



DESIGN AND ACCESS STATEMENT

LEE LANE, ROYSTON

A FULL PLANNING
APPLICATION

ISSUE 1 | JANUARY 2019

Bellway

STEN
ARCHITECTURE

1.0	Introduction
2.0	Site Location
3.0	Planning Policy Context
4.0	Area and Site Analysis
5.0	Opportunities & Constraints
6.0	Community Consultation
7.0	Design Solution
8.0	Landscape
9.0	Building For Life
10.0	Sustainability
10.0	Summary



Client : Bellway



Architect : STEN Architecture



Planning Consultant : CBRE

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PRELIMINARY

1. INTRODUCTION

This Design and Access Statement has been prepared by STEN ARCHITECTURE on behalf of Bellway Homes in support of a full planning application for residential development on land at Lee Lane, Royston, Barnsley.

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

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

The document has the following functions and purpose:

- Identify the existing context of the site
- To provide a description of the key issues, constraints and opportunities afforded by the site, and the evaluation that has informed and led to the proposed form of development;
- Identify the key development principles and framework which has informed the detailed design of the scheme; and
- To provide appropriate information on the development in terms of layout, scale, amount, landscaping, appearance and access.

The ethos of the design is to:

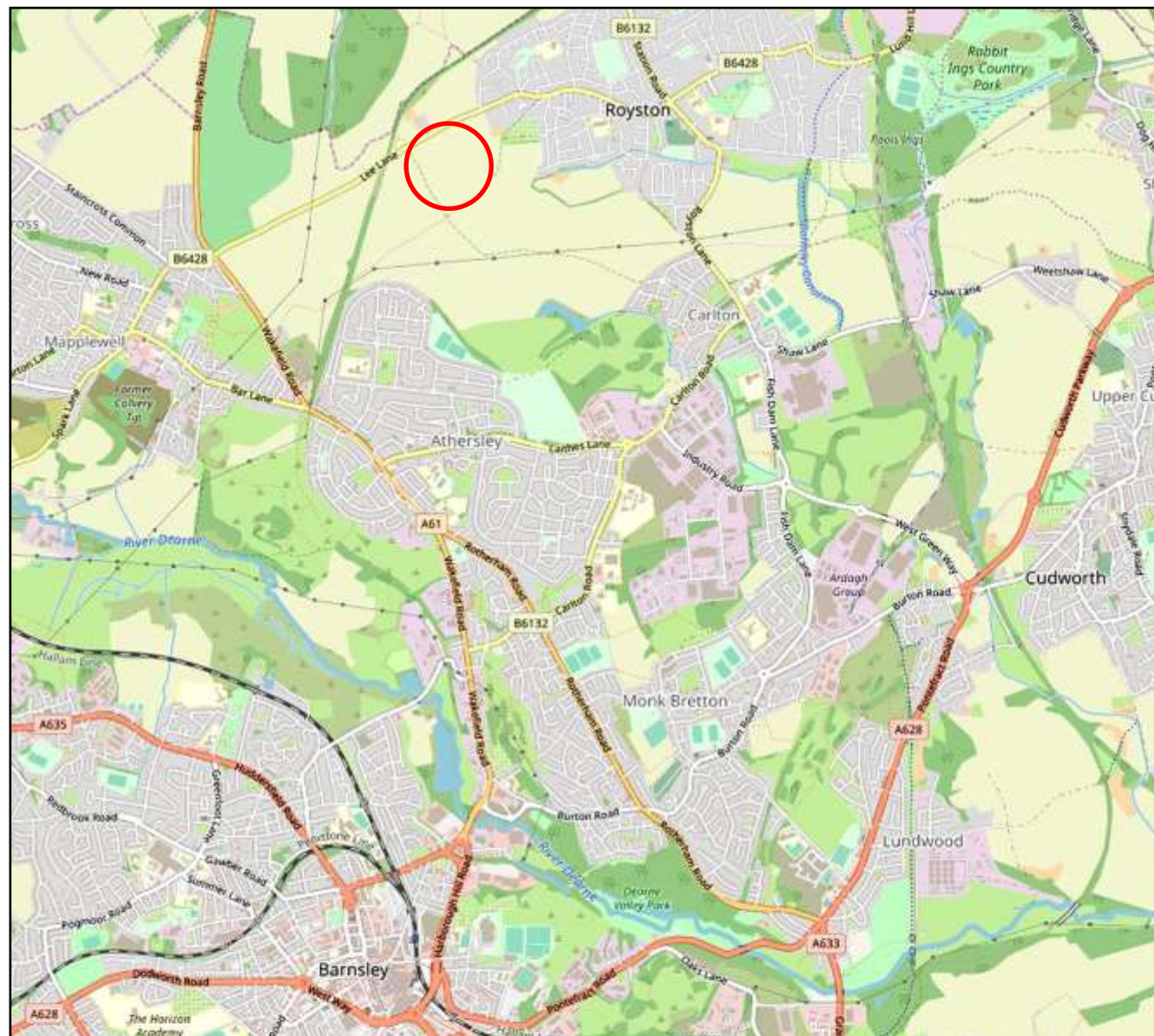
- Create a high quality residential development;
- Create a legible and attractive place with a sense of identity;
- Create a sustainable and high quality living environment with good amenity;
- Make efficient use of land in terms of ecological enhancement and density;
- Provide a well planned sustainable settlement with dwellings which will meet high architectural standards and the creation of pleasant and well planned streets.

2. SITE LOCATION

The site is located on the western edge of the village of Royston a suburban village within the Metropolitan borough of Barnsley, in South Yorkshire.

Historically part of the West Riding of Yorkshire, it was incorporated into the Metropolitan borough of Barnsley in 1974 and is adjacent to the border with West Yorkshire and Wakefield MBC to the north. Royston lies on the Barnsley Canal, and on the intersection of the B6132 and B6428 roads, due north of Monk Bretton at an elevation of around 246 feet above sea level.

Royston is around 5km north east of Barnsley town centre and approximately 10km south of Wakefield. The M1 motorway is c5km to the west with the nearest railway stations at Darton and Barnsley.



3. PLANNING POLICY CONTEXT

The application is supported by a Planning Statement, which provides a comprehensive assessment of the proposed development against relevant planning policy. This section reviews key national and local design policy and guidance.

NATIONAL PLANNING POLICY FRAMEWORK, JULY 2018 (NPPF)

The National Planning Policy Framework aims to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth. Paragraph 7 states:

“The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.”

Furthermore 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 GUIDANCE

There are numerous best practice documents relating to design including ‘By Design’ (DETR and CABE), The Urban Design Compendium (English Partnerships and Housing Corporation), and ‘Better Places to Live By Design’ which all outline the importance of good urban design and provide advice for the design of residential areas. All of which will provide the underlying principles on which the development for this site is designed. There is general consensus over the principles of good design, although different terminology is sometimes applied. The core factors contributing to good urban design which underpin all of the above best practice include the following principles:

Character – somewhere with a sense of place and local distinction;

Legibility – a place, which is easy to understand and navigate;

Permeability – achieving a form of layout, which makes for efficient pedestrian and vehicular movement ;

An articulated townscape – creating an interesting, locational

responsive townscape utilising building height, scale and massing all of which should be human in scale ;

Human scale – the arrangement of building forms, which are easy for the human eye to read and provide a sense of scale and perspective;

Security, natural surveillance – creating places, which are properly overlooked and make effective passive and active policing;

Detailing, richness and interest – promoting ornamentation, rhythm, consistent vernacular, richness and intrigue to the built environment;

Quality within the public realm – promoting routes and spaces, which are attractive, safe and uncluttered;

Continuity and enclosure – promoting the continuity of the street frontage and the definition of public and private space;

Adaptability, robustness and sustainability – the layout of the site and individual buildings should all contribute towards the minimisation of resources from the design stage.

NATIONAL PLANNING POLICY GUIDANCE DESIGN, MARCH 2014 (NPPG)

The centrality of good design as an integral part of achieving sustainable development is reinforced from the NPPF. An emphasis is placed on good design making “the best possible use” of resources, including land, community, economic, infrastructure and other resources over the long as well as short term.

