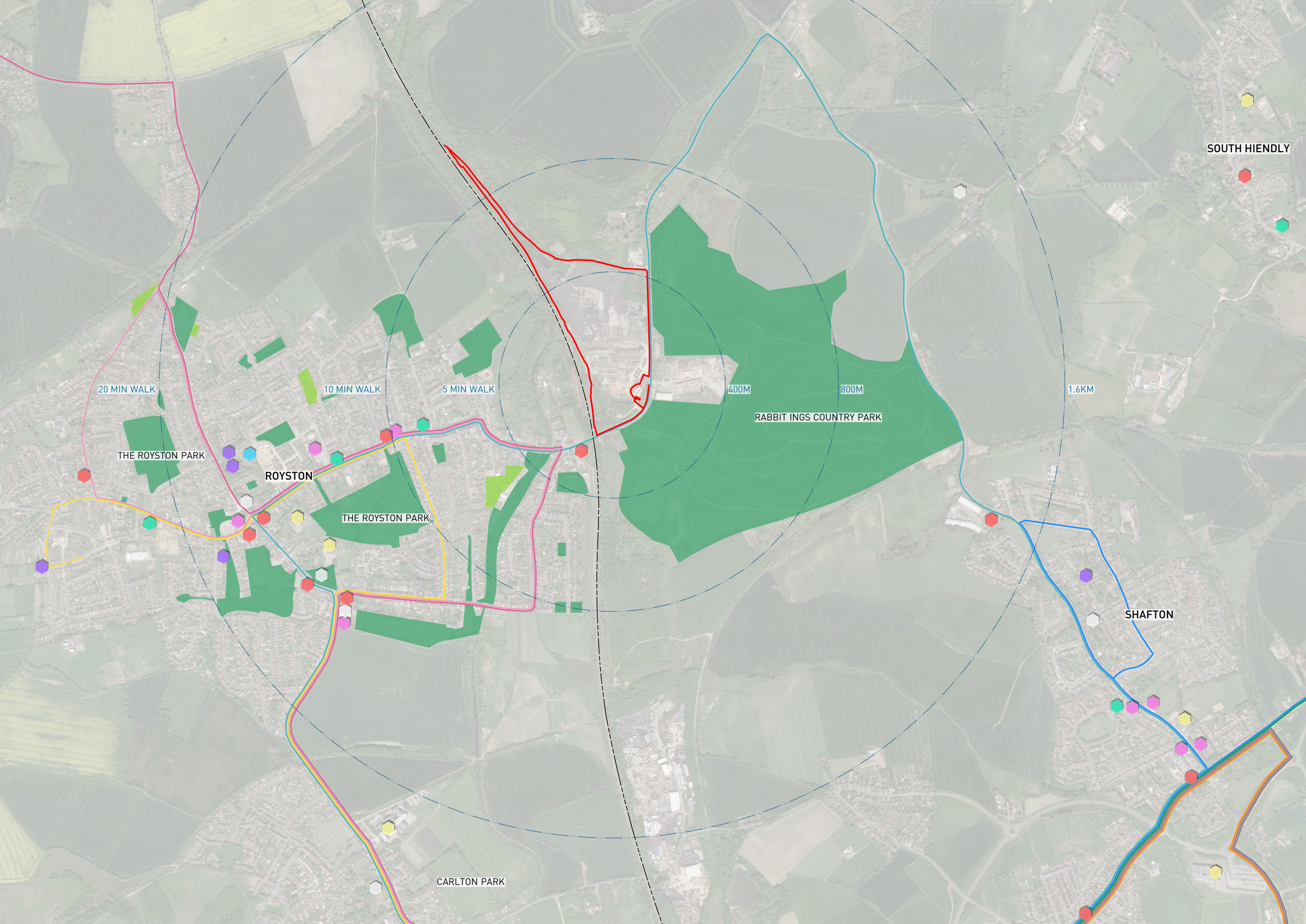




KEY

- SITE BOUNDARY
- APPROXIMATE WALKING DISTANCE / TIME
- GP / DENTAL PRACTICE
- PRIMARY & SECONDARY SCHOOL
- SUPERMARKET
- LEISURE CENTRE
- COMMUNITY CENTRE / LIBRARY
- PUB / CAFE / RESTAURANT
- PLACE OF WORSHIP
- PUBLIC GREENSPACE
- ALLOTMENT
- BUS ROUTE 59
- BUS ROUTE 59a
- BUS ROUTE 37SS
- BUS ROUTE 57
- BUS ROUTE 36
- BUS ROUTES 27, 27a, 27b
- BUS ROUTE 37
- BUS ROUTES 28, 28c
- BUS ROUTE 38
- EXISTING RAILWAY

Services + Facilities Plan

[Opposite]

13 Local Amenities

2.12.10 The Services and Facilities Plan identifies the provision within 800m (10-minute walk) of the Site which includes a dental practice, convenience store, pubs and several public greenspaces including Rabbit Ings Country Park. Since there is no national planning policy on acceptable walking distances, and indeed some people may be willing to walk further than 800m to access services and facilities, the plan also identifies facilities within 1.6km (20-minute walk), which includes schools, community facilities and places of worship. Further, the Transport Assessment identifies that most of Royston District Centre is located within a 2km walking distance from the Site, and identifies ways in which the financial contribution could be utilised to improve and enhance walking and cycling facilities between the Site and the centre.

14 Character Assessment

Royston

2.13.1 Royston The urban form of Royston take the form of a patchwork of different character areas that reveal the patterns of urban expansion through the centuries. The following sections of the character assessment group the general characteristics by time period.

