



land off lund hill lane

monckton
royston

Building for Life Assessment

July 2020



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PEGASUS GROUP

BUILDING FOR LIFE STATEMENT



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INTRODUCTION

BUILDING FOR LIFE STATEMENT
JULY 2020



INTRODUCTION

PURPOSE OF STATEMENT



/ INTRODUCTION

PURPOSE OF THE STATEMENT / BUILDING FOR LIFE QUESTIONS

Building for Life (BfL) is the industry standard, endorsed by Government method for assessing and ensuring housing developments are well designed.

This statement has been prepared on behalf of Monckton Developments to accompany the hybrid application for up to 500 homes and new commercial space at Lund Hill Lane, Royston.

Fundamentally, The building for life assessment comprises 12 questions that reflect the vision of what new housing developments should be: attractive, functional and sustainable places.

BfL12 is based on the National Planning Policy Framework and the Government's commitment to build more new homes.

The 12 questions are designed to help structure discussions between local communities, the local planning authority and the developer of the proposed scheme. It is also designed to help local planning authorities assess the quality of proposed and completed schemes.

BfL12 comprises 12 questions, with four questions in each chapter:

- **Integrating into the neighbourhood**
- **Creating a place**
- **Street and home**

Based on a simple 'traffic light' system (red, amber and green) new developments should aim to:

- **Secure as many 'greens' as possible,**
- **Minimise the number of 'ambers' and;**
- **Avoid 'reds'.**

Section 1 - Integrating into the neighbourhood

Q1) **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?

Q2) **Facilities & Services**

Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

Q3) **Public transport**

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

Q4) **Meeting local housing requirements**

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

Q5) **Connections**

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

Section 2 - Creating a place

Q6) **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?

Q7) **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?

Q8) **Easy to find your way around?**

Is the scheme designed to make it easy to find your way around?

