Environmental Performance Statement

for

Proposed Residential Development

off

New Road Tankersley

on behalf of

Wortley Group

September 2013

Introduction

This application is seeking Outline Planning Permission for residential development on land to the south of Lidget Lane, Tankersley. Due to the nature of such an application, there are many elements that can only enhance this proposal once the eventual developer has established house type designs, construction methods, site practices etc.

The subsequent Reserved Matters Application will be the natural vehicle through which to clarify the outstanding initiatives relating directly to the buildings' fabric and add weight to the site related proposals below.

Decentralised Energy

At this early stage of the planning process it is again difficult to prescribe exactly how the details at issue will be addressed but it is accepted that the development should respect present and future climate change together with helping to achieve lower energy/CO^2 emissions.

Code for Sustainable Homes and whatever code level is applicable at the time of construction will naturally introduce initiatives within the building fabric that can and will lower energy/CO^2 emissions.

This application does not seek approval for the design of the dwellings rather their indicative layout. At the reserved matters stage however, an *Energy Statement* will be prepared to address energy efficient design and management.

Renewable (decentralised) energy sources (through solar, water, wind and other such technologies together with biomass, combined and community heating technologies) will be assessed at the appropriate juncture and this application can be reasonably assumed to be a prelude to marketing the site (should permission be granted) and is therefore unable to consider how feasible (technically and financially) the integration of these initiatives into the *detailed* scheme will be. Again, the current code rating applied to the dwellings through *Code for Sustainable Homes* will serve to more fully consider these options and thus itself achieve a significant reduction in energy use. In the meantime, there are a number of initial site-wide issues that can be considered.

From an overall development standpoint, the applicant can pledge to undertake the following basic principles in order to complement any *Code for Sustainable Homes* rating.

- External, secure drying spaces to be provided for each property including a drying line.
- External lighting to communal areas will carry energy efficient fittings.
- A+ Rated white goods [where provided as part of the standard specification].
- Energy efficient boilers.
- Secure cycle storage for each dwelling through either a garage or shed.

- A room in the properties can be improved to give the potential for home working. This would include extra power outlets, telephone points and an appropriate level of light and ventilation.
- Minimum 75% of internal lighting dedicated to low energy fittings.
- Water efficient WC's, taps, showers etc.
- Provision of water butts.

Form of Development and Environment

The developable site is relatively regular in shape, being situated to the south side of Lidget Lane and north of Of New Road Pilley. With some housing to the north and the recreation ground to the west.

The peripheral boundaries are defined by existing hedgerows and these are shown for retention.

It should be possible to ultimately take advantage of passive solar gain through the general layout arrangement. Whilst there are instances of properties either backing onto each other or the side of an adjacent dwelling many gardens generally face the external boundaries of the hedgerows that run within the site giving a greater openness into which sunlight can readily penetrate. Whilst the dwelling designs themselves are not presented for consideration through this application it is anticipated that the eventual developer could offer a detailed proposal whereby habitable rooms would, through their position within the building, be orientated to benefit passive solar gain and together with good quality build technology (giving thermal massing, good draught proofing, insulation etc).

The site is proposed to be served from a single point of access from New Road with one additional footpath linkage proposed to ensure good permeability through he site. The primary route running through the site benefits from verges that separate the footways from the carriageway. These verges will be planted with suitable trees to give a pleasant green vista throughout site. The subservient roads contain a shared surface ethos, such shared surfaces reduce the amount of surfaced carriageway thus creating better visual interest and an environment that favours the residents over vehicles. Off-street parking to the plots is provided through drives and garages.

The dwellings are provided with private and secure rear gardens.

Public amenity space is provided through a number of initiatives. Areas of greenspace are located at various points within the development. Furthermore, there are a number of positions where site topography creates areas of space where new planting can deliver a significant contribution to the visual amenity of the development. This together with new, additional shrub and tree planting about the site will give shelter, shade and visual amenity to the residents. With careful choice of species, the new planting will furthermore create wildlife habitat opportunities whilst giving a potential food source.

Sustainable Urban Drainage Systems

The development considers *SUDS* through the Flood Risk Assessment.

The storage and controlled release of surface water during extreme storm events will be accommodated in a number of ways prior to controlled discharge into the existing watercourse. Other non-traditional collection systems such as porous surfacing, soakaways etc are proposed to slow down the peak-rate run-off. This will serve to improve the run-off profile of the development, easing pressure on the existing system upstream and downstream.

Waste Management

Household Waste Storage and Recycling.

Barnsley MBC employs a refuge and recycling collection system comprising the following

- A grey 240 litre bin for general waste.
- A green bin for garden waste and cardboard
- A blue bin or bag: for recycling paper, magazines etc
- A brown bin or green box: for recycling cans glass bottles/jars and plastic bottles

The Council's Waste Management section provides a bulky household waste collection service and Local Recycling Sites are located at various places across the Borough for depositing glass, paper textiles, cans etc. over and above those placed in the normal collection bins. Any other extra waste including DIY waste, garden waste etc can be taken to one of the Four Household Waste Sites in the Borough. The council's web page promotes the principle of home composting and offers advice on how to operate and maintain a compost bin and other recycling tips

Each household will be provided with kerbside bins and boxes plus grey bin and garden waste bins.

The properties will have a suitable hardstanding within each curtilage which to stand the bins. On collection day, the bins can be either drawn to the roadside by occupiers.

Site Waste Management

A *Site Waste Management Plan* [plan] will be produced and implemented by the developer. It will monitor the waste generated on site and set targets on resource efficiency, detail how the waste will be measured and monitored, name a person responsible for implementing the plan and show how the plan will be implemented.

Construction waste will either be reused or recycled on site or sorted on site and collected for recycling. Any hazardous waste will be segregated to avoid cross contamination prior to the implementation of any remediation practices.

Records confirming what targets were set and achieved including the monitoring of site waste during the entire construction period should be kept.

The plan will describe procedures for minimising waste generated on site and commit to sort, reuse and recycle construction waste (either on site or through an external contractor). This will include procedures for ordering handling and storage of materials.

Reports should be kept to outline overall performance for waste minimisation and quantities of waste reused and/or recycled.

Transportation

The proposal seeks to promote sustainable transport initiatives in both terms of its design and later through awareness by information supplied to the residents. A Transport Assessment and has been prepared in support of this application.

The layout generally gives priority to pedestrians and cyclists through the use of speed control measures, keeping vehicle speeds down to 20mph or lower. Parking is off-street, giving substantially fewer cars parked in the actual carriageway. Again, this creates an environment where the car is secondary to other modes of transport.

In view of the above, it is considered that the site is very well located to be developed for residential use and well located to reduce the need to travel by car, offering opportunities for realistic alternative travel modes that reduce the reliance on the private car.