

PROPOSED RESIDENTIAL DEVELOPMENT AT
LAND OFF PILLEY GREEN / LIDGETT LANE
TANKERSLEY
BARNSELY

FOR JAGUAR ESTATES/WORTLEY CONSTRUCTION LTD
PLANNING DESIGN AND ACCESS STATEMENT

White Design 

ARCHITECTURE & INTERIORS | INSPIRING BUILT ENVIRONMENTS

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1.0 Introduction

1.1 This document has been prepared in accordance with the Department for Communities and Local Government "Planning Practice Guidance" (March 2014).

1.2 This Statement comprises a Planning, Design, and Access Statement to support the Planning Application for the Residential Development on the site including means of access and open space.

1.3 This document deals with the scope and nature of the proposal and the land use rationale, determined through an analysis of the surrounding context.

1.4 The document is to be read alongside the other specialised reports submitted as part of the application to Barnsley MBC.

1.5 This document has the following purpose –

- Identify the context of the site;
- To provide a description of the key issue, constraints and opportunities afforded by the site, and the evaluation that has informed and led to the proposed form of the development;
- Identify the key development principles and framework which has informed the detailed design of the scheme;
- To provide appropriate information in terms of the layout, scale, amount, appearance and access.

Our Client expects this design to –

- Create a sustainable residential development that supports the existing community and respects the features of the site;
- Create a legible and attractive place with a sense of identity;
- Create a high quality living environment;
- Provide a well-planned layout and the creation of pleasant and well-designed streets and spaces.

2.0 The Site and Surroundings

2.1 The site the subject of this Application comprises some 2.43 hectares of land off Lidgett Lane & Pilley Green. The site is a roughly rectangular shaped piece of land that currently comprises a field enclosed by hedges, located within the centre of the village of Pilley.

2.2 The site is surrounded by existing residential development to the north and south.

This comprises relatively modern detached housing on Silkstone Close to the south, with attractive semi detached, half timber and rendered housing along Pilley Green. Regular semi detached brick homes are located on the northern side of Lidgett Lane facing into the site. To the west is St Paul's Church. To the east are a couple of detached dwellings and Pilley Recreation Ground. To the south of the Recreation ground is the route of the Trans Pennine Trail.

The properties on Pilley Green are some of the oldest dwellings in the village. This historical part has no over-riding character with a mixture of materials including stone, brick, boarding and render.

The dwellings are generally two storey with varying eaves and ridge levels with various pantiles and grey slate roofs.

The area bordered by Pilley Lane and Lidgett Lane is a 1950' typical council settlement.

Predominantly two storey with a few bungalows. Parking is generally to the front of each property with low boundary treatments or varying materials and fauna.

Two modern developments have been built in the village in the last few years. All properties are detached, mostly two storey with the occasional bungalow. The elevations are varied with a mix of projecting gables, single storey projections and 2 storey bays. Along with various bricks, stone and render.

It is fair to state that the area has no definitive vernacular or character.

2.3 The site is a sustainable location. A bus stop is within a short walk of the site, giving direct access into Barnsley Interchange. A Primary School is close by within 450m with a post office and community rooms within walking distance.

The site is within close proximity to major employment at Wentworth Park, Hoyland and Barnsley.

2.4 The topographical survey shows that the site is sloping upwards from the south east at extreme corner of the site to the north west corner, with the land rising from 139.77 to 158.69 AOD, an increase in levels of around 19 metres.

2.5 The site is contained by the existing field hedges and trees on all four sides, there are no outstanding landscape features within the site itself.

3.0 Sustainability of the Location

3.1 The application site is located within Pilley which itself is close to both Hoyland and the main Barnsley urban area. Pilley enjoys a range of facilities in its own right including St Peter's Primary School, several churches, a post office/ shop and employment at Wentworth Park in addition to a well-equipped play area, Reading room and Club.

