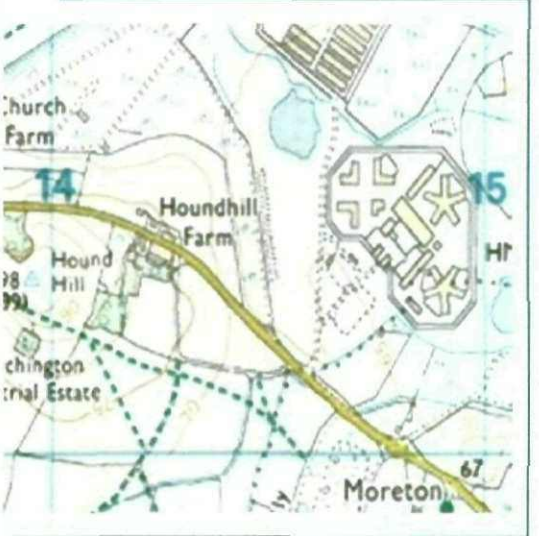
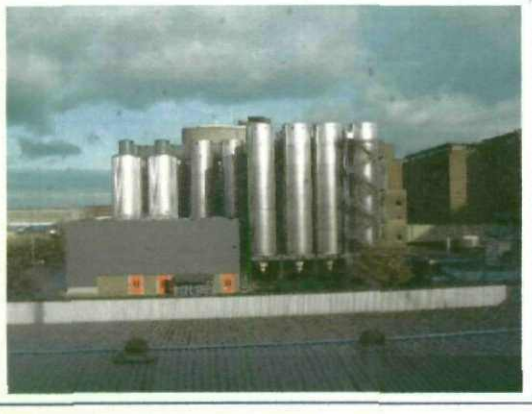
JVH TOWN PLANNING CONSULTANTS LTD

Houndhill Courtyard
Houndhill, Marchington
Staffordshire ST14 8LN
Telephone: 01283 820040 Fax: 01283 821226
email office@jvhplanning.co.uk







JVH TOWN PLANNING CONSULTANTS LTD

Houndhill Courtyard
Houndhill, Marchington
Staffordshire ST14 8LN
Telephone: 01283 820040 Fax: 01283 821226
email office@jvhplanning.co.uk

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSED RESIDENTIAL DEVELOPMENT AT

SPARK LANE AND CARR GREEN LANE MAPPLEWELL

FOR

UK COAL PLC

PLANNING DESIGN AND ACCESS STATEMENT

Contents

1. **Introduction**
2. **The Site & Surroundings**
3. **The Proposal**
4. **The Design of the Scheme and Access Considerations.**
5. **Scale, Massing and Density**
6. **Prevailing Planning Policies**
7. **Sustainability of the Location**
8. **Community Involvement**
9. **The Planning Rationale**
10. **The Planning Benefits of the Proposal**
11 **Section 106 Planning Agreement/Undertaking.**

Appendices

1. Introduction

This Statement comprises a Planning, Design, and Access Statement to support the Planning Application.

It deals with the scope and nature of the proposal, the planning history of the site, planning policies, community involvement, and the land use rationale.

The document is to be read alongside the other specialised reports submitted to the Local Planning Authority and scoped with them.

This Application follows the withdrawal of an earlier Planning Application in December 2008, and seeks to positively address the planning issues that arose from that submission.

2. The Site and Surroundings

The land the subject of this Application comprises some 17.50 hectares and is proposed for new residential development including retirement homes, open spaces and amenity areas and the relocation of the current "CISWO" football pitch to an alternative location, together with a dedicated car park and changing facility.

The site itself comprises the former North Gawber Colliery, and lies south of Mapplewell Drive and west of Spark Lane, just south of Mapplewell Centre.

The site is surrounded by residential development to the west in the form of Spark Lane, and to the east by Carr Green Lane. Directly to the north are employment units served off Mapplewell Drive and the Co Op retail store.

