
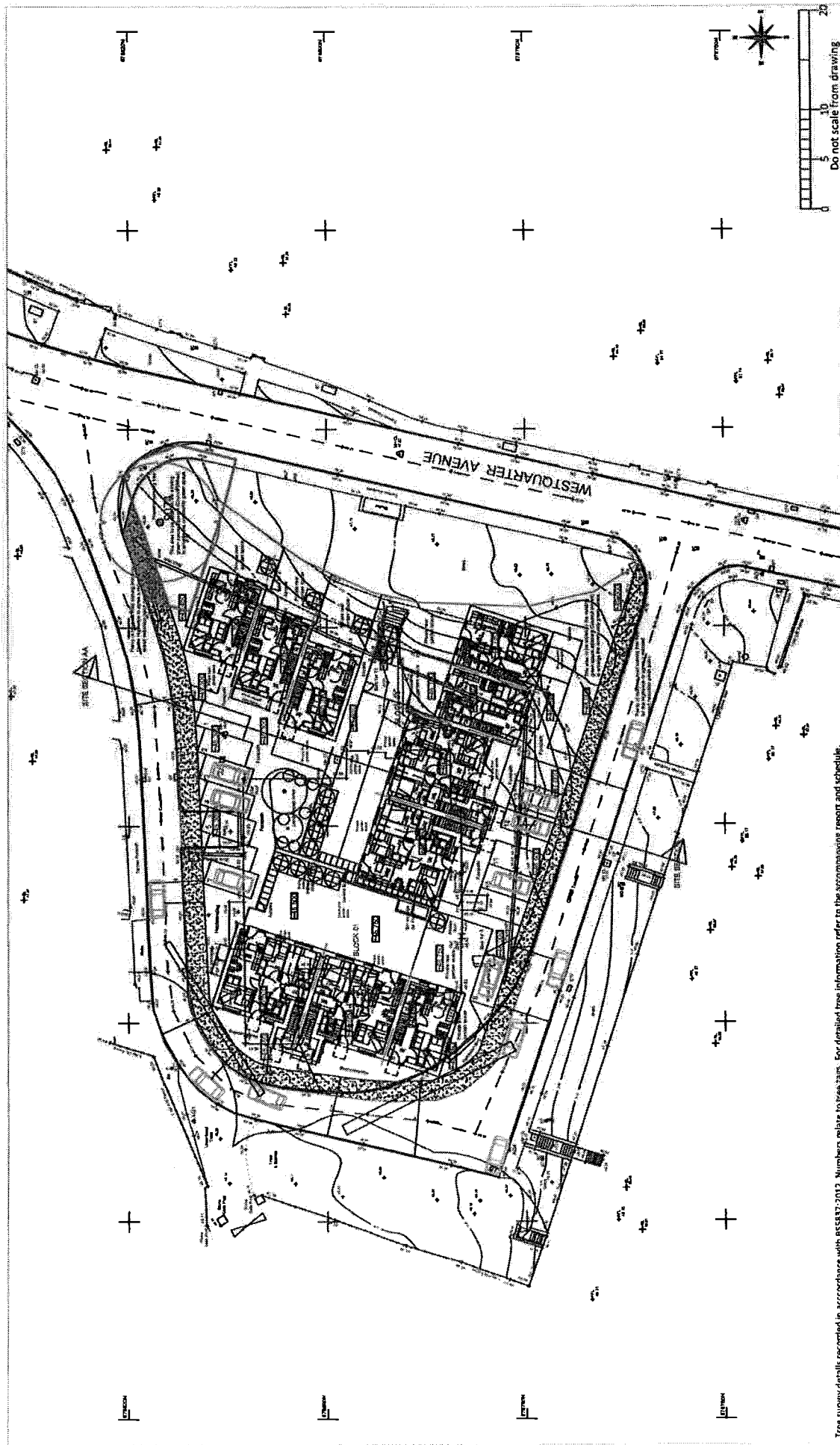



Tree survey details recorded in accordance with BS5837:2012. Numbers relate to tree tags. For detailed tree information refer to the accompanying report and schedule.

Root Protection Area identified for each individual tree

 <p>Alan Motion Tree Consulting Ltd Fairlie House Main Street, Buchlyvie, Stirling, FK8 3LX Mob-07866 389284 Tel-01360 850534 alan@alanmotion.co.uk www.alanmotion.co.uk</p>	<p>CLIENT: Hanover (Scotland) Housing Association Ltd</p> <p>PROJECT: Westquarter, Falkirk</p>	
	<p>DRAWING TITLE: Tree Survey as existing</p> <p>DRAWING No: HH-WQ-TS-01</p> <p>DATE: 17-6-14</p> <p>SCALE: 1:500 at A4</p>	<p>REV:</p>

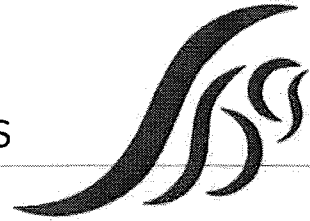


Tree survey details recorded in accordance with BS5837:2012. Numbers relate to trees tags. For detailed tree information refer to the accompanying report and schedule.

