

DESIGN AND ACCESS STATEMENT  
FOR PLANNING APPLICATIONS  
AT  
FORMER ST LUKE'S HOSPITAL  
ISSUE 3 | SEPTEMBER 2018



AVANT  
homes

The Pennine  
Property  
Partnership



STEN  
ARCHITECTURE



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The Pennine  
Property  
Partnership

Client : Avant Homes and The Pennine Property Partnership



Architect : STEN Architecture



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Issue No.	Date of Issue	Notes
1	AUG 2018	FIRST ISSUE
2	SEPT 2018	SECOND ISSUE
3	SEPT 2018	THIRD ISSUE



1. INTRODUCTION

## This Design and Access Statement has been prepared by STEN ARCHITECTURE on behalf of Avant Homes and The Pennine Property Partnership in support of planning applications at Former St Luke's Hospital, Huddersfield.

**The statement seeks to explain the design principles for the development, based upon an understanding of what is appropriate for the site, determined through an analysis of the previously submitted design proposals, an assessment of site opportunities and constraints and local consultation.**

These principles are based upon good practice as set out in national planning and urban design guidance. The aim of the statement is to provide a framework to explain how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users.

The developers have collaborated with consultants to prepare an appropriate design solution which responds to planning policy and site context whilst working to mitigate constraints and maximise the opportunities provided.

This document covers the extent of both Reserved Matters and Full applications as below:

- i. Reserved Matters Application for the residential development of 200 no. dwellings in pursuant of application Ref 2016/91337; and
- ii. Full Application for the residential development of 26 no. dwellings and onsite open space.

**This document is submitted on the following basis:**

- The use and suitability of the site for residential development is well established;
- The key development principles and framework have been identified and will inform the detailed design of the scheme;
- The design solution is tested against the established principles to ensure compliance.

**The ethos of the design is to:**

- Create a high quality residential development;
- Create a legible and attractive place with a sense of identity;
- Create a sustainable and high quality living environment;
- Make efficient use of land in terms of ecological enhancement and density;
- Provide a well planned sustainable settlement with dwellings which will meet high architectural standards and the creation of pleasant and well planned streets.



2. PLANNING POLICY CONTEXT

The application is supported by a Planning Statement, which provides a comprehensive assessment of the proposed development against relevant planning policy. This section reviews key national and local design policy and guidance.

## 1. NATIONAL PLANNING POLICY FRAMEWORK, JULY 2018 (NPPF)

The National Planning Policy Framework aims to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth. Paragraph 7 states:

*“The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.”*

Furthermore paragraph 15 states:

*“The planning system should be genuinely plan-led. Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings.”*

Paragraph 127 states:

*“Planning policies and decisions should ensure that developments:*

- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not*

*preventing or discouraging appropriate innovation or change (such as increased densities);*

*d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*

*e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*

*f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”*

## 2. NATIONAL DESIGN GUIDANCE

There are numerous best practice documents relating to design including ‘By Design’ (DETR and CABE), The Urban Design Compendium (English Partnerships and Housing Corporation), and ‘Better Places to Live By Design’ which all outline the importance of good urban design and provide advice for the design of residential areas. All of which will provide the underlying principles on which the development for this site is designed. There is general consensus over the principles of good design, although different terminology is sometimes applied. The core factors contributing to good urban design which underpin all of the above best practice include the following principles:

**Character** – somewhere with a sense of place and local distinction;  
**Legibility** – a place, which is easy to understand and navigate;  
**Permeability** – achieving a form of layout, which makes for efficient pedestrian and vehicular movement ;  
**An articulated townscape** – creating an interesting, locational

responsive townscape utilising building height, scale and massing all of which should be human in scale ;

**Human scale** – the arrangement of building forms, which are easy for the human eye to read and provide a sense of scale and perspective;

**Security, natural surveillance** – creating places, which are properly overlooked and make effective passive and active policing;

**Detailing, richness and interest** – promoting ornamentation, rhythm, consistent vernacular, richness and intrigue to the built environment;

**Quality within the public realm** – promoting routes and spaces, which are attractive, safe and uncluttered;

**Continuity and enclosure** – promoting the continuity of the street frontage and the definition of public and private space;

**Adaptability, robustness and sustainability** – the layout of the site and individual buildings should all contribute towards the minimisation of resources from the design stage.

## 3. NATIONAL PLANNING POLICY GUIDANCE DESIGN, MARCH 2014 (NPPG)

The centrality of good design as an integral part of achieving sustainable development is reinforced from the NPPF. An emphasis is placed on good design making “the best possible use” of resources, including land, community, economic, infrastructure and other resources over the long as well as short term.

It suggests good design should:

- *Ensure that development can deliver a wide range of planning objectives;*
- *Enhance the quality of buildings and spaces, by considering form and function, efficiency and effectiveness;*
- *Address the need for different uses sympathetically.*

The NPPF's expectation that design will have a prominent role in plan making is reiterated by a reaffirmation that the plan making body will need to "evaluate and understand the defining characteristics of the area as part of its evidence base" as a means of informing appropriate design opportunities and policies. Once again, good design is identified as indivisible from good planning, and should be at the heart of the plan making process. A clear attempt is being made to demystify 'good design' by establishing sound, clear and easy to follow design policies and processes. This provides the foundation for assessment by use of expert advice from appropriately skilled in house staff or consultants. However, it is clearly stated that design should not be the preserve of specialists and it is important to seek the views of local communities, emphasising the importance of the consultation process. It is recognised that although design is only part of the planning process it can affect a range of economic, social and environmental objectives. Planning policy and decisions, of which design is a part, are identified as needing to support these objectives and should therefore consider matters relating to: local character (including landscape setting); safe, connected and efficient streets; a network of green spaces (including parks) and public places; crime prevention; security measures; access and inclusion; efficient use of natural resources; and cohesive and vibrant neighbourhoods.

