



Design & Access Statement

**Land at Quarry Farm,
Oakenholt, Flint**
August 2025

“

*Good design is fundamental to
creating sustainable places where
people want to live, work and
socialise*

”

(Planning Policy Wales, para 3.3)

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Rev	Issue Status	Prepared / Date	Approved / Date
P01	Draft	AEL / HJL / 07 Aug 2025	KMN / 07 Aug 2025
P02		HJL / 12 Aug 2025	KMN / 12 Aug 2025
P03		HJL / 12 Aug 2025	KMN / 12 Aug 2025
P04		HJL / 14 Aug 2025	KMN / 14 Aug 2025

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INTRODUCTION

This section of the DAS introduces the site characteristics and planning context.

BACKGROUND

This Design & Access Statement (DAS) has been prepared as part of a Full Planning Application for a proposed residential development for up to 110 dwellings together with public open space and associated works on Land at Quarry Farm, Oakenholt, Flint.

This document provides a background briefing and explains the design principles of the development, its evolution process to present date; based upon an understanding of what is appropriate for the site.

This statement sets out the design approach to the scheme which has been informed by its surrounding context.

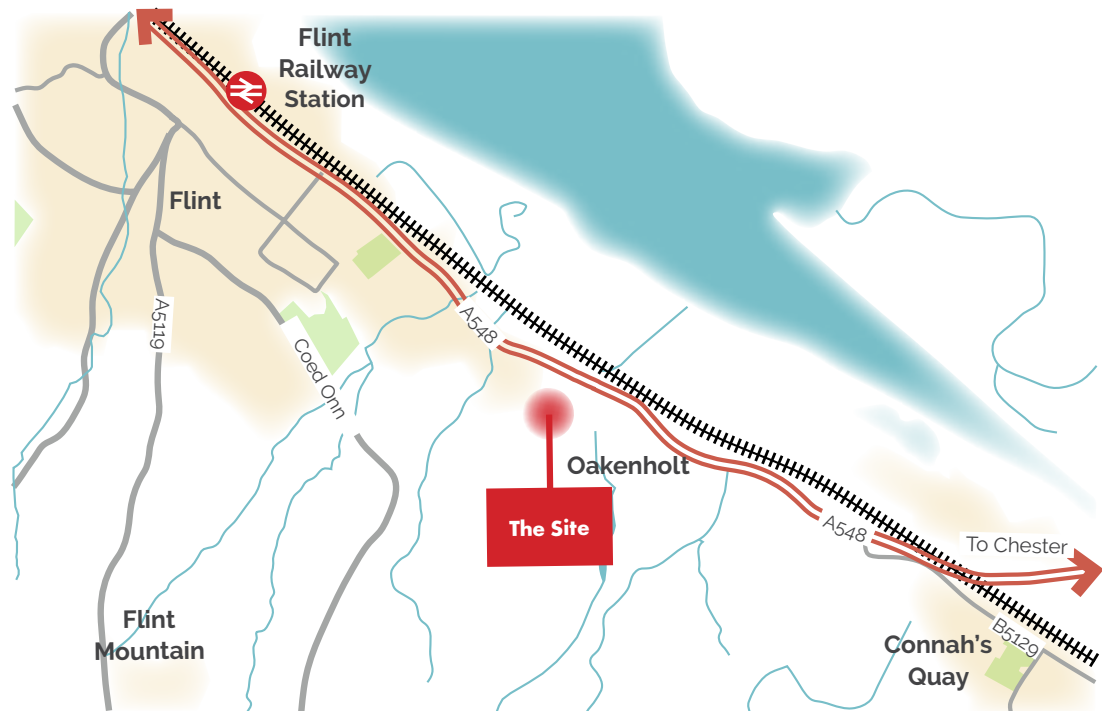
Site Location

The Site comprises 4.87ha hectares in area, located on the eastern edge of Flint, within the authority area of Flintshire County Council. The site is located south of the A548 Chester Road and to the west of Leadbrook Drive, Oakenholt.

The Opportunity

The following pages outline the guiding principles for a high quality development that could bring forward up to 110 new homes with associated Public Open Space and a play areas.

Castle Green Homes are committed to ensuring healthy and sustainable design principles are brought to the fore, with multifunctional green infrastructure at the heart of the scheme, to form a sensitive, green, well-connected settlement edge.



INTRODUCTION

THE SITE

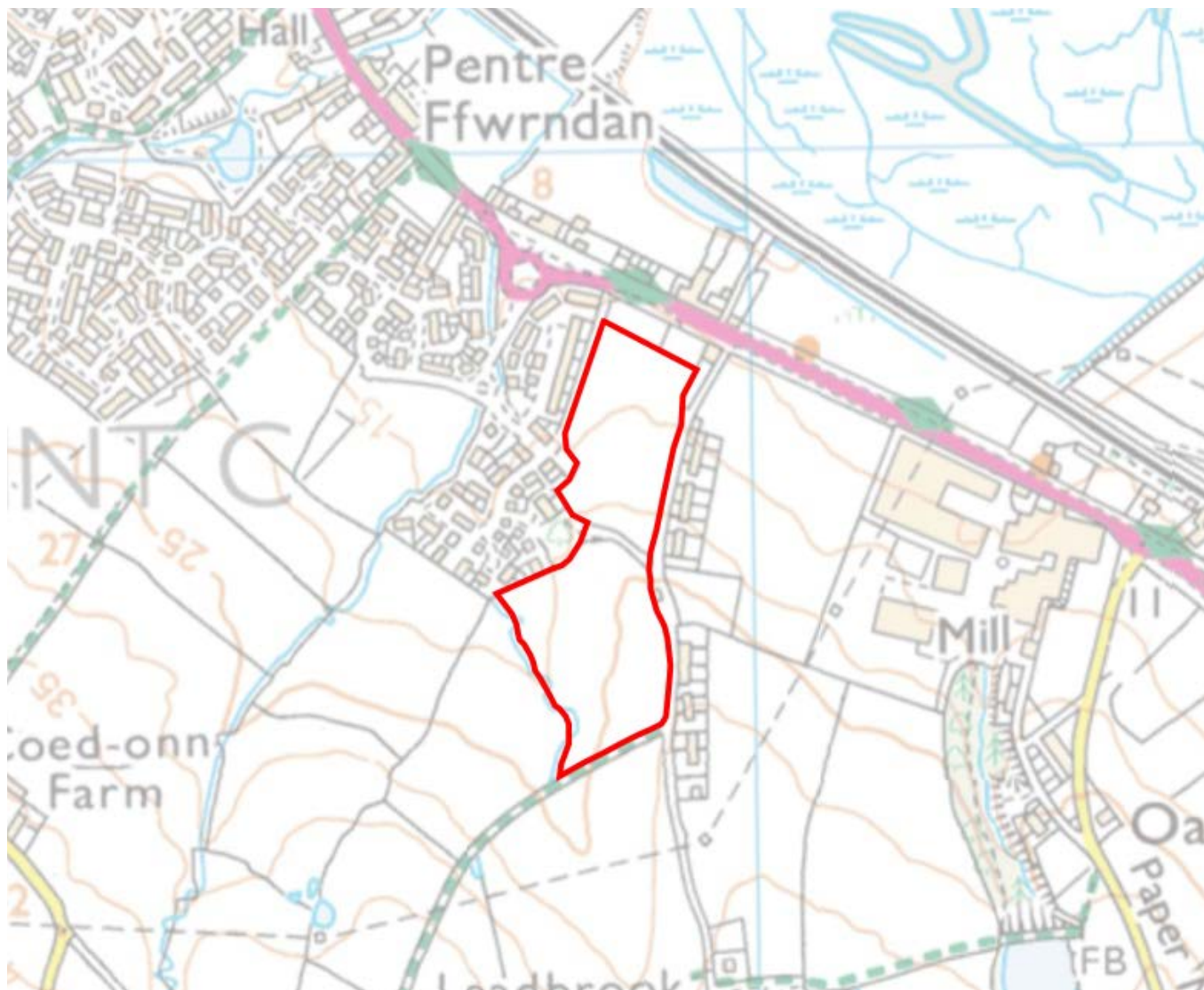
The Site comprises two field parcels of pastureland currently in agricultural use. The northern parcel slopes up towards the central field boundary which is defined by a mature hedgerow and a group of trees. The site reaches an apex here before sloping gently down towards the southern boundary.

