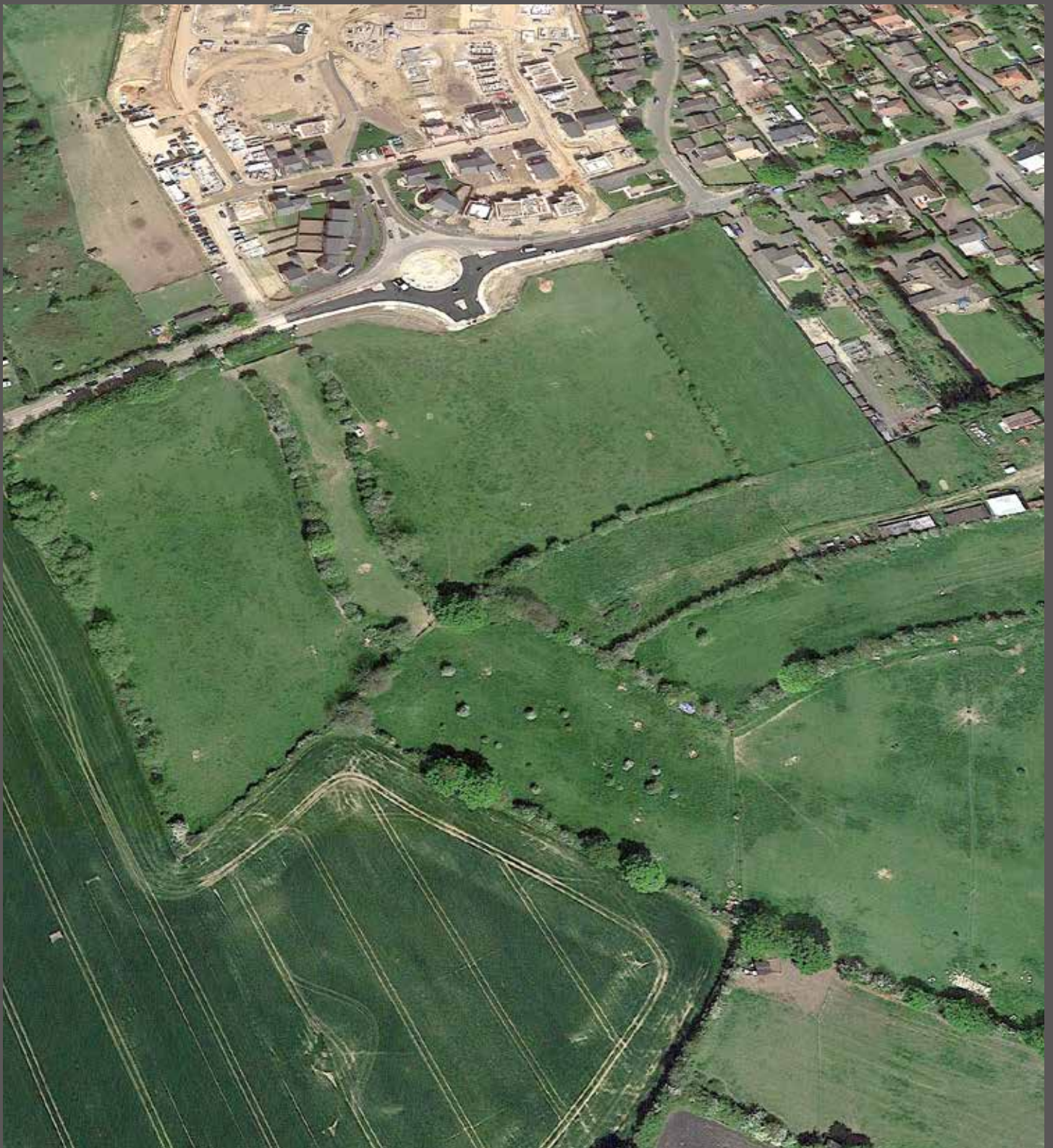




DESIGN AND ACCESS STATEMENT

FOR AN OUTLINE PLANNING
APPLICATION AT

LEE, LANE, ROYSTON
ISSUE 2 | APRIL 2020



JohnsonMowat
Planning & Development Consultants

STEN
ARCHITECTURE

CONTENTS

- 1.0 | Introduction
- 2.0 | Planning Policy And Context
- 3.0 | The Site and Context
- 4.0 | Design Solution
- 5.0 | Sustainability
- 6.0 | Summary

STEN
ARCHITECTURE



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1.0 | Introduction



This document has been prepared by STEN ARCHITECTURE on at land to the west of Royston and to the south of Lee Lane.

This application covers a parcel of residential development within a larger allocation MU5 – Land at Lee Lane, Royston.

The statement seeks to explain the design principles for the development, based upon an understanding of what is appropriate for the site, and is determined through an assessment of site opportunities and constraints.

These principles are based upon good practice as set out in national planning and urban design guidance. The aim of the statement is to provide a framework 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.

The design team have collaborated with consultants to prepare an appropriate design solution which conforms to planning policy, responds to site context whilst working to mitigate constraints and maximise the opportunities provided.

The site is located to the south of Lee Lane, Royston. Royston is predominately a residential village. The site is located on the western edge of Royston. The site is currently a number of fields intersected by fencing, hedges and trees which are currently used for grazing horses. It should be noted that the site has a direct access from the roundabout at Lee Lane built as part of planning consents by Barratt David Wilson Homes at North of Lee Lane, Royston (Refs 2016/1490 and 2018/0687).

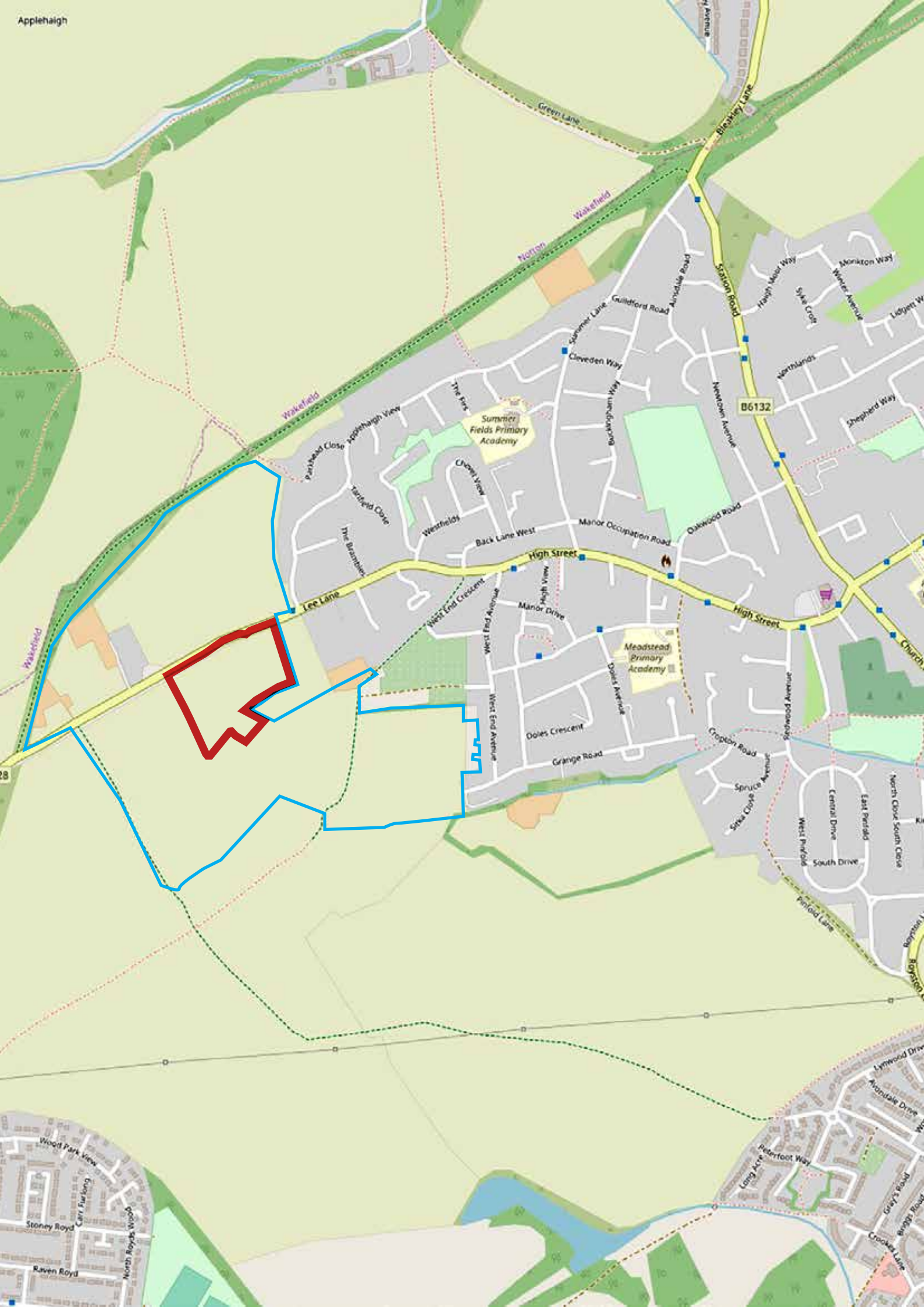
The gross site area covers an area of 3.68 hectares. The site falls within the wider MU5 allocation 26.2 hectares excluding the Barratt Homes North of Lee Lane approved scheme. The land to the immediate east is not part of MU5.

