



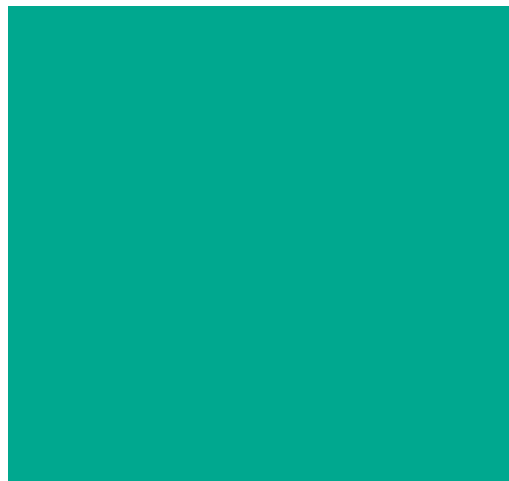
PLANNING, DESIGN AND ACCESS STATEMENT

Site: Former Roysia School
Burns Way
Royston
SG8 5EQ

For: Wilson James Limited

Project Ref: 25022

Date: April 2025



Prepared by:
Liz Fitzgerald BA (Hons) Dip TP MRTPI
Managing Director
Barker Parry Town Planning Ltd
33 Bancroft, Hitchin, Herts SG5 1LA
T: 01462 420224 / E: office@barkerparry.co.uk



CONTENTS PAGE



Section	Title	Page
1.0	Introduction	2
2.0	Site Context & History	3
3.0	Relevant Planning Policy	4
4.0	Proposed Development	5
5.0	Conformity with Planning Policy	7
6.0	Conclusions	10

Plans and Documents Accompanying the Application

JAUNTMACE-RCP-001 - Rev P1 – ROYSTON CAR PARK PROPOSED SITE PLAN
JAUNTMACE-RCP-002 – Rev P1 – ROYSTON CAR PARK WELFARE UNIT PLAN & ELEVATIONS
JAUNTMACE-RCP-003 – Rev P1 – ROYSTON CAR PARK PROPOSED CAR PARK LAYOUT
5803/TS/A REV B - Transport Statement – April 2025

1.0 **Introduction**

1.1 This Planning, Design and Access Statement has been prepared on behalf of Wilson James Ltd in support of a full planning application for use of the car park at the Former Roysia School, Burns Road, Royston.

1.2 The description of development for the proposed scheme is as follows:

"Temporary Use of Car Park for Off Site Construction Contractor Parking in Association with the Development at Johnson Matthey PLC, Orchard Road, Royston"

1.3 This Statement demonstrates that the proposed scheme seeks to make an efficient use of the site whilst the school remains closed and promote safe parking arrangements for a nearby construction site, mitigating against any highway safety risks that arise from ad hoc parking.

1.4 Section 2 of this Statement outlines the site context and history. Section 3 provides a summary of relevant planning policy and section 4 outlines the scheme proposals in detail. Section 5 assesses the proposal against relevant planning policies, with the final conclusions in section 6.

2.0 **Site Context & History**

- 2.1 The site is comprised of the now closed Roysia Middle School, located on Burns Road in Royston. The school officially closed in December 2019 following the merger of three local schools and the move to a two-tier education system across Hertfordshire. The site has remained empty and boarded up since that time.
- 2.2 This application relates to the former hard surfaced play area to the southeast of the main school buildings and to the rear of the Scout Group HQ.
- 2.3 To the East, South and West of the school site are residential properties and to the North are the former school playing fields.
- 2.4 The site is not located in a conservation area, there are no nearby heritage assets, and it is within the settlement of Royston. The site is in Flood Zone 1.
- 2.5 There is no planning history associated with the site beyond the historic school use.

3.0 **Relevant Planning Policy**

Development Plan

3.1 The statutory Development Plan applicable to this application site is the North Hertfordshire Local Plan 2011-2031.

3.2 The following policies of the adopted Local Plan are considered to be relevant to the determination of this application:

- SP7 – Infrastructure Requirements and Developer Contributions
- T1 – Assessment of Transport Matters
- T2 – Parking
- D3 – Protecting Living Conditions
- NE2 – Landscape

