DESIGN AND ACCESS STATEMENT

Barnsley Road, Flockton, Wakefield, West Yorkshire



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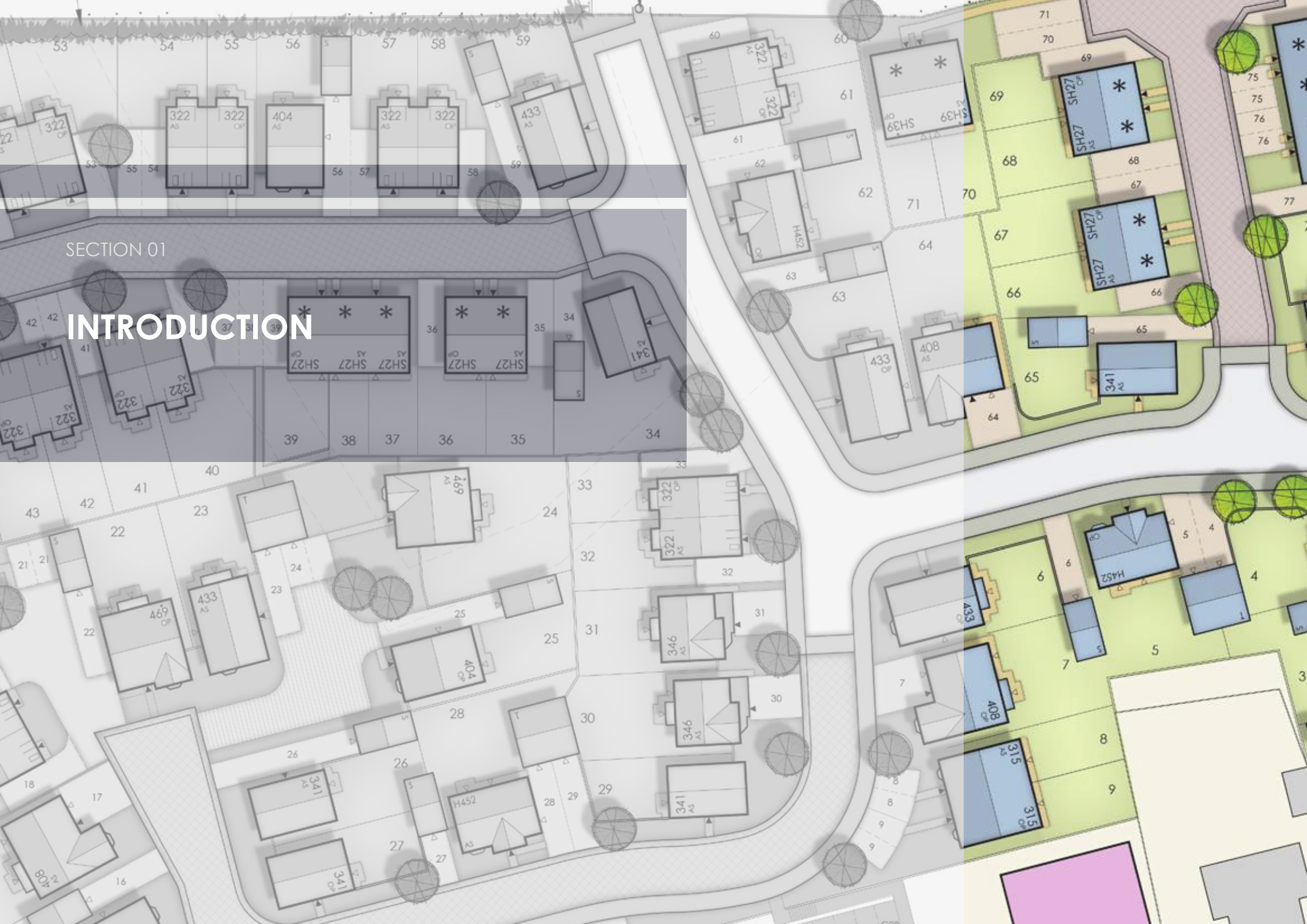


SECTION 01

INTRODUCTION

01 INTRODUCTION

KSL Design Ltd has been instructed by David Wilson Homes to produce this Design and Access Statement to accompany this full application for 87 dwellings on land off Barnsley Road, Flockton.

The purpose of this Design and Access Statement is to describe the design process that has been undertaken in order to create a high quality and locally inspired place, following central government guidance in the form of the NPPF and PPG, local planning policy and CABE guidance "Design and Access Statements: How to read, write and use them".

In order to consider and explain the principles and concepts that have been applied to particular aspects of the scheme, this statement is divided into the following sections:

SECTION 1: INTRODUCTION

SECTION 2: CONTEXT

An appraisal of the context and the surrounding area to which the development will sit and analysis of the site itself, together with a consideration of the relevant planning policies relating to design.

SECTION 3: EVALUATION

This section evaluates the constraints and opportunities presented by the site and the subsequent design objectives which were formed.

