

DESIGN AND ACCESS STATEMENT

LEE LANE, ROYSTON

NOVEMBER 2016



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KSL Design Ltd have been instructed by Barratt Homes to produce this Design and Access Statement to accompany this full application for 164 houses on land off Lee Lane, Royston.

The purpose of this Design and Access Statement is to describe the design process that has been undertaken in order to create a high quality and locally inspired place, following central Government guidance in the form of the NPPF and PPG, local planning policy and CABE guidance "Design and Access Statements: How to read, write and use them".

In order to consider and explain the principles and concepts that have been applied to particular aspects of the scheme, this statement is divided into the following sections:

SECTION 1: CONTEXT

An appraisal of the context and the surrounding area to which the development will sit and analysis of the site itself, together with a consideration of the relevant planning policies relating to design.

SECTION 2: EVALUATION

This section evaluates the constraints and opportunities presented by the site and the subsequent design objectives which were formed.

SECTION 3: DESIGN PROPOSALS

Presentation of the design proposals, describing the uses proposed, the amount, layout and scale of development, landscaping, and appearance.

SECTION 4: SUMMARY

Assesses the proposals against the relevant 12 Building for Life questions.

Section 1: Context



CONTEXT

PLANNING POLICY CONTEXT

NATIONAL PLANNING POLICY

The proposed residential development has been formulated in light of the relevant design policies within the adopted Local Plan, the NPPF and Circulars. Those considered to be of particular pertinence relating to design are set out below.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The NPPF was adopted on 27 March 2012 and sets out the presumption in favour of sustainable development at the heart of the planning system (para.15) and states that good design is a key aspect of sustainable development which is indivisible from good planning (para. 56). Paragraph 50 of the NPPF requires local planning authorities to "deliver a wide choice of high quality homes, widen choice for home ownership and create sustainable, inclusive and mixed communities". This design and access statement demonstrates that the proposal ensures that a range of high quality homes is delivered.

Twelve 'core planning principles' are at the heart of the NPPF. These includes to "always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

Chapter 7 of the NPPF sets out the governments requirements to good design of the built environment. Paragraph 57 states it is "important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider development schemes"

Paragraph 58 of the NPPF states policies and decisions should aim to ensure that developments:

- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- responds to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- are visually attractive as a result of good architecture and appropriate landscaping.

The NPPF acknowledges that it is proper to seek to promote or reinforce local distinctiveness (para. 60) and that designs should address the connections between people and places and the integration of new development into the natural and built environment (para. 61).

Poorly designed development or that which fails to take the opportunities available for improving the character and quality of an area and the way it functions should be refused (para. 64).

PLANNING PRACTICE GUIDANCE (MARCH 2014)

The Planning Practice Guidance is a web based resource, which aims to support the National Planning Policy Framework. The guidance emphasises the importance of providing good quality design as an integral part of sustainable development. It states that the following planning objectives can be helped by good design. Planning should promote:

- local character (including landscape setting);
- promote safe, connected and efficient streets;
- promote a network of greenspaces (including parks) and public spaces;
- address crime prevention;
- promote appropriate security measures;
- promote access and inclusion;
- promote efficient use of natural resources;
- promote cohesive and vibrant neighborhoods.

Well-designed places should also abide by certain principles. They should;

- be functional;
- support mixed uses and tenures;
- ensure public space is lively;
- be adaptable and resilient;
- have distinctive character;
- be attractive;
- promote ease of movement.

The guidance also identifies the way in which buildings and the spaces between them should be considered. They must consider;

- layout;
- form;
- scale;
- details;
- materials

OTHER GUIDANCE

- Building for Life 12

LOCAL PLANNING POLICY

Barnsley Metropolitan Borough Council is currently preparing a new Local Plan, the publication version of which was consulted upon Summer 2016. The Council will eventually move the Local Plan forward to Examination. Until the new Local Plan is adopted, the Statutory Development Plan for Barnsley comprises the adopted Core Strategy (September 2011), the adopted Barnsley Education Sites DPD (January 2009), the Joint Waste Plan (March 2012) and the remaining saved policies of the Unitary Development Plan (2000).

BARNSLEY UNITARY DEVELOPMENT PLAN (2000)

The Unitary Development Plan for Barnsley was adopted in 2000. A number of its policies have been superseded by those contained within the Core Strategy, however a number have remained saved.

However, there are no saved policies within the UDP that are relevant to this Design and Access Statement.

BARNSLEY CORE STRATEGY (2011)

The Core Strategy was adopted in 2011. The following policies relate to design and are therefore pertinent to this Design and Access Statement.

Policy CSP14 relates to housing mix and the efficient use of land. It states that housing proposals will be expected to include a broad mix of house size, type and tenure to create mixed and balanced communities. A minimum density of 40 dwellings per hectare will be expected.

Policy CSP29 states that high quality development will be expected, that respects, takes advantage of and enhances the distinctive features of Barnsley. Development should:

- Contribute to place making and be of a high quality, that contributes to a healthy, safe and sustainable environment;
- Help to transform the character of physical environments that have become run down and are lacking distinctiveness;
- Enable all people to gain access safely and conveniently;
- Contribute towards creating attractive, sustainable and successful neighbourhoods;
- Achieve a Building for Life assessment rating of 'good' or equivalent as a minimum, in developments of 10 or more dwellings.