 Alan Motion Tree Consulting Ltd Fairlie House-Main Street-Buchlyvie-Shirring-FK8 3LX Mob-07866 389284 Tel-01360 850534 alan@alanmotion.co.uk www.alanmotion.co.uk	CLIENT: Hanover (Scotland) Housing Association Ltd PROJECT: Westquarter, Falkirk		TREES RETAINED 1234 TREES REMOVED 1234
	DRAWING TITLE: Tree Survey as existing DRAWING No: HH-WQ-TPP-01 DATE: 17-6-14 SCALE: 1:500 at A4 REV:		NOTE: All trees designated for retention to be protected by the erection of fencing in accordance with Section 6.2 and Figure 2 or 3 of BS5837:2012, as indicated by Construction Exclusion Zone. Protective fencing must be installed prior to all construction operations, including demolition works. There should be no alterations in ground levels, excavations, storage of materials, or access by machinery within the Construction Exclusion Zone through the duration of the works. Any required realignment of any part of the CEZ must be approved in writing by the local planning authority. NOTE: Colour relates to BS category standard colour CONSTRUCTION EXCLUSION ZONE: LINE OF PROTECTIVE FENCE ROOT PROTECTION AREA: HAND DIG ONLY

Scott Bennett Associates

consulting civil and structural engineers



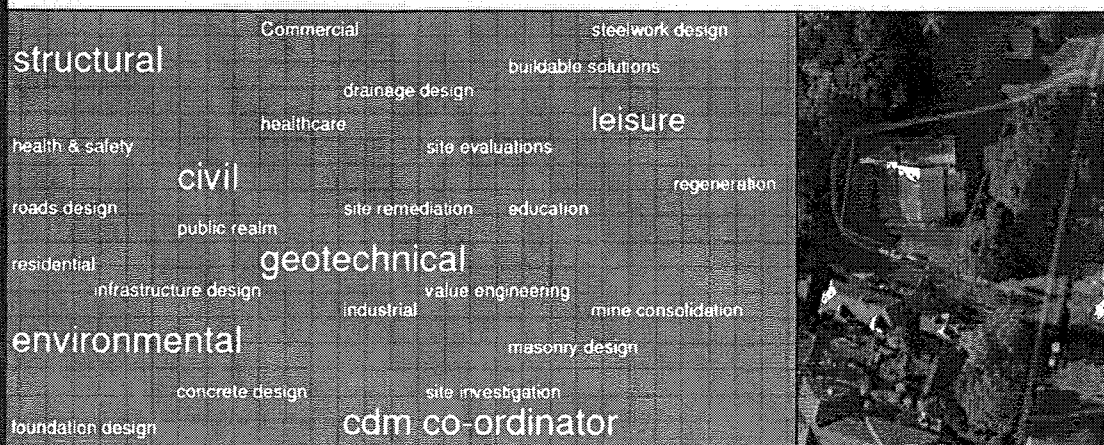
SITE INVESTIGATION REPORT

AT

WESTQUARTER AVENUE, FALKIRK

FOR

HANOVER (SCOTLAND) HOUSING ASSOCIATION



Scott Bennett Associates (Group 1) Ltd
 No 19 South Castle Drive
 Carnegie Campus
 Dunfermline
 KY11 8PD
 T: 01383 627537 F: 01383 627538
 E: enquiries@sbasecotland.com
 W: www.sbasecotland.com

Project ID: J2429D
 Dated: May 2014

HANOVER (SCOTLAND) HOUSING ASSOCIATION

WESTQUARTER AVENUE, FALKIRK

SITE INVESTIGATION REPORT

Report Reference: J2429D			
Issue No		Prepared By	Approved By
V1	May 2014		
		Andrew Miller	Craig Stevenson
		Associate - Geo	Director
Scott Bennett Associates (Group 1) Ltd			
No. 19 South Castle Drive, Carnegie Campus, Dunfermline KY11 8PD			
Telephone: 01383 627537 Facsimile:01383 627538 Email:enquiries@sbasotland.com			

Chemical Contamination	<p>Based on the analytical data, no significant contamination was identified. No significant leachability or risk to controlled waters was identified. This appeared consistent with the historical assessment.</p> <p>Any imported soils or materials will however require appropriate chemical certification.</p>
Gas Emissions Data	<p>Based on the results obtained and in recognition of the nature of the materials encountered at the site, a gaseous risk is not considered to be presented by the existing ground conditions. No specific ground gas protection measures are considered to be necessary for the development.</p> <p>Radon protection measures are not considered to be necessary.</p>
Potable Water Supplies	<p>UKWIR Compliance testing has indicated that PVC, PE-Al-PE, wrapped steel and wrapped ductile iron pipe water supply pipes are suitable for the ground conditions encountered at the site. Formal approval will however be required from Scottish Water.</p>
Mining Instability	<p>Mining instability constraints are considered to affect the site. Shallow abandoned mineworkings have been established to affect the entire site area, arising from extraction at the level of the Armadale Main Coal.</p>
Further Work	<p>Mine stabilisation procedures facilitated by drilling and pressure grouting are required prior to development.</p> <p>The conditions beneath the existing structure should be assessed following site clearance to confirm they are not at variance with the remainder of the study area.</p> <p>Waste Acceptance Criteria (WAC) testing will require to be carried out on any materials designated for off-site disposal.</p>

Note: The above should be read as a brief summary of the interpretative report, the aim of which is to highlight the principal outputs of the investigation and areas of concern, and is for guidance purposes only. Any quantification given is an estimation based on the density and resultant interpolation between sampling points, and may be subject to variation. In addition, unless expressly stated otherwise, all depths and thicknesses are quoted from existing ground levels and no adjustment has been made in relation to any proposed pre-development site re-profiling.