3.2 Bus stops are located on Pilley Green some 90m to the west of the site. The main bus service is the No.7/7A, which provides a two hourly daytime service between Barnsley Interchange, Worsbrough Bridge, Hoyland, Tankersley, Pilley and Birdwell. There is also the 411 service to Penistone Grammar School. Full details of local bus services are contained within the Accompanying Transport Assessment by CODA at Appendix H.

3.3 The sites proximity to employment in the surrounding area and new employment opportunities in Hoyland and the provision of nearby access to the motorway network ensures that the location is attractive for those wishing to purchase aspirational homes.

3.4 In summary the site is in close proximity to major employment, service and social facilities, with day to day facilities available within walking distance of the site. The site is therefore within a sustainable location and located within close proximity to a bus route.

4.0 The Proposal

4.1 The proposal is to develop the land for new dwellings and open space. The layout submitted shows 54No dwellings arranged as detached or semi- detached properties.

4.2 The dwellings comprise a mix of two, three and four bedroom homes. The layout has been designed with tree planting forming a distinct 'avenue feel' along the main entrance road with other informal tree planting placed appropriately around the site. The main site access road is fronted by dwellings and this gives way to cul de sacs and informal groupings of dwellings served via private drives.

4.3 The dwellings are proposed to have dedicated on-site parking of at least two spaces per dwelling plus additional single or double garages, removing any requirement for parking within the site road.

4.4 In addition to the tree planting the site will retain existing hedging wherever possible, which will be suitably thickened and enhanced to increase biodiversity and soften the developments edge to the surrounding area.

4.5 The proposed layout proposes to retain the site boundary hedges, with significant enhancement and planting along the eastern and northern boundaries.

4.6 There are four vehicular routes into the site from the adjacent highways. The access into the site to the south of St Paul's Church will serve as the main point for both vehicles and pedestrians. This location is to be in accordance with the Highways Authority guidance, to achieve a suitable visibility splay along Pilley Green.

4.7 The access points into the site from Lidgett Lane are located equally distant and are specifically intended for the new properties facing onto the street. This area and private drives will be further enhanced and developed with new walls and two areas of off road parking north of the boundary.

5.0 The Design of the Scheme

5.1 The plan has taken account of the surrounding area and the topography across the site.

5.2 The residential area has been designed to create an attractive and safe residential environment with well-defined public and private areas for households. There is an emphasis on creating “streets” where the interests of pedestrians and cyclists are primary and where motor vehicles observe low speeds, following the design emphasis in “Manual for Streets” DCLG 2007.

5.3 The proposal demonstrates high levels of permeability by the creation of the link through to Pilley Green and its bus stops and the adjoining recreation ground to the east.

5.4 The plan aims to promote the fundamental principles of good urban design by a hierarchical arrangement of areas off the principle road that will be defined by a change in materials, and dwelling orientation. These environments will ensure a mixed development suitable for families.

6.0 Scale and Density

6.1 In principle, it is proposed to use a range of dwelling types, which will be single and two storey. This is proposed due to the character of the surrounding area and the creation of an appropriate settlement edge.

6.2 Due regard has been paid to retaining levels of privacy through separation distances between the new dwellings proposed and the existing dwellings surrounding the site.

6.3 The quantity of different dwelling types will be as follows:

3 bedroom detached 2 storey house	16No
4 bedroom detached 2 storey house	15No
2 bed semi-detached single storey flat	4No
3 bed detached single storey bungalow	7No
2 bed detached single storey bungalow	8No
2 bed semi-detached single storey bungalow	4No
Total	54No

6.4 The density of the built scheme is proposed at 21.3 dwellings per hectare.

7.0 Access, Movement and Parking.

7.1 The streets are designed to be functional and cater for the needs of pedestrians and cyclists, but also for vehicles including refuse, recycling and emergency vehicles. The streets will be accessible for all.

7.2 The vehicle speed will be calmed by via the route design and widths.

7.3 The layout will meet standards for wheelchair access with the implementation of ramps on paths and drives, where required to provide level access through the thresholds.

