



land off lund hill lane

monckton
royston

Design & Access Statement

July 2020

Pegasus

Design





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Prepared on behalf of:

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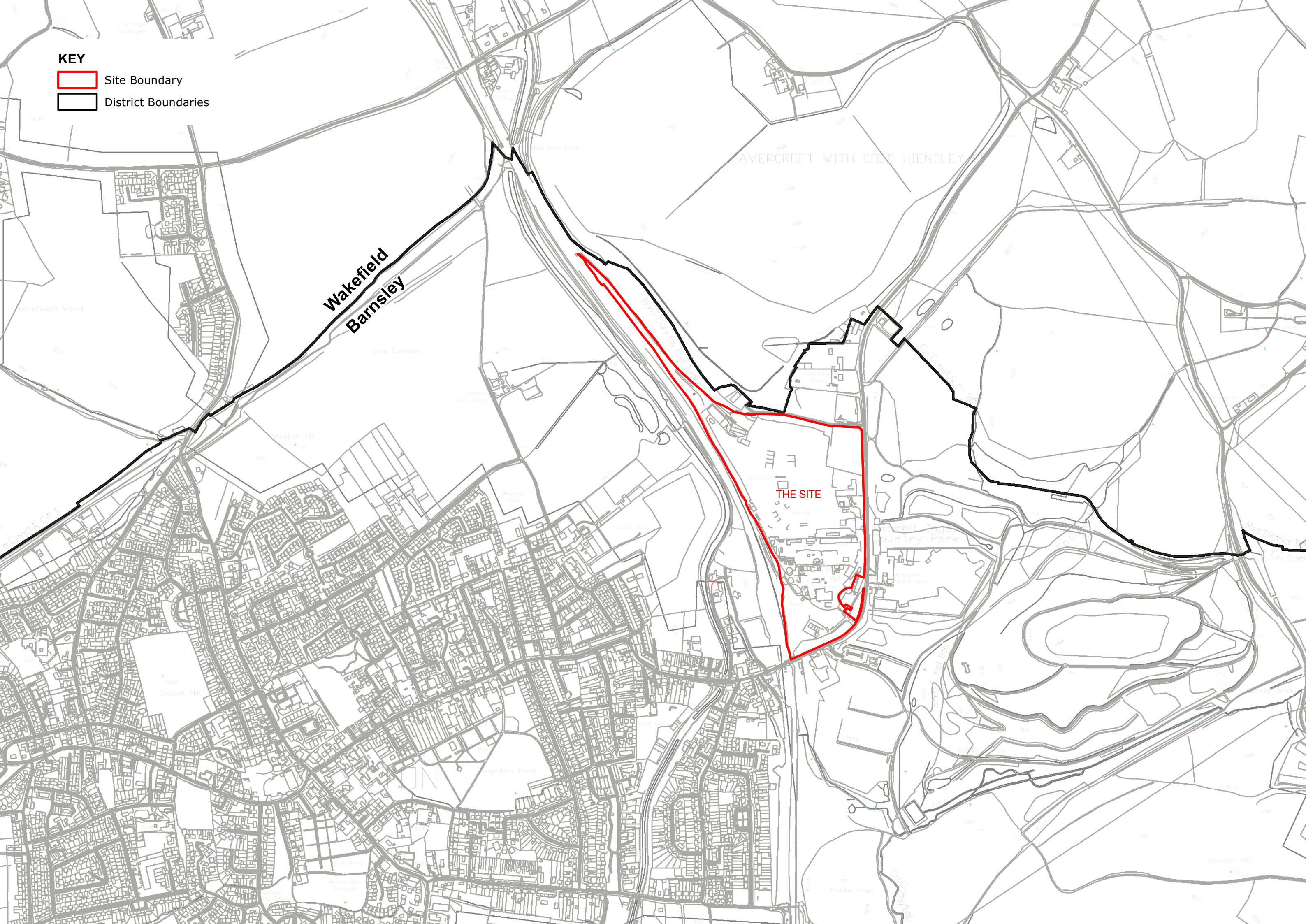
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1. Introduction



01 Introduction

This Design and Access Statement (DAS) has been prepared on behalf of Monckton Developments Ltd by Pegasus Design (part of Pegasus Group) to accompany an outline planning application for a residential development at land at Lund Hill Lane, Royston.

Purpose of Statement

- | | |
|---|--|
| <p>1.1.1 This statement has been prepared in accordance with Article 9 of the Town and Country Planning (Development Management Procedure) (England) Order 2015, which requires certain applications to be accompanied by a DAS.</p> <p>1.1.2 The National Planning Practice Guidance (NPPG) states that a Design and Access Statement is a 'concise report that provides a framework for applications to explain how the proposed development is a suitable response to the site and its setting and demonstrate that it can be adequately accessed by prospective users'.</p> <p>1.1.3 The Town and Country Planning (Development Management Procedure) (England) Order 2015 also states the following requirements: '(2) An application for planning permission to which this article applies shall be accompanied by a statement ('a design and access statement') about: (a) the design principles and concepts that have been applied to the development; and (b) how issues relating to access to the development have been dealt with. (3) A design and access statement shall:</p> | <p>(a) explain the design principles and concepts that have been applied to the development;</p> <p>(b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;</p> <p>(c) explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;</p> <p>(d) state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and</p> <p>(e) explain how any specific issues which might affect access to the development have been addressed.'</p> |
|---|--|

BUILDING FOR LIFE 12

- | |
|---|
| <p>1.1.4 Building for Life is endorsed by the Government and used as an industry standard to assess and ensure homes and neighbourhoods are well-designed.</p> <p>1.1.5 The 12 questions reflect the vision of what new housing developments should be: attractive, functional and sustainable places. BfL12 is based on the National Planning Policy Framework and the Government's commitment to build more new homes.</p> <p>1.1.6 The 12 questions are designed to help structure discussions between local communities, the local planning authority and the developer of the proposed scheme. It is also designed to help local planning authorities assess the quality of proposed and completed schemes.</p> <p>1.1.7 To answer the 12 Building for Life questions a supplementary document has been produced that should be read in conjunction with this DAS.</p> |
|---|

Site Location Plan

[Opposite]

Document Structure

- 1.1.8 The DAS is divided into six sections as follows:
- Section 1 - Introduction – outlines the purpose of the document;
 - Section 2 - Assessment – considers the site and its surroundings in terms of the physical, social and planning context;
 - Section 3 - Evaluation – identifies the site's constraints and opportunities and presents the design principles that have been derived from a combination of planning policy, site assessment, public consultation and design evolution;
 - Section 4 - Design Proposals – presentation of the design proposals including uses and amount proposed, access arrangements, layout of the development, scale of buildings, landscaping treatments and appearance;
 - Section 5 - Summary - sets out a summary of the DAS.

Consultants

- 1.1.9 The DAS has been prepared by Pegasus Design, masterplanners and urban designers, with contributions from the following consultants:

Planning Statement

Pegasus Group Ltd

Planning Layout

Pegasus Group Ltd

Drainage & Flood Risk Assessment

Met Consultancy Group

Site Investigation Report

Investigate/Geo2 Ltd

Earthworks Assessment

Bright Young Green

Consultation Statement

Pegasus Group Ltd

Building For Life 12

Pegasus Group Ltd

Ecology

Skyline Ecology

Landscape Design

Pegasus Group Ltd

Transport

Met Consultancy Group

Noise Assessment

Wardell Armstrong

Arboricultural Survey

Weddle Landscape Design

Sustainability Report

LK Group

THE SITE

Description of Development

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.

2. Assessment

01 Planning Background

- 2.1.1 The application site (thereafter referred to as 'The Site') is situated predominantly on previously developed land within the settlement boundary of the Principal Town of Royston.
- 2.1.2 The Site comprises a 16.67 ha parcel of land which was the former Monckton Coke and Chemical works, which closed in December 2014. Since its closure, the former structures associated with the operation of the coke and chemical plant have been largely demolished. The Site has been remediated to the condition it was in prior to 2002 when an Environmental Permit was issued to operate the facility. The permit has since been surrendered following a successful application made to the EA by the Site's previous owner.

