

# Design and Access Statement

Development at:  
**Keresforth Road,  
Dodworth**

December 2021



## ► Contents

- 1.0 Introduction
- 2.0 Site Context
- 3.0 Development Framework
- 4.0 Design Evolution
  - 4.2 Technical Considerations
  - 4.3 Opportunities and Constraints
  - 4.4 Initial Layout
- 5.0 Design Solution
  - 5.1 Final Indicative Layout
  - 5.2 Street Hierarchy
- 6.0 Sustainability
- 7.0 Building for Life
- 8.0 Summary



# 1.0 Introduction



# ▶ 1.0 INTRODUCTION

This Design and Access Statement (DAS) has been prepared by Keepmoat Homes in support of an Outline planning application for residential development of up to 215 dwellings with associated access on land to the north of Keresforth Road, Dodworth.

## 1.2 Purpose

This DAS illustrates the design principles and concepts that underpin the application proposal and address the requirements set out in the PPG 'Making an Application'. Specifically responding to the PPG requirements, this DAS explains:

- The design principles and concepts
- Steps taken to appraise the context of the proposed development and how the design has taken this into account
- The approach to access
- Planning policy

This DAS should be read in conjunction with the accompanying Planning Statement, as well as various other documents, drawings and technical reports which support the application.



# 2.0 Site Context

## ▶ 2.0 SITE CONTEXT

The site measures approximately 7.73 hectares and is located to the east of the village of Dodworth, within the Barnsley District.

### 2.1 Site Location

Figure 2.1 shows the application red line plan for this scheme in the context of the surrounding area.

The site is located to the east of the village of Dodworth, approximately 2.4km southwest of Barnsley Town centre. The site is located in close proximity to the M1 motorway which provides direct links to the cities of Sheffield (29km to the south) and Leeds (45km to the north).

The application site occupies an irregular shaped area of circa. 7.73 hectares, which generally extends from north-west to south-east site.

### 2.2 Current Land Uses

The site is quite overgrown and currently comprises previously undeveloped semi improved grassland with an area of mature trees along the southern and western boundaries.

To the south and west of site are established residential areas and bordering the northwest of the site is a slip road from junction 37 of the M1 motorway.



Figure 2.1: Application red line boundary

## 2.0 SITE CONTEXT

Figure 2.2 depicts the existing land uses in the vicinity of the proposed development site. There is an extensive area of land to the west and south of the site which is currently in residential use, this is discussed further in the following section.

### 2.3 Local Amenities

The site is highly accessible, with access to the following local amenities in a short distance:

**Education** – the nearest school to the site is Keresforth Primary School and is accessible on foot within 800m of the site. Horizon Community College is situated to the northeast of the site, within 1.6km walking distance. Further education provision is situated to the east of the site.

**Retail** – the nearest supermarket to the site is located on the eastern side of Barnsley Road, and is accessible on foot within approximately 1.4km. Additional provision is located on the southern side of Barnsley Road and accessible within 700m of the site. A small convenience store is located within 1km of the site. The nearest Post Office is situated within a promenade of shops on the northern side of High Street, within 1.2km walking distance of the site.

**Leisure** – the nearest public houses are located within a 1.1km walking distance with the nearest restaurant located adjacent to Dodworth Roundabout approximately 900m from the site. The nearest health club is located on the southern side of Barnsley Road approximately 1.1km from the site. An outdoor activity area is located on the southern side of Saville Road, a walk of 1.1km from the site. A number of takeaway food outlets are situated between 1.3km and 1.4km of the site.

**Healthcare** - the nearest medical centre is located to the north of the site and is accessible on foot within approximately 1.2km. Further provision is located to the east of Woodland Drive and is accessible within approximately 1.5km. The nearest pharmacy is accessible within approximately 1.2km the site.



Figure 2.2: Existing Land Uses

## ▶ 2.0 SITE CONTEXT

### 2.4 Surrounding Development

There is an extensive area of land extending to the west of the site which is currently in residential use.

Properties on Water Royd Drive and off-shooting are predominantly large semi-detached and detached properties, seemingly constructed in the early 2000s from red and buff bricks.

Properties further north on Wareham Grove are a mixture of smaller two-storey dwellings and bungalows, built using a mixture of dark-red and buff bricks between the mid 1980s and late 1990s.

Other parts of Dodworth contain a broad range of housing types, styles and materials from the last 150 years including stone-built terraces, rendered ex-authority housing and mock Tudor. Some buildings have shop frontages in the village centre.

There is a school and playing fields located centrally whilst there is also a Toby Carvery Pub and hotel complex close to the motorway junction. Fall Bank industrial estate lies just to the northwest of Dodworth beyond the train station.

