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ROYSTON MASTERPLAN FRAMEWORK

PUBLIC CONSULTATION

Wednesday 3 June to Wednesday 15 July 2020

The Barnsley Local Plan, was adopted in January 2019 and required that a number of allocations were supported by Masterplan Frameworks to inform any future planning applications. The Masterplan Framework will need to be approved by Full Council prior to the approval of subsequent planning applications.

The Royston Masterplan Framework should be read in conjunction with the adopted Local Plan and the Supplementary Planning Documents.

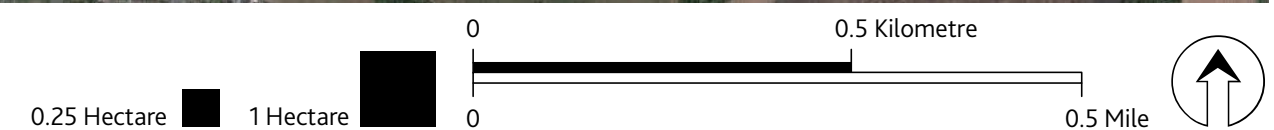
Site MU5 at Royston was designated for mixed use development. It provides for 994 homes and a new primary school, which would offer much needed housing for the borough along with new school places. Planning permission has already been granted for 166 of the 994 homes, under planning reference 2016/1490.

This consultation document sets out draft proposals for the Masterplan Framework for Royston. It has been produced by Barnsley Metropolitan Borough Council.

Thanks for taking the time to read this document. The consultation will close at 5pm on Wednesday 15 July, we would like to hear your feedback on the draft proposals to shape the final Masterplan Framework.



Site Location Map - Royston MU5



Placemaking For Royston

Our Masterplan Framework for Royston is based around eight placemaking



Design quality and local character

High quality distinctive design that reflects the local character of Royston and the surrounding landscape



Sustainable and active travel

A new part of the community with landscaped active travel links to Royston and the surrounding countryside including the Trans Pennine Trail



Facilities and local hub

A place with a new primary school with a park and facilities as a hub for the community. Also a place with a small local shop on the main gateway



Landscape and open space

A new part of the community with a park at the heart of each neighbourhood, landscaped links, trees and play areas for all



Housing mix and neighbourhood

A diverse new neighbourhood consisting of a rich mix of housing types and tenures, providing high-quality homes for all



Sustainability and carbon zero

A new part of the community that explores clean alternative energy usage and minimum carbon consumption



Deliverability

Viability and delivery to be ensured for new housing and local facilities within the development



Engagement and stewardship

Green space and grow gardens to be taken care of by the community. Pockets of nature in the development for all

This plan shows the constraints that have been considered in developing the Masterplan Framework, and highlights the below opportunities available to enhance the proposals.

Summary Opportunities

- Provision of a new primary school and a small local shop.
- Promote active travel options, encourage physical activities and sense of well-being within the new community.
- A newly constructed roundabout provides main access and gateway to the site.
- Enhanced public transport link to provide safe routes to the new school and nearby town centres.
- New facilities will encourage the integration of new and surrounding existing neighbourhoods.
- New green corridors and open spaces to connect with existing green infrastructure network in the surrounding area.
- Provide accessible landscape and ecology buffer to the surrounding Green Belt.