The site currently comprises a largely open area of colliery spoils, demolition rubble, derelict areas and birch scrubland and slopes from north to south in a series of terraces from around 96.2 AOD on the northern boundary to 67.5 AOD on the southern boundary. The ground surfaces of the terraces are relatively level but the sides fall away steeply at gradients between I in 4 and 1in 15 .An area of marshy ground has developed in the south west of the site and into which surface water runs from the site flows via a series of deep eroded gullies.

The site is currently disused, and has been since 1988 when mining activities ceased on the site with the closure of the North Gawber Colliery. The site had functioned as a colliery sine 1849 and had extracted coal from the Kent's Thick and Barnsley seams.

There were a series of Colliery buildings on the site in the north east area together with associated coke ovens. These buildings were re developed in 1926 when a new colliery replaced the earlier original North Gawber Colliery. A mineral railway with rail sidings crossed the site from Spark Lane in the west to Carr Green Lane in the east.

The working of the colliery has resulted in the deposit of colliery spoils extending over the site together with lagoons in the southern areas. There are 5 known mine shafts on the site and three adits. After the closure in 1988 the demolition and removal of the colliery buildings took place, the railway was dismantled and part of the north west area was formed into a playing field.

The site is well contained in terms of the settlement pattern; Urban development extends both in Carr Green Lane and Spark Lane beyond the southern site boundary.

3. The Proposal

This Outline Planning Application seeks consent to re-grade part of the application site to form an area suitable for residential development including an area of retirement homes, internal site roads, landscaping and amenity/ public openspace in the form of a linear parks together with the relocation of the "CISWO" football pitch with new parking and changing facilities.

The indicative layout, the "Concept Plan" supporting this Application, shows how the development could be laid out to maximise the advantages of the site, and achieve an attractive housing layout.

The Application seeks consent to re-grade the levels on the site , the existing levels do not lend themselves to residential housing and in order to provide a development area a cut and fill earthworks operation is required to create a gradual fall in levels from the north to the south. A ground model for this operation has been prepared by Scott Doherty Associates to achieve an overall grade of 1 in 17. This will achieve a near neutral cut and fill balance across the site. The works will result in a bank at the southern end of the site alongside the ecological area of around 4.5 metres in height.

In addition to the earthworks described the identified contaminants on the site will be treated to render the site appropriate for residential development. This will be done by excavating and screening the made ground and temporary stockpiling to then be re used as fill .The building rubble and sub structures in the vicinity of the Colliery Buildings will be removed and the excavations back filled with appropriate material.

The mineshafts and the adits will be treated by drilling and grouting to fill the voids and to stabilise the ground. Mineshafts are then treated with a concrete cap and adits are typically closed with brick and concrete.

The development of the site for housing will be able to provide a total of around 400 new homes, comprising 1, 2, 3 4 and 5 bed roomed units, including affordable homes and retirement accommodation of around 30 units on some 11.11 hectares of land .

The indicative layout shows how two accesses will be created into the site in the form of two new purpose built junctions. One onto Carr Green Lane with the other to Spark Lane. From these access points, the internal residential estate roads will be designed to create an attractive and safe residential environment. The internal roads will be designed to achieve low traffic speeds, so that the new homes will enjoy a safe environment that will not be dominated by motorised vehicles and within which pedestrians and cyclists can access all areas in a safe environment. The proposed junction arrangements will achieve appropriate visibility splays. The creation of the access onto Spark Lane will displace some current informal car parking on highway land. Consideration of replacement spaces will be given in the detailed submissions.

The scheme proposes areas of open space across the site with additional landscaping, pockets around the edges of the proposed residential development areas and in the form of a linear park, extending west to east across the site including pedestrian linkages. This linear park is enlarged in the central section to provide an area suitable for a formal play, which will be equipped and will form a focal point to the development as a whole. This "play area and focal point" will be overlooked by new

homes to ensure safety for users, and providing an attractive outlook to the new homes. This area of open space comprises some 1.94 hectares of land.

In addition to this area of Open Space, the southern part of the site is proposed to become a dedicated amenity area, designed to enhance and support the ecological value of that area based around the existing ponds and vegetation and complimenting the adjoining treed areas beyond the southern boundary of the site. This area of open space comprises some 2.95 hectares of land.