The outcomes of good design are to be benchmarked against 7 criteria or "qualities" typical of valued places, including: functionality; supporting mixed uses and tenures; successful public spaces; adaptability and resilience; distinctiveness; attractiveness; and ease of movement. Notwithstanding that *By Design: Urban Design in the Planning System* (2000) and *Better Places to Live By Design* (2001) have been cancelled with the publication of the PPG, the central urban design principles that underpin good design and need to be considered are reiterated, including: Layout, Form, Scale, Detailing and Materials.

#### **4. WHICH PLANNING PROCESSES AND TOOLS CAN WE USE TO HELP ACHIEVE GOOD DESIGN?**

The promotion of good design is identified as being relevant to all stages of the planning process, from the development plan stage through to planning applications. For the latter stage a series of 'established ways' are identified in which good design can be achieved:

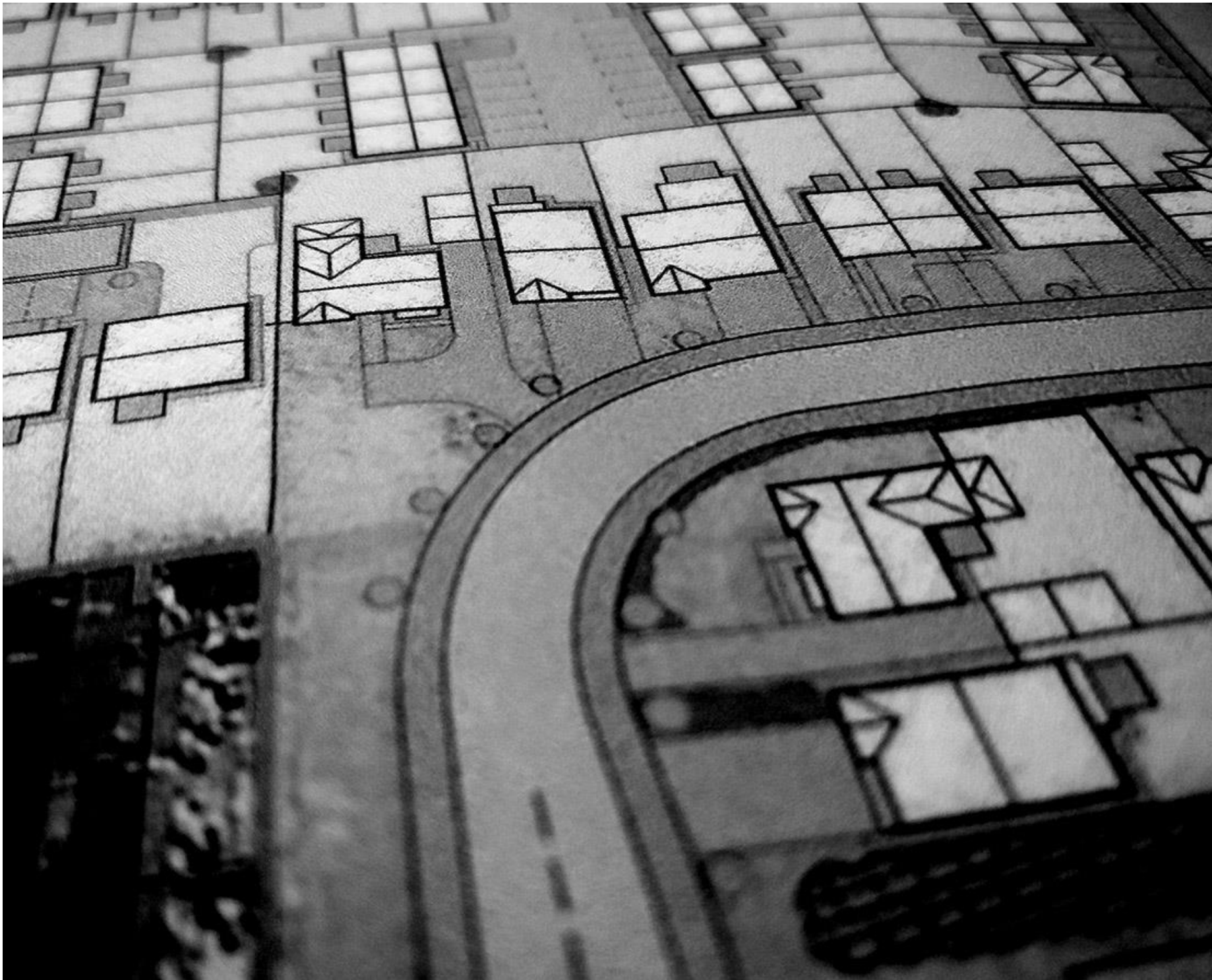
- *Pre-application Discussions;*
- *Design and Access Statements;*
- *Design Review;*
- *Design Codes;*
- *Decisions on Applications;*
- *The Use and Implementation of Planning Conditions and Agreements.*

The guidance recognises that the qualities of well designed places are similar across most developments but articulates what this can mean for housing design, town centre design, and street design and transport corridors.

#### **5. HOUSING DESIGN**

Themes consistent with the NPPF are in evidence with functional, attractive, sustainable and adaptable criteria being singled out as underpinning well designed housing. Affordable housing provision is also highlighted as needing to be tenure blind and not 'banished to the least attractive part of the site' in well designed places. In recognition that comparatively small items can have a significant influence on the success of places, bin and bike storage, access to meter boxes, spaces for drying clothes and space for deliveries are identified as requiring particular consideration with a duty placed on local authorities to ensure that each dwelling is carefully

planned. The Manual for Streets influence is evident in the principles identified for successful streets, with an integrated approach 'where buildings and spaces and the needs of people, not just of their vehicles, shape the area'. The rigid application of highway engineering standards are condemned as delivering a 'sense of sprawl and formlessness and development which contradicts some of the key principles of urban design'. Imaginative and context specific design is advocated with a requirement for each street to be considered as 'unique', responsive to its character and location. The quality of streets, the integration of public transport, the removal of street clutter, the legibility of the place are all also highlighted as strong contributory factors in supporting social, economic and environmental goals by encouraging people to walk and use streets.



