

Barnsley Road, Flockton



Barnsley Road, Flockton

Design and Access Statement

Charles Church (West Yorkshire)

19th December, 2014

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Barnsley Road, Flockton



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CHARLES CHURCH

Contents

1. Introduction
2. Location of the Site and Context
3. Designations
4. Technical Information
5. Access
6. Design Policy and Guidance
7. Existing Land Uses
8. Site and Surrounding Areas
9. Pre-Application Work

10. Opportunities and Constraints
11. Initial Masterplan
12. Design Concept and Evolution
13. Accessibility Considerations
14. Scheme Concept
15. Urban Grain and Massing
16. Final Layout
17. Conclusion

1. Introduction and Site Location



Figure 1.1: Red-line boundary of application site

1.1 Purpose of this Statement

This Design and Access Statement has been prepared by Charles Church (West Yorkshire) in support of an application for full planning permission for:

The erection of 46 residential units, public open space, landscaping, access, parking and ancillary works

This statement sets out the design principles which have been applied to ensure that the proposal in question achieves the following design and access objectives: A development that respects and contributes to the contextual built environment; a development that meets the Council's objectives for the design of new residential developments; a design that protects the residential amenity of existing surrounding properties on and leading from Barnsley Road and a development that creates an attractive and safe living environment for future residents. It should be read in conjunction with the accompanying planning application, the Planning Statement and associated technical reports.

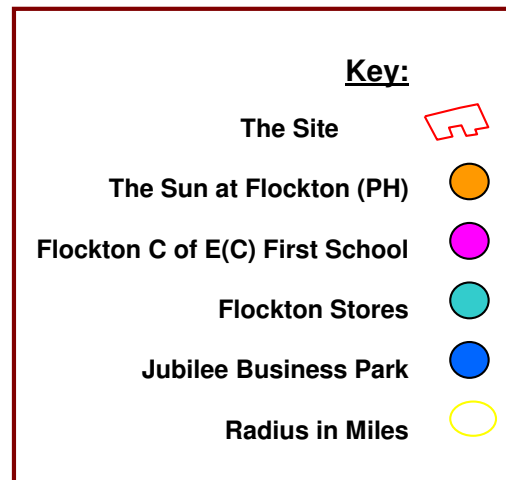
1.2 Site Location

The proposed development site is currently a parcel of mainly agricultural land located within the village of Flockton, which lies approximately half way between the major settlements of Wakefield and Huddersfield. The site on which the application is made is approximately 1.74 hectares (4.3 acres) in area, shown by the redline area in Figure 1.1. The eastern half and north-western quarter comprise arable fields that continue beyond the site boundary to the north. To the southwest of the site is a farmhouse which controls the agricultural land and a number of farm-type structures. There is also a stone farm cottage in this part of the site and an adjacent outbuilding, which are both to be retained as part of the proposals. The proposals also provide for an amended access and car parking court for this dwelling and the log sales office.

2. Site and Context (1)

2.1 Local Amenities

Flockton village contains 2 pubs, a selection of small shops and conveniences, a post office and a primary school. Flockton is located less than 9 miles from Wakefield city centre and just over 7 from Huddersfield where a wider range of amenities can be found. Figure 2.1 shows the radial distances between to nearby amenities and the approximate distances to the 2 closest major conurbations.



Huddersfield
(7.3 Miles)



Wakefield
(8.7 Miles)

Figure 2.1: Sustainability Plan and distance to local amenities

2. Site and Context (2)

2.2 Site Boundaries

Northern Boundary

The site is bound to the north by an area of open farmland which makes up the remaining areas of Flockton Hall Farm.

Eastern Boundary

The eastern edge of the site is bound by the natural divide between existing arable fields plus two dwellings that lead from Barnsley Road.

Southern Boundary

The site is bound to the south by the A637 Barnsley Road, There is a 0.5m high retaining wall running along the site boundary which increases in height to 1m towards the south-western corner.

Western Boundary

The western edge of the site is bound by a row of cottage style terraced properties which are perpendicular to Barnsley Road and a row of mature trees.

Surrounding Development

The site is located in an established village area which is characterised by a mixture of stone built cottages, terraced properties and a range of single dwellings developed across various periods during the 19th and 20th centuries.



Figure 2.2: A view of the south-western boundary from Barnsley Road



Figure 2.3: A view from the south-eastern boundary

3. Designations

3.1 Planning Policy Designations

The currently adopted local plan for Kirklees comprises the saved policies from the 1999 Unitary Development Plan (UDP). The site is allocated as Provisional Open Land (POL) under policy D5 of the UDP. Figure 3.1 shows the site in its policy context as set out on the Kirklees UDP proposals map.

The UDP was adopted in 1999 with many of the policies saved beyond the review in 2007. The plan sets out the spatial vision, development strategy and a series of policies that will guide the scale, location and type of development in the district until a new local plan is adopted at the end of 2017.