Original Rural Fabric + Infill

2.13.2 Originating as a farming village, the historic urban fabric is rural in character and concentrated on the main routes and around St John's Church. Due to its low density, a high proportion of this is now surrounded by infill, built up throughout the lifespan of the historic grain. This is characterised by:

Historic Grain

- Sandstone or red brick with stone sills and heads
- Grey slate roofs
- 2 storey buildings
- Compact clusters of buildings forming a farmstead
- Small runs of terraced housing built as the settlement started expanding
- A high degree of enclosure with the street - fronting straight onto the street or with a small front garden with mature vegetation, enclosed with a low-medium height wall
- Variations of architectural detailing based on social status
- Large windows and elements of symmetry and repetition
- Chimneys with detailing

Infill

- Relatively plain and little architectural detailing overall
- Key buildings - often municipal - with a higher level of detailing or originality
- High degree of customisation: added extensions, gable windows, porches and bay windows
- Traditional shop fronts with chamfered corners
- Mixed uses linked to the location on key routes and at the core of the settlement
- 2 storey buildings
- A high degree of enclosure with the street with frontages leading straight onto footways or with a small to medium front garden enclosed with a low wall, often with a well maintained hedge
- Variations of roofscapes between groups of buildings with continuity in massing





Worker's Terraced Housing

2.14.2 With the construction of the Barnsley Canal in the 1790s later followed by the railway line, Royston became part of the Industrial Revolution. To accommodate the resulting increase in population of workers, rows of terraced housing were built to the east of the town, in proximity to the former colliery. This is characterised by:

- Predominantly red brick
- High status properties have sandstone façades
- Traditional gable roofs in grey slate
- Stylised by repetition, regularity and uniformity in roofscapes and massing
- Stepped construction adapted to ground levels
- Simplicity and little architectural detailing overall
- Some customisation: added gable windows, porches and bay windows
- 2 storey buildings
- A high degree of enclosure with the street with frontages leading straight onto footways or with a small to medium front garden enclosed with a low wall, often accompanied by a hedge.



Post-War Housing

2.14.1 The housing built during this period is characterised by the larger-scale approach to delivering housing. After the delivery of the dense workers' terraces arose the ambition to create better living conditions by design. These developments loosely echo Ebenezer Howard's garden suburb principles with areas of public and private open green space. These are present in the form pocket parks and increased plot sizes to accommodate more generous front and rear gardens. Despite this, as a symptom of the construction period, the inception of this housing stock depended on the economy of materials and show the following characteristics:

- Terraces and semi-detached dwellings
- Repetition and uniformity within streetscenes with little variation roofscape
- Varied grid structure
- Use of grassed communal green spaces with mature trees
- Brick with render, roughcast or cladding
- Use of non-traditional materials
- Grey and brown tile roofs
- 2 storey buildings with areas of bungalows
- Generous front and rear gardens
- On street parking
- A low degree of enclosure with the street with frontages set back at a distance from the street and low boundary treatments leading to open front gardens.



Late 20th Century Private Housing

2.14.3 This character type was designed as both planned developments, stretching to the north west in particular, and as smaller infill throughout Royston. The private developments in the later half of the 20th century are specifically suburban with detached plots, private gardens and utilising cul-de-sac block structures. In comparison to the previous characters, these dwellings introduce more variation in architectural detailing and styles.

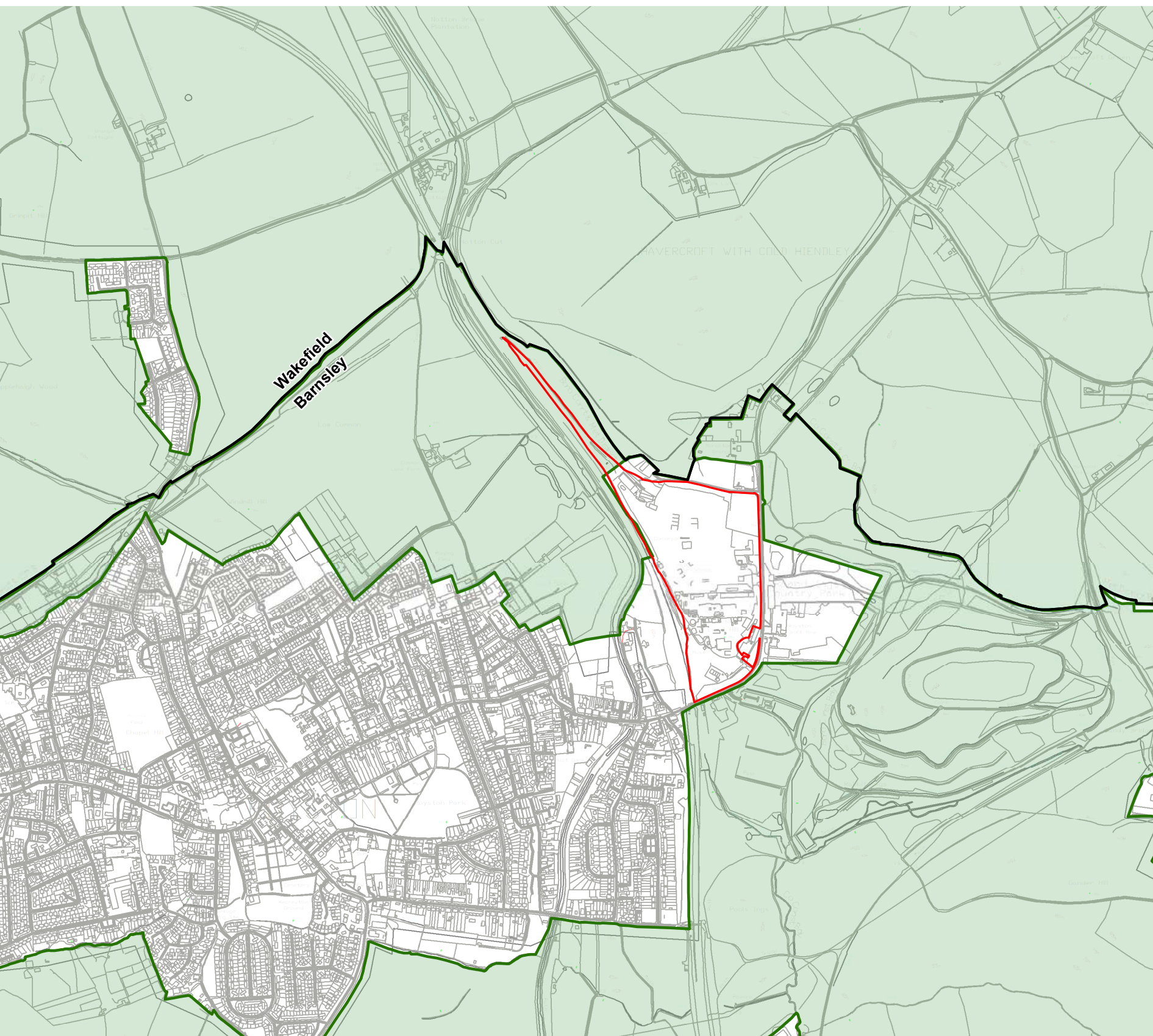
- Detached dwellings
- Cul-de-Sacs
- Brick construction with variations in colour
- Grey and brown tile roofs
- Use of gable and hipped roofs with variations in height and pitch
- 2 storey buildings with areas of bungalows
- Generous front and rear gardens
- On-plot parking with driveways and garages
- A medium degree of enclosure, with frontages set back at a comfortable distance from the street and medium height boundary treatments leading to planted front gardens.