3. THE SITE AND EXISTING PERMISSION

**SITE DETAILS**

The site, formerly St Luke’s Hospital site, which closed in 2011, equates to approximately 20.15 acres (8.15 HA) on a gross basis.

The site is situated on Blackmoorfoot Road and bounds Nabcroft Lane and Sunningdale Road. The existing and main access point in to the site is via Blackmoorfoot Road.

The site is a large regular, rectangular shaped site and slopes gently from South to North. All buildings on the site have now been demolished.

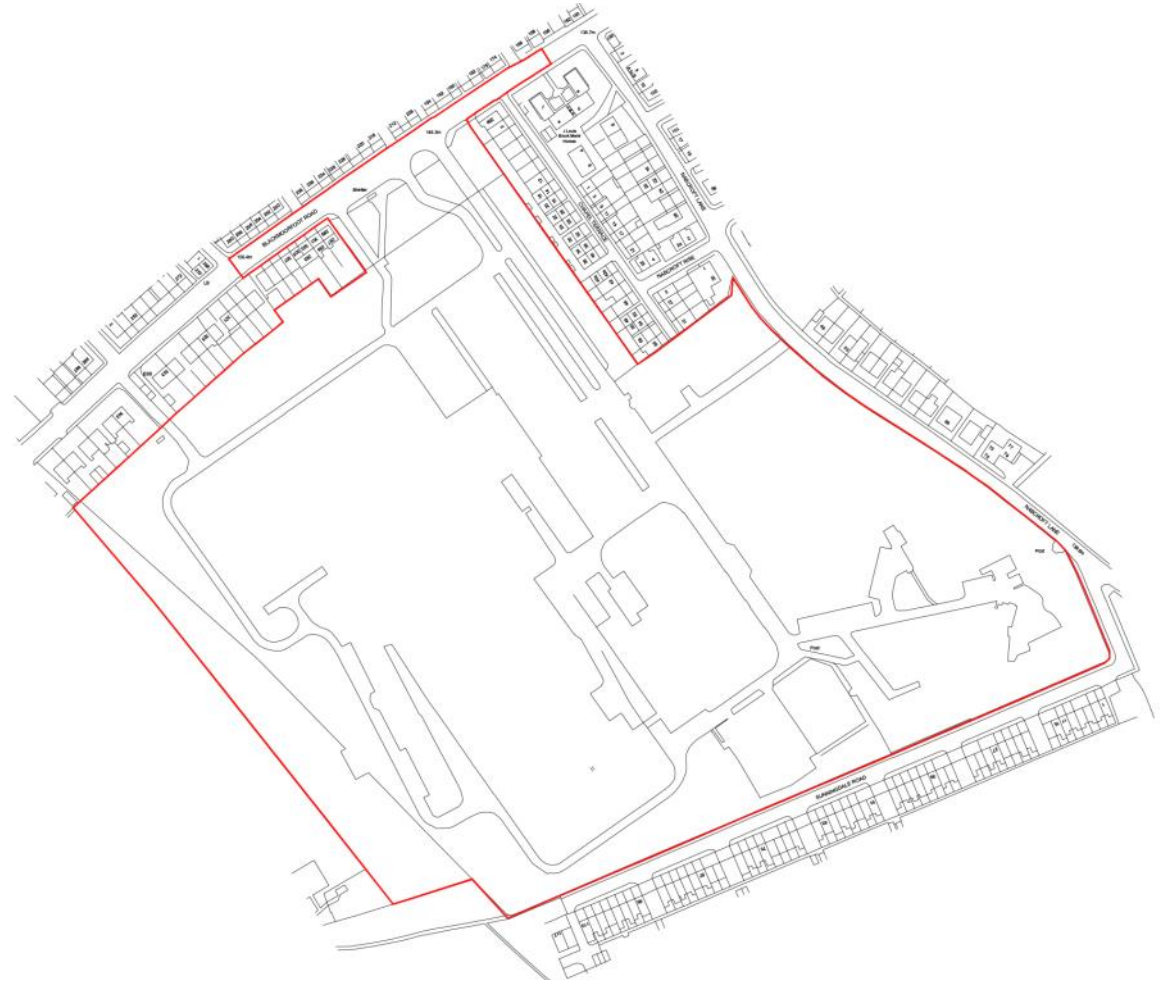
**APPLICATION**

This application encompasses the extent of the residential development, access from Blackmoorfoot Road and associated highway works. The commercial development and public car park will be subject to a separate planning application by others.

This document is submitted in support of the following applications:

- i) **Reserved Matters Application for the residential development of 200 no. dwellings in pursuant of application Ref 2016/91337; and**
- ii) **Full Application for the residential development of 26 no. dwellings and onsite open space.**

Details of the recent planning history of the site are overleaf.



At: Former St Luke's Hospital, Blackmoorfoot Road, Crosland Moor, Huddersfield, HD4 5RQ

Application Number: 2014/60/93099/W

Outline application for phased development comprising up to 200 dwellings with associated infrastructure and open space; retail units (open use class A1); accommodation for potential neighbourhood uses (use class A2/D1/D2/sui generis); restaurant/public house (use class A3/A4); and petrol filling station (sui generis)

Application Number: 2016/70/91337/W

Application for removal or variation of a condition following grant of planning permission .

