual carriageway link to Uttoxeter Road.
- 3.4 Whatever form of Distributor Road is utilized it will be necessary for the developer to meet the following requirements:-
- a) All roads and junctions shall conform to the standards and construction specifications of the County Highway Authority (in the context of Staffordshire County Council's Specifications for Housing and Industrial Estate Development).
  - b) Such off-site road improvements as may be considered necessary by the appropriate Highway Authority,
  - c) No direct vehicular access from individual dwellings will be allowed onto the Distributor Road.
- 3.5 If the Distributor Road is provided in the form of a loop accessed from Uttoxeter Road it will be necessary to:-
- a) Retain the route of Pingle Lane (including the bridge over the railway) as a footpath and cycleway link to the site. (The Local Planning Authority will investigate the provision of a bus-only link across the existing bridge).
  - b) Ensure that the development of the site does not prejudice the future provision of a new road and bridge on the route of Pingle Lane.

## PEDESTRIAN ACCESS AND CIRCULATION

- 3.6 The development shall include a network of footpaths which will be distinct and separate from the road layout.
- 3.7 The footpath system will both:-
- a) provide links within the development; between different residential areas and between residential areas and open space and community facilities.
  - b) provide links between the development and surrounding areas.
- 3.8 Footpath routes across the railway shall be provided at the following points:-
- a) Pingle Lane
  - b) Uttoxeter Road (via the new footpath from Uttoxeter Road into the site shown on the Principles of Development Diagram).

Additionally the Adopted Stone Area District Plan includes proposals for footpath routes linking the development with:-

- a) Walton Employment Area
- b) Stone Central Area

In accordance with the provisions of the Adopted Stone Area District Plan a contribution will be sought from the developer towards the provision of these off-site footpaths.

It is important that the major footpath links both within and off the site be designed and provided comprehensively to ensure that they follow direct routes and are provided at the appropriate stage in the development in accordance with the phasing agreement.

## PUBLIC TRANSPORT

- 3.9 Provision will be made for a bus route, following the Distributor Road. To facilitate this route the developer will provide bus lay-bys in accordance with the requirements of the Highway Authority and the bus operators.

## OPEN SPACE

- 3.10 The Borough Council will require open space to be provided with sufficiently meets local demand assessed in terms of standards based on those of the National Playing Fields Association.

- 3.11 The Adopted Stone Area District Plan requires that a minimum of 7 acres of Play Space shall be provided on the Blackies Lane site. This space shall be provided in areas with a minimum size of  $\frac{1}{4}$  acre. The developer shall contribute towards the cost of providing play equipment on these areas, as appropriate. Play Spaces shall be dispersed amongst the development such that no dwelling is more than  $\frac{1}{4}$  mile from such an area as measured along the shortest practical footpath. The Play Areas should be located on, or close to, the major footpath links and should utilize existing features such as trees, hedgerows and changes in level. The exact location and layout of play areas should be carried out to minimise nuisance to nearby residents.
- 3.12 It will be acceptable for the developer of the Blackies Lane site to provide the requisite areas of open space either within the area of the development or off-site, within the Washlands of the River Trent. The Adopted Stone Area District Plan allocates 22.6 acres to recreational facilities within the Washlands. If the developer prefers to provide the open space within the Washlands, thus releasing land for development within the Blackies Lane site, then a contribution will be sought towards the provision of the Washlands recreational facilities.

#### LANDSCAPING

- 3.13 Landscaping is an integral part of the development and not something to be added after the houses. To this end landscaping should be carried out in accordance with an overall strategy, utilizing all existing trees and hedgerows and supplementing these with new planting. Within the development there should be areas of interplanting and tree belts both to break up the housing areas and reduce the prominence of the development when viewed from a distance. These areas of planting should be associated with play areas and footpath links.

#### COMMUNITY FACILITIES

- 3.14 Within the site shall be a First School having an effective area of 3.7 acres. The School shall be centrally located in a position to be approved by the Local Planning Authority. The school will serve both the Blackies Lane development and the existing residential area to the north of the Lichfield Road.
- 3.15 Vehicular access to the school site shall be via a loop road, not a cul-de-sac and this access road shall be provided by the developer of the site.
- 3.16 A Local Centre shall be provided with a new shopping floorspace in the order of 3,700 sq. ft. The centre shall be located in a central position adjacent to the First School and at the focus of the main footpath links. An appraisal will be carried out at the appropriate time by the Local Planning Authority of the need for an additional land reservation at the local centre for other facilities.