This document is submitted on the following basis:

- The use and suitability of the site for residential development is well established;
- The key development principles and framework have been identified and will inform the detailed design of the scheme; and
- The design solution is tested against established principles to ensure compliance;

The ethos of the design is to:

- Create a high quality residential development;
- Create a legible and attractive place with a sense of identity;
- Create a sustainable and high quality living environment;
- Make efficient use of land in terms of ecological enhancement and density;
- Provide a well planned sustainable settlement with dwellings which will meet high architectural standards and the creation of pleasant and recognisable streets; and
- Successfully address the 10 characteristics set out in The National Design Guide 2019.



2.0 | Planning Policy And Context



PLANNING POLICY STATEMENT

The Outline Application includes a comprehensive Planning Policy Statement which is submitted alongside the technical reports and application drawings. It should be read in conjunction with this Design and Access Statement.

It includes a documentation of relevant planning policy and is a central reference point for this Outline Application.

With this in mind, this Design and Access Statement is an extension of this, focusing and expanding upon design related policies and guidance to illustrate how these have been realised in delivering a successful and integrated design solution.

NPPF, FEBRUARY 2019

The National Planning Policy Framework (NPPF) aims to make the planning system less complex and more accessible, protect the environment and promote sustainable growth.

Paragraph 15 states:

“The planning system should be genuinely plan-led. Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings.”

Paragraph 127 states:

“Planning policies and decisions should ensure that developments:

a) 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;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain

an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

NATIONAL DESIGN GUIDE, 2019

The recently published National Design Guide, a Government Publication, addresses the question of how we recognise well designed places, by outlining and illustrating the Government’s priorities for well-designed places in the form of ten characteristics and states the following:

“Well-designed places have individual characteristics which work together to create its physical Character. The ten characteristics help to nurture and sustain a sense of Community. They work to positively address environmental issues affecting Climate. They all contribute towards the cross-cutting themes for good design set out in the National Planning Policy Framework.”

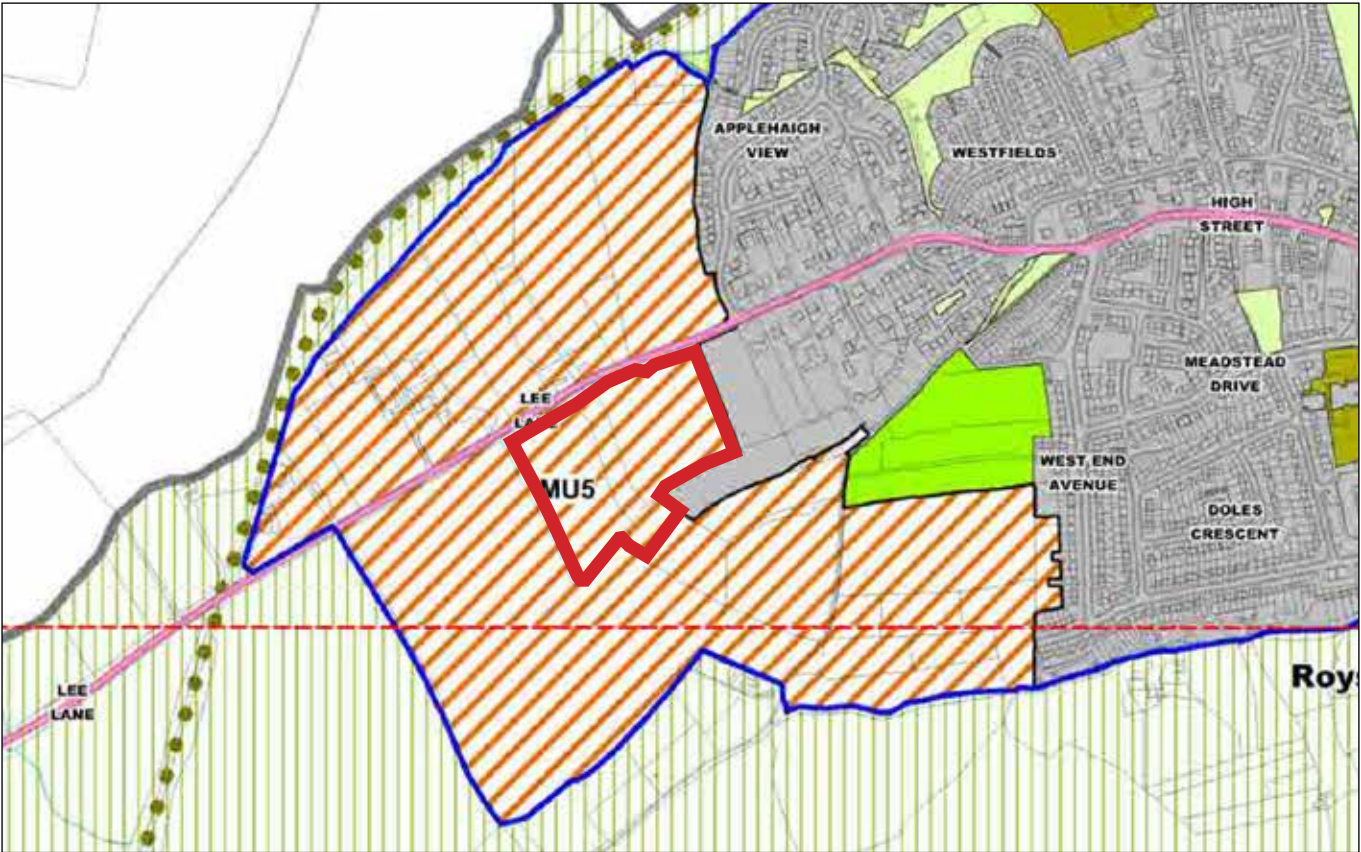
National Design Guide 2019, Ministry of Housing, Communities and Local Government , Part 1, Page 8, Paragraph 35

and ...

“A well-designed place is unlikely to be achieved by focusing only on the appearance, materials and detailing of buildings. It comes about through making the right choices at all levels, including:

the layout (or masterplan);
the form and scale of buildings;
their appearance;
landscape;
materials; and
their detailing.”

National Design Guide 2019, Ministry of Housing, Communities and Local Government , Part 1, Page 5, Paragraph 21



SITE MU5 LAND OFF LEE LANE, ROYSTON
INDICATIVE NUMBER OF DWELLINGS 828

Planning permission has been granted on part of the MU5 Allocation for 166 dwellings. The indicative number of dwellings above relates to the remainder of the site.

The development will be subject to the production of a Masterplan Framework which ensures that development is brought forward in a comprehensive manner.