'The recently completed 'Croes Atti' housing development accessed off Chester Road forms the western site boundary'. The A548 (Chester Road) runs east to west along the northern site boundary. Leadbrook Drive borders the site to the east, beyond which is open fields and an industrial estate. A Public Right of Way follows the site's southern boundary, beyond which is open fields and Leadbrook Hall.

There is one proposed vehicular access point via Ffordd Pedrog on the western boundary. There is an additional emergency access via Leadbrook Drive to the east.

The Croes Atti Roman Site Scheduled Monument which comprises the buried remains of a Roman road, roadside settlement and associated cremation cemetery lies within the northern part of the site.

Photographs of the Site are shown on the opposite page.



1. View west from the eastern site boundary.
2. View taken from the southern field parcel facing west towards Flint town centre
3. View facing north-west taken from the south-western site boundary
4. View west towards the back of houses along Llys Cadfan
5. Hedgeline through the centre of the site towards houses along Leadbrook Drive
6. View north towards houses along Chester Road and the Estuary beyond



INTRODUCTION

PURPOSE OF A DESIGN & ACCESS STATEMENT

The purpose of a Design & Access Statement is to outline the design process that has led to the application proposals. The Government's Planning Practice Guidance (2024) states that:

'Design & Access Statements (DAS) set out the narrative for the design approach and design rationale for the scheme. They demonstrate how the local character of an area has been taken into account and how design principles will be applied to achieve high quality design. They set out concisely how the proposal is a suitable response to the site and its setting, taking account of baseline information'

(Paragraph: 012 Reference ID: 26-012-20191001,
Revision date: 02 2024)

GOOD & WELL-DESIGNED PLACES

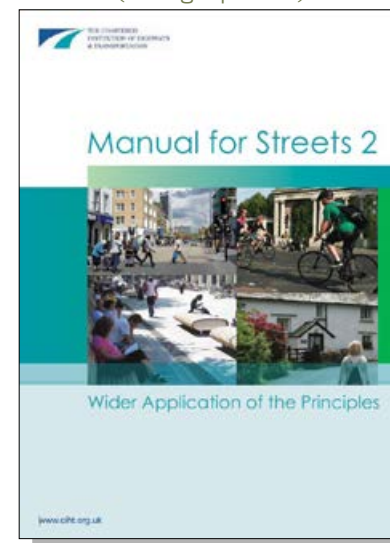
The DAS follows best practice urban design principles that are aimed at delivering good design. The following are the principal documents that have been consulted:

- Planning Policy Wales (PPW), (February 2024), Ministry of Housing Communities and Local Government.
- Planning Practice Guidance (PPG), (February 2024), Ministry of Housing, Communities and Local Government.
- National Design Guide, (January 2021), Ministry of Housing, Communities and Local Government.
- National Model Design Code (June 2021) Ministry of Housing, Communities and Local Government.
- Manual for Streets (MfS) (2007), Manual for Streets 2 (2010) Communities and Local Government
- Building for a Healthy Life - Wales, (BfHL)(2020).

The underlying purpose of this DAS is to ensure that the new development is of high quality and to create well-designed places that benefit people and communities. The Planning Policy Wales (PPW) states:

'Good design is fundamental to creating sustainable places where people want to live, work and socialise'

(Paragraph: 3.3)



BUILDING FOR A HEALTHY LIFE - WALES NATIONAL PLANNING POLICY

The scheme will be developed to embrace the twelve 'Building for a Healthy Life' criteria, with the latest edition written in partnership with the NHS and NHS Improvement. These criteria embody the vision of what new housing developments should be: attractive, functional and sustainable. The Building for a Healthy Life criteria is a useful tool to evaluate the quality of schemes against this vision. In particular it is applied at the detailed design stage. In this context, the application is made in outline with detailed matters of layout, scale and appearance reserved for future determination. The structure of this Design and Access Statement has been organised in line with the twelve criteria and contains the information required for the evaluation.

Planning Policy Wales (PPW) (Edition 12, February 2024) sets out the planning policies of the Welsh Government. It advocates good design as fundamental to the creation of sustainable places.

The document is supplemented by a series of technical advice notes.

The following have been taken account of in the design of the scheme:

- TAN 2: Planning and Affordable Housing
- TAN 5: Nature Conservation and Planning
- TAN 6: Planning for Sustainable Rural Communities
- TAN 12: Design
- TAN 16: Sport, Recreation and Open Space
- TAN 18: Transport



INTRODUCTION

LOCAL PLANNING CONTEXT

Flintshire Local Development Plan 2015 – 2030 (adopted 2023)

The Flintshire Local Development Plan was adopted in 2023 and covers the period 2015–2030. A number of policies from the Local Plan have relevance to the scheme and its design and access, including:

Policy STR1 for Strategic Growth states that :

'In order to meet Flintshire's economic ambition between 2015 and 2030, the Plan will make provision for 7,870 new homes to meet a housing requirement of 6,950 of which 2,265 will be affordable.'

Policy STR4 refers to Principles of Sustainable Development, Design and Placemaking states that:

'To promote and create new sustainable places, all development will be designed to a high standard in line with the sustainable placemaking design principles and should achieve local distinctiveness, be inclusive and accessible, and mitigate and adapt to climate change.'

Policy PC3 states that design of all new development should:

- 'be of a high quality, distinctive and inclusive design which respects and enhances the site and its surroundings in terms of its siting, layout, scale, height, design, density, use of materials and landscaping, and creates a sense of place;*
- retain existing landscape and nature conservation features and incorporate opportunities to enhance biodiversity and ecological connectivity;*
- Ensure that new materials are appropriate, durable and sympathetic to the character and context of the site;*
- Protect and enhance the townscape, architectural, historic and cultural built environment; e. Incorporate suitable provision of space about dwellings, amenity space, landscaping and planting;*
- Create attractive, accessible and safe and healthy places with natural surveillance, visibility and sensitive lighting;*
- Incorporate Sustainable Urban Drainage Schemes to bring about multiple benefits as an integral part of the development.*
- Protect the living conditions of nearby occupiers from any harmful effects of new development including overlooking, harm to outlook, increased activity/disturbance/noise.'*

Policy HN2 refers to the Density and Mix of Development and states that:

'New housing development should aim to provide a density of at least 30 dwellings per hectare and incorporate a mix of dwellings by type and size in order to make the most efficient use of available land and to meet the needs of residents for a range of house types thereby creating mixed and socially inclusive communities.'

Policy HN4 sets out where proposals for housing development outside of defined settlement boundaries will be permitted, including for 'affordable housing exception sites on land adjoining the settlement limits', Policy HN4-D further stating that affordable housing outside of settlement boundaries will only be permitted where the scale, design and layout of the proposed development is sympathetic and appropriate to the size and character of the settlement and its landscape setting...'

With reference to green infrastructure provision, policy EN2: Green Infrastructure Development states that:

'Proposals will be required to protect, maintain and enhance the extent, quality and connectivity of the

green infrastructure network, including designated and non-designated green spaces and where appropriate:

- a. create new green infrastructure linkages from the Proposed development to the existing local network;*
- b. fill in gaps in the existing network to improve connectivity.'*

- Strategic Development Plan
- Local Development Plan

Supplementary Planning Documents

The following adopted Local Planning Guidance Notes (LPGN) provide further guidance which is also of relevance to the design of the scheme. The proposals have been designed with regard to these:

- SPGN No 3. Landscaping
- SPGN No 4. Trees and Development
- SPGN No 9. Affordable Housing
- SPGN No 11. Parking Standards
- SPGN No 12. Access For All

Strategic Development Plan for Wales

The statutory development plan system in Wales comprises three tiers:

- Future Wales: The National Plan 2040





SITE CONTEXT

This section of the DAS examines the environmental, landscape and built context of the Site.