Removal of conditions 25. (drainage system) 31. (floorspace) and Variation of conditions 3. (phasing plan) 6. (Remediation Strategy) 7. (contamination) 8. (Validation Report) 9. (Construction Environmental Management Plan) 10. (Air Quality Impact Assessment) 11. (charging plug) 15. (acoustic barriers) 18. (bat roost and bird nesting opportunities) 19. (lighting scheme) 20. (drainage) 21. (surface water discharge) 22. (storm events) 23. (drainage) 24. (surface water drainage) 26. (surface water flows) 27. (Surface water) 30. (gross floorspace) 35. (construction and layout specification) 36. (retail site access) 37. (residential site access) 40. (construction vehicles) 41. (parking spaces) on previous permission no.2014/93099 for Outline application for phased development comprising up to 200 dwellings with associated infrastructure and open space; retail units (open use class A1); accommodation for potential neighbourhood uses (use class A2/D1/D2/sui generis); restaurant/public house (use class A3/A4); and petrol filling station (sui generis)





Existing access along Blackmoorfoot Road



Existing secondary access from Blackmoorfoot Road



Existing stone wall and small gate along Nabcroft Lane

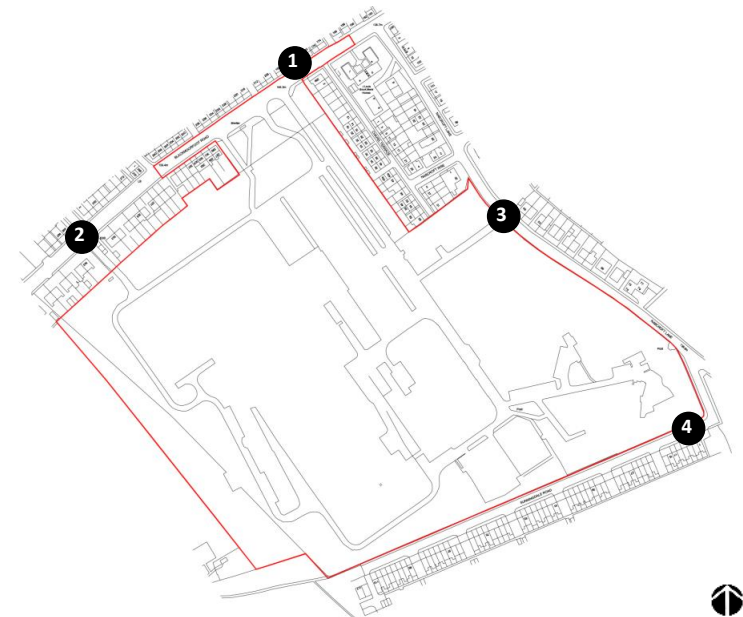


Existing stone wall and trees along Sunningdale Road

### EXISTING ACCESS

Access to the site is established from Blackmoorfoot Road with a secondary access the north-west.

A significant stone wall runs along the extent of the eastern and southern boundaries.





4. DESIGN SOLUTION

The principles of good urban design are well established and are consistent throughout many residential developments. The proposed design solution can be assessed against these principles to ensure a successful and sustainable development. The site constraints, considerations and strategies have all been borne with the final scheme. In total the Design Team are proposing a development of housing that totals 226 residential dwellings. The illustrations in this document include the extent of both Reserved Matters and Full applications. The proposed development includes a mix of 2, 3 and 4 bedroom dwellings. The following text clarifies the specific detail of the submitted composite scheme.

- 1) Primary vehicle entrance from Blackmoorfoot Road
- 2) Pedestrian, cycle and emergency vehicle access
- 3) Pedestrian access
- 4) Area of greenspace along western boundary including existing tree planting
- 5) Boundary planting and existing wall retained
- 6) Proposed detention tank
- 7) Extent of commercial development (subject to planning application by others)
- 8) Proposed public car park (subject to planning application by others)
- 9) Proposed new Bus Stop along Blackmoorfoot Road



**LEGIBILITY**

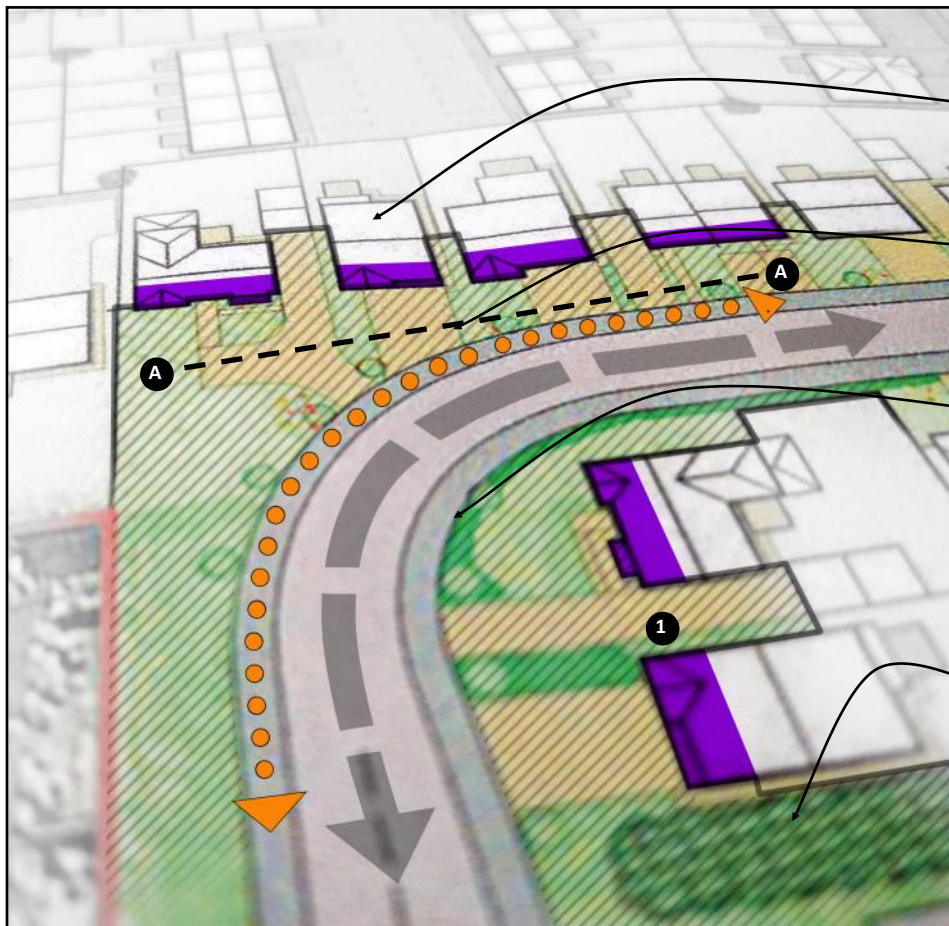
The new development will be served via a new access from Blackmoorfoot Road. A road with 2m footpaths brings you into the development and the main road running through the site with secondary shared surfaces and cul-de-sacs connecting. The access road will also serve the proposed commercial development and public car park (subject to planning applications by others). Secondary roads will be 5.5 m wide shared surfaces with 0.6m margins to the edges that will have incidental visitor parking located on them. The layout has been designed so that there is good natural surveillance to all areas of open space and roads with new dwellings looking onto these areas.