SECTION 4: DESIGN PROPOSALS

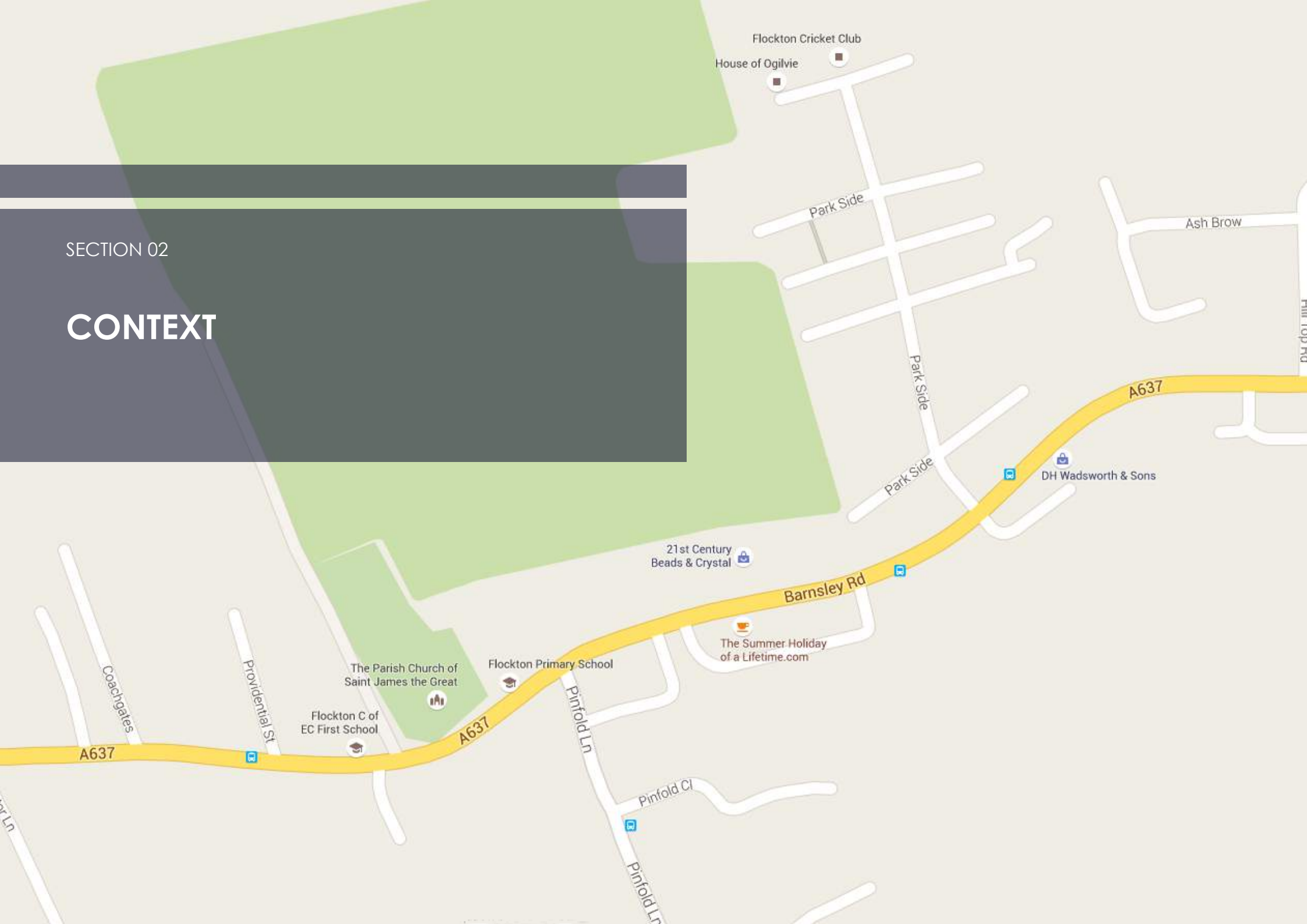
Presentation of the design proposals, describing the uses proposed, the amount, layout and scale of development, landscaping, and appearance.

SECTION 5: BUILDING FOR LIFE

Assesses the proposals against the relevant 12 Building for Life questions.

SECTION 02

CONTEXT



02 CONTEXT

2.1 PLANNING POLICY CONTEXT

NATIONAL PLANNING POLICY

The proposed residential development has been formulated in light of the relevant design policies within the adopted Local Plan, the NPPF and Circulars. Those considered to be of particular pertinence relating to design are set out below.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The NPPF was adopted on 27 March 2012 and sets out the presumption in favour of sustainable development at the heart of the planning system (para.15) and states that good design is a key aspect of sustainable development which is indivisible from good planning (para. 56). Paragraph 50 of the requires local planning authorities to "deliver a wide choice of high quality homes, widen choice for home ownership and create sustainable, inclusive and mixed communities". This design and access statement demonstrates that the proposal ensures that a range of high quality homes is delivered.

Twelve 'core planning principles' are at the heart of the NPPF. These includes to "always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

Chapter 7 of the NPPF sets out the governments requirements to good design of the built environment. Paragraph 57 states it is "important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider development schemes"

Paragraph 58 of the NPPF states policies and decisions should aim to ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Responds to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- Are visually attractive as a result of good architecture and appropriate landscaping.

The NPPF acknowledges that it is proper to seek to promote or reinforce local distinctiveness (para. 60) and that designs should address the connections between people and places and the integration of new development into the natural and built environment (para. 61).

Poorly designed development or that which fails to take the opportunities available for improving the character and quality of an area and the way it functions should be refused (para. 64).

PLANNING PRACTICE GUIDANCE (MARCH 2014)

The Planning Practice Guidance is a web based resource, which aims to support the National Planning Policy Framework. The guidance emphasises the importance of providing good quality design as an integral part of sustainable development. It states that the following planning objectives can be helped by good design. Planning should promote:

- Local character (including landscape setting);
- Promote safe, connected and efficient streets;
- Promote a network of green spaces (including parks) and public spaces;
- Address crime prevention;
- Promote appropriate security measures;
- Promote access and inclusion;
- Promote efficient use of natural resources;
- Promote cohesive and vibrant neighbourhoods.

Well-designed places should also abide by certain principles. They should;

- Be functional;
- Support mixed uses and tenures;
- Ensure public space is lively;
- Be adaptable and resilient;
- Have distinctive character;
- Be attractive;
- Promote ease of movement.

The guidance also identifies the way in which buildings and the spaces between them should be considered. They must consider;

- Layout;
- Form;
- Scale;
- Details;
- Materials

OTHER GUIDANCE

- Building for Life 12

LOCAL PLANNING POLICY

Kirklees Council is currently embarking on the preparation of a new Local Plan. However, until it is adopted, the Statutory Development Plan for Kirklees comprises the saved policies of the Unitary Development Plan (adopted in March 1999).

KIRKLEES UNITARY DEVELOPMENT PLAN (MARCH 1999)

The Unitary Development Plan was adopted in 1999. The majority of policies were saved in September 2007 under Direction from the Secretary of State. The following saved policies relate to design and are therefore pertinent to this Design and Access Statement.

Policy G4 states that new development should achieve a high standard of design.

Policy G5 seeks to ensure that development proposals have regard to equality of opportunity in terms of access to buildings and open space facilities and other relevant aspects of design, including the provision of ancillary facilities.

Policy BE1 provides more detail in terms of design considerations and states that all development should be of good quality design such that it contributes to a built environment that:

i. Creates or retains a sense of local identity;

ii. Is visually attractive;

iii. Promotes safety, including crime prevention and reduction of hazards to highway users;

iv. Promotes a healthy environment, including space and landscaping about buildings and avoidance of exposure to excessive noise or pollution;

v. Is energy efficient in terms of building design and orientation and conducive to energy efficient modes of travel, in particular walking, cycling and use of public transport.

Policy BE2 goes further to state that new development should be designed so that:

i. It is in-keeping with any surrounding development in respect of design, materials, scale, density, layout, building height or mass;

ii. The topography of the site is taken into account;

iii. Satisfactory access to existing highways can be achieved; and

iv. Existing and proposed landscape features are incorporated as an integral part of the proposal.