PLANNING HISTORY

A planning application for 121 units was submitted to Flintshire County Council (FCC), in May 2024 (Planning Ref. FUL/000372/24). The application was subsequently refused permission in June 2025. The reasons for refusal being 'overdevelopment' and the 'impact on living conditions for future residents of the development.'

The current application is for a reduced scheme of 110 units.

LOCAL FACILITIES

The plan opposite shows the range of facilities that are within a short walk from the Site including public transport, employment areas, entertainment, education, health, community and retail facilities.

There is a good selection of retailers and services within Flint town centre including a selection of supermarkets, restaurants, sports clubs, gyms, a leisure centre, a cinema and a Health Centre located within 25 minute walk from the Site. There are also local landmarks such as Flint Castle located nearby.

The closest primary school is Croes Atti Primary School which is approximately 1300m from the site. The nearest secondary school is St Richard Gwyn Catholic High School which is approximately 1400m from the site. There is a proposed primary school currently under construction immediately to the west of the site which will serve housing developments in the locality.

Slightly further afield, Chester city centre is located within easy reach with all of its facilities. Chester city centre offers a multitude of shopping, leisure, sports, and entertainment opportunities. The larger towns of Mold, Buckley and Queensferry are a short drive away.


ACCESS & MOVEMENT













There is one proposed vehicular access point via Ffordd Hywyn / Ffordd Pedrog. There are no Public Rights of Way (PRoW's) running through the Site however, the proposed road network and recreational footpaths through the site will create better pedestrian permeability through to the surrounding area.

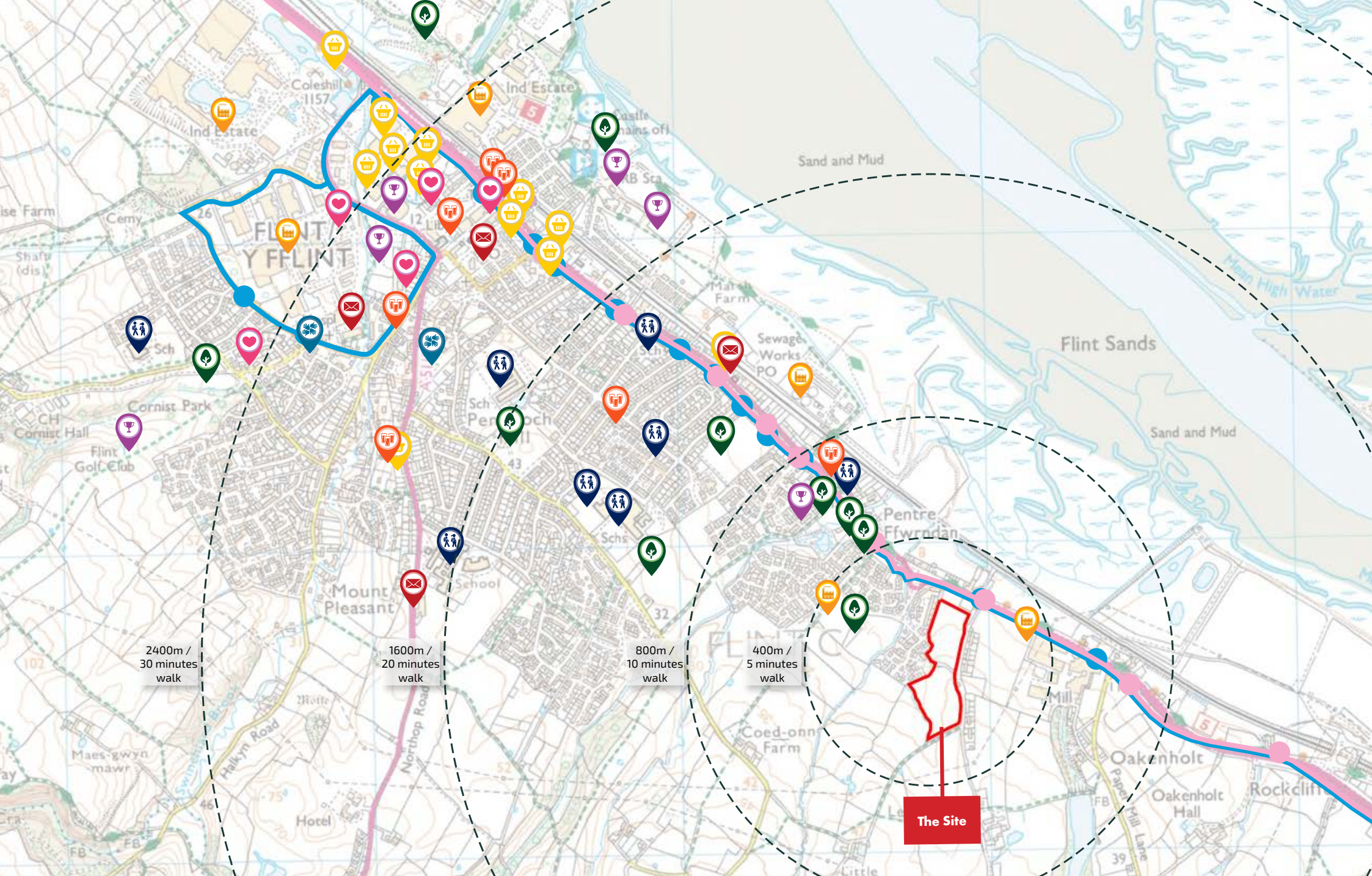
Key infrastructure links exist nearby such as Flint railway station which provides rail connections to larger urban centres such as Birmingham, Llandudno, Cardiff, Manchester, Holyhead and London Euston. In addition, Shotton railway station is located 3 miles south-east of the site which provides rail links on the Wrexham to Bidston line.

Bus route F2 runs along Chester Road and provides regular services to Flint town centre. Alternatively, the no. 11 bus route provides connections to Chester city centre.

Key



	Site Boundary
	Public Parks / Recreation Grounds
	Local Shop / Supermarket
	Health Centres, Hospitals & Dentists
	Education Facility
	Community Centre
	Industrial Estate
	Post Office
	Public House / Place to Eat
	Sports and Social Club
	No. F2 Bus Route to Flint (every 60mins)
	No. 11 Bus Route to Chester (every 25mins)



SITE CONTEXT

LOCAL BUILT FORM & CHARACTER

Urban Form & Character

The following pages provide an analysis of the existing urban grain of the surrounding settlement to inform the form, street pattern and character of the proposals.

The urban form of Flint and Oakenholt is defined by Chester Road which runs parallel to the coastline. The urban grain of the surrounding area consists of a broad range of styles, ranging from contemporary housing developments made up of a mix of apartments, terraced, semi-detached and detached units arranged in cul-de-sacs through to older terraced properties along Chester Road.

Buildings

There is a mixture of built-form and styles evident throughout Flint and Oakenholt, although the predominant building material is a terracotta brick with grey-toned roof tiles. Some properties have rendered or painted brick elevations. There is also the occasional older, stone property.

Architectural detailing consists of bay windows on the front elevation which can be found on some older

dwelling. Other details such as contrasting colour lintel detailing and brick banding features can also be found. Chimneys are a fairly common feature within the roofscape. Buildings are generally 2 storeys in height with the occasional 3 storey apartment building. Some older terraced properties feature intricate brick archway details and contrast brickwork detailing around windows and at the eaves. High density terraced properties are a key characteristic of Flint. These often feature contrast buff brick banding details, brick archways and lintel details.

Boundary Treatments

Frontage boundaries are generally defined by low walls and occasional hedgerows. Older buildings often have little to no frontage and front directly onto the footway. Newer properties tend to be set back further from the street with deeper frontages incorporating front gardens with parking or hedges defining the boundary.

The photographs on the following pages show the architectural styles found within the local area and along with some common building materials and boundary treatments.





Local Architectural Character Images

SITE CONTEXT

LOCAL DENSITY STUDIES

The following pages provide an analysis of the urban grain of the surrounding areas through a series of figure ground studies. A figure for the housing density is given in dwellings per hectare (DPH).