Proposed site

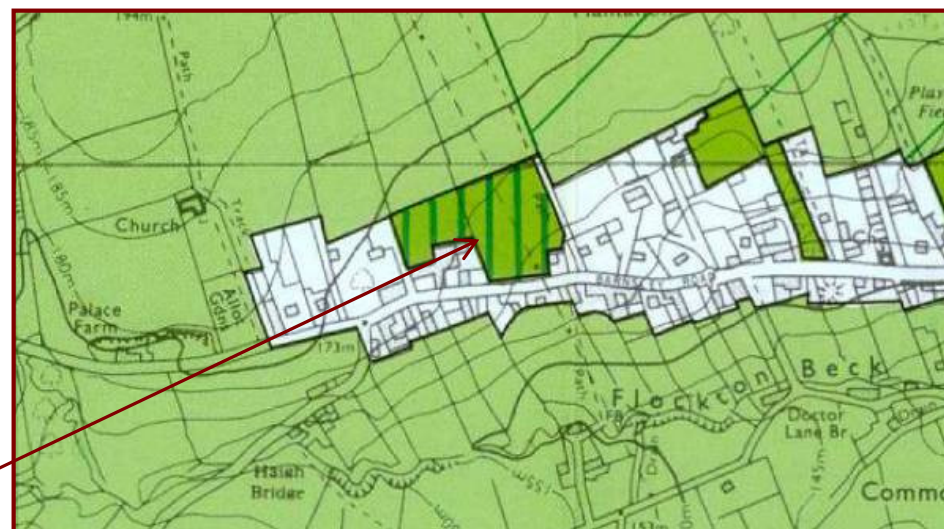


Figure 3.1: Excerpt for Kirklees 1999 UDP proposals map showing allocation of proposed site

3.2 Statutory Designations

- The Environment Agency has allocated the site within Flood Zone 1. Land designated as having this allocation is assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1%);
- There is a Tree Preservation Order (TPO) in place over two of the mature sycamore trees located along the southern boundary of the site (see Figure 3.2);
- The site does not lie within a conservation area;
- The site is not within an Air Quality Management Area (AQMA);
- There are no listed buildings on or adjacent to the site.



Figure 3.2: Image showing the two mature sycamore trees under TPO

4. Technical Information

4.1 Ecology

The application is supported by a Phase 1 Habitat Survey and a site specific Bat Scoping and Activity Survey.

The buildings and structures to the south and west of the site were classified as having value for roosting bats with low potential within the phase 1 report. However the subsequent bat activity survey found no evidence of bats using the site for roosting.

The short length of hedgerow within the arable field has the potential to support nesting birds during the spring/summer breeding season and recordings of house sparrow, wood pigeon, blackbird, swallow and carrion crow were found. However, the report suggests that the development will negatively impact on such species.

Subject to the above, the report concludes that the scheme proposals will not have a negative impact on any protected species.

4.2 Topography

There is a gentle slope on the site, falling from north west to south east at an average gradient of 1 in 20. A high point of 174.11m AOD was recorded in the north west and a low point of 164.81m AOD in the south east. There is a stone wall along the southern boundary that retains the site up to approximately 1m.

An overhead power line runs in a North-South direction along the Eastern boundary and a second power line runs in the same direction about 50 metres in from the eastern boundary. Both cables will be diverted as part of the development proposals.



Figure 4.1: View of site from the southern boundary showing gentle slope and overhead power lines

Technical Information (2)

4.3 Drainage

This application is supported by a full Flood Risk Assessment and Drainage Strategy which expands upon the reasoning behind the proposed drainage techniques.

There are foul water systems that serve the residential properties to the south and west. These are close to the site frontage and Yorkshire Water have stated that there is capacity for foul water discharges into this system from the site.

Yorkshire Water have stated that there is no capacity for surface water discharges into this system from the site and that the current approved hierarchy of discharges to infiltration systems followed by discharges to watercourses should be followed.

There is a highway drain to the site frontage but this is in a poor state of repair and may not be suitable for even a restricted discharge from the site. There is a culverted watercourse 180m to the East of the site known as Flockton Beck which may be able to accept flows from the site. This beck then forms Mill Beck and runs away to the east to ultimately connect to the River Calder.

4.4 Highways

This application is supported by a Transport Statement which describes the existing transport network, outlines how the development will be accessed and provides an estimate of the likely traffic generation resulting from the proposed development.

The site lies adjacent to the A637 Barnsley Road, which runs from east to west through the middle of Flockton village and forms part of the key road link between Huddersfield and Barnsley. The road is single carriageway and there is a 30mph speed limit in operation through the village.

Priority measures are in place to allow vehicles to pass at a narrow point of the carriageway west of the site access, at which westbound vehicles have priority over eastbound traffic. As well as being a safe passing point at narrow part of the road, this measure has the dual effect of slowing traffic down when entering the main part of the village. This measure is shown in Figure 4.2.



Figure 4.2: Image showing priority measure on Barnsley Road to the west of site access

5. Access



Figure 5.1: Existing access into the site off Barnsley Road

5.1 Proposed Site Entrance

Vehicular access to the site is proposed via the existing single access point serving Flockton Hall Farm which is located centrally on the southern boundary directly from Barnsley Road. This is shown in Figure 5.1. There are no highways constraints preventing the site from coming forward using the proposed access, however, if required off-site highway improvements and/or safety measures will be undertaken in agreement with the Highways Authority.

5.2 Access to Flockton Hall Farm

Within the scheme proposals, a new access will be provided to the remaining areas of Flockton Hall Farm via a new internal road that will run in a northerly direction through the proposed development. The internal road forks near the access point, one road will sweep round in an easterly direction to serve approximately 21 dwellings plus the new farm access and the western road will serve the remaining 25 dwellings. Swept path analysis has been undertaken, based on this analysis, kerb radii of 10m will be provided at the site access junction on Barnsley Road. Figure 5.2 shows the existing access road that leads to the current Flockton Hall Farm entrance.

5.3 Access to adjacent residence

As well as serving the new farm access and new dwellings, the eastern channel of the internal road will also be used to serve 49 Barnsley Road, which is the cottage attached to Flockton Hall Farm shown in Figure 5.3.



Figure 5.2: Existing access road leading to Flockton Hall Farm



Figure 5.3: View of 49 Barnsley Road from the southwest.