Policy T1 relates to transport and promotes the co-ordination of land use change with transport provision so as to minimise the need to travel and locating new development where it can be served by public transport and where it minimises the need for expansion of the highway network.

2.2 FLOCKTON: CONNECTIONS & LOCAL FACILITIES

PUBLIC TRANSPORT

Public transport provision in the vicinity of the proposed development is good and provides a reliable, viable alternative to the use of a private car.

The closest bus stops to the application site are located on Barnsley Road, between approximately 60m and 130m from the site access road, depending on the intended direction of travel. The bus stops are served by Aviva Yorkshire / First West Yorkshire / Yorkshire Terrier services 231 and 232. Buses run every hour Monday to Saturday and every 2 hours on Sundays to Huddersfield and Wakefield via locations such as Lepton, Grange Moor, Netherton, Horbury, Lupset, Emley and Middlestown.

The nearest train stations are located approximately 5km to the north of the site at Mirfield and Ravensthorpe, however the most accessible stations are Huddersfield and Wakefield Westgate, which can be reached by bus. Huddersfield and Wakefield Westgate stations provide regular services to a wide variety of locations such as London, York, Manchester, Sheffield, Newcastle, Scotland, Middlesbrough, Scarborough and Doncaster.

LOCAL FACILITIES

The application site benefits from being located at the heart of Flockton village, providing good access to the facilities it provides. The village contains a convenience store, hairdressers, public houses, takeaways and a church all within a short walking distance of the site.

Furthermore, the proposed development will enable the development of a new Working Men's Club facility, which is the subject of a separate planning application.

In terms of access to education, Flockton Church of England Primary School is located immediately to the west of the application site. This provides an opportunity to create a new footpath link between the proposed development and the school. Two other primary schools (Grange Moor and Emley) are located between 1 and 1.5 miles away. There are a number of secondary schools within a relatively short distance from Flockton, including Thornhill Community Academy Trust (2.5 miles), Shelley College (2.6 miles) and King James's (3.8 miles).

Although Flockton does not contain health provision itself, it does have good access to GP surgeries and dental practices in neighbouring settlements, which are accessible by bus from Barnsley Road, just outside the application site. The closest GP surgeries are Middlestown and Orchard Croft (Netherton) Medical Centres, between 2 and 2.5 miles from the site. Two dental practices (MJ Clarke in Netherton and Alison J Eden in Lepton) are located within 3 miles of the site and are both accessible by public transport from Flockton.

The site benefits from being immediately adjacent to playing pitches and an equipped children's play area, both of which are in close proximity to the northern boundary of the site. A cricket pitch is situated to the north of the playing pitches. The facilities are home to Flockton Cricket Club and Flockton Football Club. Flockton has two allotment sites, one situated off Pinfold Lane approximately 100m walking distance to the south of the site and a second approximately 950m to the west on Barnsley Road.

It is considered that Flockton and neighbouring settlements, which are easily accessed by public transport, provide a good level of facilities to meet the every day needs of residents. Further shops and services can be found in Wakefield and Huddersfield, which are also accessible by bus from outside the application site.

2.3 FLOCKTON: LOCAL CHARACTER

Flockton is a reasonably sized former coal mining village located on the A637 between Barnsley and Huddersfield, with Wakefield located to the north east. The village is linear in nature, running in an east / west direction along Barnsley Road. Flockton has seen varying levels of expansion over the years, which has resulted in the formation of various cul-de-sacs and private lanes off the main road, which are most prevalent to the north. Buildings to the south of Barnsley Road are mainly front onto the street and have small front gardens with the exception of a number of farmsteads and small developments primarily off Doctor Lane and Pinfold Lane. The village is fragmented in nature and there are numerous gaps in the built form.

Park Side and Park View immediately to the east of the application site comprise a post-war Council housing estate, with a combination of terraced and semi-detached properties. Whilst the far western section of the village contains some more historic properties, particularly where Barnsley Road narrows to a single track road, the western section and that immediately surrounding the application site is predominantly occupied by more modern properties.

Flockton does not have a Conservation Area and the only building in the vicinity of the site that is Listed (Grade II) is the church. St James' is located on Barnsley Road approximately 50m to the west of the site. Flockton Primary School sits between the application site and the church.

Immediately to the south of the application site, to the south of Barnsley Road, are a number of terraced properties with small gardens to the front. These are typical in style, form and proportions to coal miners' properties, examples of which can be found in the majority of former coal mining settlements in Yorkshire. They have small front gardens and the boundary treatment is consistent along the terrace and comprises a short brick built wall.

Buildings within the village are constructed of a variety of materials. The majority of properties to the south and east of the site are constructed of red brick, with stone being the more prominent building material in the western extent of the village, although there are examples in the east. In terms of roofing, the prominent material is grey slate with some isolated areas such as the more modern housing development at Hill Top Road using grey pantiles.



Example of the terraced properties to the south of Barnsley Road



Example of the properties in the western extent of the village



Example of modern housing development at Hill Top Road

2.4 SITE DESCRIPTION

DESCRIPTION OF THE SITE

The site is located at the heart of the village to the north of Barnsley Road. It has an extensive frontage along Barnsley Road from Flockton Primary School in the west to the terraced properties in the east, with a small break where the former Post Office, and proposed land for the replacement Working Mens Club are situated. It lies within the settlement envelope of Flockton and is identified as Provisional Open Land under saved Policy D5 of the Kirklees UDP.

The site, measuring approximately 2.63 hectares, currently comprises:

- A large area that is laid to grass, which is underused amenity space associated with Flockton Green Working Mens Club;
- The site of the current Working Mens Club and associated car parking area;
- An area of rough shrub land in the south west corner.

It is broadly rectangular in shape, with the exception of the omissions where the former Post Office and land set aside for a new Working Mens Club are situated, and slopes fairly sharply from the north east corner to the south west corner. The land to the north continues the gradient, however there is a steep drop between the site and Barnsley Road to the south, emphasised by the retaining wall behind the stone terraced properties that front onto the road.

The north western boundaries of the site comprise dense vegetation, beyond which is the open countryside. To the north of the site are a combination of playing fields, a children's equipped play area and paddocks used for the grazing of horses, beyond which is the cricket pitch and associated amenity buildings. The rear boundaries of the terraced properties that front onto Park Side form the eastern boundary and comprise a combination of hedges and low level fencing. The rear gardens of the terraced properties are substantial in length. The vehicular access point to the current Working Mens Club is at the south eastern corner of the site, beyond which is the gable end of the terrace that fronts onto Barnsley Road. Running east to west, the current Working Club, the former Post Office building, the proposed site of the new Working Mens Club, a bank of thick vegetation and three stone terraced properties form the southern boundary of the site. With the exception of the terraced properties, they all sit at an elevated level from Barnsley Road.