EXECUTIVE SUMMARY

Site Details	Site Name		Westquarter Avenue, Falkirk		
	National Grid Reference		291260, 678800		
	Site Area		0.02Ha (approximately)		
	Local Authority		Falkirk Council		
	Current Usage		Recreational Welfare 'Club' Facility		
	Former Usage		'Westquarter House' & Undeveloped open space		
Brief	Investigation of existing ground and geo-environmental conditions, including chemical contamination, ground gas emissions and assessment of any mining instability constraints.				
Nature of Development	The development will comprise the construction of low rise residential housing with private gardens and soft landscaping areas. Associated access and parking areas will also be included in the development.				
Physical Investigation Works	2No. cable percussion boreholes to a maximum depth of 3.6mbgl. 4No. trial pits to a maximum depth of 2.9mbgl. 4No. rotary percussion boreholes to a maximum depth of 20.0mbgl. Gas/Groundwater monitoring				
Laboratory Analysis	Geotechnical testing: (PSDs) Chemical analysis (soil and leachate)				
Summary of Site History	The site was shown to comprise undeveloped land prior to the construction of Westquarter House, which appeared to have been demolished prior to 1938. The site remained undeveloped until around 1980, when a structure of unspecified use was noted to have been constructed within the site. Our walkover survey subsequently established the structure to comprise a clubhouse and associated grounds.				
Summary of Encountered conditions	Material		Depth encountered (mbgl)	Proven Thickness (m)	Typical Description
	Made Ground	Topsoil (Localised)	Ground Level	0.1 – 0.2	Topsoil (no – description).
		Tarmac	Ground Level	0.05 - 0.1	Tarmac (no – description).
		Granular (Burnt Shale)	GL – 0.1	0.1 – 0.2	Reddish brown slightly clayey fine to coarse sand and gravel of burnt shale.
		Granular	0.2 – 0.4	0.15 – 0.8	Brown sandy gravelly clay with ash, brick, cobbles, burntshale and concrete.
	Natural	Granular (Sand & Gravel)	0.6 – 2.6	0.8 – 1.9	Loose to medium dense very silty slightly gravelly fine to coarse SAND.
		Granular (Silt – localised)	2.0 – 2.2	0.6	Firm consistency brown sandy gravelly SILT.
	Bedrock	Rockhead	0.8 – 4.0	N/A	Light brown SANDSTONE.
Foundations	It is understood the development will comprise the construction of low rise residential housing; based on previous experiences with similar structures, the associated line loadings are considered unlikely to exceed 50kN/m.				
	Based on the visual descriptions and in situ testing, the allowable bearing capacity of the loose to medium dense SAND would be expected to be at least 100kN/m ² . The underlying bedrock is expected to provide a presumed bearing value of at least 1000kN/m ² , even when weathered to a very weak rock. Settlements would be expected to be no more than 25mm and would be expected to be immediate upon construction within the granular materials.				
	Suitably competent natural materials appeared to be present at shallow depth (i.e. within approximately 1m depth) over the vast majority of the site from existing ground level.				
	A Design Sulphate class of DS1 and an Aggressive Chemical Environment for Concrete (ACEC) designation of AC-1s has been established for the site. Concrete conforming to this specification should be utilised for all concrete structures likely to be in contact with the ground.				

PLANNING APPLICATION DETERMINED BY DIRECTOR OF DEVELOPMENT SERVICES UNDER DELEGATED POWERS – REPORT OF HANDLING

PROPOSAL : Demolition of Existing Clubhouse Building and Erection of 14 No. Residential Units with Associated Parking, Landscaping and Infrastructure
LOCATION : Westquarter Workers Welfare, Westquarter Avenue, Westquarter, Falkirk, FK2 9RQ,
APPLICANT : Hanover (Scotland) Housing Association Ltd
APPN. NO. : P/14/0428/FUL
REGISTRATION DATE : 31 July 2014

1. SITE LOCATION / DESCRIPTION OF PROPOSAL

This detailed application proposes the construction of six, two storey, terraced houses and 8 flats on the site of an existing derelict public house within Westquarter, Falkirk. The proposal includes the demolition of the existing social club building, the removal of a number of trees from the site as well as the redevelopment of the existing loop road at Garden Terrace and Cedar Crescent to incorporate vehicle overrun areas and off street parking for the proposed dwellings.

2. SITE HISTORY

F/2004/0026 - Change of use of Social Club to Public House - Granted 24/03/2004

P/07/0452/OUT - Development of Land for Housing Purposes - Withdrawn 09/12/2008

3. CONSULTATIONS

The following responses to consultation were received:

Roads Development Unit

The Roads Development Unit has expressed concerns in relation to the proposed roads layout and in particular to the proposal for an unadopted shared surface over-run area adjacent to the adopted road around the site. The specific concerns raised in relation to this aspect are as follows:

- The potential for driver and pedestrian confusion and road safety concerns due to the mixed approach to roads design.
- The lack of adoptable standard public footpath to serve the development.
- Anticipation that refuse vehicles will be forced to use this unadopted shared surface area
- Anticipation of future maintenance problems.
- Unlikely that service providers will agree to locate services under this area.
- Shared surface access is not recommended for sheltered housing schemes where the elderly, blind or infirm would be regular users.

Existing on street parking has been observed in this location and it is noted that surrounding residents do not currently have in curtilage parking provision. It is also noted that the current carriageway around the site is of restricted substandard width.

The Roads Development Unit recommend that the proposal be redesigned to incorporate an adoptable standard road and footway arrangement around the site which would require to be accommodated by a reduction in units across the site. It has also been suggested that 4 off street visitor parking spaces should also be provided.