7.4 The use of various surface materials, dropped kerbs, tactile paving, parking and drop off points will be used to facilitate ease of movement by all.

7.5 There will be a wide range of parking solutions reducing the impact of parked cars along the street scene.

8.0 Prevailing Planning Policies

The following Documents and policies are relevant to the consideration of the Application

8.1 National Planning Policy

National Planning policy is expressed in the NPPF issued in March 2012. This document places emphasis on the delivery of new homes in sustainable locations and encourages planning authorities

that cannot demonstrate a five-year supply of land to release land for building new homes in appropriate locations.

These areas of Legislation were covered and demonstrated in the previously submitted and approved on the related "Outline Approval".

8.2 Local Planning Policy.

Policy GS10 and Policy HN6 both identified the site as land to be safeguarded for future consideration as part of the UDP's Review. This is an important point in respect to the history of the site. The document is a material consideration in respect to this application and has identified the site as LD11 on map 66 of the 2012 consultation draft proposals map.

CSP3 'Sustainable Drainage Systems' – Expects all developments to use SUDS. The accompanying Flood Risk and Drainage Strategy for the proposal demonstrates that it can adequately drain the sites surface water and connect to the foul sewerage system.

CSP4 'Flood Risk' sets out that the extent and risk of flooding shall be reduced by requiring Flood Risk Assessments for developments over 1ha that shall set out measures including reducing surface water run-off.

The submitted Flood Risk Assessment confirms that the site is not at risk of flooding and that the site run-off will be restrained via various drainage methods to prevent increased flood risk down-stream from the proposal.

CSP8 'Location of Growth' Identifies Pilley as a Village where development will be acceptable if it is consistent with Green Belt policy or is necessary for the viability of the settlement and to meet local needs. In this instance the site is consistent with policy is not located within the green belt and that it is proposed for housing and is proportional to the village on formerly safeguarded land.

CSP9 'The Number of New Homes to be Built' – The Council will seek to achieve the completion of 21500 new homes between 2008 - 2026. This proposal will help the Authority achieve this target.

CSP10 'The Distribution of New Homes' – (5% (1000) of the 21,500 new homes planned for Barnsley) are proposed to be built in other settlements such as named villages like Pilley, ensures the proposal complies with this policy.

CSP14 'Housing Mix and Efficient Use of Land' states that proposals will be expected to include a broad mix of house size, type and tenure to help create mixed and sustainable communities. This site has been identified for this very purpose and will provide various house types accordingly.

CSP 25 'New Development and Sustainable Travel' will promote sustainable travel and alternative means of travel to the private car. The site is considered sustainable by virtue of its location to a variety of modes of transport and local shops and essential services.

CSP26 'New Development and Highway Improvement' states that new development shall be expected to be designed and built to provide safe, secure and convenient access for all road users. The design of the scheme is such that vehicle speeds will be low and that priority will be given to cyclists and pedestrians.

CSP40 'Pollution Control and Protection' is that the Council shall not allow development of new housing where existing air pollution, noise, smell, dust, vibration, light or other pollution levels are unacceptable and there is no reasonable prospect that they can be mitigated against. The sites location is unaffected by these receptors.

9.0 The Planning Considerations

9.1 The site is within the control of a regional construction company who is committed to bringing the site forward within a two-year timeframe. The development of the site with a mix of aspirational family homes supports the strategy and will improve the existing housing mix in the Borough, helping support the community in Pilley by the introduction of new families that will maintain the primary school and the local facilities and contribute to the life of the community. The site and the settlement are suitable for the scale of the development proposed.

9.2 The site is located adjacent to the village (urban fabric in the LDF draft proposals map). There are no significant gaps within the village or surrounding area which are not within the Greenbelt that could easily be developed in advance of the subject site to provide new homes.

