

Lee Lane, Royston

Design and Access Statement



the strategic **land** group ltd

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1. Introduction

This Design and Access Statement has been prepared by NJL Consulting, on behalf of Strategic Land Group, in support of an Outline planning application for up to 200 residential units, a local retail provision and associated access off Lee Lane, Royston.

The Statement is set out in accordance with The Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2013 in regard to Design and Access Statements.

The order requires Design and Access Statements to be submitted where the development is classified as major development. In addition, information relating to the production of Design and Access Statements from the Department for Communities and Local Government Circular (DCLG Circular published in June 2006) 'Guidance on Changes to the Development Control System' and later Guidance on Information Requirements and Validation published in March 2010, have both been taken into account within the preparation of this Statement.

The National Planning Policy Framework, published in March 2012, promotes strong design within new developments and it is within this context that the design and access arrangements of the proposals have been developed.



View overlooking the site from the junction of Lee Lane and Applehaigh View

2. Site Context

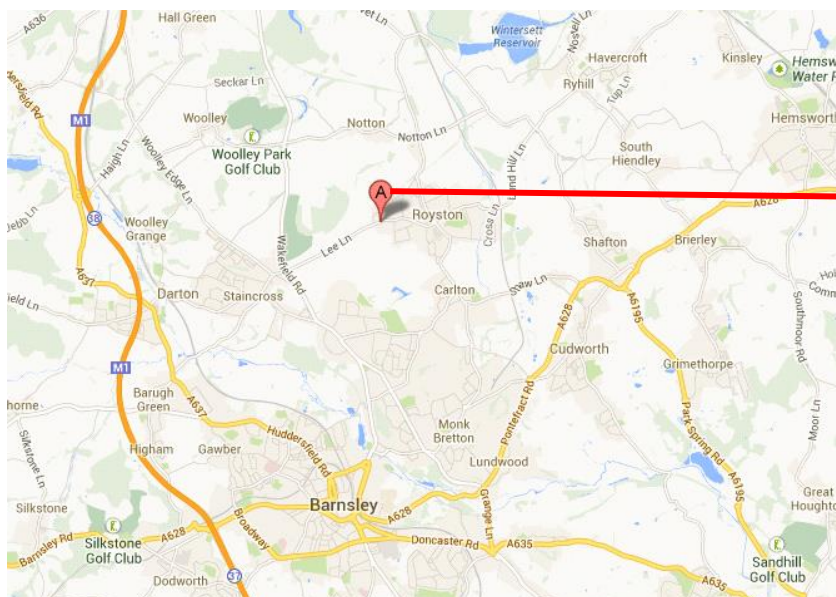
Site Location

The application site is situated to the north of Barnsley, a city within South Yorkshire. The centre of Royston is located approximately 800 metres from the site. A range of shops and services are located along High Street with a large supermarket within 1.6kms, located on Midland Road.

The site has been safeguarded for development since the adoption of the UDP in 2000. 'Safeguarded Land' is an exception policy to Green Belt land and allows for the permanent redevelopment of the site once a policy review has taken place.

The Safeguarded site is the only remaining such site in the area. Without the safeguarded site, additional housing would have to be developed within the Green Belt.

The Safeguarded site has now emerged as an option for residential development through the Draft Development Sites and Places Consultation (2012) under reference R1 and ROY2.



Site Context

The site is greenfield and is situated on the edge of an established residential area, on the Lee Lane and Applehaigh View junction.

The site is bounded to the south by Lee Lane where access is to be gained from a new roundabout, open fields border the north, west, and southern boundaries. To the east and south east of the site lies the settlement of Royston, consisting of predominantly modern residential units of a variety of characters and styles as shown in the following streetscenes.



1



2



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3. Opportunities and Constraints

Key Constraints

The key constraints in preparing a design for the site include:

- Proximity of the site to properties on Applehaigh View and Parkhead Close.
- Ensuring proposed areas link with each other while being sympathetic to existing residential areas.
- Layout must be designed so a sense of place is created which integrates with the existing residential areas.
- Position of roads and open space must make the most efficient use of the land, while ensuring the site is easy to navigate.
- Integrating a new development into an existing open landscape.
- Ensure this development can stand-alone or be delivered with the wider development.