There do not appear to be any Public Rights of Way across the site.


Park Side
Ash Brow
Wall2Floor Tiling
The Old Chapel
DH Wadsworth & Sons
21st Century
Beads & Crystal
The Summer Holiday
of a Lifetime.com
The Parish Church of
Saint James the Great
Flockton Primary School
Flockton C of
EC First School
A637
A637
Coachgates
Providential St
Pinfold Ln
Pinfold Cr
Millfield

TECHNICAL CONSIDERATIONS

Arboriculture

An arboricultural survey and report has been carried out by JCA Arboricultural Consultants. The survey found that the existing trees on site are in fair condition, however none of the trees on site or which overhang the site are protected by a Tree Preservation Order nor are they located within a Conservation Area.

One group and three individual trees require pruning works for reasons of public safety and to enhance their long term health. The report recommends that development work carried out in close proximity to trees must be executed in a manner sympathetic to their needs. The report also recommends the preparation of an Arboricultural Impact Assessment, which will illustrate and discuss the impact of the proposals on the trees and vice versa.



SECTION 04

EVALUATION

03 EVALUATION

3.1 CONSTRAINTS AND OPPORTUNITIES

The proposed layout has been informed by a thorough understanding of the context within which the proposed development will sit, as demonstrated in the previous section. Account has been taken of the character of Flockton and how it has developed over time, the site's relationship to the open countryside to the north and north west and how it can contribute to its location at the heart of the community, being close to essential facilities. The constraints and opportunities provide a useful basis for the formulation of a design concept and are summarised below.

CONSTRAINTS

- The amenity of residents in close proximity to the site, including those properties with their rear boundaries to the south west and east of the site;
- The topography of the site and the north east to south west gradient;
- A suitable location for vehicular access needs to be identified off Barnsley Road;
- Ensuring the proposed development does not impact on the setting of St James the Great Church, which is Grade II Listed;
- A number of easements need to be maintained:

1. 9m easement along the western boundary due to a partially culverted watercourse;
2. Horse shoe shaped easement to the north due to an area of open cast mining;
3. 2m easement due to the retaining wall to the south west of the site

OPPORTUNITIES

- High quality new dwellings can be delivered in a mix of types and sizes available to meet the needs and aspirations of local people and the Committee members of Flockton Green Working Mens Club;
- Provision of new footpath links to Flockton Primary School, and the playing fields and children's play area to the north;
- Enable the provision of a new Working Mens Club building (subject of a separate application) for the local community, and an opportunity to provide a footpath to the new housing development with shared use of the Working Mens Club car park for school drop off and pick up;
- Enhanced landscaping to the northern and western boundaries to provide a buffer to the open countryside;
- Incorporation of sustainable methods of drainage.

3.2 THE DESIGN PROCESS

One of the key considerations during the design process has been to sensitively assimilate the development into the wider surroundings, taking account of the site's position within the village and the opportunity to provide access to neighbouring facilities and amenities by foot.

In this case, opening up access to surrounding facilities and creating enhanced amenities (in the form of the new Working Mens Club) will not only benefit new residents but also those already living in the village.

DESIGN OBJECTIVES

In order to develop a design concept for the site a set of design objectives were formulated. They set parameters in terms of the vision and aspirations for the development and are set out below:

Objective 1: Connections

Integrate the development into its surroundings by creating good connections with neighbouring facilities and amenities, particularly for pedestrians. This is pertinent given the site's location at the heart of the village.

Objective 2: Provide a mix of housing

Provide a mix of housing types and tenures.

Objective 3: Creating a sense of place

Design and position buildings with landscaping and boundaries to define and close spaces and turn corners well.

Objective 4: Respect the landscape setting

Whilst the site is located at the centre of the village, it also has boundaries to the countryside and open green spaces.

Objective 5: Streets for all

Design streets in a way that encourages low vehicle speeds and allows them to function as social spaces.

Objective 6: Car parking

Provide sufficient parking which is well integrated so that cars do not dominate the street scene.

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SECTION 04

DESIGN PROPOSAL



04 DESIGN PROPOSAL

4.1 DESIGN PROPOSALS

USE AND AMOUNT

The site measures 2.63 hectares and it is proposed that the development will bring forward the construction of 87 dwellings on site creating a logical infill development to Flockton: the site is bound on three sides by existing development, sits centrally within the village and has excellent connections to the highway network, therefore providing the perfect opportunity to do so. Although the proposal does not bring forward any new green space provision, it will enhance access to existing provision to the north for new and existing residents via a S106 financial contribution.

The proposed development will bring forward a wide mix of houses from smaller 70 sq. m 2-bed terraces to large 148 sq. m 4-bed detached family homes:

2 bed semi/terrace = 13 no.

3 bed semi/terrace = 10 no.

3 bed detached = 10 no.

4 bed semi/terrace = 24 no.

4 bed detached = 30 no.

17 no. of the 2 and 3 bed semi/terraced properties will be affordable by definition and will be situated in two locations on the development site.