Royston Site Constraints Plan



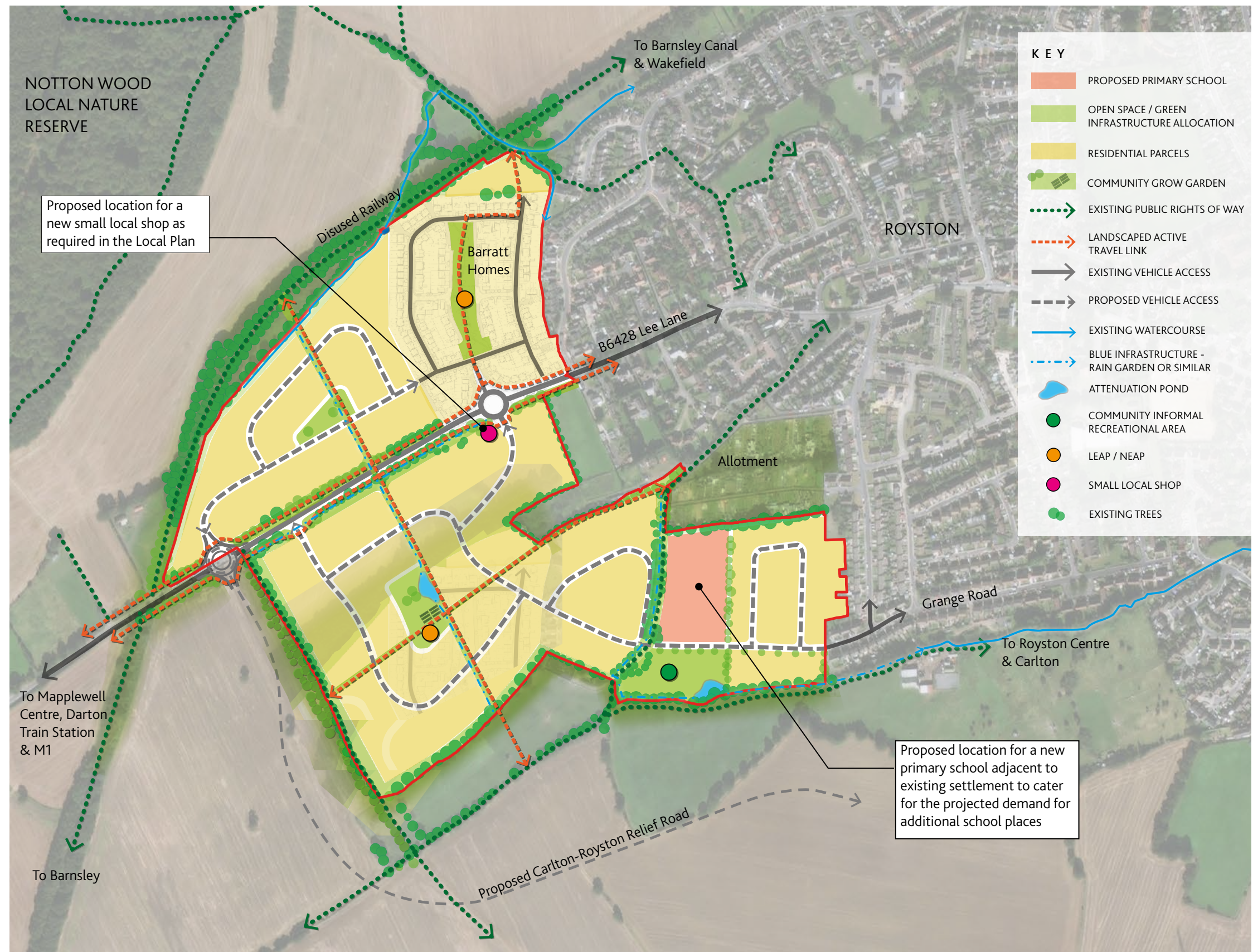
The Royston allocation has been designated to be a new mixed used development for 994 homes, a primary school and a small shop. The designated site is located west of Royston town centre, and surrounded by the Green Belt to the north, west and south.

On part of the site, 166 homes are already under development by Barratt Homes. A new local hub is proposed to the southeast of the site including a new primary school and an informal recreational area. The site is well connected to existing Public Rights of Way (PRoW) and active travel links, connecting this community with Royston town centre, Carlton, Mapplewell and Athersley.

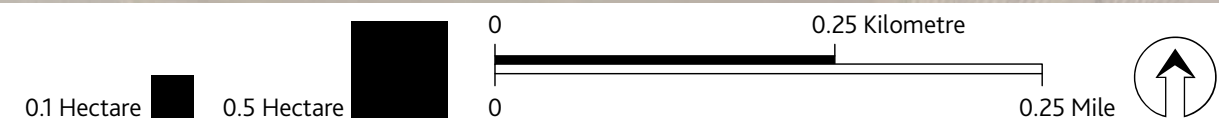
A network of green corridors is proposed across the site, connecting new neighbourhoods with open spaces, play areas, facilities and surrounding green infrastructure including Notton Wood Local Nature Reserve to the northwest and Trans Pennine Trail (TPT) to the east.

The framework masterplan to the right covers the proposed concept framework for the site, and will be further elaborated in the below sections:

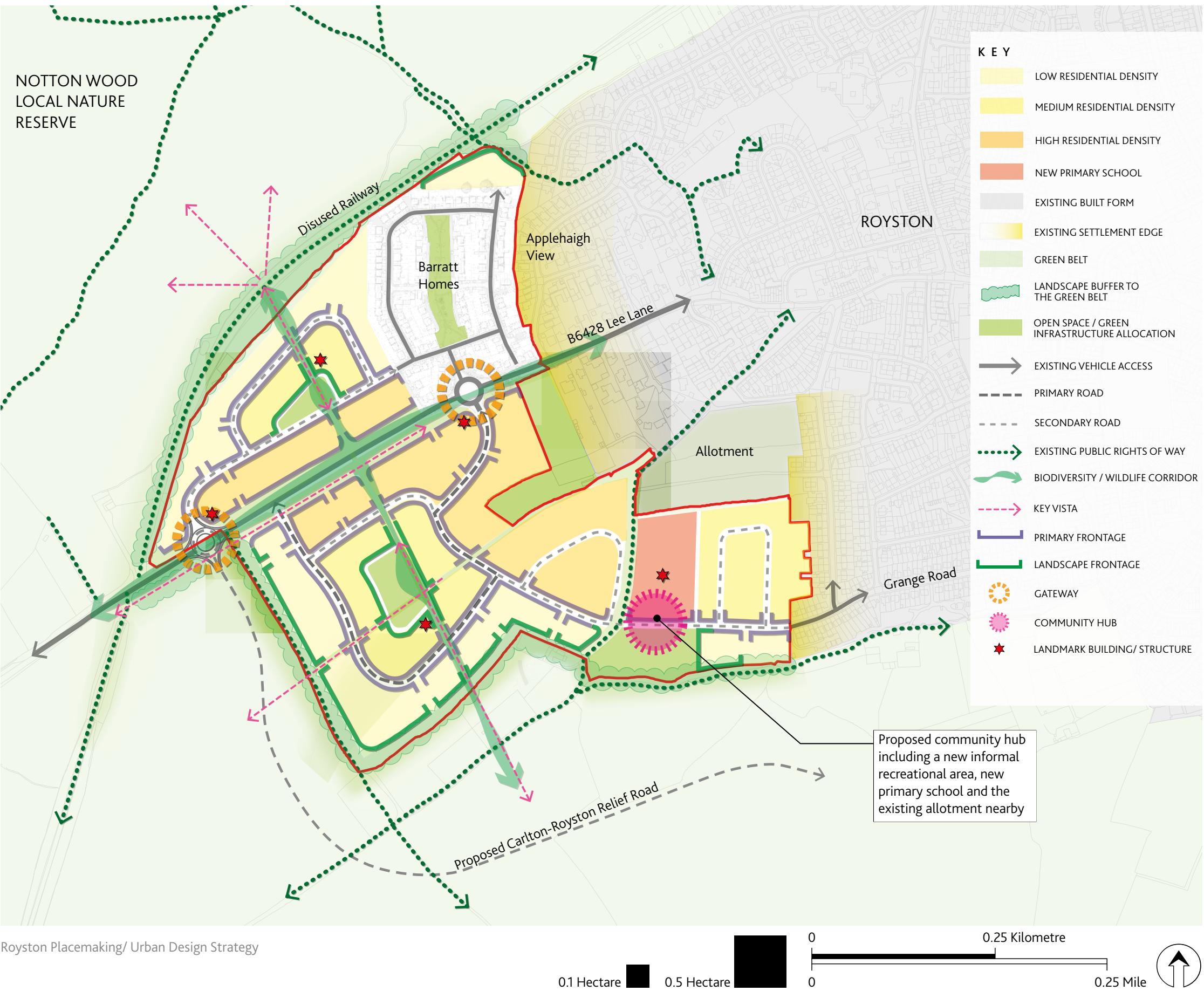
- Urban design and character
- Movement
- Landscape and biodiversity
- Delivery and phasing



Royston Masterplan Framework



The masterplan approach has sought to integrate a placemaking framework that will promote a distinct identity and strong sense of place. It aims to facilitate the creation of a cohesive community that sits comfortably within its context and is well integrated with the surrounding landscape and existing local settlements.



The proposals set out to create a number of different character areas that respond to the local context, distinctive site characteristics and land use for each area. These character areas help to identify the different aspects of the development - central hearts, green edges and community neighbourhoods.



