

Barnsley Metropolitan Borough
Council

Royston Masterplan Framework

Delivery Strategy

Issue 1 | 20 July 2021

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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1 Introduction

The purpose of this document is to set out the proposed delivery strategy for the Royston Masterplan Framework.

It sets out the roles and responsibilities of the various landowners and developers involved in the scheme alongside Barnsley Metropolitan Borough Council (BMBC) as both the Local Planning Authority and Highway Authority.

The following issues are considered:

1. Planning strategy.
2. Phasing strategy.
3. Infrastructure Requirements.
4. Infrastructure Delivery.

2 Planning Strategy

The Royston site allocation provides for 994 homes alongside a 210-place primary school.

Of the 994 homes, it is noted that:

- 164 homes are already consented through a full planning application and under construction as part of the Barratt Homes scheme. Ref. parcel LO_15 in Figure 1;
- 250 homes were subject to a full planning application (refused, decision upheld at appeal) by Bellway Homes Ltd. Ref. parcel LO_13 in Figure 1; and
- 100 homes and a convenience store are subject to an outline planning application (under consideration) by Johnson Mowat. Ref. LO_07 parcels fronting Lee Lane in Figure 1.

Given the complexity of the land ownership on the site and the differing size of various land parcels, it is difficult to either propose or assume a definitive planning strategy for the site.

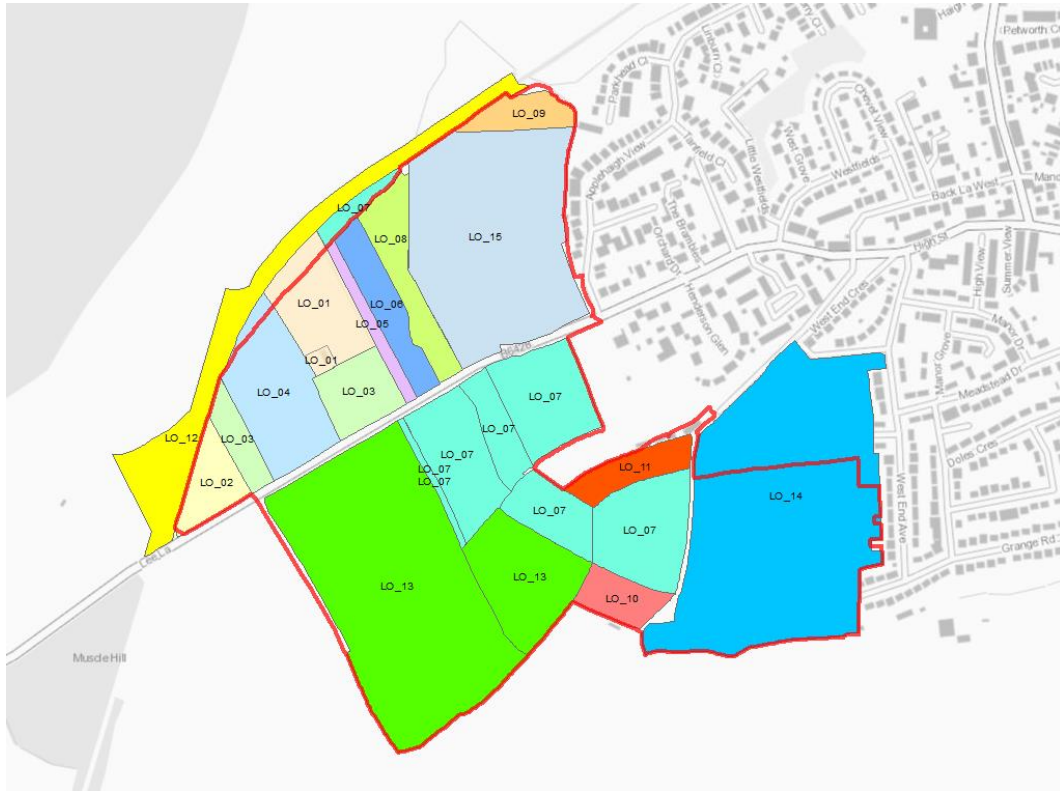
The Masterplan Framework should provide an increased level of certainty for applicants and allow them to more readily develop proposals and therefore submit full applications. However, it is anticipated that they may in some cases pursue strategies that support them in increasing land value with a view to disposal or entering into a partnering arrangement, or testing the acceptability of certain proposals through the planning process whilst limiting their initial outlay.

Therefore, it can be expected that a combination of both full and outline applications will come forward, with differing degrees of underlying intent to deliver the scheme.

It can be reasonably assumed that the primary school will come forward through a full planning application given the relative simplicity of the scheme, proposed timetable for delivery and ability to understand the full requirements for the scheme at the point of submission.

Developers are encouraged to engage with BMBC in their function as Local Planning Authority during preparation of planning applications, through the pre-application process.

Figure 1: Royston Land Ownership Parcels



3 Phasing Strategy

It is expected that development of the site will come forward in a series of phases. Illustrative phasing is depicted in Figure 2. 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.

Figure 2 Illustrative Phasing Strategy



The phasing strategy for the site has been developed as follows:

Phase 1

Plot 4 forms a natural extension to the Barratt Homes scheme already underway, and is therefore assumed to come forward early on.

Bellway Homes is seeking to bring forward development of Plots 6, 7, 9, 10 & 11. Therefore, these plots are assumed to come forward first, with Plots 9, 10 & 11 assumed to follow Plots 6 & 7.

The developers should set out in their planning application, via the transport assessment, how public transport will be provided for new residents on both an interim and permanent basis, taking account of the proposed phasing arrangements and the Masterplan Framework proposals.

Phase 2

Plot 8 will form part of the next phase, benefitting from access off Lee Lane via the roundabout constructed by Barratt Homes. The developers should set out in their planning application, via the transport assessment, how public transport will be provided for new residents on both an interim and permanent basis, taking account of the proposed phasing arrangements and the Masterplan Framework proposals.

Phase 3

A primary school will be delivered on Plot 13, in tandem with the development on Plot 13, to serve the new housing.

The section of road linking Plots 11 & 13, through Plot 12, will be constructed in tandem with development of Plot 13 to allow bus services to be delivered and provide safe access to the primary school and Royston.

Phase 4

Plot 12 will come forward thereafter, completing development south of Lee Lane.