- 2.1.3 The relevant planning applications to the proposals for development on this Site, are listed as follow:
- 2016/1169: Installation of gas peaking facility to accommodate the production of 7 MW of electricity comprising of 4 generators houses within acoustically attenuated containers, associated plant and creation of fenced compound (Withdrawn, 22 January 2018).
 - 2013/1140: Re-instatement of former railway siding including associated unloading and loading infrastructure and security fencing (Approved, 18 December 2013).
 - 2013/0576: Re-instatement of former railway siding including associated unloading infrastructure and security fencing (Withdrawn, n/a).
 - 2011/0139: Erection of a new weighing office building and amenity facility (Approved, 26 May 2011).
 - 2007/0284: Erection of 30 metre telecommunication monopole, 6 antennae, 2 dishes and equipment cabin (Approved, 24 May 2007).

Aerial Photographs of the Site in Context

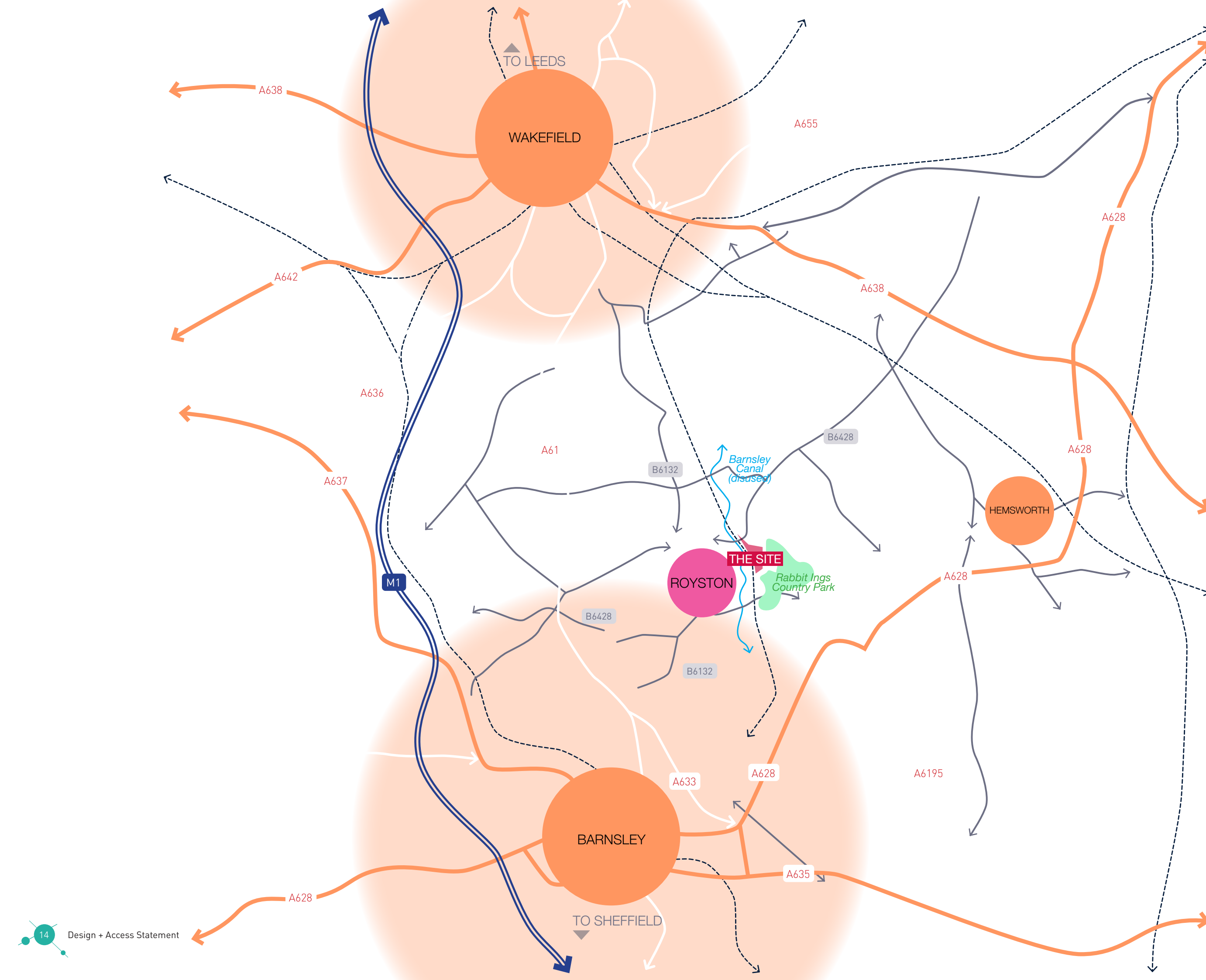
[Source: Google Earth, 2020]



1999



2008



02 Site Context

- 2.2.1 The Site is located within the Principal Town of Royston, which is situated on the northern edge of the borough of Barnsley, adjacent to Wakefield district. Royston is located approximately 7km north of Barnsley Town Centre and approximately 12km south of Wakefield Town Centre.
- 2.2.2 During the industrial revolution Royston saw the construction of Barnsley Canal in the 1790's and the railway which opened in 1840, both of which pass the Site. The canal is now disused but provides a green link with biodiversity value and the potential for use by sustainable transport modes. The Trans Pennine Trail (TPT) runs through Royston along the canal bank.
- 2.2.3 The railway line is used only for freight trains, delivering glass sand to Ardagh Glass at West Green. The line is used up to three times per week, with a single inbound and outbound train on any day. As part of the Sheffield City Region (SCR) Integrated Rail Plan, SCR are investigating opportunities to re-open the non-passenger line between Barnsley and Wakefield. The cost of opening the line is over £100m and there is an indicative completion date of early 2030s. The Barnsley Rail Vision identifies that ACORP, a community rail co-operative, are also looking for assistance on the potential for reinstatement of passenger services on the line.
- 2.2.4 There is a detailed network of footpaths and cycleways running through Royston linking the different residential areas, open spaces and community facilities. However, the links between them are not always clear and would benefit from improvement.
- 2.2.5 Royston is within the Accessibility Improvement Zone (AIZ) which cover the east of the borough and is the focus for transport investment to improve connectivity and support economic growth. This will include investment in walking, cycling and public transport services.
- 2.2.6 Within the Local Plan, the key area of opportunity for the future development of Royston is the substantial area of land proposed for housing and a primary school at the western edge of the town at Lee Lane. Indeed, most housing growth in recent decades has taken place in the western part of Royston. As such, the eastern part of Royston, where the Site is located, is characterised by older housing stock, much of which is relatively high density and local authority owned.
- 2.2.7 The ongoing development of the 'Rabbit Ings' area as a high quality multi functioning open space to the east of Royston, adjacent to the Site, contributes to the improvement of Royston's green space provision.

Wider Context Plan

(Opposite)



KEY

Site Boundary

District Boundaries

03 Boundaries + Edges

- 2.3.1

The site boundary is generally well delineated owing to its former industrial uses with areas of dense vegetation and bunds that screen the site from its surroundings.
- 2.3.2

The east of the Site is bounded by Lund Hill Lane (B6428) from which both the existing and proposed site access is located. The boundary is defined by intermittent groups of vegetation, man-made boundary treatments and The bridge to the north-east. Opposite the Site is Rabbit Ings Country Park. Before becoming a public recreational facility, the site was the former colliery yard and spoil heap of the Monckton Colliery and then the Royston Drift Mine which closed in 1989. One small industrial estate remains to the east off Lund Hill Lane.
- 2.3.3

The southern boundary also follows Lund Hill Lane (B6428) as the road slopes down towards urban Royston. A second access point within the Site leads to existing offices that are excluded from the Site boundary (planning application 2016/0870). Here the Site extent is marked by dense vegetation which effectively screens the site from Rabit Ings Country Park that extends beyond.
- 2.3.4

The boundary to the west follows the railway line (currently infrequently used and for freight only). This is further demarcated by intermittent groups of dense vegetation lining the railway cutting. To the north of this boundary section is a tyre bund vegetated with a scrub / hedgerow type of feature atop which creates a strong visual barrier. Beyond the railway corridor, the Trans Pennine Trail provides an active travel corridor benefiting from the natural amenity of the disused Barnsley Canal.
- 2.3.5

The northern boundary is defined by a soil bund and dense vegetation screening the Site. Abutting the boundary is an existing track serving a former water treatment works. Further afield, lie a small number of residential dwellings and open countryside beyond.



IMAGE 1: View from the from Lund Hill Lane bridge looking to the south.