It suggests good design should:

- *Ensure that development can deliver a wide range of planning objectives;*
- *Enhance the quality of buildings and spaces, by considering form and function, efficiency and effectiveness;*
- *Address the need for different uses sympathetically.*

The NPPF’s expectation that design will have a prominent role in

plan making is reiterated by a reaffirmation that the plan making body will need to “evaluate and understand the defining characteristics of the area as part of its evidence base” as a means of informing appropriate design opportunities and policies. Once again, good design is identified as indivisible from good planning, and should be at the heart of the plan making process. A clear attempt is being made to demystify ‘good design’ by establishing sound, clear and easy to follow design policies and processes. This provides the foundation for assessment by use of expert advice from appropriately skilled in house staff or consultants. However, it is clearly stated that design should not be the preserve of specialists and it is important to seek the views of local communities, emphasising the importance of the consultation process.

It is recognised that although design is only part of the planning process it can affect a range of economic, social and environmental objectives. Planning policy and decisions, of which design is a part, are identified as needing to support these objectives and should therefore consider matters relating to: local character (including landscape setting); safe, connected and efficient streets; a network of green spaces (including parks) and public places; crime prevention; security measures; access and inclusion; efficient use of natural resources; and cohesive and vibrant neighbourhoods.

The outcomes of good design are to be benchmarked against 7 criteria or “qualities” typical of valued places, including: functionality; supporting mixed uses and tenures; successful public spaces; adaptability and resilience; distinctiveness; attractiveness; and ease of movement. Notwithstanding that By Design: Urban Design in the Planning System (2000) and Better Places to Live By Design (2001) have been cancelled with the publication of the PPG, the central urban design principles that underpin good design and need to be considered are reiterated, including: Layout, Form, Scale, Detailing and Materials.

WHICH PLANNING PROCESSES AND TOOLS CAN WE USE TO HELP ACHIEVE GOOD DESIGN?

The promotion of good design is identified as being relevant to all stages of the planning process, from the development plan stage through to planning applications. For the latter stage a series of ‘established ways’ are identified in which good design can be achieved:

- *Pre-application Discussions;*
- *Design and Access Statements;*
- *Design Review;*
- *Design Codes;*
- *Decisions on Applications;*
- *The Use and Implementation of Planning Conditions and Agreements.*

The guidance recognises that the qualities of well designed places are similar across most developments but articulates what this can mean for housing design, town centre design, and street design and transport corridors.

HOUSING DESIGN

Themes consistent with the NPPF are in evidence with functional, attractive, sustainable and adaptable criteria being singled out as underpinning well designed housing. Affordable housing provision is also highlighted as needing to be tenure blind and not ‘banished to the least attractive part of the site’ in well designed places. In recognition that comparatively small items can have a significant influence on the success of places, bin and bike storage, access to meter boxes, spaces for drying clothes and space for deliveries are identified as requiring particular consideration with a duty placed on local authorities to ensure that each dwelling is carefully planned. The Manual for Streets influence is evident in the principles

identified for successful streets, with an integrated approach ‘where buildings and spaces and the needs of people, not just of their vehicles, shape the area’. The rigid application of highway engineering standards are condemned as delivering a ‘sense of sprawl and formlessness and development which contradicts some of the key principles of urban design’. Imaginative and context specific design is advocated with a requirement for each street to be considered as ‘unique’, responsive to its character and location. The quality of streets, the integration of public transport, the removal of street clutter, the legibility of the place are all also highlighted as strong contributory factors in supporting social, economic and environmental goals by encouraging people to walk and use streets.

RELEVANT LOCAL POLICY AND GUIDANCE

CBRE have prepared a Planning Statement in support of this application. This document explains in detail the planning history, context and framework including the recent adoption of the Barnsley local Plan.

In summary the Development Plan for Barnsley consists of:

- Barnsley Local Plan (adopted on 3rd January 2019); and
- the Barnsley, Doncaster and Rotherham Joint Waste Plan (2012).

The policies contained within the Joint Waste Plan are not of direct relevance for the determination of this application.

The application site falls within the wider mixed-use allocation site reference MU5 (Land off Lee Lane, Royston). The allocation policy advises that the allocation has an indicative capacity to accommodate 828 dwellings and notes that 164 has already been approved under the allocation under planning application reference 2016/1490.



Relevant Supplementary Planning Documents (SPD) and Design Guidance

Designing New Housing Development (Adopted March 2012) sets out key design principles and standards for new residential development and represents a condensed version of the South Yorkshire Residential Design Guide (see below). The SPD supports policy CSP29 in relation to residential developments and seeks to create a good level of residential amenity for new and existing homes. It includes separation distances and minimum garden sizes as well as design principles relating to street layout, parking, boundary treatments and landscaping. It suggests the design of all new development must be based on an appraisal of the townscape of the site and surrounding area and its relation to topography and be designed as a considered response to these issues, with the analysis set out in the DAS.

South Yorkshire Residential Design Guide (2011) sets out more detailed design guidance in support of the SPD and technical requirements in relation to highways and street designs. It sets out overall design principles for new housing developments with an emphasis on appreciating the existing context of the site and facilitating integration between new development and existing neighbourhoods. It incorporates the principles of Building for Life. Detailed technical guidance is provided in the appendices in relation to highway design, parking approaches and street typologies which are considered to be acceptable. The highways guidance represents a local interpretation of the Manual for Streets approach.

Open Space Provision on New Housing Development (adopted March 2012) offers guidance to those submitting a planning application for residential development on what will be expected in terms of open space provision. The SPD states that a minimum of 15% of the gross site area of new major housing development (over 20 units) must be open space of

a type appropriate to the character of the site, its location and the layout and nature of the new housing and adjoining land uses. Where it is impossible to make such provision on land either within or immediately adjacent to the site in a satisfactory and acceptable manner, or where the Council deem it appropriate, suitable off-site open space facilities, remote from the development may be acceptable. The SPD sets out the types of open space that may be required with each site considered on its own merits taking account of local considerations and existing provision. The SPD refers to the South Yorkshire Guide in terms of open space design and sets out a number of key design principles which include making sure open space areas are accessible, well defined, overlooked and incorporate existing landscape features where possible. It states buffer zones should be provided from play areas to residential properties- at least 20m from the nearest curtilage. A contributions schedule is included at appendix 2 for off-site open space provision.

Parking SPD (adopted March 2012) sets out vehicle and cycle parking standards for different types of development. It also includes design principles for residential parking with reference to the SY design guide.

The following standards are set out for housing:

- 1 space for 1 or 2 bed properties,
- 2 spaces for properties with 3 or more bedrooms.

4. AREA AND SITE ANALYSIS

The Barnsley Landscape Character Assessment 2002, is relevant, the site 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 site 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 between the site an the settlement. It slopes gently from the higher points along the southern edge toward Lee Lane and is at the lowest points along the edge of this road. 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 site from view within the wider landscape . The heavily planted mature treed boundaries of the site and adjacent fields also help contain views of the site from the east and west which include the wooded former railway line. The topography means the site 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 site has a strong degree of localised landscape containment.

To the south of the site 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.

The site 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 site 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



Smaller enclosed grazing fields to east of site with mature treed boundaries to fields



Rural landscape setting with large open agricultural fields to west of site



Views of large open agricultural fields to south of site southward from the ridgeline



View northward across the site showing the densely wooded hills of Notton Park to the north

The site is located to the west of Royston approximately 250m from the established settlement urban area. It is within an edge of settlement, semi rural and evolving setting. Whilst being separate from the existing settlement edge, it is included within a wider development allocation which will see the land in between gradually developed over the coming years. This has commenced with the Barratts development which is on site at the northern side of Lee Lane.

The application site is located approximately 1mile 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 below. 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 application site is located approximately 10-15 minute 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 application site. Secondary schools such as Outwood Academy in Carlton and Holy Trinity are located around 1 -1.5 miles away. Holy Trinity is also accessible by school bus from the bus stop 400m from the site boundary along Lee Lane.

The site has good access to a range of public open spaces, including the surrounding open countryside via the PROW which runs along its western edge and links to others in the vicinity, 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 wider allocation in which the site sits is developed, as these facilities are identified aspirations. Likewise access to bus stops and POS will be enhanced through the development of nearby residential sites and through on site provision.