The proposed development would form a natural extension to the existing developed edge of Dodworth and would be contained by the M1 motorway.



Figure 2.3: Woodend Court



Figure 2.4: Bark Meadows



Figure 2.5: Wareham Grove



Figure 2.6: Water Royd Drive



Figure 2.7: Orchard Croft

# 3.0 Development Framework



## 3.0 DEVELOPMENT FRAMEWORK

### 3.1 National Planning Policy Framework

The National Planning Policy Framework (NPPF) was published in July 2021 and supersedes the previous version of the NPPF published February 2019.

The underpinning thread of the NPPF is the presumption in favour of sustainable development. In respect of decision taking, the NPPF indicates at paragraph 11 that proposed development that accords with an up-to-date Local Plan should be approved.

Chapter 12 of the NPPF states at paragraph 126: “The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”.

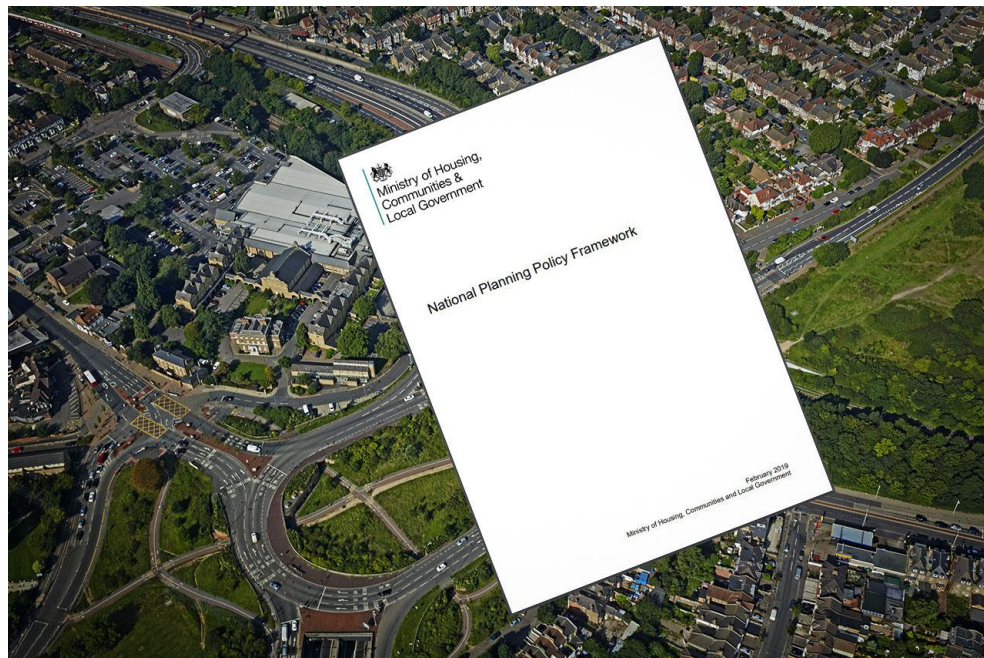


Figure 3.1: National Planning Policy Framework

Chapter 12 goes on to state at paragraph 130 that “planning policies and decisions should ensure that developments:

- a) 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;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) 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.”

## 3.0 DEVELOPMENT FRAMEWORK

### 3.2 Local Development Policy

The Statutory Development plan for Barnsley Metropolitan Borough Council was adopted by Full Council on 3<sup>rd</sup> January 2019.

#### Barnsley Local Plan

The site is allocated in its entirety for housing under reference HS10. The allocation is shown in figure 3.2.

The accompanying policy text identifies the following which needs to be considered as part of the development:

The development will be expected to:

- Retain woodland, stream habitat and hedgerows;
- Avoid development in the Air Quality Management Area affected by the M1 and satisfy the requirements of Local Plan Policy AQ1 Development in Air Quality Management Areas;
- Provide pedestrian links through the development to the footbridge across the M1 Motorway;
- Provide appropriate vehicular access;
- Provide appropriate acoustic treatment to mitigate against traffic noise; and
- Provide compensation for the loss of any trees.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:

- Information identifying the likely location and extent of the remains, and the nature of the remains;
- An assessment of the significance of the remains; and
- Consideration of how the remains would be affected by the proposed development.