9.3 The site forms a natural extension to the built up area, it is in this respect contained and does not spill out development into open countryside. The disposition of the site and the prevailing levels mean that development will largely be located at lower levels than adjoining homes to the north and the proposal will not therefore be incongruous in the landscape. The boundary hedgerows that surround the site are all to be retained, and enhanced. This serves to contain the development in the existing landscape, the scale of development proposed is to be no more than two storey and this together with the containment and the levels will reduce any perceived impacts on the surrounding areas.

9.4 This application is supported by the relevant studies into ecology, drainage, ground investigation and highways matters, there are not considered to be any issues that prevent development from going ahead.

9.5 The site is in a sustainable location. A bus stop is within 250 metres of the site via the proposed pedestrian link to Pilley Green, giving direct access into Barnsley Interchange. A Primary School is close by. The site is within walking distance of a post office / shop. The site is within close proximity to major employment at Wentworth Park, Hoyland and Barnsley itself.

9.6 The accompanying Transport Assessment (TA) has been prepared in accordance with 'Guidance on Transport Assessment' published by Department for Transport (DfT). The Traffic Assessment demonstrates that traffic generated by the development can be accommodated with the local highway network and that the proposal will not have any significant impacts upon the highway network and that safe visibility can be achieved for the proposed site access off Lidgett Lane.

9.7 The development of the site itself will encompass renewable technology and achieve a building code that ensures sustainability. Materials will be locally sourced wherever possible, and renewable materials will be used. The application of building code and best practice will ensure that the site will reduce carbon emissions through "fabric first" construction

9.8 Contamination, flood risk, biodiversity stability other environmental issues.
The working up of the application has been supported by detailed analysis of the above matters.

9.9 The Phase 1 Environmental Assessment from CODA indicates that the site has not been previously developed, although some made ground is located close by. The site is therefore considered to generally be at a low risk of contamination.

9.10 There are no anticipated stability issues identified within the Coal Mining Report. The search does confirm that old workings may be present nearby and therefore rotary drilling should be undertaken as a precaution, as well as gas monitoring. This has been undertaken within the detailed ground report in order that if required suitable foundations and measures can be incorporated into the scheme as required.

9.11 The Flood and drainage assessment report from CODA confirms that the site is in flood zone 1, and that there is little risk either from any overland flooding or from ground waters. Surface water from the development will use SUD's methods and soakaways where possible.

9.12 The foul drainage will be disposed of via a separate foul water drainage system discharging to either the public foul sewer in Pilley Green adjacent to the site at Silkstone Close to the south of the site, or to the public combined sewer in New Road to the southwest of the site.

9.13 The Ecology Report confirms following additional survey work that no protected species were found on the site. Detailed Bat and Badger surveys have concluded that there will be no impacts upon these species from the development or effects on their habitats in the local vicinity. The ecologist confirms that the results of these surveys did not reveal any protected species activity on the site which would require any further mitigation on or off site.

10.0 The Summary of Considerations.

10.1 The application site is a deliverable, achievable and suitable site for new residential development and will be able to bring new homes to the market well within a two year time frame. This will support the housing strategy of the Planning Authority in a sustainable location on a site proposed for allocation for high value, low density residential development.

10.2 The NPPF has made the Government's aim of delivering new homes clear as a priority, and these must be in sustainable and appropriate locations. The site meets the requirements of the NPPF and is well placed to deliver aspirational homes in a location which will benefit from the proximity to Barnsley centre, the motorway junction and new major employment at Wentworth Park and new opportunities at Hoyland.

10.3 The site will not bring any adverse impacts to the area. There are no adverse effects from contamination or upon natural resources such as water and ecology. All of these matters have been carefully studied to ensure that no adverse impacts will arise.

10.4 In all of the circumstances of the site the Local Planning Authority are asked to approve the application. The applicant is willing to enter into a section 106 agreement or undertaking to deliver those matters that are directly necessitate by the development of this site in accordance with the prevailing legislation.