Key Opportunities

The key opportunities in bringing forward a development at the site are:

- The site neighbours an established residential area.
- The site has been safeguarded for future development since 2000.
- The site is level and clearly defined, with the adjacent road network linking to the centres of both Royston and Barnsley.
- Improvement to Lee Lane with proposed roundabout.
- Implement extensive landscape strategy.
- Provision of a landmark feature at the corner of the site.
- Proposed small retail provision for community use.
- Proposed house types which reflect the local vernacular.
- Create green buffers to mitigate development impacts.
- Masterplan the wider site area for integration purposes.



Site Constraints



Site Analysis

Site Character Assessment

The site is largely open fields with the farm house and associated buildings located to the western edge of the site. The northern boundary contains the disused railway and is lined with mature trees. The southern boundary fronts onto Lee Lane, which is the main route into Royston from the A61 which leads to Barnsley Town Centre.

Technical Documents

A number of technical documents have been produced to provide a general understanding and characteristics of the site.

Planning

A Planning Statement has been prepared by NJL Consulting which discusses the need for housing in Royston.

Highways

A Transport Assessment has been prepared by Croft Transport Solutions and accompanies the application. The report demonstrates that the road network can accommodate this development.

Flood Risk Assessment

RSK have undertaken a flood risk assessment on the site and conclude stating the site is identified as being within Flood Zone 1, a zone that is suitable for all types of uses.

Ecology

A Phase 1 habitat survey was undertaken in July 2013 to establish the biodiversity present on site in terms of flora and fauna. The report demonstrated that there are no protected species present on the site and the majority of the site is species poor common habitat.

Arboriculture

A Tree Survey was undertaken in July 2013 which assessed the site for trees of value and their impacts through the proposed development. The report has been submitted in support of this application. It is not expected that any valuable tree will be impacted upon through the development.

Sustainability

A Sustainability Statement has been produced by NJL Consulting which demonstrates the development as a whole is delivered in a sustainable manner and offers a number of features which help deliver a sustainable scheme.

Strategic Site

The draft Development Sites and Places DPD sets out a number of criteria and design requirements for the larger strategic site identified as ROY2. To enable the proposed site to come forward without prejudicing the DSP allocation the scheme has been structured in a manner that ensures the requirements of the proposed allocation can be met.

An illustration of how the strategic site could come forward is shown in the *Potential Wider Development* plan and has been designed to ensure the following criteria is met:

1. Access is via the construction of a roundabout on Lee Lane which along with the road layouts will allow the development of the entire site
2. Mitigation measures are incorporated to address impacts on the adjacent Green Belt and countryside
3. Hedgerows around and within the site should be retained.
4. The mature trees on the western boundary of the site, south of Lee Lane, should be retained.
5. A minimum 3 hectares of green space is provided incorporating a minimum LEAP standard children's play area, youth provision and natural area. An off-site contribution will be sought for formal recreation and improvements to allotment provision.
6. A small scale convenience retail facility as part of the development that is in compliance with Core Strategy Policy CSP32 Local Shops
7. Pedestrian links are provided throughout the site and existing public rights of way and green ways are retained and improved. In particular options for providing pedestrian links to any proposed retail facility and public transport interchange facilities should be investigated.
8. Options are investigated for improving public transport access to the development and interventions included to encourage public transport use by residents.



Potential wider development

4. Development Proposal

Fixed Parameters

The following Parameters will be fixed to guide the future from of the development:

- 1. A maximum of 200 dwellings will be provided.**
- 2. Provision for potential future pedestrian and vehicular links to the western boundary.**
- 3. 15% of the site area will be open space, comprising a central area and a network of green corridors (approximately 1.2 hectares).**
- 4. A retail unit of <500m² will be provided on-site to the frontage of Lee Lane.**
- 5. Access will be from a new roundabout.**
- 6. Houses on the eastern boundary that adjoin existing residential development will be a maximum of 2 storeys.**
- 7. Houses on the remaining site will be predominantly 2 storey with some 2.5, 3 and 4 storey properties to create interest in the street scene.**

Layout

The Illustrative Masterplan shows one example of how the proposed development could come forward incorporating the identified fixed parameters.