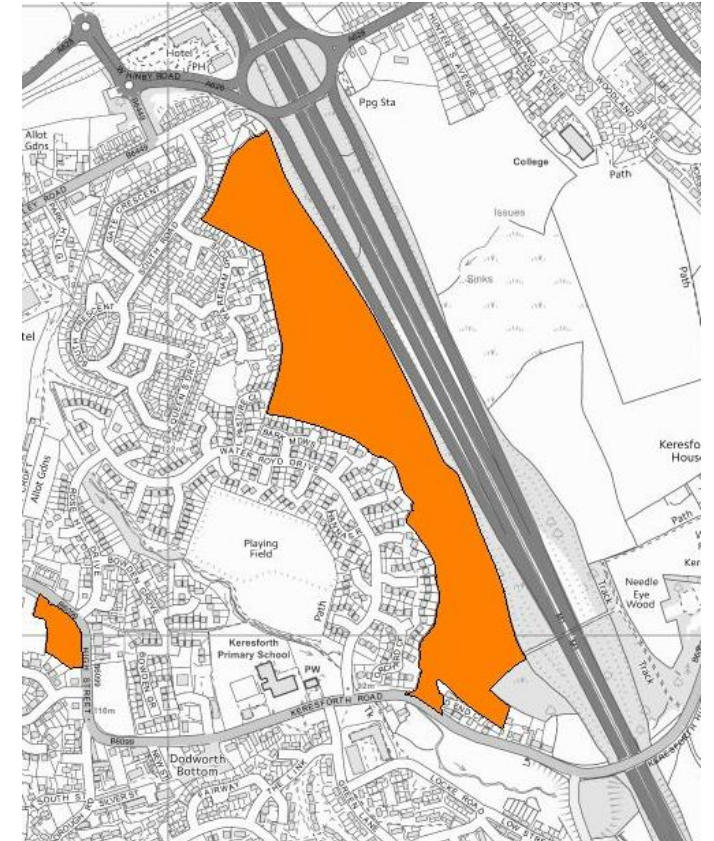


Figure 3.2: Extract from Barnsley Local Plan, Allocation HS10

# 4.0 Design Evolution



## 4.0 DESIGN EVOLUTION

### 4.1 Access

#### Site Accessibility

**Bus services** - The nearest bus stops are on Keresforth Road approximately 120m west of the site access and 180m east. There are also stops in both directions on Keresforth Hill Road approximately 320m to the east, which provide access to additional services. More services can be accessed from stops on Barnsley Road and from Keresforth Hill Road/Gilroyd Lane. Both of these are a 12-minute walk from the development.

**Rail Services** - Dodworth Station is the nearest railway station, located approximately 1.5km west of the site. The station is a 20-minute walk, a 7-minute cycle and 17-minute bus journey from the site on the 22 bus from the development. The station is situated on the Penistone Line between Huddersfield and Sheffield. Services towards Huddersfield and Sheffield run hourly on Monday to Saturday, with a reduced service operating on a Sunday. Trains connect with Huddersfield (approximately 50 minutes), Barnsley (approximately 7 minutes) and Sheffield (approximately 40 minutes).

#### Proposed Vehicular Access

Access to the site is proposed to be provided via Keresforth Road (B6099) on the southern boundary. Keresforth Road is a two-way single carriageway which is subject to a 30mph speed limit. Wood End Court currently serves six dwellings and connects with Keresforth Road at a footway crossover junction. It is proposed that access to the development be provided at the location of the existing Wood End Court/Keresforth Road junction, with access to Wood End Court to be provided via a simple priority T-junction connecting with the development access road. Vehicular movements have been modelled and tracked to demonstrate proposed gradients and swept path movements in line with the South Yorkshire Residential Design Guide and visibility splays have been assessed in accordance with Manual for Street guidance. This approach will support safe access to the site.

#### Public Right of Way and Pedestrian Access

There are a number of Public Rights of Way (PRoW) within the vicinity of the site. PRoW #278 runs approximately northeast-southwest through the southern part of the site connecting Keresforth Road with Barnsley PRoW #272, which runs in an approximately east-west direction through the site. Barnsley PRoW #272 connects Lambert Fold to the west with Dark Lane to the east and crosses the M1 motorway at a footbridge. It also connects with Barnsley PRoW #273 to the east, which connects to Keresforth Hill Road. The alignment of PRoW #272 is expected to be retained, with PRoW #278 diverted as part of the development proposals. In addition to the PRoW, the proposed development site is located within a 2km walking distance of the entire built-up area of Dodworth and Gilroyd, along with the Kingstone area of Barnsley.