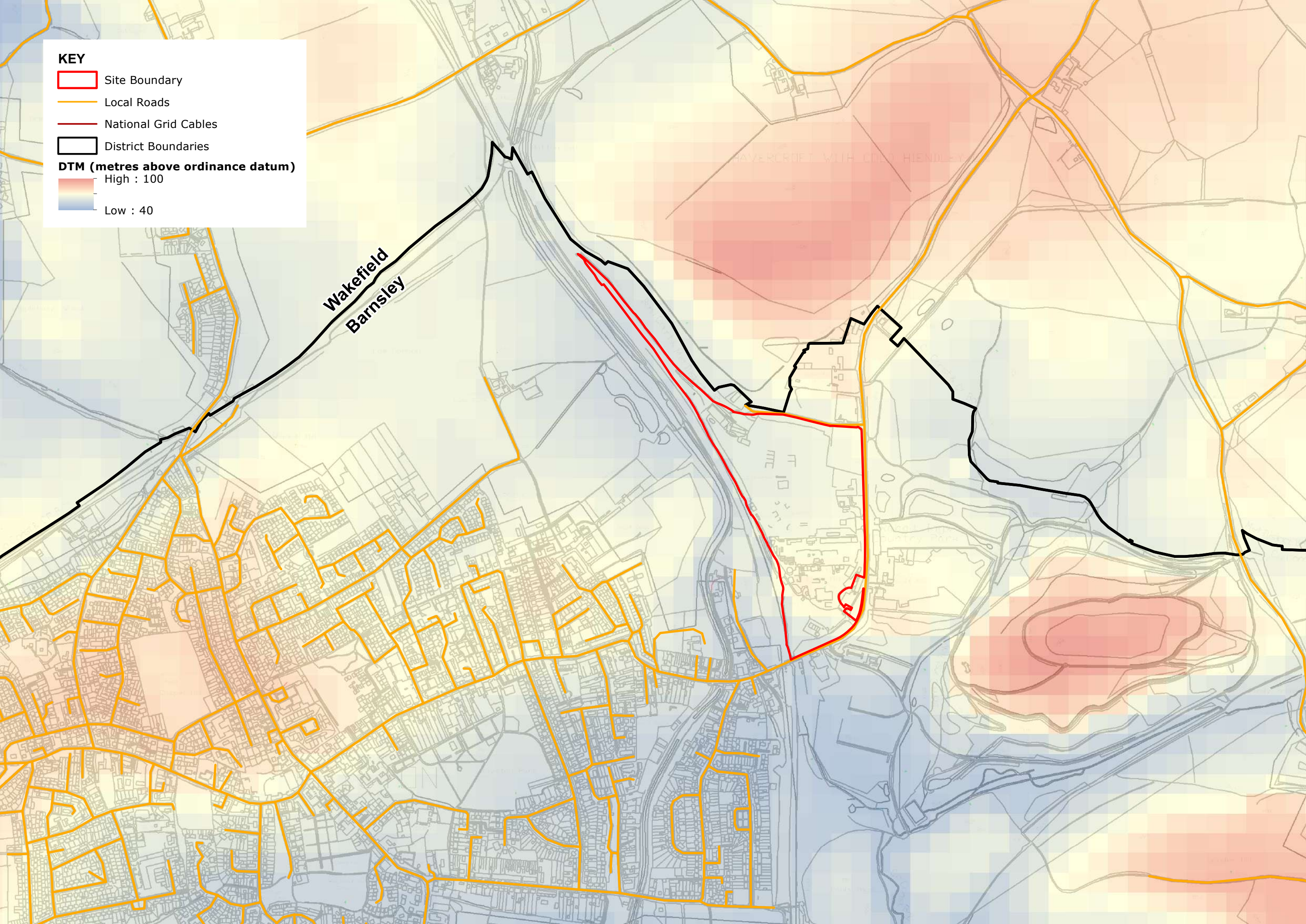
IMAGE 2: View towards the small industrial estate east of the Site.

IMAGE 3: View showing the sloping contextual topography and dense vegetation bounding the south of the Site.

(Image Sources: Google Streetview)

Local Context Plan

[Opposite]



04 Topography + Landform

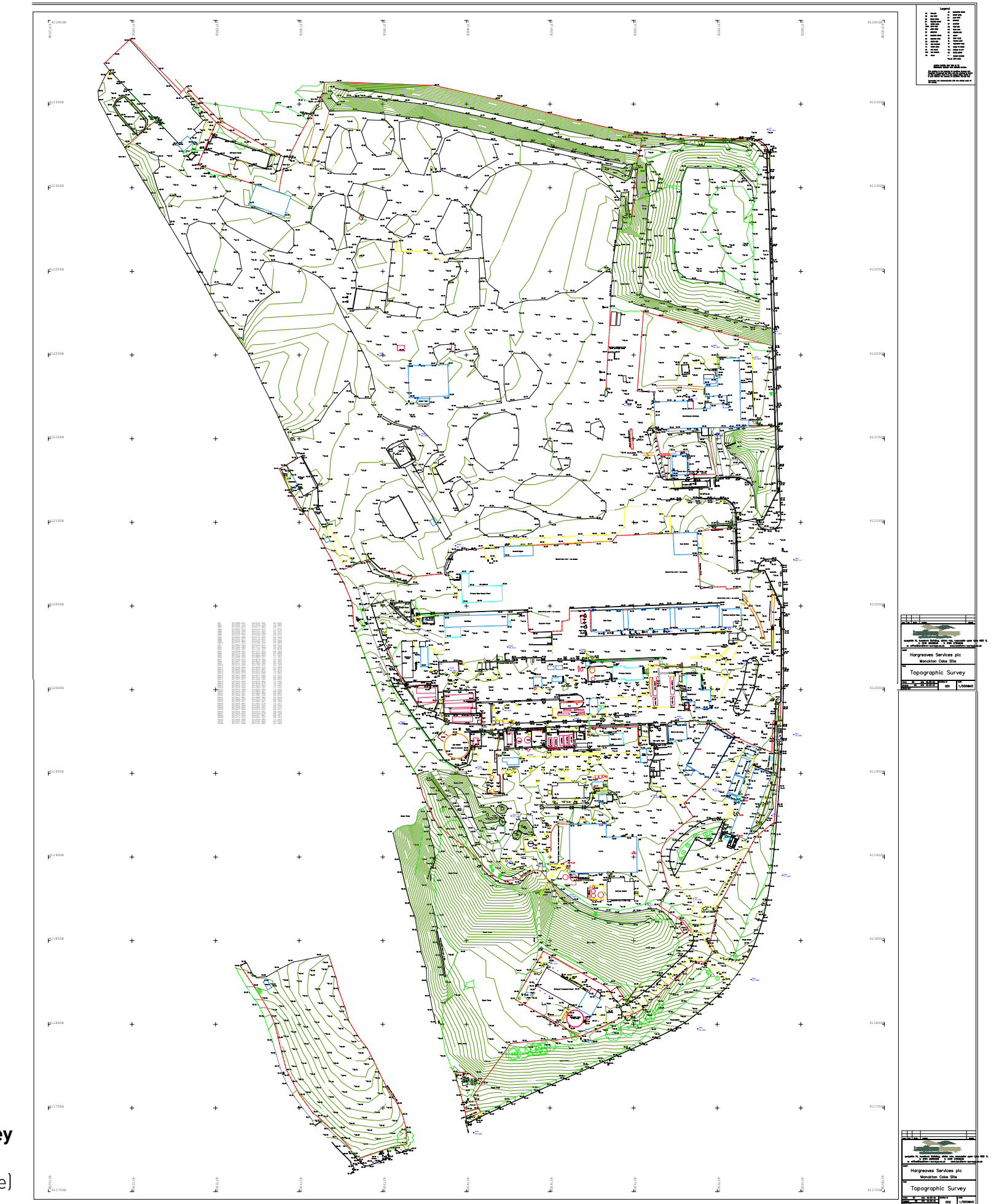
- 2.4.1 Royston is a low lying self-contained settlement within a valley between Wakefield and Urban Barnsley, with significant arable farming and residential settlements.
- 2.4.2 The town's landscape character has a strong urban influence due to earlier industrial and housing development. It is now principally residential in character.
- 2.4.3 A topographical survey has been carried out on the proposed site. Within the overall area of the site, levels vary between approximately 73m AOD and approximately 50m AOD.
- 2.4.4 The overall topography generally falls towards the railway line to the west with a localised high point in the centre of the lower half of the site. This is also where the existing development platform is located. The site levels are heavily influenced by the site's former uses with remaining buildings, remnants of structures associated with the former works, three mine shafts and a borehole.
- 2.4.5 Due to the level of truncation across the site, the ground level drops significantly at the south through the existing vegetation down to the site boundary.