LAYOUT AND SCALE

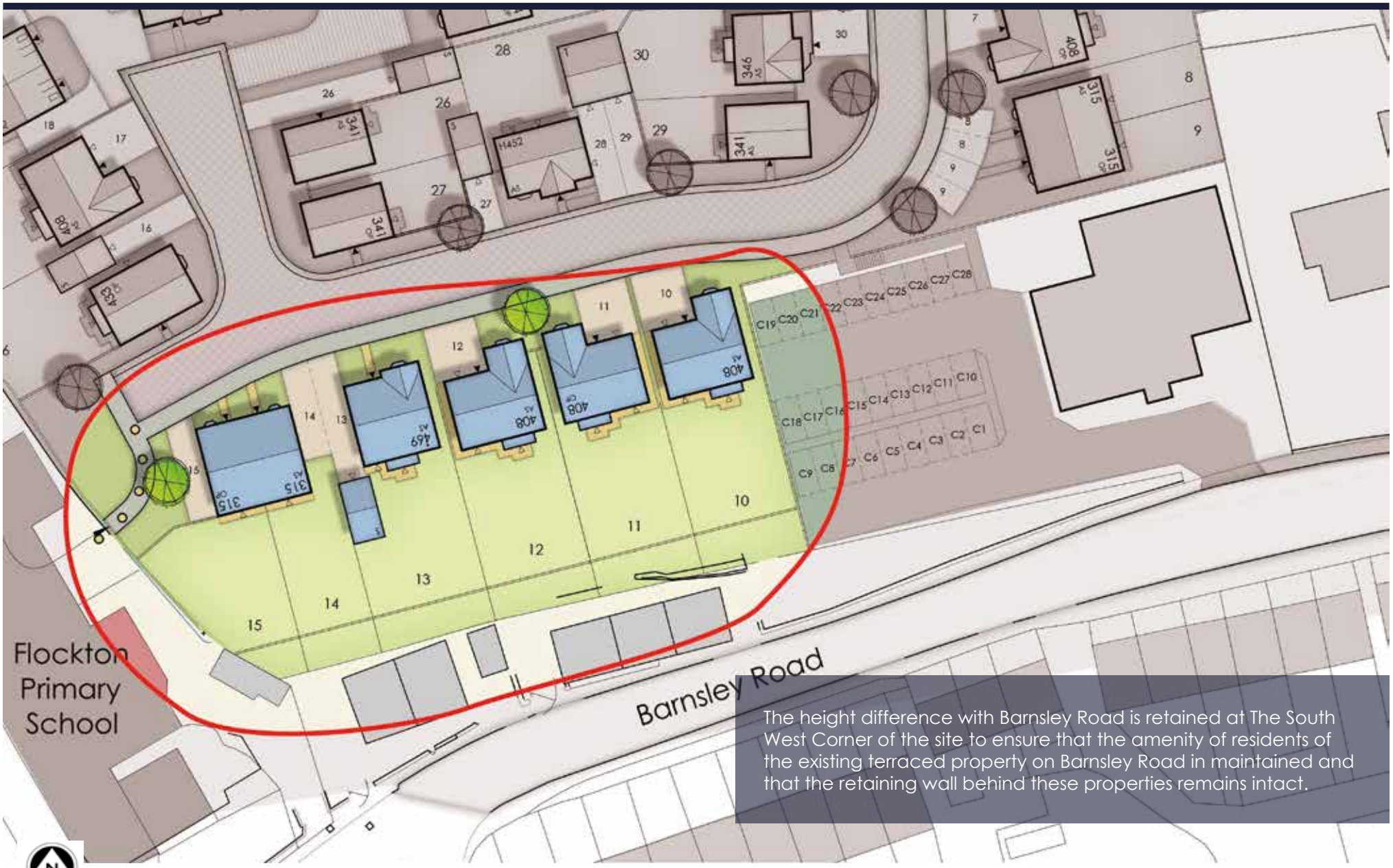
The proposed layout plan shows the details of the development, based around a connections-led scheme that seeks to provide links to surrounding amenities and facilities.

FRONTAGES

Careful consideration has been given to maintaining the appearance of the site from Barnsley Road. The site sits at an elevated position from Barnsley Road for a large section of its frontage and it is essential that this height difference is retained, particularly in the south west corner to ensure that the amenity of the residents of the existing terraced properties on Barnsley Road is maintained and that the retaining wall behind these properties remains intact. The site in the south east corner, in the location of the current Working Mens Club, has a much better relationship with Barnsley Road and in this respect 3no. dwellings will front onto Barnsley Road in this location continuing the frontage line of the existing terraced properties to the east.

Within the development, careful use of property designs that have frontage features on adjoining sides, and the careful positioning of the properties themselves, will allow the dwellings to address internal roads yet provide good frontage at corner locations.


HOUSING MIX
3 BEDROOM
12
14%
2 BEDROOM
44
51%
4 BEDROOM
30
34%
TOTAL
87
Existing children's play area
Approximate position of high wall to open coal area. Position to be confirmed.
Potential footpath link to open space and existing play area
New 1.8m high timber screen fence along eastern boundary
Existing tree belt along western & northern boundary trimmed back.
Existing watercourse along western boundary
Flockton Green WMC to be demolished to accommodate new site entrance.
Barnsley Road
Potential footpath link to Flockton Primary School
Existing wall along site frontage to be removed to accommodate new site entrance and visibility splays.
Flockton Primary School
Barnsley Road



The height difference with Barnsley Road is retained at The South West Corner of the site to ensure that the amenity of residents of the existing terraced property on Barnsley Road in maintained and that the retaining wall behind these properties remains intact.


3 no. Dwellings in The South East Corner (The Location of the current Working Men's Club) will front onto Barnsley Road continuing the frontage line of the existing terraced properties to the east.
Barnsley Road
Existing wall along site frontage to be removed to accommodate new site entrance and visibility splays.



The careful positioning of the properties which allows the dwellings to address internal roads yet provide good frontage at corner locations.

OUTWARD LOOKING EDGES

The majority of properties within the development are inwardly facing due to the nature of the site's boundaries. For example: the western and north western boundaries have very little outward facing views due to the existing bank of dense vegetation and the position of Flockton Primary School; and the eastern boundary is made up of the rear boundary fences and hedges of the properties that face onto Park Side. The proposed dwellings along this boundary face inwards to protect the amenity of existing residents and provide a level of crime prevention by providing back to back gardens.

The exceptions are the north eastern and south eastern boundaries. The details of the south eastern boundary have been considered above in the 'frontages' section, which demonstrates that the development addresses Barnsley Road in this location. The north eastern boundary has been sensitively designed to provide an outward looking edge onto the existing children's equipped play area and playing fields, providing natural surveillance, creating an attractive edge to this open boundary and utilising the limited views across the fields.