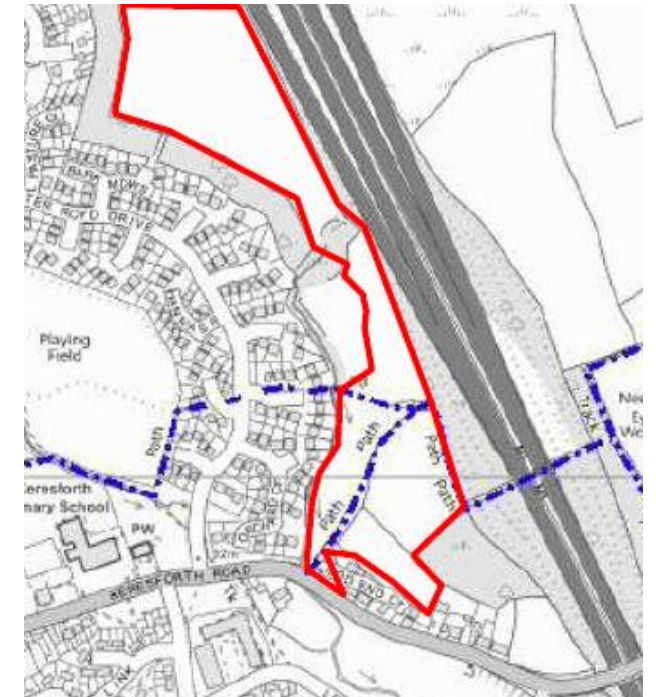


Figure 4.1: PRoW Plan

## ▶ 4.0 DESIGN EVOLUTION

### 4.2 Technical Considerations

#### Ground Conditions

A phase 1 Geotechnical and Geo-environmental investigation of the site has been undertaken. This report makes a number of recommendations for the site, including the need for intrusive investigation including rotary open-hole drilling to determine the depth and condition of the Lidgett Coal seam identified below the site.

#### Drainage

The flood risk assessment which supports the application confirms that the site falls within flood zone 1 and as such is acceptable for residential development. Infiltration techniques are not considered to be suitable for this site, given the ground materials, and therefore a surface water attenuation system is identified as the most suitable to reduce the run-off from site. A combination of underground storage and above ground water attenuation is proposed.

#### Archaeology

An Archaeology and Heritage Rapid Assessment has been undertaken for the proposed site which concludes that the proposed development is unlikely to result in any harm to any designated or non-designated heritage assets including Listed Buildings and Conservation Areas. It is however noted that, as the site is undeveloped, there might be potential for features relating to agricultural practices and field boundaries. Potential features relating to late prehistoric and Romano-British activity have been recorded in the vicinity. This is to be explored further.

#### Noise and Air Quality

Noise monitoring was undertaken in the vicinity of the site in November 2021, with a noise mitigation strategy, to minimise any potential adverse noise impacts for future residents, provided as part of the planning application package. In regard to Air Quality, it is anticipated that there are no significant air quality effects and that conditions within the development will be acceptable for the proposed residential use. However further work to support a thorough Air Quality assessment is underway.

#### Ecology

Based on the distance between the development site and locally designated sites, no significant impacts on these sites are considered likely to occur. The site is not likely to support notable assemblages of birds during winter however a range of birds are likely to nest on site and this should be considered during site clearance and construction. It is considered very unlikely that Great Crested Newt or White-Clawed Crayfish be found on site, however there is potential for bats, reptiles and otter and therefore further surveys will be undertaken.

#### Trees

A tree survey has been undertaken which identified 50 individual trees as well as 25 tree groups, 3 woodland groups and 1 hedge group. Trees are located throughout the site and as such careful design will be required to ensure retention of as many mature trees as possible can occur. Trees along the boundaries of the site are not considered to present significant constraint upon development due to their location along steep embankments and generally small stem size.