Section 3 - Street & Home

Q9) **Streets for all**

Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

Q10) **Car Parking**

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

Q11) **Public & Private spaces**

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

Q12) **External storage & amenity space**

Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

SECTION

01

INTEGRATING INTO THE NEIGHBOURHOOD

BUILDING FOR LIFE STATEMENT
JULY 2020

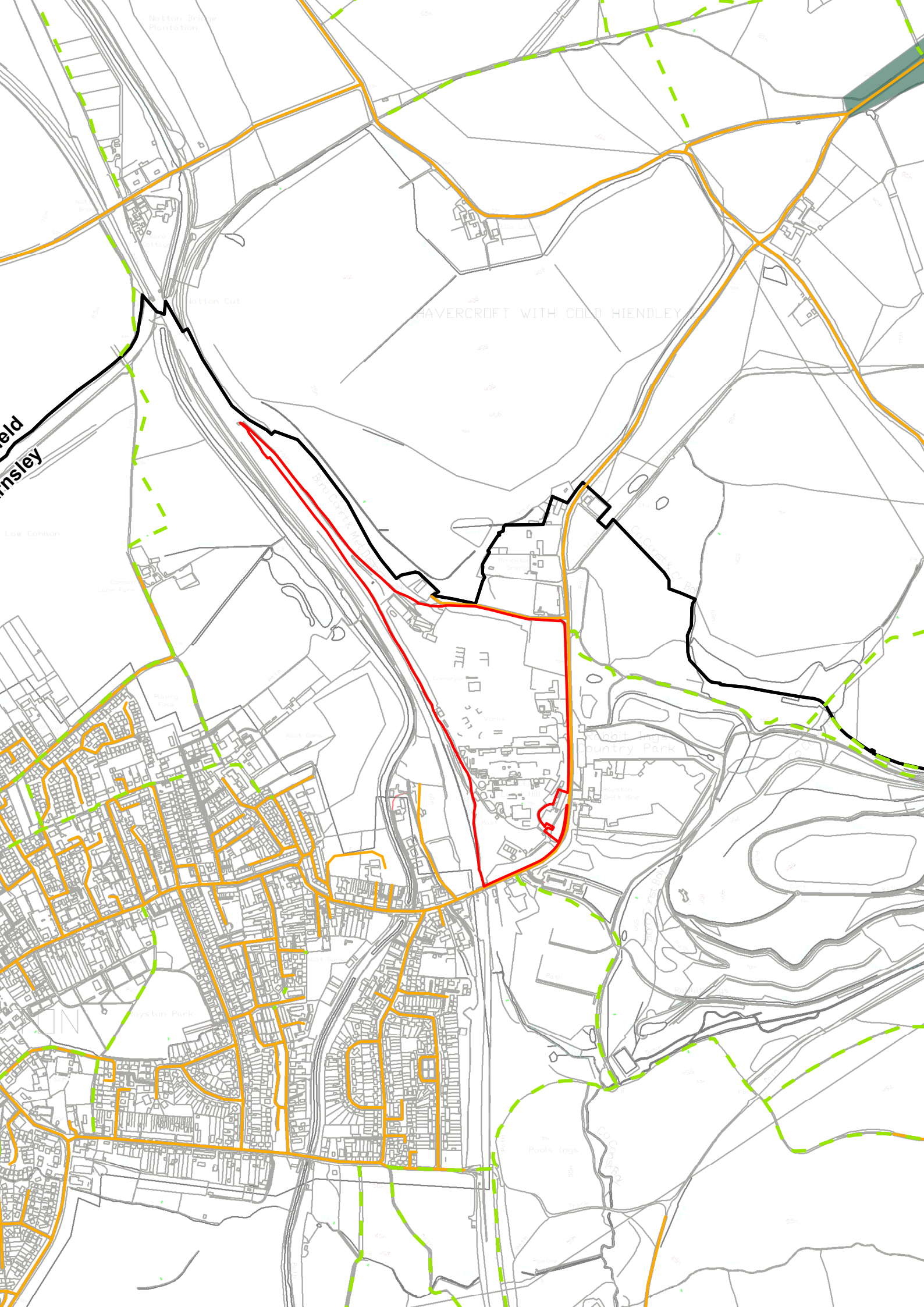


01



SECTION 01

Q1 CONNECTIONS	
Q2 FACILITIES & SERVICES	
Q3 PUBLIC TRANSPORT	
Q4 LOCAL HOUSING REQUIREMENTS	



Q1 / 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?

Q1A) Where should vehicles come in and out of the development

An existing T-junction along Lund Hill Lane is proposed as the primary point of vehicular access and egress from the site. A secondary access alongside the existing offices will also be utilised. These points of access will also provide connections to new footpath routes within the site.

Q1B) Should there be pedestrian and cycle only routes into and through the development? If so, where should they go?

Footpath links are proposed within the site and will enable a route towards the Trans Pennine Trail to the west of the site, along with safeguarding a potential link to the Trail in the north. New pedestrian crossings will ensure that pedestrian and cycle routes across Lund Hill Lane into Rabbit Ings Park are also safely connected into the site.

Q1C) Where should new streets be placed, could they be used to cross the development site and help create linkages across the scheme and into the existing neighbourhood and surrounding places?

The new streets which run through the site are arranged on a roughly North - South, East - West grid basis. All of these streets promote wider pedestrian linkages and wayfinding through the site.

Q1D) How should the new development relate to existing development? What should happen at the edges of the development site?

Areas of open space are proposed along the northern and southern boundaries to create a softer edge, with a less rigid arrangement of buildings to provide natural surveillance.

1 Connections

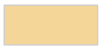
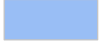
The development proposals integrate existing footpath connections with existing development that surrounds the site.

