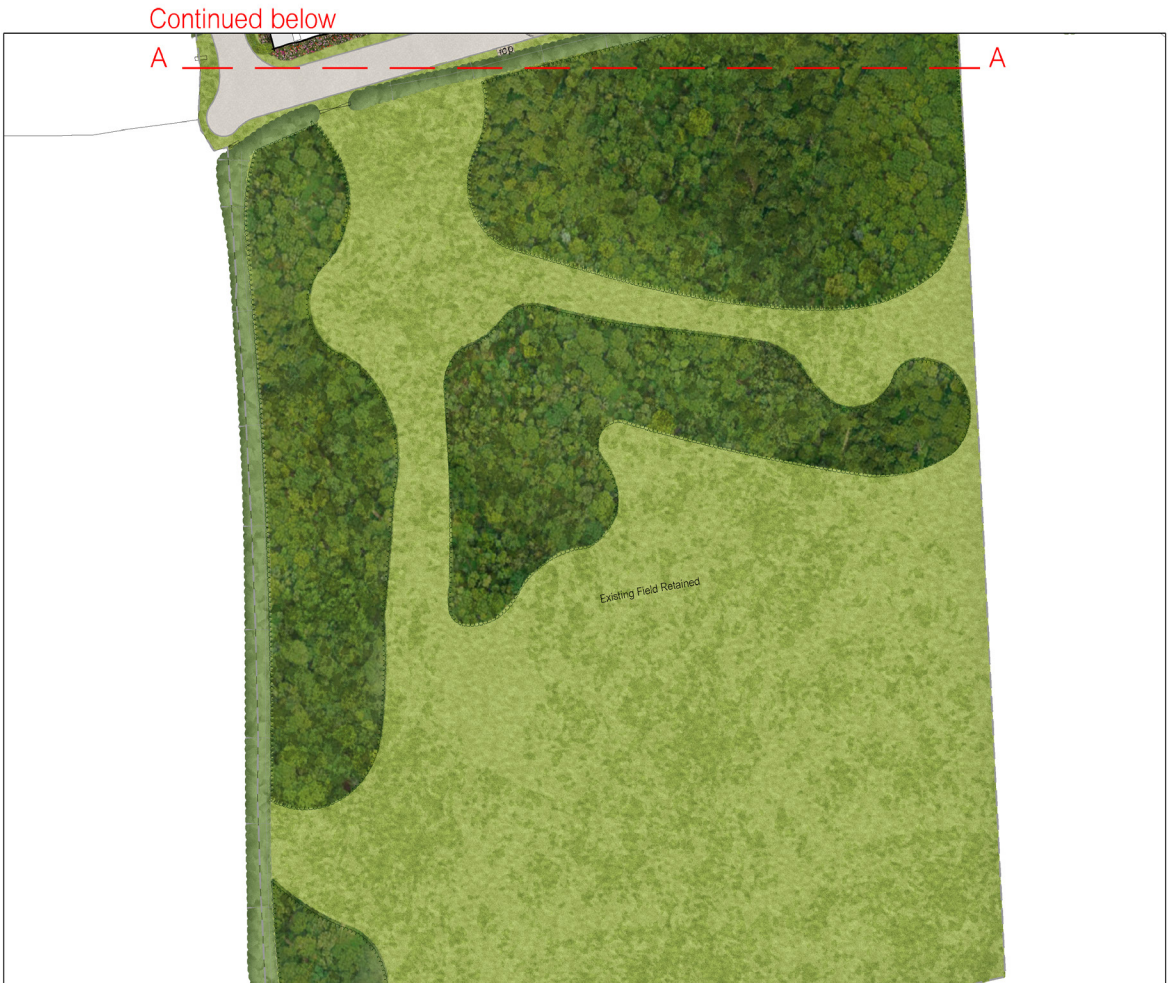


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- 1 Access road to pavilion parking re-aligned to provide greater separation to the existing trees and their RPAs to the north. The same number of parking spaces have been provided for both the pavilion and allotments. Pavilion building moved fractionally further south and proposed LEAP re-configured but maintaining a minimum of 400 m2 in play space area.
- 2 Pedestrian footpath connection incorporated to provide access through to the southern end of the sports pitch land parcel. The access route will be in the form of a mown footpath link.
- 3 No change to proposed attenuation basin drainage feature.
- 4 Continuous built form frontage designed out and replaced with additional detached and semi-detached dwellings.
- 5 No change to extents of housing cell and road network perimeter blocks maintaining the north-south green corridor connections.
- 6 No change to position of east-west primary distribution road. The offset to existing trees to the south has been maintained and respected.
- 7 Apartment block designed out and replaced with detached houses.
- 8 Hardstanding private drives have been moved further away from the existing central feature tree providing additional space for the RPA.
- 9 Terraced houses and on-street parking arrangements designed out and replaced with detached houses with on-plot driveway parking fronting the open space amenity.
- 10 Apartment block re-designed following reduction in overall number of units from 180 to 152 homes total. This has been required to achieve a pro-rata like for like affordable unit type provision.
- 11 Sensitive eastern edge re-designed to provide a general overall reduction in building mass with larger 'sky gaps' created between buildings.
- 12 No proposed changes to the arrival spaces, road network or highways access arrangement.

General points:

- Overall reduction in the numbers of new homes from 180 total to 152 total.
- Affordable dwelling mix re-worked on a pro-rata basis. Additional 3 bed affordable rent houses provided at Council request.
- A significant amount of on-street parking and parking within parking courts has been designed out in favour of on-plot driveway parking.
- Areas containing continuous development frontage have been re-designed to provide more detached and semi-detached properties.
- Position and extents of proposed development housing cells have remained the same as the previous proposals with some areas improved to provide additional separation to existing trees.



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