CONNECTIONS & LOCAL FACILITIES

PUBLIC TRANSPORT

Public transport provision within the vicinity of the proposed development is reasonably good and provides a reliable, viable alternative to the use of a private car.

The closest bus stop is immediately adjacent to the south eastern corner of the site at the junction between Lee Lane and Applehaigh View. The 451 Holy Trinity school bus service runs from this stop, both in the morning and after school closing time. Further bus stops are located on Lee Lane, between 440 and 760m walking distance from the application site at its junction with West End Avenue and Oakwood Road. Bus services operate every 10 to 20 minutes to locations including Barnsley Interchange, Monk Bretton, Carlton, Notton, Newmillerdam, Sandal and Wakefield.

The nearest easily accessible train station is Barnsley, which can be reached by bus from Royston in approximately 30 minutes. Services operate regularly to locations including, Sheffield, Meadowhall, Leeds and Nottingham.

LOCAL FACILITIES

The application site sits immediately adjacent to the settlement extent of Royston and is located approximately 1km walking distance from the defined Principal Shopping / Commercial Centre. Alternatively, the Commercial Centre can be accessed by bus service.

Royston is identified as a Principal Town in the Core Strategy's Settlement Hierarchy and contains a wide variety of shops and services. The defined Commercial Centre offers a number of independent stores, including a bakery and hairdressers, a Co-op foodstore, an Asda supermarket, a pharmacy, a Post Office, library and leisure centre. A dental surgery is located further along Midland Road.

Doctors' surgeries are located close by in the neighbouring settlements of Mapplewell, Cudworth and Barnsley, some of which are accessible by public transport.

In terms of education, the application site is located only approximately 800m walking distance from Meadstead Primary Academy to the east and 650m walking distance from Summer Fields Primary Academy to the north east. Other primary schools within Royston are also accessible from the application site. Secondary schools such as Outwood Academy in Carlton and Holy Trinity are located only 1.2 miles and 1.6 miles away respectively. Holy Trinity is also accessible by school bus from the bus stop immediately adjacent to the application site.

The site has good access to a range of public open spaces, including the surrounding open countryside, the informal amenity space off Little Westfields to the north east, Royston Welfare Park, which includes a children's equipped play area and sports facilities, and Oakwood Road playing fields. The site is also within easy walking distance of the allotments off West End Crescent to the south east.

LOCAL CHARACTER

Royston is identified as a Principal Town in the Core Strategy's defined Settlement Hierarchy. Only the urban area of Barnsley sits at a higher level in the hierarchy as the Sub-regional Town. The site sits immediately adjacent to the western boundary of the settlement along the main west to east axis road.

The western extent of Royston is residential in character and consists of a number of defined residential estates that have developed over time, extending to the north and south of Lee Lane (B6528). The housing estates are largely characterised by cul-de-sac development leading off more minor roads and streets. A number of connecting roads are provided, particularly to the north of Lee Lane that provide circular routes.

The properties along either side of Lee Lane in the vicinity of the site are largely individually designed and are a variety of ages and sizes, using a variety of materials, such as red and buff bricks, white render, grey slate tiles and a variety of pantiles. They are characterised by large front gardens. Some backland development has occurred with the formation of cul-de-sacs and long private driveways.

Beyond the Lee Lane frontage are a number of housing estates. The closest to the application site is that off Applehaigh View, which takes a more regimented building form. A combination of large detached properties two storey properties and smaller bungalows are present, again using a variety of materials.

Further along Lee Lane, where it meets the High Street are a number of older stone built properties, mainly terraced in design, along with a few cottages. Adjacent to the older properties are a number of newly built houses, which replicate the use of stone.



Existing properties off Applehaigh View



Newly built stone properties on Lee Lane



Existing stone properties on Lee Lane



Newly built contemporary properties off Lee Lane

SITE DESCRIPTION

DESCRIPTION OF THE SITE

The site is located immediately adjacent to the western extent of Royston and sits comfortably between Lee Lane and a disused railway line. Despite being within the countryside, the site has an extremely close connection with the adjacent residential area.

The Barnsley UDP (2000) Proposals Map confirms that the site is identified as Safeguarded Land, however it is not subject to any other specific protective designations and is not located within a Conservation Area. There are no Listed Buildings within the vicinity of the site.

The site, measuring 5.28 hectares in size, comprises two large fields that appear to have been used at different times for a combination of grazing livestock and cutting for hay. A small number of trees are randomly dispersed across the site.

To the north of the site are a number of small paddocks divided from the site by a field boundary and a cluster of trees.

The eastern boundary is characterised largely by the rear boundaries of the residential properties that front onto Applehaigh View. The very northern section of the eastern boundary forms the side garden boundary of the large house off Parkhead Close, which has extensive rear amenity space. The southern section of the eastern boundary comprises the start of Applehaigh View, separated from the road by two trees.

Lee Lane sits beyond the southern boundary of the site. A number of trees of varying maturity and hedgerows sit along the boundary, beyond which is a small grass verge before Lee Lane.