The development will be expected to:

- Provide a primary school on site;
- Ensure that access is via the construction of a roundabout on Lee Lane which along with the road layouts will allow the development of the entire site;
- Provide a small scale convenience retail facility as part of the development that is in compliance with Local Plan policy TC5 Small Local Shops;
- Investigate options for improving public transport access to the development and interventions to encourage public transport use by residents; and
- Ensure that hedgerows, the trees at the west side of the site and the strip adjacent to the disused railway line at the north of the site are retained, buffered and managed.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must

include the following:

- Information identifying the likely location and extent of the remains, and the nature of the
- remains;
- An assessment of the significance of the remains; and
- Consideration of how the remains would be affected by the proposed development Expand on landowners”

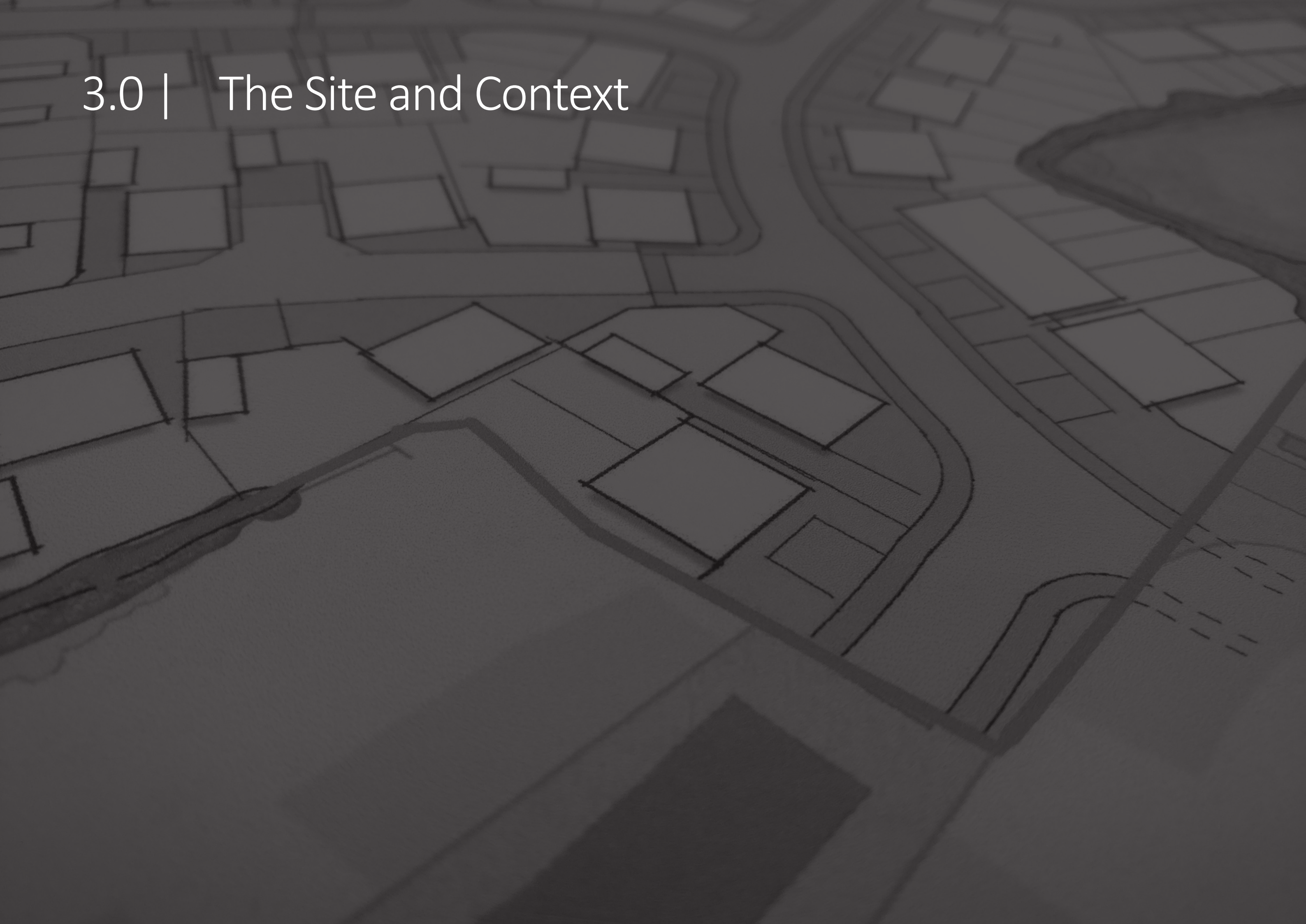
Barnsley Local Plan,
Adopted January 2019

The application site is highlighted in red above.

Currently in construction, a parcel of development lies to the north-east of the allocation has planning permission for 166 dwellings. A number of dwellings are occupied by new residents, The first phase of development also includes a new roundabout along Lee Lane which has been constructed and ensures safe access to the north of Lee Lane and opens up access to the south.

There are a number of trees and hedges along the boundaries of the allocation which frame arable fields. The eastern edge of the allocation is defined by the existing edge of Royston. The northern, western and southern edges of the allocation are open fields and countryside.

3.0 | The Site and Context



EXISTING LOCAL AMENITIES

The application site is located approximately 1 mile walking distance from the defined District Centre which is focused around the High Street / Church Street junction and along Midland Road.

Alternatively, the District Centre can be accessed by bus service using the stops identified. Royston is identified as a Principal Town and as such contains a good range of shops and services. The 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. There are also a number of pubs and places of worship. A dental surgery is located further along Midland Road.

In terms of education, the site is located within walking distance from Meadstead Primary Academy to the east and Summer Fields Primary Academy to the north east. Other primary schools within Royston are also accessible from the allocation. Secondary schools such as Outwood Academy in Carlton and Holy Trinity are located around 2-3 miles away. Holy Trinity is also accessible by school bus from the bus stop along Lee Lane.

The site has good access to a range of public open spaces, including 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 walking distance of the allotments off West End Crescent to the south east.

The access to local shops and possibly primary education will likely be improved as the site and wider allocation is developed. New bus stops/shelters will be provided within the development and on Lee Lane, which will ensure that the majority of residential dwellings will lie within an approximate 400m distance (5 minute walk) of a bus stop.

The closest bus stops are located on Lee Lane at its junction with West End Avenue and High Street. Bus services operate ever 30 minutes to locations including Barnsley Interchange, Monk Bretton, Carlton, Notton, Newmillerdam, Sandal and Wakefield. School bus services operate within the vicinity of the allocation. 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.

- 1. Royston Centre
- 2. Supermarket
- 3. Post Office
- 4. Library
- 5. Leisure Centre
- 6. Medical Facilities
- 7. School
- 8. Recreation Space
- 9. Existing Bus Stops