Area C: Maes Gwyn - **37 dph**



Area B: Caesar Avenue - **26 dph**



Area A: Croes Atti - **43 dph**



SITE CONTEXT

Area A: Croes Atti

A recent housing development of 2, 3 and 4 bedroom homes located immediately to the west of the site. The development includes a mix of dwelling types, mostly semi-detached properties, with some terraced properties and apartments. The development is mostly 2 storey, with 2.5 and 3 storey buildings located along the Chester Road frontage.

43 DPH, medium-high density



Area B: Caesar Avenue

A mid-20th century residential development located 500m north-west of the site. The area features streets that are less formally arranged in cul-de-sacs. Homes typically have larger front gardens, incorporating driveways. Buildings are typically 2 storeys in height and the majority of the development is detached or semi-detached.

26 DPH, low-medium density



SITE CONTEXT

Area C: Maes Gwyn

An inter-war period housing development located approximately 1km north-west of the site. The area is typically characterised by a formal, linear arrangement of streets. Homes feature short frontages, with smaller front gardens compared to other developments in the area reflecting a more compact and orderly urban layout. Buildings are typically 2 storeys in height and the majority of the development is semi-detached.

37 DPH, medium density



PEDESTRIAN CONNECTIVITY

The plan opposite illustrates how it will be possible for residents to access key local amenities on foot or bicycle. Distances are taken from the site access via Ffordd Pedrog.



Journey 1 Flint High School

~30 minute walk / 9 minute cycle



Journey 2 Pen Coch & Gwynedd Primary Schools

~27 minute walk / 8 minute cycle



Journey 3 Railway station & Flint town centre

~27 minute walk / 8 minute cycle



SITE CONTEXT

HISTORIC DEVELOPMENT & HERITAGE

Built Heritage Designations

There are a number of Grade II listed buildings located within the surrounding area which are shown on the plan adjacent. Most of which are in Flint town centre. The closest listed building to the site is Leadbrook Hall which is located approximately 350m south of the site boundary. In addition, Oakenholt Hall and Oakenholt Farmhouse are located approximately 900m east of the site boundary. The site is not within a conservation area.

Part of the northern field parcel contains the Croes Atti Roman Site, a CADW scheduled ancient monument. The monument comprises the buried remains of a Roman Road, roadside settlement and cremation cemetery. The remains are 1.18ha in area.



Key

Site Boundary

Grade II listed building

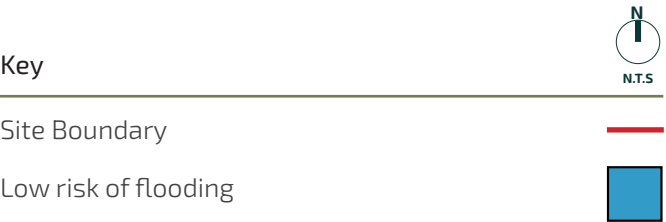
Extent of CADW ancient monument



Listed Buildings Plan

FLOOD RISK ASSESSMENT

The Site is classed as a Flood Zone A, an area of lowest risk of flooding, and as such is considered to be an appropriate location for new homes.



SITE CONTEXT

TOPOGRAPHY

A topographical survey shows the site levels ranging from approximately 15m AOD along the northern boundary to approximately 33m AOD in the south-east corner of the site. The falling topography south to north means that there are extensive estuary views possible from the southern portion of the site.



Existing Topography Plan

ARBORICULTURE

Ascerta Landscape Trees & Ecology Ltd have undertaken an Arboricultural Impact Assessment on behalf of Castle Green Homes. The assessment made the following conclusions and recommendations:

Where trees are proposed for removal, replacement planting should be undertaken as part of a landscape strategy for the site in line with local plan requirements and to integrate the development into the surrounding landscape. Arrangements for the safeguarding and physical protection of retained trees should be agreed and implemented to minimise any potentially negative effects on long term tree cover.

It is recommended that the landscape proposal prepared for the site includes, where feasible, provision for the planting of a mixture of native as well as ornamental trees, shrubs and hedges, implemented as a condition of planning consent.

Key

Existing tree to be removed



Existing tree to be retained



RESPONSE TO PREVIOUS APPLICATION REF: FUL/000372/24

Previous Application and Officer's Comments:

Following a strategic analysis and approach to the masterplan, the site layout has also responded to the comments and decision on the previous application.

The adjacent plan shows the original application submitted by Castle Green Homes in May 2024. The previous scheme was for up to 121 dwellings. The scheme was subsequently refused planning consent for the following reasons:

'The proposed development, by virtue of its high density, corresponding layout and scale, represents an overdevelopment of the site that fails to respect the established character and pattern of development in the surrounding area. As such, the proposal is considered to be out of keeping with the local context and would result in a form of development that is incompatible with the scale and form of neighbouring properties. The development is therefore contrary to Policies STR4, PC2, PC3, HN2 and HN4-D of the Flintshire Local Development Plan.'

'Policy HN2 seeks to ensure that new development provides a density of at least 30 dwellings per hectare to make the most efficient use of land and also a mix of dwellings by type and size to meet the needs of residents for a range of house types.'

'The proposed development will provide 121 dwellings of which 100% will be affordable housing. The scheme provides a logical extension to Flint, a Tier 1 Main Service Centre and is acceptable in principle having regards to being an affordable housing exceptions site in accordance with the LDP. The development will assist in meeting the identified affordable housing need for the settlement, the layout, public open space provision, biodiversity enhancements and other detailed technical considerations are considered to be acceptable and in accordance with policy.'

A summary of the officers recommendations for approval can be found below:

Masterplan submitted as part of the previous application:



Response to Officer's Comments:

The original planning application was recommended for approval by Flintshire Council's planning officers, para. 7.15 confirming that 'the sites density remains in excess of 30 dwellings per hectare (41 dwellings per ha.) but this is considered to be appropriate given that the scheme is for affordable housing and the predominance of semi-detached and small terraces of dwellings. Overall the density is considered to be compliant with Policy HN2.

A reduction in the number of units on the revised masterplan has allowed space for a greater proportion of greenspace within the central and southern portions of the development. Most notably, the central pocket park with play area, the area around the existing trees in the centre of the site and along the south western edge.

The proposed housing mix includes a number of bungalows, providing variety in the streetscene and assists in meeting the need for such properties within Flintshire



DESIGN PROPOSALS

This section of the DAS explains how the Proposed Development has considered and responded to the planning and environmental context of the Site.

SITE LAYOUT

Use, Tenure & Housing Mix

The scheme will deliver 110 homes over a site area of 4.87ha. The housing mix is 100% affordable units, providing a mix of 1 to 4 bedroom homes.

The Schedule of Accommodation is shown below:

SCHEDULE OF ACCOMMODATION			
HOUSETYPE	DESCRIPTION	SQFT	NUMBER
2P1B (Affordable)	1 Bed, Walk up flat - Ground Floor	578 SQFT	12
2P1B (Affordable)	1 Bed, Walk up flat - First Floor	648 SQFT	12
3P2B Bungalow (Affordable)	2 Bed, Single Storey, Semi Detached	627 SQFT	4
4P2B (Affordable)	2 Bed, 2 Storey, End/Mid-Terrace	895 SQFT	40
5P3B (Affordable)	3 Bed, 2 Storey, End-Terrace	1015 SQFT	15
5P3B Corner (Affordable)	3 Bed, 2 Storey, End-Terrace	1015 SQFT	11
6P4B (Affordable)	4 Bed, 2 Storey, Semi Detached	1182 SQFT	16
TOTAL		98322 SQFT	110

General Design Principles

The development proposals have been developed through an iterative design process, informed by site surveys and assessment of local and national planning guidance.

This section sets out the rationale which has informed the masterplan design. It considers the inherent and underlying characteristics of the site and how these have shaped the development. The process considers the location and extent of the built environment and Green Infrastructure.

The layout has been prepared having responded to the constraints and opportunities identified through the assessment of the key characteristics of the site and its surroundings.