Beyond the western boundary of the site are a number of paddocks and fields, primarily used for grazing horses. Interspersed within these paddocks are temporary field shelters and a wood-built stable block sits with its back to Lee Lane. A strip of land along the southern end of the western boundary within the application site is subject to a right of access.

A disused railway line runs along the north western boundary of the site, characterised by dense vegetation and tree planting. A multi-user recreational route runs along its length.

Please see image below.



Site Location Plan



View along Lee Lane to the west



View along Lee Lane to the east



Existing elevated tree belt along the northern boundary providing a natural screen to the Green Belt boundary



Existing properties along eastern boundary



Existing properties along eastern boundary



Existing footpath link to the Transpennine Trail off Parkhead Close with 3 storey dwellings adjacent.

COMMUNITY ENGAGEMENT

A public exhibition was held by Barratt Homes on 20th October 2016 at Royston Working Mens' Club. A separate Community Engagement Statement has been produced, which provides more detail about the methodology and consultation process.

A number of comments were received from interested parties at the event. Of particular relevance to design considerations was concern regarding the distance between the houses on Applehaigh View to the east of the site and the proposed houses. Suggestions were made to incorporate a buffer zone between existing and new residential properties, as well as making changes to the layout and re-orientation of some of the plots.

TECHNICAL CONSIDERATIONS

Ecology

A Preliminary Ecological Appraisal has been undertaken by Brooks Ecological in support of this planning application. It presents an initial assessment of the potential ecological constraints and opportunities relating to the site.

The Appraisal concludes that the site is suitable for the proposed development, however consideration should be given to the interface with the wooded dismantled railway to the north. The habitats within the site are found to be entirely unremarkable, of low ecological value and not presenting any constraint to the proposals.

An Autumn bat activity survey has been carried out. It will not be necessary to mitigate / compensate any significant ecological impacts in respect to the proposals.

Transport Assessment

WSP / Parsons Brinckerhoff have been commissioned to produce a Transport Assessment and Travel Plan in support of this application.

The Transport Assessment concludes that the site is in a sustainable location for access by non-car modes and the highest increase in traffic movements on any approach is less than 1 vehicle per minute.

Section 2: Evaluation



EVALUATION

CONSTRAINTS AND OPPORTUNITIES

The proposed layout has been informed by a thorough understanding of the context within which the proposed development will sit, as demonstrated in the previous sections. Account has been taken of the overall character and appearance of this part of Royston, the site's proximity to the open countryside and its relationship with neighbouring residential properties.

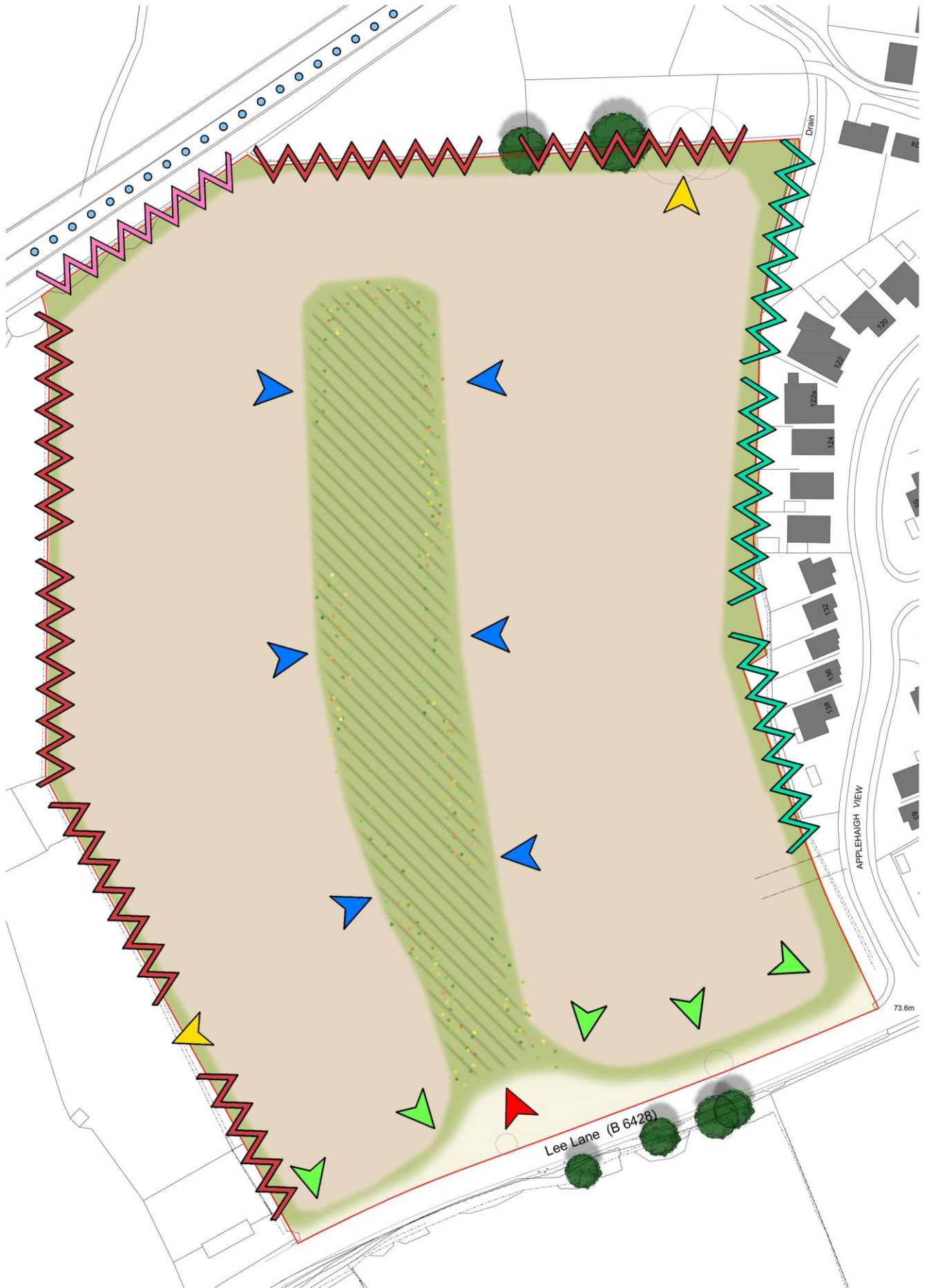
The constraints and opportunities provide a useful basis for the formulation of a design concept and are summarised below.