Primary Highway Routes

Existing Public Rights of Way

Application Site

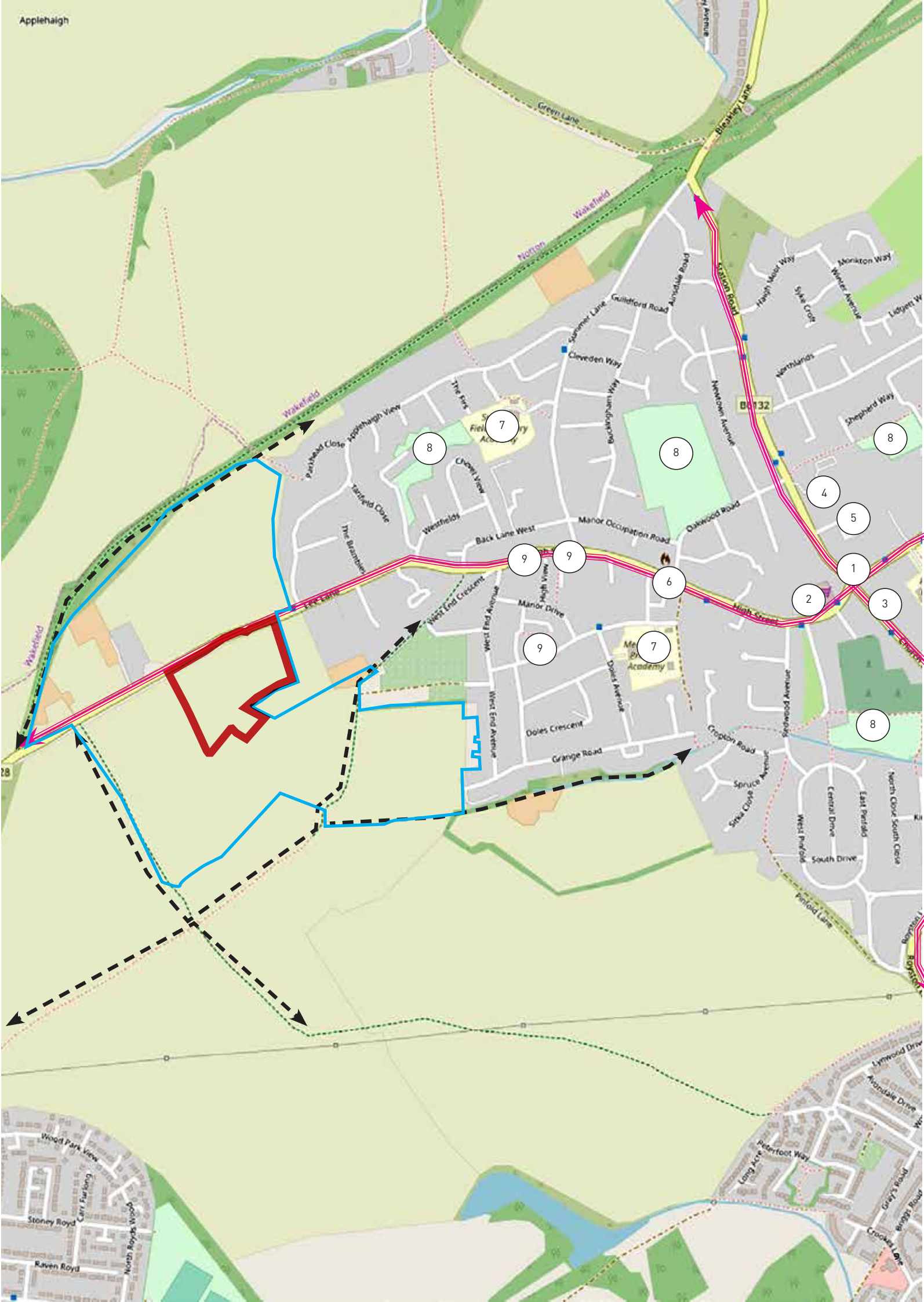
Extent of MU5 Allocation



Oakwood Road playing fields



Royston Centre provides a good range of local shops, services and facilities



Site Analysis

The northern edge of the site is formed by Lee Lane and an existing (recently constructed) roundabout. Access into the site is established.

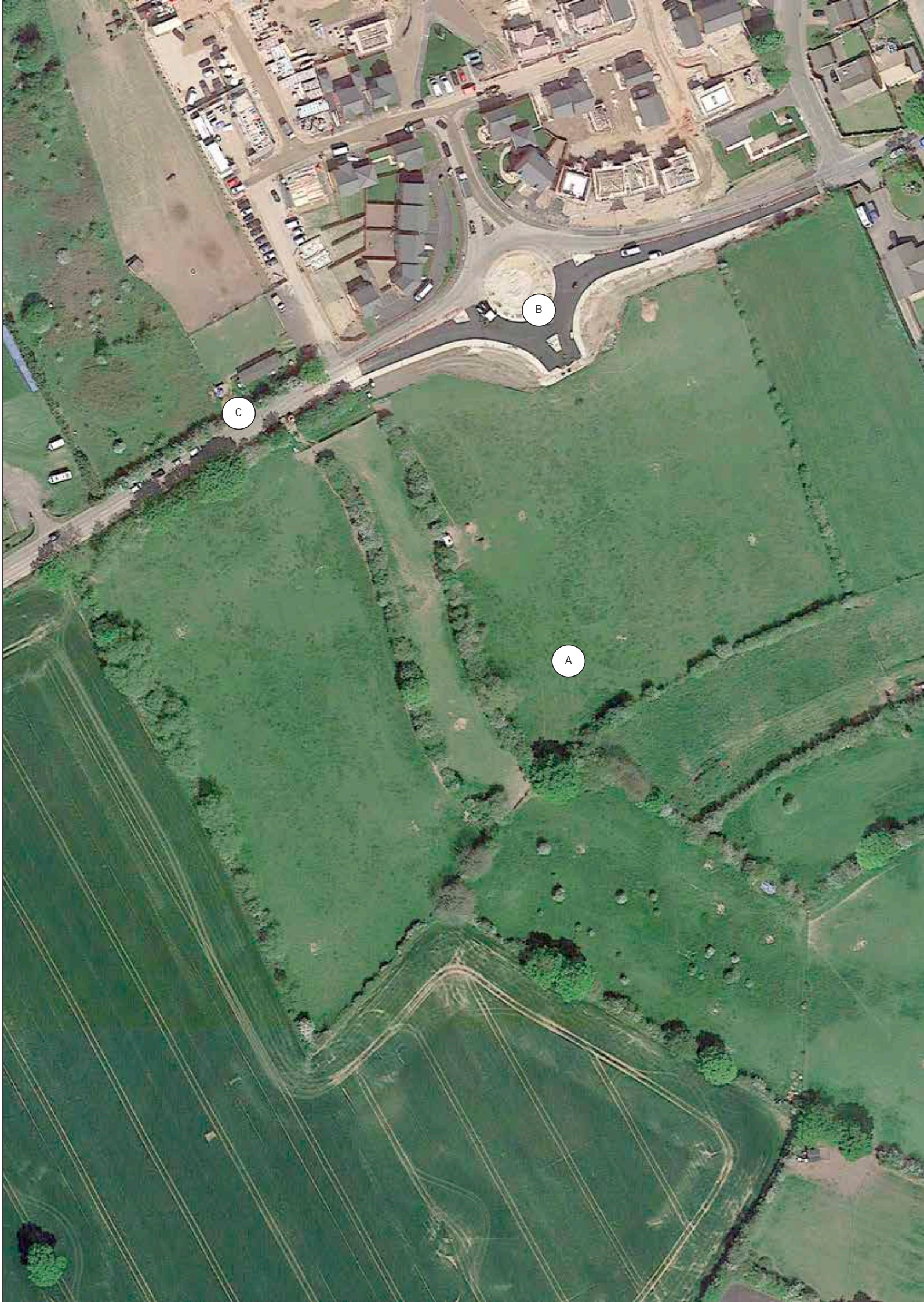
Lee Lane is characterised by existing trees and hedgerows to both sides of the highway.

The western edge of the application is formed by an existing field boundary and some intermittent hedge, shrub and tree planting. Beyond this edge lies a field (within the allocation) and in turn the dwellings that form the edge of Royston.

The southern edge of the site follows existing field boundaries with some trees, hedges and shrub planting.

Larger trees and shrubs form the western boundary of the site to create a significant and robust green edge.

In general the site is level with insignificant changes in levels. It is currently arable land.





WORKERS TERRACED HOUSING

Within the older eastern parts of the settlement near to the former pit site and along Midland Road there are numerous examples of turn of the 20th century workers terraced cottages and higher status workers housing constructed in sandstone (older terraces) or predominantly red brick.

The terraced workers housing tends to be in rows of similar proportioned homes located behind small front gardens bounded by low walls to the main streets and back of pavement in other locations. Small front extensions, porches and bay windows have been added to some properties where space to the front permits. These terraced streets tend to be strongly linear in character with high degrees of continuity and enclosure and properties fronting onto the street. Midland Road also includes a number of small shops and community buildings as part of the elongated district centre.