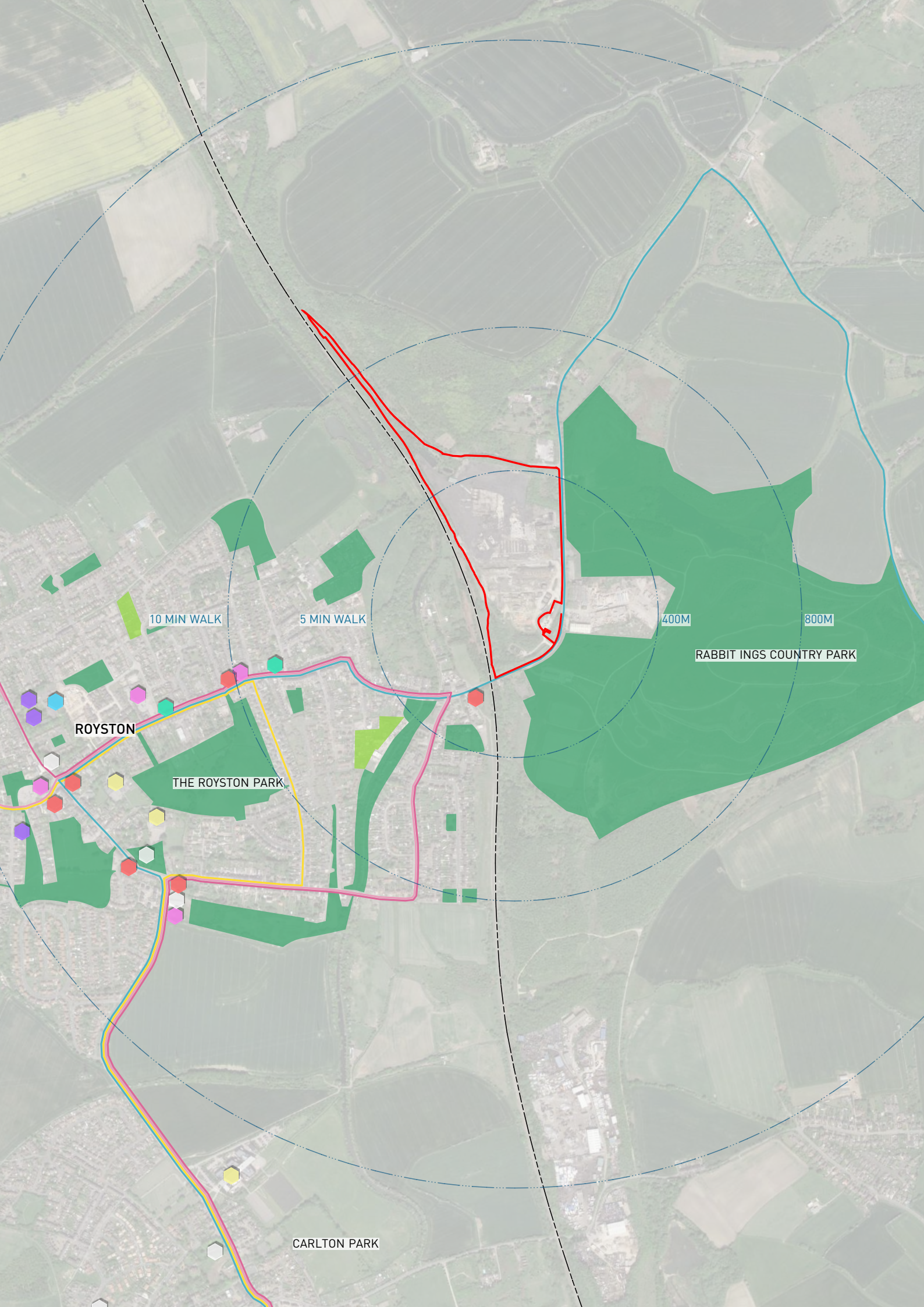
Provision is made for a footpath routes to the proposed MUGA and three new pedestrian crossings are proposed along Lund Hill Lane connecting to Rabbit Ings Park.

Residents and visitors are provided with a logical, easily navigable street and footpath network within the site, that will be signposted clearly where external connections exist.



KEY

-  District Boundaries
-  PROW
-  Local Roads
-  Open Country
-  Open Access Land
-  Common Land
-  Trans Pennine Trail National /Cycle Route No. 67



10 MIN WALK

5 MIN WALK

400M

800M

RABBIT INGS COUNTRY PARK

ROYSTON

THE ROYSTON PARK

CARLTON PARK

Q2 / FACILITIES & SERVICES

Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

Q2A) Are there enough facilities and services in the local area to support the development? If not, what is needed? Where new facilities are proposed.

The site is close to a range of local facilities which are within walking distance of the site.

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

Q2B) Are these facilities what the area needs?

The inclusion of a MUGA will successfully deliver quality play space for the development of the site and the wider area. There will also be provision for an informal area of play at the heart of the site, which will create a meaningful and safe space for children to play.

A new space for commercial use was also requested by the LPS to enhance the sustainability of the site and to provide facilities to nearby residents.

Q2C) Are these new facilities located in the right place? If not, where should they go?

The MUGA is located to the south of the site, where it can be easily reached by new and existing residents, along with visitors to Rabbit Ings Park.

Housing is sufficiently set back from the play area to minimise the potential for conflict between users of the facility and the residents of the adjacent houses.

The commercial area is being delivered close to the MUGA, proposed residential and adjacent to Rabbit Ings Park

Q2D) Does the layout encourage walking, cycling or using public transport to reach them?

The position of the MUGA and Commercial space within the site are within easy walking distance from all parts of the development.

The services available in Royston are easily accessible via the footpath network and proposed pedestrian crossings.

2 Facilities & Services

A new MUGA and area of informal play are to be brought forward with the development of the site, which are easily accessible using the internal footpath network.