The key design features are outlined below:

- Within the development is a clear and legible hierarchy of routes, to allow easy vehicular and pedestrian navigation through the site. The primary street would connect through the development via a series of secondary streets and private drives.
- There is one vehicular access point off Ffordd Pedrog.
- Pedestrian access is to be provided via the main vehicular access point off Ffordd Pedrog and via a proposed pedestrian and emergency access onto Leadbrook Drive on the eastern edge of the site.
- The development is set within a network of attractive green spaces, which includes a substantial area of public open space to the north, an equipped children's play area, habitat creation and structural planting along the site boundaries.
- There is an additional pocket park at the centre of the development incorporating a children's play area.



Key

Site Boundary

Vehicular access

Pedestrian/ Cycle Access



Site Layout

DESIGN PRINCIPLES

SCALE, HEIGHTS & DENSITY

Use & Amount

The site is proposed for residential use with associated green and blue infrastructure. The total site area of 4.87ha provides land for up to 110 homes with a development area of 2.87ha. The housing area includes associated streets, public realm, private gardens, and parking spaces. A significant portion of the site area is given to public open space and the CADW scheduled ancient monument with its associated buffer.

The development provides 100% affordable new homes appropriate for the needs of the local area. The layout provides a mix of apartments, terraced, semi-detached house types, with private frontages, rear garden space and on-plot parking.

Scale

The scale of the development in terms of its height and mass responds to the characteristics of the site and the surrounding area. A mixture of one and two storey dwellings are proposed within the development site including apartments and bungalows.

The design principles for scale are as follows:

- 1 and 2 storey buildings are used across the layout;
- Dual aspect buildings are used at the end of a street vista, or at an important street intersection;
- Denser terrace rows are used mainly within the central portion of the development and less towards the green edges;
- Dwelling depth and ridge height is varied to add character to the streetscene;
- The design of the plots consider the position of buildings and their relationship to neighbouring plots and the public realm. Privacy, security, surveillance and shadowing are addressed through this.

Density

The nett density for the proposed development is 38 dwellings per hectare (DPH).

A density study for the surrounding residential area has been carried out and shown earlier in this document. This resulted in density calculations of between approximately 26 DPH and 43 DPH, with the neighbouring development immediately to the west of the site being approximately 43 DPH. Similarly to the proposed development site, this development incorporates a range of dwelling types including apartments, terraces, semi-detached and detached units. Therefore, a nett density 38 DPH for the proposed development Site would be considered to be an appropriate density given its location and is in accordance with Policy HN2 of the LDP.

In addition, a significant proportion of the site is given over to POS, the CADW ancient monument and buffer, the existing landscaping and amenity public open space. Green infrastructure accounts for 1.88ha or 38.6% of the overall site area, which results in a gross housing density of 22 DPH.



Example image of an existing development by Castle Green Homes

STREET HIERARCHY

The Street Hierarchy follows a simple network of interconnected streets. The Secondary Streets lead off from the Primary Street, which then connect to the lowest order street: Private Drives.

Street Pattern





The development's street pattern is based on a regular loose grid pattern of connected streets. This creates streets that are easier to navigate for pedestrians and cyclists. It will also produce streets and perimeter blocks that are practical and efficient in their design. The street pattern will allow the opportunity to introduce avenues and feature spaces. It will also create vistas and views of keynote buildings as streets intersect.

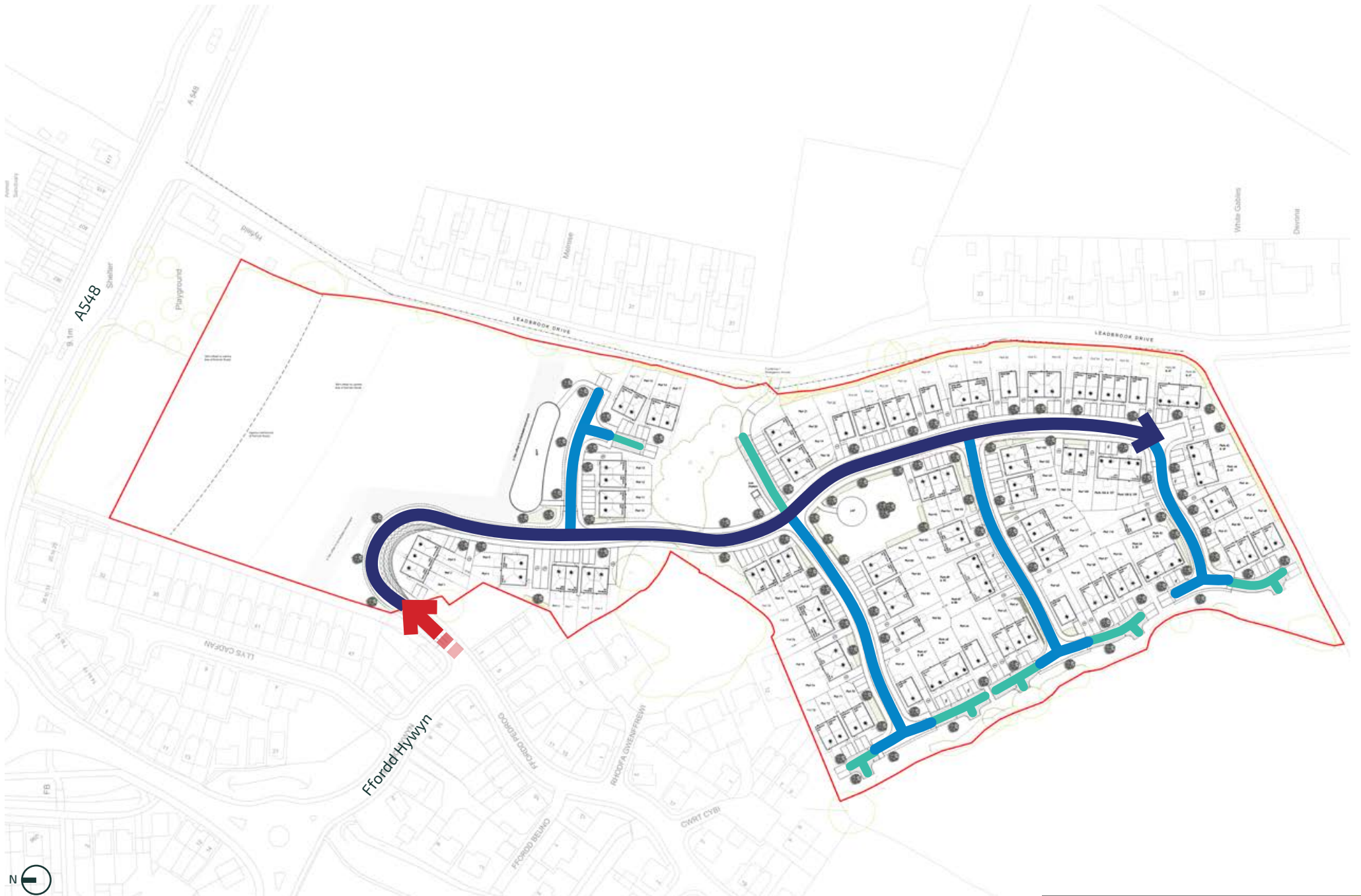
Reducing Vehicle Speeds

A key design principle is to reduce vehicle speeds through established urban design techniques, including:

- Locating buildings so that they are close to the street edge.
- The use of some tight junctions and corner radii.
- The introduction of feature spaces.
- Changes in carriageway and footway surfaces.
- Use of shared surfaces for 'Private Drives'.
- Restricting forward visibility by the arrangement of the building line and street pattern.
- The use of well placed street trees or street furniture.

Key

Site Boundary	
Primary Street	
Secondary Street	
Private Drive	



DESIGN PRINCIPLES

Primary Streets

The Primary Street will function as the higher order street providing access into the development from the A548 (Chester Road). It is based on the following key design principles:

- Provides the main vehicle access and gateway street into the development;
- 2m footway to both sides of the carriageway with avenue tree planting throughout;
- Changes of highway surface at key junctions;
- Car parking will either be to the sides or to the front of dwellings.