Workers terraces tend to be simple in plan and form with traditional gable roofs. They have regular and simple ordered detailing with the unity and repetition of elements, chimneys and fenestration, alongside the consistency of traditional materials, creating a pleasant composition of built form. Stone window surrounds are often painted and many properties have been rendered over time, often in shades of pastel beige or yellow adding some variation in materiality. Roofing materials are almost always grey slate. These are the common building typologies in the eastern

part of the settlement and along Midland Road, providing a strong mining community character.

Higher status larger bespoke villas with more space about them can be found around the edges of the workers housing along specific streets and as standalone properties on routes into the settlement. This includes older stone built properties which again provide a degree of variety.

There is widespread variation in the form and detailing of these properties as discussed previously, but the commonality of materials and boundary treatments unifies these properties with their more inconspicuous neighbours.



POST-WAR SUBURBAN MUNICIPAL AND WORKERS HOUSING

The post-war period saw the development of a number of large areas of municipal and workers housing developed around the settlement which sought to create better living conditions than the terraces before them and were based loosely on garden suburb principles. This included the areas around Redwood Ave, Newton Ave, Park View, Cross Lane, the ‘Pinfold’ Streets and Doles Cres / Ave.

In later years these areas have become increasingly mixed with higher levels of owner occupation and personalisation. The areas have been added to along with other infill municipal and social housing developments, including areas of bungalow housing and smaller ‘radburn’ layout estates in the 1970’s. These areas tend to have a uniform planned character consisting of a layout defined by residential block structure in a formal or informal grid served by conventional road types with footpaths either side.

They consist generally of 2 storey semi detached and short runs of terraced properties of a similar design and style in each area. Repetition of the same house types and bungalows with complementary design elements contribute to the uniformity. Properties are generally set back from the street along consistent building lines set behind medium sized front gardens

bounded by a mixture of low brick walls, fences and hedges which provide most of the greenery within the streetscene with the odd ornamental tree in a front garden. There is some variety between the estates in terms of architectural detailing, roof forms and materials, but they are mainly red brick with grey / brown tiled roofs, some estates introduce limited render to the properties and the Pinfold Streets include some non traditional construction clad properties and dash rendered finishes. Older houses in this typology tend to include slightly more detailing and ornamentation and have hipped roofs.

Generally though properties tend to lack any significant ornamentation so have a relatively plain appearance characteristic of this typology. Parking for this type of house s generally located on street or within drives to the front of the property / front gardens.



MID-LATE 20TH CENTURY SUBURBAN HOUSING

There are large areas of late 20th century / 1960's / 70's planned suburban housing in gridded blocks and cul de sac layouts in the north western parts of the settlement which are typical of many other places. For example the area to the north east of the site along Applehaigh View and the cul de sacs that serve it.

Although smaller areas of this typology are also apparent around the settlement and at the edges of the older housing areas, including the suburban private housing infill along the traditional historic routes. These areas generally consist of 2 storey detached and semi detached houses and bungalows which are usually brick built but vary considerable in their form, materials and detailing particularly where organic suburban growth has taken place opposed to a volume suburban development.

These more organic smaller areas of private suburban housing consist of a higher proportion of detached properties and individually designed homes which have developed incrementally in a linear fashion along these streets and have varying building lines, building volumes, articulation of elements, materials and roofscape— often with a blend of red and buff brick as predominant materials.

The properties along Lee Lane and Summer Lane (north) are perhaps the most spacious within this typology and consist of larger homes set within bigger plots and behind large tree and

hedgerow lined front gardens. The more spacious nature of the properties in this typology, the period when they were built, the tenure and their informal arrangements generally facilitates parking on plot, within driveways and garages. The areas of mixed private housing along the historic routes often provide a transition between the larger formally planned estates and the older informal areas of vernacular housing and help provide a degree of individuality and variety, alongside providing more leafy areas of housing within the settlement.



MODERN SUBURBAN HOUSING

In recent years there has been growth in the northern part of Royston and development around the settlement through the construction of modern volume builder estates at edges and infill developments including some bungalow schemes. Some are still being constructed. In the volume estates, 2 storey family homes predominantly in detached, and semi detached forms are usually spaced close together or with drives between properties.

Conventional street types serve more intimate shared spaces, cul de sacs and mews often with feature 'squares' at junctions in the most recent developments. Parking is generally accommodated to the front or side of properties on parking platforms, within small front gardens, or to the side where homes are more spacious detached types with garaging. Front boundaries are mostly open plan with some ornamental shrub and hedge planting and small trees. The modern suburban developments have a collective and unifying character within each development brought about by a limited palette of building elements and materials including porches, bay windows, gabled roof projections and garage canopies. Whilst there are some hipped roofs, gable roofs predominate usually without chimneys.

The homes in each estate have a variety of materials and detailing, contrasting brick string courses and window surrounds common. Artstone are common window surrounds to UPVC glazing. Red and sandy buff brick is generally used, but these types also introduce brick with brown and orange tones and some limited render and mock detailing. Grey concrete tiles are generally used on roofs. Homes generally have a traditional aesthetic which complements the area, but many of the volume built estates could be anywhere.

It is apparent some recent developments within this typology, and particularly within or near to the historic village streets, are using sandstone as the main cladding material with grey tiled roofs to complement the local traditional vernacular. There are also two notably contemporary style modern suburban housing schemes in the area, including Pastures gardens off Lee Lane, which both introduce timber cladding.

LANDSCAPE, VIEWS, TOPOGRAPHY AND SETTING

The Barnsley Landscape Character Assessment 2002, is relevant, the allocation lies within D1 North East Barnsley Settled Arable Slopes. This character area is defined by a complex relationship of previous and present day industrial activity, urban settlement and arable farming over varied landform. Land cover and land use greatly influence the overall character of the landscape due to the complex interplay between the rolling, sloping, uncomplicated character of arable land and the sprawling density of urban form.

Arable farmland is characterised by medium to large field units often extending without obvious change up to the urban edge. This is not always the case and there are significant tracts of urban edge farmland characterised by small and tatty field units given over to a mix of uses from pony grazing to pigeon lofts.

There is a strong sense that the arable land is intensively worked; made apparent by the loss and continued neglect of field boundaries. There has been significant loss of hedgerows from the landscape- evident by the occasional presence of oak standards marking historic field limits. Remaining hedgerows are often gappy, short flailed and monospecies (hawthorn) and sometimes increase in number and improve in condition where farmland and settlement meet. This helps to soften the urban-rural interface. Present day industrial activity is largely clustered north of Monk Bretton but evidence of previous historic industrial activity is found dotted across the wider landscape in the form of disused works, tips and spoil heaps. Some of these have been reclaimed. There are a significant number of primary and secondary roads running through the landscape and these give an overtly active pace reducing the sense of tranquillity even in the more rural areas. In light of the above, landscape sensitivity to and capacity for, development are both judged to be medium in the assessment.

The allocation displays some of these characteristics, including being a farmed field close to the urban edge defined and bounded by mature trees and hedgerows alongside a active road, with evidence of field boundary removal through the remnants of isolated trees within it’s centre. Smaller ‘tatty’ fields are located closer to the edge of the settlement. The allocation slopes gently from the higher points along the southern edge toward Lee Lane and is at the lowest point. At a wider scale the land rises to the north, south, and west at Muscle Hill. Planted ridgelines to the south and the wooded hillside to the north shield the allocation from view within the wider landscape . The heavily planted mature treed boundaries of the allocation and adjacent fields also help contain views of the allocation from the east and west which include the wooded former railway line. The topography means the allocation is barely visible

from the existing settlement due to these landscape screening effects from intervening vegetation. Likewise the mature treed hedgerow alongside Lee Lane results in a strong screening effect. Therefore the allocation has a strong degree of localised landscape containment.

To the south of the allocation on the opposite side of the ridgeline the landscape becomes more open with larger fields. It is heavily influenced by the tall electricity transmission pylons which cut across the landscape between Royston and Carlton.

Allocation MU5 forms part of a residential allocation and is not subject to any special designations, including Green Belt, SSSI’s, Landscape Value or Conservation Area. In allocating the land for development the limited visual amenity has been considered.