3.3 There are no relevant Supplementary Planning Documents.

4.0 **Proposed Development**

- 4.1 The erection of an industrial building, link bridge and associated works at the Johnson Matthey PLC site, Orchard Road, Royston was approved in February 2024 (App Ref: 23/02625/FP). The associated condition discharge for a Construction Traffic Management Plan was approved on the 21 May 2024 (App Ref: 24/00957/DOC). The approved Construction Traffic Management Plan, at section 3.7, identified that there was no parking available at the site and a park and ride service would be required to bus people to and from the site to the car park areas. This application site was identified as a site within reasonable proximity to the construction site that would be suitable for contractor parking.
- 4.2 The site is anticipated to be needed for in the region of 12 months, but a temporary planning permission is sought for up to 18 months to allow for any delays in the construction programme or the loss of any of the other parking areas.
- 4.3 The site is proposed to accommodate up to 90 parking spaces, with contractors arriving at the site and 17-seater minibuses then shuttling them to and from the construction site.
- 4.4 Contractors are required to start on the construction site between 7-7.30am as such services from the site will commence at 6-6.30am and finish at approximately 6pm.
- 4.5 Given the proximity to the Roman Way Academy, there will be no shuttle buses operating between 8-9am or 3.30-4.30pm during term time.

- 4.6 The development uses the existing hard surface and a temporary access road has been installed to the existing gates and dropped kerb serving the scout hut. Pedestrian access to the scout hut has also been provided.
- 4.7 The site has been secured by temporary heras fencing and a welfare building has been sited on the hard surface. The welfare building is self-sufficient and does not require any utility connections.
- 4.8 With the exception of the hard surfaced former play area, the heras fencing, welfare building and temporary access road will be removed at the end of the temporary period.

5.0 **Conformity with Planning Policy.**

Principle of Development

- 5.1 There are no planning policies that truly deal with temporary uses such as this proposal, it is a unique proposal that seeks to facilitate a development in approximately 0.7 miles of the site.
- 5.2 Parking in the vicinity of the Johnson Matthey site is already challenging with on street parking in the area common. The need to mitigate against any exacerbation in this area is essential, as it could lead to delivery issues, knock on effects to adjacent users and highway safety challenges.
- 5.3 Seeking to achieve a sustainable solution to contractor car parking has therefore been welcomed as part of the approved Construction Traffic Management Plan for that development, with this application site specifically referenced.
- 5.4 The Roysia School site has now been closed for some time and there are currently no identified intentions for the site in the medium term. The Applicant has therefore entered into a short lease agreement with the County Council to use the hard surfaced area as a car park in association with the nearby development.
- 5.5 The application therefore provides an opportunity to utilise this under-utilised site to meet a local need, which in turn will deliver the economic benefits to the local community.

Residential Amenity

- 5.6 Whilst the site is located in a residential area, it has good separation distance from all properties. The nearest residential façade is in excess of 34m from the nearest point of the parking area and all are separated either by the busy Burns Road or open space and public rights of way, along with established landscaping.
- 5.7 Whilst the proposal will see an increase in traffic movements at a time earlier and later than historic school activities, it is not considered that there will be a detrimental impact on residential amenity and of course this is only proposed for a temporary period.
- 5.8 It is therefore considered that the proposal complies with policy D3.

Highway Considerations

- 5.9 The application is supported by a Transport Statement that considers the impact of the proposed temporary use on the adjacent road network.
- 5.10 The Statement demonstrates that the site has an appropriate access arrangement and sufficient visibility splays to ensure the access arrangements proposed are safe.
- 5.11 The majority of trips would be tidal and outside of peak periods, with limited scope for conflict to occur, on what is considered to be a lightly trafficked, unclassified road.
- 5.12 When assessed against the historic traffic movements associated with the now closed school, this proposal would lead to a considerable reduction in

the traffic movements in the network peak periods and over the day as a whole.

- 5.13 It is therefore considered that the proposed development complies with the requirements of policies T1 and T2 of the Local Plan.

Environmental Considerations

- 5.14 There are no trees or hedgerows within the application site and none adjacent to the site are affected.
- 5.15 The proposal utilised an existing hard surface and it is not proposed to introduce any temporary lighting into the site such that the proposal will have no impact on any habitats in the location.
- 5.16 The development is retrospective, accordingly it is exempt from the Biodiversity Net Gain triggers.
- 5.17 This is a temporary use that has a limited impact on the environment and surrounding landscape, such that the proposal is considered to comply with policy NE2.

6.0 **Conclusions**

- 6.1 This Planning, Design and Access Statement has been prepared to support a full planning application for the temporary use of the former Roysia School hard surfaced play area for contractor parking in association with the development at Johnson Matthey PLC.
- 6.2 The proposed development has been assessed against relevant local policies and it has been demonstrated that there will be no detrimental impact on neighbour amenity, there are no highway safety concerns associated with the traffic, it provides a sustainable option to meet the contractor parking needs for an employment development within the town that will benefit local communities.
- 6.3 It is therefore respectfully requested that planning permission is granted without delay.