6. Design Policy and Guidance (1)

The currently adopted local plan is the 1999 Kirklees UDP. The following policies from this plan are considered relevant in terms of the design principles that have guided the proposed development. Analysis is offered to describe how the policy requirements have been addressed.

Policy	Policy Detail	Analysis
BE1 Design Principles	<p><i>"All developments should be of good quality design such that it contributes to a built environment which:</i></p> <ul style="list-style-type: none"> <i>• Creates or retains a sense of local identity;</i> <i>• Is visually attractive;</i> <i>• Promotes safety;</i> <i>• Promotes a healthy environment;</i> <i>• Is energy efficient in terms of building design and conducive to energy efficient modes of travel"</i> 	<p>The character and local distinctiveness of the area has been respected throughout the design process and has had significant influence on the final layout.</p> <p>The final scheme has sought to compliment this local uniqueness and make a positive contribution to the local setting by offering a design of the highest quality, and incorporating site suitable landscaping to create a visually attractive, safe, sustainable and environment-conscious development.</p>
BE2 Quality of Design	<p><i>"New development should be designed so that:</i></p> <ul style="list-style-type: none"> <i>• It is in keeping with any surrounding development</i> <i>• The topography of the site is taken into account</i> <i>• Satisfactory access to existing highways can be achieved</i> <i>• Existing and proposed landscape features are incorporated as an integral part of the proposal"</i> 	<p>The development has been designed in such a way that it positively influences the local environment whilst taking into account the gentle slope on the site.</p> <p>Satisfactory access to the existing highway has been achieved through a re-design of the current farm access which included a widening of visibility splays and the footpath near the site entrance and ensuring the width and design of the new farm access was adequate to serve its required purpose.</p>
T10 Highway Safety	<p><i>"New development will not normally be permitted if it will create or materially add to highway safety or environmental problems or, in the case of development which will attract or generate a significant number of journeys, if it cannot be served adequately by the existing highway network. Proposals will be expected to incorporate appropriate highway infrastructure designed to meet relevant safety standards and to compliment the appearance of the development."</i></p>	<p>A speed survey was carried out in the vicinity of the site to determine the required visibility splays for the access which were determined at 2.4m x 70m.</p> <p>The transport statement sets out the ways in which certain existing safety features such as the 'pinch point' to the west has been retained.</p> <p>These highways and access design measures will mean the development does not add to highway safety or environmental problems. Nor will it generate a significant number of journeys. As well as meeting relevant safety standards, the design of the new access also compliments the appearance of the development.</p>

6. Design Policy and Guidance (2)

Policy	Policy Detail	Analysis
T19 Parking Standards	<i>"The provision of off-street parking will be required in new developments. Proposals for development which will attract or generate a significant number of journeys and which are to be located where accessibility to public transport is poor should include arrangements for the improvement of public transport provision, in addition to meeting the parking standards."</i>	At least two off street parking spaces will be provided for all new dwellings via either an integral/detached garages and/or an open off-street parking space.
H10 Affordable Housing	<p><i>"The provision of affordable housing will be a material consideration when planning applications are considered. The council will negotiate with developers for the inclusion of an element of affordable housing where the lack of affordable housing has been demonstrated. The extent and nature of affordable housing provision will have regard to:</i></p> <ul style="list-style-type: none"> <i>• Evidence of local need;</i> <i>• The size of the site and its suitability in terms of access to local services and facilities and the availability of public transport;</i> <i>• The viability of the overall development; and</i> <i>• The degree to which a mix of dwelling sizes and types is provided"</i> 	Affordable housing types have been included within the design at a rate of 15% of the overall site. The dwellings that are intended to contribute towards affordable housing are marked with asterisks on the submitted site layout.
H18 Provision of Open Space for new Housing	<p><i>"Proposals for housing development on sites of more than 0.4 hectares will normally be required to include measures within the site for the provision of public open space at a minimum rate of 30sq.m. per dwelling. The precise location, nature and extent of this provision will be determined by reference to:</i></p> <ul style="list-style-type: none"> <i>• The size of the site and number and type of dwellings proposed;</i> <i>• The physical characteristics of the site and the requirements for access and drainage.</i> <p><i>Off-site provision to the same minimum standard of improvements to established public open space will be acceptable as an alternative where there is land with potential as public open space or established public open space readily accessible to the site."</i></p>	<p>Any area of public open space is clearly marked on the site layout and although this is of smaller size than would be required by policy, an off-site contribution will make up the shortfall and ensure the overall provision becomes policy compliant.</p> <p>The on-site provision is considered to be suitable for the number and type of dwellings proposed and closely reflects the physical characteristics of the site.</p>