Royston lies to the east of the M1 and the higher ground of the Pennines



Site location on Lee Lane in the lower land between Royston and Darton

4.0 | Design Solution



ALLOCATION MASTERPLAN

The development has been designed at this outline stage in accordance with the Masterplan produced for the land to the west of the site by Bellway Homes during their Appeal. The proposal ensures that land south of Lee Lane (including the Belway Homes site) can be developed comprehensively.

It indicates a comprehensive design that includes a school, bus route, potential commercial options, cycle routes and a site wide drainage strategy.

This outline application (highlighted in red) lies at the centre of the allocation and as such incorporates the existing roundabout and bus route.

- EXISTING ROADS
- PROPOSED CYCLE ROUTE
- PROPOSED BUS ROUTE
- PROPOSED PRIMARY ROUTES
- PROPOSED PRIVATE DRIVES
- PROPOSED AREAS OF DEVELOPMENT
- POTENTIAL LOCATION OF SCHOOL
- PROPOSED AREAS OF PUBLIC OPEN SPACE
- PROPOSED FRONTAGE
- EXISTING TREES
- REAR BOUNDARIES
- POTENTIAL LOCATIONS OF LOCAL CENTRE
- ROUTE OF PUBLIC RIGHT OF WAY
- EXISTING WATERCOURSE RETAINED WITH MAINTENANCE STRIP PROVIDED



Proposed masterplan

The principles of good urban design are well established and are consistent throughout many residential developments.

In keeping with the technical reports, site analysis and concept plans the illustrative design solution can be assessed against these principles to ensure a successful and sustainable development.

This section of the Design and Access Statement explains the principles for the design solution. It also describes how the characteristics highlighted in the aforementioned National Design Guide have been realised.

Key features of the proposals include:

- A) Access from Lee Lane via an existing roundabout;
- B) Active frontage set back from Lee Lane;
- C) Green corridor includes a cycleway that connects to the wider allocation and Royston;
- D) Provision is made for links to future phases of development;
- E) Retained trees and hedges;
- F) Outward facing development overlooks adjacent proposed greenspace.



The National Design Guide 2019 describes 10 characteristics which contribute towards the cross-cutting themes for good design set out in the National Planning Policy Framework.

The following explains how the design solution addresses each characteristic.

CONTEXT

The application is part of a larger allocation and in this context the proposals are heavily influenced by existing permissions and the evolution of the masterplan from an illustrative proposal to a constructed development. Royston has a long history dating back to the Doomsday Book and possibly beyond, however it would be incongruous to reflect this heritage in a single phase of development. Rather this proposal points towards the future of Royston as a vibrant mixed use community in a sustainable and growing settlement.

IDENTITY

The proposals reinforce the identity established by existing and approved phases of development. Characteristics such as massing, scale and heights are consistent and ensure this new proposal is well integrated into both the wider masterplan and the existing settlement.

The illustrative masterplan has been informed by the characteristics of the local area and a desire to achieve a design of high architectural merit.

The proposals respond to the sensitivity of the site through a layout, design and landscape treatment that adopts an appropriate density, maintains the character of Lee Lane and integrates with adjacent development. In all it ensures a positive addition to the identity of the area.

BUILT FORM

The built form is key to the success of the housing layout, providing a pleasant environment for the user whilst also creating a setting which helps to assimilate the site into the surrounding development and open space.

Individual development parcels are efficient and outward facing. Corners are carefully considered and open frontages to the plots allow for the inclusion of planting set within areas. The use of trees in key locations throughout the housing and specifically to the southern edge will help to break up the building line, filtering views of the housing and providing a vertical dimension to the

street scene.

Scale, massing and density are well informed and appropriate having been influenced by development in the vicinity. Much of the buildings will be 2 storey with the occasional larger storey buildings used to create recognisable points and interest.

MOVEMENT

The form of the development in a series of outward facing parcels informs the movement network. Equally the provision of a bus route through the proposals and into the wider allocation is important. Vehicle and pedestrian access points into the parcel are fixed by the existing roundabout along Lee Lane and the illustrative masterplan.

The overall allocation is a highly sustainable one and a number of services within a short distance area reduce the need for single occupancy car and vehicle use and increase the likelihood of cycling and walking. With this in mind pedestrian and non-vehicle routes are safe and direct, through open spaces or along the main spine road.

A road hierarchy is established and articulated by carefully placed buildings and landscaping. Parking is in compliance with local policies and a variety of solutions is proposed.

NATURE

In the context of the allocation and wider masterplan, green edge and spaces create an important habitat for native plant and wildlife. The value of both the retained and newly planted hedgerows will be maximised through careful management with the intention to:

- Increase and improve the quality of boundary hedgerows;
- Provide usable and natural open space for the benefit of new residents;
- Connect to the green infrastructure of the masterplan to create green corridors and facilitate the movement of wildlife; and
- Protect existing eco-systems and local habitats.

PUBLIC SPACES

Public spaces will be of high merit, enhances through the careful positioning of buildings, in street furniture and landscaping.

Open spaces will be influenced by existing site conditions and will enhance important ecological features.

Built and greenspaces are populated by a high quality planting scheme to provide natural landscape led routes that connects the buffer planting and ecology areas in the wider masterplan.

The proposed development will provide appropriate public open space and high-quality landscaping. The majority of the application site is not currently publicly accessible and therefore new areas of public open space will be available to both new and existing residents.

USES

This phase of development is residential with associated landscaping and highways. However it is part of a development that represents an integrated and sustainable community. With this in mind the application makes efficient use of land to deliver a phase of residential development that will help support Royston.

The design solution encourages non-vehicle movement and connections to the town centre and therefore a number of services including supermarkets, medical facilities, schools, bus routes and railway. The proposals deliver a diverse mix of housing to deliver an inclusive design and a community that will make good use of the nearby services.

HOMES AND BUILDINGS

Each dwelling is functional and provides appropriate accommodation, circulation and storage space. Each has a private and defined amenity space with parking within curtilage. Buildings sit comfortably within the site with due consideration given to the existing dwellings along the southern and eastern boundaries.

The location and orientation of each dwelling respects the surrounding properties and relate well to one another. They are generally positioned parallel to one another, or at 90 degrees to their neighbours. There are also intimate dwelling clusters, typically at the head of the cul-de-sacs with some buildings located to create focal ends and vista stops. The new development respects the existing neighbouring property and any future development.

All buildings contribute to the movement framework and overall character having active frontage and a positive outlook throughout.

RESOURCES

A sustainable approach to the design which aims to achieve long term reductions in CO2 emissions and climate change is proposed based on a fabric first construction strategy. This could include a series of fabric and building service enhancements to reduce energy consumption to be determined at a detailed design stage.

The orientation of development blocks, plots, frontage and rear boundaries have been carefully considered to deliver an efficient and robust layout. Development blocks are grouped together to ensure the amount of hard-surfacing required to access dwellings is minimised. Defensible rear amenity space is protected and defined with an emphasis on retaining existing green boundaries at the periphery of the site.

LIFESPAN

A Sustainability Appraisal is included later in this document which details the Design Team’s approach. In general the proposals will generate a new place that aims to meet the needs of the new community and its future generations.

The proposals seek to deliver a sustainable development and a high quality of life that improves economic, social and environmental well being.

In summary new residents and following generations will have the opportunity to have long and successful lives in a sustainable and pleasant location.



SITE ENTRANCE

The proposal make good use of the existing roundabout along Lee Lane to create a framed gateway and a high quality entrance feature.

- 1. Development is set back from Lee Lane to create a pleasant green corridor along the frontage;
- 2. Dual aspect dwellings create a gateway feature;
- 3. Interaction with existing development and roundabout;
- 4. Green frontage includes existing trees and hedges with new planting to enhance the space; and
- 5. Proposed cycle and pedestrian route connects to the wider area.