Scottish Water	No objection.
Environmental Protection Unit	No objection however a contaminated land condition has been requested to be applied to any consent given.
Education Services	Education Services request that, if this application is approved, it is on the condition that a pro-rata contribution of £2,100 per house (total £29,400) is made towards capacity related investment expected to be required at Graeme High School.
The Coal Authority	No objections subject to the imposition of a condition requiring further site investigations and remedial work if necessary.

Where the local Community Council requested consultation, their comments appear above.

4. PUBLIC REPRESENTATION

In the course of the application, 1 contributor(s) submitted letter(s) to the Council. The salient issues are summarised below.

Concern raised in relation to the narrow nature of the road and potential loss of on street parking required due to disability.

5. THE DEVELOPMENT PLAN

The Falkirk Local Development Plan was adopted on 16 July 2015. The proposed development was assessed against the following policy or policies:

HSG03 - Windfall Housing

HSG04 - Housing Design

INF02 - Developer Contributions to Community Infrastructure

INF04 - Open Space and New Residential Development

INF05 - Education and New Housing Development

GN04 - Trees, Woodland and Hedgerows

D03 - Urban Design

5A. MATERIAL CONSIDERATIONS

The following matters were considered to be material in the consideration of the application;

Consideration of the site in relation to coal mining legacy

National Planning Policies and Guidance

Falkirk Council Non-statutory Supplementary Guidance

Responses to Consultation

Responses to Consultation

Assessment of Public Representations

6. PLANNING ASSESSMENT

The Development Plan

The Falkirk Local Development Plan (LDP) was adopted on 16 July 2015. It replaces the previous Structure Plan and Local Plan and includes a number of Supplementary Guidance documents which now have statutory status.

Local Plan Policies

The proposed development achieves a good standard of design which is sympathetic to the character of the surrounding area without merely attempting to replicate its appearance. The proposal includes adequate garden ground and off street parking provision to serve each property and does not represent an overdevelopment of the plot. The proposal does not introduce any unacceptable overshadowing or privacy issues and would represent an overall improvement in visual amenity levels compared with the sites current appearance and state of general disrepair.

Whilst the proposal would result in the loss of an existing community facility (public house) it is accepted that the public house on the site has not been a viable business for some time and indeed the premises has been closed for a number of years resulting in vandalism of the buildings on the site. The lack of any letters of representation in relation to this aspect is seen as an indication of the desire of the residents of Westquarter to see the site redeveloped as opposed to it continuing as a visual blot on the character of the area.

Local Plan Policies

The proposal would result in the loss of a number of trees within the site however, these trees are not afforded any special protection and whilst they do contribute to the character of the area, it is accepted that the site is awkward to develop and retention of the trees would potentially affect the viability of any development on the site. The removal of trees and development of the wider site is considered on balance to be a more desirable outcome in terms of visual amenity levels than retention of the trees and no development at all. Replacement planting can also be achieved adjacent to the site.

The applicant has confirmed that they do not wish to enter into an appropriate legal agreement to secure financial contributions towards necessary education infrastructure investment as well as towards active and passive open space improvements in the surrounding area. These required contributions are as follows;

Open Space - £18,200

Education - £29,400

The proposal fails to accord with the terms of the Falkirk Local Development Plan.

National Planning Policies and Guidance

Scottish Planning Policy (SPP) makes placemaking a clear focus in all new development and supports the use of design statements and advocates applying designing streets policy to sites of this scale. In this instance the applicants have prepared a design statement in support of their proposals and have

worked through the designing streets toolbox when preparing their proposal. It is clear from reviewing the supporting documents submitted with the application that the applicants have opted for a design led approach as opposed to a standards based approach. This is entirely in line with national planning policy but unfortunately is at odds with Falkirk Council's current Roads Design Guidelines.

In line with the Designing Streets approach, the proposed development seeks to put place before movement despite being constrained by the existing narrow adopted roadway around the site. The result of this approach is the shared surfaces and vehicle overrun areas around the site which act to widen the available space for vehicles passing each other without resulting in an overly engineered appearance. The proposals achieve successful traffic movement around the site whilst maintaining provision for existing and increased on street parking thus in turn slowing traffic speeds and creating a more welcoming and safe environment.

Whilst there is a conflict between Falkirk Council roads design guidelines and National Planning policy in this instance, it is considered that the small scale nature of the development site and limited number of residential properties served by the access road, coupled with the limited length of affected road and the fact that it is segregated from the surrounding road network, means that the non-standard road solution would be safe and practical in this instance without setting a precedence for the same approach to be applied to other less appropriate sites in the future.

Responses to Consultation

In response to the Roads Development Unit consultation comments it is noted that the existing road around the site is of substandard width and is currently used by surrounding residents for on street parking. The application site is however of limited size and is currently an eyesore in need of redevelopment. The proposed development would be in keeping with the character of the surrounding pattern of development and it is considered that the limited number of properties proposed can adequately be served by a road of substandard width. If, as requested, the applicant were to amend the proposal to include an adoptable standard road and footpath around the site, the resultant area of land available for redevelopment would be significantly reduced and viability of the site would be brought into serious doubt with the proposed affordable housing units potentially being lost.

