TOWN & COUNTRY PLANNING APPLICATION FOR RESIDENTIAL DEVELOPMENT

on

LAND AT
OAKLEA CLOSE
STAINCROSS
BARNSLEY

For
DJJR DEVELOPMENTS LTD

Prepared by

WHITE AGUS PARTNERSHIP

1 BACKGROUND

This Statement is in support of a Town & Country planning application for residential development on land off Oak Lea Close, Staincross, Barnsley.

Town & Country Planning approval for residential development on the site was approved on 13th July 2005 for a development comprising ten dwellings in four blocks with associated access road and parking.

In July 2010 planning permission was granted for 10 dwellings on the site.

- In the previous application a footpath connection was provided between New Road and the plantains. This does not appear on your submitted plan and I would recommend consideration is given to it being part of any proposal.

2 THE SITE

The site forms part of an area of land that has several earlier consents for Town & residential developments.

The site is situated at the end of Oaklea Close a short cul-de sac served from New Road via Burnham Drive. All roads leading to the site are adopted highways and link to the local highway network.

The site is currently vacant and is open and overgrown. There are no trees on or adjacent the site that will be affected by the works.

As can be seen from the site survey, the site slopes steeply from north to south.

The site lies within the residential area of Staincross.

To the north of the site there is an area open land, with some rock outcrops and scrub This is on a linear strip of open/un-developed land (locally known as The Plantings) that separates the properties along Staincross Common to the north and development to the south along New Road. There is no public right of access to this land from the site. However footpath links are close by.

There is no public access to this land through the site.

The site slopes from north to south, down towards New Road and details are shown on the site survey

The adjacent properties to the east are detached and terrace properties with access to New Road. Generally the properties to the west along Oaklea Close and Redland Grove are semi detached dwellings of traditional construction under pitched and tiled roofs. Town & Country planning approval has recently been granted for six dwellings off Redland Grove. In addition a 3 storey dwelling has been constructed adjacent the traditional two storey dwellings on Redland Grove to the east.

Access to the site is to be via a new adoptable highway from Oaklea Close.

3 THE PROPOSALS & DESIGN CONSIDERATIONS

In principal the development is similar to the previously approved scheme where consideration was give to the following.

The principal of residential development on the site has been established and approval granted for ten dwellings. During negotiations with the Local Planning Authority in respect of the approved proposals it was agreed that, due to the existing site levels, suitable access with regard to road levels and gradients could not be achieved from New Road. It was accepted that the only suitable access to the site is from Oaklea Close.

The proposals have regard to the policies and proposals contained in the UDP and supplementary Planning guidance particularly with regard to:-

- Residential Development,
- Back land & Infill Development

The location of new housing should have regard to access to local shops, services and transport and consideration must be given to the capacity of the existing infrastructure. This would include access to a range of employment and other services without the need to use a car.

Suitability of the site has been considered including possible contamination and flood risk.

Infill and small scale developments in Residential Policy Areas are normally acceptable if, as in this case, they conform to other relevant policies

The proposals would not result in any loss of residential accommodation or land suitable for housing purposes as the offices are sited on land that does not meet the LPA criteria for residential development.

The layout of the development was governed by the location of the proposed access, existing rights of way and separation distances to surrounding dwellings.

THE SITE LIES WITHIN A COAL MINING REFERRAL AREA. GEOTECHNICAL SITE INVESTIGATION WORKS HAVE BEEN CARRIED OUT AND DETAILS PASSED TO BARNSLEY M.B.C. BUILDING CONTROL AS PART OF THE BUILDING REGULATIONS APPLICATION FOR RESIDENTIAL DEVELOPMENT.

IT WAS AGREED THAT NO FURTHER ACTION WITH REGARD TO SITE STABILITY IN CONNECTION WITH MINING ACTIVITIES WAS NECESSARY. HOWEVER THIS WILL BE REVIEWED AS WHEN SOUTH YORKSHIRE MINING ADVISORY SERVICE IS CONSULTED UPON SUBMISSION OF A BUILDING REGULATIONS APPLICATION FOR THE CURRENT PROPOSALS ARE SUBMITTED.

4 SOCIAL & ECONOMIC CONTEXT

There will be no loss of existing businesses.

Any potential for overlooking from the development or overshadowing will not occur as a result of any of the proposed development due to the siting of the buildings and orientation of windows to habitable rooms.

Due to the modest scale of the development there will be no significant impact upon local services.

There is no local demand for a footpath link from New Road to land to the north of the site. There is no footpath link proposed.

There is no proposed vehicular or pedestrian link to the site via the site of The Views which is outside the applicant's control.

5 ACCESS

The layout for the new access and associated highway are identical to that shown on the previously approved scheme.

The road is also approved under an extant permission for residential development on land adjacent 198 New Road.

Application for adoption of the highway is to be made to Barnsley M.B.C.

The previously approved scheme was accessed directly from Oaklea Close and it was demonstrated that the existing highway network was suitable to serve dwellings well in excess of the numbers proposed.

6 CONCLUSIONS

Any additional traffic arising from the development can be accommodated on the local highway network.

The development of the site will not impact on land safeguarded on the UDP for other purposes.

The development is within an existing settlement, close to existing amenities and public transport links.

Because the scheme is small in scale it will not impact on the community infrastructure, services or facilities.