**CHARACTER**

The proposed development respects and maintains the character of the nearby existing settlement with housetypes and detailing carefully considered to reflect the locality. This variation in housetypes, materials and detailing will ensure the proposals make a positive contribution to the character of existing residential development in the vicinity. In keeping with residential development nearby all new private dwellings have car parking in curtilage, or designated within a parking court.

**AN ARTICULATED TOWNSCAPE**

Each street will be active, positive and varied, benefitting from a carefully articulated townscape achieved through variations in detailing, building sizes and materials. Proposed dwellings are well laid out with parking either alongside or in front of dwellings. This mix of car parking arrangement allows for landscaping in the street. Dwellings range from 2 - 3 storeys, with larger dwellings used only at key locations. Dual aspect dwellings are proposed at important corners to ensure continuity of activity.

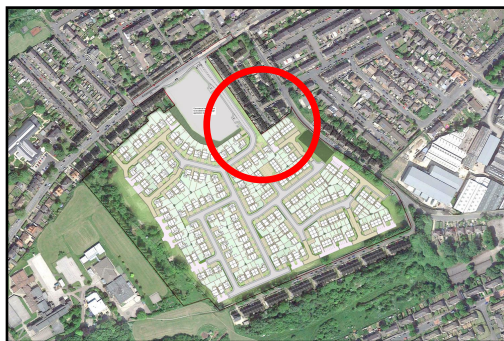


*Dwellings at the entrance to the development are positioned to ensure activity and to create a positive entry statement*

*A variety of parking solutions ensures planting and landscaping can be used to create a pleasant streetscene*

*Pedestrian movement is clear and defined with front boundaries defined by materials and landscaping*

*Planted buffer between the commercial and residential development defines the change of use*



*A-A, Positive and active streetscene at the primary entrance to the development*



**HUMAN SCALE**

The location and orientation of the new dwellings respect the surrounding properties and relate well to one another. They are generally positioned parallel to one another, or at 90 degrees to their neighbours. There are also intimate dwelling clusters, typically at the head of the cul-de-sacs with some buildings located to create focal ends and vista stops. The new development respects the existing neighbouring properties by retaining existing boundary trees, hedgerows and planting to the perimeter of the site that creates a substantial stand-off to any of these properties.

**DETAILING, RICHNESS AND INTEREST**

The rationale behind the design for the development has been the desire to enhance the form of the housing layout, providing a pleasant environment for the user whilst also creating a setting which helps to assimilate the site into the surrounding area. Open frontages to the plots allow for the inclusion of planting set within areas and the use of trees in key locations throughout the housing will help to break up the building line, filtering views of the housing and providing a vertical dimension to the street scene.

**QUALITY WITHIN THE PUBLIC REALM**

The public realm is clearly defined by robust boundaries, use of materials and position of buildings. High quality materials, attention to detail and a consistent methodology ensures movement through proposed development is a positive experience.

Inclusive access within the layout provides for ease of movement by all social groupings and seeks certain minimum standards for disabled access for such items as steps, ramps, door widths, etc. The 'approach' to the dwelling, the area of land within the curtilage of the property from the boundary of the plot up to the building itself,

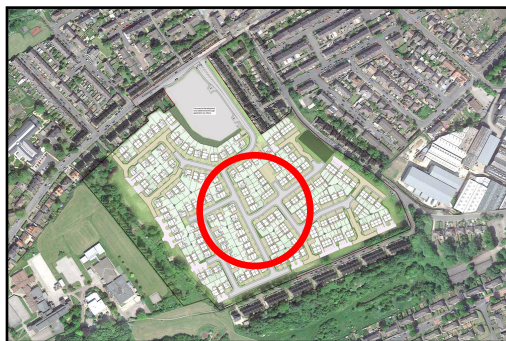


*3 storey dwellings at the head of this junction create a focal point*

*Dwellings are clustered around the junction (with the largest storey at the centre) and create a formal space which aids wayfinding and legibility*

*Dual aspect dwelling at the corner ensures continuity of activity*

*A variety of parking solutions and housetypes create an interesting streetscene with opportunity for planting and boundary treatments to define the private realm*



*A-A, A variety in dwellings and parking solutions ensure an interesting streetscene with dwellings positioned to aid navigation*



will have 'accessible' paths and drives wherever possible, taking into account the topography of the site. The use of various surface materials, dropped kerbs, tactile paving, parking and drop off points will be used to facilitate ease of movement by all.

**ADAPTABILITY, ROBUSTNESS AND SUSTAINABILITY**

A Sustainability Appraisal is included later in this document which details the Design Team's approach. In general the proposals will generate a new place that aims to meet the needs of the new community and its future generations. The proposals seek to deliver a sustainable development and a high quality of life that improves economic, social and environmental well being.