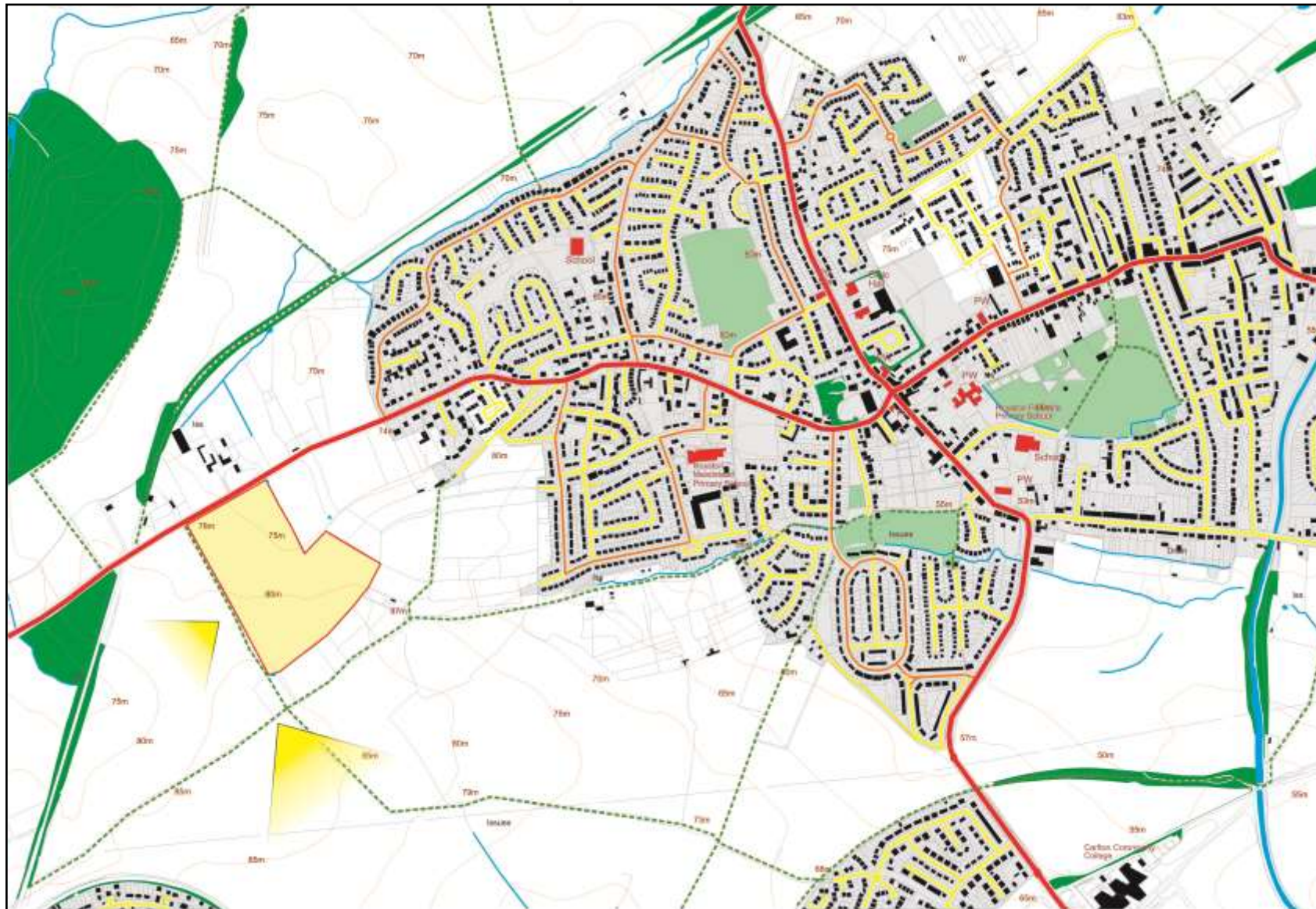
The closest bus stop is located approximately 400m east of the site at the junction between Lee Lane and Applehaigh View. The 451 Holy Trinity school bus service runs from this stop, both in the morning and after school closing time. Further bus stops are located on Lee Lane, around a 10 minute walking distance from the application site at its junction with West End Avenue and High Street. Bus services operate every 10 to 20 minutes to locations including Barnsley Interchange, Monk Bretton, Carlton, Notton, Newmillerdam, Sandal and Wakefield. The nearest easily accessible train station is Barnsley, which can be reached by bus from Royston in approximately 30 minutes. Services operate regularly to locations including, Sheffield, Meadowhall, Leeds and Nottingham.



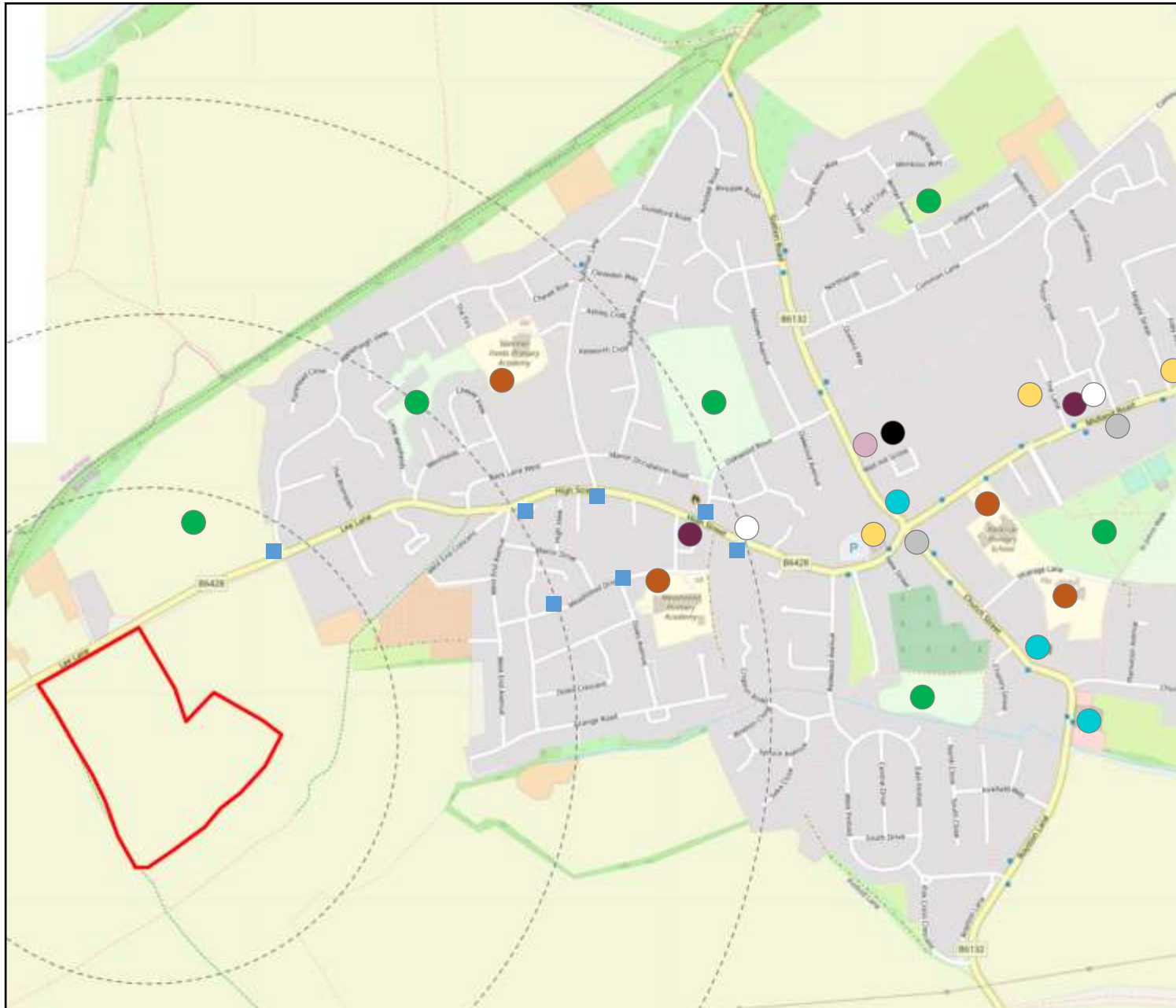
Royston Centre provides a good range of local shops, services and facilities



Oakwood Road playing fields



- Site location indicating extent of application for residential development
- Predominantly agricultural land surrounding settlement
- Urban area within settlement extent, predominantly homes & tertiary streets
- Woodland and tree copse in the local area
- Key public open space facilities and play close to site
- Unused Barnsley canal and other minor ditches and drains
- Principal vehicular routes and roads to wider network
- Secondary streets and residential loop connector streets
- Key public footpaths and Rights of Way providing local linkages
- Important community buildings including schools and churches
- longer distance views outside of site boundaries over more open landscape