Phase 5

The nature of the land ownership north of Lee Lane means that land assembly will be required to deliver a coordinated development in this area. For this reason, it is assumed that this area will come forward in later phases. However, should land assembly progress expediently, development in this area could feasibly occur in tandem with some of the phases listed above.

Plot 5 is assumed to come forward in this area first, as it is closest to the existing infrastructure networks in Lee Lane.

Phase 6

Plots 3, 2 and 1 are assumed to follow Plot 5, working east to west away from the existing housing in the Barratt Homes scheme.

4 Levies & Charges

4.1 Overview

A brief overview of applicable levies and charges that could be used to fund infrastructure is provided below.

4.2 Section 106

Section 106 (“S.106”) allows for funding of smaller impacts caused by development. Examples of Section 106 conditions include access roads to housing estates, small areas of open space and play parks.

4.3 Community Infrastructure Levy

Barnsley has not adopted the Community Infrastructure Levy (CIL) and so no payments will be required from any of the phases.

4.4 Planning White Paper Infrastructure Levy

The ‘Planning for the Future’ White Paper¹ consultation proposes reforms of the planning system to streamline and modernise the planning process.

As part of this there are proposals for CIL and planning obligations to be reformed as a nationally set, value based flat rate charge called ‘the infrastructure levy’. To take effect, this will require a new Planning Bill to be enacted. At the time of writing this document, there is uncertainty regarding content and timing of the Planning Bill as well any transitional arrangements but if any phases come forward after the Bill has been enacted and the transitional arrangements have ended, they would be liable to pay the new levy but as an alternative to Section 106 payments.

The levy would:

- Be charged on the final value of a development based on the applicable rate at the point planning permission is granted;
- Be levied at point of occupation;
- Include a value-based minimum threshold below which the levy is not charged. Therefore, if the value of development is below the threshold then no levy would be charged, but where the value is above the threshold, the levy would only be charged on the proportion of the value that exceeded the threshold;
- Apply to all uses.

¹ Planning for the Future – White Paper (MHCLG, August 2020)

The levy also allows local authorities to borrow against Infrastructure Levy revenues so that they could forward fund infrastructure.

The Infrastructure Levy will deliver affordable housing provision and local authorities would be able to use funds raised through the levy to secure affordable housing. This could be secured through in-kind delivery on-site and under this approach a provider of affordable housing could purchase the dwelling at a discount from market rate. The difference between the price at which the unit was sold to the provider and the market price would be offset from the final cash liability to the Levy.

It is currently unknown how on-site facilities such as schools and road infrastructure will be secured through the proposed new Infrastructure Levy.

Where infrastructure is identified as being needed to support the Masterplan Framework it is proposed that any future Infrastructure Levy contributions generated from the Royston site will be ringfenced for use for this site, and/or will make use of surplus Infrastructure Levy funds generated from elsewhere in the Borough.

5 Infrastructure Requirements

5.1 Overview & Terminology

To deliver the Royston site, a range of infrastructure provision is required across multiple infrastructure sectors; namely:

- Transport;
- Green infrastructure;
- Public open space;
- Blue infrastructure;
- Utilities;
- Foul sewerage;
- Primary school; and
- Small local shop.

In the following sections the following terminology applies:

- The term “developer” is used to denote the legal entity responsible for carrying out development on the site under an approved planning consent.
- The term “utilities” encompasses electricity, potable water and a choice of telecommunications provider.

5.2 Plots North of Lee Lane

In the case of land parcels north of Lee Lane, it is noted that the complexity of the land ownership, scale and orientation of the parcels is such that a land assembly exercise will be required to enable development to be brought forward. Without having details of the resultant land ownership position following such an assembly exercise, it is difficult to determine how infrastructure would be best delivered in this area, and therefore limited detail is provided in this strategy.

It is noted that land assembly could be brought forward in one of the following ways, or a combination thereof:

1. Through private treaty between landowners and one or more private sector developers (e.g. national housebuilders).
2. Through private treaty between landowners and the public sector, e.g. BMBC or national agencies such as Homes England.
3. Through Compulsory Purchase Order by BMBC, noting that whilst this would not be the first option exercised, it may prove necessary to allow sufficient land to be made available for housing supply to be achieved.

5.3 General Plot Infrastructure

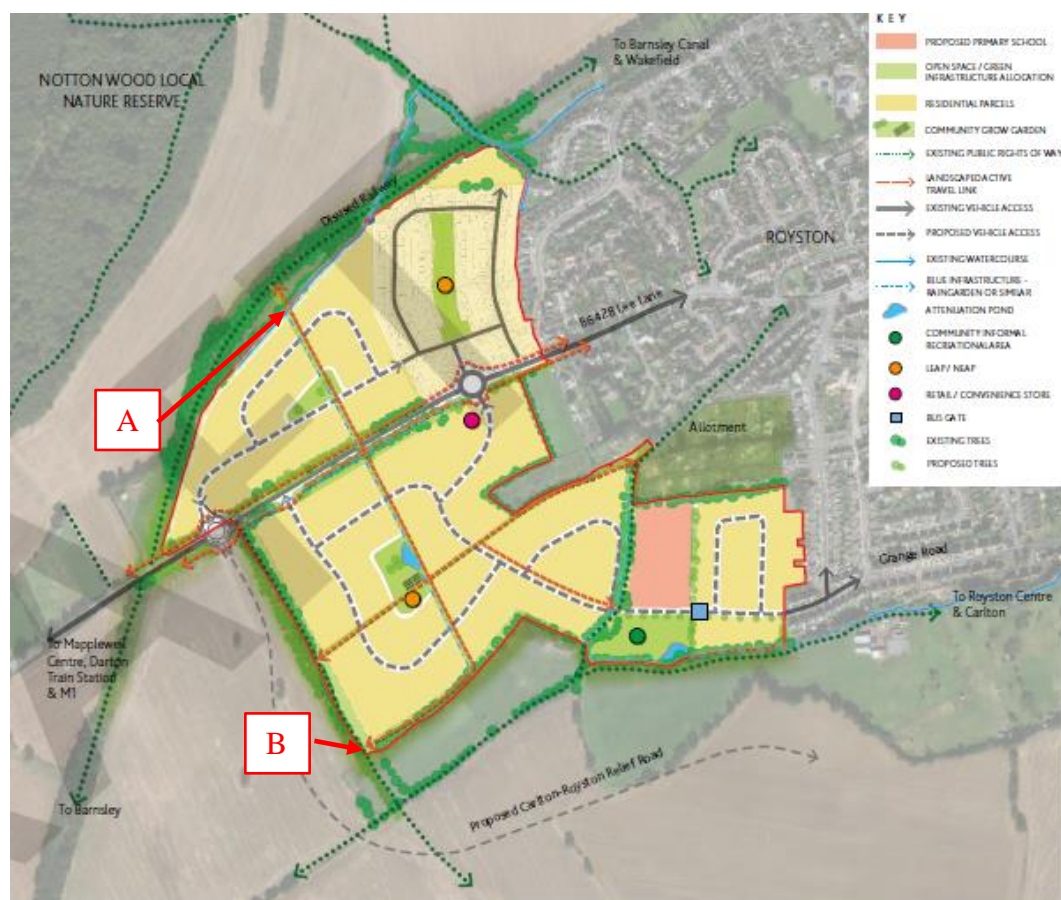
Some infrastructure elements will be delivered by developers as an intrinsic part of their scheme, as set out in Table 1.