7. Existing Land Uses

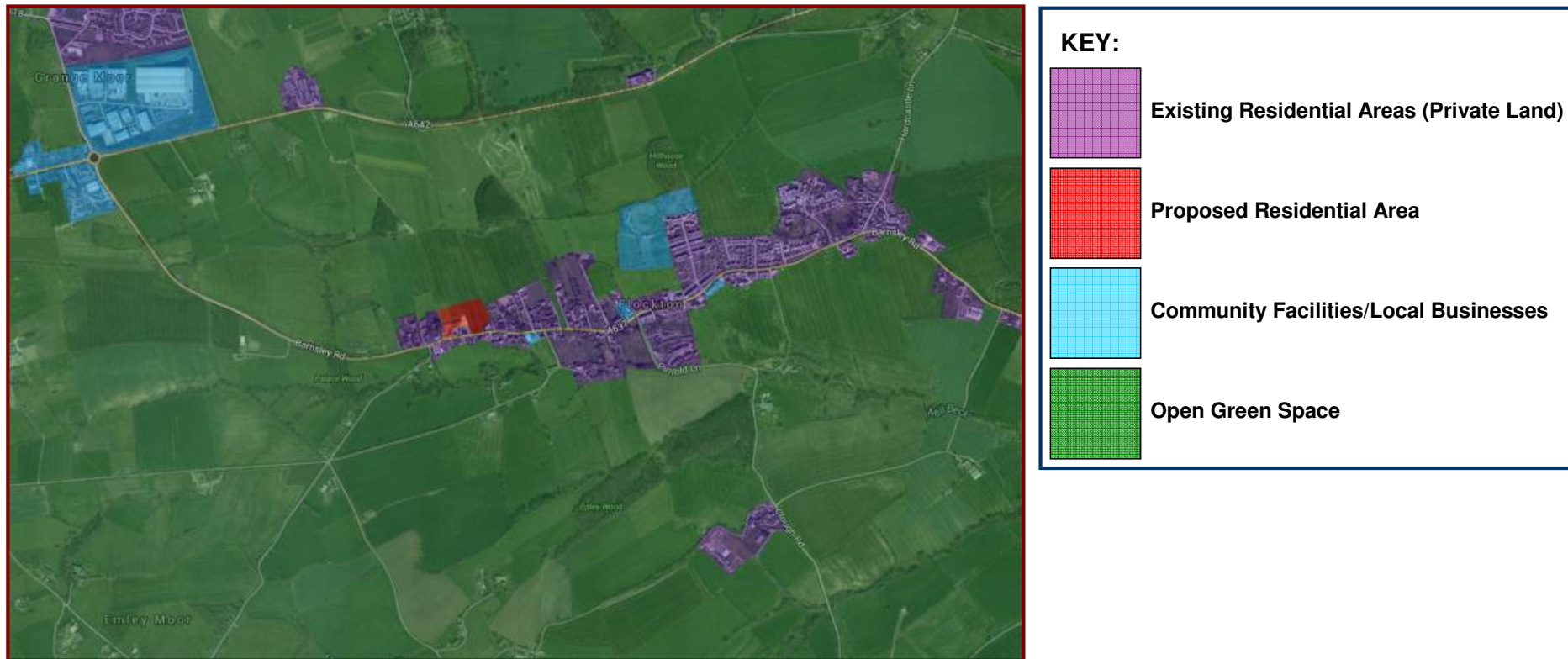


Figure 7.1: Existing land uses in the surrounding area

Figure 7.1 is a map of the existing land uses in Flockton and the nearby village of Grange Moor. The proposed development site is shown in red. From the Figure it is evident that the site is surrounded by residential development and there are a number of community facilities and local businesses in sporadic locations around the village.

The land use plan indicates that the proposed site represents a natural extension to the existing residential boundaries of Flockton and is the appropriate size and form to allow it to become integrated as part of a larger residential area. The existing residential areas to the north of Barnsley Road are generally denser than the more organic areas to the south. The development proposals reflect this pattern.

8. Site and Surrounding Areas

Figure 8.1: Aerial view of site and surrounding features



View overlooking site from the west taken in the grounds of Zion Reformed Church



View looking down Barnsley Road in an easterly direction



View from site access looking in a westerly direction at nearby cottages at the south side of Barnsley Road



The Sun public house on Barnsley Road



View from the south-eastern corner of the site looking in a north-westerly direction



View of the eastern half of site taken from corner of proposed access

9. Pre-Application Work

9.1 Consultation with Council Officers

Representatives of the development team attended a pre-application discussion with officers at Kirklees Council. This meeting informed the scope of technical work required and the context within which this planning application is made.

Beyond this meeting, several written responses were received from various consultees including highways, drainage, biodiversity and pollution/noise officers. Their feedback has been taken into account in the preparation of this planning application. A summary of key responses is outlined below:

Highways: Suitability of access and widening of footpath on eastern splay. Accessibility for large agricultural vehicles to retained farmland.

Drainage: Surface water drainage rates and capacity of nearest shared sewer.

Biodiversity: Outlining of various mitigation measures that may need to be conditioned in order to negate any potential losses of biodiversity.

Pollution and Noise Control: List of recommendations for mitigation of pollution and noise were received.

9.2 Public Consultation

In order to satisfy stakeholder requirements, the public were engaged in the proposals at an early stage.

A letter was delivered to approximately 70 households in the local area outlining the proposals and explaining the ways in which stakeholders could provide their feedback. Figure 9.1 shows the draft layout that accompanied the letter.

A more detailed overview of the outcome of undertaken public consultation can be found in the accompanying Statement of Community Involvement.