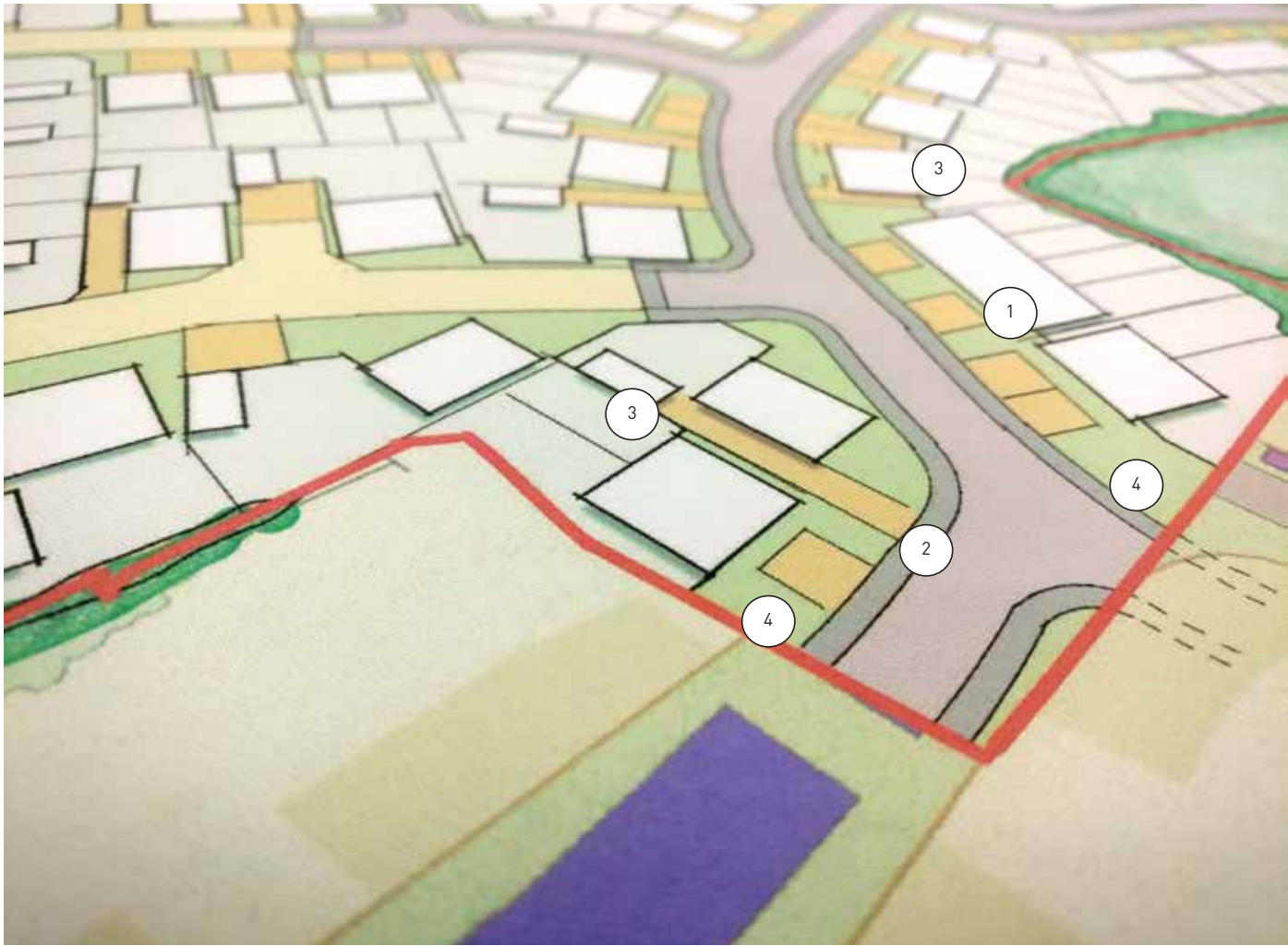


KEY JUNCTION

Buildings are carefully positioned around this central node to create a recognisable space and identifiable buildings. There is potential here for a contrasting material or specific detailing to further emphasis this space.

- 1. Dwellings positioned to create vistas and gateways;
- 2. Key dwelling at head of the junction is a focal point;
- 3. Dual aspect dwellings ensure continuation of activity and natural surveillance; and
- 4. Varied parking solutions present opportunity for in street landscaping.





FUTURE CONNECTIONS

Future connections are well considered and ensure a clear pattern for adjacent and future parcels to follow.

- 1. Active streetscenes define the route;
- 2. Varied parking solutions;
- 3. Strong build line and protected rear amenity space; and
- 4. Clear and well-defined non-vehicle routes.



PARAMETER - MOVEMENT FRAMEWORK

A clear road hierarchy has been established with an emphasis on non-vehicle movement. All areas of the proposals are accessible by foot or cycle and are designed in a safe and legible way.

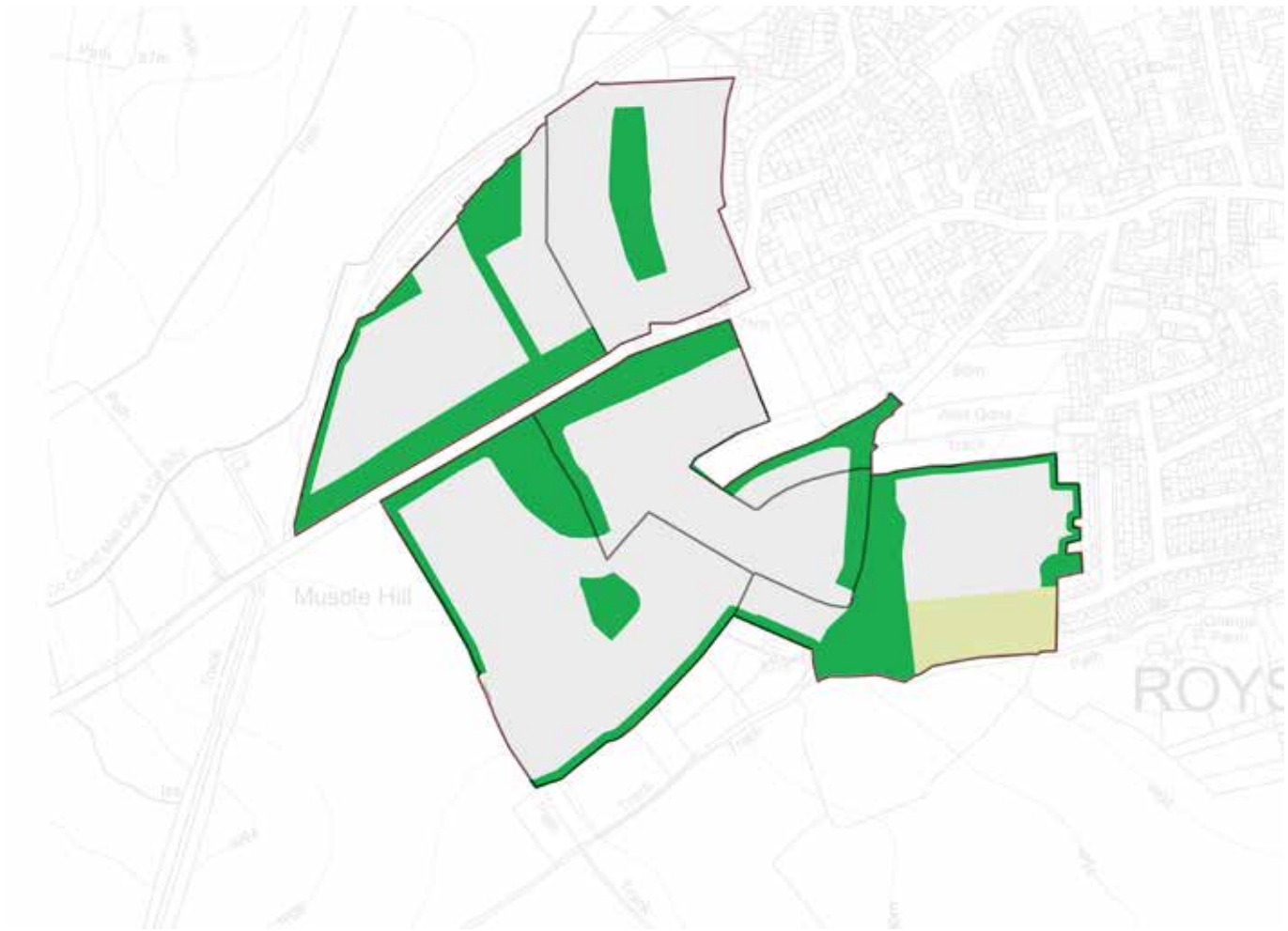
In all the proposals and movement framework promote activity and social interaction.