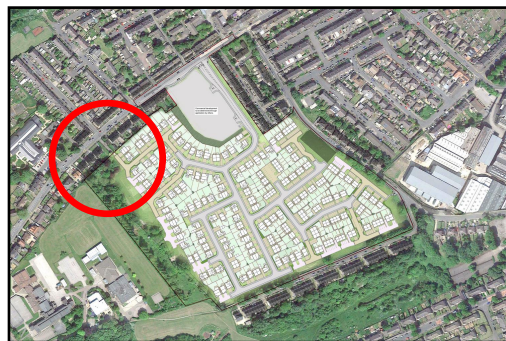
*Designated visitor parking bays distributed throughout the development*

*Dual aspect dwelling at this important corner*

*Dwellings face onto the open space ensuring quality in the public realm, activity and natural surveillance*

*Pedestrian and cycle connection to Blackmoorfoot Road which also acts as an emergency connection*

*Green space along western boundary includes retention of existing trees*



*A-A, dwellings overlook the open space ensuring natural surveillance and activity. Dual aspect dwellings create a gateway to enter the residential development.*








**MOVEMENT AND PERMEABILITY**

A clear road hierarchy has been established with defined routes through the development, reinforced with the choice of surfacing material finish. The road typologies have been designed to accommodate the regular vehicles that use them – private, waste collection, other service vehicles, emergency as well as cyclists and all pedestrian needs.

A loop (A) is established to the south of the proposals to aid ease of movement and legibility.

Pedestrian connectivity has been thought of within the design allowing safe movement into the site by means of 2m footpaths to the sides of the new access road that run right into the heart of the development.

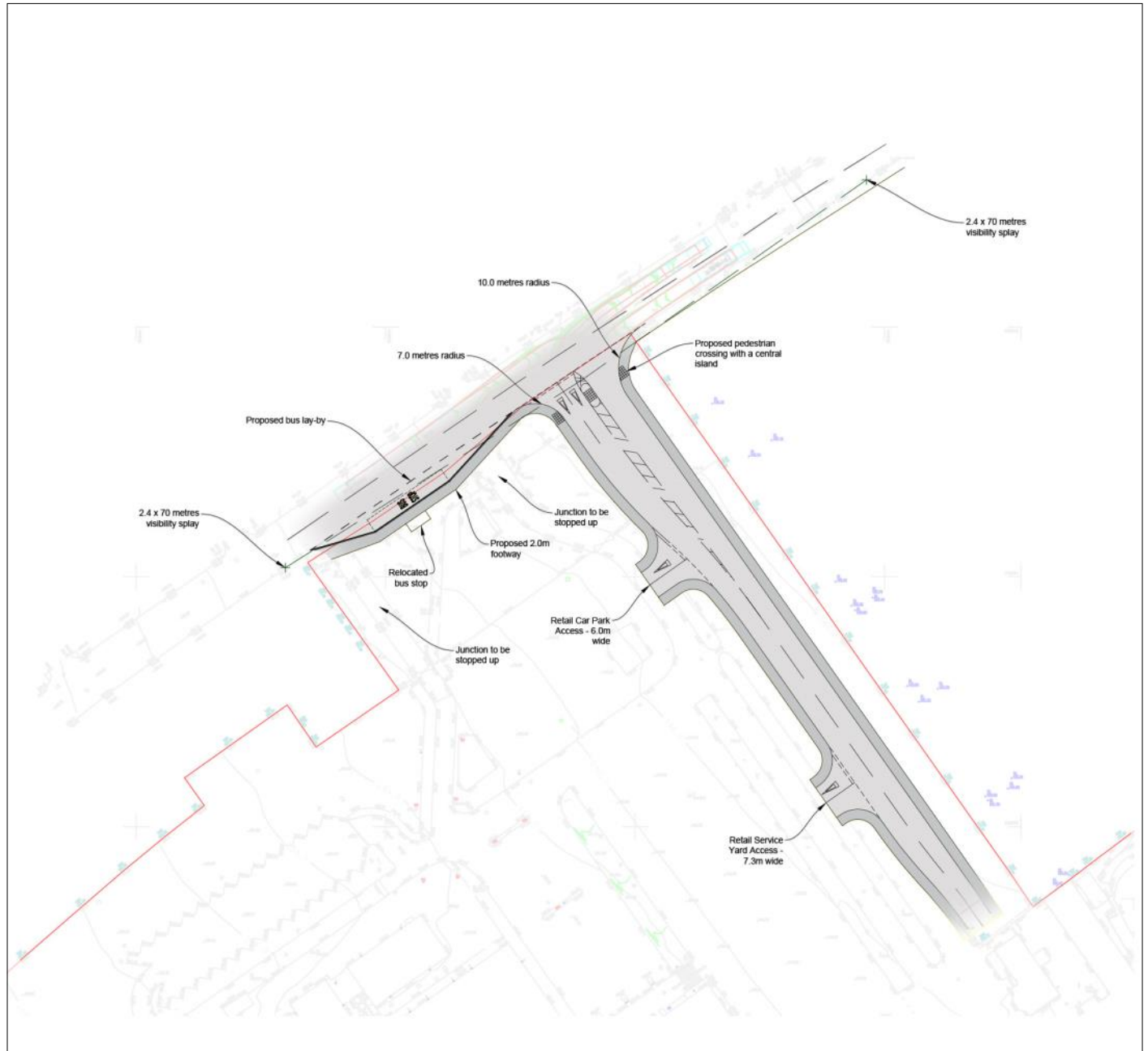
-  Primary Vehicle Route
-  Secondary Vehicle Route
-  Tertiary Vehicle Route
-  Key pedestrian routes
-  Loop Road



**PRIMARY VEHICLE ACCESS**

BWB Consulting have designed an access from Blackmoorfoot Road. This includes the relocation of the bus stop, closing up of one of the existing entrances and pedestrian crossing provision.