Table 1 General Plot Infrastructure

Infrastructure Sector	General Plot Infrastructure Element	Party Responsible for Delivery
Transport	Site roads that fall within development parcels.	Relevant developer except as set out in Table 2.
	Access junctions from existing roads that enter development parcels.	To be delivered as per requirements in Section 5.5.
	Improvements to Lee Lane	
	Active travel routes that fall within development parcels, including: <ul style="list-style-type: none"> • Landscaped Active Travel Link – East/West (North of Lee Lane) • Landscaped Active Travel Link – East/West (South of Lee Lane) • Landscaped Active Travel Link – East/West (to West End Crescent) • Landscaped Active Travel Link – North/South between points A and B on Figure 3. 	
	Bus stop infrastructure that falls within development parcels.	
Green Infrastructure	Green Infrastructure	Relevant developer except as set out in Table 2. To be delivered as per requirements in Section 5.5.
Public Open Space	Public open space.	Relevant developer except as set out in Table 2. To be delivered as per requirements in Section 5.5.
Blue Infrastructure	Blue infrastructure including Sustainable Drainage Systems	Relevant developer except as set out in Table 2. To be delivered as per requirements in Section 5.5.

Infrastructure Sector	General Plot Infrastructure Element	Party Responsible for Delivery
Utilities	Utility networks required to serve development plots. Note that provision of gas has not been considered in line with the aspiration to achieve net zero carbon development.	Relevant developer, taking account of requirements set out in Section 5.5.
Foul sewerage	Foul sewerage network required to serve development plots.	Relevant developer, taking account of requirements set out in Section 5.5.
Primary school	210 place primary school	Free School (via BMBC). Refer Section 5.4.
Small local shop	Small local shop in line with Local Plan Policy TC5	Developer of parcel ref. LO_07.

Figure 3 Reference Plan – General Plot Infrastructure



5.4 Common Infrastructure

Certain infrastructure elements will have a wider benefit across the Royston site and in these cases can be termed “common infrastructure”. A schedule of common infrastructure for Royston is set out in Table 2.

Table 2 Common Infrastructure

Infrastructure Sector	Ref.	Common Infrastructure Element	Party Responsible for Delivery	Funding Arrangement
Transport	T001	Improvements to the Wakefield Road / Shaw Lane / Lee Lane junction.	Developer of phase 1	Delivered directly via a section 278 /Section 106 agreement
	T002	Improvements to The Wells junction in Royston town centre.	Developer of phase 2	Delivered directly via a section 278 /Section 106 agreement
	T003	Secure land for a relief road as per the alignment shown on Figure 5.	Developers of phases 1- & 2	S.106 contributions
	T004	Any other off site highways works required to make the development acceptable in planning and highways terms	Developers	S.106 contributions
	T005	Landsaped Active Travel Link – North/South between points C and D on Figure 4.	BMBC to seek to establish PRow (bridleway).	S.106. Refer Section 6.
	T006	Section of site road between points E and F on Figure 4.	BMBC (default position) or Developer (alternative position)	S.106 obligation to be placed on developers for parcel refs. LO_07 and LO_10 or their constituent parts on a pro-rata basis. Alternatively, the developer of either LO_07 or LO_10

Infrastructure Sector	Ref.	Common Infrastructure Element	Party Responsible for Delivery	Funding Arrangement
				could construct this section of road.
Public Open Space	POS001	Recreation area next to primary school	BMBC	S.106. Refer Section 6.
	POS002	Formal recreation areas	BMBC	S.106. Refer Section 6.
Primary school	SCH001	210 place primary school	Free School (via BMBC)	S.106. Refer Section 6.