The new residential development will be orientated to maximise the outlook onto the parks across the entire lengths. It is envisaged that not only will the open space provide an attractive area for the development but the inclusion of the "CISWO" land adjacent to Spark Lane will result in the redevelopment of that area and a replacement pitch and facilities in the new location to the south of the site which will be available to the wider community.

Of the total site area of 17.50 hectares 6.39 hectares of land or around 36 % of the site will remain as open landscape, formal open space or playing field.

4. The Design of the Scheme and Access Considerations.

The Master plan supporting the scheme is not intended to be prescriptive, but to broadly demonstrate the differing environments that would be created, and have been described above.

The residential areas are to be designed to create attractive and safe residential environments with well defined public and private areas for households, with 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.

The proposal demonstrates how a high level of permeability can be achieved using existing and creating new footpath links in across the site to link the development to the surrounding area and facilitating pedestrian access for both recreation and access to services and facilities.

The Master plan aims to promote the fundamental principals of good urban design. The arrangement of dwellings will follow the principles in Manual for Streets and will provide "avenues", "mews", "boulevards" and "courts". These environments will be of varied density, dwelling type, lengths and scales.

The Master plan also identifies the area in the north west part of the site as the proposed retirement village. Within this area it is proposed to create a development of around 30 bungalow dwellings for occupation by those whose age and physical needs require a sheltered environment and where access to healthcare and shopping facilities is nearby.

5. Scale, Massing and Density

The overall design approach is set out previously in Section 4. In terms of the scale and massing of the proposed buildings the scheme is intended to include single, two, two and a half and three storey buildings at the following heights:-

Single storey	=	5.5metres
Two Storey	=	8.2 metres
Two/Half Storey	=	9.5 metres
Three Storey	=	10.8 metres

The three storey buildings would generally be located where the site adjoins other land uses (such at the employment estate), and to achieve focal points within the new development. The overall scale and massing of the buildings proposed on the site will be in keeping with the location which is contained within the built form of Mapplewell.

The overall density of the scheme is approximately 36 dwellings per hectare. This figure takes account of the sheltered/ retirement accommodation which produces a lower dwelling to land ratio.

6 Prevailing Planning Policies

The following Documents are relevant to the consideration of this matter:

The Yorkshire and Humber Regional Spatial Strategy of May 2008

Policy SY1 E	The focus of new development on Sheffield, Barnsley, Doncaster and Rotherham
Policy H1	Provide 1015 per annum net additions to the dwelling Housing stock in Barnsley between 2008 and 2026. This number is increased by 21% by the designation of the Barnsley Growth Point in April 2008 to give an annual requirement of 1228 dwellings per annum.
Policy H2	In order to support the step up the delivery of new homes up to 2026 , LPAs are to produce SHLAAs as evidence base and to demonstrate a five year immediate deliverable land supply and 15 year supply of land. To prioritise the development of PDL to contribute to the regional target of 65% of the housing development in the region to be on previously developed land. Adopting a flexible approach to housing delivery by not treating the housing figures as ceilings and to ensure development is focused in locations to achieve the strategy.

Policy H5	Provide a mix of homes that meet the needs of the area.
Barnsley LDF	The Barnsley Core Strategy Revised Preferred Options was published in June 2009. This document proposed a variety of spatial options for new development, a preferred spatial option being to include Darton and Dodworth within the Barnsley Urban area and the Barnsley Urban area to form the focus for new development along with the Yorkshire growth corridor and the Principal towns.
PAN 30	No sequential approach required on PDL sites over 0.4 ha.
Barnsley SHLAA	This document notes the availability of this site and that it is deliverable within the five year period.
Barnsley Growth Point	Growth Point Status was awarded for the period April 2008 to March 2017. This means the Authority is committed to delivering an uplift of 21% over the RSS housing provision figures.

Annual Delivery Rates From 2008 the annual target delivery rate is 1288 dwellings per annum. At April 2009 the number of net completions was some 860 dwellings, well down on the 1288 target. This lack of delivery means that during the subsequent growth point period delivery rates will need to increase, this demands a varied portfolio of deliverable sites to ensure delivery of homes and maintain the objective of the growth point.