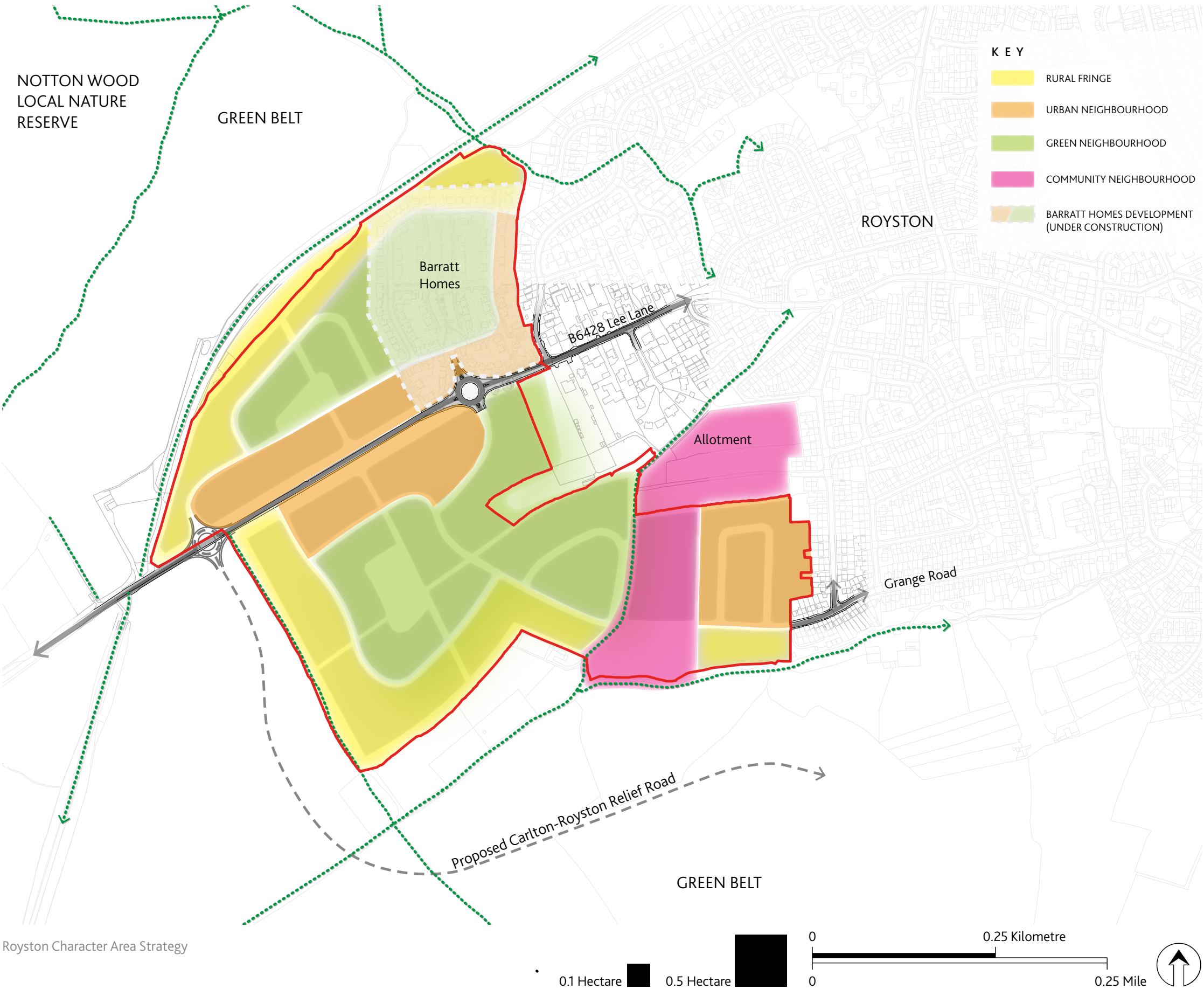
Rural Fringe



Urban Neighbourhood



Green/ Community Neighbourhood



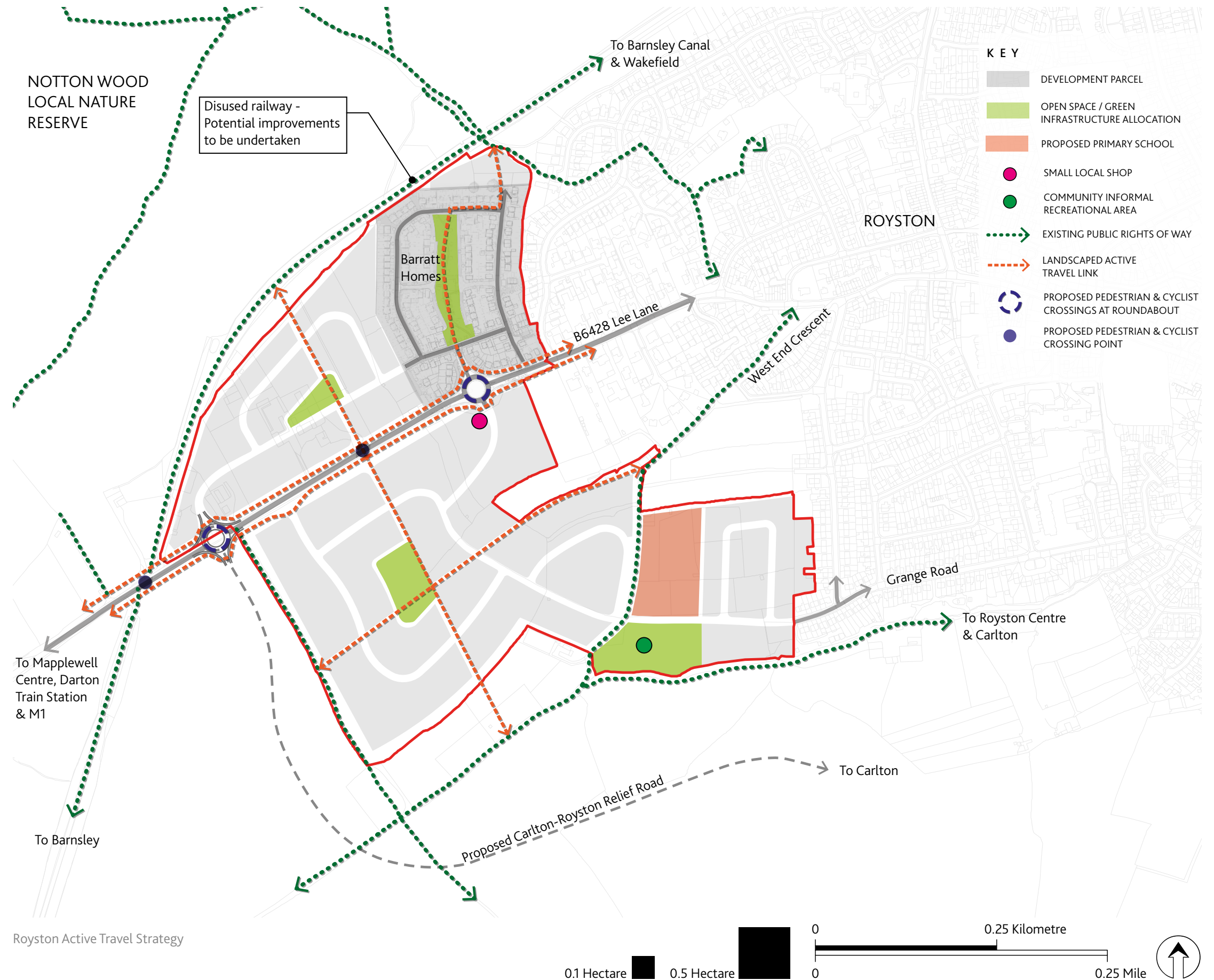
Royston Character Area Strategy

The movement strategy is based on a hierarchy of routes through the site, connecting with existing routes, communities and amenities.

The hierarchy prioritises walking, cycling and public transport over motor vehicles to encourage sustainable travel and reduce the impact of private vehicles. The scheme design considers access requirements for all users in the following order:

- Pedestrians;
- Cyclists;
- Public Transport;