Topography Plan

[Opposite]

Topographical Survey

(Not to Scale)



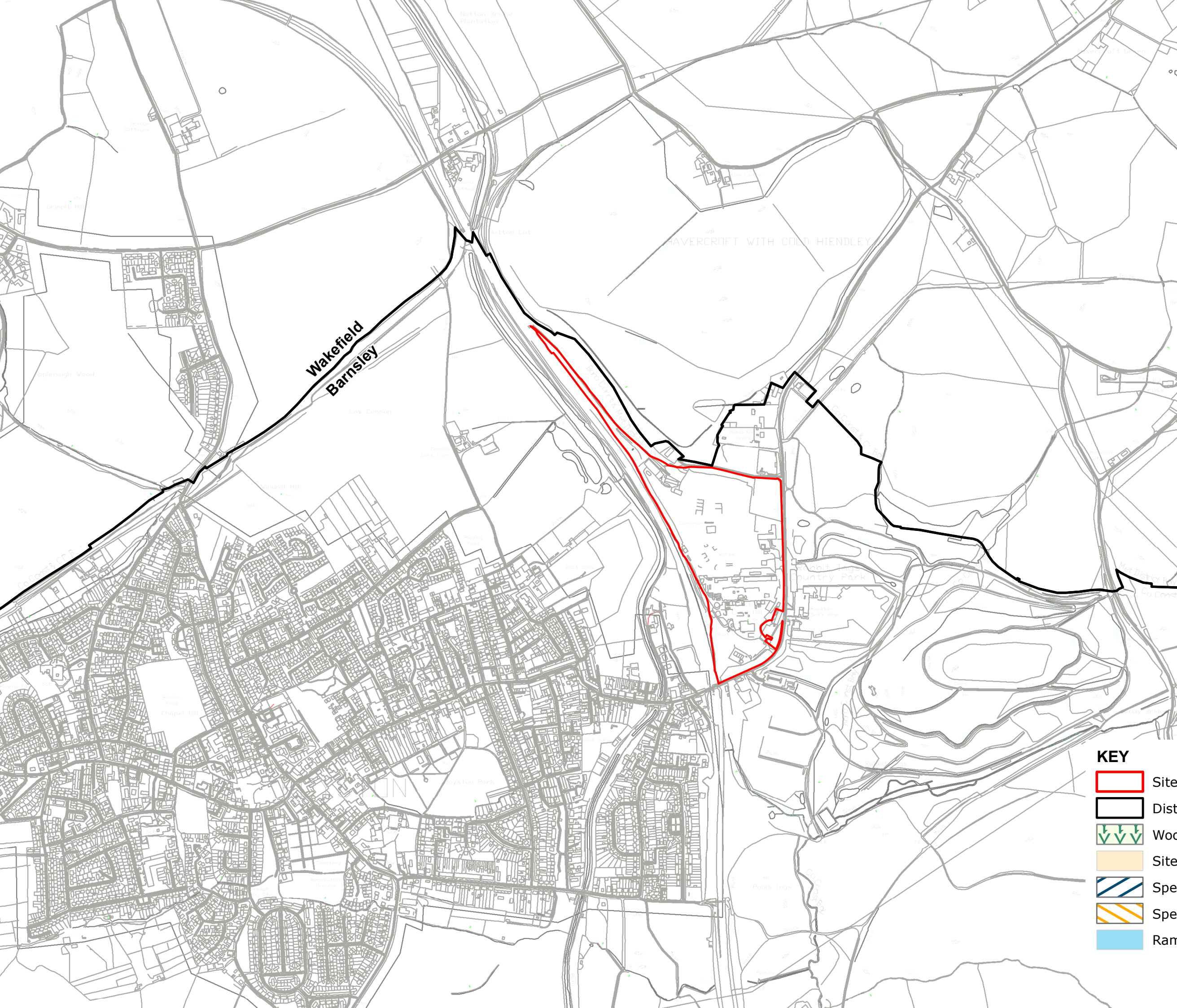
05 Drainage

- 2.4.6 The application site is located outside of the Environment Agency's (EA's) Flood Map for Planning Flood Zone 2 and 3.
- 2.4.7 The Barnsley Canal runs parallel and approaches within 50m to the western boundary. Sandybridge Dyke and Pools Dikey, two conjoining watercourses are located at a further distance to the south.



Flood Risk Plan

[Opposite]



06 Landscape

- 2.5.1 The site is not covered by any designation at a national, regional or local level that recognises a specific landscape importance.
- 2.5.2 Part of the site to north-east lies in the Green Belt, but this is not included in the area proposed for development. The Trans Pennine Trail runs to the west of the site. An identified 'green way' runs along Lund Hill Lane, to the east of the site, linking into Rabbit Ings Country Park (formerly used as the spoil heap). The Park was formed on the Site of the former colliery yard and spoil heap of the Monckton Colliery and then the Royston drift Mine which closed in 1989. It now provides a recreational facility.

Existing Vegetation

- 2.5.3 There are three main areas of exiting vegetation at the site, along with further vegetation around the site boundaries, as follows:

Area in the north-western part of the site

- 2.5.4 An area of existing vegetation runs along the thin strip of the red line boundary which extends alongside the railway line at the north-western extent of the site. This comprises of existing broad leaved woodland characterised by Birch . The area would be retained as part of the development proposals and managed appropriately.

Area in the southern part of the site

- 2.5.5 Another area of existing vegetation covers the southernmost section of the site where the land levels slope down from the centre of the site to the south-west. This comprises of areas of native broad leaf woodland planted as a plantation and scrub.
- 2.5.6 This area would be kept free from built development as part of the proposals, but would be turned into an area of publicly accessible greenspace retaining and supplementing some of the existing vegetation and thinning out and opening up other areas for informal leisure use.

Area in the north-eastern part of the site

- 2.5.7 There is also an area in the north-eastern corner of the site where a former tramway and area of associated buildings is now beginning to vegetate. This area is proposed to be filled as part of the development and would form part of the proposed residential area. However, the planted bund which extends from this area along the northern boundary of the site would be retained.

Landscape Designations Plan

[Opposite]

07 Heritage

2.6.1 The site does not contain heritage assets and is not located in close proximity to any listed buildings. The closest listed structure is the grade II listed Norton Bridge, over 500m from the Site boundary.