The Application Site is principally an area of previously developed land within the defined urban area. [See Plan at Appendix 1 showing extent of workings/buildings] As such it is a priority location for new residential development. The site has been acknowledged as a deliverable residential location in the SHLAA.

The housing requirement of the RSS and the additional numbers from Growth Point status mean that housing delivery is a key target. The delivery figures for 2008 to 2009 are well down on the annual targets. This means that there is pressure to deliver homes over the reaming years of the Growth Point and the RSS period. While the housing figures show above target figures in the 2004 to 2008 period, the whole purpose of growth point is to deliver new homes in the near future and not rely on past rates. Failure to achieve the growth point targets can have implications for Growth Point Monies and for Planning Delivery Grant. A range of suitable and deliverable sites are needed to enable the delivery of homes at the rates envisaged. The subject site is both achievable and deliverable and should be brought forward to assist in the housing strategy for the Borough.

7. Sustainability of the Location

The site has clear advantages in locational terms, being within the defined urban area, in a location close to schools, shops and employment, and within walking distance of public transport.

The plan at Appendix 3 demonstrates the availability of services, transport.
In terms of pedestrian accessibility to services and shops there are a range of facilities within a 2 kilometre distance of the site including schools, shops and leisure facility. The Co op supermarket lies within 400 metres walking distance and as such access to such facility by pedestrians is very good.

The site presents an opportunity for cycle use, to link to the Darton railway station a distance of 2 Kilometres and Barnsley Railway station at 5 Kilometres, presenting the opportunity to bike and ride.

The site lies in close proximity to the bus stops in Blacker Road with the bus stops being within 350 metres of the heart of the development. Bus stops are also available in Spark Lane. These frequent bus services give a link to the centre of Barnsley with 5 buses operating per hour at the peak times by way of the Stagecoach Service 1.

The site is within 2 km of Darton railway station and 5 kilometres from Barnsley Station both of which are accessible by bus and cycle. Darton Station provides fee parking.

8 Community Involvement

A Community Exhibition was held on the 27th March 2008. This Exhibition was advertised in the Barnsely Chronicle on the 21st March as well as notices being displayed in the vicinity of the site along Carr Green Lane and Spark Lane.
The Exhibition which was held at Mapplewell Library between 3 p.m and 7 p.m. and was attended by over 65 people, principally from the areas close to the site.
Residents made both verbal and written comments to the developers and the principal matters of concern related to:

- The single proposed access point onto Carr Green Lane
- The effect on local services and amenity
- The effect on the crossing point to the local school in Blacker Road.

A copy of the Press Notice is included at Appendix 4.

As a result of the concerns relating to the site access proposed onto Carr Green Lane, the developers have negotiated a second access point onto Spark Lane utilising the "CISWO" land area. It is considered that the introduction of a second access point will allay residents concerns over the access issue.

Subsequent meetings and discussions with the Highways Authority on this matter indicate that the LPA consider the dual access approach to be appropriate for the scheme as now designed. The Applicants have been mindful of the comments received over the period of consultation on the previous application on the site, the changes and amendments made to this submission reflect concerns expressed over that period.

9 The Planning Rationale

This scheme proposes the redevelopment of vacant previously developed derelict site in a sustainable location. The redevelopment of this former Colliery will improve the landscape creating a visual improvement for neighbouring residents whilst creating attractive useable open space. This open space will help encourage wildlife and biodiversity.

The introduction of footpath links also will benefit and link the wider local community. New residents will help support the area and help facilitate new local facilities and business in and around Mapplewell.

The site will deliver new family homes that are attractive and well designed. This will improve the range and quality of housing stock in the area and help towards providing new homes on Previously Developed land as required at National. Regional and local levels. This will support the objectives of the Growth Point Designation and the achievement of the RSS housing figures.

The redevelopment of this derelict vacant site will enhance the wider area producing a development that is of a scale that can create positive benefits to Mapplewell. The proposed linear parks and footpath links are of a scale to be a benefit that can be enjoyed by the residents of Mapplewell in a way that cannot be achieved on many smaller piecemeal windfall sites.