Facilities and services such as shops, a medical center and a pub are available in Royston, some to the south of the site, and a further commercial development on the site will bring forward new local services.



KEY



SITE BOUNDARY



APPROXIMATE WALKING DISTANCE / TIME



GP / DENTAL PRACTICE



PRIMARY & SECONDARY SCHOOL



SUPERMARKET



LEISURE CENTRE



COMMUNITY CENTRE / LIBRARY



PUB / CAFE / RESTAURANT



PLACE OF WORSHIP



BUS ROUTE 59



BUS ROUTE 59a



BUS ROUTE 37SS



BUS ROUTE 57



BUS ROUTE 36



BUS ROUTES 27, 27a, 27b



BUS ROUTE 37



BUS ROUTES 28, 28c



BUS ROUTE 38



EXISTING RAILWAY

Q3 / PUBLIC TRANSPORT

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

Q3A) What can the development do to encourage more people (both existing and new residents) to use public transport more often?

The site is close to bus stops on Lund Hill Lane and Midland Road. These are within easy walking distance of the site, and will be easily accessible by future residents.

Q3B) Where should new public transport stops be located?

Lund Hill Lane and Midland Road are part of the local bus route network and as such, no new bus stops are proposed. However, the site is within walking and cycling distance of local facilities and services.

3 Public Transport

The site is served by bus stops on Lund Hill Lane to the east, with regular bus services west towards Royston and Barnsley.

Barnsley has a mainline railway station, approximately 35 minutes via bus from the site and enables onward rail connections to a wide range of destinations.



Q4 / MEETING LOCAL HOUSING REQUIREMENTS

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

Q4A) What types of homes, tenure and price range are needed in the area (for example, starter homes, family homes or homes for those downsizing)?

The site has the potential to make a positive addition to the local housing stock. A range of houses from 2 to 4 bedrooms are proposed, which gives a good choice of dwellings for potential buyers.

Q4B) Is there a need for different types of home ownership (such as part buy and part rent) or rented properties to help people on lower incomes?

The development currently does not show the delivery of affordable homes, however these could be delivered at the detailed design stage.

Q4C) Are the different types and tenures spatially integrated to create a cohesive community?

The development currently does not show the delivery of affordable homes, however these could be delivered at the detailed design stage.

4

Meeting Local housing requirements

The site delivers a wide range of homes appropriate to local demands and in line the local authority requirements. The development could deliver a quantum of affordable homes at the detailed design stage.



SECTION

02

CREATING A PLACE

BUILDING FOR LIFE STATEMENT
JULY 2020

02

CREATING A PLACE

Q5 CHARACTER

.....

Q6 WORKING WITH THE SITE AND CONTEXT

.....

Q7 CREATING WELL DEFINED STREETS AND SPACES

.....

Q8 EASY TO FIND YOUR WAY AROUND?

.....

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

Q5A) How can the development be designed to have a local or distinctive identity?

The layout of the site has been designed to connect to the adjacent Rabbit Ings Park and provide a new attractive urban edge to Royston. The external appearance of new homes should take cues from the local vernacular in the local area. It is the intention that the new homes will create a high quality entrance to Royston when viewed from the east.

Q5B) Are there any distinctive characteristics within the area, such as building shapes, styles, colours and materials or the character of streets and spaces that the development should draw inspiration from?

The architectural design and style of the proposed housing is not defined at this stage, however a detailed assessment of the existing housing in the local area has been carried out in the DAS.

It is envisaged that the proposed dwellings will take design cues from this analysis during the detailed design stage. The Illustrative Masterplan shown as part of the outline application consists of a continuous building frontage running along the site boundary, similar to that of the main access roads in the surrounding urban area.

The layout also indicatively shows development cells to follow a loose grid layout, as per the existing urban grain in Royston.

5 Character

The site promotes a character that respects the local vernacular and creates a series of character areas.



Q6 / 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 and microclimate?

Q6A) Are there any views into or from the site that need to be carefully considered?

The site benefits from a certain degree of visual containment from the north, south and west by the existing tree cover, dense hedgerows and existing railway line. To the east the visual appearance from the countryside edge will be broken up by existing and new planting, to create a soft edge to the development.

Q6B) Are there any existing trees, hedgerows or other features, such as streams that need to be carefully designed into the development?

The existing established hedgerows and trees have been taken into the consideration whilst delivering the Illustrative Masterplan. There are no landscape features within the main body of the site, however the vast majority of existing hedgerows and trees around the perimeter of the site have been retained.