- Specialist service vehicles – emergency services, refuse and delivery vehicles;
- Private vehicles.

The proposed provision for pedestrians and cyclists is shown in the image on the right. New connections from the site to the disused railway are proposed. The council is exploring options to provide new surfacing and lighting on the disused railway to allow this to be used more. This would improve walking and cycling connections to the Trans Pennine Trail and Barnsley town centre.



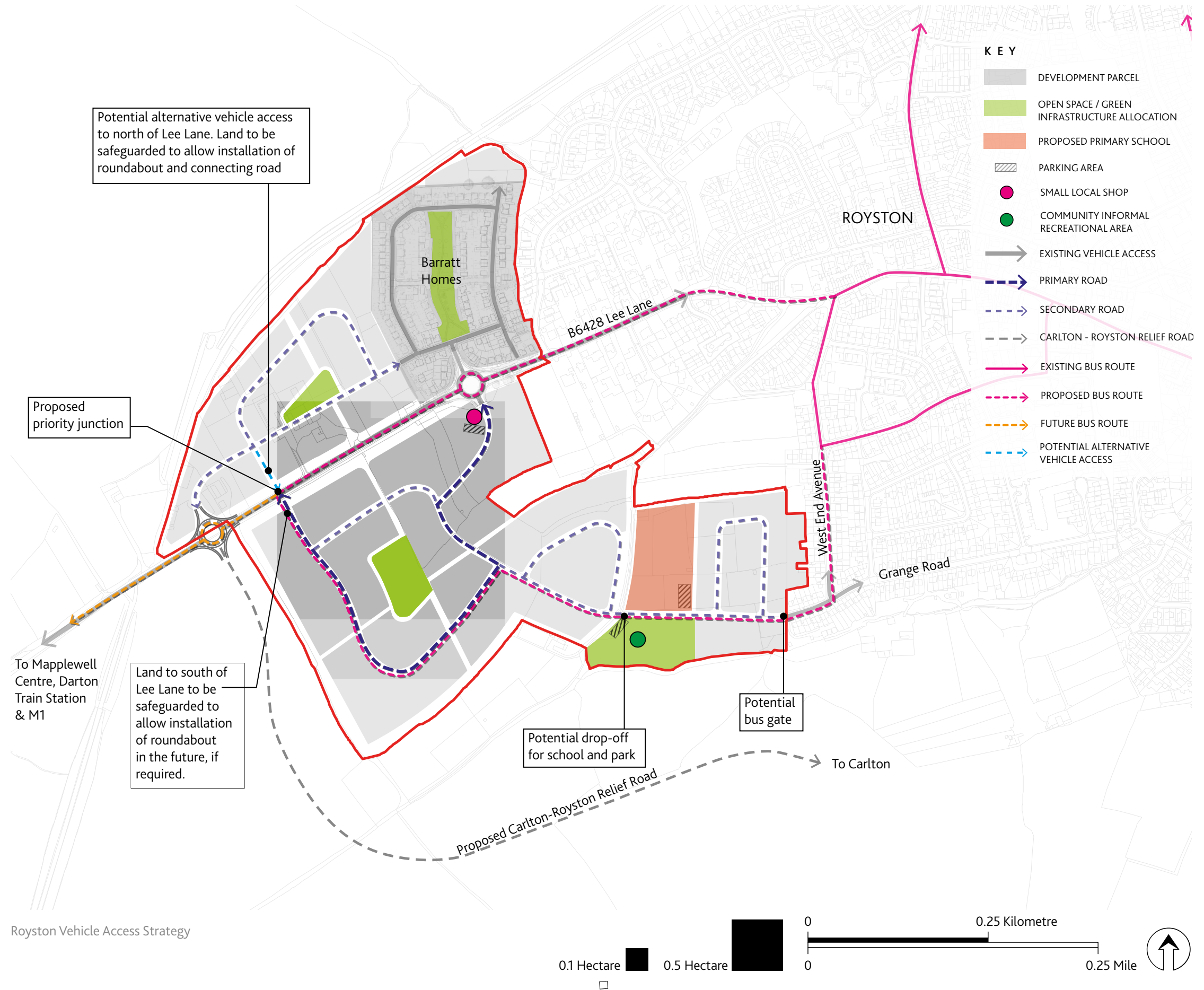
The street network provides for vehicular access through the site and includes the below hierarchy:

- Lee Lane
- Principal streets - primary route/ bus route
- Local streets - secondary and tertiary routes

Pedestrians and cyclists should also be accommodated on all the above routes.

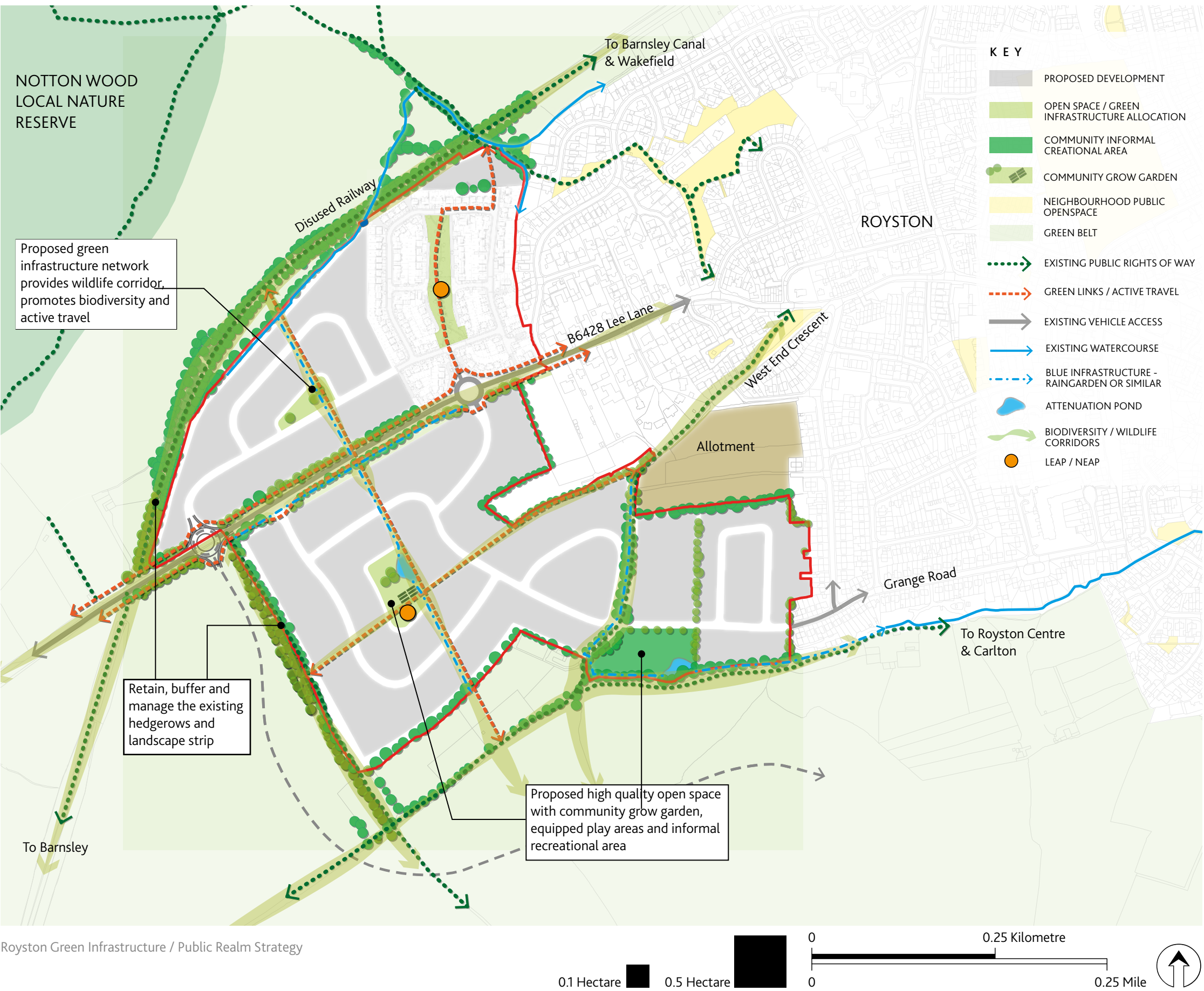
It is proposed to extend bus services from Royston through the site. A bus gate could be included on Grange Road to limit traffic flow through local streets and avoid "rat running" through the site.