Figure 9.1: Sketched layout that accompanied the public consultation letter

10. Opportunities and Constraints (1)

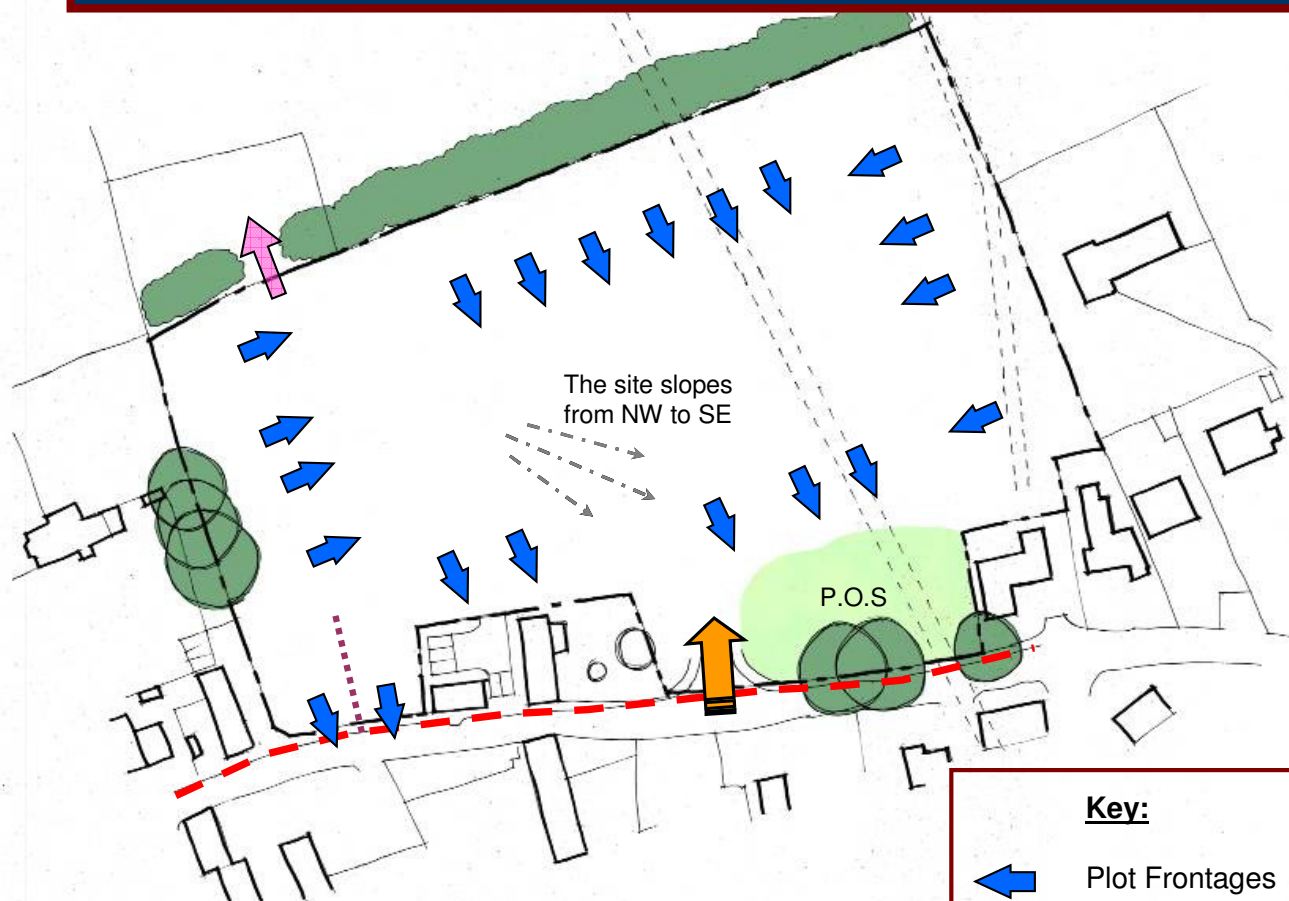


Figure 10.1: Design Opportunities and Constraints Diagram

10.1 Introduction

Prior to the design of a site masterplan, it was important to identify the design opportunities and constraints of the site in order to allow a coherent design to follow. The opportunities and constraints are born out of the technical matters and local land uses that were outlined earlier in this document. These are illustrated in Figure 10.1.

Key:

-  Plot Frontages
-  Footpath
-  Pedestrian Link
-  Site Entrance
-  Farm Access

10.2 Design Opportunities – Overview

Views – Over valley to the south, open fields to the north and POS within the site;

Access – Vehicular access and pedestrian link provided, opening up a previously private piece of land to the public;

Trees – Existing trees retained will offer site screening and define the development;

Setting – Potential to enhance local character whilst providing new housing in a desirable location.

See table 10.1 (overleaf) for detail.

10.3 Design Constraints – Overview

Views – Shape of site limited the number of properties that could benefit from scenic views;

Relationships – Plots that back on to neighbouring properties, influence of sufficient separation distances and issues of privacy;

Access – Limited to existing access from busy Barnsley Road and layout restricted by requirement to provide new farm access;

Trees – Several trees are protected by TPO

Drainage – Storage of surface water and the need to covert run-off to a suitable rate for Greenfield. Design of connection point to nearest surface water sewer.

See Table 10.2 (overleaf) for detail.

10. Opportunities and Constraints (3)

10.4 Design Opportunities – Detail

A number of design opportunities were identified during pre-application discussions and following the receipt of various preliminary technical reports and consultee responses, these are outlined in detail in the table below.

Table 10.1: Site Opportunities

Opportunity	Policy Detail
Views	The location of the site offers the potential to provide excellent views across to the south of the site over and beyond Barnsley Road looking across Flockton Moor. There are also attractive views north of the site extending over the arable fields and woodlands beyond, whilst the scene to the west incorporates views over Flockton Moor towards Grange Moor fronted by the Zion reformed church in the foreground. The layout of the proposed dwellings within the site was done in such a way to benefit as many new properties as possible and limit the negative impact on the views for existing properties.
Access	The existing farm access provided the opportunity to provide a new and improved access to the site from the same location in the knowledge that this access was suitable for a variety of vehicles.
Trees	The existing trees within the site offers a natural screening and a buffer from the main road and adjoining cottages on the western boundary of the site. The trees on the southern boundary also provide a natural shading and screening for the area of POS nearby.
Setting	The positioning of the site within the village of Flockton provided the opportunity to enhance the character of the surrounding area whilst delivering much needed housing in a sustainable location. The design of the new housing was done in such a way as to be consistent with the surrounding vernacular and prevent the development from appearing incongruous with the local setting.