## SERVICES

- 3.17 Foul Sewerage. The entire site, with the exception of approximately 1.2 acres adjacent to Pingle Lane, may be served by shallow foul sewers to an existing 300 mm foul sewer. The sewerage system shall include gravity connections to the First School site in positions to be agreed by the Staffordshire County Architect.
- 3.18 Surface Water Drainage. Provision shall be made for adequate surface water drainage to the requirements of the Severn Trent Water Authority.
- 3.19 Any improvement works to the watercourses upstream of the railway line which currently drain the site are dependant on development details.
- 3.20 Downstream of the railway line it is anticipated that the following works will be required:-
- a) The existing railway culvert is satisfactory, the footbridge crossing the watercourse between the railway and Lichfield Road will require underpinning.
  - b) 2 x 42" pipes will be required to direct the watercourse under the Lichfield Road.
  - c) The field accesses to Fields 3275 and 4069 will require removal or replacement as for (b).
  - d) 2 x 42" pipes with a cascade weir would be required to direct the watercourse under for farm track adjacent to Brassworks Cottages.
  - e) If it is required to retain the existing canal sluice it is suggested that, with the approval of British Waterways, this is moved to an up-stream position (adjacent to (d)).
  - f) The canal syphon is to be replaced by 2 x 42" pipes.
  - g) The channel bed upstream of the cascade may require protecting.
- 3.21 All of the off-site improvements detailed in Para. 3.12 shall be carried out to the requirements of the Severn Trent Water Authority and British Waterways and shall be financed by development.
- 3.22 All existing overhead electricity lines must be afforded adequate clearance or replaced by underground cables to the satisfaction of the Midlands Electricity Board.
- 3.23 The West Midlands Gas Board envisage no technical impediment to the provision of gas supplies..
- 3.24 All services to the site shall be provided underground.
- 3.25 Post Office Telecommunications have made allowances for the provision of telephones to the development. The Post Office Telecommunications would require a contribution from the developer to meet the cost of undergrounding cables.

#### EXISTING RAILWAY LINE

- 3.26 The existing railway is electrified with overhead equipment energised at 25,000 volts. It is therefore essential that the development is carried out in accordance with the safety requirements of the British Rail Property Board.
- 3.27 Additionally, it will be necessary for the development to have regard to the principles of the Department of the Environment Design Bulletin 26 to safeguard against railway noise.

#### DESIGN AND MATERIALS

- 3.28 The Local Planning Authority will seek to ensure that all buildings are constructed to a high standard of design.
- 3.29 Considerable importance will be attached to landscaping and regard will be paid to topography when heights and massing of buildings are considered. Visual interest will be encouraged via the provision of houses of different sizes, of different designs and groupings.
- 3.30 A unifying feature will be provided by the use of similar materials throughout the development; dark red or brown facina bricks and dark brown roofing tiles, with housing areas within the overall development utilizing similar external materials. To reduce the visual impact of the development, particularly when viewed from a distance, the use of white weather boarding and bargeboards is to be avoided.

#### DEVELOPMENT CONTROL POLICIES

- 3.31 The Borough Council will apply its development control Policies in respect of the development.
- 3.32 Currently the Borough Council's development control policies are the Department of the Environment Policy Notes, and the standards of the previous local Planning Authority. Those of relevance are listed in Appendix 2. The Borough Council is currently reviewing the development control policies and guidelines for the whole of Stafford Borough. When these are approved they will replace those listed in Appendix 2.

#### PHASING AND IMPLEMENTATION

- 3.33 The developer of the site shall submit to, and have approved by, the Local Planning Authority a Layout and Phasing Plan. This will:-
- a) ensure that the development is not carried out in a piecemeal manner.
  - b) ensure that proper regard is paid to the need for roads, footpaths, open spaces, play areas and landscaping to be designed and provided on a comprehensive basis.
  - c) define the sites for the Local Centre and First School and enable this to be protected.
  - d) ensure that the development is carried out in such a way as to minimize disruption to occupied dwellings.