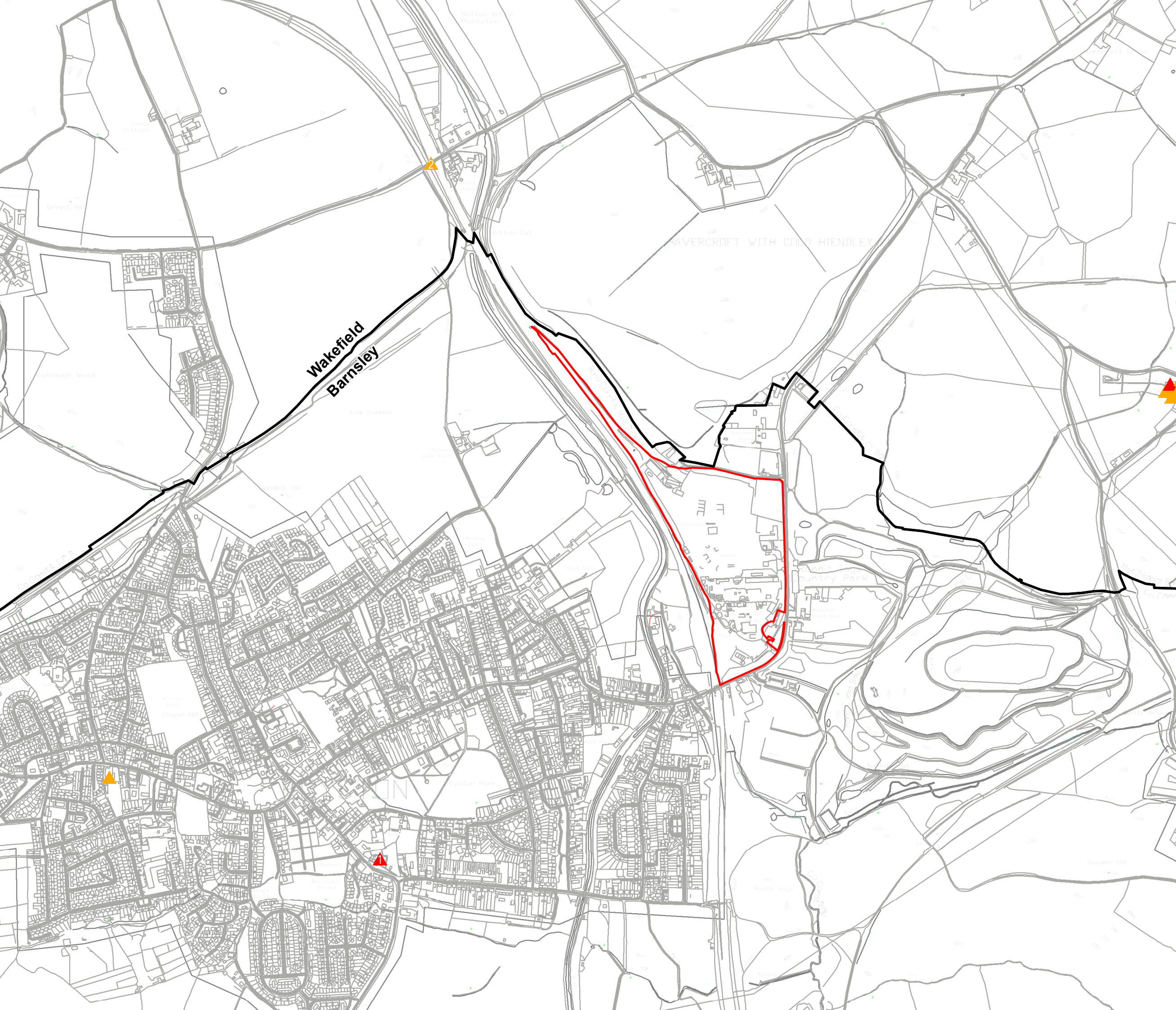


IMAGE 1: Grade I Listed Church of St John The Baptist

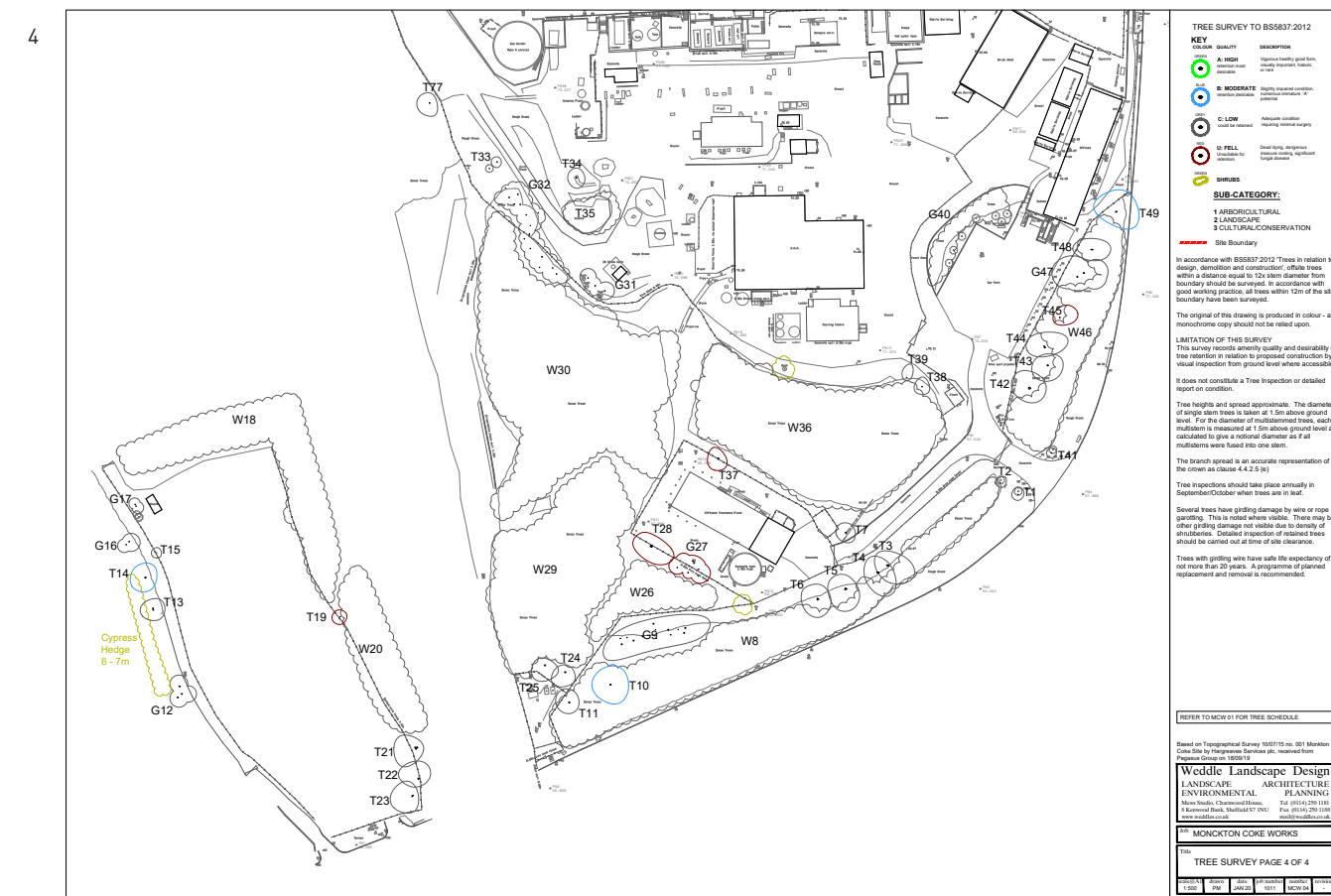
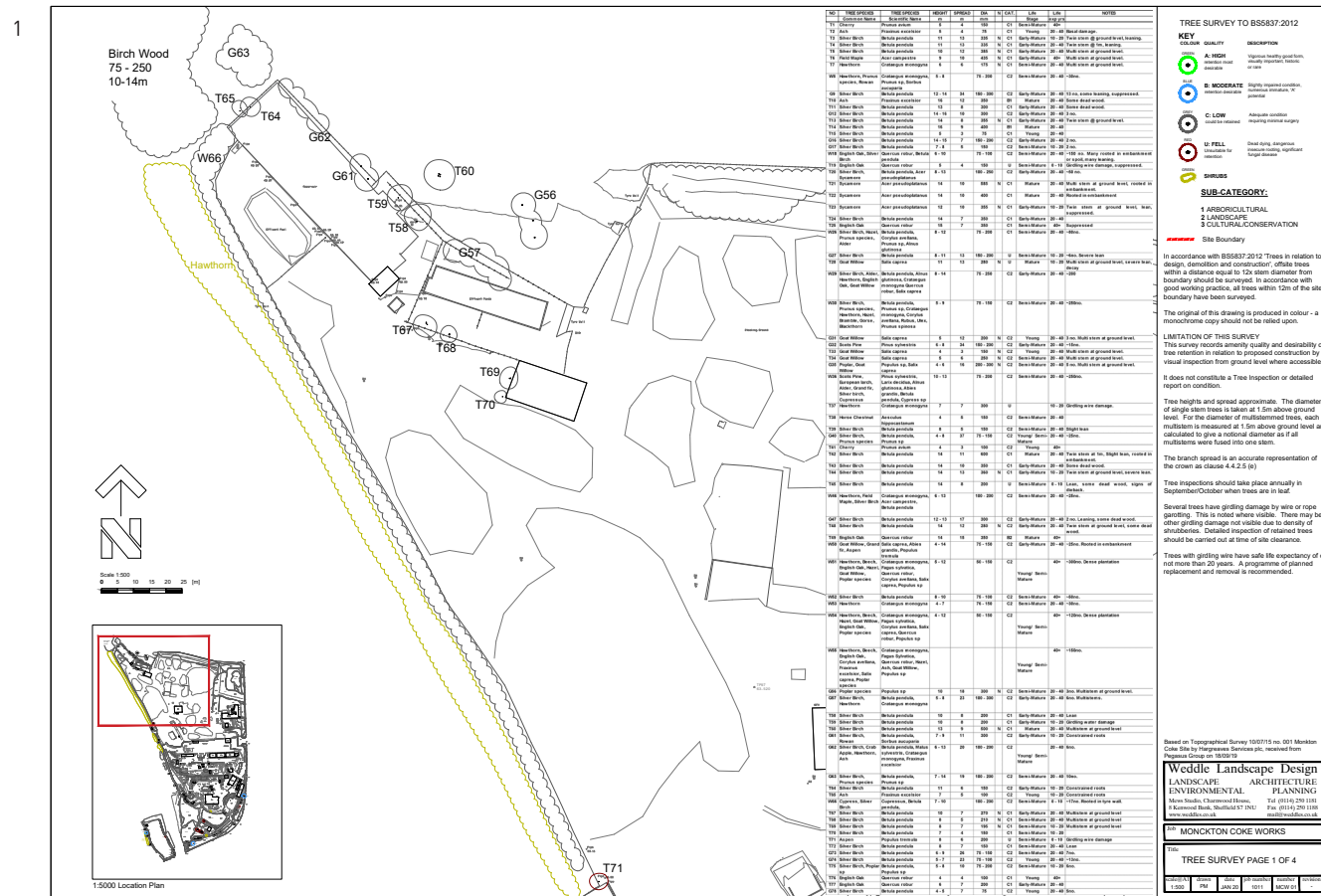
IMAGE 2: Grade II Listed Notton Bridge, Notton Lane