Q6C) Should the development keep any existing building(s) on the site? If so, how could they be used?

There are no existing buildings that need to be retained within the site boundary. The existing Telecoms Mast within the site boundary may need to be relocated as part of a detailed planning application.

6 Working with the site and its context

The site is well contained and retains the majority of the existing trees and hedgerows, and respects the landscape setting of the adjacent Rabbit Ings Park.



Q7 / 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?

Q7A) Are buildings and landscaping schemes used to create enclosed streets and spaces?

The Streets on the outline masterplan generally confirm to the recommended parameters for “Typical Streets” contained within Manual for Streets.

A legible hierarchy of streets is defined such that the Primary Route leads to Secondary and Tertiary Routes and then further on to Private Drives that reduce size and therefore speed of vehicles where smaller sub-streets and private drives reach the edges of the site.

The internal road layout forms an internal loop through which will aid traffic flow. Street trees are proposed within verges along the Primary Street that help to give the scheme a landscape setting and through widening of the corridor, create an enclosure ratio which is unique within the scheme.

Houses are arranged to address areas of open space throughout the site. Active frontages also provide positive surveillance to the MUGA in the south from an elevated position ensuring a high degree of visibility.

Q7B) Do buildings turn corners well?

It is envisaged that corner turning plots will positively address the street scene creating a well defined frontage onto public spaces. This will be secured at the detailed design stage.

Q7C) Do all fronts of buildings, including front doors and habitable rooms, face the street?

At this stage the Illustrative Masterplan shows all indicative dwellings arranged to directly front on to Streets and Private Drives ensuring that front doors and habitable rooms can be placed facing the street.

7 Creating well defined streets and spaces.

The layout has a legible street hierarchy of streets, which are well defined with properties addressing roads and ensuring corners are turned effectively with the use of dual aspect plots.



Q8 / EASY TO FIND YOUR WAY AROUND

Will the development be easy to find your way around? If not, what could be done to make it easier to find your way around?

Q8A) Will the development be easy to find your way around? If not, what could be done to make it easier to find your way around?

The internal road layout forms the basis of a clearly legible movement hierarchy. A series of incidental open spaces and landscaping features punctuate the site, creating interesting spaces and events.

Surface changes at feature junctions through material choice and vertical alignment could also create further nodal points within the site at the detailed design stage.

Q8B) Are there any obvious landmarks?

Street trees are proposed along the Primary Route and enhance the sense of place and form marker features that people will remember.

The Areas of open space and the MUGA, area of informal play and commercial space will provide regular visual reference points which aid legibility.

Q8C) Are the routes between places clear and direct?

Care has also been taken to ensure that views down streets can be addressed by housing frontages or by allowing clear vistas through the site to the wider countryside.

8 Easy to find your way around

The layout has a series of features and landmarks that will aid legibility and create an easily navigable site.



SECTION

03

STREET & HOME

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JULY 2020



STREET & HOME

Q9 STREETS FOR ALL

Q10 CAR PARKING

Q11 PUBLIC & PRIVATE SPACES

Q12 EXTERNAL STORAGE & AMENITY SPACE

Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

Q9A) Are streets pedestrian friendly and are they designed to encourage cars to drive slower and more carefully?

The Illustrative Masterplan has been designed to deliver a scheme which will create inherently reduced vehicle speeds.

Feature junctions should be defined by changes in surface material and both vertical and horizontal alignment.

These measures have been used to create a safe pedestrian environment in which car speeds are managed through the form and structure of the streets.

Q9B) Are streets designed in a way that they can be used as social spaces, such as places for children to play safely or for neighbours to converse?

The low design speed will ensure that drivers do not cross footpaths at speed to access their driveways.

The Illustrative Masterplan includes short lower order cul-de-sacs and private drives that will ensure there are safe spaces for pedestrians and children.

9 Streets for all

The Illustrative Masterplan demonstrates a network of well designed street that promotes intervisibility, low vehicle speeds and appropriate pedestrian separation where required.



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

Q10A) Is there enough parking for residents and visitors?

Car parking standards will meet the local requirements at the detailed design stage: 4 bedroom houses should have a minimum of 3 spaces, 2 & 3 bedroom houses have a minimum of 2 spaces. Visitor (unallocated) car parking will also be provided sporadically throughout the site within rows of allocated parking areas.

Q10B) Is parking positioned close to people's homes?

Parking should be placed on plot, close to people's homes and overlooked by adjacent windows such that people can see their cars from their homes.