The Layout and Phasing Plan will, therefore indicate the finished form of the development and the phases in which it will proceed. Specifically the Layout and Phasing Plan will indicate that the shops and ancilliary facilities in the Local Centre will be completed before half of the total number of dwellings on the site are occupied.

3.34 It is anticipated that an Agreement under Section 52 of the Town and Country Planning Act 1971 will need to be entered into by the developer, the Local Planning Authority and such other bodies as may be appropriate in order to secure the provision of the following matters:-

- 1) The submission to, and approval by, the Local Planning Authority of a Layout and Phasing Plan.
- 2) The provision, on-site, of a site for a First School and a Local Centre.
- 3) The provision on and off-site of the necessary infrastructure works.

## APPENDIX I - CRITERIA FOR PLANNING GUIDELINES

- A.1. Development shall take the form of a comprehensive housing layout incorporating community facilities, a local centre and open space. The purpose of the Guidelines will be to set down the form, type and density of development in the context of site and planning criteria.
- A.2. Within the site will be located a First School having an effective area of 3.25 acres, adjacent to the railway line and on a flat site. This will serve not only this development, but the existing area on the north side of Lichfield Road. The local centre will be sited in the vicinity of the First School. Both of these proposed uses will be on the footpath network serving this section of the town. An appraisal will take place of the need for additional land reservations in the local centres for other facilities including churches.
- A.3. Vehicular access shall be from Pingle Lane and Blackies Lane and the site shall be served by one main distributor road suitable for a bus route to serve the site. Smaller housing areas shall be served off this by residential loop roads and culs-de-sac.
- A.4. Pedestrian access into the site shall be provided from Fernhurst Close and from the site at Park House at the time of its development. This will provide a segregated footpath link to the First School and local centre. It will also afford access to the proposed linear open space following the stream course running through the site. The existing footpaths crossing the site shall be incorporated into the new development. Developers of new housing shall construct all necessary railway bridges.
- A.5. In more detail the form of development should reflect and exploit the site characteristics, especially that of slope. All existing trees and hedgerows shall be retained and will be supplemented by a comprehensive landscape scheme.
- A.6. The development shall be implemented in accordance with a phasing scheme to be set down in the planning guidelines.

## APPENDIX II

### CURRENT DEVELOPMENT CONTROL POLICIES

#### DEPARTMENT OF THE ENVIRONMENT DEVELOPMENT CONTROL POLICY NOTES

1. General Principles
2. Development in Residential Areas
6. Road Safety and Traffic Requirements
10. Design
13. Out of town shops and shopping centres

#### DEVELOPMENT CONTROL POLICY DOCUMENTS AND DESIGN GUIDES OF THE PREVIOUS LOCAL PLANNING AUTHORITY

1. Housing
  - (i) Housing Layout
  - (ii) Community Requirements in Housing Layouts
  - (iii) Incidental Open Spaces in Housing Layouts
  - (iv) Space about Dwellings
  - (v) Tree Preservation and Planting in Housing Layouts
  - (vi) Housing
2. Pollution
  - (i) Noise
3. Electricity Supplies
  - (i) Development for electricity supply

### APPENDIX III

### PUBLIC CONSULTATION - REPORT TO THE BOROUGH COUNCIL'S DEVELOPMENT SERVICES COMMITTEE OF 30TH JULY, 1981 AND COUNCIL RESOLUTION.

#### Planning Guidelines, Blackies Lane, Stone

- 1.1 On the 4th March, 1980, the Borough Council approved the Document "Draft Planning Guidelines - Blackies Lane, Stone" for consultation.
- 1.2 Copies of the Document and requests for comments were sent to Stone Town Council, Stone Rural Parish Council, Staffordshire County Planning Officer, County Surveyor and County Clerk, M.E.B., Severn Trent Water Authority, West Midlands Gas, British Rail Property Board, National Bus Company, G.P.O.
- 1.3 Consultation letters were sent to the occupiers of 57 houses in the vicinity of the site and also to Fradley Homes Ltd. In addition adverts were placed in a local newspaper together with Press releases.
- 1.4 The result of the consultation process together with suggested responses are set out below.