The entrance is designed to ensure visibility and safety and is able to accommodate both residential and commercial development.



**SECURED BY DESIGN****SECURITY, NATURAL SURVEILLANCE**

All new developments should create pleasant environments for residents where they feel safe and quality of life is not undermined by crime or the fear of crime. The following considerations have been taken into account when planning the scheme layout;

- Well defined routes for cars and pedestrians which are well overlooked.
- Structured places with no conflict between uses.
- All publicly accessible spaces overlooked.
- Management scheme to ensure landscaped areas are well maintained.
- Well defined defensible spaces and the use of suitable planting.
- Robust 1.8m high fences and lockable gates provided.

**CONTINUITY AND ENCLOSURE**

There is a clear definition between the public and private domain with all properties having 'defensible spaces' to their frontages, and sides on a corner position, with a variety of hard and soft treatments to the street, some giving physical enclosure to the semi-private spaces such as railings, hedges and shrub beds. Additional gable windows are also introduced to overlook public areas and ensure 'active frontages' exist throughout the site creating a safe and naturally surveyed environment. All the properties will have individual footpath accesses to their rear gardens giving direct control over their own private domain. This will aid security and, with easy access, also enable waste and recycling provisions to be located at the rear of the properties, out of sight from the street. Where possible the dwelling's private amenity spaces back onto other gardens or are screened from public areas by 1800 high brick pillar/fences or vertically boarded fences, with rails inboard to reduce climbing potential.





The application pack includes a selection of street scenes which indicate how the proposals may look and how materials are used to define spaces and key routes. The housetypes have been chosen to reflect the locality, aid movement and create interest and variety throughout. Dwellings will be primarily brick construction with concrete roof tiles and contrasting render used at key corners and focal points.



CGIs illustrate how the housetypes look and relate to each other





5. LANDSCAPE

The rationale behind the landscape design for the development has been to enhance the form of the residential development, to retain existing and important planting and create a pleasant environment for the user. Open frontages to the plots allow for the inclusion of planting set within areas and the use of trees in key locations throughout the housing will help to break up the building line, filtering views of the housing and providing a vertical dimension to the street scene. Existing boundary trees and planting are respected with dwellings facing on and creating a green edge to the development.



At the eastern point of the site a pedestrian connection encourages vehicle free movement



Existing stone wall and trees along the southern boundary to be retained



- 1) Significant tree planting between development uses
- 2) Western boundary planting is retained within a large area of open space
- 3) Southern boundary with retained stone wall and tree planting
- 4) Pedestrian connection within greenspace
- 5) Detention basin within greenspace





6. SUSTAINABILITY

The proposals will generate a new place that aims to meet the needs of the new community and its future generations. The proposals seek to deliver a sustainable development and a high quality of life that improves economic, social and environmental well being. This document has shown how well the site is located in terms of access to existing community facilities and services supporting the walkable neighbourhood concept. The proposals therefore have the potential to support the existing community facilities and local businesses through an increased population living nearby. The Government's guidance on sustainable development is contained in the National Planning Policy Framework.

The following statement addresses the 5 key headings below:

- Support and help revitalise the local economy;
- Reinforce neighbourhoods and communities;
- Provide a range of transport options and inclusive access;
- Protect and enhance the natural environment and resources; and
- Integrate high quality design and construction.

#### **SUPPORT AND HELP REVITALISE THE LOCAL ECONOMY**

This application is proposed in a sustainable location with good access. The site is also located within walking distance of have services such as shops, pubs, post office and schools. The site provides an opportunity for residential development within easy reach of a range of education, employment, retail and leisure opportunities. The proposed site will provide high quality residential accommodation and will contribute towards the overall amenity and sustainability of the area. Employment will also be created during the construction process.

#### **REINFORCE NEIGHBOURHOODS AND COMMUNITIES**

The development of this residential scheme will contribute towards an increase in the number of people living in this area. Neighbourhoods can be reinforced by movement networks, the mix of uses and tenures, the amount and position of open space and local vernacular building materials and styles. The health, wellbeing and quality of life of those who will be using an area will be

influenced by its cohesion. The vitality of neighbourhoods is enhanced by creating variety and choice within the development and should cater for a range of demographic groups especially families. The layout of the proposed development will increase natural surveillance both within the application site and of the surrounding area and footpaths. An increase in activity in the area will also promote a safer, crime free environment.

#### **PROVIDE A RANGE OF TRANSPORT OPTIONS AND INCLUSIVE ACCESS**

The road structure has been designed to create good permeability for both pedestrian, cyclists and vehicle movements within the development. Inclusive access within the layout will provide for ease of movement by all social groupings and will meet the standards for disabled access for such items as steps, ramps, door widths, etc.

The 'approach' to the dwelling, the area of land within the curtilage of the property from the boundary of the plot up to the building itself, will have 'accessible' paths and drives, taking into account the topography of the site. The use of various surface materials, dropped kerbs, tactile paving, parking and drop off points will be used to facilitate ease of movement by all.

#### **PROTECT AND ENHANCE THE NATURAL ENVIRONMENT AND RESOURCES**

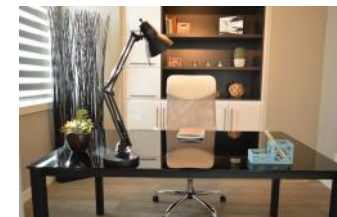
The site has some hedges and a significant number of trees through the site and on its boundary. The majority are proposed to be retained and where removed mitigation measures will be enforced. The proposals will provide opportunities for a mix of biodiversity within the site. The garden areas will be lawned and surrounded by secure boundary treatments. The mix of plant species grown within gardens will provide opportunities for small wildlife and garden birds to benefit from the development to a much greater extent than that which currently exists.