Detailed transport modelling indicates a capacity issue at the Wells crossroads in the centre of Royston. Through application of Local Plan transport policies which seek to encourage and provide the opportunity for active travel the council is hopeful that this situation can be alleviated to a degree. Our aspiration is to reduce traffic going into the centre of Royston to improve the environment and encourage walking and cycling along Lee Lane and the high street. The relief road is suggested as an opportunity to allow this. Such a relief road would also be an active travel route helping better link different parts of the accessibility improvement zone.



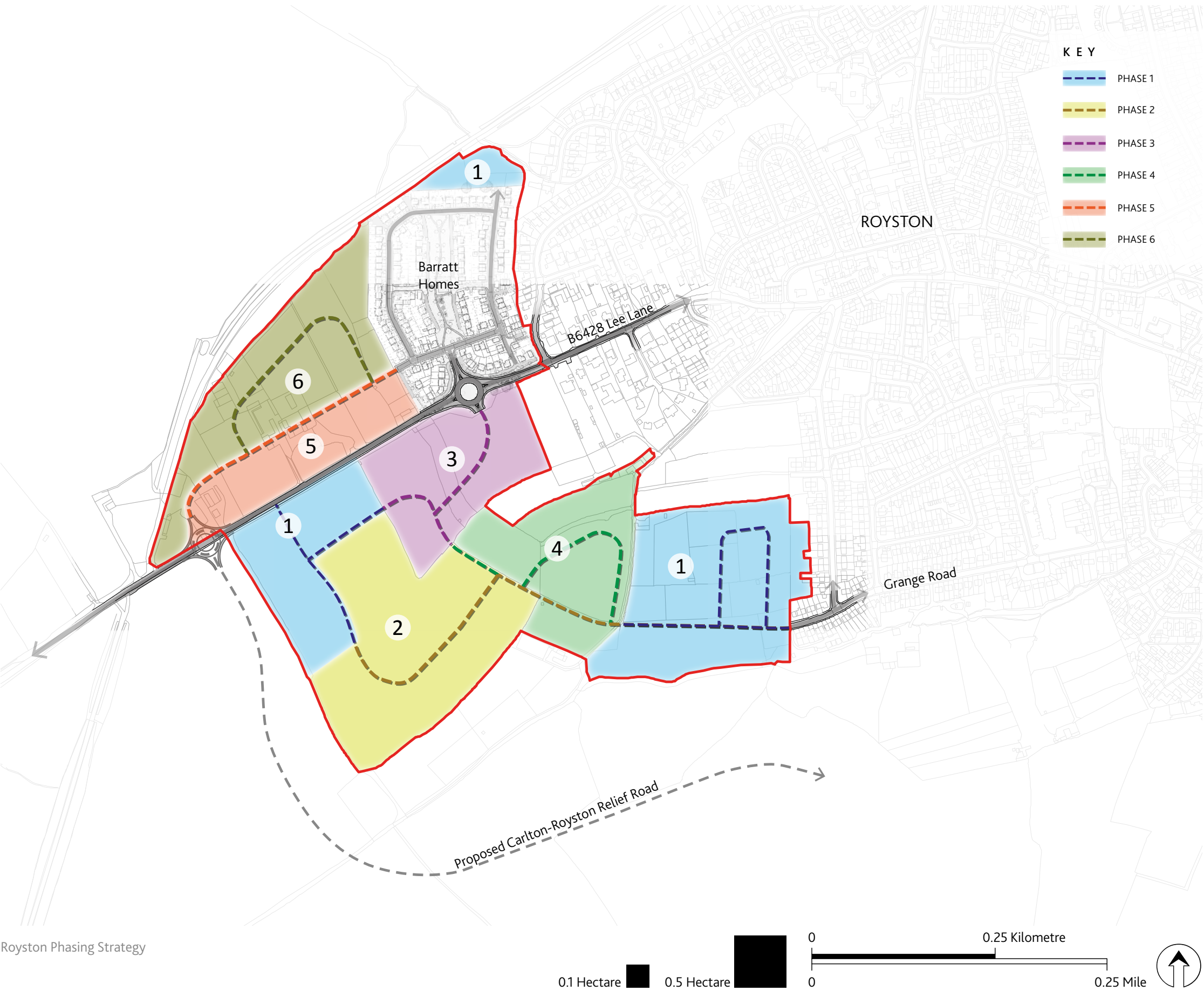
We are proposing to retain and enhance the existing higher biodiversity-value vegetation within the site. The development will adopt a holistic approach to planning and design with integrated green infrastructure, public realm and play area. The proposals retain and enhance existing vegetation, create green links, provide play and recreation provision and neighbourhood parks among other strategies. All these strategies will promote a sense of place, health and well being and enhance the biodiversity of the area.