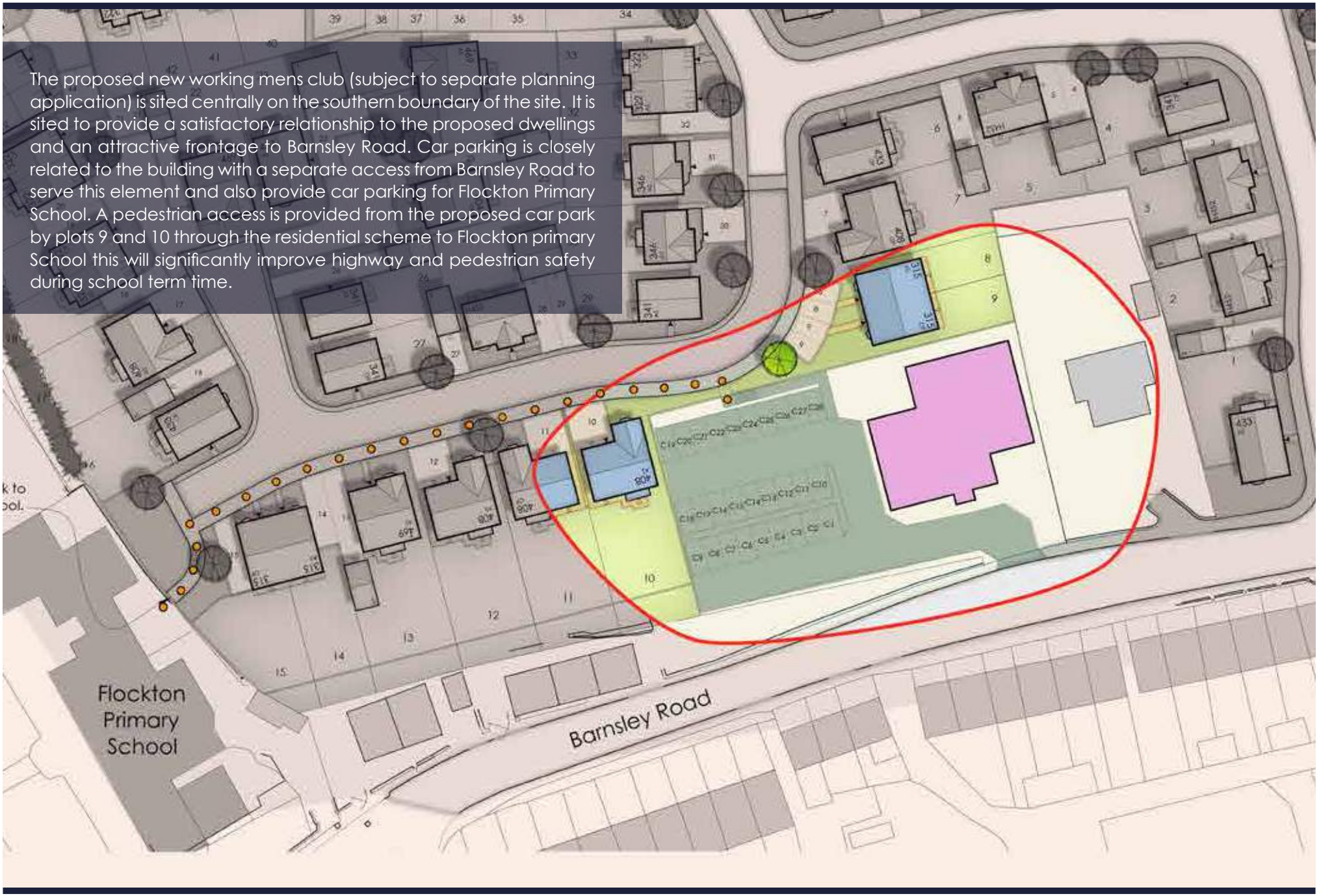
The north eastern boundary has been sensitively designed to provide an outward looking edge onto the existing children's equipped play area and playing fields, providing natural surveillance, creating an attractive edge to this open boundary and utilising the limited views across the fields.

PEDESTRIAN ROUTES

Pedestrian accessibility has been a key consideration in the design of this scheme, taking advantage of the site's location at the heart of the village and proximity to local facilities. Currently, there are no registered public rights of way across the land that would provide a connection to the children's play area and playing fields from the western extent of the village. New footpaths from the northern boundary of the site to the children's play area and playing pitches are proposed, providing not only connections to these amenities for new residents but also providing a cut through the development for existing residents of Flockton.

Furthermore, in order to minimise the use of the footways on Barnsley Road by new residents to access Flockton Primary School, a new footpath is proposed to access the school directly from the development subject to agreement with relevant parties. This will provide a safe route into the school away from the main road. In addition, the car park of the new Working Mens Club building (subject of a separate planning application) will be made available for school pick up and drop off with a new footpath leading to the school alongside plot no.10.

The proposed new working mens club (subject to separate planning application) is sited centrally on the southern boundary of the site. It is sited to provide a satisfactory relationship to the proposed dwellings and an attractive frontage to Barnsley Road. Car parking is closely related to the building with a separate access from Barnsley Road to serve this element and also provide car parking for Flockton Primary School. A pedestrian access is provided from the proposed car park by plots 9 and 10 through the residential scheme to Flockton primary School this will significantly improve highway and pedestrian safety during school term time.



BUILDING FORM

Careful consideration has been given to the layout of the site, taking account of all of the site's constraints and the opportunities that are available.

Overall, the varying house types and sizes of property are spread throughout the development providing variety and a sense of place. The proposed dwellings are set back from the street, with all properties having a small garden or landscaped area to the front. The majority of properties will have stepped back garages and/or long driveways extending behind the front elevation of the dwellings to obscure parked cars, which will ensure cars do not dominate the development.

Denser development is provided along the western boundary of the site to preclude views through to the school and school playing fields. A more permeable approach is taken on the northern boundary allowing views through to the green space beyond.

The properties to the south west will have long gardens to ensure the amenity of the residents of the existing terraced properties, which have little rear outdoor space, is maintained.

STREET HIERARCHY

A very clear hierarchy of streets will be achieved with a central primary street running through the development from Barnsley Road and ending at the footpath link to the playing fields. The ending of the primary street in this location allows for potential access in the future should development come forward to the north of the site and/or should vehicular access be required onto the green space. Beyond the primary street are three arms of shared surface, creating individual pockets of development. Three private lanes are also proposed which serve between 2 and 4 properties each, two of which are located on the periphery of the development and one more centralised, which has been designed specifically to accommodate the easement in relation to previous open cast mining activity.

CRIME PREVENTION

A number of design elements have been incorporated into the scheme which seek to aid in preventing crime. The development has been carefully arranged so that it creates perimeter-block form across the majority of the site. This results in a development that will have significant numbers of dwellings directly overlooking the roads, providing a high level of natural surveillance and making the area feel safe. In certain locations some properties have been designed to 'turn corners' so that they have windows on two consecutive sides. The careful positioning of these units results in a design that will make the street scape interesting as well as improve the feeling of security.

Whilst providing adequate access to local facilities and amenities such as the school, playing pitches and children's play area, through access by vehicles is prohibited. The relatively small scale of the development has allowed the provision of only one vehicular access point limiting the number of exit routes for potential criminals.

Furthermore, clearly defined public and private spaces are provided enabling defensible space to be created. Clearly defined plot boundaries enhances the feeling of ownership, which residents will naturally become protective over.

