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Land at Midland Road, Royston

Building for Life Assessment

On behalf of

Kier Property Developments Limited

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1.0 Introduction

1.1 This Building for Life Assessment has been produced on behalf of Kier Property to support a hybrid planning application for:

Detailed planning application for the erection of 143 residential units, supermarket (Use Class A1), petrol filling station, additional parking for Community Campus, public open space, landscaping, access, parking and ancillary works. Outline application for Health Centre (Use Class D1) with all matters reserved ("the proposed development")

1.2 As highlighted above, the overall proposals seek full permission for the construction of up to 143 dwellings at land at Midland Road, Royston ("the site").

1.3 The proposed development is part of a wider hybrid planning application which also seeks planning permission for a health centre, petrol filling station, access, landscaping, supermarket and ancillary works.

1.4 The site is approximately 7.12ha in size and is now vacant having previously been occupied by Royston High School. The previous school buildings were demolished in 2010. Vehicular access to the site is currently from Midland Road. Pedestrian access is via the same route with further access from Rushton Drive and Station Road. Warren Walk crosses the site east/west and provides a pedestrian link between Station Road and Rushton Drive.

1.5 The proposed development includes 143 dwellings of a variety of housing types of varying sizes, all with parking facilities and private gardens. To the south of the residential development is an area of public open space. It is anticipated this area will predominantly be grassed to provide space for children to play and therefore shrub planting would be restricted to peripheral locations. Along with a children's play area it will provide an attractive area of public open space for those living and working in the area.

1.6 As required by Building for Life 2012, a review of the scheme has been undertaken against the 12 questions within the document and this is set out in Chapter 2. The Building for Life assessment is based on a traffic light system with the intention of making developments score as many 'greens' as possible.

2.0 Building for Life Assessment

2.1 The following section provides an assessment of the proposed residential development against the 12 questions identified within the Building for Life Assessment 2012.

Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

2.2 The development has been designed to allow easy access throughout the site for all users. The main access to the site for vehicles will be from the existing entrance point at The Lane and this will be shared with the retail element of the proposals. Access will also be provided from Rushton Drive. Pedestrians will also be able to access the site from this entrance as well as via the existing footpath running east to west. The proposals will therefore be integrated with the existing network.

2.3 The layout submitted with the application shows the arrangement of streets within the development and it is apparent a safe and inclusive layout can be provided to reduce the risk of vehicle and pedestrian conflict.

2.4 The development would therefore achieve a green score for this question.

Facilities and Services

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

2.5 The wider application includes a supermarket, health centre and public open space. The site is also within 800m of Royston Parkside Primary School, additional retail facilities, a church, a library, a civic hall and a chemist.

2.6 The development would therefore achieve a green score for this question.

Public Transport

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

2.7 In terms of public transport, Royston is currently served by four local bus routes that provide links to a number of settlements between Barnsley and Wakefield. Three of the services operate within close proximity to the site (57, 59 and 194), with bus stops located at various locations along Midland Road and Station Road.

2.8 The development would therefore achieve a green score for this question.

Meeting Local Housing Requirements

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

2.9 The proposed development will provide 2, 3 and 4 bed dwellings which will be terraced, detached or semi-detached. This provides a mixture of house types and will encourage the development to be occupied by a range of people.

2.10 In accordance with local planning policy, 21 affordable dwellings will be provided (15% of the total). The exact tenure of this provision will be discussed with the Council during the application process.

2.11 The development would therefore achieve a green score for this question.

Character

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

2.12 The proposed residential element provides 143 dwellings which will have 2, 3 or 4 bedrooms with dedicated off street parking and private gardens. A mixture of housing types will be provided. To the south of the residential element of the site is an area of public open space which is also overlooked by some of the proposed dwellings. This space compliments the private amenity space associated with each dwelling, and provides a focal point in this area. Overall the scheme provides active frontages created by the proposed dwellings which are specific to the overall aims of the proposal.