#### STONE TOWN COUNCIL

- 2.1 Stone Town Council express concern that the development of Blackies Lane (together with Brassworks Farm) would result in an unacceptable increase of traffic on Lichfield Road. Additionally concerned at the proposed footbridge link to Fernhurst Close and request that more consideration is given to a suitable alternative location.

#### SUGGESTED RESPONSE

- 2.2 The principle of the development of Blackies Lane has been established in the Adopted Stone Area District Plan and, in this context, the additional traffic that will use Lichfield Road was acceptable in highway terms.
- 2.3 The question of the footbridge has also been raised by local residents (see below). If there is to be a pedestrian access linking the centre of the Blackies Lane site (where the school and local centre will be located) to the existing estates to the south it has to be to Fernhurst Close as this is the only public highway which directly abutts the railway embankment. It may be possible to prevent people driving up Fernhurst Close and, for example, dropping-off school children but inevitably considerable numbers of people would be using Fernhurst Close to walk to and from Blackies Lane, - its houses, shops and school. It is necessary to balance the desirability of linking and integrating the new development of Blackies Lane (which could be cut off by the railway line) to existing development against the loss of amenity that would result to residents of Fernhurst Close, a quiet cul-de-sac. In the circumstances Committee may wish to consider deleting the proposed footbridge link from Blackies Lane to Fernhurst Close.

STONE RURAL PARISH COUNCIL

3.1 No reply received.

STAFFORDSHIRE COUNTY PLANNING OFFICER

- 4.1
- 1) Suggests restricting density on higher ground to allow planting/retention of trees and reduce prominence of new houses.
  - 2) More emphasis on "interplanting" and tree belts within the estate.
  - 3) Distributor road should be "cranked" not straight as shown on the Principles of Development Plan to prevent speeding vehicles.
  - 4) Need to protect railway against trespass.
  - 5) Brief should refer to the need to break-up the estate into areas of different density and design.
  - 6) Open space provision in the Washlands is not suitable for young children.
  - 7) A number of points are made regarding the school site.
    - (a) para. 3.18 should be amended to refer to the need for gravity sewerage to the First School..
    - (b) school access should be off a loop road not a cul-de-sac.
    - (c) 1.2ha is insufficient for a First School, 1.5ha is required.
    - (d) all road works to be paid for by developer.

SUGGESTED RESPONSE

4.2 The document can be amended to include the more specific school requirements. It is considered that the other points are already covered in the guidelines, or discussed elsewhere in this report, although the text could be amended to give greater emphasis to landscaping and design.

HIGHWAY AUTHORITIES

5.1 The County Surveyor has commented that the road layout shall conform to the standards laid down in the Highways Design Guide 1. If the site is to be served with two vehicular access a new bridge will need to be provided, at the developers expense, to carry Pingle Lane over the railway. A single vehicular access point from Uttoxeter Road to serve the site would be acceptable providing this takes the form of a dual carriageway linking an internal road loop to the existing public highway.

A Section 52 Agreement would be required to secure the off-site road improvements considered necessary along the Uttoxeter Road and at its junction with Lichfield Road.

5.2 The Department of Transport have expressed "serious reservations" regarding the possibility of traffic using the Uttoxeter Road/Lichfield Road junction blocking-back and straddling the existing automatic half-barrier level crossing. They have indicated that the problems could be overcome by off-site road improvements, or preferably the upgrading of the level crossing. They would be particularly concerned if the development was to be served with a single vehicular access to Uttoxeter Road and would require a Section 52 Agreement

to secure the early implementation of these off-site works.

#### SUGGESTED RESPONSE

- 5.3 That the Draft document be amended to provide for the site to be developed either with a dual vehicular access (as proposed in the Draft) or a single vehicular access point to Uttoxeter Road with reference being made to the necessity of off-site road improvements.

It is important however, that if the site is served from Uttoxeter Road only then the route of Pingle Lane be retained as a pedestrian access to the site.

#### MIDLANDS ELECTRICITY BOARD

- 6.1 The development does not raise obvious difficulties, adequate supplies could be provided. Any existing overhead lines must be given adequate clearance or replaced by underground cables.

#### SUGGESTED RESPONSE

- 6.2 An additional paragraph is inserted in the section dealing with Services to cover the M.E.B.'s response.

#### SEVERN TRENT WATER AUTHORITY

- 7.1 The STWA has surveyed all of the watercourses which drain the area and has prepared a schedule of improvements that would be necessary if the development went ahead.