4.2 CHARACTER AND LANDSCAPING

ARCHITECTURAL STYLE

The proposed development has been carefully designed so as to complement existing development within the village. The designs display a clear hierarchy of windows, with larger ground-floor windows and slightly smaller windows at higher levels. The generous window size will allow plenty of natural light into the proposed dwellings. This reflects both the early and the later inter-war housing in the village which also provides generous window sizes and incorporates a hierarchy of windows. The windows emphasise the vertical rather than horizontal, in-keeping with the earlier development within the village. Bay windows are used at ground floor to emphasise this. Whilst they are not a common feature in the village, these will add variety and interest to the development.

Most properties have been designed so as to present a plain roofscape with the ridgeline parallel to the road, and this reflects the predominant character of properties within the village. However, to add variety and create a more interesting streetscape, properties with projecting gables have also been incorporated.

The properties include detailing at the eaves which adds character as well as picking up on the detail visible on some of the earlier properties within the village. Heads and cills are picked out in brickwork where appropriate, and again this picks up on the use of contrasting heads and cills on windows and doorways in the village.



Typical elevations



Typical elevations

MATERIALS

The exact details of the materials to be used on site are not known in their entirety at this point. However, it is anticipated that bricks will be used throughout the site of a combination of red and buff colours. This will ensure that the development is in-keeping with the immediate surroundings of the application site and also provide variety in the built form, creating an interesting place.

Other materials used in the construction of the buildings will take influence from buildings in this part of the village thereby enabling the development to fit into its context without necessarily replicating the appearance of existing properties.

LANDSCAPING

The development proposals have taken detailed consideration of both the character and setting of the settlement and wider landscape. To the north and west boundaries are existing bands of dense vegetation. Following clear out work, these important landscape features that provide a clear break between the site and the countryside and playing fields beyond, will be retained and improved.

In contrast, views over the smaller playing field and children's play area are proposed to be unrestricted thereby providing natural surveillance.

Small incidental plots of landscaping and planting will be provided throughout the development at key locations, such as corners and nodes. Tree planting within the street scene will be provided along the primary street and shared surface areas to enhance visual amenity and assist in the legibility of the development.

In terms of hard landscaping a variety of boundary treatments are proposed. 1.8m high timber screen fencing or screen walls are proposed to enclose the private rear gardens of the new properties and those existing properties along the eastern boundary.

Smaller 1.2m timber post and rail fences will provided in appropriate locations where taller more solid boundaries are not necessarily required.

4.3 ACCESS

PEDESTRIANS AND CYCLING

The development of the site will enable improved pedestrian and cycle access to the playing fields and children's play area to the north. The footpath to the north of Barnsley Road will continue into the site and extend along the length of the primary street. The proposed shared surface beyond the primary street will provide natural traffic calming, and decrease the dominance of the car, and therefore create a safe environment for pedestrians. Parents and children going to and from Flockton Primary School will also be accommodated for by the provision of a new footpath (subject to agreement) directly from the development to a dedicated entrance to the north east of the school. Furthermore, a new footpath will provide a link into the new Working Mens Club car park, which will be open for school drop off and pick up.

The design speeds of the roads are such that vehicles will travel slowly, which will mean that the internal road network will be safe for cyclists.

VEHICULAR ACCESS

The site access is proposed to be moved from its current location, immediately adjacent to the terraced properties to the east, further westwards towards the former Post Office. This enables a greater level of amenity for the residents of the terraced properties, allows greater visibility for cars exiting the site onto Barnsley Road and enables an appropriate entrance to be made into the site, with new dwellings located at either side. This will result in a significant improvement when compared against the current situation in terms of highway and pedestrian safety.

The street network has been designed to ensure that the primary routes are well used and that tertiary streets are calmer, more pedestrian orientated with reduced vehicular speeds. This is particularly important in the vicinity of the existing children's play area.

PARKING AND EXTERNAL STORAGE

The proposed layout plan demonstrates that a balanced mix of parking typologies will be provided. Predominantly dwellings will have access to a dedicated driveway and in many cases a garage that is set back from the building frontage or integral to the building itself.

The terraced properties on the central square of development will have a dedicated parking area set to the west of the building.

A total of 199 car parking spaces will be provided across the site, which includes the provision of 6m x 3m standalone garages. Integral garages which are smaller than 6m x 3m have been omitted from the calculation.

In terms of external storage, each plot will be provided with bin storage facilities to the side or rear of the properties to reduce street clutter. In addition, many of the dwellings will be provided with private garages for the storage of items such as bicycles.

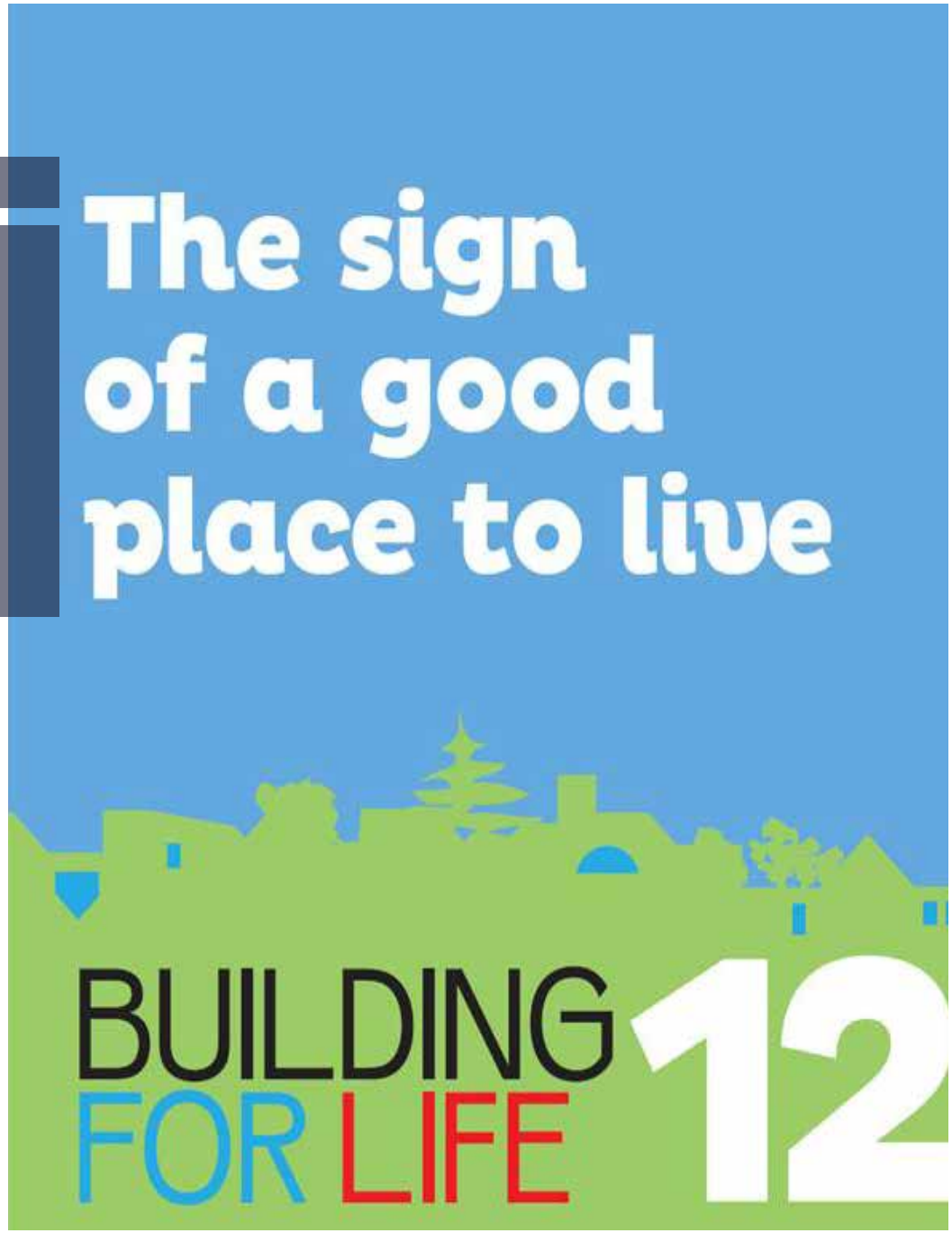
This document demonstrates the design-led approach that has been taken to the scheme which will deliver a high quality new development in Flockton.