Built Form Characteristics

- A range of dwelling types, including linked terrace dwellings and semi-detached properties;
- A mix of bungalows, 2 storey dwellings and apartments;
- Consistent, more formal building line than lower-order streets;
- Landmark buildings at key junctions and terminating vistas..



Example images of Primary Streets

Legend

- Main Residential Streets - well-overlooked by frontage development.
- Incidental green spaces with street tree planting
- A mix of side and frontage parking solutions
- 2m footway to both sides of the carriageway.
- A mix of terraced and semi-detached properties.
- Varied frontage depth (approx 3-8m) with planting.
- Corner units at junctions.
- Keynote buildings to terminate vistas.
- 2 storey dwellings.



DESIGN PRINCIPLES

Secondary Streets

Secondary streets are based on the following key design principles:

- Connect with the Primary Street, providing legible access and circulation;
- Tree planting positioned within larger front and side gardens to provide interest on the street scene;
- 2m footway to one or both sides of the carriageway;
- Accommodate safe movement for all (cyclists, pedestrians and vehicles);
- Have narrower carriageway widths than the Primary Street although specific street width varies;
- Have less formal landscaping than the Primary Street;
- Incorporate private frontages with a mix of frontage and side parking.

Built Form Characteristics

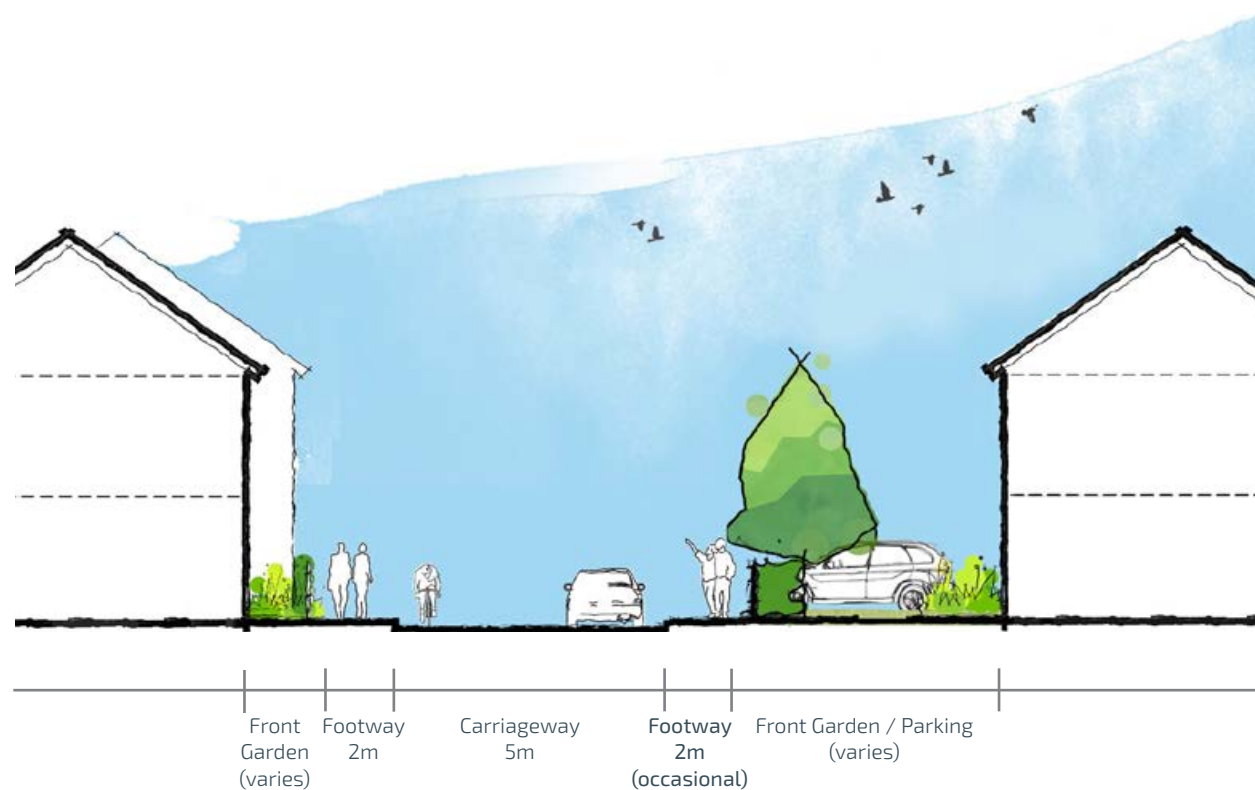
- A range of dwelling types, including apartments, semi-detached and terraced properties;
- Less consistent, more informal building line in places;
- A mix of bungalows, 2 storey buildings and apartments;
- Some buildings located with gable ends onto the street;
- Occasional focal buildings and corner units to add interest to the street scene.



Example images of Secondary Streets

Legend

- Secondary Street - more informal frontages, more varied design response to built form.
- Less continuous building line in comparison to the Primary Street.
- Approx. 6-8m frontage depth with mixed ornamental shrub planting and hedgerows.
- A mix of side and frontage parking solutions
- Occasional street trees.
- Corner units to wrap around junctions.
- 2 storey dwellings.



DESIGN PRINCIPLES

Private Drives

Private drives are based on the following key design principles:

- Connect with the secondary streets, providing legible access and circulation;
- Shared surface for all cyclists, pedestrians and vehicles;
- Have wider overall carriageway widths than the secondary streets;
- Informal landscaping to property frontages;
- Incorporate private frontages with a mix of frontage and side parking.
- Tree planting positioned within larger front and side gardens to provide interest within the street scene.

Built Form Characteristics

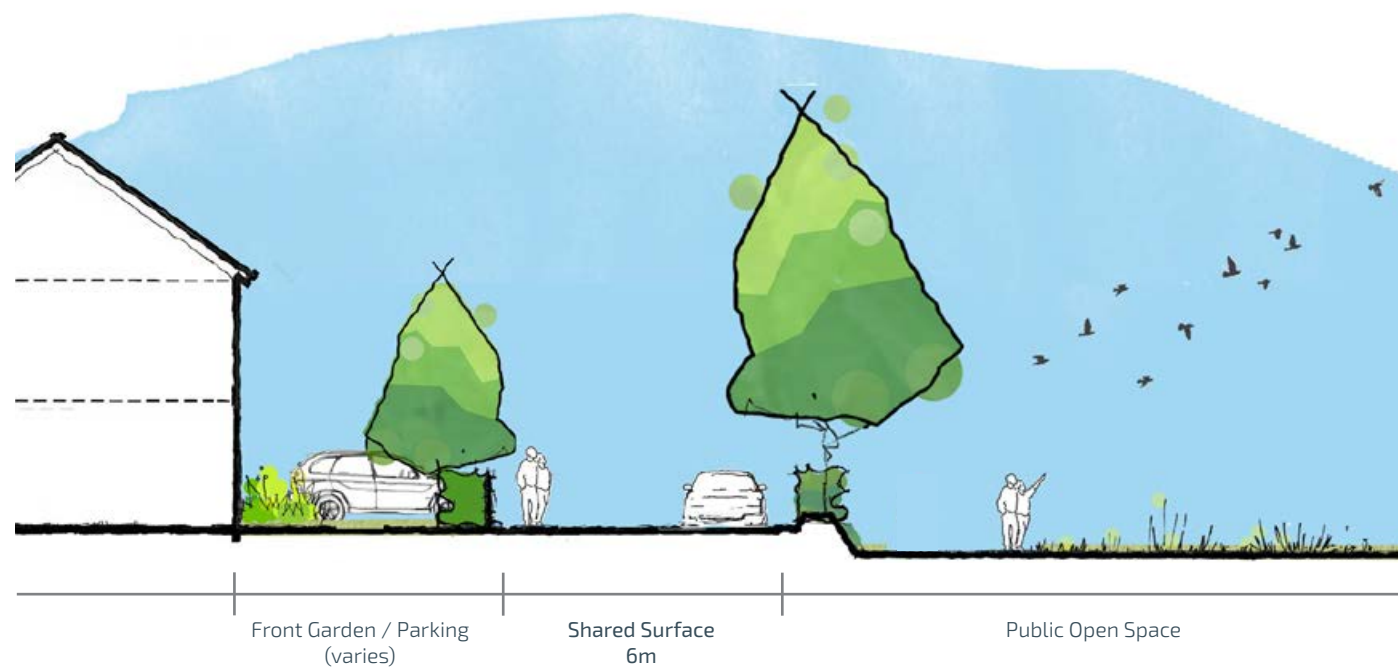
- Predominantly semi-detached properties with the occasional apartments and terraced properties;
- A mix of bungalows and 2 storey buildings;
- Less consistent, more informal building line;
- Occasional focal buildings and corner units to add interest to the street scene.