# 4.0 DESIGN EVOLUTION

## 4.3 Opportunities and Constraints

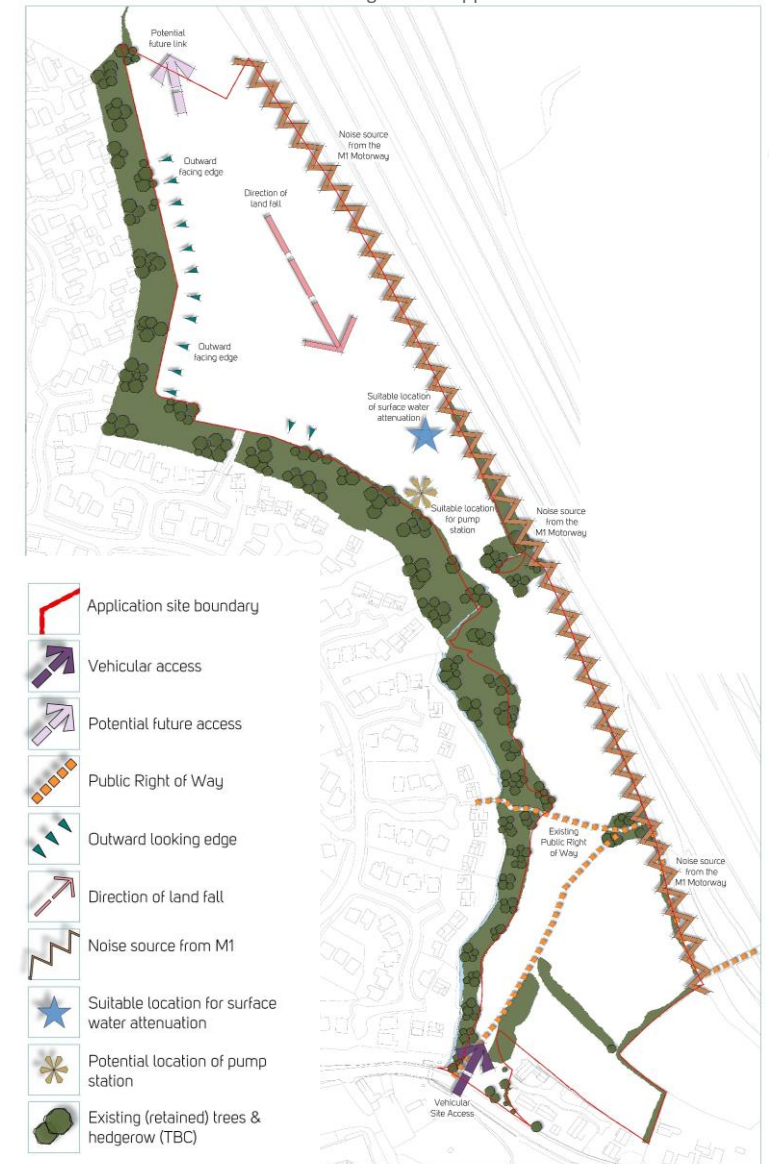
In developing a design concept, regard must be had to a site's opportunities and constraints. These opportunities and constraints are derived from an appraisal of the known site features and conditions as well as through additional technical work.

The key principles which have driven design are the irregular shape of the site, the reliance on access being taken from Keresforth Road to the south, and the retention of the existing tree belt along the southern and western boundaries.

Figure 4.2 is a visual representation of the main opportunities and constraints associated with this scheme and allocation HS10.

Opportunity	Detail	Constraint	Detail
Connectivity and Proximity to local services	The site is located in close proximity to a range of amenities, as well as transport links connecting the site with the wider area.	Access	Limited options for vehicular access, with access from Keresforth Road the only viable and achievable solution.
Topography	The site slopes generally from north to south, which provides opportunities for surface water to be positively drained from the site.	Foul Drainage	Surface water can be positively drained, however topography of site and location of existing sewers means that foul may need to be pumped away from site
Tree Belt	The existing tree belt along the southern and western boundaries provides a natural screen between the surrounding existing properties and the proposed development site. This also presents the opportunity to orientate dwellings to take advantage of this outlook	Noise Source (M1)	The M1 motorway and slip road presents an obvious noise source that will need to be mitigated against through design. Proposed dwellings will need to be orientated to minimise the noise impact, with further mitigation measures possibly also required.

Figure 4.2: Opportunities and Constraints Plan



## ► 4.0 DESIGN EVOLUTION

### 4.4 Initial Layout

An evaluation of the site's opportunities and constraints, as well as a review of technical findings led to the creation of an initial layout as shown in figure 4.3