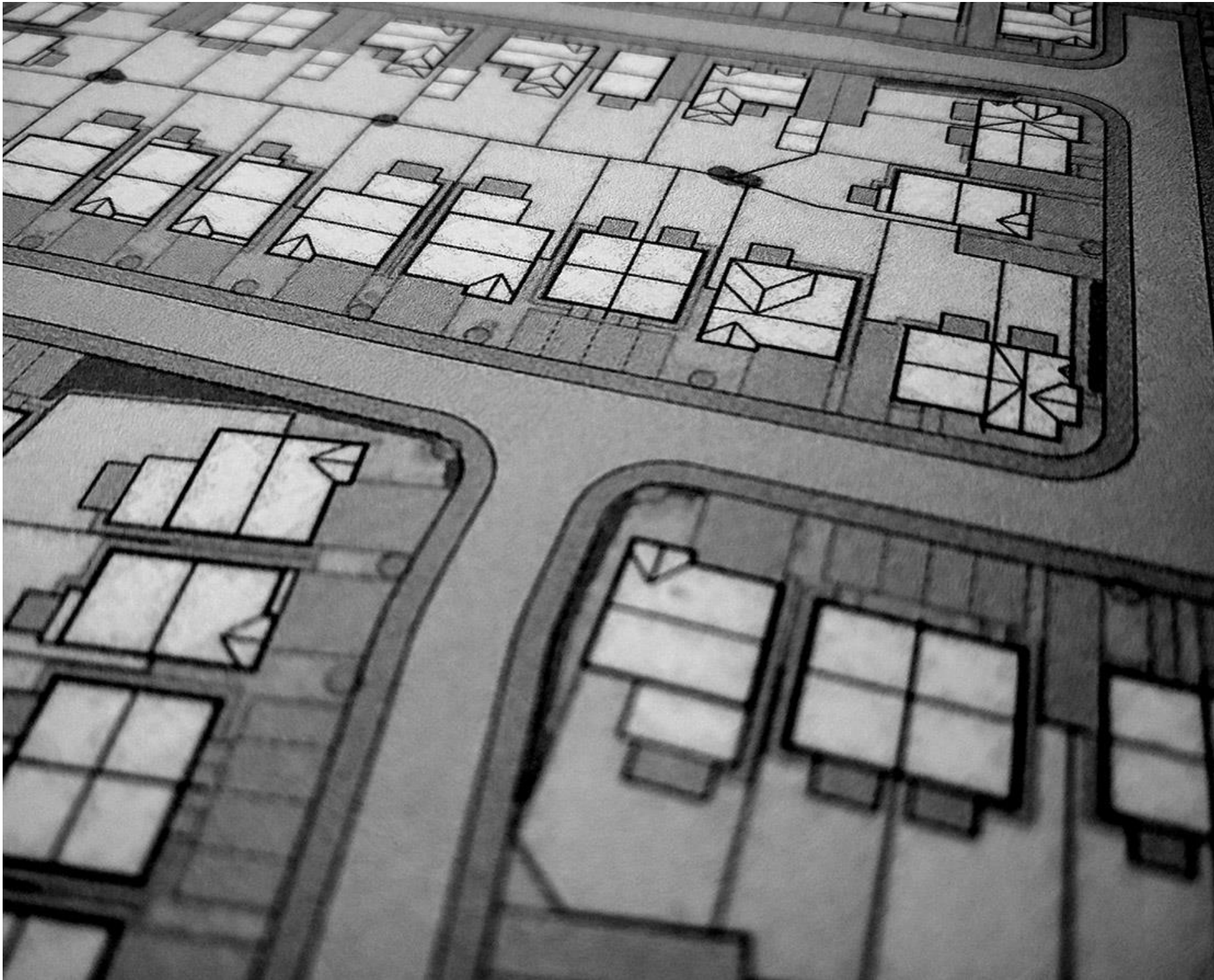
#### **INTEGRATE HIGH QUALITY DESIGN AND CONSTRUCTION**

There are opportunities to reduce the environmental footprint of the development by incorporating sustainable design and construction techniques. The following list are a set of principles

that could be explored by the developer. Use renewable / sustainable sources and recycled aggregates in construction.

- Orientating the new homes and buildings to maximise solar gain
- Provide opportunities and space for home based working and office space within new homes;
- The use of efficient appliances, heating systems, energy controls and management; improved insulation and glazing;
- Project wide preference for local labour, materials, goods and services where possible.
- Enhance existing green spaces in the surrounding area.
- Provide cycle parking and associated facilities within the development.
- Waste minimisation during construction process and the promotion of future waste reduction.
- The use of permeable surfaces and paving as part of the sustainable urban drainage strategy
- Investigate into the potential use of grey water / rainwater harvesting systems to reduce water consumption.
- A certain percentage of dwellings could also be fitted with Photovoltaic panels to the roof to provide solar energy.
- Dwellings will have energy efficient condensing boilers installed together with toilets and showers that have water saving features.
- High levels of insulation will be provided as required by current building regulations in order to make the buildings sustainable as well as cost effective.





7. SUMMARY

The Design team have proposed a sustainable and high quality living environment which makes efficient use of land in terms of housing numbers and density. The proposal is a well planned sustainable solution with dwellings which will meet high architectural standards alongside the creation of pleasant and well planned streets.

Below is a summary of the scheme proposals:

- 1) New primary vehicle entrance from Blackmoorfoot Road to serve 226 new dwellings;
- 2) Secondary pedestrian, cycle and emergency vehicle access points;
- 3) 4.3 acres of open space along boundaries including existing tree planting and existing wall;
- 4) Extent of commercial development and proposed public car park (subject to planning application by others);
- 5) Proposed relocated bus stop along Blackmoorfoot Road.



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