Figure 4 Reference Plan – Common Infrastructure

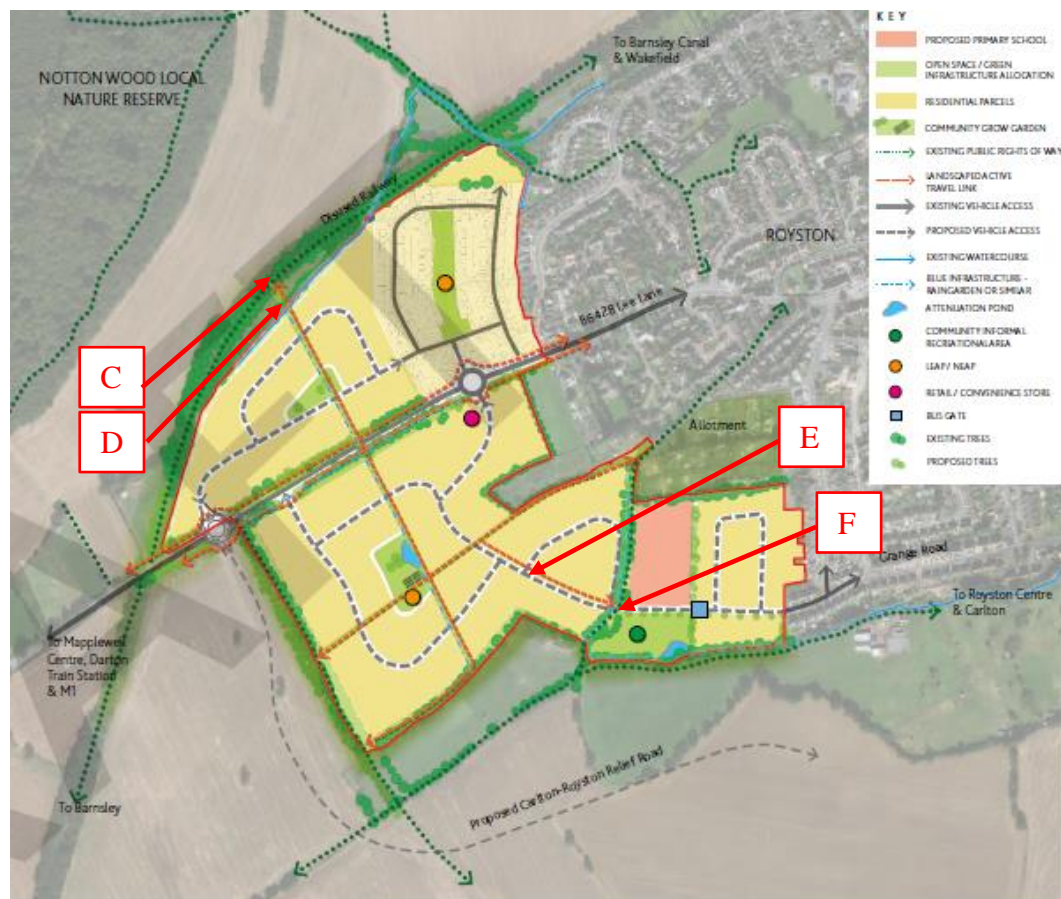
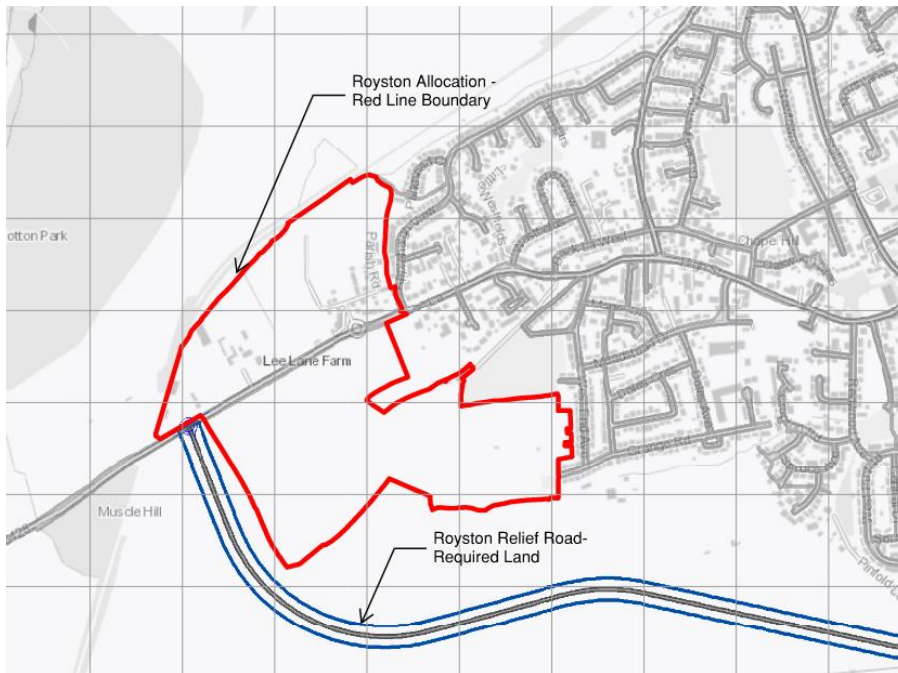


Figure 5 Reference Plan - Royston Red Line Boundary and land required for Royston Relief Road alignment



5.5 Specific Infrastructure Delivery Requirements

Specific infrastructure delivery requirements are set out below. These are not necessarily exhaustive and further requirements may be conditioned through the planning process.

Figure 6 Reference Plan - Specific Infrastructure Delivery Requirements



5.5.1 LO_01 Area

Specific requirements to be placed on land parcel ref. LO_01 in relation to infrastructure delivery are as follows:

- To provide highway infrastructure for adoption by the Highway Authority to permit access between parcel LO_04 and LO_05 via parcel LO_01.
Reason: to provide means of access and egress to the development scheme in line with the Masterplan Framework.
- To provide the Landscape Active Travel Link to the boundary with parcel ref. LO_12.
Reason: to promote active travel as part of the development scheme.
- Prior to occupation of any dwelling within parcel LO_01 the public open space shown on the Masterplan Framework within this parcel shall be completed.
Reason: to provide amenity space for site occupants and the local community.

- The surface water drainage system provided in parcel LO_01 shall also cater for surface water runoff from parcel LO_03 (East) based on a maximum permissible surface water runoff rate of 5l/s/Ha.
Reason: to ensure that surface water can be drained from parcels LO_03 (East) in line with the surface water drainage strategy presented in the Masterplan Framework.
- In planning, designing and installing the utility supply to parcel LO_01, the developer shall make provision for utility supply to parcels LO_02 – LO_06 & LO_08 for residential dwellings assuming an upper bound density as set out in the Masterplan Framework.
Reason: to ensure that development parcels north of Lee Lane can be supplied with utilities.
- The developer is encouraged to provide occupiers with a choice of telecommunications operator including Openreach and Virgin Media who both have apparatus in the vicinity of the site, and to make available infrastructure to permit provision of these services to parcel ref. LO_04 & LO_05.
Reason: to ensure opportunity for high speed fibre broadband connections, provide market choice and promote competition.
- In planning, designing and installing the foul sewerage provision to parcel LO_01, the developer shall make provision for foul sewerage to parcels LO_02 – LO_04 for residential dwellings assuming an upper bound density as set out in the Masterplan Framework.
Reason: to ensure that development parcels north of Lee Lane can be provided with foul sewerage.

5.5.2 LO_02 Area

Specific requirements to be placed on land parcel ref. LO_02 in relation to infrastructure delivery are as follows:

- To provide a new access junction off Lee Lane in a form to be agreed with the Highway Authority, if required, and to permit access through to parcel ref. LO_03.
Reason: to provide means of access and egress to the development scheme in line with the Masterplan Framework.
- In planning, designing and installing the utility supply to parcel LO_02, the developer shall make provision for utility supply to parcels LO_01, LO_03 – LO_06 & LO_08, for residential dwellings assuming an upper bound density as set out in the Masterplan Framework.
Reason: to ensure that development parcels north of Lee Lane can be supplied with utilities.