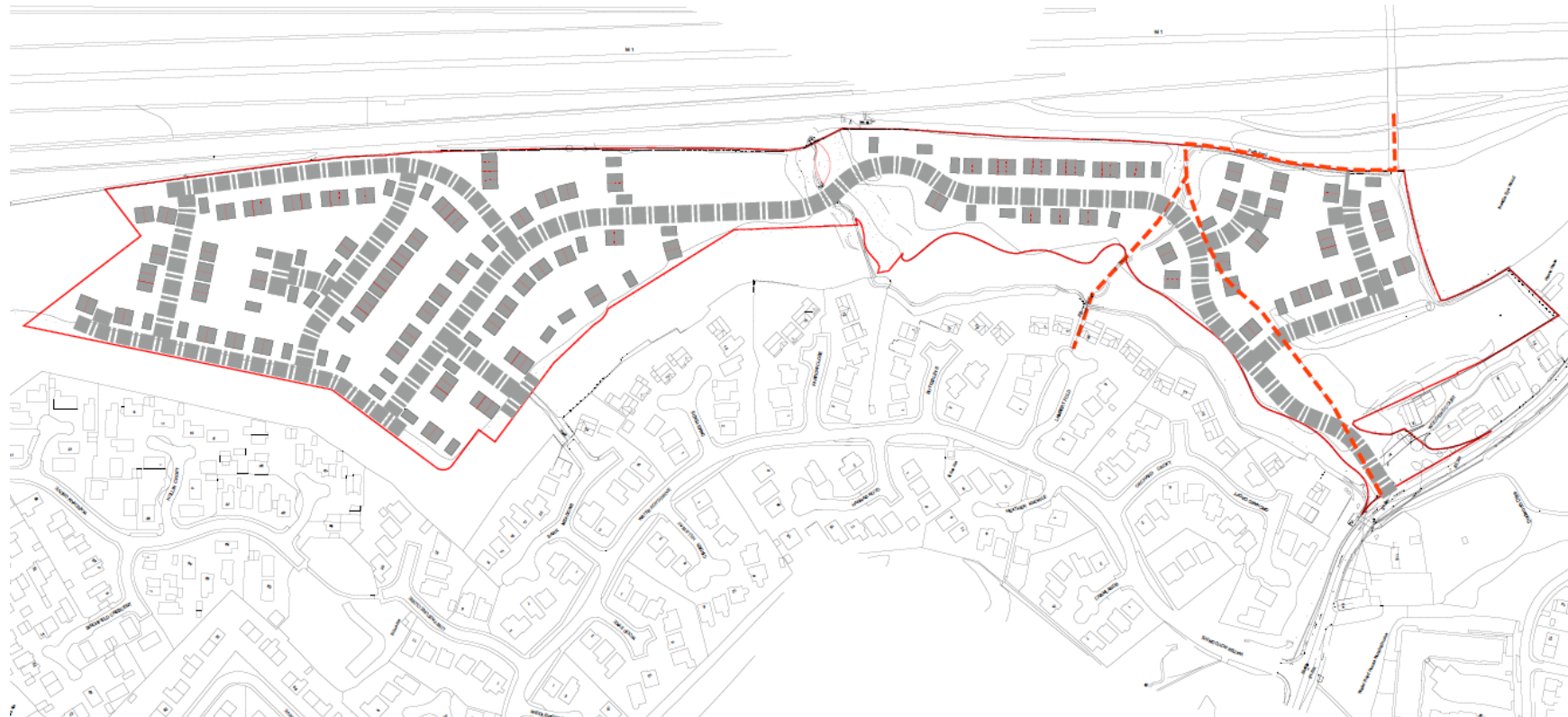


Figure 4.3: Initial Site Layout

Vehicular access is shown to be taken from the south of the site off Keresforth Road, with a link road connecting the southern and northern parts of the site through open space.

#### Pre-Application Discussions

This initial layout was presented to Barnsley Metropolitan Borough Council as part of pre-application discussions.

Concerns were raised in particular regard to the large stretch of road between the north and the south of the site. It was suggested that the open space on site be moved around, to allow more frontage onto this stretch of road.

As part of these discussions the access of Keresforth Road was also discussed. Detail was requested, all of which has been provided as part of the planning pack supporting this application.

# 5.0 Design Solution

## 5.0 DESIGN SOLUTION

### 5.1 Final Indicative Layout

Feedback from the Council was collated, and the indicative layout reviewed alongside the sites opportunities and constraints, as well as the full suite of technical information provided as part of the application.

The indicative masterplan now shows indicative development cells spread throughout the site, on a road network with a mixture of main streets, block paving and private drives. The layout also depicts a number of locations which landmark buildings could be proposed to heighten the developments sense of place.

The open space on site has been reconfigured to show how more frontage could be provided to the spine road through the site, and also to green the entrance to the proposed development.

The existing public rights of way have been identified, as well as potential re-direction routes subject to discussions with relevant members of the council.

An area is depicted as being potentially suitable for surface water attenuation, following further detailed drainage and engineering works at a later stage.

The indicative masterplan also shows how landscaping could be incorporated within the scheme, both through new planting and the retention of existing trees and hedgerows.



Figure 5.1: Final Indicative Layout

## ► 5.0 DESIGN SOLUTION

### 5.2 Movement Hierarchy

The design solution has sought to create a hierarchy of movement which creates a fluid network of streets and pedestrian links, which enhance existing connections to encourage people to walk to access local services and amenities. Figure 5.2 shows the movement hierarchy plan.



#### Primary Street



The primary access is taken from Keresforth Road to the south of the site, and runs to the north of the site providing access to various residential blocks.