Example images of Private Drives

Legend

- The Private Drives - more informal and intimate street and space.
- Characterised by frontages onto perimeter landscape areas
- 6m Shared surface for vehicles, cyclists and pedestrians.
- Shorter frontages in comparison to other streets.
- Corner units to wrap around junctions.
- A mix of side and frontage parking solutions
- 2 storey dwellings.



DESIGN PRINCIPLES

VEHICULAR ACCESS & MOVEMENT

Access

Vehicular access is provided from the neighbouring development via Ffordd Pedrog. The proposed access junction is shown adjacent.

Movement

The internal layout is designed to safely accommodate movements of refuse vehicles, fire engines, and delivery vehicles.



Proposed access via Ffordd Pedrog



Key

Site Boundary

Vehicular access



DESIGN PRINCIPLES

PEDESTRIAN ACCESS & MOVEMENT

Access

Pedestrian access is provided via the vehicular access onto Ffordd Pedrog to the west and via a pedestrian access point onto Leadbrook Drive. This allows pedestrian and cycle permeability into the surrounding streets and PROW network.

Movement

The main objective is to promote filtered permeability across the site, through an offset grid that connects all dwellings. These connections encourage movement toward destinations such as Flint town centre. All routes are designed to link into the existing road network, providing access to local amenities.

Additional recreational paths are proposed to extend into public open space into the north of the site, offering further walking opportunities for leisure, play, and recreation.

Bus Stops

A key part of the development's movement strategy is the public bus route along the A548 (Chester Road). Bus stops are located along here which ensures that residents are within walking distance of a bus connection. The route east extends toward Chester city centre which provides onward connections further afield.

Cycle Movement

A designated pedestrian / cycle access will be provided onto Leadbrook drive. On-street cycling will be encouraged throughout the development through a design that supports low vehicle speeds. The site is conveniently located, allowing easy cycling access to key local amenities, within Flint town centre within a 15-minute cycle.

Cycle parking will be provided to ensure all residents have secure storage facilities within their property boundaries.





Key

Site Boundary

Vehicular access

Pedestrian Access

Bus Route / Bus stop



Pedestrian Movement Plan

DESIGN PRINCIPLES

FEATURE SPACES & KEYNOTE BUILDINGS

While the layout responds to the site and its context, the design of feature spaces, keynote buildings, and appearance, provide a finer grain response to local identity.

Feature Spaces

With the street hierarchy creating a well-designed movement network with safe and accessible streets, paths and other routes, a number of feature spaces aid legibility, provide interest through the layout, and help reduce car speeds at changes of direction.

To add variation, urban focal spaces are formed at points where roads, paths and planting converge to create meeting points. These incidental meeting / seating spaces are designed into the Green Infrastructure strategy along the southern edge of the site, the site entrance green space and the focal green space to the north of the site.

Keynote Buildings

With a regular off-set grid of streets, the development will provide interconnected streets that are direct and easy to move around. The buildings help provide a legible environment with landmark and gateway buildings at street intersects, along with key views, and arrival and focal spaces. Variations in building designs and materials, and the use of street trees create visual interest within the layout.



Example images of corner 'keynote' buildings



Key

Focal Green Spaces



Keynote Buildings



Feature Spaces



Views towards Estuary



Feature Spaces & Keynote Buildings Plan

DESIGN PRINCIPLES

MATERIALITY & APPEARANCE

A core palette of select materials will be used for across the proposed development.

The appearance of the proposed housing is illustrated through the Material Plan, materials palette example images of existing developments.

Dwellings will comprise a mixture of two types of red brick and grey-toned or red-toned roofing materials as shown on the Materials Plan opposite.



Examples of existing Castle Green Homes developments





KEY:

- Roof Tiles: Forticrete SL8 - Red with matching ridge tiles
- Roof Tiles: Forticrete SL8 - Grey with matching ridge tiles
- Facing Brick: Ibstock Harwicke Welbeck Red Mixture
- Facing Brick: Ibstock Chesterton Mercia Orange Multi
- R Weber Pral M Chalk White Render (refer to house pack for extent of Render)

DESIGN PRINCIPLES

MATERIALITY & APPEARANCE

The key urban design principles that will be adopted in terms of block and plot design are as follows:

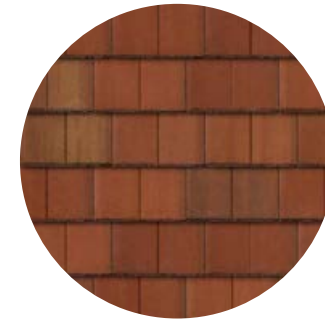
- To arrange buildings, so that they enclose and overlook the public realm and public open space.
- To create a range of perimeter block sizes (depth-length) to add character and contrast.
- To use closed blocks (back to back properties) as to allow for more secure private rear gardens.
- Boundary treatments will include a mix of brick walls, timber fencing, shrub and hedgerows.
- To provide changes in character across the development so that blocks along the Primary Streets, will be of a higher density than the blocks on the Private Drives.

Simple details and styles which reflect the traditional local character of Flint and Oakenholt are used in order to create a place that is distinctive and individual.

These include:

- Simple form utilising well proportioned buildings drawing reference from local character in terms of building form and scale.
- High quality materials are to reflect those found within the local vernacular such as red / grey roof tiles and red brick.
- Architectural details include the use of flat-top porches, brick banding details and brick header and sill details.

The images on the page opposite give an indication of the proposed material treatments.



ROOF TILE 1 - RED TONE
Forticrete SL8 - Red
or similar



ROOF TILE 2 - SLATE TONE
Forticrete SL8 - Grey
or similar



BRICK TYPE - RED TONE
Ibstock Harwicke Welbeck
Red Mixture
or similar



BRICK TYPE - RED TONE
Ibstock Chesterton Mercia
Orange Multi
or similar



Examples of existing Castle Green Homes developments



DESIGN PRINCIPLES

CAR PARKING & REFUSE

The development includes a range of parking solutions. The aim is to locate vehicles so that they do not dominate the streetscene, but ensure that residents have easy access to their vehicles, and that they are well surveyed. This will help to:

- **Avoid parked vehicles dominating the street scene**
- **Consider highway safety within residential areas**
- **Maximise natural surveillance and security**
- **Allow access to parking spaces and mobility for all users**

Careful detailing in terms of the building line, plot design and landscape treatment, helps to integrate vehicles into the layout.

The aim has been to minimise the impact of the visitor and residents parking by using a variety of parking solutions. Integral garages and parking set back within the plot reduces the views of cars along the street. Trees will be planted between groups of parking spaces to reduce dominance of parking within the street scene.

Frontage parking areas will be overlooked by dwellings to provide increased security. The overall site layout plan indicates how all of the required parking spaces have been integrated within the layout. It shows the allocated parking spaces for each dwelling.

Parking spaces are allocated based on guidance set out in Flintshire Local Development Plan.