5.5.3 LO_03 Area (East)

Specific requirements to be placed on land parcel ref. LO_03 (East) in relation to infrastructure delivery are as follows:

- To provide highway infrastructure for adoption by the Highway Authority to permit access between parcel LO_04 and LO_05 via parcel LO_03.
Reason: to provide means of access and egress to the development scheme in line with the Masterplan Framework.
- In planning, designing and installing the utility supply to parcel LO_03 (East), the developer shall make provision for utility supply to parcels LO_01 – LO_03 (west), LO_04 – LO_06 & LO_08, for residential dwellings assuming an upper bound density as set out in the Masterplan Framework.
Reason: to ensure that development parcels north of Lee Lane can be supplied with utilities.
- The developer is encouraged to provide occupiers with a choice of telecommunications operator including Openreach and Virgin Media who both have apparatus in the vicinity of the site, and to make available infrastructure to permit provision of these services to parcel refs. LO_04 & LO_05.
Reason: to ensure opportunity for high speed fibre broadband connections, provide market choice and promote competition.
- In planning, designing and installing the foul sewerage provision to parcel LO_03 (East), the developer shall make provision for foul sewerage to parcels LO_02 - LO_04 for residential dwellings assuming an upper bound density as set out in the Masterplan Framework.
Reason: to ensure that development parcels north of Lee Lane can be provided with foul sewerage.

5.5.4 LO_03 Area (West)

Specific requirements to be placed on land parcel ref. LO_03 (West) in relation to infrastructure delivery are as follows:

- To provide highway infrastructure for adoption by the Highway Authority to permit access between parcel LO_02 and LO_04 via parcel LO_03 (West).
Reason: to provide means of access and egress to the development scheme in line with the Masterplan Framework.
- The developer shall extend the existing watercourse south of the disused railway to serve parcel LO_02 except in the event that the developer of parcel LO_02 confirms that this is not necessary having proven that infiltration is feasible.
Reason: to ensure that surface water can be drained from parcel LO_02 in the event that infiltration proves infeasible.

- In planning, designing and installing the utility supply to parcel LO_03, the developer shall make provision for utility supply to parcels LO_01 – LO_02, LO_03 (East), LO_04 – LO_06 & LO_08, for residential dwellings assuming an upper bound density as set out in the Masterplan Framework.

Reason: to ensure that development parcels north of Lee Lane can be supplied with utilities.

- The developer is encouraged to provide occupiers with a choice of telecommunications operator including Openreach and Virgin Media who both have apparatus in the vicinity of the site, and to make available infrastructure to permit provision of these services to parcel ref. LO_02.

Reason: to ensure opportunity for high speed fibre broadband connections, provide market choice and promote competition.

- In planning, designing and installing the foul sewerage provision to parcel LO_03 (West), the developer shall make provision for foul sewerage to parcel LO_02 for residential dwellings assuming an upper bound density as set out in the Masterplan Framework.

Reason: to ensure that development parcels north of Lee Lane can be provided with foul sewerage.

5.5.5 LO_04 Area

Specific requirements to be placed on land parcel ref. LO_04 in relation to infrastructure delivery are as follows:

- To provide a new access junction off Lee Lane in a form to be agreed with the Highway Authority, if required, and to permit access through to parcel refs. LO_01 & LO_03 (East & West).

Reason: to provide means of access and egress to the development scheme in line with the Masterplan Framework.

- The developer shall extend the existing watercourse south of the disused railway to serve parcel LO_03 (West) except in the event that the developer of parcel LO_03 (West) confirms that this is not necessary having proven that infiltration is feasible. In extending the watercourse the developer shall take account of drainage requirements for plots further upstream (i.e. LO_02).

Reason: to ensure that surface water can be drained from parcel LO_03 (West) in the event that infiltration proves infeasible.

- In planning, designing and installing the utility supply to parcel LO_04, the developer shall make provision for utility supply to parcels LO_01 - LO_03 (East & West), LO_05 - LO_06 & LO_08, for residential dwellings assuming an upper bound density as set out in the Masterplan Framework.

Reason: to ensure that development parcels north of Lee Lane can be supplied with utilities.

- The developer is encouraged to provide occupiers with a choice of telecommunications operator including Openreach and Virgin Media who both have apparatus in the vicinity of the site, and to make available

infrastructure to permit provision of these services to parcel refs. LO_01 & LO_03 (East & West).

Reason: to ensure opportunity for high speed fibre broadband connections, provide market choice and promote competition.

- In planning, designing and installing the foul sewerage provision to parcel LO_04, the developer shall make provision for foul sewerage to parcels LO_02 & LO_03 (West) for residential dwellings assuming an upper bound density as set out in the Masterplan Framework.

Reason: to ensure that development parcels north of Lee Lane can be provided with foul sewerage.

5.5.6 LO_05 Area

Specific requirements to be placed on land parcel ref. LO_05 in relation to infrastructure delivery are as follows:

- To provide highway infrastructure for adoption by the Highway Authority to permit access between parcel LO_01 and LO_06 via parcel LO_05.

Reason: to provide means of access and egress to the development scheme in line with the Masterplan Framework.

- In planning, designing and installing the utility supply to parcel LO_05, the developer shall make provision for utility supply to parcels LO_01 - LO_04, LO_06 & LO_08, for residential dwellings assuming an upper bound density as set out in the Masterplan Framework.

Reason: to ensure that development parcels north of Lee Lane can be supplied with utilities.

- The developer is encouraged to provide occupiers with a choice of telecommunications operator including Openreach and Virgin Media who both have apparatus in the vicinity of the site, and to make available infrastructure to permit provision of these services to parcel refs. LO_01, LO_03 & LO_06.

Reason: to ensure opportunity for high speed fibre broadband connections, provide market choice and promote competition.

- In planning, designing and installing the foul sewerage provision to parcel LO_05, the developer shall make provision for foul sewerage to parcels LO_01 – LO_04 for residential dwellings assuming an upper bound density as set out in the Masterplan Framework.

Reason: to ensure that development parcels north of Lee Lane can be provided with foul sewerage.