- Supermarket
- Local Shops
- Doctors / Health Centre
- Pharmacy
- Primary school
- Open space and play
- Place of worship
- Library
- Leisure Centre
- Community Centre
- Bus stop
- 5,10,15 minute walking radii





1904



1932



1950

Originally a farming village, Royston joined the Industrial Revolution with the construction in the 1790s of the Barnsley Canal, and later a branch of the Midland Railway. Both are now disused. Royston had a colliery, a clay works and brick works but these are all now closed. Although a coke works operated until recently on the mine site processing coal brought in by road. In 1870-72, John Marius Wilson's Imperial Gazetteer of England and Wales described Royston like this:

a village and a township in Barnsley district, and a parish partly also in Wakefield district, W. R. Yorkshire. The village stands near the Barnsley canal, 1½ mile W of the North Midland railway, and 4 N E by N of Barnsley; and has a station jointly with Notton on the railway, and a post-office under Barnsley. The township comprises 1,004 acres. Real property, £2, 597. Pop., 545. Houses, 121. The parish contains also the townships of Cudworth, Carlton, Notton, Monk-Breton, and Chevet, and the chapelry of Woolley. Acres, 12, 708. Pop. in 1851, 4,045; in 1861, 4, 210. Houses, 903. The property is not much divided. Woolley Park is the seat of G. Wentworth, Esq. Coal is mined, and freestone is quarried. The living is a vicarage in the diocese of York. Value, £166. Patron, the Archbishop of York. The church is large and good, and has a pinnacled tower. The p. curacies of Monk-Bretton and Woolley are separate benefices. There are four dissenting chapels, an endowed grammar-school with £83 a year, another endowed school with £20, a national school, and charities £183. Sir George Wood, Baron of the Exchequer, was a native.*

Monckton Main Colliery (1878 - 1966) was to the west of Lund Hill Lane. The site was occupied by the Monckton Coke and Chemical Works. However, the works closed in 2014. Later on, Royston Drift Mine (1975 - 1989) was created to the east of the lane, i.e. on the Rabbit Ings side, which is now reclaimed as a park. A large shirt factory with the brand name Valusta provided local employment from the 1940s through to the 1980s.

Royston is mentioned in the Domesday Book of 1086 and the layout of the medieval village, with houses along the High Street and plots contained by a back lane, survives well despite later alteration to the buildings. The churches in Royston include the Anglican parish church of St John the Baptist, Bethel Church, the Royston Methodist Church, and Our Lady and St Joseph, a Roman Catholic church. The parish church of St John the Baptist was built about the year 1234 and has a clock, a sundial and a ring of eight bells. The church is a notable location and landmark in Royston, it is one of three churches in England with an oriel window and was used a navigational landmark for guiding travellers.

The general character of the historic core of Royston dates to around the 1980s. At this time there was much infilling of garden plots and demolition of earlier farm buildings and vernacular cottages. There are survivals of some 19th century terraces and a 17th century farm building. The east side of the village core is less structured compared to the plots along the High Street but there are surviving medieval buildings here, such as the church and chantry. In the late 19th/early 20th century this area became a focus for development of terraced housing. Parts of the area are still heavily characterised by this although there has been more infilling since. This was the first significant expansion to the main settlement occurring in the early 20th century, as terraced housing built up around Midland Road to house miners and their families. This later led to more planned estates of workers and municipal predominantly semi-detached housing and bungalows surrounding the village core. More recently there has been much infilling along the historic routes and the development of some larger private suburban housing estates. Around the edges of the village, infill and redevelopment sites.



2014 figure ground plan

There are a few designated heritage assets located in Royston. This includes the Church of St John the Baptist which is Grade I listed. 100, 102 and 104 High Street are a grade II listed Farmhouse complex. Kirk Cross is Listed Grade II. The monument is the wayside cross and is situated on the south west corner of the junction of Kirk Cross Crescent, Royston Lane and the B6132 road from Royston to Carlton. It includes the socle or socket stone of the cross together with its shaft. The exact function of the cross is not certain but its name suggests that it may have marked the route to church for the

medieval inhabitants of the area or may, alternatively, have marked the boundary of church land. 650m north west of Lee Lane Farm is a scheduled monument (marked pink below). The monument includes a late prehistoric enclosed settlement in woodland in Notton Park, a few metres west of a path junction. The enclosure is ovoid in shape with slightly angular northern and southern ends. It has a ditch with both an inner and an outer bank.

It is considered that the distance between these designated assets, the intervening areas of existing urban development and landscape features (and in the case of the scheduled monument the woodland enclosing the site) means there will be little if any effect on the setting or value of important heritage assets from development of the site.





Key character areas plan

Royston has a range of character areas reflective of its growth. The strongest traditional character is evident along the main routes into the settlement and around the cross roads at its centre. The land use is predominantly residential and given the nature of the application the analysis focuses upon these uses.

The following pages highlight some of the key characteristics of the developments within the main phases of the town's growth, with an emphasis on planned areas of housing, although there is some overlap particularly at the edges of the character areas and along the traditional village streets. The analysis categorises the development phases into 5 broad character types. Whilst there are some similarities between these areas, there is also variation apparent within each typology as discussed in further detail below.

This understanding of the areas character has helped inform the design response and ensures development of the application site contributes positively to the continuing evolution and growth of the settlement.

-  Evolved mixed linear village
-  Workers terraced housing
-  Post war suburban municipal and workers housing
-  Mid- late 20th century private suburban housing
-  Modern suburban housing



The older parts Royston are focused along the historic routes; Station Rd, Church St, High St, Midland Rd, Church Hill, Summer St and around the church of St John's. The streets tend toward a traditional rural village and informal character derived from the growth of the original settlement from farmsteads and workers cottages, which were complemented over time by community buildings, workers homes, shops and pubs. At the central cross roads and along certain sections of these streets, properties are sited close together close to the back of the pavement or behind small front gardens providing high levels of continuity and enclosure to the streets and a compact traditional urban grain. As the town prospered some higher status

detached residential villas and homes were built and traditional brick built properties and community buildings constructed particularly around the time the mine arrived which brought with it a denser brick built terraced character particularly to Midland Rd. Mainly in the late 20th century, but also recently, there was significant infilling along these streets and redevelopment of certain sites introducing more suburban forms and a more mixed character particularly along High Street / Lee lane. Apart from the higher status community buildings, pubs and homes, workers properties tend to have a simple traditional character and are relatively plain, being simple in plan and form. Older properties are sandstone but from the early 20th century tend

to be brick. Higher status properties tend to include more decorative features. Roof forms are generally gabled except for some of the landmark buildings in the conservation area. There is a fragmented local vernacular evident derived from the older buildings along these streets which is typical of the South Yorkshire area. This style uses local sandstone, which is often blackened by historic industrial pollution, with slate roofs. The low-medium height stone boundary walls are a defining characteristic of these routes, even fronting redeveloped plots, adding to the enclosure and definition of edges to the streets. Around the church, and in small village greens and gaps in built frontage there are sporadic trees in the streetscene.



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.



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.



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.



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.



The greenfield site is located on the western side of Royston directly to the south of Lee Lane, a rural road and one of the main routes entering the settlement. It currently consists of a large roughly 'L' shaped agricultural field which slopes gently from the south northward toward the low points along Lee Lane. There is an existing gated field access from Lee Lane in the north east corner of the site. The site is devoid of any significant features apart from a few sporadic trees in a line demarcating the historic field boundaries, from when the site was subdivided in the past. A line of overhead wires crosses the site in it's eastern half. It follows the eastern boundary before cutting diagonally through the north eastern corner.

A key feature of the site is the tree and hedgerow lined boundaries which help to define and enclose the site from it's surroundings as discussed previously. This includes many notable mature trees worthy of retention as identified in the tree survey. The trees provide a degree of visual containment and green backcloth to the site's edges.

Rural land use surrounds the site on 3 sides with Lee Lane defining the northern edge. Here the site is slightly lower than the footway along Lee Lane and has a small drainage ditch along this edge hidden within the boundary plantings. To the south, east and north east are defined smaller scale pastoral fields which appear to be used for horse grazing and include some small stabling blocks. These fields also include well treed and fenced field boundaries including hedgerows. To the west is a larger open agricultural field which appears to be used for crop cultivation.