Contemporary housing

2.14.4 Royston has continued to expand with new developments creating infill neighbourhoods throughout the town and more visibly, a large planned development to the north. These have generally been carried out by medium to large scale developers. These show a continuation of the existing suburban style with on-plot parking and private gardens. Contemporary features in this character include the following:

- Detached dwellings and semi-detached dwellings
- Permeable block structure
- Use of feature green spaces with landscaping
- Brick with variations in colour, sandstone, modern wood cladding
- Grey and brown tile roofs
- Contemporary and traditional style architectural detailing
- Use of gable and hipped roofs with variations in pitch but overall uniformity in roofscape height
- 2 storey buildings, some at 3 storeys in denser areas
- Front and rear gardens with increased plot efficiency
- On-plot parking with driveways, garages or integral parking
- A medium degree of enclosure, with frontages set back at a comfortable distance from the street, with gables giving the impression of added height accompanied by either low boundary treatments or well planted front gardens.

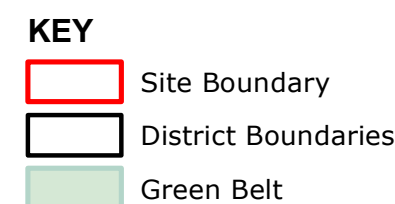


15 Planning Policy Context

National Planning Policy Framework

2.15.1 The NPPF was published in 2019. A key element of the NPPF confirms that local planning authorities should apply the presumption in favour of sustainable development (paragraph 11). For decision taking this means:

- Approving development proposals that accord with an up-to-date development plan without delay; or
- Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
- The application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.



Green Belt Plan

[Opposite]

16 Local Policy

2.16.1 Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The adopted development plan for the area comprises of the Barnsley Local Plan (adopted January 2019) and the Barnsley, Doncaster and Rotherham Joint Waste Plan (adopted March 2012).

Barnsley Local Plan

2.16.2 The Site is shown on Map 5 of the Policies Map (adopted January 2019). It is largely within the settlement boundary of the Principal Town of Royston (blue line) and identified as Urban Fabric, which is land within the settlement with no specific allocation (grey).

A small strip of land within the north-western portion of the site is Green Belt, which is to be kept mainly free from development (green).

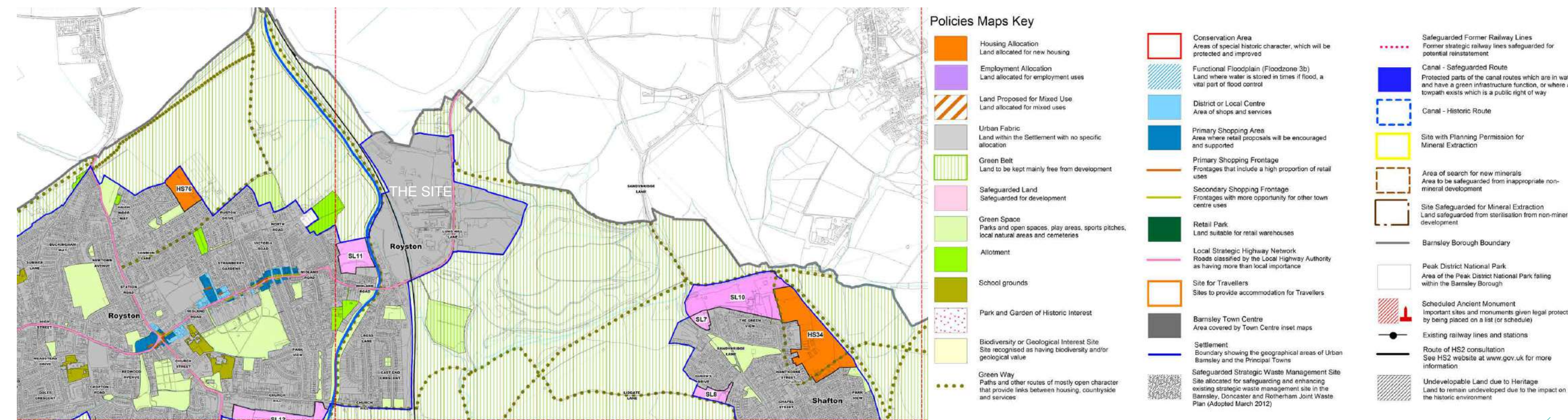
2.16.3 Policy T3 sets out the Council's expectations with regards to new development and sustainable travel. Development will be expected to be located and designed to reduce the need to travel and provide minimum levels of parking set out in the relevant Supplementary Planning Document (SPD).