The primary objective is to place the needs of people before the needs of the car and create a development that encourages non-vehicular modes of transport and encourages public transport.

The Masterplan aimed to create a development which fits seamlessly into its context, connecting with existing public footpath networks. The use of culs-de-sac will be minimised as far as possible and a permeable grid like movement network created. This will be made up of primary distribution routes, streets, green links and spaces. This network is be legible, interesting and logical.

Careful consideration has been given to the green corridor routes within the development which connect the central green space with the wider surrounding area. The green corridor routes connect the open green spaces.

Wherever practical, public areas will be encapsulated by active frontages. Buildings will face the public realm with front doors and/or habitable room windows to give natural surveillance to these areas and help frame the space. In particular the green corridor and open green space to the South.

The layout is legible and logical, carefully positioned nodal points will highlight and define routes allowing the users to easily orientate themselves.



Illustrative Masterplan

Use and Amount

The scheme includes the provision for up to 200 residential units, which represents a density of development in the range of 30 dwellings per gross hectare. It is considered that this is an appropriate density to ensure the site is used efficiently, and balances the Local Authority's desire for low density development on some parts of the site.

A retail unit of <500m² will be provided for local resident use and passing trade.

An improved access to the site will be incorporated into the development via a new roundabout on Lee Lane, providing the natural traffic calming measures that a roundabout can provide.

Scale and Massing

The housing will comprise of a mix of family homes and types that could include 1, 2, 3, 4 and 5 bedroom detached, semi-detached, and mews properties.

The development will offer a mixture of building heights that could include 2, 2.5 and 3 storey buildings to match the local architecture. 15% of these homes will be affordable.

Landscaping

The proposal will provide a mix of soft landscaping methods and treatments to complement those hard landscaping areas, necessary for the overall function of the scheme.

The streetscene will include a wide array of trees and ornamental shrub planting which will help to provide high visual amenity for the residents of the proposal.

Native species will be used as widely as possible to ensure that the biodiversity of the site is maximised. Each dwelling will have its own garden spaces, which will positively contribute towards the landscape potential of this location.

A detailed landscaping scheme will be provided as part of the Reserved Matters planning stage.

Appearance

The main design inspiration will come from the existing properties in the area and local streetscenes and architecture. There is a wide variety within the immediate vicinity of the proposed site.

A selection of housetypes that are in close proximity to the proposed development are shown opposite. In keeping with this vernacular, it is expected that the proposed houses will be of a red brick with grey slate-effect roof tiles. Detailing will be provided through brick detailing or areas of render.

Sustainable building design and visual appearance, including elevation design and detailing, materials and colour, will be addressed at the Reserved Matters stage.



Movement and Access

The proposed access point to the site will be off Lee Lane via a new roundabout that will help to reduce speeds on Lee Lane and provide an opportunity to integrate the development with the neighbouring residential areas.