Barratt and David Wilson Homes are the only major house builder are committed towards delivery Building for Life 12 compliant schemes to meet the industry standard for well-designed homes and neighbourhoods.


Existing children's play area
Approximate position of high wall to open cast area. Position to be confirmed.
Potential footpath link to open space and existing play area
New 1.8m high timber screen fence along eastern boundary
Existing tree belt along western & northern boundary trimmed back.
Existing watercourse along western boundary
Flockton Green WMC to be demolished to accommodate new site entrance.
Barnsley Road
Potential footpath link to Flockton Primary School
Existing wall along site frontage to be removed to accommodate new site entrance and visibility splays.
Flockton Primary School
Barnsley Road
Site access

SECTION 05

BUILDING FOR LIFE



05 BUILDING FOR LIFE

The Building for Life 12 questions are an accepted measure of good quality design and have been used below to summarise the qualities of the development.

1. 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 scheme integrates well into its surroundings. New footpath links are proposed to Flockton Primary School and the playing pitches and children's play area to the north. This provides an opportunity to enhance pedestrian accessibility for existing residents of Flockton as well as new. Careful consideration has been taken in the design of the development where it meets neighbouring residential properties, ensuring their amenity is maintained. It is considered that the proposal makes good use of its location at the heart of the village.

2. FACILITIES AND SERVICES

DOES THE DEVELOPMENT PROVIDE (OR IS CLOSE TO) COMMUNITY FACILITIES, SUCH AS SHOPS, SCHOOLS, WORK PLACES, PARKS, PLAY AREAS, PUBS AND CAFES?

YES: the development will enable the development of a new replacement Working Mens Club facility for the benefit of the village as a whole. The site is at the centre of Flockton village and is within easy walking distance of various facilities.

3. PUBLIC TRANSPORT

DOES THE SCHEME HAVE GOOD ACCESS TO PUBLIC TRANSPORT TO HELP REDUCE CAR DEPENDENCY?

YES: bus stops are located adjacent to the site on Barnsley Road. Services provide regular links to nearby settlements, including Wakefield and Huddersfield.

4. MEETING LOCAL HOUSING REQUIREMENTS

DOES THE DEVELOPMENT HAVE A MIX OF HOUSING TYPES AND TENURES THAT SUIT LOCAL REQUIREMENTS?

YES: the development provides a range of housing types and tenures from smaller 2 bed terraced properties to larger 3 and 4 bed family homes.

5. CHARACTER

DOES THE SCHEME CREATE A PLACE WITH LOCALLY INSPIRED OR OTHERWISE DISTINCTIVE CHARACTER?

YES: the proposed layout plan indicates how the site can accommodate a range of different sizes and types of dwelling situated on generous plots, in character with surrounding residential development. It builds on limited views towards the countryside and identifies a network of streets and buildings creating a sense of place.

6. 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?

YES: the proposal makes good use of connections to existing facilities within the village, enhances existing landscape features, such as the partially culverted watercourse running along the western boundary and is sensitively designed to interact appropriately with existing buildings.

7. 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 CORNERS WELL?

YES: although a relatively small site, the layout plan shows how the development has been designed to create a variety of streets with good enclosure, buildings that turn corners well and tree planting along the primary streets and shared surface areas.

8. EASY TO FIND YOUR WAY AROUND

IS THE SCHEME DESIGNED TO MAKE IT EASY TO FIND YOUR WAY AROUND?

YES: the relatively small scale of the development assists in the aim to make it easy to find your way around. The building layout and street hierarchy defined key routes and the layout allows for permeable pedestrian routes to the open spaces to the north.

9. STREETS FOR ALL

ARE STREETS DESIGNED IN A WAY THAT ENCOURAGES LOW VEHICLE SPEEDS AND ALLOW THEM TO FUNCTION AS SOCIAL SPACES?

YES: the internal street network has been designed so that there are only short stretches which will limit vehicle speeds. These slow speeds combined with the provision of pedestrian orientated shared surfaces will encourage the street to be used as a social space.

10. CAR PARKING

IS RESIDENT AND VISITOR PARKING SUFFICIENT AND WELL INTEGRATED SO THAT IT DOES NOT DOMINATE THE STREET?

YES: the layout plan confirms that a balanced mix of parking measures will be applied to the scheme and create streets that are not dominated by parked cars.

11. 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?

YES: all properties will have clearly defined private garden areas. The majority of houses will have access to the back garden from the front and this can be secured by way of a gate. All properties have a designed parking area or driveway and/or private garage, which ensures a clear definition between

12. EXTERNAL STORAGE AND AMENITY SPACE

IS THERE ADEQUATE EXTERNAL STORAGE SPACE FOR BINS AND RECYCLING, AS WELL AS VEHICLES AND CYCLES?

YES: the scheme will make adequate provision for the storage of bins and recycling to the side and/or rear of the properties, ensuring such facilities are located away from the street scene.

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