A public footpath / bridleway runs along the western edge of the site and links to a public footpath close to the site's south western corner. These footpaths provide linkages eastward into Royston, westward toward Darton and southward toward Carlton. Slightly further westward

along Lee Lane are a series of footpaths which provide links northward to the former railway line right of way and the heavily wooded hills of Notton Park. The footpaths provide excellent access from the site to the surrounding countryside for recreation.

On the opposite side of Lee Lane to the sites northern boundary is Lee Lane farm which includes a stone built bungalow cottage and associated agricultural buildings set back from Lee Lane. Adjacent to this and directly across from the site is a larger 2 storey stone finished residency and associated buildings serving the motorcross centre which also has an access from, and is set back from, Lee Lane. These neighbouring properties have a mixture of stone walling and timber fencing to the Lee Lane edge. The character of Lee Lane at this point is largely rural but becomes increasingly urbanised in the short distance toward Royston particularly on it's northern side and with the commencement of the Barratts housing development.

Further to the north of these properties along Lee Lane is the wooded former railway line and the rising woodland on the hill side of Notton Park. This is clearly visible from the more elevated southern parts of the site providing a green landscape backcloth to views northward. The southern boundary of the site has a dense tree screen which is supplemented by further tree planting around the grazing fields on the crest of the hill to the south, meaning wider views are more constrained in that direction. There are some filtered views out over the countryside to the west through gaps in the boundary plantings along that edge.



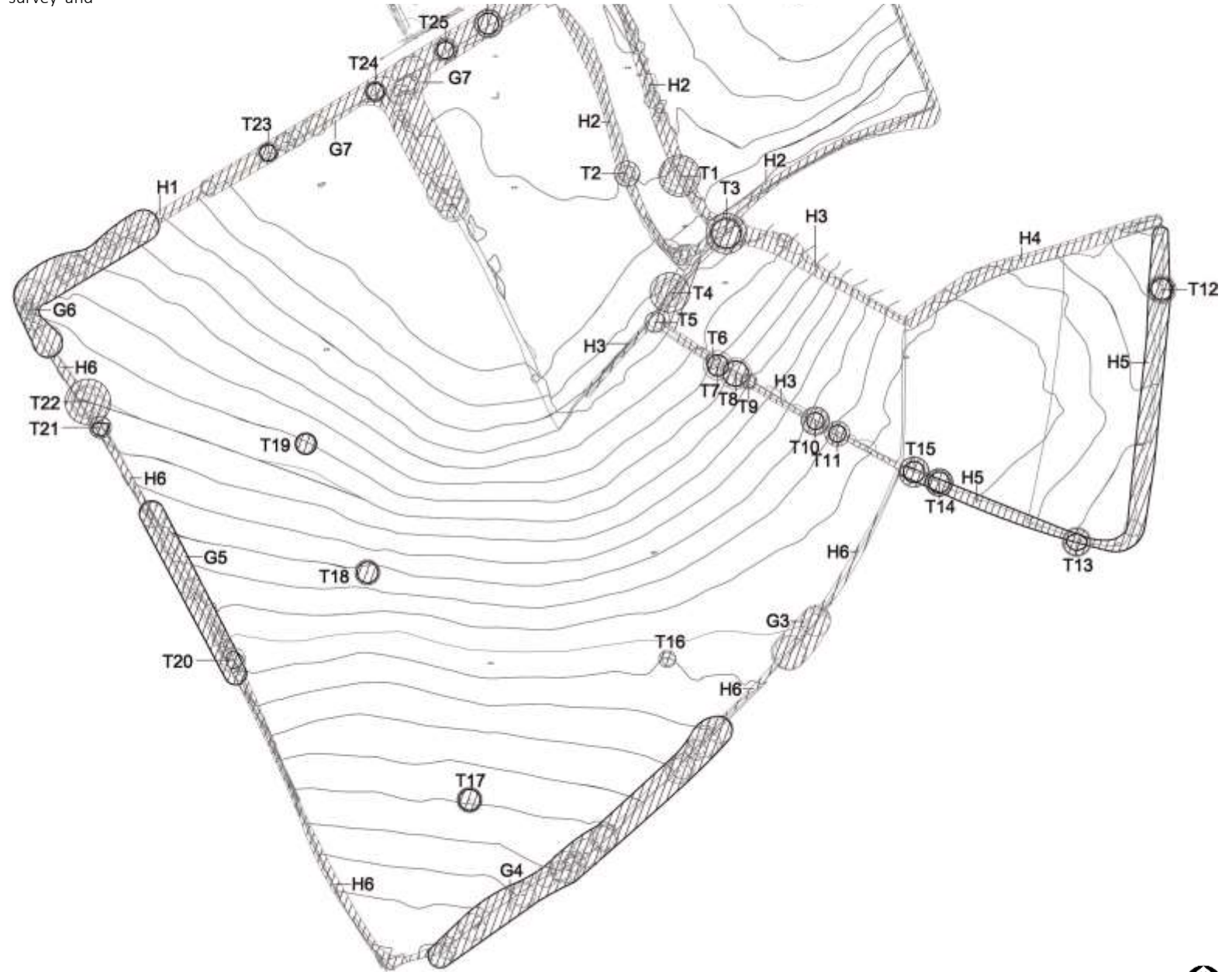
The site is enclosed on all sides by mature trees and hedgerows



View toward Royston along Lee Lane



The design has been informed by a full topographical survey and tree survey which accompanies the planning application.





A



B



C



D



E



F



G



J



H



K



I



L

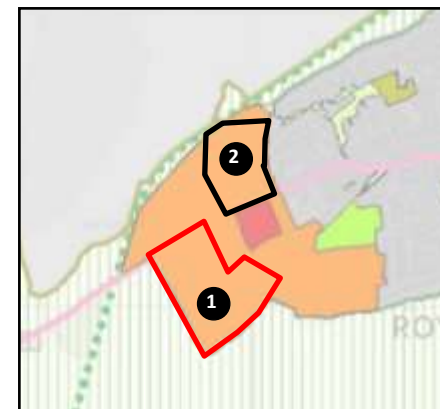


5. OPPORTUNITIES AND CONSTRAINTS



-  Fields sloping gently SW to NE as indicated by contours
-  Trees and hedgerows which require retention where possible
-  Potential for new vehicle access points into site from Lee Lane
-  Lee Lane provides good access to Royston and bus services
-  Potential to improve connections and surveillance to bridleway
-  Overhead telephone lines crossing through the site
-  Opportunity for attractive views across site northward and westward
-  Potential for quality built frontage to Lee Lane set behind green edge
-  Opportunity for attractive and accessible POS including SUD's in lower part of site
-  Potential for quality new housing development