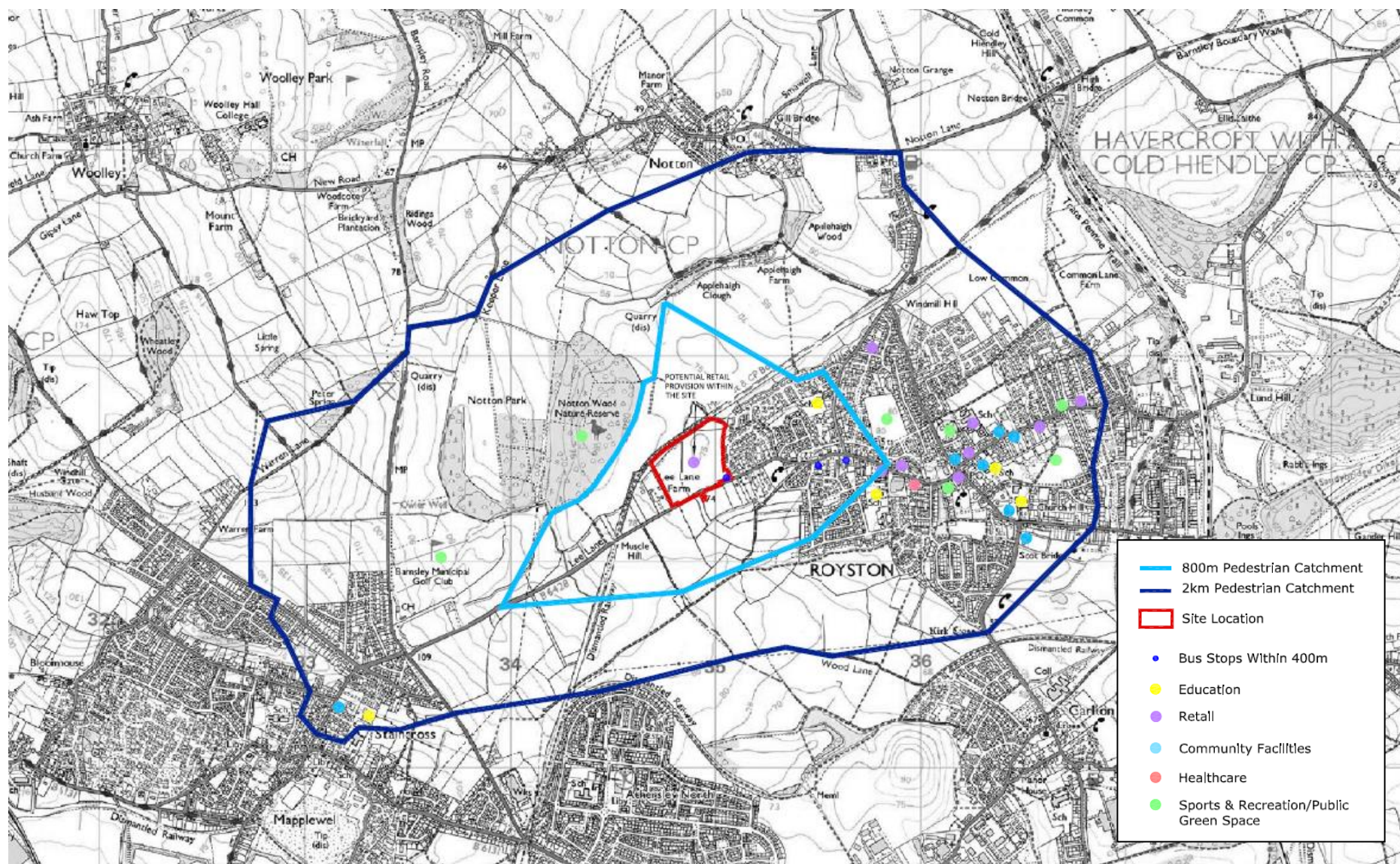
The access point provides vehicular, cycle and pedestrian access to the site, and links directly to the proposed internal road layout. Vehicle and cycle parking provision for residents has been incorporated into the scheme.

A wide range of local facilities can be found within a 1km radius (approximately a 20 minute walking distance) of the site, including schools, food store, bus stops and a medical centre.

The *Communities Facilities Catchment* plan shows the location of amenities in relation to the proposed site. 800 metre and 2km catchment zones are shown as this relates to preferred walking and commuting distances.

The application site benefits from a bus service located outside of the site on Lee Lane.

A small retail unit will be provided at the entrance to the site, to enable local residents to buy daily produce removing the need to walk into Royston for small items such as bread and milk.



Community facilities catchment

5. Access Statement

Proposal

It is envisaged that all dwellings will meet mobility standards as defined in part M of the Building Regulations.

Guidance and Standards

It is expected that Part M of the Building Regulations will be met and front doorways will provide flush or level approach with landings directly accessible by wheelchair. Although the proposed dwellings are not intended to meet specific wheelchair mobility standards, wider doorways, level access showers, thresholds and carefully planned room shapes will make them usable for both wheelchair and semi-ambulant residents.

Specific Issues

The site has been designed to be accessible by a variety of methods, including by foot, cycling as well as private vehicles and to have access to forms of public transport.

Dedicated car parking is proposed close to front entrances. Visual and tactile differentiation between surfaces will aid poor sighted residents.

The public environment within the application site, footpaths and crossings will be designed to include inset level kerbing. Care in the detailed design and setting of levels should allow approach gradients to entrances of 1:20 to be achieved.

All these detailed matters will be considered at Reserved Matters stage.