(Image Sources: Google Streetview; Google search: <https://overtown.org.uk/>)



Historic Designations Plan

[Opposite]



08 Arboricultural

2.7.1 The finding from the arboricultural survey are shown in the four plans opposite. The vast majority of trees surveyed are category C with only two category B within the Site boundary: a mature Ash (T10) and a mature English Oak (T49); and no category A trees.

2.7.2 Existing vegetation is predominantly located at the Site boundaries. As an exception to this, a large area of overgrown vegetation and tree cover is present to the south. The development proposal seeks to retain and incorporate existing vegetation within the design.



IMAGE 1: One of the derelict buildings on site

IMAGE 2: Tyre wall and scrub along the western boundary

IMAGE 3: Former amenity grassland to the east of the Site

IMAGE 4: Former settling lagoon

IMAGE 5: Plantation woodland to the South

IMAGE 6: Rubble piles suitable for reptile and amphibian refugia

[Image Source: Skyline Ecology Phase 1 Habitat Survey, January 2020]

09 Ecology

Habitat Description

2.8.1 The most recent habitat survey comprising a desk study was completed in January 2020. In assessing the Site for it's ecological potential, it is described as predominantly bare ground - where coke processing and storage would have taken place - with areas of developing woodland and scrub around the perimeter of the site. Many of the buildings which would have once been on site have been demolished leaving numerous piles of building rubble. A number of buildings remain on site which are associated with storage or former office/work usage. Other habitats noted within the site include water bodies and settling tanks, marshy grassland, tall ruderals and semi-improved grassland.

Bats

2.8.2 The survey found limited roosting opportunities for bats within the site, rather offering good foraging and commuting opportunities around the northern, southern and western boundaries for bats roosting nearby.

Reptiles

2.8.3 No reptiles have been recorded during the survey works. A previous survey on site recorded one grass snake in the north eastern corner of the site. The ecology cites the existence of ponds and rubble piles as ideal reptile habitats, adjacent to previously recorded habitats beyond the Site.

Great Crested Newts

2.8.4 In a previous study in 2013, the pond to the north eastern corner contained a small population of great crested newts. However, the repeat survey for great crested newts in 2015 did not find any within the study site but did record their presence adjacent to the site. The report notes that since this survey, the dynamics of the site have changed dramatically with the pond identified in 2013 now more akin to marshy grassland while a new pond has been recorded after 2013.

Birds

2.8.5 The desk study returned a substantial number of records covering 131 bird species (a total of 7690 records dated 1975 to 2018) within the 2km study area. None of the records were from within or immediately adjacent to the Site, and there is limited suitable breeding habitat for a large number of these species on Site. The vast majority of records are from Carlton Marsh Reserve which is located 1.8km south of the Site and Rabbit Ing Country Park which is located directly east of the Site.

2.8.6 In general, the mix of species and numbers of birds is typical of that found in scrub, woodland and post-industrial wasteland in England.

Invasive Species

2.8.7 No invasive species were recorded within the site boundary, however a stand a Japanese knotweed was recorded on the western side of the semi-improved grassland to the south west of the site.

Recommendations

2.8.8 Further surveys are recommended to mitigate negative impacts on the existing biodiversity and to help develop strategies to effectuate biodiversity net gain.

Study Area - Designated Sites (FPCR)

[Opposite]

10 Ground Conditions

Ground Constraints

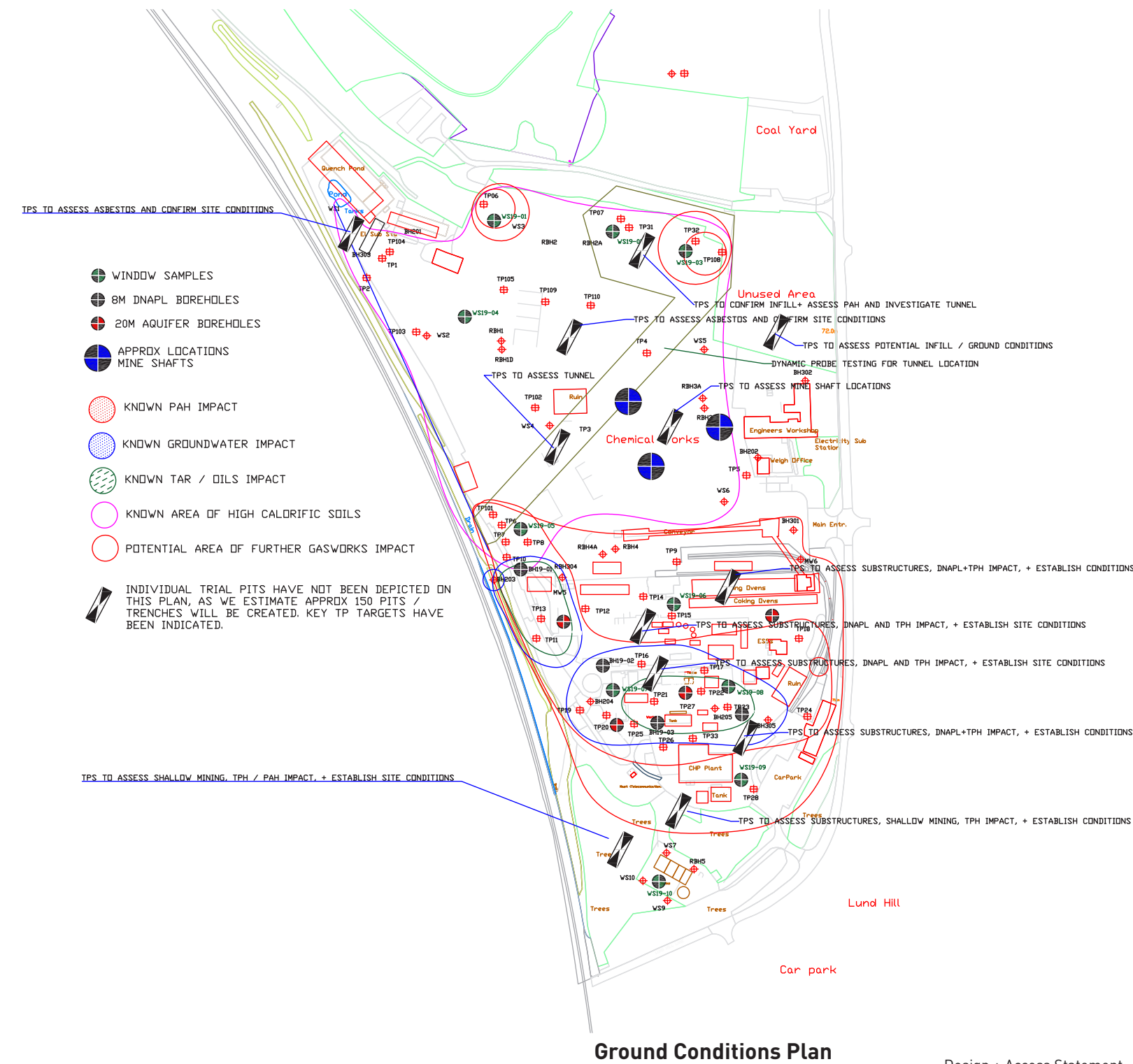
2.9.1 Remaining from the Site's previous use as a colliery and coking works, are three mine shafts, five bore holes and significant ground contamination.