The scale of the proposal is considered to offer the opportunity to create its own identify and sense of place, whist merging with the existing surrounding residential area. This is seldom achieved on smaller windfall sites and is a considerable benefit of this proposal.

The cut and fill exercise will create a gradually sloping development platform which will result in a better visual environment transforming an unattractive disused piece of previously developed land. This is a prudent use of resources reducing the requirement for Greenfield development sites and helping Barnsley achieve its requirement of 65% of new homes being delivered on Previously Developed Land as set out in policy H2 of the The Yorkshire and Humber Regional Spatial Strategy.

10 The Planning Benefits of the Proposal

The Planning Benefits of the Proposal:

- A development providing a mix of house types, including, family homes in 2, 3, 4 bedroom accommodation.

- The provision of the retirement village bungalow accommodation providing around 30 new retirement homes in a safe and sheltered setting.

- The provision of affordable homes in accordance with Barnsley's SPG of January 2007

- The provision of new homes in a sustainable location, in easy reach of transport facilities, services, schools and employment.

- The provision of a new playing pitch available to the general community, with separate access, car parking and a changing facility.

- The beneficial re-use of previously developed land together with re grading and the treating of the contamination on this site.

- The benefit of a comprehensive development including extensive laid out park open spaces, in a safe and attractive environment.

- The provision of a dedicated area designed to enhance and support ecology and enhance biodiversity, based on existing pools and vegetation.

- A scheme in compliance with National, Regional and Local Planning Polices, that will deliver new homes in an appropriate location and support the Growth Point designation of Barnsley and the achievement of the RSS housing targets.

11. Proposed S106 Undertaking/ Agreement Heads of Terms

- Affordable Housing
- Open Space
- Education Provision

Affordable Homes

Barnsley currently requires that 15% of homes on new developments are affordable under the terms of Policy H7 of PAN 34. Draft Policy CSP 29 of the Draft Core Strategy [June 2009] re iterates this. The proposed scheme will provide for 15% of the dwellings on the site to be affordable and this will include the 30 units to be provided on the retirement village.

Open Space

The site will provide two large areas of open space. The southern area is principally to enhance and support the biodiversity of the area and is seen as a low maintenance area with infrequent mowing. A footpath runs through this area and the maintenance of the area and the footpath will be required.

The central open spaces are to provide amenity play space and recreational areas. These areas will be maintained to an agreed standard.

The replacement football playing field is to become a facility for use by the public.

All of theses areas will be offered for adoption to the Local Authority with an appropriate commuted sum for maintenance. In the circumstances where the LPA do not wish to adopt areas, then an independent maintenance company will manage and maintain the areas.

Education Provision.

The development of the site for family homes could mean that there is a requirement for additional school places at the nearest schools.

The situation in the area is that there is no requirement for secondary school places.

The Local Primary Schools are Darton, Wellgate and Mapplewell. Information from the Education Section indicates that Darton and Wellgate and Mapplewell schools have spare capacity of around 76 places in the years 2010 to 2011 and 2011 to 2012.

It is agreed that sheltered homes, apartments and single bed roomed dwellings do not create a requirement for education contributions.

The multiplier for family homes is that 20 primary places are necessitated by 100 family homes. On the basis that 370 of the proposed new homes are family homes then the development would generate 74 primary places.

It is proposed that the S 106 agreement includes a provision that if the development Approved under the reserved matters generates a development in excess of 370 family homes [as defined] then an education contribution will be payable on the additional family homes over the 370 to facilitate any new primary school places at an agreed rate per space and in the circumstances where the education statistics indicate that the named primary schools would be over subscribed.

A Draft Section 106 is attached at Appendix 5

Highway Works

The proposal requires that work is undertaken to the Blacker Road junction.

The works that are required will be implemented through a Section 278 agreement which will schedule the necessary works. It is considered that this is appropriate for a planning condition and need not form part of a section 106 agreement or undertaking.

JVH/Harworth Estates

Sept 2009.

APPENDICES

1	Scott Doherty Plan showing extent of Colliery Development
2	Planning Policies
3	Sustainability Plan showing the context of the site.
4	Community Involvement Press Notice
5.	Draft Section 106 Agreement.
6	Aerial photograph of the site.