CONSTRAINTS

- Proximity of existing residential properties to the east;
- Impact of the development on existing trees, particularly those located within the site and those beyond the north western boundary along the line of the dismantled railway line;
- Limited options for site access.
- Potential future access required to northern boundary and pedestrian link to Transpennine Trail

OPPORTUNITIES

- Integration of site with surrounding neighbourhood;
- Provision of enhanced tree planting and public open space provision;
- Plan for the future in terms of further development into the remainder of the Safeguarded Land;
- Provide a high quality development that fits in with its surroundings.
- Housing can be delivered which will widen the choice of tenure, size, type and availability of new dwellings within Royston.



Legend



Existing dwellings along eastern boundary - amenity to be respected



Site access land to be retained for future roundabout to serve the wider development



Dwellings to provide a positive frontage to Lee Lane and Applehaigh View



Existing trees along northern boundary to be retained. Existing elevated tree belt creates a natural screen to the green belt boundary beyond. Natural barrier retained and gardens to back on



Potential future access to adjacent land and pedestrian link to Transpennine Trail



Area of proposed development



Future development beyond western and northern boundary



Centrally located public open space



Frontage development to public open space



Transpennine Trail to the north

THE DESIGN PROCESS

How the design of the development fits in with its surroundings has been an important consideration in compiling the submitted scheme. Creating an attractive sense of place has been key as well as future proofing the site to ensure that development can occur on the remainder of the Safeguarded Land should it be required. Careful thought has also been given to how the site functions internally as well as connecting it to its surroundings and the neighbouring residential areas of Royston.

DESIGN OBJECTIVES

In order to develop a design concept for the site a set of design objectives were formulated. They set parameters in terms of the vision and aspirations for the development and are set out below:

Objective 1: Connections

Integrate the development into its surroundings by creating good connections with Royston as a settlement and the public transport it provides.

Objective 2: Retention and enhancement of trees

Careful consideration has been given to new soft landscaping within the site and the retention where possible of existing trees. This is particularly important given the character of the site's surroundings.

Objective 3: Provide a mix of housing

Provide a mix of housing types and tenures in line with the requirements of Policy CSP14 of the Core Strategy.

Objective 4: Creating a sense of place

Design and position buildings with landscaping and boundaries to define and close spaces.

Objective 5: Streets for all

Design streets in a way that encourages low vehicle speeds and allows them to function as social spaces.

Objective 6: Car parking

Provide sufficient parking which is well integrated so that cars do not dominate the street scene.

Section 3: Design Proposals



DESIGN PROPOSALS

USE AND AMOUNT

The site measures 5.277 hectares and it is proposed that the development will bring forward the construction of 164 dwellings on site creating a natural extension to the existing settlement of Royston on already identified Safeguarded Land. The site is well positioned on the edge of a residential neighbourhood and provides an excellent opportunity to provide an extension to the town in a sustainable location.

The proposed development will bring forward a wide mix of houses from smaller 72.09 sq. m 3-bed dwellings to larger 113.8 sq. m 4-bed detached family homes.

3 bed semi-detached = 36no.

3 bed detached = 31no.

4 bed townhouses = 15no.

4 bed detached = 66no.

In addition to the market housing, a total of 16 affordable housing units will be provided on site within the scheme.

The main area of public open space will run through the site on a north-south axis. It will be linear and broadly rectangular in shape. Smaller incidental areas of open space will be provided at the vehicular entrance to the development and along the site's frontage with Lee Lane. A total of 0.55 hectares of public open space will be provided across the site.



Features Of Build Development Plan

Legend



Dual aspect dwellings



2.5 Storey dwellings



Active frontages



Dwellings providing a visual stop

LAYOUT AND SCALE

The proposed layout plan shows the details of the development, with careful consideration being afforded to integrating the site with its surrounding, whilst providing appropriate boundaries against existing neighbouring development. Creating an attractive sense of place has been a key consideration in determining an appropriate layout for the site.