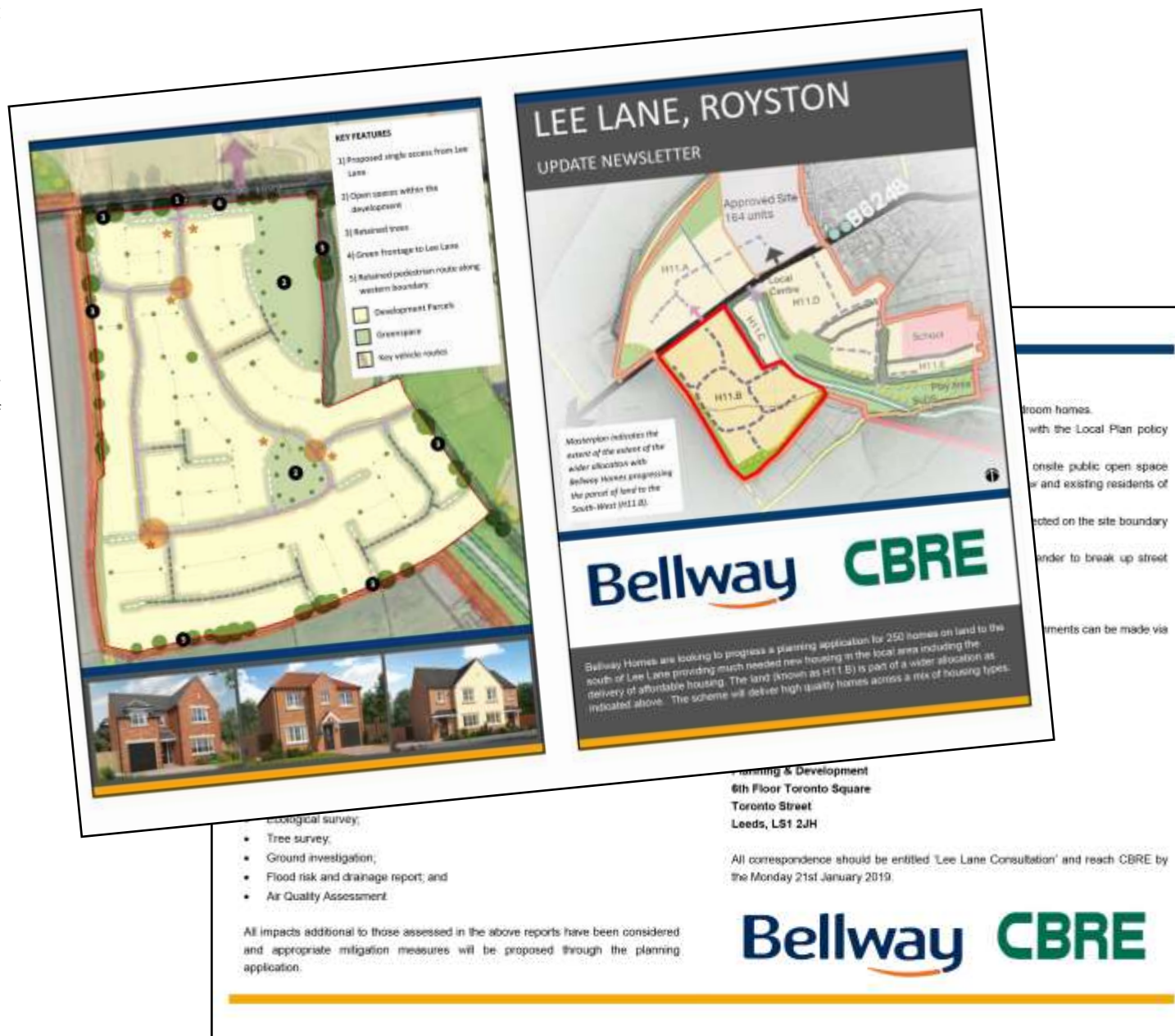
In the vicinity of the proposals (1) (and within the same Local Plan allocation), there is a new residential development currently under construction (2). This approval indicates some important design cues and precedents to follow in producing an integrated design solution.

6. COMMUNITY ENGAGEMENT

Community engagement involved a flyer drop inviting comments on the proposals and providing an overview of how the development may look. It also provided the contact details of the Planning Agent (CBRE). A copy of the consultation flyer is shown opposite.

The flyers were posted to residents and businesses located within the Consultation Zone on 4th January 2019. Comments were returned CBRE by 21st January 2019 and have helped shape the final design solution.

In accordance with the Council's Statement of Community Involvement evidence of the engagement is submitted as part of the application pack.



CBRE

7. DESIGN SOLUTION

The principles of good urban design are well established and are consistent throughout many residential developments. The proposed design solution can be assessed against these principles to ensure a successful and sustainable development. The site constraints, considerations and strategies have all been borne with the final scheme.

In total the Design Team are proposing a development of housing that totals 250 residential dwellings. The proposed development includes a mix of 2, 3 and 4 bedroom dwellings. The following text clarifies the specific detail of the submitted scheme.

- 1) Primary vehicle entrance from Lee Lane.
- 2) Non-vehicle access from adjacent bridleway;
- 3) Retained trees along Lee Lane and bridleway;
- 4) Large area of greenspace;
- 5) Central pocket greenspace;
- 6) Loop road; and
- 7) Provision for future links to wider site.



LEGIBILITY

The new development will be served via a new access from Lee Lane. A road with 2m footpaths brings you into the development and the main road running through the site with secondary shared surfaces and cul-de-sacs connecting. Secondary roads will be 5.5 m wide shared surfaces with 0.6m margins to the edges that will have incidental visitor parking located on them. The layout has been designed so that there is good natural surveillance to all areas of open space and roads with new dwellings looking onto these areas. The adjacent diagram shows how the site entrance is designed to ensure legibility and establish the character of the proposals with the following notes;

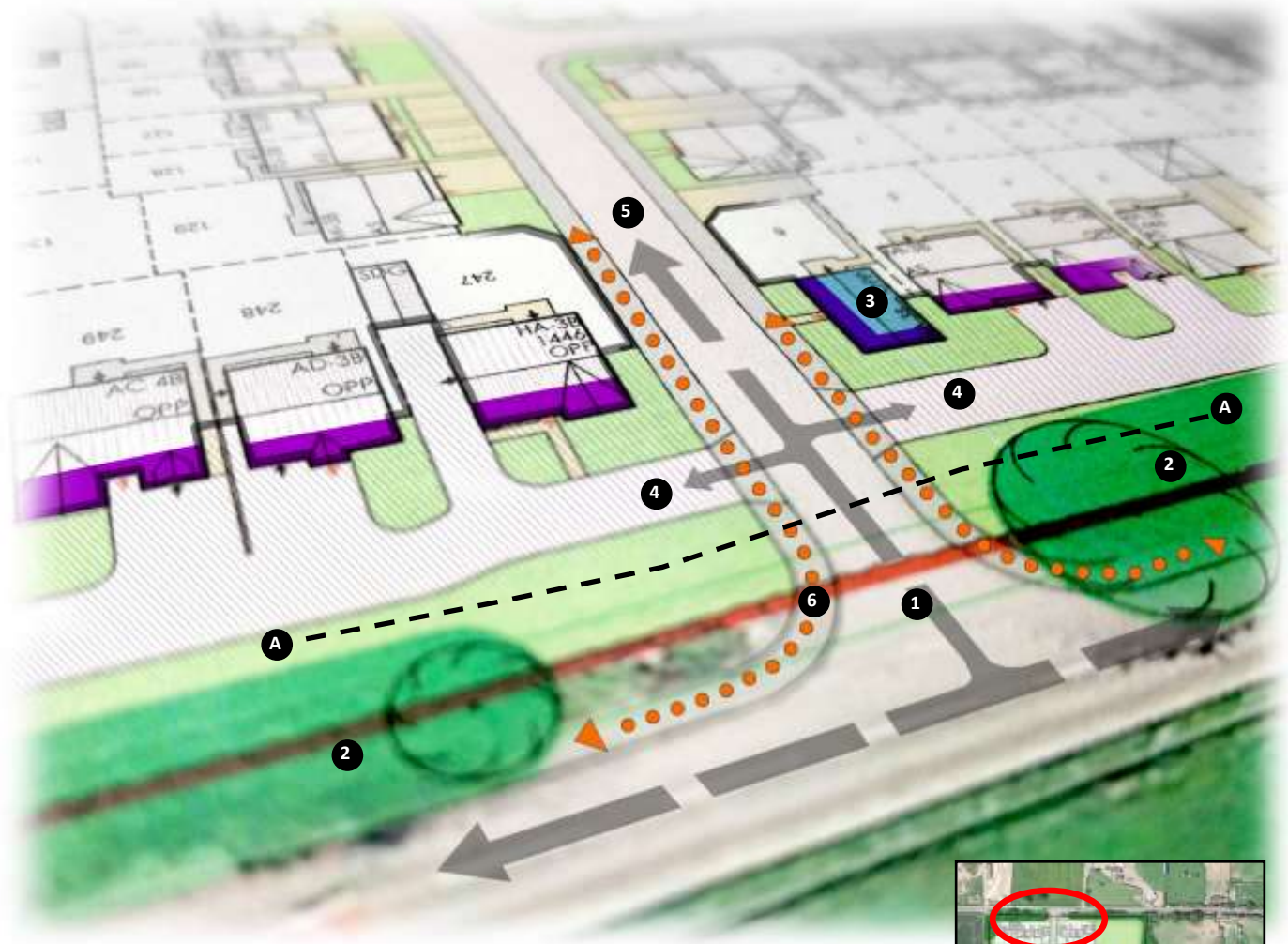
- 1) Single entrance from Lee Lane;
- 2) Retained trees and planting along Lee Lane;
- 3) Buildings create a gateway into the site;
- 4) Low speed private drives along the frontage ensure activity and a positive outlook;
- 5) Highway and footpaths are clearly defined; and
- 6) Footpath links to existing routes.