#### SUGGESTED RESPONSE

- 7.2 The section dealing with Services is expanded as appropriate to incorporate the STWA's requirements.

#### WEST MIDLANDS GAS

- 8.1 Provision of domestic gas supplies will depend upon an economic evaluation of revenue and capital expenditure. However no technical impediments to the provision of gas are envisaged.

#### SUGGESTED RESPONSE

- 8.2 An additional paragraph be inserted in the section dealing with Services to cover West Midlands Gas response.

#### BRITISH RAIL PROPERTY BOARD

- 9.1 No objection to the principle of the development, however the BRPB refer to the need for a new bridge to carry Pingle Lane across the railway and for the existing bridge to be demolished. A large number of detailed comments are made relating to safety and safeguarding of railway property during construction and the prevention of trespass and damage when the houses are occupied.

#### SUGGESTED RESPONSE

- 9.2 A paragraph be inserted in the document to cover the need to safeguard against railway noise and to cover the principle of safeguarding the railway.



## GENERAL POST OFFICE

- 10.1 Adequate allowance has been made for the development, however if services are to be undergrounded the developers will be required to make a contribution.

### SUGGESTED RESPONSE

- 10.2 Para.2.4 be expanded to cover the need for a financial contribution to provide for the undergrounding of telephone services.

### FRADLEY HOMES LTD

- 11.1 Fradley Homes Ltd were consulted on the Draft Guidelines as a developer with an interest in the site. The major point that they make is that they would prefer to develop the estate served with a single access point from Uttoxeter Road because:-

- 1) The bridge at Pingle Lane would be very costly and as it would need to be implemented at an early stage could not be financed by the development of the site.
- 2) In the present recession no developer could be committed to building such a bridge.
- 3) It has not been possible to obtain a bond for the bridge because of the undefined time/cost elements.
- 4) There would be technical difficulties in constructing the bridge.
- 5) Pingle Lane is too close to the Town Centre and could concentrate traffic in too short a length of Lichfield Road.

- 11.2 They make the related point that a loop distributor road within the site would be more attractive than the proposed spine road.

- 11.3 Other points made by Fradleys Homes Ltd., are:-

- a) They would be prepared to safeguard the area of the bridge to allow for its future construction if further housing land was designated.
- b) They do not consider that they should finance recreational facilities in the Washlands.
- c) They wish to leave the question of white barge boards (precluded by Para.3.22) open for further discussion.
- d) Shops will not be viable until the site is substantially developed and maybe not even then.

### SUGGESTED RESPONSE

- 11.4 The comments by Fradley Homes Ltd on the vehicular access and servicing of the site are noted, although not all are accepted entirely, but in accordance with the "suggested response" to highway consultation (para.5.3) the document can be amended in response to these comments whilst allowing the flexibility to enable the Borough Council to respond to changed circumstances in the future.

- 11.5 In terms of the more detailed comments the guidelines offer a developer a choice of providing major recreational provision either on site, with the implications that has for development potential, or in the Washlands Area. The comments about white barge boards are not accepted and it is felt important at this stage to safeguard the requirement for shopping provision.

## LOCAL RESIDENTS

- 12.1 The main concern of local residents as expressed in the consultation process is the proposed footbridge link from the Blackies Lane site to Fernhurst Close. Eight individual letters and a petition from the occupiers of 51 properties have been received opposing this provision. Additionally 3 residents oppose the proposed Pingle Lane access to the site.

## SUGGESTED RESPONSE

- 12.2 The question of the footbridge has been covered above (para.2.3) when it was suggested that members may wish to consider its deletions. The proposed Pingle Lane vehicular access has also been covered where it was suggested that the document be amended to allow for vehicular access to be gained solely from Uttoxeter Road.

## COUNCIL RESOLUTION OF 18th AUGUST, 1981

RESOLVED:- that (a) the document entitled 'Planning Guidelines - Blackies Lane' be amended in accordance with the suggestions set out in the report together with any other consequential amendments arising therefrom and be approved to become operational as the Borough Council's planning policy for the area from 19th August, 1981.

- (b) the report be included as an Appendix to the document to outline the consultation process undertaken and copies of the document be made available for purchase by the public at a cost of £1.00 per copy and for public inspection with effect from 19th August, 1981.

