



**HIGHSTONE**  
LAND & PLANNING

**PLANNING, DESIGN & ACCESS STATEMENT**

**OUTLINE APPLICATION FOR RESIDENTIAL DEVELOPMENT OF LAND AT 195  
BARNESLEY RD FLOCKTON**

**March 2021**

## **1. INTRODUCTION**

- 1.1 This statement is submitted in support of an outline planning application for the residential development of land at 195 Barnsley Road, Flockton.
- 1.2 This statement provides an evaluation of the site and its surroundings, together with a review of the relevant Local and National Planning Policies.

## **2. THE SITE AND PLANNING BACKGROUND**

- 2.1 The site is located in the village of Flockton, approximately 7.3miles east of Huddersfield Town Centre, 7.5miles south west of Wakefield City Centre.
- 2.2 The site is predominantly rectangular in shape and is existing residential land covering an area of around 0.8 acres. The site is surrounded by residential properties to the north, east and west with Barnsley Road to the south. There is an existing Public Right of Way which runs on the perimeter of the western boundary (Ref: KIR/103/10).
- 2.3 The site is not in a conservation area and there are no listed buildings within or near the site.
- 2.4 The site lies within Flood Zone 1.
- 2.5 Access is currently taken from a formalised drive, off Barnsley Road and serves 1 property and various outbuildings.

### **3. THE APPLICATION**

- 3.1 The application is submitted in outline for the demolition of an existing house and residential development for up to 10 dwellings including access, with all other matters reserved.
- 3.2 An indicative layout plan (Drawing ref: HA-BRF-002) shows a potential development 10 residential units in a semi- detached format. The layout again takes into account the varying levels within the site.
- 3.3 A single point of access is proposed via Barnsley Road Flockton. No pedestrian connection is proposed via the existing public footpath KIR/103/10.

## **4. PLANNING POLICY**

### **Local Planning Policy**

- 4.1 The statutory development plan consists of the Kirklees Local Plan which was adopted on 27 February 2019. The site is classed as White Land and sits within the village envelope within in the Local Plan.
- 4.2 Policy LP1 advises of a positive approach when considering development proposals that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.
- 4.3 Policy LP7 advises that housing density should ensure the efficient use of land, in keeping with the character of the area and developments should achieve a net density of at least 35 dwellings per hectare (dph), where appropriate. The application site delivers within this policy at 31.25 dph.
- 4.4 Policy LP11 says that all proposals for housing will be of high quality and design and contribute to creating mixed and balanced communities in line with the latest evidence of housing need. It goes on to say that all proposals for housing must aim to provide a mix (size and tenure) of housing suitable for different household types which reflect changes in household composition in Kirklees in the types of dwelling they provide.

- 4.5 Policy LP21 advises that proposals should demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users. New development will normally be permitted where safe and suitable access to the site can be achieved for all people and where the residual cumulative impacts of development are not severe. The application site utilises an existing access via Barnsley Road, Flockton.
- 4.6 Policy LP21 sets out various criteria to be satisfied with all development proposals, as follows:
- a. ensure the safe and efficient flow of traffic within the development and on the surrounding highway network;
  - b. where needed, provide new infrastructure or improvements on or off site to ensure safe access from the highway network for pedestrians, cyclists, public transport users and private vehicles;
  - c. be accompanied by a supporting Transport Assessment or Transport Statement where the development would generate significant trip generation, providing detail as to the impact on highway safety, air quality, noise and light restrictions;
  - d. take into account changes in site levels and topography to ensure the development can be accessed easily and safely by all sections of the community and by different modes of transport;
  - e. take into account the features of surrounding roads and footpaths and provide adequately layout and visibility to allow the development to be accessed safely;
  - f. take into account access for emergency service and refuse vehicles;
  - g. provide on-site safe, secure and convenient cycle parking/ storage facilities to encourage sustainable travel modes.

- 4.7 Policy LP30 says that the council will seek to protect and enhance the biodiversity and geodiversity of Kirklees, with development proposals required to result in no significant loss or harm to biodiversity.
- 4.8 Policy LP33 advises that the Council will not grant planning permission for developments which directly or indirectly threaten trees or woodlands of significant amenity. Proposals should normally retain any valuable or important trees where they make a contribution to public amenity.
- 4.9 Policy LP53 requires that development on land that is suspected of being contaminated due to its previous history or geology, will require the submission of an appropriate contamination assessment.
- 4.10 Policy LP63 advises that new housing developments will be required to provide or contribute towards new open space or the improvement of existing provision in the area, unless the developer clearly demonstrates that it is not financially viable for the development proposal.
- 4.11 Policy LP65 of the Local Plan Allocations and Designations Document lists the housing allocations for the district. The policy advises that planning permission will be expected to be granted if proposals accord with the development principles set out in the relevant development plan policies.