Q10C) Are any parking courtyards small in size (generally no more than five properties should use a parking courtyard) and are they well overlooked by neighbouring properties?

The Illustrative Masterplan has not used any parking courtyards as solutions for car storage at this stage. Any parking courtyards that come forward through detailed design must be well overlooked and be safe by design.

Q10D) Are garages well positioned so that they do not dominate the street scene?

The Illustrative Masterplan currently shows an indicative layout where garages could be placed behind proposed housing, away from the street scene.

10 Car parking.

The Illustrative Masterplan demonstrates the ability to provide adequate, safe car parking in a variety of formats, without letting cars dominate the street scene.



Q11 / PUBLIC AND PRIVATE SPACES

Will public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?

Q11A) What types of open space should be provided within this development?

The development delivers several types of open space typologies. Green infrastructure which retains the on site vegetation around the built form and a series of open spaces across the site.

An area of open space close to the center of the site contains an informal area of children's play, and a large area of open space to the south containing a MUGA and water attenuation pond. To the north a further area of open space with water attenuation feature leads into a long spine of retained and enhanced vegetation that extends adjacent to the railway line from the site.

Q11B) Is there a need for play facilities for children and teenagers? If so, is this the right place or should the developer contribute towards an existing facility in the area that could be made better?

At the heart of the scheme lies an area of informal play for children, set within an area of open space. The children's play area is linked to all parts of the scheme via footpath routes, and is easily accessible.

To the south lies the MUGA, which is located strategically between the proposed development and existing residential area to the south west, ensuring that this new facility will be enjoyed by new and existing residents.

Houses adjacent to the play areas are orientated to provide natural surveillance, creating a space that will feel safe and secure.

Q11C) How will they be looked after?

It is envisaged that open space within the site will be maintained via a designated management company.

11 Public & private spaces

Public and private spaces are well defined and provide a variety of open space.



Q12 / EXTERNAL STORAGE & AMENITY SPACE

Is storage for bins and recycling items fully integrated, so that these items are less likely to be left on the street?

Q12A) Is access to cycle and other vehicle storage convenient and secure?

Each dwelling should be provided with a dedicated storage space for waste and recycling crates. For houses, this space may be located in rear garden areas, with secure access provided for movement of bins and crates to the street or shared collection area when required.

Where houses are plotted in terraced arrangements, this access should be provided via shared rear walkways.

The size private gardens should provide sufficient space for residents to install garden sheds for the secure storage of garden equipment and cycles.

12 External storage & Amenity space

Homes should be provided with adequate hard standing areas and logical access to their rear garden areas to enable secure and convenient bin and cycle storage at the detailed design stage.



SECTION

04

BFL SCORE

BUILDING FOR LIFE STATEMENT
JULY 2020



04

BFL SCORE



KEY

	Site Boundary		Land under applicants co (0.85ha)		Potential pedestrian crossings
	Proposed Residential (Up to 500 units)		Primary Route (6.5m)		Private Drives (3.75m)
	Proposed A1-A5 units		Secondary Route (5.5m)		Public Open Space
	Bridge Maintenance Strip (8m Wide)		Lanes (4.8m)		Water Attenuation Ponds

Illustrative Masterplan

BUILDING FOR LIFE SCORE

This BfL12 assessment has been undertaken by Pegasus Design on behalf of Monckton Partnership to accompany an outline planning application for residential development on the land west of Lund Hill Lane, Royston, Barnsley.

This assessment should be read in conjunction with the accompanying Planning Statement and DAS produced by Pegasus Group as part of the application.

The table opposite and shows that the proposals secure 11 out of the possible 12 'green' marks to be awarded, with one amber and no reds.

The score demonstrates that the scheme will:

- Fit comfortably into its surroundings as a logical, site for new housing.
- Promote a healthy and active community by taking advantage of its close links to amenities, sustainable transport links and natural features.
- Be well designed, attractive and safe.

Section 1 - Integrating into the neighborhood

Q1)	Connections	✓
Q2)	Facilities & Services	✓
Q3)	Public transport	✓
Q4)	Meeting local housing requirements	✓
Q5)	Connections	✓

Section 2 - Creating a place

Q6)	Working with the site and its context	✓
Q7)	Creating well defined streets and spaces	✓
Q8)	Easy to find your way around?	✓

Section 3 - Street & Home

Q9)	Streets for all	✓
Q10)	Car Parking	✓
Q11)	Public & Private spaces	✓
Q12)	External storage & amenity space	✓





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