2.16.4 Policy T4 expects new development to have safe, secure and convenient access and movement. If a development is not suitably served by the existing highway or would create or add to problems of safety or the efficiency the Council expect developers to take

mitigating action or to make a financial contribution to make sure the necessary improvements go ahead. Any contributions will be secured through a planning obligation or planning condition.

Design and Landscape Policies

2.16.5 Policy D1 sets the design principles expected of new development, taking advantage of and reinforcing the distinctive, local character and features including landscape character, topography, green infrastructure assets, important habitats, woodlands and other natural features.



Extracts of the Policies Map, Adopted January 2019

3. Evaluation

01 Constraints & Opportunities

Following the assessment of the site and its surroundings a series of existing constraints and opportunities have arisen.

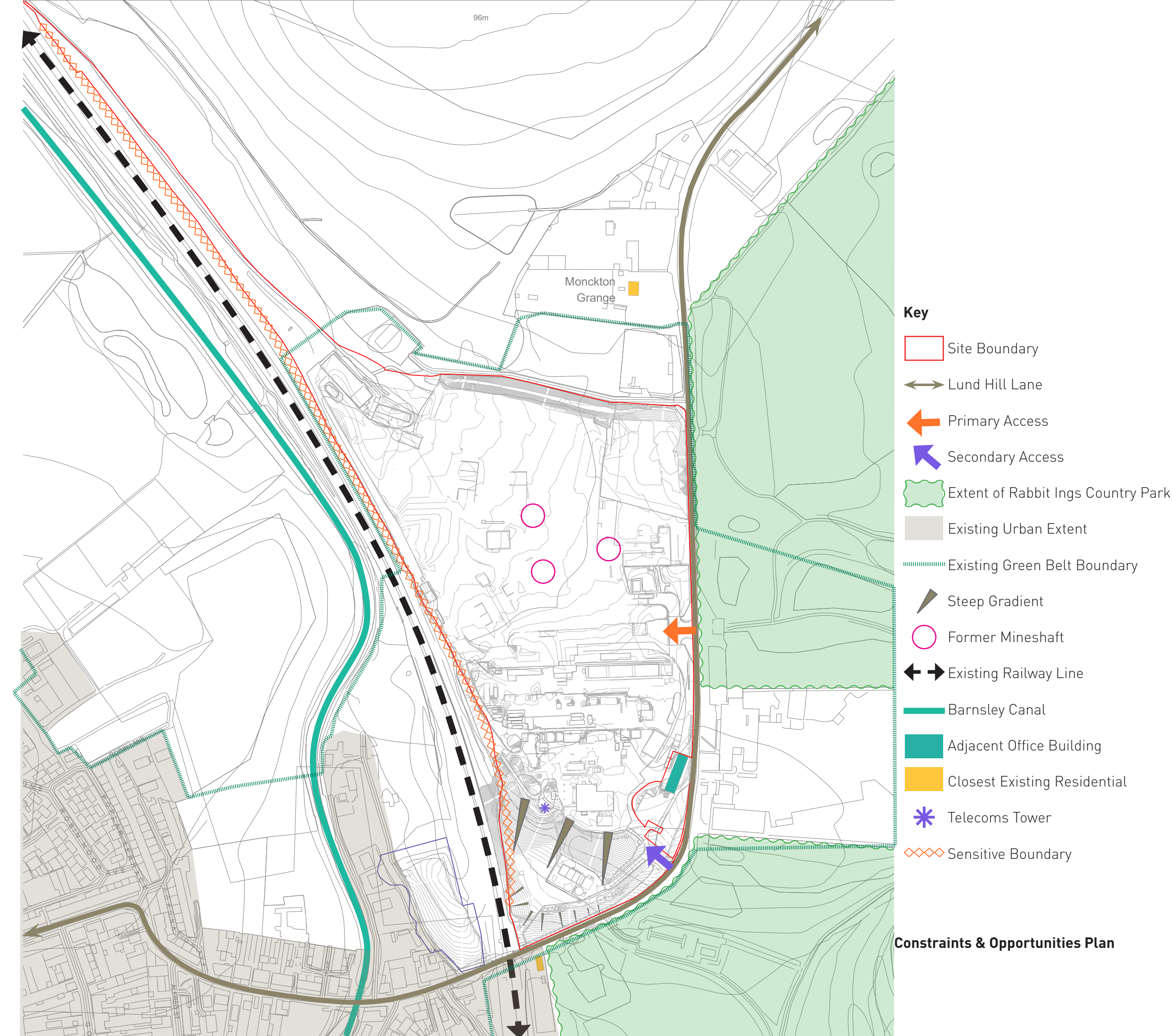
These conditions will be used to positively inform the development proposals, and ensure good design by relating to the local context.

CONSTRAINTS

- Mature trees and hedges;
- Potential location of water attenuation features;
- Eastern boundary adjacent to the open countryside;
- Existing Railway Line to the west of the site;
- Potential need to relocate existing telecoms tower at the detailed design stage;
- Access points onto Lund Hill Road.