The applicant has, through pre application submissions, attempted to resolve the concerns raised in a number of different ways. The current scheme is seen as the best available solution allowing for the existing road to remain and by incorporating a widened strip around the site to act as a vehicle over run area and allowing for refuse and delivery vehicles to navigate the site around parked cars. The applicant proposes a clear change in materials between the existing tarmac carriageway and the vehicle overrun area thus making it clear to road users that there is a change in priority for road users on this shared surface area. A distinct change in materials in this way would also assist in providing for the needs of elderly, blind or infirm residents by ensuring a tactile transition from the shared surface area to the public road. In terms of pedestrian refuge areas, the access road would still benefit from the existing arrangement around the outside of this access road which includes a standard footway and raised kerb arrangement.

Responses to Consultation

Maintenance of this shared surface overrun area will be carried out privately by the applicants and will not fall to the local authority to maintain. Services are proposed to remain located beneath the existing adopted roadway and footpath around the site and not under the proposed shared surface area.

It is considered that the visitor parking space requirement in this instance (4 spaces) can be safely accommodated by utilising on street parking around the periphery of the site.

With the above considerations in mind it is clear that whilst the proposed development would result in a non-standard road design solution, the chosen layout would work in practice and allow safe vehicular access to the site whilst maintaining adequate levels of pedestrian safety. The design solution proposed is in line with the principles of designing streets and would result in a net benefit to the surrounding neighbours by increasing the overall width of the usable carriageway thus improving provision for on street parking. Whilst the concerns of the Roads Development Unit are noted, it is considered that the small scale of the proposals and the limited number of users of this access road allows for a non

standard approach in this instance. This approach allows for an affordable housing need to be met within the area whilst creating a sense of place and improving what is currently an eyesore and anti social behaviour burden on the local community.

Assessment of Public Representations

The existing narrow roadway is proposed to be widened by the provision of a vehicle overrun area around the internal radius of the existing crescent. Existing on street parking will remain available to surrounding residents. It is considered that the improved road will be able to accommodate additional visitor parking from the proposed development without adversely affecting existing residents or the ability of the road to be served by refuse and delivery vehicles.

Falkirk Council Non-statutory Supplementary Guidance

Falkirk Council Non- Statutory Guidance

Falkirk Council Supplementary Guidance SG10 - Education and New Housing Development and SG13 - Open Space and New Development identify circumstances where developer contributions are required in order to address deficiencies in Education and Open Space provision resulting from the development proposed. This guidance sets out a framework for calculating the value of the required contributions and sets out how these contributions can be used. In the case of the current application, it has been identified that there are capacity issues at local schools and the proposed layout does not provide for the required amount of open space provision. Developer contributions to the following values are therefore required to address these deficiencies:

Open Space - £18,200

Education - £29,400

The applicant has confirmed that they are unwilling to enter into a legal agreement to secure these contributions. This approach therefore fails to accord with the terms of the Supplementary Guidance.

Consideration of the Site in relation to Coal Mining Legacy

The application site falls within or is partially within the Development High Risk Area as defined by the Coal Authority. Any development proposal not exempt on grounds of type or nature, which would intersect with the ground requires the submission of a desk based Coal Mining Risk Assessment and Consultation with the Coal Authority.

The process recognises the need for flexibility and in cases where a further application (Matters Specified in Conditions) is necessary, the Coal Mining Risk Assessment may be deferred until that stage. If an assessment has been received and the views of the Coal Authority sought, these are summarised within the consultation responses above and appropriate conditions and/or informatives have been applied.

7. CONCLUSION

The proposal represents an acceptable form of development however fails to address anticipated deficiencies in Education and Open Space provision. The proposal is therefore contrary to the terms of Development Plan. There are no material planning considerations that warrant a grant of planning permission in this instance.

8. RECOMMENDATION

Refuse Planning Permission subject to the satisfactory conclusion of an obligation in terms of

Refusal is recommended for the following;

Reason(s):

1. Failure by the applicant to enter into an appropriate legal agreement to secure developer contributions towards Education and Open Space provision fails to address anticipated education capacity issues likely to arise as a result of this development and would result in a deficiency in open space provision needed to serve the development to the detriment of the residential amenity of the area. The proposal fails to accord with the terms of policies INF05 - Education and New Housing Development, INF04 - Open Space and New Housing Development and INF02 - Developer Contributions to Community Infrastructure of the Falkirk Local Development Plan and both Supplementary Guidance SG10 - Education and New Housing Development and SG13 - Open Space and New Development.

Informatives:

1. For the avoidance of doubt, the plan(s) to which this decision refer(s) bear our online reference number(s) 01, 02, 03, 04, 05, 06, 07, 08, 09, 10, 11, 12, 13, 14, 15, 16, 17, 18 and 19.



Director of Development Services

25.9.15

Date

**Contact Officer : Kevin Brown
(Planning Officer) 01324 504701**



**Town and Country Planning (Scotland) Act 1997 as Amended
Issued under a Statutory Scheme of Delegation.**

Falkirk Council

Refusal of Planning Permission

Agent

The Morrison Partnership
242 Queensferry Road
Edinburgh
EH4 2BP

Applicant

Hanover (Scotland) Housing
Association Ltd
95 McDonald Road
Edinburgh
EH7 4NS

This Notice refers to your application registered on 31 July 2014 for permission in respect of the following development:-

Development Demolition of Existing Clubhouse Building and Erection of 14 No. Residential Units with Associated Parking, Landscaping and Infrastructure at

Location Westquarter Workers Welfare, Westquarter Avenue, Westquarter, Falkirk, FK2 9RQ

The application was determined under Delegated Powers. Please see the attached guidance notes for further information, including how to request a review of the decision.