5.5.7 LO_06 Area

Specific requirements to be placed on land parcel ref. LO_06 in relation to infrastructure delivery are as follows:

- To provide highway infrastructure for adoption by the Highway Authority to permit access between parcel LO_05 and LO_08 via parcel LO_06.
Reason: to provide means of access and egress to the development scheme in line with the Masterplan Framework.
- In planning, designing and installing the utility supply to parcel LO_06, the developer shall make provision for utility supply to parcels LO_01 - LO_05 & LO_08, for residential dwellings assuming an upper bound density as set out in the Masterplan Framework.
Reason: to ensure that development parcels north of Lee Lane can be supplied with utilities.
- The developer is encouraged to provide occupiers with a choice of telecommunications operator including Openreach and Virgin Media who both have apparatus in the vicinity of the site, and to make available infrastructure to permit provision of these services to parcel refs. LO_05 & LO_08.
Reason: to ensure opportunity for high speed fibre broadband connections, provide market choice and promote competition.
- In planning, designing and installing the foul sewerage provision to parcel LO_06, the developer shall make provision for foul sewerage to parcels LO_01 – LO_05 for residential dwellings assuming an upper bound density as set out in the Masterplan Framework.
Reason: to ensure that development parcels north of Lee Lane can be provided with foul sewerage.

5.5.8 LO_07 (Clayton Ownership)

Specific requirements to be placed on land parcel ref. LO_07 in relation to infrastructure delivery are as follows:

- To complete upgrades to Lee Lane to improve road safety and reduce vehicle speeds, in conjunction with Traffic Regulation Orders to be pursued by BMBC to reduce the speed limit.
Reason: to improve highway safety.
- To provide site roads between Points K & M on Figure 6 with the timing of this to be agreed as part of the planning application process.
Reason: to provide a safe means of travel to school for pupils and access to community recreation areas including from parcel ref. LO_07 and parcels north of Lee Lane.
- In planning, designing and installing the electricity supply to parcel LO_07, the developer shall make provision for electricity supply to parcel LO_11, for residential dwellings assuming an upper bound density as set out in the Masterplan Framework.
Reason: to ensure that parcel LO_11 can be supplied with electricity.

- The developer is encouraged to provide occupiers with a choice of telecommunications operator including Openreach and Virgin Media who both have apparatus in the vicinity of the site, and to make available infrastructure to permit provision of these services to parcel ref. LO_11.
Reason: to ensure opportunity for high speed fibre broadband connections, provide market choice and promote competition.
- In planning, designing and installing the foul sewerage provision to parcel LO_07, the developer shall make provision for foul sewerage to parcels LO_10 & LO_11 for residential dwellings assuming an upper bound density as set out in the Masterplan Framework.
Reason: to ensure that development parcels LO_10 & LO_11 can be provided with foul sewerage.

5.5.9 LO_08 Area

Specific requirements to be placed on land parcel ref. LO_08 in relation to infrastructure delivery are as follows:

- To provide highway infrastructure for adoption by the Highway Authority to permit access between parcel LO_06 and LO_15 via parcel LO_08.
Reason: to provide means of access and egress to the development scheme in line with the Masterplan Framework.
- In planning, designing and installing the utility supply to parcel LO_08, the developer shall make provision for utility supply to parcels LO_01 - LO_06, for residential dwellings assuming an upper bound density as set out in the Masterplan Framework.
Reason: to ensure that development parcels north of Lee Lane can be supplied with utilities.
- The developer is encouraged to provide occupiers with a choice of telecommunications operator including Openreach and Virgin Media who both have apparatus in the vicinity of the site, and to make available infrastructure to permit provision of these services to parcel LO_06.
Reason: to ensure opportunity for high speed fibre broadband connections, provide market choice and promote competition.
- In planning, designing and installing the foul sewerage provision to parcel LO_08, the developer shall make provision for foul sewerage to parcels LO_02 – LO_06 for residential dwellings assuming an upper bound density as set out in the Masterplan Framework.
Reason: to ensure that development parcels north of Lee Lane can be provided with foul sewerage.

5.5.10 LO_13 (Bellway Homes Site)

Specific requirements to be placed on land parcel ref. LO_13 in relation to infrastructure delivery are as follows:

- To provide a new access junction off Lee Lane in a form to be agreed with the Highway Authority and to be designed so as to permit modification to allow access to parcels north of Lee Lane.

Reason: to provide means of access and egress to the development scheme without prejudicing the ability of plots north of Lee Lane to achieve the same.

- To provide site roads between Points J and L via Point K on Figure 6 with the timing of this to be agreed as part of the planning application process.

Reason: to provide a safe means of travel to school for pupils, access to community recreation areas and a public transport route through the site.

- To complete upgrades to Lee Lane to improve road safety and reduce vehicle speeds, in conjunction with Traffic Regulation Orders to be pursued by BMBC to reduce the speed limit.

Reason: to improve highway safety.

- To complete the public open space shown on the Masterplan Framework within this parcel with the timing of this to be agreed as part of the planning application process.

Reason: to provide amenity space for site occupants and the local community.

- The developer is encouraged to provide occupiers with a choice of telecommunications operator including Openreach and Virgin Media who both have apparatus in the vicinity of the site, and to make available infrastructure to permit provision of these services to parcel refs. LO_10 and LO_14.

Reason: to ensure opportunity for high speed fibre broadband connections, provide market choice and promote competition.

5.5.11 LO_14 (BMBC Ownership)

Specific requirements to be placed on the BMBC owned land parcel ref. LO_14 in relation to infrastructure delivery are as follows:

- Prior to occupation of the school the site road between Points N and P on Figure 6 shall be provided.

Reason: to provide a safe means of travel to school for pupils, access to community recreation areas and a public transport route through the site.

- To complete the recreation area which forms public open space, with the timing of this to be agreed as part of the planning application process.

Reason: to provide recreational space for site occupants and the local community.

- The surface water drainage system provided in parcel LO_14 shall also cater for surface water runoff from parcels LO_07 (part), LO_10 & LO_11 based on a catchment area as defined by the current topography of the site and a maximum permissible surface water runoff rate from each of the upstream parcels of 5l/s/Ha.

Reason: to ensure that surface water can be drained from parcels LO_07 (part), LO_10 & LO_11 in line with the surface water drainage strategy presented in the Masterplan Framework.

- In planning, designing and installing the utility supply to parcel LO_14, the developer shall make provision for utility supply to parcel LO_10, for residential dwellings assuming an upper bound density as set out in the Masterplan Framework.