An example of frontage parking within the layout broken up by tree planting



An example of tandem side parking



Example of an existing development by Castle Green Homes

DESIGN PRINCIPLES

GREEN INFRASTRUCTURE STRATEGY

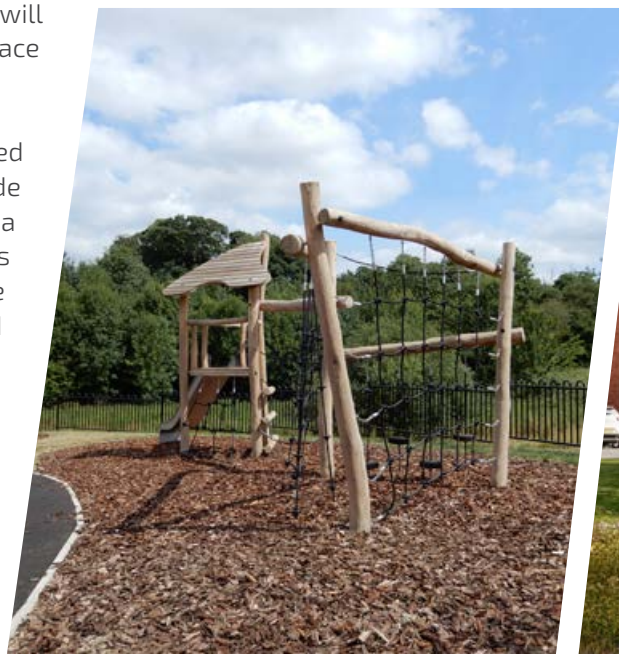
A landscape strategy for the site has been prepared by TPM Landscape Architects. The aim is to retain as many of the existing trees around the site boundaries as possible as well as retaining the central hedgerow as a green corridor. New planting will focus on supplementing the existing hedgerows, filling the gaps with structural planting. Adding street trees will help to punctuate the streetscene as well as concealing parked cars. Proposed hedgerows will provide necessary screening and define property frontages.

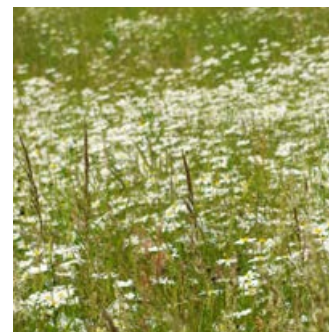
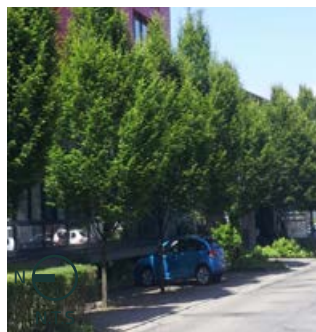
Proposed meadow planting and amenity grassland will provide informal play spaces as well as recreational space for residents to enjoy.

The overall aim is not only to integrate the proposed development into the landscape, but also to provide landscape and ecological enhancement through a scheme of new planting and management. The site lies on the edge of the town and the periphery landscape enclosing the new homes will help create a softened transitional eastern edge to the settlement.

The area of the site designated as a CADW Ancient Monument will be retained as green space along with providing the appropriate buffer to built development.

Images of the proposed types of planting can be found on the opposite page.





Landscape Strategy Plan

DESIGN PRINCIPLES

SUSTAINABILITY

Homes & Buildings

Well-designed homes are safe and secure as well as being functional, accessible and sustainable. They should also provide a good level of internal space that is adaptable for changing needs, as well having quality external environments that promote health and well-being. They should be efficient and cost effective, and should be designed to encouraging sustainable lifestyles.

Homes should;

- **Provide a healthy, comfortable and safe internal and external environment**
- **Be well-related to external amenity and public spaces**
- **Have attention to detail: storage, waste, servicing and utilities.**

Resources

Well-designed places are designed and planned for long term stewardship by landowners and where required local authorities. Places, buildings and spaces should be robust, easy to use and look after, and enable their users to establish a sense of ownership and belonging.

The site will;

- **Be well-managed with public areas maintained through a management company and a clear definition between private and public spaces.**
- **Be adaptable to changing needs by providing amenity spaces that can be used as for different activities.**
- **Provide a sense of ownership through the involvement of the local community.**

Principles of Sustainable Design & Construction

The design of well-designed places seeks to respond to the impacts of climate change. This includes reducing their resource requirement, being durable and adaptable over time, and by conserving natural resources such as land, water, energy and materials. Adopting certain technologies can minimise environmental impacts and make home more affordable for owners to use and manage.



The following is a series of guiding principles of sustainable design and construction. These are explored as part of the application submission.

- **Access, movement and facilities:** Residents will benefit from various sustainable transport methods including a dedicated cycleway / footpaths across the scheme. The scheme aims to reduce car dependency both through location and design. Streets will be well lit in order to prioritise cycling, walking and use of public transport instead of driving.
- **Biodiversity:** Within the green/blue infrastructure, the retained and enhanced habitats along with the new habitats being created within the Public Open Space. Green Corridors provides the opportunity, as vegetation within the habitats mature, to increase its capacity to sequester and store carbon.
- **Secure cycle parking** within rear gardens.
- **Solar Energy:** properties will have photovoltaic panels installed as required by Buildings Regulations: Part S.

- **SuDS: Sustainable Drainage Systems** will be implemented across the development to reduce the effects of climate change and alleviate flood risks by mimicking natural surface water drainage while also providing habitats for wildlife.





BUILDING FOR A HEALTHY LIFE - WALES

This section of the DAS explains how the Proposed Development has considered and responded to Building for a Healthy Life Principles.

BUILDING FOR A HEALTHY LIFE - WALES

INTEGRATED NEIGHBOURHOODS

Natural Connections: Create places that are well integrated into the Site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.

Response: New pedestrian routes within the Site will link to the existing footway and PRoW network providing links into Flint town centre and local facilities including the play areas and schools.

Walking Cycling and Public Transport: Short trips of up to three miles can be easily made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions.

Response: The development is within range of local facilities and services within Flint town centre as well as existing bus routes. Local shops are within easy walking distance with recreation grounds, sports centre and a local play areas also within a close distance.

Facilities and Services: Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.

Response: The development is in close proximity to Flint town centre where there are many local shops and businesses within a short walk or cycle journey.

Homes for everyone: A range of homes that meet local community needs.

Response: The accommodation mix reflects the needs and aspirations of the local community. The design includes a range of dwelling sizes across the site, to provide a mixed community.

DISTINCTIVE PLACES

Making the most of what's there: Understand and respond.

Response: The layout and green infrastructure for the scheme responds to its context and draws upon examples of local character. At a detailed level, features will be included in the design, to develop local distinctiveness.

A memorable character: Create places that are memorable.

Response: The design approach retains the existing vegetation wherever possible which will give immediate character for the development. The architectural details and materials reference local character. The use of native trees and planting to frame spaces and indicate key areas will add to the sense of place.

Well defined streets and spaces: Create a network of streets and spaces that are well enclosed by buildings and/or structural landscaping, taking care to ensure that front doors and the principal facades of buildings face streets and public spaces.

STREETS FOR ALL

Response: The scheme is based on a series of development blocks, which relate to the landscape. There will be a clear definition of the private and public realm, and properties would overlook the public open spaces.

Easy to find your way around: Use legible features to help people find their way around a place.

Response: The layout for the scheme follows a simple approach with a means of vehicular access through the site and an additional emergency / pedestrian access to allow residents and visitors to easily navigate their way around.

Cycle and car parking: Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. Well-designed streets will also provide sufficient and well-integrated car parking. Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. Well-designed streets will also provide sufficient and well-integrated car parking.

Response: Car parking will be integrated into the overall layout and design. Car parking would be within curtilage, primarily to the front and side of dwellings.

Back of pavement front of home: Garden cities, towns and suburbs used hedges to define public and private spaces, helping to create characterful and biodiverse places. The space between the back of the pavement and the face of buildings has a significant impact on

the quality of a place. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes whilst also offering opportunities to integrate level changes, utility boxes and waste storage.

Response: Boundary features to fronts of properties are well considered providing definition for public/private spaces transitions. A variety of boundary conditions would be proposed depending upon location such as low hedges and rear boundary fences.

Front garden depths help define the street character and the building layout will allow for bins and recycling stores to be stored out of sight to minimise their impact on the streetscene.

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