OPPORTUNITIES

- Opportunities to provide new housing to meet local need;
- Remediation of a former industrial site;
- Direct connection to Rabbit Ings Park;
- Provide new recreational activities for new and existing residents;
- Create a new urban edge to Royston;
- To incorporate the existing mature landscape features of the site;
- Provision of new informal/formal public open space.



4. Design Proposals

01 The Vision

4.1.1 The design chapter of this document explains the design principles that have been applied to particular aspects of the proposal with the following:

- **High Quality Design**

The development of the site will seek to deliver a high quality layout, with the proposals being sensitively assimilated on the site and into the surrounding landscape. Successful design is dependent upon achieving an appropriate relationship between community needs, development principles, development form and a positive response to local conditions.

- **Choice & Identity**

The development should deliver a variety of residential dwellings and a commercial space for local residents. A mix of densities and typologies should be able to deliver a range and choice of dwellings to meet different needs.

- **Sustainable transport**

The development should seek to incorporate provision for sustainable transport routes and connect into the wider transport network.

- **Healthy living**

Walking and cycling will be actively promoted and will effectively link into the wider network benefiting both existing and future residents. The development should also deliver a Multi Use Games Area (MUGA) and areas for natural play. The location of these assets should be within easy reach of existing and future residents to maximise community benefit.

- **Connected strategic green open spaces**

Multi-functional green open space will provide places for people and wildlife with new open spaces for sports, recreation and play.

- **Sustainable Design and Distinctive Character**

The masterplan should effectively respond to the local context and the context of climate change, to create a new well designed place with a distinctive character which residents will be proud of.

- **Integrating with Neighbouring Areas**

The development should respond to local deficiencies and provides good connectivity to adjoining assets.

- **Landscape**

Integration of the existing landscape on site should be considered, taking opportunities to protect and enhance existing features along with mitigation and enhancement measures.

02 Use and Amount

4.2.1 The site extends to approximately 16.67 ha and will consist of the following uses:

Residential (11.36Ha)

4.2.2 The development proposals will deliver up to 500 houses with a mix of housing in line with national and local policy, that will be determined at the detailed design stage.

4.2.3 The proposed density across the site will be at least 40dph, which is in line with local policy, consistent with the overall density and character in the surrounding area and makes best use of the land available.

Commercial (0.04ha)

4.2.4 The proposals will include an area of commercial space, close to the secondary access point, proposed MUGA and adjacent to Rabbit Ings Country Park and the existing office building.

Public Open Space (2.66ha)

4.2.5 The Open Space Provision on New Housing Developments SPD set out that a minimum of 15% of the gross site area of new housing development must be open space. The application site has a gross site area of 16.67 ha and therefore the proposed development must incorporate over 2.5 ha (equivalent to 15%) of usable open space. As such the Masterplan currently over-provides the amount of Public Open Space that is required.

Incidental Open Space (0.7ha)

4.2.6 Additionally there will be 0.7ha of incidental open space throughout the site, which will enable the provision of softer landscaped edges to the development parcels, and enable a mix of character at the detailed design stage.

Structural Landscaping (1.37ha)

4.2.7 The proposals will also include 1.36ha of structural landscaping to provide a buffer between the open space and MUGA and Lund Hill Lane, along with an area for further tree planting and drainage to the north west of the site that lies within the green belt.

Highways infrastructure (0.14ha)

4.2.8 The retained access for the former pumping station and existing office block will be retained and incorporated into the development.

Maintenance Strip (0.1ha)

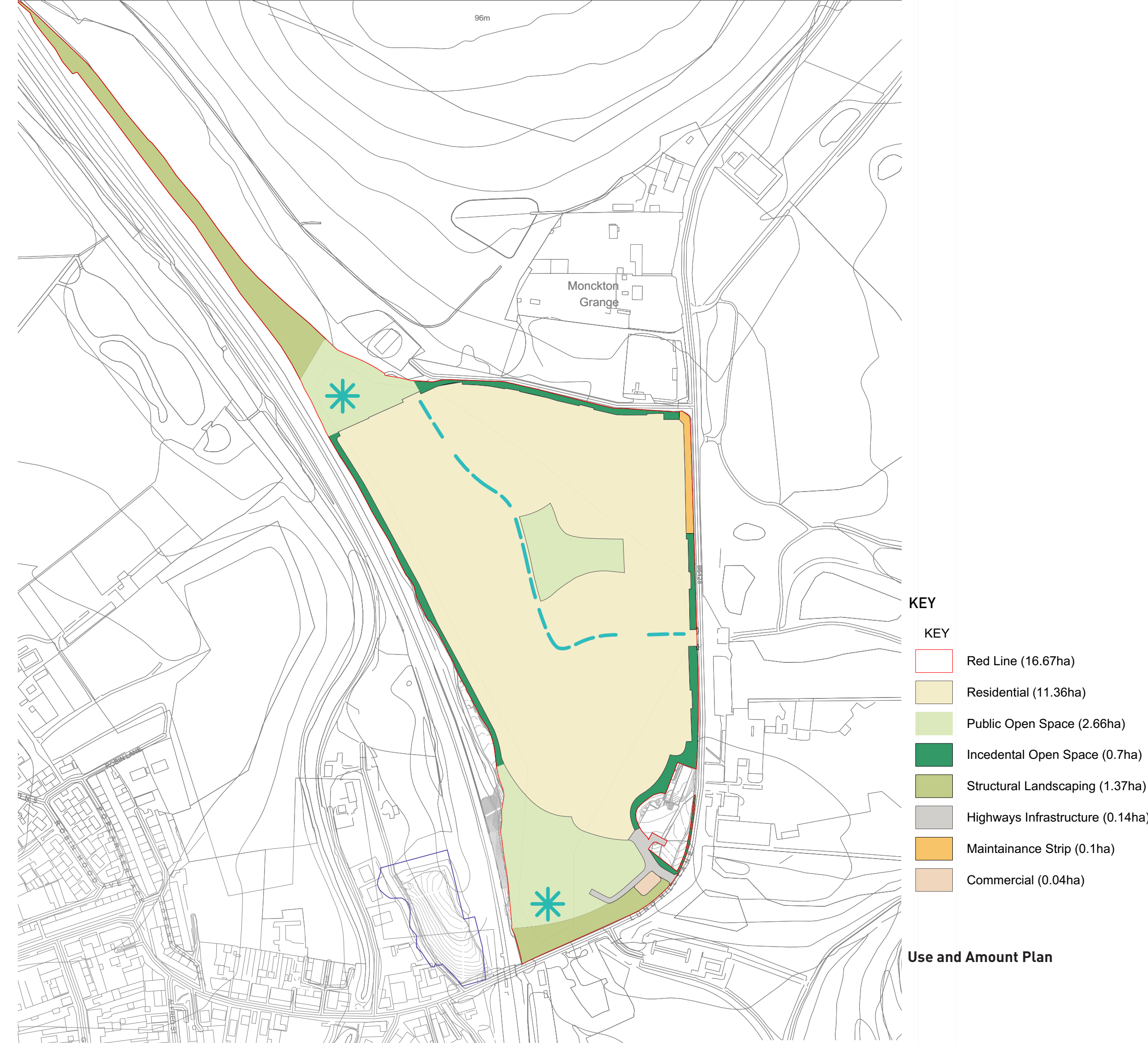
4.2.9 To the north east of the site a 10m wide maintenance strip for the existing bridge will be retained to ensure that future works on Lund Hill Lane will not be impacted.