6. Summary

This Statement has demonstrated that the proposed residential development at the site to the North of Lee Lane, has been carefully considered and developed in response to the style and layout of the existing built form within the area. The proposed development will make a valuable contribution to the urban fabric and to the housing needs of the Borough and will bring forward a portion of the proposed allocation for this area.

The development should facilitate and promote sustainable and inclusive patterns of urban and rural development by:

- making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life.
- contributing to sustainable economic development.
- protecting and enhancing the natural and historic environment, the quality and character of the countryside, and existing communities.
- ensuring that development supports existing communities

and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community.

- ensuring high quality development through good and inclusive design, and the efficient use of resources.

The application site is highly accessible and benefits from being in close proximity to Royston Centre, which can be accessed by public transport, cycle, or on foot.

As an Outline Application the design and details of the scheme will evolve through the planning process. This Design & Access Statement has shown the principle behind the scheme and demonstrated through a suite of technical documents that there is no specific reason why development is not suitable at the proposed site.

The Guidance in Building for Life 12 has been considered and is appended to this document.

Appendix A – Building for Life 12

Building for life 12 – The sign of a good place to live		
Questions	Response	'Traffic light grading system'
		<div><div></div><div></div><div></div></div>
Integrating into the neighbourhood		
Connections Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?	Yes. The indicative Masterplan sets 'the scene' for how the development will fit into the existing topography and landscape feature on site. In addition, the new roundabout will create a new link into the site. Boundaries that back onto existing properties will have enhanced planting to the boundary to strengthen the buffer between existing and new.	Green
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?	Public Open space will be delivered within the scheme. A small retail provision will be provided as part of the development. A number of community facilities are within walking distance of the proposed scheme.	Green
Public transport Does the scheme have good access to public transport to help reduce car dependency?	Yes. The Transport Assessment shows that the site is sustainably located to a public transport network. A detailed travel plan will be provided as part of the Reserved Matters stage.	Green
Meeting local housing requirements Does the development have a mix of housing types and tenures that suit local requirements?	Although the scheme is currently in Outline and set by parameters. Detailed design and the site specific layout will be delivered at the Reserved Matters stage. The proposed development will deliver a mix of tenures and a 15% affordable housing contribution.	Green
Creating a place		
Character Does the scheme create a place with a locally inspired or otherwise distinctive character?	Yes. Although the scheme is currently in Outline, the layout will be informed by the existing topography. Focal points and gateways with landmarks, distinctive landscaping or variations in the building line will be incorporated into the design.	Green
Working with the site and its context Does the scheme take advantage of existing topography, landscape features (including water	Yes. The scheme is currently in Outline form but the indicative Masterplan sets out key vistas and topographical features. Hedgerows and mature trees will be maintained where possible. SUDS will be incorporated into the development. A	Green

courses), wildlife habitats, existing buildings, site orientation and microclimates?	central public open space will link with green corridors and additional open space. Dwellings that back onto existing properties to provide a garden buffer. Dwellings will front onto green open spaces for natural surveillance.	
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?	The development will likely comprise of a mix of mews, semi-detached and detached houses, as such densities across the site would vary in response to spatial structure, visual enclosure, location, and the need to provide “landmark” buildings at focal points within the development as well as large areas of landscaped public open space.	Green
Easy to find your way around Is the scheme designed to make it easy to find your way around?	The layout has been designed to fit within the landscape, in terms of neighbouring development and open land. Green corridors will link sections of the site and will provide logical routes around the site.	Green
Street & Home		
Streets for all Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?	The scheme is currently in Outline, but will be designed to Manual for Streets 2, providing a main link road in and then ancillary road to serve individual blocks of housing.	Green
Car parking Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?	The scheme is currently in Outline, submitted with parameters but will be designed to Manual for Streets 2 guidance at the Reserved Matters stage. Off street parking will be provided.	Green
Public and private spaces Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?	Yes. The scheme will provide private garden space. Public Open Space will be designed to fit within the wider landscape. Roads and street structures will be designed to the Manual for Streets guidance.	Green
External storage and amenity space Is there adequate external storage space for bins and recycling as well as vehicles and cycles?	The scheme is currently at Outline stage. The detailed design of the scheme will incorporate adequate provisions for refuse.	Green



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