In respect of applications submitted on or after 1 January 2010, Falkirk Council does not issue paper plans. Plans referred to in the informatives below can be viewed online by inserting your application number at <http://eplanning.falkirk.gov.uk/online/>

In accordance with the plans docquetted or itemised in the attached informatives as relative hereto, Falkirk Council, in exercise of its powers under the above legislation, hereby

Refuses Detailed Planning Permission

The Council has made this decision for the following

Reason(s):

1. Failure by the applicant to enter into an appropriate legal agreement to secure developer contributions towards Education and Open Space provision fails to address anticipated education capacity issues likely to arise as a result of this development and would result in a deficiency in open space provision needed to serve the development to the detriment of the residential amenity of the area. The proposal fails to accord with the terms of policies INF05 - Education and New Housing Development, INF04 - Open Space and New Housing Development and INF02 - Developer Contributions to Community Infrastructure of the Falkirk Local Development Plan and both Supplementary Guidance SG10 - Education and New Housing Development and SG13 - Open Space and New Development.

Informatives:

1. For the avoidance of doubt, the plan(s) to which this decision refer(s) bear our online reference number(s) 01, 02, 03, 04, 05, 06, 07, 08, 09, 10, 11, 12, 13, 14, 15, 16, 17, 18 and 19.

25 September 2015


Director of Development Services

FILE COPY



200 Lichfield Lane
Berry Hill
Mansfield
Nottinghamshire
NG18 4RG

Tel: 0345 762 6848

Web:

<https://www.gov.uk/government/organisations/the-coal-authority>

ASSESSMENT OF THE DEVELOPMENT IN RELATION TO COAL MINING LEGACY

Development High Risk Area

The proposed development lies within an area that has been defined by The Coal Authority as containing potential hazards arising from former coal mining activity. Under a process introduced by the Coal Authority, any development proposal not exempt on grounds of type or nature, which would intersect with the ground, requires the submission of a desk based Coal Mining Risk Assessment and Consultation with the Coal Authority.

This process does, however, recognise the need for flexibility and in cases where a further application (Matters Specified in Conditions) is necessary, the Coal Mining Risk Assessment may be deferred until that stage. A condition on the planning permission may require that a Coal Mining Risk Assessment is submitted as part of any subsequent application for approval of Matters Specified in Conditions.

Where an assessment has been received and the views of the Coal Authority sought, conditions have been imposed in accordance with the recommendations of the Coal Authority and Coal Mining Risk Assessment. The Council will consult the Coal Authority on your application for the discharge of these conditions prior to authorising commencement of development.

HEARING STATEMENT

Local Planning Review Committee – Planning application P/14/0274/FUL. Erection of 43 Dwellinghouses etc. at Land to the East of Rodel Drive, Rodel Drive, Polmont

Statement by Richard Teed, Senior Forward Planning Officer, on behalf of the Director of Education

1) Introduction

- a) This hearing statement relates to “any requirement for an education financial contribution including the amount concerned”

2) Determination of Contributions Towards Schools Affected By Proposal

a) St Margaret's Primary School

- i) St Margaret's Primary School is a 2-stream school with a maximum capacity of 434 pupils.
- ii) The school roll is currently 402 pupils which puts occupancy at 93% (2014/15). The roll over the last 10 years has been as follows:

	04/05	05/06	06/07	07/08	08/09	09/10	10/11	11/12	12/13	13/14	14/15
P1	60	50	57	49	58	58	50	50	54	63	60
P2	60	58	48	57	50	58	57	51	48	56	62
P3	58	60	56	46	58	49	59	56	54	49	61
P4	75	55	63	57	47	59	50	58	56	53	49
P5	58	75	53	62	54	48	57	50	56	61	54
P6	73	58	71	50	62	54	47	57	50	57	59
P7	62	75	55	74	49	61	53	47	61	53	57
Total	446	431	403	395	378	387	373	369	379	392	402

- iii) The roll projection for the next 5 years is shown below. It is anticipated that projected occupancies above 95% beyond 2017 will require further investment in school capacity.

	2015/16	2016/17	2017/18	2018/19	2019/20
P1	61	67	56	52	59
P2	56	61	68	58	54
P3	63	56	61	70	59
P4	58	63	56	62	71
P5	50	58	63	57	63
P6	53	50	58	64	58
P7	60	53	50	59	65
Total	401	408	412	422	429

Capacity	434	434	434	434	434
Occupancy	92%	94%	95%	97%	99%

- iv) This application (P/14/0274/FUL) is for a housing development of 43 houses. Based on the current pupil yield ratio of 0.25 pupils per house, this would add an estimated 11 pupils to the roll during the course of the development.
- v) There is clearly a risk to school capacity from this application (together with other developer interest and Development Plan allocations in this area). Consequently a pro-rata contribution of £2,600 per house has been requested in accordance with the Falkirk Council Education and New Housing Supplementary Planning Guidance.

The total contribution required for St Margaret's Primary School will be £111,800.

b) Graeme High School

- i) Graeme High School is the catchment non-denominational secondary school for this development
- ii) The school roll (2014/15) is currently 1018 and the school's capacity is 1462, which puts occupancy at 70% this year.
- iii) The projections, however, show the school reaching its capacity within the next 6 years. This is due to the volume of new housing development planned for the Graeme High School catchment area, particularly in the Whitecross and Redding areas.