Sustainable Urban Drainage

4.2.10 Surface water management within the proposed development has been designed to provide delivery of Sustainable Urban Drainage for the site. The drainage solution will provide sufficient storage to enable surface discharge from proposed development to be regulated.

 Attenuation Ponds

 SuDS Swales



03 Open Space + Amenity

- 4.2.11 The proposals will include several areas of publicly accessible open space, consisting of new and retained green space MUGA and Pocket Park play space.
- 4.2.12 The location of the MUGA has been carefully assessed, ensuring that it is within reach of existing and future residents, and also lies alongside the proposed commercial space and adjacent to the car park for Rabbit Ings Park. This will ensure that it is easily accessible and becomes a true community asset.
- 4.2.13 Areas of open space are provided around the layout, allowing easy access for future residents.
- 4.2.14 Existing trees and hedgerows will be retained and enhanced wherever practicable.
- 4.2.15 Although open space typologies are reserved at this stage the indicative layout of the site could be as follows:

- Pocket Park
- Public Open Space
- Multi Use Games Area
- Central Greenway with Planted Verges and SuDS Swales
- Buffer Planting



04 Movement

Access

- 4.4.1 The development incorporates two access points off Lund Hill Lane (B6428) from where access has previously taken in the Site's former uses.
- 4.4.2 Routes should seek to work with the topography, and create a route that is inclusive for all users.
- 4.4.3 The development is laid out around a permeable system of streets and spaces that recognise the need to combine the function of the street as a movement corridor alongside its place function.
- 4.4.4 A hierarchy of streets not only provides for the necessary vehicle circulation but also allows for footpath and cycleway connections with the wider area in order to assist in the creation of an integrated movement network.
- 4.4.5 To enhance legibility throughout the development, the hierarchy of vehicular movement is kept simple, as follows:

Primary Route

- 4.4.6 The primary route will form the main arterial route through the site, accommodating both vehicular and active travel movement throughout the development.
- 4.4.7 This route will be integrated within the wider green and blue infrastructure, with a tree-lined verge on one side and a large verge with SuDS swales on the Other.
- 4.4.8 This structure creates a formal route into the site with the residential build-line set back from the carriageway.