Remediation

2.9.2 Remediation of the Site is required in order to enable it to be brought back into beneficial use. The development would result in the decontamination and remediation of the Site prior to the construction of the new residential and commercial development and the associated open space.

Site Levels

2.9.3 To create appropriate platforms for the proposed development it is necessary for an element of ground reprofiling works to be undertaken. This will require some areas of cut and fill and would include a requirement for material to be imported to the Site. At all times the design of the project has sought to minimise the extent of reprofiling works required and has followed the pattern of the existing topography wherever practicable.



Ground Conditions Plan

CONSTRAINTS LEGEND

- Estimated location of mine shafts
- Existing bund - to remain
- Existing bunds - to be removed
- Existing office unit to remain
- Legacy issues from former development
- Bridge structure/retaining walls
- Steep embankments - slope stability? - further survey required
- Potential shallow mine workings
- Existing culverted watercourse
- Land required for attenuation features
- Proposed foul pumping station

	2	ISSUED FOR INFORMATION	03/03/20
	1	ISSUED FOR INFORMATION	18/02/20
Checked	Rev #	Description	Date
Client			

Client

RENAISSANCE

Job Title

PROPOSED RESIDENTIAL DEVELOPMENT AT FORMER MONCKTON COKE WORKS, LUND HILL, ROYSTON

BRIGHT YOUNG

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Drawing Title

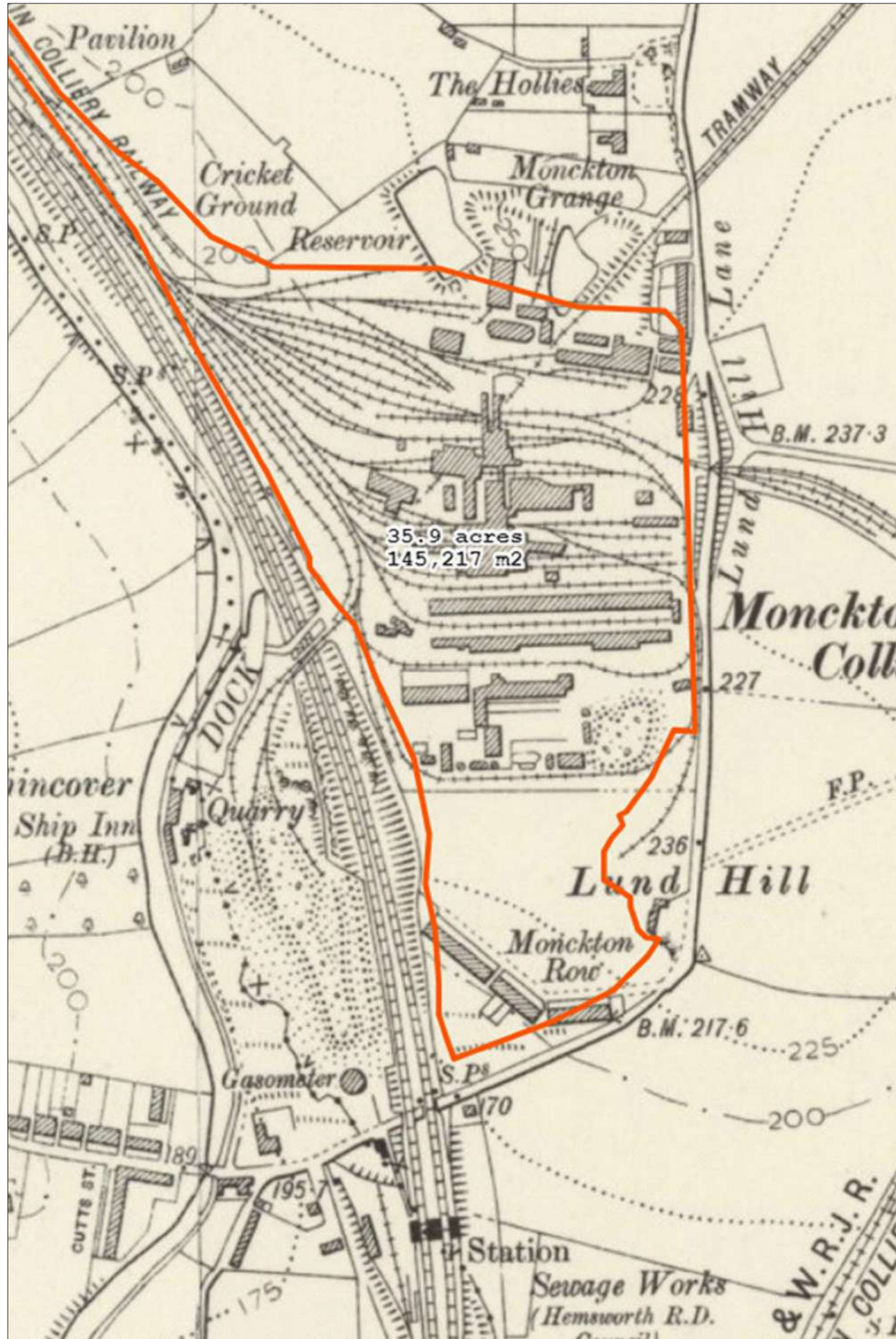
SITE ASSESSMENT

GROUND MODEL

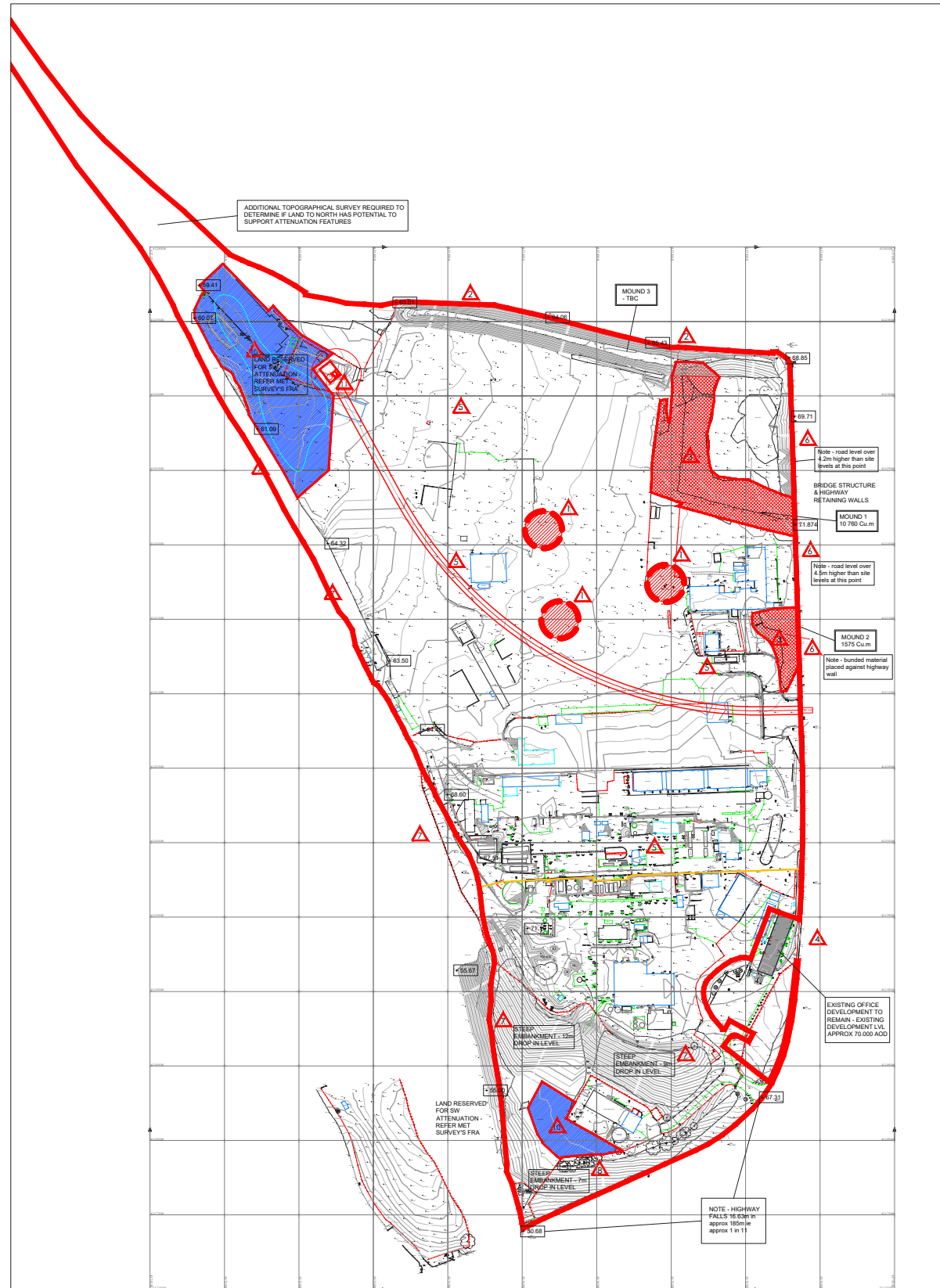
HISTORIC FEATURES & CONSTRAINTS PLAN

Scale	Date	Drawn	Checked
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Drg No.	3014/001	Rev	2
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GROUND MODEL/HISTORIC DEVELOPMENT (c 1888)