	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
S1	199	232	239	241	269	308
S2	192	205	238	247	248	276
S3	189	198	210	245	254	254
S4	182	195	203	217	252	260
S5	171	172	185	192	206	239
S6	134	128	128	137	143	153
Total	1067	1130	1203	1280	1371	1489

Capacity	1462	1462	1462	1462	1462	1462
Occupancy	73%	77%	82%	88%	94%	102%

- iv) This application for 43 houses will generate 6 additional pupils (based on the pupil yield ratio of 0.14) and contribute to the pressure on the school during this period.
- v) Consequently a pro-rata contribution of £2,100 per house has been requested in accordance with the Falkirk Council Education and New Housing Supplementary Planning Guidance.

The total contribution required for Graeme High School will be £90,300.

c) St Mungo's High School

- i) St Mungo's RC High School in Falkirk is the catchment denominational secondary school for most of the Falkirk Council area, including Polmont..
- ii) From August 2017, demand for places at the school will exceed available places. Falkirk Council have agreed to cap intake at 240 to protect capacity, but it is unclear at this stage whether this can be sustained indefinitely and there is a high risk that an increase in capacity will be required longer term.
- iii) Since this risk was identified in 2006, contributions are required (and have been collected) for all new housing developments that are expected to generate 1 or more St Mungo's pupils (currently based on a pupil yield of 0.06 pupils per dwelling). This application can be expected to generate 3 pupils.
- iv) For this application the pro-rata contribution required is £900 per dwelling in line with the supplementary planning guidance "Education and New Housing".

The total contribution required for St Mungo's High School will be £38,700.

d) Nursery Provision

- i) Pre-school provision for 3 and 4 year olds is a statutory duty and there has been considerable investment in recent years to ensure that the required number of hours nursery provision can be provided. New housing developments can put particular pressure on local nursery provision and for all medium and large scale new housing applications (over 20 houses or 50 flats), a contribution is required towards increasing nursery provision in the local area. This is applied to all such developments in the Falkirk Council area and has been required since the agreement of the most recent Education and New Housing SPG in 2011.
- ii) The contribution required per house is £350

The total contribution required for nursery provision will be £15,050.

3) Conclusion

The total education contribution required for this proposal is as follows:

St Margaret's Primary School	£2,600/house * 43 houses	= £111,800
Graeme High School	£2,100/house * 43 houses	= £90,300
St Mungo's High School	£900/house * 43 houses	= £38,700
Nursery Provision	£350/house * 43 houses	= £15,050
Total Education Contribution	£5,950/house * 43 houses	= £255,850

This was detailed in the original consultation response attached as **Appendix 1**.

Subject: Re: Westquarter - P/14/0428/FUL
Date: Tuesday, 23 June 2015 15:00:42 British Summer Time
From: Andrew Bennie
To: brown, kevin
BCC: Mark

Dear Kevin

Many thanks for coming back to me so quickly and I will forward the requested information to you for discussion upon your return from holiday.

With best wishes.

Andrew Bennie, BA (Hons), MRTPI
Director

E-mail: andrew@andrewbennieplanning.com
Web: www.andrewbennieplanning.com
Mobile: 07720 700210

ANDREW BENNIE
PLANNING LIMITED

From: "brown, kevin" <kevin.brown@falkirk.gov.uk>
Date: Tuesday, 23 June 2015 14:52
To: Andrew Bennie <andrew@andrewbennieplanning.com>
Subject: RE: Westquarter - P/14/0428/FUL

Andrew,

Thanks for your email.

I've had a quick look over the figures and whilst I have no reason to question anything provided at this stage, I will not be able to give detailed consideration of matters until my return from leave on week commencing 13 July. I note that your last email is in advance of the submission of a detailed development appraisal however could I ask that in order to move things forward as efficiently as possible, you submit short statement for my return to work outlining which aspect of the contributions your client feels should be reconsidered and reasons why you feel this would be appropriate? Some expansion in respect of your concerns over space standards would also be appreciated along with some further detail on how the abnormal costs have been calculated for the site.

On my return from leave I would be happy to meet with you and your client to try and move things forward.

Best Regards

Kevin

From: Andrew Bennie [<mailto:andrew@andrewbennieplanning.com>]
Sent: 23 June 2015 14:29
To: brown, kevin

Subject: Re: Westquarter - P/14/0428/FUL
Importance: High

Dear Kevin

I trust that this e-mail finds you well.

In advance of the preparation of a full and detailed development appraisal/viability statement, I attach for discussion purposes only at this stage, a copy of our draft desk top viability.

The space standards that are provided for within the Hanover Housing scheme are such that in this particular location, it would not be possible to replicate the same in terms of mainstream housing.

Accordingly, our initial desk top viability has sought to establish what would be achievable based on units of a size and value that would meet market expectations at this locale, with reference in this regard being drawn from the Ogilvie Homes site at Laurieston.

As you will note, the level of anticipated abnormal development deductions have a significant impact upon the residual land value, particularly those associated with the removal of the made ground across the site (the stated cost in respect of this item does not factor in the associated haulage costs which would have a further detrimental impact and would most likely reduce the land value to a negative figure).

This notwithstanding, if some concession could be made in relation to the planning gain costs, my client may be in a position to accept a site value which, whilst falling short of the site purchase price (which is in the order of £145,000), would be acceptable to him in the circumstances.

Once you have had the chance to consider this information, I should be grateful if you could give me a call so that we can discuss how best to take matters forward.

With best wishes and I look forward to hearing from you.