#### Secondary Street



The secondary streets provide access to further residential cells, and are reduced to having margins on one or both sides, as opposed to footpaths. Speeds will be reduced by the introduction of raised tables allowing pedestrians and vehicles to share the space safely.

#### Private Drives



Private drives are limited to serving up to 5 properties each and are designed for low traffic speed. They will remain in private ownership once constructed. They will not be adopted by the Local Authority.



Existing PRoW



Re-directed PRoW

Figure 5.2: Hierarchy of Streets Plan

# 6.0 Sustainability

## ▶ 6.0 SUSTAINABILITY

The proposals within this document will generate a new place that aims to meet the needs of a 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.

### 6.1 Social Roles

The following points demonstrate how the scheme is sustainable from a social perspective:

- **Education:** The site will help support the local education institutions through an influx of new families in the area.
- **Health:** The site has good access to local healthcare facilities within walking distance. In addition, healthier travel choices are encouraged via the Travel Plan.
- **Crime:** The scheme will enable Secure by Design principles to be incorporated. This includes the safety of dwellings but also the safety and security of the outdoor environments which is maximised by the orientation of dwellings around POS, creating natural surveillance throughout the development, as well as providing a positive outlook for dwellings.
- **Culture, leisure and recreation:** The proposals will provide access to open space and support recreational opportunities for the wider community.
- **Housing Community Cohesion:** The site has the opportunity to contribute to the community, providing a balanced housing mix including homes for first time buyers.
- **Greenspace:** The development will provide accessible areas of public open space.

### 6.2 Environmental Roles

#### Developing Sustainably

Purchasers demand high quality, energy efficient homes with low operating costs and user-friendly technologies. As such, Keepmoat aim to deliver sustainable new development which meet the needs of immediate residents whilst also safeguarding the needs of future generations.

All Keepmoat Homes are constructed to energy efficient standards, significantly reducing energy use and carbon dioxide emissions. The emerging Future Homes Standard will require new homes from 2025 to be 70% more carbon efficient, something Keepmoat are committed to achieving in advance of this date.

As a company, we are having a huge drive to improve the sustainability of our development sites and our offices, with the following implemented already:

- Carbon emission reduction offsets in all our offices
- All electricity suppliers switched to renewable tariffs, reducing our emissions by 600 tonnes in 2020.
- Modern methods of construction being implemented including the use of sustainably sourced timber that separates carbon from the atmosphere and locks it into the building.
- The use of low carbon bricks – over 2 million used in 2020
- Total carbon footprint reduced, with only 1% coming from direct operations

## ▶ 8.0 SUSTAINABILITY

### Benefits of Buying a New Home

Buying a new home compared with an old home can be cheaper and greener, saving hundreds of pounds each year on utility bills as energy efficiency measures are already in place. Buying an old home and upgrading or retrofitting sustainable measures, including double glazed windows and doors, efficient boilers, ventilation, high levels of insulation, PV panels and car charging points, can be very costly.

### Waste

Keepmoat Homes have a commitment to reducing waste, with many of our live sites currently diverting 100% of their waste away from landfill.



### Local Infrastructure

The site sits within close proximity of Dodworth and Barnsley Town Centre and within an appropriate distance of bus and rail services connecting the site with further afield.

Residents will be able to utilise and support key services and amenities, local shops, employment opportunities and schools.

### Green Infrastructure, Biodiversity and POS

The development provides significant possibilities for areas of green infrastructure which enhance biodiversity and will have a positive impact on people's wellbeing.

The design of the proposals as they progress through this application and a subsequent reserved matters application will give due care and attention to the principles of the setting, and ensure that any potential impacts are mitigated against through the implementation of a quality landscape scheme.

### Sustainable Transport, Connectivity and Accessibility

The development proposals include measures to facilitate and encourage sustainable modes of travel including:

- The creation of pedestrian links to the PROW network
- Footpaths through the site to connect the development from north to south;
- Travel Plan measures to reduce car use and promote sustainable travel.

# 7.0 Building for Life



## 7.0 BUILDING FOR A HEALTHY LIFE

Building for a Healthy Life is a government-endorsed industry standard for well-designed homes and neighborhoods, and the latest edition of Building for Life 12 updating the widely known England design tool for creating places that are better for people and nature. Local communities, local authorities and developers are encouraged to use it to guide discussions about creating good places to live.

Organised across three headings, 12 considerations are presented to help those involved in new developments to think about the qualities of successful places. We have considered each of the principles in turn and set out how the proposals will accord with each. A full Building for a Healthy Life assessment will be undertaken to support the detailed design at Reserved Matters stage.