10. Opportunities and Constraints (3)

10.5 Design Constraints – Detail

A number of design constraints were identified during pre-application discussions and following the receipt of various preliminary technical reports and consultee responses, these are outlined in detail in the table below.

Table 10.2: Site Constraints

Constraint	Detail
Views	The key views from the site are to the area of Green Belt land to the north and the valley descending from Barnsley Road to the south. The scheme was designed to make the best use of these views. It was important to balance the layout in such a way as to benefit as many of the new dwellings as possible.
Relationships	This was an important consideration in terms of the design of the layout in terms of the relationship that new properties would have with existing ones. A key part of this meant ensuring there were sufficient separation distances whilst mutually respecting the privacy of new and existing properties.
Trees	The existing trees and the TPO's that they carry restricted the layout of the site in many respects. Once it was confirmed that these trees were to be maintained they became a driving influence in the master-planning stage.
Access	The design and location of the access to the site was limited by the need to provide a safe access point. Another key factor was the obligation to provide a new access to the farm and existing residences, This had a significant impact on the site's layout in particular the design of internal link roads which had to be designed in such a way as to enable fields to the north to continue to have agricultural use. The internal link road will also need to serve existing dwellings and provide a suitable (and wide enough) access for farm vehicles.
Drainage	The design of the layout had due consideration to the drainage needs of the site. Recommendations meant that a storage tank was to be used to control the surface water run-off rate and reduce it to a rate suitable for a former Greenfield site. The connection point to the shared sewer was also a key consideration.

11. Initial Masterplan



Figure 11.1: Initial site Masterplan

11.1 Masterplan Detail

Based on the opportunities and constraints plan an initial site masterplan was produced showing the general arrangement of roads, dwellings and access points.

The initial site masterplan is shown in Figure 11.1 within the context of the surrounding village.

11.2 Design development

In the areas of the site where proposed dwellings 'back on' to existing residences, the new dwellings have been positioned in such a way to give a larger offset distance from existing homes and to reduce on-looking.

The POS is positioned in an area that is naturally screened and shaded by retained trees and easily accessible from the main point of access. Several plots adjacent to the POS have been positioned so that they provide a surveillance of the area.

Dwellings to the north of the development have been positioned so that they enjoy views overlooking the vast expanses of open space to the rear.

The proposed road layout provides a single access into the site before splitting off into two legs to serve the western and eastern halves of the site respectively.

12. Design Concept and Evolution



12.1 Concept Evolution

The next stage of the design process after the initial masterplan was proofed was to sketch up a more detailed site plan that was suitable for distribution to the public as part of the consultation exercise.

Figure 12.1 shows the sketched concept plan that evolved from the site masterplan. This drawing was distributed to the public as part of the pre-application public consultation exercise that was undertaken.

This layout is still described as indicative as there are no exact house-types or details of hard and soft landscaping features.

Figure 12.1: Sketched version of the concept plan distributed to the public to invite comments on scheme proposals

13. Accessibility Considerations (1)

13.1 Vehicular Access

The vehicular access is to be provided directly from Barnsley Road and will be in almost identical position to the existing farm access.

The access is shown in greater detail in Figure 13.1. It has been designed to achieve the required visibility splays and footpath width proposed through highway guidance.

Another important consideration in design of the vehicular access was the sweep of the road that leads towards the newly proposed farm access. Farm vehicles that frequent the site were tracked as part of a swept path analysis so that the internal road and angle could be designed accordingly.

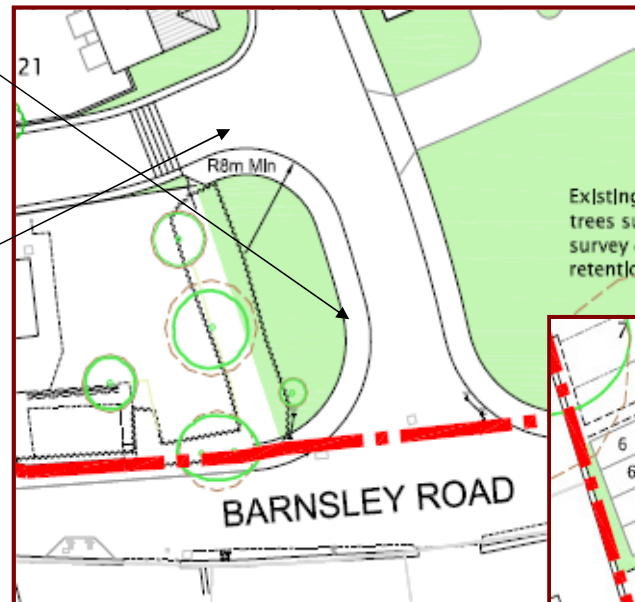


Figure 13.1: Principle vehicular access

13.2 Pedestrian Access

Footpath links in and around the site will be strengthened by the development. This includes the widening of the footpath adjacent to the site access and the provision of a new pedestrian access directly from Barnsley Road at the south-western corner of the site. Figure 13.2 indicates the location of the pedestrian access.

This access will be created by reducing the height of the existing stone wall and creating a division between the walls. Reducing the height of the wall and providing a break for pedestrian access will open up views into and out of the site.



Figure 13.2: Proposed pedestrian access

13. Accessibility Considerations (2)

13.3 Farm Access

A new farm access will be provided along the northern boundary of the development to serve the areas of open land to the North. Figure 13.3 highlights the position of the new farm access taken from the overall site layout.

This access is designed in such a way to be suitable for various agricultural vehicles. The types of vehicles that would require access was established through discussions with the tenant farmer. Agricultural vehicles were also tracked using a swept path analysis so that the internal road that leads to the farm access was wide enough and of appropriate angle to suit the needs of such vehicles. Based on this analysis, a kerb radii of 10m will be provided at the site access junction on Barnsley Road.