- PRIMARY HIGHWAY AND BUS ROUTE
- SECONDARY HIGHWAY
- PRIVATE DRIVE
- KEY PROPOSED NON-VEHICLE ROUTES

Building for Life is the industry standard endorsed by Government, for well-designed homes and neighbourhoods that local communities, local authorities and developers are invited to use to help create good places to live. The 12 questions below reflect the vision of what new housing developments should be: attractive, functional and sustainable places.



Subsequent and more detailed applications will be assessed against the questions below to ensure compliance:



GREEN INFRASTRUCTURE

Green corridors to the northern and western boundaries connect to similar spaces in the masterplan. The intention is to retain existing vegetation and trees in an appropriate setting and maximise the opportunity for leisure and amenity.



GREEN FRONTAGE ALONG LEE LANE



WESTERN BOUNDARY, EXISTING TREES AND INTERACTION WITH ADJACENT POS



SOUTHERN AND EASTERN BOUNDARY RETAINED PLANTING AND HEDGEROWS

INTEGRATING INTO THE NEIGHBOURHOOD

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?
2. FACILITIES AND SERVICES - DOES THE DEVELOPMENT PROVIDE (OR IS IT CLOSE TO) COMMUNITY FACILITIES, SUCH AS SHOPS, SCHOOLS, WORKPLACES, PARKS, PLAY AREAS, PUBS OR CAFÉS?
3. PUBLIC TRANSPORT - DOES THE SCHEME HAVE GOOD ACCESS TO PUBLIC TRANSPORT TO HELP REDUCE CAR DEPENDENCY?
4. MEETING LOCAL HOUSING REQUIREMENTS - DOES THE DEVELOPMENT HAVE A MIX OF HOUSING TYPES AND TENURES THAT SUIT LOCAL REQUIREMENTS?

CREATING A PLACE

5. CHARACTER - DOES THE SCHEME CREATE A PLACE WITH A LOCALLY INSPIRED OR OTHERWISE DISTINCTIVE CHARACTER?
6. WORKING WITH THE SITE AND ITS CONTEXT - DOES THE SCHEME TAKE ADVANTAGE OF EXISTING TOPOGRAPHY, LANDSCAPE FEATURES (INCLUDING WATER COURSES), TREES AND PLANTS, WILDLIFE HABITATS, EXISTING BUILDINGS, SITE ORIENTATION & MICROCLIMATES?
7. ARE BUILDINGS DESIGNED AND POSITIONED WITH LANDSCAPING TO DEFINE AND ENHANCE STREETS AND SPACES AND ARE BUILDINGS DESIGNED TO TURN STREET CORNERS WELL?
8. EASY TO FIND YOUR WAY AROUND - IS THE SCHEME DESIGNED TO MAKE IT EASY TO FIND YOUR WAY AROUND?

STREET & HOME

9. STREETS FOR ALL ARE STREETS DESIGNED IN A WAY THAT ENCOURAGE LOW VEHICLE SPEEDS AND ALLOW THEM TO FUNCTION AS SOCIAL SPACES?
10. CAR PARKING IS RESIDENT AND VISITOR PARKING SUFFICIENT AND WELL INTEGRATED SO THAT IT DOES NOT DOMINATE THE STREET?
11. PUBLIC AND PRIVATE SPACE WILL PUBLIC AND PRIVATE SPACES BE CLEARLY DEFINED AND DESIGNED TO BE ATTRACTIVE, WELL MANAGED AND SAFE?
12. EXTERNAL STORAGE AND AMENITY SPACE IS THERE ADEQUATE EXTERNAL STORAGE SPACE FOR BINS AND RECYCLING AS WELL AS VEHICLES AND CYCLES?

5.0 | Sustainability



THE PROPOSALS WILL GENERATE A NEW PLACE THAT AIMS TO MEET THE NEEDS OF THE NEW COMMUNITY AND ITS FUTURE GENERATIONS. THE PROPOSALS SEEK TO DELIVER A SUSTAINABLE DEVELOPMENT AND A HIGH QUALITY OF LIFE THAT IMPROVES ECONOMIC, SOCIAL AND ENVIRONMENTAL WELL BEING.

The proposals therefore have the potential to support the existing community facilities and local businesses through an increased population living nearby. The Government’s guidance on sustainable development is contained in the National Planning Policy Framework.

The following statement addresses the key headings below:

- Support and help revitalise the local economy;
- Reinforce neighbourhoods and communities;
- Provide a range of transport options and inclusive access; and
- Protect and enhance the natural environment and resources.

SUPPORT AND HELP REVITALISE THE LOCAL ECONOMY

The site is in a sustainable location with good access. It is located within short distances of services such as shops, public houses, post office and schools. The site provides an opportunity for residential development within easy reach of a range of education, employment, retail and leisure opportunities.

The proposed site will provide high quality residential accommodation and will contribute towards the overall amenity, and sustainability of the area. Employment will also be created during the construction process.

REINFORCE NEIGHBOURHOODS AND COMMUNITIES

The development of this residential scheme will contribute towards an increase in the number of people living in this area. Neighbourhoods can be reinforced by movement networks, the mix of uses and tenures, the amount and position of open space and local vernacular building materials and styles.

The health, well-being and quality of life of those who will be using an area will be influenced by its cohesion. The vitality of neighbourhoods is enhanced by creating variety and choice within the development and should cater for a range of demographic groups especially families.

The layout of the proposed development will increase natural surveillance both within the application site and of the surrounding area and footpaths An increase in activity in the area will also promote a safe, crime-free environment.

PROVIDE A RANGE OF TRANSPORT OPTIONS AND INCLUSIVE ACCESS

The road structure has been designed to create good permeability for pedestrian, cyclists and vehicle movement throughout the development. In the context of the wider masterplan a bus route is proposed and is well served and connected to adjacent parcels.

Inclusive access within the layout will provide for ease of movement by all social groupings and will meet the standards for disabled access for such items as steps, ramps, door widths, etc. The approach to the dwelling, the area of land within the curtilage of the property from the boundary of the plot up to the building itself, will have accessible paths and drives , taking into account the topography of the site. The use of various surface materials, dropped kerbs, tactile paving, parking and drop off points will be used to facilitate ease of movement by all.

PROTECT AND ENHANCE THE NATURAL ENVIRONMENT AND RESOURCES

Retained trees and planting form a robust boundary to the proposals and are well protected to ensure the long term future of this important resource. Rear and side boundaries of plots are robust and define the natural habitat.

In the context of the wider allocation and masterplan other greenspaces and a SUDS basin will increase the natural and arboricultural quality of the site providing potential foraging, nesting and habitat areas for flora and fauna.

The proposals will provide opportunities for a mix of biodiversity within the site with gardens and landscaped areas helping assimilate the development into the area.



6.0 | Summary



THE DESIGN TEAM HAVE PROPOSED A SUSTAINABLE AND HIGH QUALITY LIVING ENVIRONMENT WHICH MAKES EFFICIENT USE OF LAND IN TERMS OF HOUSING NUMBERS AND DENSITY.

THE PROPOSAL IS A WELL PLANNED SUSTAINABLE SOLUTION WITH DWELLINGS WHICH WILL MEET HIGH ARCHITECTURAL STANDARDS ALONGSIDE THE CREATION OF PLEASANT AND RECOGNISABLE STREETS.

Below is a summary of the scheme proposals:

- circa 100 new dwellings;
- Provision of vehicle connections to the wider allocation and Royston;
- Continuation of bus route through the allocation;
- Outward facing development and a positive streetscene along Lee Lane;
- Cycle and pedestrian routes are clear and well defined; and
- Boundary trees and planting are retained.
- Net density of 36 dwellings per hectare.



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