EASTERN BOUNDARY – RELATIONSHIP WITH EXISTING PROPERTIES

How the scheme interacts with the existing residential properties to the east of the site was an important concern raised by residents at the public consultation event. The eastern boundary of the site is characterised by the rear boundaries of the properties that front onto Applehaigh View and the side garden boundary of the large property off Parkhead Close.

The feedback received at the consultation event has been taken into consideration and the new properties along this boundary have been set back further to allow a greater separation distance between the existing and new dwellings. These changes have resulted in amendments to the siting and scale of some dwellings located within the centre of the site. To maintain the same development density we have introduced a small number of 2.5 storey dwellings.

The proposed layout plan shows that the distance between the properties that are rear facing is between 21.6m at its shortest and 32.4m at its furthest. Plot 23, which is side on to the properties on Applehaigh View is 17.2m away, however there are no habitable room windows on the eastern elevation of plot 23, avoiding the risk of overlooking.

The distances achieved to existing properties are now in excess of the South Yorkshire Residential Design Guide adopted by Barnsley Council.



Extract of eastern boundary with distances to existing properties presented to local residents at the public consultation.



Proposed layout has greater separation distances to existing dwellings along eastern boundary

PEDESTRIAN ROUTES

Pedestrian routes internally within the site have been carefully considered. The proposed layout provides a pedestrian friendly environment that reduces the impact of vehicles. A large public open space running linear through the development will include numerous footpaths enabling pedestrians to move through the site without the need to use the road network.

A number of shared surface islands are proposed at key junctions within the internal road network, encouraging vehicles to drive slowly and providing pedestrians with convenient places to cross.

Pedestrian access into the site is via the main vehicular access point or the pedestrian only access towards the south eastern corner. This provides convenient access to the bus stop on the corner of Applehaigh View, providing a school bus service.

FRONTAGES AND BUILDING FORM

Careful consideration has been given to how the development relates to Lee Lane, which is the main access road into Royston from the west. Influence has been taken from those existing properties along Lee Lane to the east of the site, which have large front gardens and are therefore set back from the road side. Tree planting is also prevalent along Lee Lane to the east.

The proposed dwellings will be set back from the main road by a new road side footpath, a line of newly planted trees, the private driveways to the new properties and the front gardens. Space will also be created by the land set aside for a future roundabout, which will be landscaped in the interim and will provide an attractive green entrance to the development.

As previously stated properties along the eastern boundary of the site will back onto existing properties, creating a safe and appropriate development boundary.

The northern and western boundaries of the site will have defensible rear boundaries with the countryside beyond. It is likely that the land beyond will be utilised for development in the future given that it is Safeguarded Land and therefore rear boundaries along these edges will form a suitable interface with future development.

Throughout the development, opportunities have been taken where possible to ensure properties front onto the primary street as a priority. Where this is not possible properties will front onto either the secondary street or the areas of private shared driveway. In appropriate locations, corner turning properties will be provided that have dual aspect frontages, ensuring blank elevations are not a feature within the development.

Overall, the varying house types and sizes of property are spread throughout the development providing a strong sense of place and diversity. The properties will be set back from the street, with all properties having a small garden or landscaped area to the front. The majority of properties will have stepped back garages, integral garages or long driveways extending behind the front elevation of the dwellings to obscure parked cars, which will ensure cars do not dominate the street scene.

A varied collection of properties will face onto the new public open space, creating an interesting focal point for the development.

STREET HIERARCHY

A very clear hierarchy of streets will be achieved within the scheme, with a single primary street running through the development, creating a circular route. Small number of secondary streets will be created allowing access to a number of private shared driveways serving a small number of dwellings in each case.

A series of measures have been designed into the scheme to encourage vehicles to travel at a reduced speed. Along the primary street this includes a number of pedestrian islands at key intersections. The primary street terminates at the public open space only a relatively short distance into the site, before turning at right angles to continue around the site, creating a residential feel to the scheme.



Movement Plan

Legend



Primary street



Secondary street



Private drive



Potential future access to adjacent land and pedestrian link to Transpennine Trail



Transpennine Trail to the north



Proposed footpaths



Existing footpaths



Existing footpath link from Parkhead Close/Applehaigh View to the Transpennine Trail

CRIME PREVENTION

A wide range of design elements have been incorporated into the scheme which seek to aid in preventing crime and creating a positive sense of place.

The development has been carefully arranged to ensure that the dwellings have active frontages onto either the primary street, secondary streets or the areas of private driveways. A strong development frontage has been provided at both the vehicular and pedestrian access points into the site creating a positive sense of place and ensuring the development provides natural surveillance opportunities and in turn making the area feel safe. The careful positioning of the units and landscaping features within the site results in a design that will make the street scape interesting as well as improve the feeling of security.

Properties are proposed to overlook the area of public open space, ensuring the area not only provides an attractive place but also ensuring the development contains no hidden corners or areas without natural surveillance.

Only a single vehicular access point will be provided limiting the number of exit routes for potential criminals and reducing the attraction of the area to such people.