Secondary Route

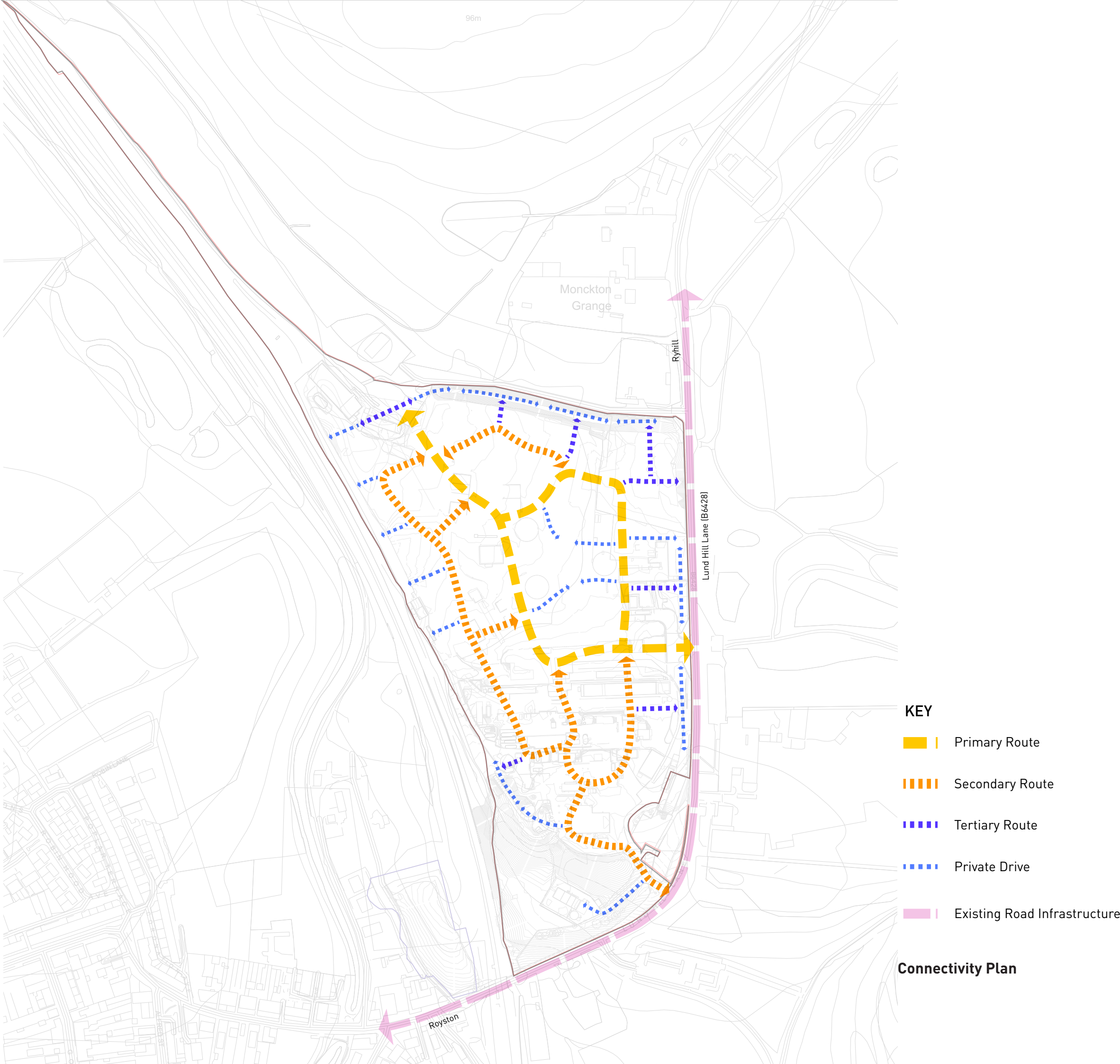
- 4.4.9 This lower category route provides further access in and around the development.
- 4.4.10 This street typology utilises tree planting and traffic calming techniques within the street design and layout to reduce vehicle speed and enhance the quality of the residential neighbourhood.

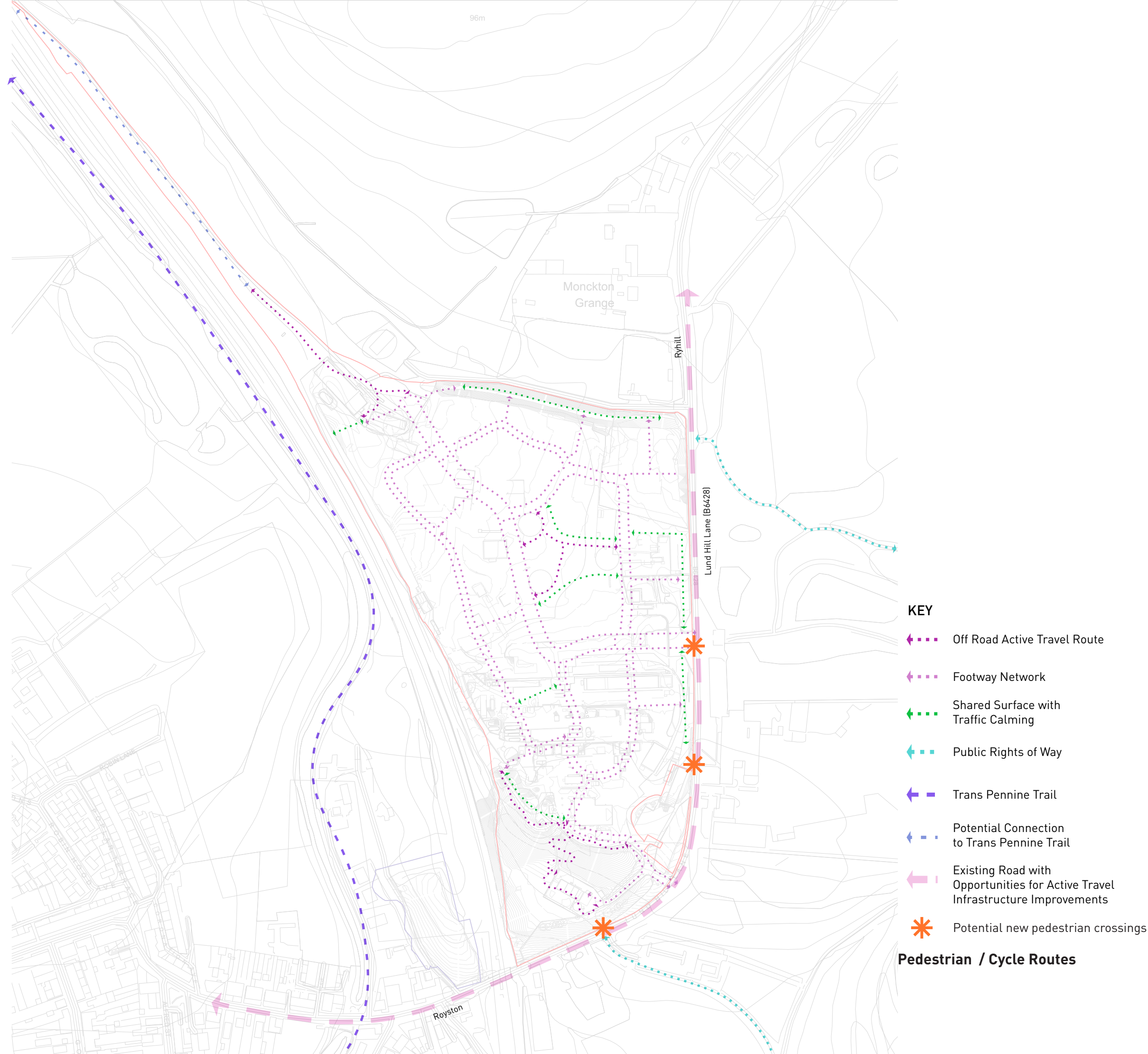
Tertiary Route

- 4.4.11 These streets provide the lower order residential access within the development and linkages with higher order routes.
- 4.4.12 They are designed to promote low vehicle speed to allow spaces to be shared by a number of users and create a sense of greater enclosure due to their decreased corridor width.
- 4.4.13 They will consist of a footway to one or both sides of the road. They provide choice in terms of routes for drivers, pedestrians and cyclists. There will be opportunities for on street parking to add activity to the street scene and provide efficient and convenient parking locations for visitors and residents.