13.4 Access to existing residences

In addition to a new farm access, a new access to the adjacent farm cottage is incorporated in the proposed development. Figure 13.4 shows the location of the new residential access and the associated parking court.

5 parking spaces are provided for residents of the farm cottage and their visitors.



Figure 13.3: New farm access



Figure 13.4: New access and parking court for existing residences

14. Scheme Concept (1)

14.1 Use

The site is allocated as Provisional Open Land (POL) under Policy D5 of the 1999 Kirklees UDP. The accompanying Planning Policy Statement outlines the justification for the use of this site for residential development. Essentially, the lack of deliverable housing site for the next five years in Kirklees means POL sites have started to be released for residential development. POL sites were initially conceived as long term development sites and the value of releasing these sites for housing has now started to be recognised by the Local Authority.

14.2 Amount

The site area is approximately 1.74 hectares or 4.3 acres and the proposals seek to provide 46 dwellings including 12% affordable housing, which represents a housing density consistent with the local residential environment.

As part of the approach to create a development which is fully integrated with the existing community, a mix of 2, 3, 4 and 5 bedroom residential properties are proposed. These dwellings will be either 2 or 2 ½ storeys in height.

The proposed development will be at a density level appropriate for a village area with good transport links. The provision of 46 dwellings will result of in a density of 32 dwelling per hectare. The density balances the requirements of ensuring the development is of an appropriate size and scale in the context of the local vernacular whilst also making the most value-efficient use of the land.

Table 14.1 gives a summary of the schedule of accommodation. It represents the number of each type of dwelling that will be provide by the scheme.

Table 14.1: Schedule of Accommodation

Scheme Breakdown

5 x 2 bedroom	2 storey semi-detached houses
2 x 3 bedroom	2.5 storey semi-detached houses
4 x 3 bedroom	2.5 storey terraced houses
6 x 3 bedroom	2 storey semi-detached houses
4 x 3 bedroom	2 storey detached houses
19 x 4 bedroom	2 storey detached houses
6 x 5 bedroom	2 storey detached houses

Total = 46 dwellings

14. Scheme Concept (2)



Figure 14.1: 3D Images of Harley, Knightsbridge and Marylebone house-types. Materials shown are not indicative of proposed materials.

14.3 Appearance

Flockton has been built up over a considerable amount of time and therefore there is no overall uniform character of the village as whole. Stone built farm cottages dominate the immediate surrounding area. Some of these properties date from the 18th and 19th centuries and recent single plot developments have tried to follow these styles as closely as possible. Relatively close to the site is an area of council housing nearby known as Parkside where most houses are terraced or semi-detached and of red brick.

The proposed development will closely follow the trend set by previous developments in this part of Flockton by complying with the following principles:

- Mainly detached plots with long driveways;
- Terraced dwellings will be situated at the south-western corner of the site to reflect the existing terraced properties adjacent to the site along Barnsley Road;
- Materials will be artificial stone with slate roofs which will have a standard pitch;
- Cohesive approach to building heights. Proposed heights will be consistent with that of the surrounding area;
- Dual elevation plots will maintain an active street frontage and provide surveillance across open spaces and internal roads;
- For properties without integral or separate garages, off-street parking spaces will be provided to the front of plots to aid consistency across the site and prevent views of the surrounding area from being spoilt.

15. Urban Grain and Massing



Figure 15.1: Urban Grain Plan

15.1 Urban Grain

Figure 15.1 shows the urban grain plan of the surrounding area with the density of the proposed development shown in the centre. The detached properties in the centre of the site reflect the size and scale of the single dwellings that can be found in the immediate surrounding area. The terraced and semi-detached dwellings have been situated towards the south-western corner of the site to reflect the two rows of terraces that lie along Barnsley Road to the west of the site boundary. Dwelling spacing is befitting of a modern residential development and reflects a changing character.

16. Final Layout (1)



Figure 16.1: Final Layout

16. Final Layout (2)

16.1 Design Principles

- Active frontages onto newly provided open space;
- A traditional residential layout providing housing for cross market needs, such as those of first time buyers and young families;
- Smaller, denser housing has been positioned to the southwest of the site in line with the existing urban grain;
- Rear views provided for many dwellings overlooking open space to the north and west of the site;
- Public Open Space proposed to soften the entrance to the site and allow a more natural frontage;
- A range of car parking solutions are proposed to limit on street parking;
- Additional planting of trees and hedgerows to benefit larger retained trees and create green corridors;
- Large area of buffer planting designed to screen the farm land to the north at lower levels and provide noise reducing barrier.

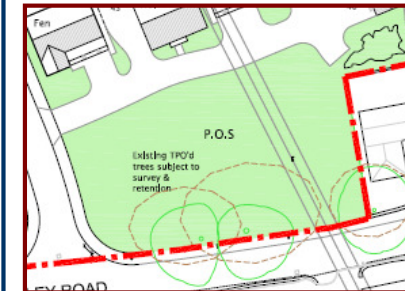


Figure 16.1: Public Open Space

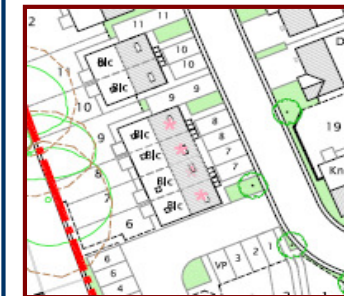


Figure 16.2: Smaller housing and parking solutions

The relationship between landscape, open space and buildings are important to provide containment and surveillance while limiting unnecessary sub-division or fragmentation.