The rear gardens of the new properties have been paired with those of existing dwellings ensuring that their safety and security is enhanced to their benefit as well as that of new residents. This will also be the case along the northern and western boundary should further residential development be provided at a later date.

Clearly defined public and private spaces are provided throughout the site enabling defensible space to be created. Clearly defined plot boundaries enhance the feeling of ownership, which residents will naturally become protective over.

CHARACTER AND LANDSCAPING

ARCHITECTURAL STYLE

A wide variety of architectural styles can be found in the surrounding area. Properties along Lee Lane to the east of the development are largely individually designed, thereby creating an extremely diverse sense of place. The proposed dwellings reflect the diversity of architectural style in the surrounding area by providing a range of house types.

The designs display a clear hierarchy of windows, often larger on the ground floor. The generous window size will allow plenty of natural light into the proposed dwellings. This reflects the majority of the individually designed properties along Lee Lane, some of which are particularly modern in design.

The properties will have varying roofscapes, again reflecting the variety seen in the local area. Some properties will present a plain roofscape with the ridgeline parallel to the road, however to add variety and create a more interesting streetscape, properties with projecting gables have also been incorporated.

A number of properties have additional features of interest including string courses of contrasting brick colours, cills and window surrounds.



Palmerston



Maidstone



Ennerdale



Collaton



Eskdale



Woodcote



Windermere



Kingsley



Ripon



Alderney



Kenley



Barton

MATERIALS

As with the architectural styles, a variety of materials will be used across the site, reflecting the diversity of materials used in the surrounding area. A combination of red and buff bricks will be utilised as well as red and grey roof tiles, which will be interspersed throughout the development. The use of a variety of materials ensures residents feel a sense of ownership and own a home individually designed. Whilst a variety of materials will be used, they will be spread across the whole development, ensuring cohesiveness. Please refer to separate materials layout submitted with application.

LANDSCAPING

The development proposals have taken detailed consideration of both the character and setting of the proposed development, as well as existing natural features on the site.

A large area of public open space is provided within the site as a linear park running on a north-south axis, providing an attractive setting for the development as a whole, but particularly for those properties fronting onto it.

A further area of open space will be provided at the vehicular entrance to the development. Whilst this area is set aside for a roundabout in the future should further development be required on the remainder of the Safeguarded Land, in the interim it created an attractive entrance to the scheme.

A small number of trees will need to be removed along the northern and southern boundaries to accommodate the scheme. However, this will be offset by planting a large number of new trees across the site. Trees will be positioned in a variety of locations, including throughout the public open space, within the curtilage of the properties and in strategic positions within the street scene.

ACCESS

PEDESTRIANS AND CYCLING

Given the constrained nature of the site, no safe and viable opportunities exist to create permeable routes through the development to the surrounding area, however full advantage of the site's position on the main road running into Royston has been taken.

In addition to the footway adjacent to the vehicular entrance to the site, a secondary pedestrian access will be provided towards the south eastern corner, allowing convenient pedestrian access into Royston and to the bus stops along Lee Lane.

The development as a whole will prioritise pedestrian movement over vehicular by providing pedestrian friendly islands along the primary street, as well as areas of private driveway.

In terms of cyclists, the design speeds of the roads are such that vehicles will travel slowly, which will mean that the internal road network will be safe. This is enabled by speed restricting intersections throughout the development and numerous curves, turns and terminations in the road network.

VEHICULAR ACCESS

The site is proposed to be accessed off Lee Lane, approximately a third of the way along the southern boundary of the site from the west. Its position enables good visibility along Lee Lane in both directions and ensures it is a sufficient distance to the west to ensure no interference with Applehaigh View.

A curved building and footpath alignment at the entrance to the development ensures sufficient space to accommodate a roundabout. The anticipated traffic generation from the current scheme does not warrant the provision of a roundabout at present, however one will need to be installed in the future if further residential development occurs on the remaining Safeguarded Land. Ensuring adequate space is provided at an early stage will future proof the development and make matters easier in the long run should future development be required.

Internally, the hierarchy of streets is legible and is appropriate to the size of development proposed. It seeks to ensure that the scheme is pedestrian focussed and contains a number of features aimed at reducing the speed of vehicles.

All properties will be accessed off internal streets and driveways, including those fronting onto Lee Lane, ensuring safety on the main highway is maintained.

PARKING AND EXTERNAL STORAGE

The proposed layout plan demonstrates that a balanced mix of parking typologies will be provided. The majority of properties will have access to car parking spaces and in many cases a garage that is set within the curtilage of the property or integral to the building itself.

In terms of external storage, each plot will be provided with bin storage facilities to the side or rear of the properties to reduce street clutter. In addition, a number of the dwellings will be provided with private garages for the storage of items such as bicycles.