PRELIMINARY CONSTRAINTS PLAN/GROUND MODEL

11 Existing Utilities + Services

2.10.1 An initial utilities report dated from January 2018 found the following services are affected by this application:

Electric

Northern Powergrid (Yorkshire)
Utility Assets (unconfirmed)

Gas

Northern Gas Networks

Water + Sewage

Yorkshire Water

Telecom

Openreach (BT)

Council

Barnsley Metropolitan Borough Council

Rail

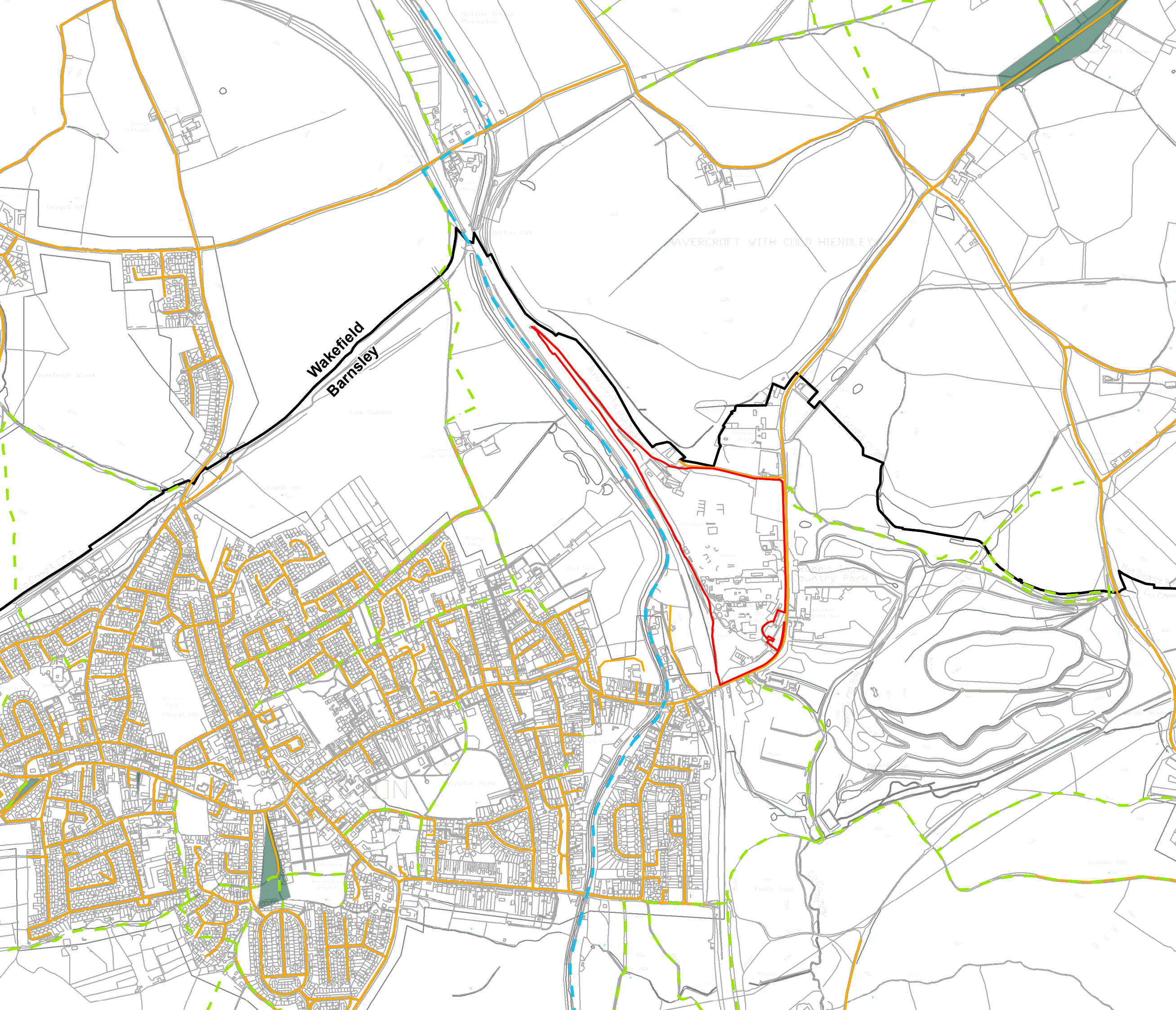
Network Rail

IMAGE 1: Constraints from Northern Gas Networks

IMAGE 2: Constraints from Northern Powergrid

Extracts of Utilities Constraints Plans

[Opposite]



12 Movement + Access

Travel Plan Framework

- 2.12.1 Met Engineers Ltd have been appointed to produce a travel plan in line with the Barnsley Local Plan (January 2019), that seeks the following benefits:
- Reducing vehicular traffic levels;
 - Encouraging active and sustainable travel;
 - Improving the health of residents; and
 - Helping reduce pollution.
- 2.12.2 With the following objectives sought by Government Policies and Guidance:
- To reduce the need to travel by private car;
 - Discourage the use of unsustainable modes of transport and enable residents and visitors to make travel choices that benefit themselves and their local environment; and
 - Raise awareness of alternative modes of transport and thus encourage a modal shift towards more sustainable travel modes.

Trans Pennine Trail

- 2.12.3 This national coast to coast route is for recreation and transport with access for walkers, cyclists and, in parts, horse riders. The Trans Pennine Trail covers approximately 370 miles (595km), spanning west to east from Southport and Hornsea with a north-south route connecting Leeds and Chesterfield, a spur to York and a spur to Kirkburton.

Connectivity + Access Plan

[Opposite]

Existing Highway Network

- 2.12.4 The Site is located west of Lund Hill Lane (B6428) which provides a direct connection to Royston town centre. The centre of Barnsley is located at approximately 5 miles; and Wakefield at approximately 8 miles. The M1 is also located at a 6.5 mile drive away.

Access

- 2.12.5 The site can be accessed via two existing vehicular access points along Lund Hill Lane. The primary access point is the former access for the former Monckton Coke works, providing a large t-junction on to Lund Hill Lane. The secondary access is via the existing access point to the offices on Lund Hill Lane.

Local Bus and Rail Services

- 2.12.6 Within 100m meters of the Site, adjacent to the Site on Lund Hill Lane, the 37SS bus service operates once daily on weekdays between Athersley and Barnsley. More services can be accessed from bus stops within 800m; bus routes 59 and 59a operate 3 times an hour on weekdays, travelling between Wakefield and Barnsley. These services provide onward access to rail services.

Walking

- 2.12.7 The Travel Plan considers that the pedestrian infrastructure will facilitate safe and direct pedestrian linkages, between the sites and local destinations on the basis that acceptable footway/footpaths are provided linking the main site to Royston and the village centre. This can help replace car journeys of under 2km.

Public Rights of Way

- 2.12.8 The surrounding PROW network will provide good permeability for the Site's residents so they can benefit from both urban and rural local amenities, while supporting active and sustainable travel.

Cycle

- 2.12.9 The Site will have access to reasonable cycling links to key locations. Locally, Royston and a number of the neighbouring villages are deemed a reasonable option for cycle trips of under 5km. Further afield, National Cycle Route No. 67, forming part of the Trans Pennine Trail, provides links to surrounding places such as Wakefield, Sheffield, Chesterfield and Leeds. Internal links within the development will also enhance permeability.