The focus of the final site layout was to ensure the proposed dwellings were in line with the existing urban grain. Another key consideration was ensuring the front of the site wasn't too oppressive. The location of the Public Open Space is therefore beneficial in sense and it maintains the openness to Barnsley Road. The only dwellings that directly face Barnsley Road are those in the south western corner. These do however provide a natural continuation of the terraced dwellings that already exist on this road.

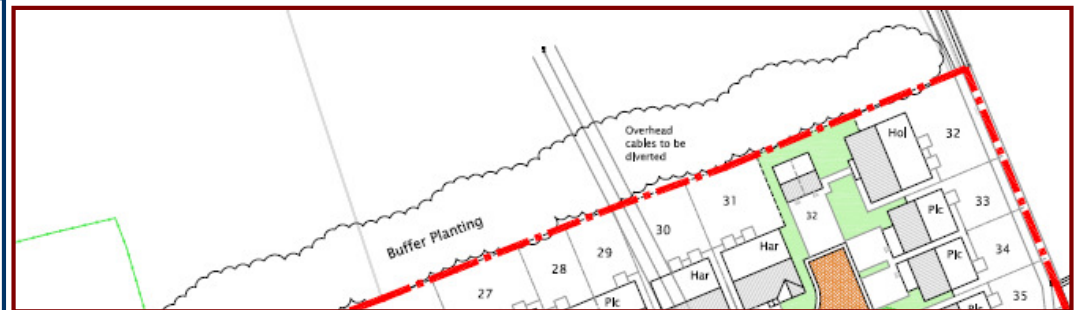


Figure 16.3: Buffer planting zone to north of site

16. Final Layout (3)

16.2 Materials

The design of the road surfaces reflects the road surfaces that are found in the surrounding area. Figure 16.4 outlines the various proposed surface treatments in greater detail.

Materials that will be used for the dwellings is yet to be confirmed. It is probable that the walls will be constructed using an artificial stone. The exact type will be decided during discussions with Planning Officers and will be stem from the need to find a suitable material that fits in with the local vernacular. Dwelling roofs will most likely be constructed from slate effect tile, again details of which are yet to be confirmed.

16.3 Parking

With reference to policy T19 of the 1999 UDP, the final layout meets the requirements of this by providing a range of parking solutions for new dwellings. These solutions are shown in Figure 16.5.

16.4 Boundary Treatments

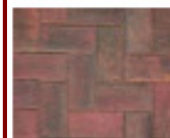
A range of boundary treatments are proposed across the development. Figure 16.6 shows examples of the types of boundary treatments that will be utilised.



Figure 16.6: Individual plot boundary treatments – Close boarded fence and Front boundary treatments - Railings



Primary road surface treatment – Hot rolled asphalt



Primary road junction treatment – Block Paved. Red/Charcoal colour



Individual road surface treatment – Hot rolled asphalt

Figure 16.4: Road surface materials



Figure 16.5: Detached single garage, shared surface driveway and integral garage examples

16. Final Layout (4)

16.4 Final Layout Summary

The evolution of the final layout has been a process of evaluation, solution-finding and general consideration of design principles.

The design of the site masterplan was initially governed by the proposed access and site context. An analysis of constraints and opportunities uncovered various key considerations that would have a varying level of influence.

The evolution of the masterplan into a final detailed site layout was influenced by several factors:

- The need to provide a safe access point;
- The obligation to provide access for existing farm premises (specifically the agricultural fields to the rear, the workshop and farm cottage);
- The need to provide a wide enough access road for various agricultural vehicles;
- The location of trees under TPO protection;
- Drainage of the site and the need to provide a suitable drainage mechanism for surface water in line with agreed Greenfield run-off rates.

There was also due consideration of the scheme concepts with the proposal providing 46 dwellings across a mixture of 2,3,4 and 5 bedroom family homes.

It is proposed that the layout will encompass the recommendations of 'Secured by Design' to create a safe environment for all.

The building form and massing will be two and two and a half storeys in height to scale which will be benefit and harmonise with the space that it bounds and defines. The design of the proposed dwellings corresponds with the local vernacular and ensures the development is congruous with its surroundings.

The positioning of certain property types is deliberate in the attempt to further bolster the congruity of the development within the context of the existing urban grain.

Public open space and buffer planting will be used to soften the boundaries and allow the development to not appear as harsh on its immediate borders.

Scheme character will be reinforced by the careful selection of materials and details for both dwellings and ground surfaces. Selection of appropriate boundary treatments and soft landscaping will enhance the space and create character and focal points throughout the development.

17. Conclusion

This Design and Access Statement describes how the proposals that support a full planning application for the erection of 46 dwellings at land north of Barnsley Road, Flockton, have had due consideration and regard for various design principles.

The statement has described the location of the site and its context (both environmentally and statutorily) before going on to consider relevant technical information and the current access arrangements.

The setting and local environment of the site was contextualised by an evaluation of key pieces of design policy and guidance which led to the conceptualisation of various design constraints and opportunities that the site presented.

The document goes on to explain how a combination of technical and design constraints/opportunities, policy restrictions and technical considerations led to the design of the initial site masterplan. The masterplan then went onto evolve through a detailed analysis of necessary access considerations and the overall scheme concept.

Further evolution in terms of producing a final detailed site layout was enabled through the analysis of an urban grain plan. This allowed the design team to define the positioning of various house-types and public open space.

It is our belief that the proposals set out and explained through this Design and Access Statement provide a clear and robust proposal for supporting a residential development. Subject to approval, we believe the development will provide a range of dwellings in a sought after area, sustainable improvements across the site and a range of local benefits.