Private Drives

- 4.4.14 This street type is designed for low speeds. This will benefit local residents by reducing noise, opening the street to other users that drivers and enhancing the quality of drives fronting onto the open spaces. As the start and destination point for vehicular movement, these routes have dead ends for road traffic but allow pedestrians, cyclists and other active travel users to continue through, thus enhancing the site's permeability.





Providing Pedestrian/Cycle routes

- 4.4.15 The new routes through the development will connect with existing streets and footpaths so that the new community will integrate with the wider area.
- 4.4.16 These routes should enable a high degree of permeability through the site linking key spaces.
- 4.4.17 This formation of linkages and routes along with the vehicular routes defines the development blocks and provides clear links through the development.
- 4.4.18 Three new pedestrian crossings are proposed along Lund Hill Road to further pedestrian connectivity from the site to Rabbit Ings Park.
- 4.4.19 The continuity of the street pattern assists in defining the public realm, promotes an active street scene and helps to create a safe and attractive environment. This will not only increase the variety of place experience possible but will also help focus social activity and interaction in public spaces.
- 4.4.20 The routes established within the masterplan should incorporate good lighting, overlooking from dwellings and the creation of level well designed crossing points.

5 Scale + Layout

Scale

- 4.5.1 Scale is reserved at this stage, however it is envisaged that the indicative scale of dwellings across the site could be up to 3 storeys, with single storey garages
- 4.5.2 The different ridge heights of the proposed house types could be used to create a varied roofscape and streetscene.
- 4.5.3 The proposed house types should take reference from the existing housing in the character studies in terms of massing as shown in Section 2.

Views and Vistas

- 4.5.4 The layout of the proposed development enables vistas through the site, these are terminated by new dwellings towards the centre, and views beyond the site towards the edges, which will add to the legibility of the layout.

Layout

- 4.5.5 The layout for the site has been influenced by the characteristics of the local context and good design principles.

Local distinctiveness

- 4.5.6 The layout should seek to reflect the structure of the surrounding area with perimeter blocks formed by detached properties and defensible private gardens.

Safety and security

- 4.5.7 Pedestrian safety within the development will be achieved by securing reduced vehicle speeds through the design of the internal access roads. Buildings will generally overlook the public realm with traditional back-to-back gardens, creating a greater distinction between the public and private realm.

Parking

- 4.5.8 On-plot parking may consist of garages and hard-standing, these should generally be located to the sides of properties to allow easy access. Parking should be set back from the roadside behind the building line to ensure they do not dominate the street scene.



KEY

- Up to 3 Storey Dwelling
- Up to 3 Storey Commercial Space
- Key Views

Building Heights Plan

6 Landscaping

Landscaping

- 4.6.1 Although landscape design is reserved at this stage, the application is supported by an Illustrative Landscape Masterplan which demonstrates how the site may deliver a varied and well designed layout.

Landscape Masterplan

- 4.6.2 The design of the masterplan has been informed by an appraisal of the site, as found in the accompanying LVIA.
- 4.6.3 It envisaged the the site will connect into the adjacent Rabbit Ings Country Park by way of providing clear and legible pedestrian routes that cross into the site.
- 4.6.4 There will be three major Landscaped areas, comprising of the retained Landscaped area to the North East, The Pocket Park and play space at the centre of the site, and the Landscaped area containing the MUGA to the south.

Green infrastructure

- 4.6.5 Green Infrastructure comprises multifunctional spaces that respond to different dimensions of the environment within the scheme.
- 4.6.6 The design should be influenced by the landscape context of the site and pay attention to a number of landscape related constraints and opportunities:
- Retention of the majority of established trees and hedgerows in order to protect the rural nature of the site;
 - Retained buffer planting along the boundaries of the site, creating a strong boundary between the proposed development and the existing railway line and Lund Hill Lane;
 - The creation of a new centralised open space to benefit future residents;
 - The delivery of a substantial new open space to the south, adjacent to Rabbit Ings Park that will benefit future and existing residents with the provision of a MUGA and landscaped open space.



5. Summary



Summary

Hybrid planning application seeking full planning permission for remediation and means of access, along with outline planning permission (with all matters reserved except access) for redevelopment of the site to include up to 500 residential units (C3), up to 400 sqm for A1-A5 use, along with ancillary parking, amenity, and all other associated public, semi public and private realm, soft/hard landscaping, infrastructure and highways works, access and a new internal road network connecting with the existing road network.

In arriving at a design solution for the site, we have shown how the physical, social and economic context has influenced the design in conceptual terms and informed the illustrative layout of the site.

The Design and Access Statement confirms the applicant's commitment to the delivery of a high quality development that is sensitive to the local context.

The proposals aim to make the most efficient use of land that is appropriate to the nature and setting of the site. The layout and design of the scheme will be such that it supports crime prevention and community safety, with development clearly overlooking public spaces and streets.

Illustrative Masterplan

[Opposite]



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