2.13 The character of the site is increased by the provision of the area of public open space. This will greatly improve the impression of the site for residents in Royston.

2.14 Given the nature of the proposed development, the buildings will not exhibit full architectural quality and individuality but the buildings will be well designed and will be built to modern standards.

2.15 Finally, the design and layout of the proposed development will ensure a more efficient use of the site without having to compromise the quality of the local environment.

2.16 The development would therefore achieve a green score for this question.

Working with the Site and its Context

Does the scheme take advantage of existing topography, landscape features, trees and plants, wildlife habitats, existing buildings, site orientation and microclimate?

2.17 The design and layout of the proposed development will ensure a more efficient use of the site without having to compromise the quality of the local environment.

2.18 The applicant is committed to ensuring the proposed development is sustainable and through building design will ensure an energy efficient development.

2.19 The development would therefore achieve a green score for this question.

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?

2.20 The layout submitted with the application shows the arrangement of streets within the development and it is apparent an inclusive layout can be provided.

2.21 *The streets, buildings, gardens and parking have been carefully designed to* define 'blocks' of housing and open spaces. The development demonstrates a clear definition of the public and private realm. This has been achieved by arranging buildings to follow a continuous built line.

2.22 The layout also includes amenity space for residents, which is carefully balanced with the provision of parking for all users of the site. However the layout ensures that the parking of cars will not be the dominant feature within the site.

2.23 The development would therefore achieve a green score for this question.

Easy to Find Your Way Around

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

2.24 The development has a well-defined network of primary and secondary streets which will make it clear of residents and visitors to navigate their way around the development. Pedestrian routes will also be clearly defined with the key route dissecting the middle of the site.

2.25 The development would therefore achieve a green score for this question.

Streets for All

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

2.26 Measures will be incorporated in to the final design to create a street layout which seeks to reduce the speed of vehicles in order to improve the attractiveness of the development.

2.27 The layout of the development will also result in the streets being overlooked by some of the proposed dwellings which will increase natural surveillance and encourage drivers to take additional care.

2.28 The development would therefore achieve a green score for this question.

Car Parking

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

2.29 The proposed level of parking has been provided in accordance with Barnsley Metropolitan Borough Council's 'Supplementary Planning Document – Parking which was adopted in March 2012.

2.30 Car parking will be positioned around the site with a number of the dwellings having private drives. Parking courtyards will also be provided for some of the proposed terraces.

2.31 The proposed parking arrangement will ensure that parking is not seen as a dominant feature of the development. The development would therefore achieve a green score for this question.

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?

2.32 To the south of the residential development is an area of public open space. It is anticipated this area will predominantly be grassed to provide space for children to play and therefore shrub planting would be restricted to peripheral locations. Along with a children's play area it will provide an attractive area of public open space for those living and working in the area. The public open space will be overlooked by some of the proposed dwellings which will provide natural surveillance of this area.

2.33 All of the proposed dwellings will also have private amenity space and rear gardens.

2.34 The public space has been designed to be accessible to all users and will include the provision of a children's play area. The management strategy will

be agreed as part of the application process and will be included within a Section 106 Agreement. The proposals are therefore in accordance with this criterion and score 1 point.

2.35 The development would therefore achieve a green score for this question.

External Storage and Amenity Space

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

2.36 The proposed development will make provision for the storage of general and recyclable waste in accordance with local standards. Where garages are to be provided they be large enough to accommodate vehicles as well as additional storage space for residents.

2.37 The development would therefore achieve a green score for this question.

3.0 Conclusions

3.1 This Building for Life Assessment has been produced to support the residential element of a hybrid planning application submitted on behalf of Kier Property Developments Limited.

3.2 As required by the Building for Life Assessment a review of the scheme has been undertaken against the 12 questions within the document. Overall the proposals would score 'green' in every topic and it is therefore considered the proposals are in accordance with the requirements of the Assessment.