CHARACTER

The proposed development respects and maintains the character of the nearby existing settlement with houstypes and detailing carefully considered to reflect the locality. This variation in houstypes, materials and detailing will ensure the proposals make a positive contribution to the character of existing residential development in the vicinity. In keeping with residential development nearby all new private dwellings have car parking in curtilage, or designated within a parking court.

AN ARTICULATED TOWNSCAPE

Each street will be active, positive and varied, benefitting from a carefully articulated townscape achieved through variations in detailing, building sizes and materials. Proposed dwellings are well



A-A, A positive frontage onto Lee Lane with a variety in materials and houstypes producing a high quality response to this important boundary.



laid out with parking either alongside or in front of dwellings. This mix of car parking arrangement allows for landscaping in the street. Dwellings are 2 storey throughout, with dual aspect dwellings proposed at important corners to ensure continuity of activity. The adjacent illustration shows how the design team have created a varied and articulated development proposals with the following notes:

- 1) High quality tree retained within the site at the centre of a focused space;
- 2) Dual aspect dwellings ensure continuity of activity and aid wayfinding;
- 3) Buildings face onto the space throughout;
- 4) Change in materials and road widths act as traffic calming measure and indicate a change in road hierarchy;
- 5) Dwelling orientation ensure a continuous built form.

HUMAN SCALE

The location and orientation of the new dwellings respect 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 properties by retaining existing boundary trees, hedgerows and planting to the perimeter of the site that creates a substantial stand-off to any of these properties.

DETAILING, RICHNESS AND INTEREST

The rationale behind the design for the development has been the desire to enhance the form 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 area. Open frontages to the plots allow for the inclusion of planting set within



A-A, gaps between buildings ensure the car is removed from the streetscene in this area and helping to create an open and landscape led space.



areas and the use of trees in key locations throughout the housing will help to break up the building line, filtering views of the housing and providing a vertical dimension to the street scene.

QUALITY WITHIN THE PUBLIC REALM

The public realm is clearly defined by robust boundaries, use of materials and position of buildings. High quality materials, attention to detail and a consistent methodology ensures movement through proposed development is a positive experience.

Inclusive access within the layout provides for ease of movement by all social groupings and seeks certain minimum 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 wherever possible, 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.

- 1) Buildings form a gateway;
- 2) Large area of greenspace;
- 3) Outward facing development ensures natural surveillance and a positive outlook over the space;
- 4) Shared surface enables safe movement of pedestrians; and
- 5) Designated visitor parking.

ADAPTABILITY, ROBUSTNESS AND SUSTAINABILITY

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.



A-A, outward facing development with a variation in parking solutions enables complimentary planting to enhance the feel of the public open space.



MOVEMENT AND PERMEABILITY

A clear road hierarchy has been established with defined routes through the development, reinforced with the choice of surfacing material finish. The road typologies have been designed to accommodate the regular vehicles that use them – private, waste collection, other service vehicles, emergency as well as cyclists and all pedestrian needs.

A loop (D) is established to aid ease of movement and legibility.

Pedestrian connectivity has been thought of within the design allowing safe movement into the site by means of 2m footpaths to the sides of the new access road that run right into the heart of the development. An existing brideway runs along the Western boundary, the proposals connect to this.



Primary Vehicle Route



Secondary Vehicle Route



Tertiary Vehicle Route



Key pedestrian routes



Existing pedestrian routes and brideway

A

Primary Entrance Point

B

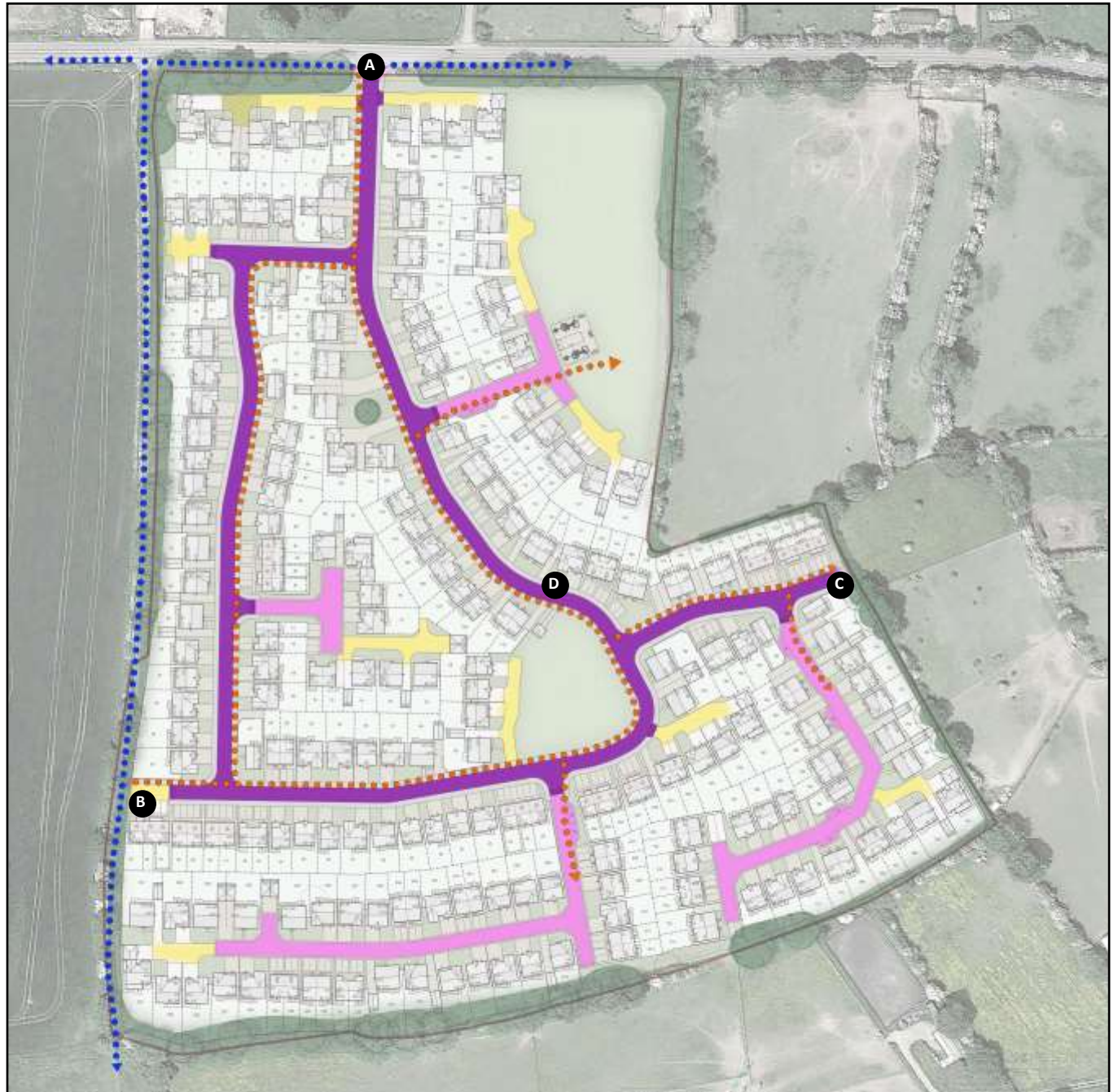
Pedestrian Connection to Bridleway

C

Provision for connection to future development

D

Loop Road



SECURED BY DESIGN**SECURITY, NATURAL SURVEILLANCE**

All new developments should create pleasant environments for residents where they feel safe and quality of life is not undermined by crime or the fear of crime. The following considerations have been taken into account when planning the scheme layout;

- Well defined routes for cars and pedestrians which are well overlooked.
- Structured places with no conflict between uses.
- All publicly accessible spaces overlooked.
- Management scheme to ensure landscaped areas are well maintained.
- Well defined defensible spaces and the use of suitable planting.
- Robust 1.8m high fences and lockable rear garden gates provided.

CONTINUITY AND ENCLOSURE

There is a clear definition between the public and private domain with all properties having 'defensible spaces' to their frontages, and sides on a corner position, with a variety of hard and soft treatments to the street, some giving physical enclosure to the semi-private spaces such as railings, hedges and shrub beds. Additional gable windows are also introduced to overlook public areas and ensure 'active frontages' exist throughout the site creating a safe and naturally surveyed environment. All the properties will have individual footpath accesses to their rear gardens giving direct control over their own private domain. This will aid security and, with easy access, also enable waste and recycling provisions to be located at the rear of the properties, out of sight from the street. Where possible the dwelling's private amenity spaces back onto other gardens or are screened from public areas by 1800 high brick pillar/fences or vertically boarded fences, with rails inboard to reduce climbing potential.