### **National Policy**

- 4.12 The revised National Planning Policy Framework (“NPPF”) was published in July 2018, alongside updated supporting Planning Practice Guidance. A revision to the Framework was published in February 2019.
- 4.13 The Government has made clear its expectation, through the Framework, that the planning system should positively embrace well-conceived development to deliver the economic growth necessary and the housing we need to create inclusive and mixed communities. With regard to decision-taking, Paragraph 11 confirms this means approving development proposals that accord with the development plan ‘without delay’. Where the development plan is absent, silent or out-of-date, planning permission should be granted, provided the impacts do not significantly and demonstrably outweigh the benefits.
- 4.14 Paragraph 59 advises that to support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.
- 4.15 Paragraph 109 advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

## 5. DESIGN

### Vision

- 5.1 These proposals aim to deliver:
- A well-designed place which complements the existing character;
  - A range of high-quality individual homes to meet a range of needs;
  - High quality development which sits comfortably in its surroundings and offers an excellent standard of amenity for future occupants.

### Scale & Massing

- 5.2 Important consideration has been given to how the proposed dwellings sit within the surrounding built form and specifically to the adjacent dwellings.
- 5.3 To create a cohesive space the proposals aim to match the existing building heights and mass to fit in with the existing vernacular. The proposed units are all 2 storey in height.
- 5.4 There is an existing row of single storey bungalows located to the east of the site off Rutland Road, and you will see that the proposals give these units a minimum stand off distance of 23.8 meters rear to rear, which is over and above the minimum policy standards.

### Amount & Density

- 5.5 The form of proposed housing varies to provide a range of dwelling types for residential use.
- 5.6 The site has the ability to respond to local housing requirements and can accommodate a mixture of two, three and four bed dwellings.
- 5.7 Chapter 11 of the National Planning Policy asserts that planning decisions should promote an effective use of land in meeting the need for homes. This aim is translated into Policy LP7 of the Kirklees Local Plan which, sets a development density target of 35 dwellings per hectare in the interest of ensuring an efficient use of land and contributing to local plan housing targets. The layout proposes 10 units across 0.32 hectares at density of 31.25 dwellings per hectare.

### Access

- 5.8 Access is proposed via Barnsley Road in a similar location to the existing vehicular access to the southwestern corner of the Site. The access has been designed in accordance with the Kirklees Highway Design Guide SPD adopted in November 2019.

- 5.9 The access comprises of a 5.5m wide carriageway, 6.0m kerb radii and 2.0m footways to each flank, in order to safely accommodate vehicles, pedestrian and cyclists.
- 5.10 A vehicle speed survey has been undertaken along Barnsley Road on the approaches to the access in order to calculate appropriate visibility splays. The speed survey was undertaken by an independent surveyor on Wednesday 17th February 2021 between the hours of 10:30 and 15:30.
- 5.11 The survey recorded 200 vehicles in each direction in free flowing conditions. The survey recorded 85th percentile wet weather vehicle speeds of 28.3mph westbound and 28.8mph eastbound.
- 5.12 Visibility splays of 2.4m x 40m have been provided in both directions in accordance with the Stopping Sight Distance (SSD) formula contained within Manual for Streets and the Kirklees Highway Design Guide SPD in accordance with the recorded approach speeds.

## 6. SUMMARY

5.1 This statement has been prepared in support of an outline planning application which seeks demolition of an existing dwelling, and approval for up to 10 dwellings utilising the existing access off Barnsley Road, Flockton. Our vision for the scheme has sought to create a high quality and inclusive design of buildings and spaces, landscapes, roads and movement. Key to its success is the process which has been involved, which includes:

- The contextual analysis of the surrounding area;
- Reference to relevant national and local design guidance;
- Consideration of house types that fit in with the local vernacular;
- Adhering to minimum separation distances between all neighbouring properties.

5.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that all planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. Paragraph 47 of the Framework makes a similar statement.

5.3 The indicative design shows that acceptable separation distances are proposed between the proposed dwellings and existing neighbouring properties. The proposed distances would ensure existing neighbours would not experience significant adverse effects in terms of natural light, privacy and outlook.

5.4 All of the proposed dwellings would be provided with adequate private outdoor amenity space proportionate to the size of each dwelling and it's likely number of residents.

5.5 There are no evident restrictions to development which would constitute adverse impacts. In terms of benefits the proposed development would deliver numerous benefits, including:

- Expenditure within the construction industry supply chain during the development, alongside future spending by residents in local shops, as well

as benefits from council tax payments and the New Homes Bonus;

- There would be environmental benefits relating to the sustainable location, the proximity of the services and the resulting options for travel other than the private motor vehicle;
- There would be social benefits from the provision of new housing and financial contributions as part of the development;

6.1 Given the location of the site, the proposals in this application can be considered to be acceptable in principle having regard to the NPPF and the Local Plan.

6.2 Having regard to the contents of this statement and associated reports it is considered that this site is suitable for development and would assist with meeting the housing requirements of the Council. The development would amount to sustainable development, supported by the NPPF.

6.3 We would therefore request, on behalf of the applicant, that outline planning permission is granted.

Yours faithfully,



Gareth Lloyd  
Development Manager  
Tel: 07970397785  
Email [garethlloyd@highstoneha.co.uk](mailto:garethlloyd@highstoneha.co.uk)