Reason: to ensure that parcel LO_10 can be supplied with utilities.

5.6 Practical Considerations

It is noted that where infrastructure crosses land ownership boundaries, the coordination of this in line and level will need to be ensured through the planning process.

In the case of the section of road through parcel ref. LO_10 that will serve both LO_10 and LO_07, it is recommended that BMBC make reasonable endeavours to coordinate the design of this with the relevant landowners or developers to provide access to those land parcels.

In the case of the section of road through parcel ref. LO_10 it is noted that BMBC will need to reach agreement with the landowner to construct adopted highway across their land, or failing this acquire this land through private treaty or compulsory purchase order (CPO).

In the case of the common infrastructure elements of the Landscaped Active Travel Link – North/South corridor it is noted that the ability to create these is subject to BMBC being able to secure a right of access across third party land and creation of a PRow.

In the case of the public open space in parcel ref. LO_14 it is noted that BMBC own this land and therefore this is readily deliverable by BMBC through S.106 payments.

The site would benefit from an overarching wayfinding strategy produced by BMBC and which can be implemented by developers.

It is noted that there remain risks in terms of how foul and surface water will be discharged from the site, along with how utilities will be provided in a coordinated manner. A coordinated approach to utility and sewerage provision across the site would be of benefit to developers. This includes:

- The planning application submitted by Bellway Homes covering parcel ref. LO_13 included a Flood Risk Assessment². This outlines the proposed surface water drainage strategy which relies on discharge to an existing watercourse north of the site. It appears that this may seek to make use of parcel ref. LO_05 which does not align with the Masterplan Framework and therefore an alternative arrangement will need to be established which could rely on provision of new surface water sewers in Lee Lane.
- The foul water drainage strategy prepared by JPG on behalf of BMBC³ sets out a proposed strategy for discharge of foul water from the development which relies on pumped outfalls to Grange Road and Lee Lane. The JPG proposals suggest a number of parallel rising mains in Lee Lane and note that the outfall point to the Yorkshire Water network is subject to a capacity study by Yorkshire Water. It is also noted that a single rising main is likely to be preferable to Yorkshire Water and this would benefit from a more coordinated approach.

² Flood Risk Assessment – Lee Lane, Royston (Walker Ingram Associates, October 2018).

³ FW Drainage Strategy Plan Development Plots [Drg ref. 5592-JPG-SW-00-DR-D-1410 Rev. P01] (JPG, April 2020)

6 Section 106 Contributions

In the absence of a CIL charging structure and noting that the proposals on the Infrastructure Levy remain at White Paper stage, it is proposed that S.106 contributions will be pooled by BMBC and utilised to fund the common infrastructure elements.

The basis for calculating S.106 contributions is set out below. This applies at the time of writing and it is noted that this may be subject to change in light of changes to legislation or the infrastructure needs that are established in further detail as planning applications come forward.

6.1 Basis for Calculating S.106 Contributions

6.1.1 Transport

Royston Relief Road

–T003

Transport modelling has identified that this development, combined with anticipated background traffic growth, will result in the Wells junction (in the centre of Royston) going over capacity during peak times. A number of options have been considered by the Council to look at improving the capacity of this junction but acquisition of third-party land and demolition of buildings would likely be required to accommodate the additional traffic.

Various means are being explored to encourage modal shift away from the private car in order to reduce the demand at the Wells junction and others within the vicinity of the site. More broadly, a range of initiatives and programmes are exploring ways to reduce the need to travel such as roll out of 5G to support home working and the Principal Towns programme to invest in district and local centres. Nonetheless, the Council considers that it would be optimal in place making terms to secure a relief road to divert traffic away from the centre of Royston and so this is identified as a likely strategic transportation project within the emerging borough-wide Transport Strategy.

As this site will built out over the next 10-15 years, over its lifetime it may add to the capacity issues at the Wells Junction. Short term this is alleviated by the local junction improvements, but it is important to also consider the mid to long term operation. Table 2 is clear that phases 1 and 2 must contribute to local junction improvements. Given that this development will add to the capacity issues at the Wells junction, it is considered necessary for contributions to be sought towards the provision of a relief road. Viability work has identified that this is possible, but it is accepted that it would be unreasonable and unviable for the MU5 site to fully fund the delivery of the relief road. Instead, the developers of phases 1 & 2 as per cabinet report would be required to contribute towards the cost of acquiring the land (where necessary) for the relief road. They would also be expected to cover the costs of undertaking the feasibility work and preparing a full business case, which would be necessary to secure external funding for the scheme.

The land identified for the relief road has been valued at £ 375k. The starting point for securing this land in order to prepare a robust business case for external funding will be to get landowner consent to dedicate the land as highway. Where they are unwilling, the Council would instead have to acquire preferably through negotiation but, as a last resort, compulsory purchase may be required. It is therefore necessary to ensure the contribution accounts for likely professional fees and costs associated with a compulsory purchase order and that costs of preparing a full business case are also covered. The estimated breakdown of the costs for securing the land for the relief road and submitting a full business case are therefore as follows:

- Acquisition Costs =£375k
- Business case and professional fees = £200,000

In order to ensure that contributions are provided in a timely manner and that they are equitable across the phases, it may be necessary to reduce the affordable housing demands in earlier phases. This would be made up in later phases of the development with the precise figures negotiated at the time that planning applications are submitted.

Landscape Active Travel Link – North/South

Contributions to the proposed Landscaped Active Travel Link – North/South (ref. T005) are required from all development parcels based on the size of development parcels as a proportion of the overall site (excluding the area already developed by Barratt Homes).