The landscape proposals include a minimum of 15 per cent open space in line with Local Plan policy and which developers will be required to provide.



It is expected that development of the site will come forward in a series of phases. Illustrative phasing is depicted in the diagram on the right. It is noted that phases will not necessarily be delivered sequentially, however the delivery of certain phases will be dependent upon the availability of infrastructure networks (e.g. highways, drainage, utilities, etc.) to serve the respective parts of the site.

Early phases seek to make use of existing infrastructure and transport connections, and reflect the degree of complexity of different land ownerships in the area. There is a projected need for a primary school early in the scheme.



Thank you for taking the time to read this document. Your views are really important to us in shaping the Masterplan Framework for Royston.

Feedback

To share your feedback, please complete the questionnaire on the consultation at barnsley.gov.uk/Royston.

To hear more about the proposed Masterplan Framework, please read the [Frequently Asked Questions](#), or join one of our engagement sessions:

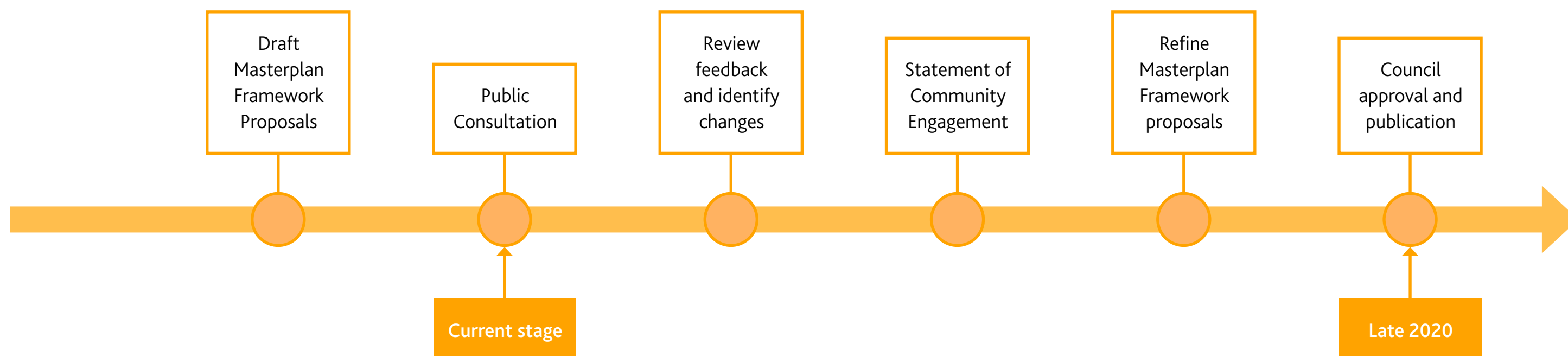
- A live webinar, where members of the project team will share further information and hold a question and answer session.
- Discussion groups with members of the project team.

Next Steps

Once the consultation closes at 5pm on Wednesday 15 July, all the feedback received will be reviewed and used to inform the Masterplan Framework for Royston.

We will set out the key themes from this consultation, and actions taken from the feedback received, in a Statement of Community Engagement. Following council approval, this will be published alongside the Masterplan Framework in late 2020.

Click here for the
CONSULTATION WEBPAGE





BARNSELY
Metropolitan Borough Council

ARUP GILLESPIES