The application pack includes a selection of street scenes which indicate how the proposals may look and how materials are used to define spaces and key routes. The housetypes have been chosen to reflect the locality, aid movement and create interest and variety throughout. Dwellings will be primarily brick construction with concrete roof tiles.



8. LANDSCAPE

The landscaping for the development has been carefully considered to ensure the development integrates with the surrounding open fields and creates an edge to the settlement:

- 1) Retained trees contribute to green frontage along Lee Lane, Royston;
- 2) Playspace within large area of open space;
- 3) Boundary trees and hedges retained;
- 4) High quality tree retained within the site; and
- 5) Pocket greenspace contributes to overall amenity of the development.

Within the development, parking is provided in drives or parking courts and the open frontages to the plots allow for the inclusion of shrub planting set within formal grassed lawns which will provide a foil to the colour, shape and form of the chosen shrubs, grasses and herbaceous planting material.

The use of trees in key locations throughout the housing area will help to break up the building line, filtering views of the housing and providing a vertical dimension to the street scene.

The retention of the existing boundary vegetation is important. The use of native species within the areas of open space and within the residential areas where appropriate will help to reinforce linkages into the wider landscape and add to the overall biodiversity of the area.

The soft landscape framework will create distinct identities within the site and contribute to the overall legibility of the scheme.



PRELIMINARY

9. BUILDING FOR LIFE

PRELIMINARY

Building for Life 12 is a government-endorsed industry standard for well-designed homes and neighbourhoods. Local communities, local authorities and developers are encouraged to use it to guide discussions about creating good places to live.



INTEGRATING INTO THE NEIGHBOURHOOD

1

CONNECTIONS Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?



The proposed scheme makes a number of new connections with the surroundings. The proposals create a hierarchy of vehicular and pedestrian connections and the permeable layout utilises existing infrastructure and enhances connections to the surroundings. New vehicle and pedestrian access points will be formed from Lee Lane. Access to the new areas of public open space will be through the internal network of streets and footpaths. There will also be a potential vehicle and pedestrian connection into the adjacent site to the east which will enhance connectivity and permeability between the developments.

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 cafes?



The site is situated in a sustainable location with a high number of destinations that can be reached on foot, by cycle and on public transport. Royston High street is approximately 1.4 km from the site and has a number of shops, convenience stores and community services. Meadstead Primary Academy and Summerfield Primary Academy are both approximately 1.4 km from the site. New areas of public open space are also proposed on site. A small scale convenience retail facility is planned as part of the wider masterplan development that is in compliance with Local Plan policy TC5 Small Local Shops.

3

PUBLIC TRANSPORT Does the scheme have good access to public transport to help reduce car dependency?



The wider site is proposed to be allocated under policy H3 Housing Distribution policy as Site H11 with a indicative capacity of 770 dwellings which includes areas outside the red line for this application. Options are investigated for improving public transport access to the development and interventions included to encourage public transport use by residents. A Travel Plan has been prepared to explore opportunities for non-vehicle journeys.

4

MEETING LOCAL HOUSING REQUIREMENTS Does the development have a mix of housing types and tenures that suit local requirements?



A range of housing needs have been identified and realised in the design proposals, which incorporates a mix of housing from affordable 2 bedroom dwellings to four bedroom executive houses to meet aspirations and needs within Royston. This will enhance the settlement and offer the opportunity to provide dwellings for the first time buyer through to families.

CREATING A PLACE

5

CHARACTER Does the scheme create a place with a locally inspired or otherwise distinctive character?



The scheme will create a sense of character through the quality of the house type detailing, materials proposed and the quality of the public realm.

The local architectural character is varied in style and age, with older properties located in the town centre and a variety of styles of recent housing closer to the site.

The new development on the site will reinforce the local character of the town whilst being in keeping with the appearance of adjacent built form. This ensures the scheme enhances the character and appearance of the area. The new development will provide a palette of materials that is reflective of buildings surrounding the site.

7

CREATING WELL DEFINED STREETS AND SPACES Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?



Public and private spaces within the proposals have been clearly distinguished, with perimeter blocks creating a strong sense of enclosure and space. The layout incorporates natural overlooking of the spaces and encourages informal surveillance of the public realm. The use of dual fronted house types ensure that buildings turn street corners well and natural surveillance remains uninterrupted.

6

WORKING WITH THE SITE AND ITS CONTEXT Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?



The site is currently an agricultural field that slopes down gently from south to north. The site is bounded by established trees and hedgerows, the majority of which will be retained in the proposals. Some trees will be removed from Lee Lane to allow the access to be formed but most will be retained to maintain the rural appearance of the road.

8

EASY TO FIND YOUR WAY AROUND Is the scheme designed to make it easy to find your way around?



Dwellings will be orientated to denote the hierarchy of the road. Smaller estate roads lead from the main road into more intimate areas of the site. Each area will be differentiated through the use of different (but complementary) house types and sizes, materials, road surfacing, colour differentiation and landscaping creating character areas. Key prominent plots/vista stopping homes will have slightly contrasting material approaches to provide subtle way-markers throughout the scheme with complementary landscaping creating reinforcing this approach.

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?



A clear hierarchy of streets has been established within the detailed layout with the primary vehicular routes, shared surfaces and private drives clearly identifiable. All streets are framed through the siting of dwellings and the use of dual fronted corner turning units with individual accesses to dwellings identified ensuring they are clearly visible within the development and direct access to each property is clearly identified with footpath clearly identifiable for all users.

10

CAR PARKING Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?



The design of the scheme has taken steps to ensure that parking can be accommodated in a way which has a minimal impact on the quality of the streetscene. Parking is predominantly indicated on plot and set back behind the building line, as seen in the local towns and villages, to avoid cars dominating the streetscene. In some locations driveway parking is occasionally proposed in front of houses, providing convenience for owners and reducing the potential for streets dominated with cars.

11

PUBLIC AND PRIVATE SPACE Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?



All residential streets will benefit from active frontage and natural surveillance from the new homes that enclose them. Front gardens will be clearly defined by changes in surface, landscape and/or boundary treatments to provide clearly defined public and semi-private space. Rear gardens are locked together to form secure private spaces with robust and attractive boundary treatments to public areas and between plots. The open space focal points each have a specific function and have been located as to provide easy access for residents, and high levels of natural surveillance from surrounding properties, passing pedestrians and motorists.

12

EXTERNAL STORAGE AND AMENITY SPACE Is there adequate external storage space for bins and recycling as well as vehicles and cycles?



Proposed homes have sufficient private amenity spaces for the storage of bins away from the front of properties in rear gardens, with easy access to the street. Homes have sufficient allocated parking and in most instances garages are provided which can store cycles. Where garages are not available (e.g. terraced and some semi-detached units) sufficient amenity space has been provided to enable sheds to be erected.

10. 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. This document has shown how well the site is located in terms of access to existing community facilities and services supporting the walkable neighbourhood concept. 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 4 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

This application is proposed in a sustainable location with good access. The site is also located within walking distance of have services such as shops, pubs, 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, wellbeing 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 safer, crime free environment.

PROVIDE A RANGE OF TRANSPORT OPTIONS AND INCLUSIVE ACCESS

The road structure has been designed to create good permeability for both pedestrian, cyclists and vehicle movements within the development. 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

The site has some hedges and a significant number of trees through the site and on its boundary. The majority are proposed to be retained and where removed mitigation measures will be enforced. The proposals will provide opportunities for a mix of biodiversity within the site. The garden areas will be lawned and surrounded by secure boundary treatments. The mix of plant species grown within gardens will provide opportunities for small wildlife and garden birds to benefit from the development to a much greater extent than that which currently exists.



11. 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 well planned streets.

Below is a summary of the scheme proposals:

- 1) New primary vehicle entrance from Lee Lane to serve 250 new dwellings;
- 2) Clear movement for all users including pedestrians and cyclists;
- 3) Designated open space within the development;
- 4) Retention of trees and boundary planting;
- 5) Provision for future development and long term strategic connections: and
- 6) New housing compliments existing settlement with larger family homes and generous rear gardens.