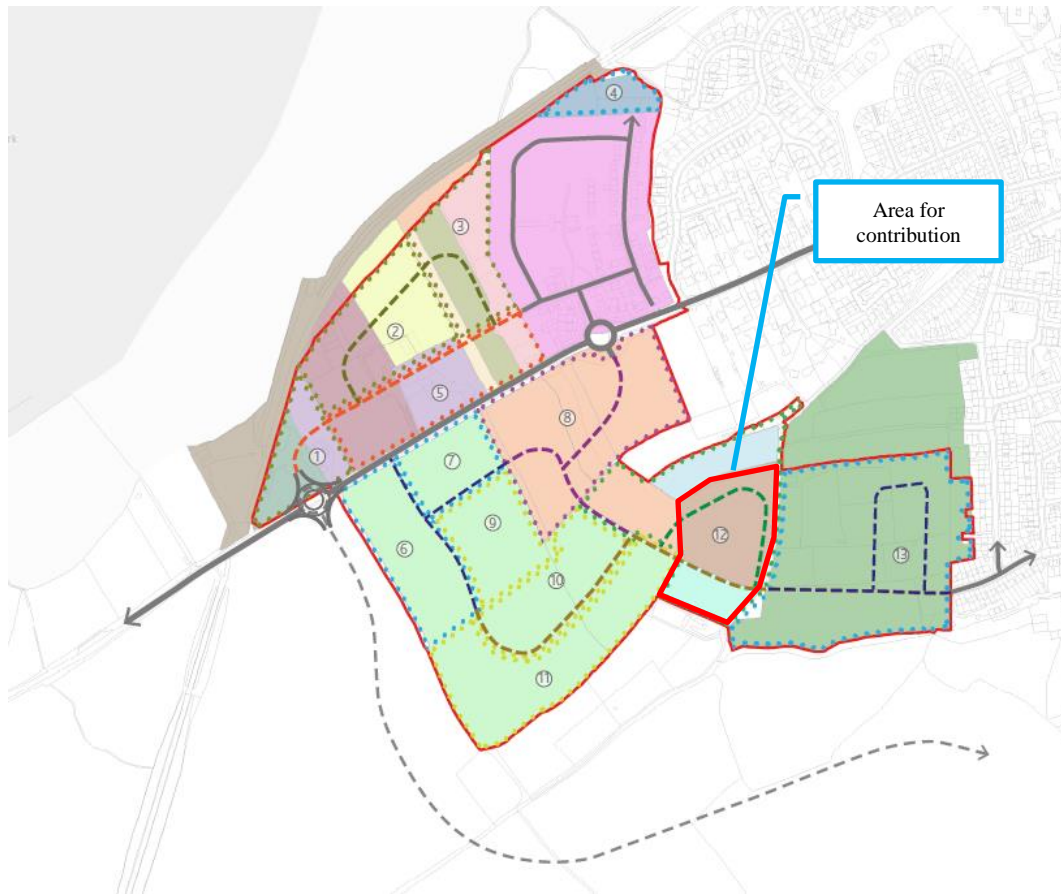
It is proposed that these will form part of the Financial Contributions towards Public Transport and Active Travel as set out in the Supplementary Planning Document: Sustainable Travel⁴.

Site Road Network

Contributions to the proposed section of site road network (ref. T006) are required for parcel refs. LO_07 and LO_10 or their constituent parts on a pro-rata basis, as a proportion of the combined area of the elements of LO_07 and LO_10 shown in Figure 7.

⁴ Supplementary Planning Document: Sustainable Travel (BMBC, November 2019).

Figure 7 Areas to Contribute to Site Road Network (S.106)



6.1.2 Public Open Space

Equipped Children's Play Areas

Equipped children's play areas are to be funded by developers and provided within the relevant development plots as set out in Section 5.

Informal Play Space and Informal Landscaped Areas

Contributions to the proposed recreation area (ref. POS001) are required based on the size of development parcels as a proportion of the overall site (excluding the area already developed by Barratt Homes). The approach to this is informed by the information in Table 3.

Table 3 Approximate Informal POS Area Schedule

POS Area	Approx. Informal Open Space Area (Ha)	% of Overall Total Informal Open Space POS	Approx. Parcel Area vs. Total Area Parcels LO_01 – LO_14 within Site Allocation
(A)	(B)	(C)	(D)
Public open space – parcel ref. LO_01	0.22	13%	4.54%
LO_02	0	0%	0.84%
LO_03 (East)	0	0%	1.47%
LO_03 (West)	0	0%	2.81%
LO_04	0	0%	6.69%
LO_05	0	0%	1.19%
LO_06	0	0%	3.02%
LO_07	0	0%	11.58%
LO_08	0	0%	3.5%
LO_09	0	0%	1.86%
LO_10	0	0%	1.19%
LO_11	0	0%	2.18%
Public open space – parcel ref. LO_13	0.51	31%	30.2%
Public open space – parcel ref. LO_14	0.93	56%	28.8%
Total	1.66 ha	100%	100%

On the basis of the information provided in Table 3:

- Parcel LO_01 is contributing proportionally more informal open space than the size of this parcel relative to the overall site area. Therefore, this parcel will be exempt from contributions toward informal play space. For clarity, it is assumed that the equipped play area in this parcel will also be provided by the developer of this parcel.

As noted in Section 5.2, it is likely that a land assembly exercise will be required to bring forward development north of Lee Lane, and on this basis development of parcel LO_01 would occur in conjunction with other land parcels. This would allow the cost of providing the informal open space and equipped play area in this parcel to be distributed across other parcels. In this case, the contributions set out in the BMBC Open Space Provision SPD for informal open space will apply to any application where the application area exceeds 13% of the overall site area, levied on a proportional basis.

- The informal open space within LO_13 is aligned with the size of parcel LO_13 as a proportion of the overall site area. Therefore, it is assumed that there is no requirement for parcel LO_13 to contribute toward informal open space. For clarity, it is assumed that the equipped play area in this parcel will also be provided by the developer of this parcel.
- Parcel LO_14, along with all other parcels, will contribute toward the cost of delivering informal open space based on the number and size of dwellings to be provided within each parcel in line with the BMBC Open Space Provision SPD.

Formal Public Recreation Areas

Financial contributions will be required towards formal public recreation areas, as set out in the Supplementary Planning Document: Open Space Provision on New Housing Developments⁵.

6.1.3 School Provision

Primary School Places

Financial contributions will be required towards a new primary school. Based on advice from BMBC's education team, the indicative contribution required per dwelling to a new primary school on the site is £6,136.

This is based on values taken from the National School Cost Benchmarking publication for construction of new primary schools and takes account of the S.106 contribution already secured from Barratt Homes.

These costs are indicative only at this stage and subject to confirmation by BMBC. They exclude land value costs which may be added in addition.

Secondary School Places

Financial contributions will be required towards secondary school places, as set out in the Supplementary Planning Document: Financial Contributions to Schools⁶.

⁵ Supplementary Planning Document: Open Space Provision on New Housing Developments (BMBC, May 2019).

⁶ Supplementary Planning Document: Financial Contributions to Schools (BMBC, May 2019).