REPORT TO THE BOROUGH COUNCIL'S DEVELOPMENT SERVICES COMMITTEE OF  
5TH NOVEMBER, 1981 AND COUNCIL RESOLUTION

Proposed Footpath Link; Fernhurst Close to Blackies Lane, Stone

On 30th July, 1981, I reported to Committee on the consultation process that had been carried out in respect of the Draft Planning Guidelines for Blackies Lane, Stone. Since then the Chairman and I have attended, at their request, a meeting of local residents who are concerned about the proposed footbridge into the site from Fernhurst Close, and wished to reiterate their objections.

In 1973 the County Planning Officer prepared a Planning Brief for the Tenfields area (a proposed housing area larger than, but including, the Blackies Lane site). This Brief included provision for a footbridge link to Fernhurst Close. This proposed bridge appears to have attracted some local opposition, although as I reported to Committee on 11th July, 1974, there appeared to have been inadequate public participation in the preparation of the Brief.

A decision on the development of the Tenfields area was deferred in order that the matter could be fully examined in the preparation of the Stone Area District Plan. During public participation objections were raised to the footbridge, but not sustained through to the Public Local Inquiry. Following the adoption of that Plan, Draft Planning Guidelines were prepared for the Blackies Lane Area and were subject to a full consultation process and considerable opposition (8 letters and a petition) was expressed to the principle of the footbridge, including the Stone Town Council who requested that consideration be given to an alternative location.

There will be pedestrian access to the site via the existing railway bridge at Pingle Lane and also via the Uttoxeter Road. However, these are at the extreme northern and southern ends of the site and if it is considered desirable to have an intervening link, then a location at Fernhurst Close is most advantageous since this is the only public highway which abuts the railway between Pingle Lane and the Uttoxeter Road. Older Ordnance Survey sheets show a bridge crossing the railway from Stoke Grange (approx. 30m west of the proposed Fernhurst Close bridge). However, this does not appear to have carried a public footpath and linked Stoke Grange House (probably then a farmhouse) to farmland on the east of the railway. Problems which arise from the revival of this former bridge are:

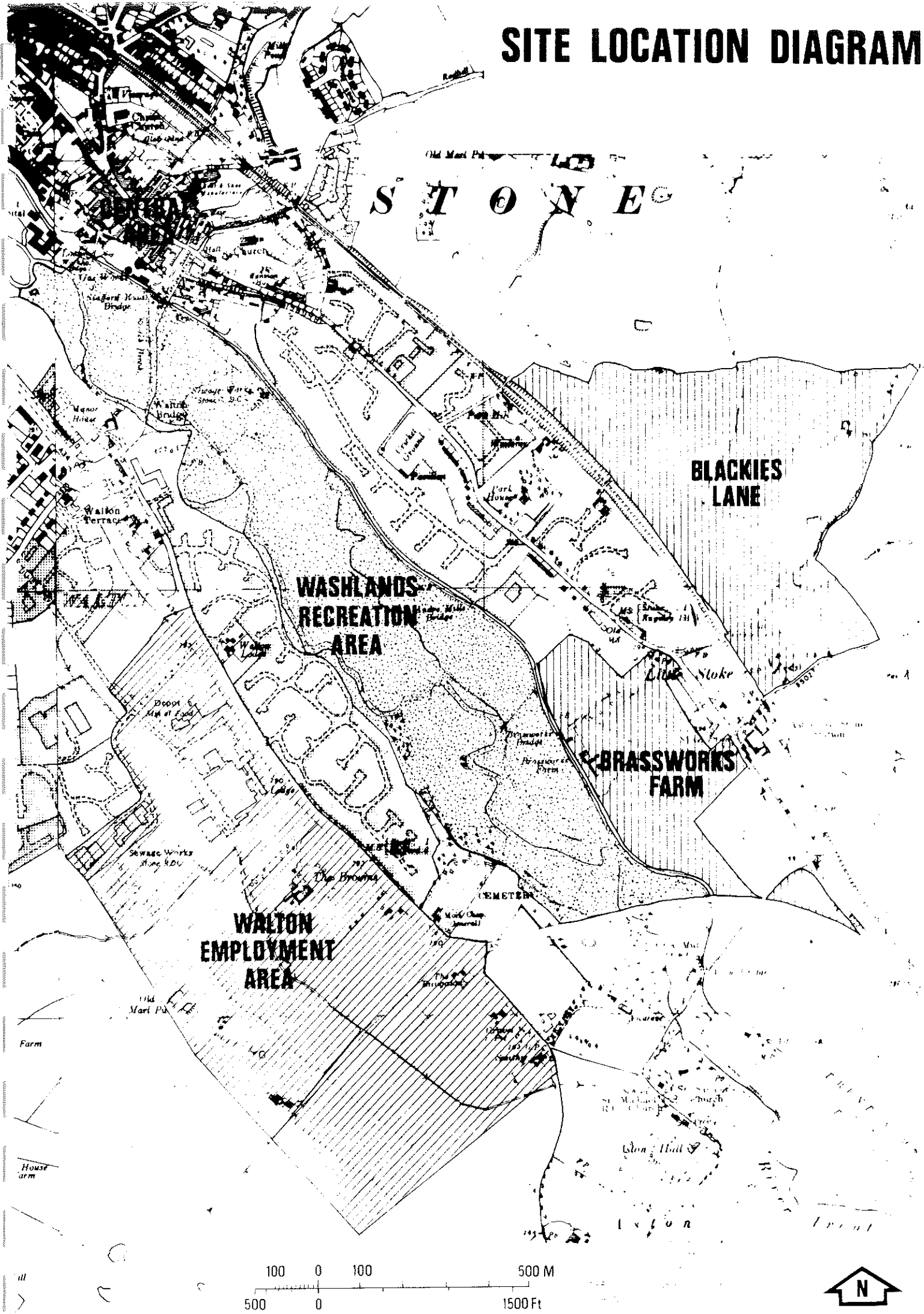
- (a) the approach footpath would have to pass over private ground, forming part of the gardens of Stoke Grange or Stoke Grange Cottages, and
- (b) whilst Fernhurst Close itself would be "by-passed" by this route, pedestrians would still have to travel along Grange Road, which leads to Fernhurst Close.