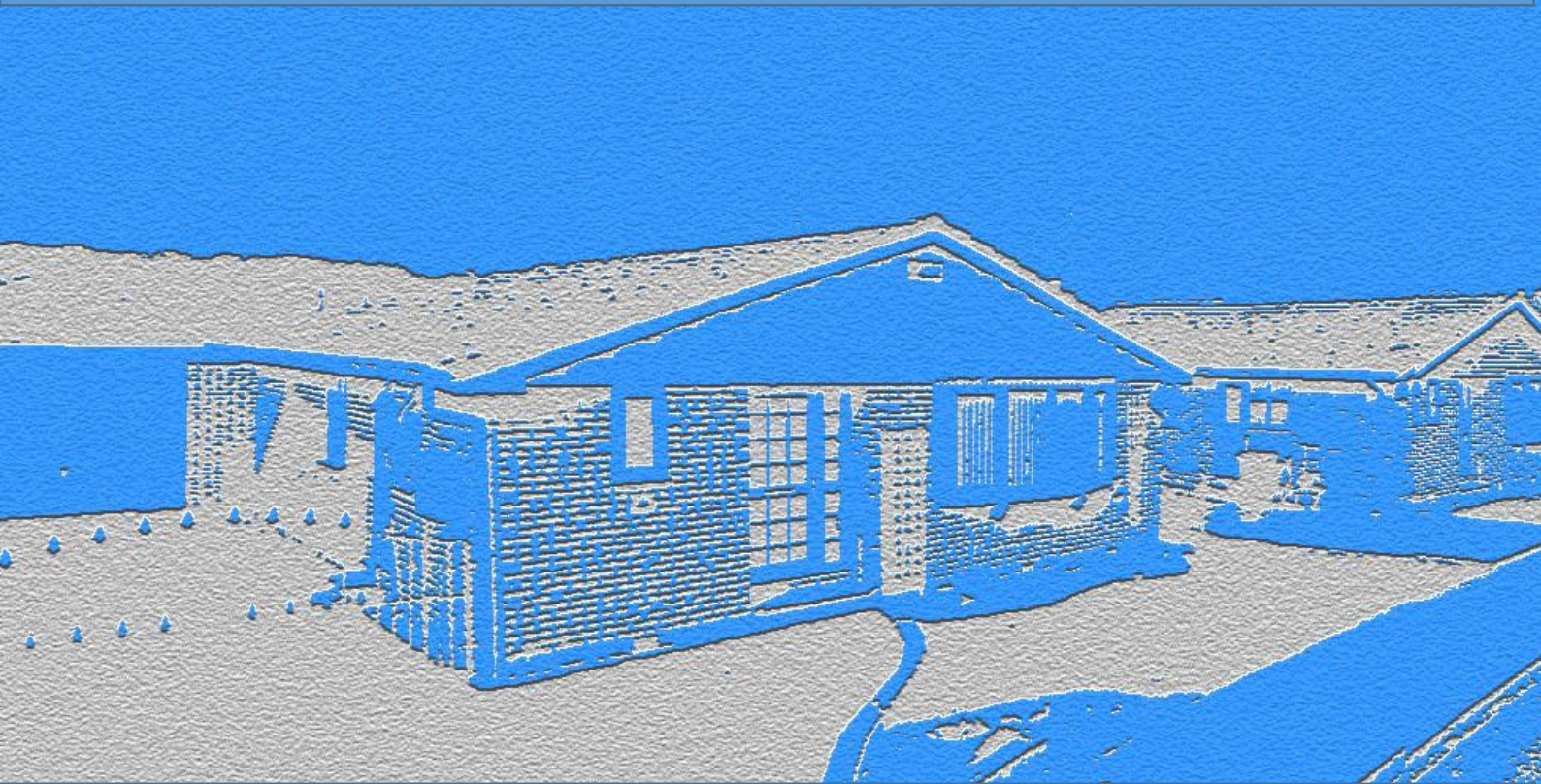


Green Infrastructure Plan

Legend

-  Indicative Landscaping
-  Existing trees removed / pruned
-  Existing trees to remain.
-  Proposed public open space

Section 4: Summary



SUMMARY

This document demonstrates the design-led approach that has been taken to the scheme which will deliver a high quality new development as a natural extension to Royston.

The Building for Life 12 questions are an accepted measure of good quality design and have been used below to summarise the qualities of the development.

1. CONNECTIONS

DOES THE SCHEME INTEGRATE INTO ITS SURROUNDINGS BY REINFORCING EXISTING CONNECTIONS AND CREATING NEW ONES; WHILST ALSO RESPECTING EXISTING BUILDINGS AND LAND USES ALONG THE BOUNDARIES OF THE DEVELOPMENT SITE?

YES: the scheme integrates well with its surroundings. The layout of the development ensures that the residential amenity of those residents living along Applehaigh View is maintained with more than adequate separation distances between the buildings. An appropriate frontage will be provided along Lee Lane ensuring the development has an active frontage. Few opportunities for pedestrian permeability exist, however an additional footpath is provided towards the south east corner of the site to ensure pedestrians have as shorter distance as possible to walk to essential services such as schools, shops and bus stops.

2. FACILITIES AND SERVICES

DOES THE DEVELOPMENT PROVIDE (OR IS CLOSE TO) COMMUNITY FACILITIES, SUCH AS SHOPS, SCHOOLS, WORK PLACES, PARKS, PLAY AREAS, PUBS AND CAFES?