Figure 7.1 sets out the relationship between Building for a Healthy Life, the National Planning Policy Framework and the National Design Guide.

Integrated Neighbourhoods	National Planning Policy	National Design Guide
Natural connections	91a; 102c and e; 104d; 127b; 127f	B3; M1; M2; N1; R3
Walking, cycling and public transport	20c; 91a; 91c; 127e	B1; B3; M1; R3
Facilities and services	102; 103	B1; B3; N1; P3; U1; U3
Homes for everyone	60-62	B1; B2; U2; U3
Distinctive Places	National Planning Policy	National Design Guide
Making the most of what's there	122d; 127c; 127d; 153b; 184	C1; C2; I1; B2; R3
A memorable character	122d; 127c; 127d	C2; I1; I2; I3; B3
Well defined Streets and Spaces	91a	B2; M2; N2; N3; P1; P2; H2; L3
Easy to find your way around	91b; 127b	I1; M1; M2; U1
Streets for All	National Planning Policy	National Design Guide
Healthy Streets	91b; 102c and e; 110a-d	M1; M2; N3; P1; P2; P3; H1; H2
Cycle and Car Parking	101e; 127f; 105d	B2; M1; M3
Green and Blue Infrastructure	20d; 91b; 91c; 127f; 155; 170d; 174	C1; B3; M1; N1; N2, N3; P1; P3; H1; R3; L1
Back of Pavement, Front of Home	127a-b; d; f	M3; H3; L3

Figure 7.1 Relationship between Building for Life and Planning Policy and Guidance



## 7.0 BUILDING FOR A HEALTHY LIFE

Streets for All	
<b>Healthy Streets</b>	The design solution has sought to demonstrate how a hierarchy of movement can delineate between primary roads and tertiary and private roads. This includes measures to slow traffic to encourage pedestrian activity, allowing the right balance between movement and place functions.
<b>Cycle and Car Parking</b>	Parking can be well integrated within the development and will not dominate the streetscape. Cycle storage can also be accommodated.
<b>Green and Blue Infrastructure</b>	At detailed design stage, a landscaping strategy can be incorporated that creates a network of different types of spaces as well as creating opportunities for biodiversity.
<b>Back of Pavement, Front of Home</b>	Through a variety of boundary treatments and landscaping there is the potential to create a clear delineation of the public and private realm, with amenity space available to all.

Distinctive Places	
<b>Making the most of what's there</b>	The design of the site has been informed by the context of the surrounding area as well as an understanding of the opportunities and constraints and technical findings.
<b>A Memorable Character</b>	The development will be designed to ensure consistency with the existing character of the area. The indicative layout also demonstrates how focal points can be incorporated within the site to improve the sense of place.
<b>Well defined Streets and Spaces</b>	All dwellings can front on to the streets, with the opportunity to use dual elevation properties at key points. Natural surveillance of open space can also be incorporated through outward facing aspects which will lead to a safe and secure development.
<b>Easy to find your way around</b>	Dwellings can be orientated, and streets laid out to assist navigation. A hierarchy of streets will be evident through the use of surfacing materials and street signs.

Integrated Neighbourhoods	
<b>Natural Connections</b>	Vehicular, pedestrian and cycle access is proposed from Keresforth Road with connections to the existing PRow also proposed within the site. The design solution has sought to create a hierarchy of movement which creates a fluid network of streets and pedestrian links, which enhance existing connections.
<b>Walking, Cycling and Public Transport</b>	The street pattern has been designed to specifically favour pedestrian use and reduce vehicular speeds. The nearest bus stops are located on Keresforth Road, 120m to the west and 180m to the east of the site access. Dodworth railway station is also located approximately 1.5km west of the site.
<b>Facilities and Services</b>	It has been demonstrated that there are a number of amenities reachable within Dodworth and the wider area via sustainable means of transport.
<b>Homes for Everyone</b>	The site has the potential to provide for a range of housetypes which reflect the local housing market needs and demand.

## 8.0 SUMMARY

This Design and Access Statement demonstrates how the proposals for up to 215 dwellings with associated access on land to the north of Keresforth Road, Dodworth have had due consideration and regard for the various design principles and guidance set out in planning policy. An evaluation of constraints/opportunities, policy restrictions and technical considerations led to the creation of the initial site layout. This layout then evolved into an indicative masterplan, through a detailed analysis of necessary access considerations and the overall scheme concept as well as through consultation with the council.

It is our belief that the proposals set out and explained within this Design and Access Statement provide a clear and robust proposal for supporting a residential development. We believe that the site has the potential to provide an appropriate mix of high-quality living accommodation in a sought after area.