In my report of 30th July, 1981, I was of the opinion that Fernhurst Close provided the only practical access to a footbridge crossing the railway. In considering the issues, Members balanced the desirability of linking the new development at Blackies Lane (with its houses, shops and school) to existing residential areas, against the loss of amenity that would occur to residents of Fernhurst Close, a quiet cul-de-sac, from the through-flow of pedestrians, and resolved to retain the proposal in the approved Planning Guidelines.

COUNCIL'S RESOLUTION OF 24TH NOVEMBER, 1981

- RESOLVED:- that (a) in the further circumstances the proposed footbridge link from Blackies Lane to Fernhurst Close be deleted from the Guidelines and the document entitled "Planning Guidelines - Blackies Lane, Stone" be amended accordingly together with any consequential amendments arising therefrom and be approved and become operational as the Borough Council's planning policy for the area from 25th November, 1981;
- (b) the report be appended as an amendment to the Planning Guidelines document and copies of that document be made available for purchase by the public at a cost of £1.00 per copy and for public inspection with effect from 25th November, 1981.

# SITE LOCATION DIAGRAM









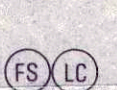




# BLACKIE'S LANE, STONE PRINCIPLES OF DEVELOPMENT

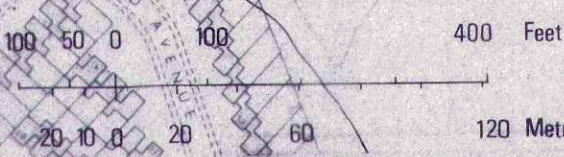
STONE UD & C

ST MICHAEL'S WARD

FS LC

DUAL CARRIAGEWAY LINK  
REQUIRED IF VEHICULAR  
ACCESS GAINED EXCLUSIVELY  
FROM UTTOXETER ROAD.

-  Boundary of Guidelines Area
-  Boundary of proposed Housing Area
-  Vehicular access
-  Pedestrian access
-  Existing footpaths
-  Proposed footpaths
-  First School & Local Centre  
(For location criteria see brief)
-  New bridge
-  Trees & tree groups within T.P.O. No.41
-  Trees/hedgerows
-  Ponds



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