YES: the development is situated immediately adjacent to the settlement of Royston, which is identified as a Principal Town and Commercial Centre in the Barnsley Core Strategy. The Commercial Centre is approximately 1km walking distance from the site and contains a variety of facilities, shops and services. Two primary schools, bus stops and parks are all within an easy walking distance of the development.

3. PUBLIC TRANSPORT

DOES THE SCHEME HAVE GOOD ACCESS TO PUBLIC TRANSPORT TO HELP REDUCE CAR DEPENDENCY?

YES: a bus stop is located immediately adjacent to the south eastern corner of the site, which provides services to Holy Trinity Secondary School. Further bus stops are located between 440m and 760m walking distance away, which provide regular services to locations such as Barnsley and Wakefield, both of which provide extensive employment opportunities as well as health care provision, shopping and service facilities.

4. MEETING LOCAL HOUSING REQUIREMENTS

DOES THE DEVELOPMENT HAVE A MIX OF HOUSING TYPES AND TENURES THAT SUIT LOCAL REQUIREMENTS?

YES: the development has a wide range of housing types and tenures from smaller 3 bed semi-detached properties to larger 4 bed detached homes. The scheme will also bring forward a total of 16 on site affordable homes.

5. CHARACTER

DOES THE SCHEME CREATE A PLACE WITH LOCALLY INSPIRED OR OTHERWISE DISTINCTIVE CHARACTER?

YES: the proposed layout plan demonstrates how the site can accommodate a range of different size and types of dwelling, the majority of which have generous plot sizes and outdoor amenity space. The character of the scheme reflects its surroundings. A variety of architectural styles are proposed to reflect the diverse array of housing in the local area, particularly the individually designed properties along Lee Lane. Extensive tree planting is proposed for the development. Tree planting will be provided along Lee Lane reflecting the character of Lee Lane to the east of the site. Properties along the southern boundary will be set back in line with those existing properties along Lee Lane. The network of streets and the arrangement of buildings will create an attractive development.

6. WORKING WITH THE SITE AND ITS CONTEXT

DOES THE SCHEME TAKE ADVANTAGE OF EXISTING TOPOGRAPHY, LANDSCAPE FEATURES (INCLUDING WATER COURSES), WILDLIFE HABITATS, EXISTING BUILDINGS, SITE ORIENTATION AND MICROCLIMATES?

YES: the application site is relatively flat with no significant topographical changes to negotiate. The rear boundaries of the residential properties to the east have been utilised to great effect. The hard boundary has allowed the new residential properties to back onto the existing dwellings creating a safe secure development.

7. CREATING WELL DEFINED STREETS AND SPACES

ARE BUILDINGS DESIGNED AND POSITIONED WITH LANDSCAPING TO DEFINE AND ENHANCE STREETS AND SPACES AND ARE BUILDINGS DESIGNED TO TURN CORNERS WELL?

YES: the layout plan shows how the development has been designed to create a pedestrian friendly environment with residential properties overlooking the central public open space. Corner turning properties will be provided at strategic locations throughout the development to ensure active frontages are provided onto the streets and private driveways. Perimeter block development is utilised to ensure the houses address the street scene.

8. EASY TO FIND YOUR WAY AROUND

IS THE SCHEME DESIGNED TO MAKE IT EASY TO FIND YOUR WAY AROUND?

YES: an appropriate hierarchy of streets will be provided with the primary street running in a circular route for ease of reference. The central public open space provides a focal point that can be seen from a variety of positions throughout the development.

9. STREETS FOR ALL

ARE STREETS DESIGNED IN A WAY THAT ENCOURAGES LOW VEHICLE SPEEDS AND ALLOW THEM TO FUNCTION AS SOCIAL SPACES?

YES: the internal street network has been designed so that there are only relatively short straight stretches which limit vehicle speed. Each street intersection has a pedestrian focussed island, which together with the corners at the termination of the POS, ensures vehicles travel at a reduced speed, keeping pedestrians and cyclists safe.

10. CAR PARKING

IS RESIDENT AND VISITOR PARKING SUFFICIENT AND WELL INTEGRATED SO THAT IT DOES NOT DOMINATE THE STREET?

YES: the layout plan confirms that a balanced mix of parking measures will be applied to the scheme, including private driveways, garages and car parking spaces, creating streets that are not dominated by the private car.

11. PUBLIC AND PRIVATE SPACES

WILL PUBLIC AND PRIVATE SPACES BE CLEARLY DEFINED AND DESIGNED TO HAVE APPROPRIATE ACCESS AND BE ABLE TO BE WELL MANAGED AND SAFE IN USE?

YES: all properties will have clearly defined private garden areas and car parking spaces. Some properties will also benefit from in curtilage driveway and garage space. Public and private areas will be appropriately defined, encouraging a sense of ownership and ensuring that the development feels safe.

12. EXTERNAL STORAGE AND AMENITY SPACE

IS THERE ADEQUATE EXTERNAL STORAGE SPACE FOR BINS AND RECYCLING, AS WELL AS VEHICLES AND CYCLES?

YES: the scheme will make adequate provision for the storage of bins and recycling to the side and/or rear of the properties, ensuring such facilities are located away from the street scene.