Andrew Bennie, BA (Hons), MRTPI
Director

E-mail: andrew@andrewbennieplanning.com
Web: www.andrewbennieplanning.com
Mobile: 07720 700210

ANDREW BENNIE
PLANNING LIMITED

From: "brown, kevin" <kevin.brown@falkirk.gov.uk>
Date: Tuesday, 2 June 2015 11:50
To: Andrew Bennie <andrew@andrewbennieplanning.com>
Subject: Westquarter - P/14/0428/FUL

Andrew,

Further to our discussion earlier today I write to confirm that the legal agreement is required to secure the following;

1. £18,200 towards active and passive open space improvements in the surrounding area.

2. £29,400 towards education provision.
3. All units on the site to be retained as affordable housing units.

The above points are in line with current figures and guidance as set out in our suite of Supplementary Guidance. As discussed, any proposed reduction of these contribution levels will require a fresh assessment and recommendation to be made and will likely be resisted as a number of compromises have already been reached in respect of density, parking and road layout arrangements for the site. Given application timescale pressures, the current application faces the very real possibility of being progressed with a recommendation to refuse planning permission on the basis that the legal agreement cannot be concluded. It is therefore my advice that the application be concluded based upon the above terms and I would appreciate if you could forward your clients solicitor details to allow this process to move towards completion. I should also advise that any proposal to amend these terms will require at the very least to be supported by a comprehensive development appraisal and viability statement.

I hope this is of use to you at this time.

Regards

Kevin

Kevin Brown
Planning Officer
Development Management
01324 504701

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The views and opinions expressed in this e-mail are the senders own and do not necessarily represent the views and opinions of Falkirk Council.

WESTQUARTER, WESTQUARTER WORKERS WELFARE SITE - DESKTOP VIABILITY

Number of Units	14	
Total Site Coverage	649sqm/6,986sqft	
Average Unit Size	46sqm/498sqft	
All Up Build Cost	£1,119.04sqm/£104sqft	
Average Revenue	£2,205sqm/£205sqft	
Profit Margin	25%	
Residual Valuation		
Total Revenue Achieved	£1,432,130	
Total Build Cost		£726,544
Total Profit		£358,032
Residual Land Value	£347,554	
Residual Value Per Unit	£24,825	
Abnormal Costs		
Ground/Foundation Costs @ £5,500 per unit		£77,000
Planning Gain Contribution		£47,000
Disposal of Made Ground - LFT @ £82.60 per tonne (Made Ground assumed @ 1,696m3		£168,107
Demolition works		£12,000
Net Land Value After Deductions		£43,447

Subject: Westquarter - Cost Information
Date: Friday, 10 July 2015 17:28:22 British Summer Time
From: Andrew Bennie
To: brown, kevin
BCC: Mark

Dear Kevin

I trust that this e-mail finds you well and that you had a good holiday.

With regards to the above, I write further to my initial holding e-mail of 23rd June.

In essence, my client would seek deletion of the contribution relating to open space provision and also would seek to delate the requirement that the housing on the site come forward in the form of affordable housing.

Dealing with the second of these issues, it is anticipated that the sales value of those units that could sold as open market housing on the site would fall below the threshold of affordability for this part of the Council area as detailed within the extant HNDA. By definition, this housing would qualify as unsubsidised low cost housing for sale.

As you will recall, this approach to the provision of "affordable" housing was considered and accepted by the Local Review Body during their consideration of the proposed development of the Rodel Drive site in Polmont and is considered to establish a clear precedent for this approach to be followed elsewhere.

Any main stream units for sale which could be developed on the site, and in particular any units brought forward on the basis of low cost, unsubsidised housing for sale, would, for the reasons set out below, occupy a smaller footprint than those that are provided for within the scheme which was promoted by Hanover Housing, and accordingly, there would be greater scope to provide for an increased level of open space on site, which would negate the need to make any contribution towards any off site provision.

In terms of the issue of space standards Housing Associations deliver larger units for the following reasons:

Private Developers are required to only satisfy Building Standards for Activity and Manoeuvring Space sizes, and are therefore able to adjust their floor plans, to a degree, on the basis of location and therefore address marketability considerations.

Housing Associations on the other hand are ordinarily obliged to adhere to the national Housing for Varying Needs Space Standards. HfVN Standards are more generous with respect to Activity and Manoeuvring Spaces, on the basis that the end user can be more defined with respect to their physical needs.

Many Housing Associations often offer Housing (specifically for) Special Needs, where the accommodation must meet the Housing for Varying Needs Wheelchair Users' Standards – that are obviously more generous again.

Unlike Private Developers Housing Associations are not as reliant on the current housing market price levels. HA funding is dependant upon grant funding and those grants tend to only be administered when the required (more generous) standards, are met.

In short, Housing Associations can deliver larger units than their mainstream counterparts as they are not driven by the sales/cost considerations.

The abnormal costs are derived from experience of similar sites elsewhere, with the anticipated foundation costs representing a best cost estimate of addressing the ground condition issues which are detailed within the SI report which forms part of the Hanover Housing planning submission.

With regards to the cost associated with the disposal of the made ground which occurs across the site, the cost thereof is derived directly from Government/HMRC figures, with it being assumed that the disposal of the

material in question will incur the standard rate of land fill tax.

It may however be possible that this material could qualify as "less polluting waste", which would see a reduction in this particular tax liability. This having been said, once the haulage costs are factored into the equation, which have not been included within the initial costs that I have forwarded to you, the cost differential between the standard rate and the reduced rate plus haulage costs, is much reduced, with the overall difference being somewhere in the region of £10-15 per tonne.

Even if the abnormal costs were reduced to this effect, the residual land value would remain well below a level that would secure a positive return on the part of my client.

I trust that this information is of assistance to you and I look forward to discussing matters with you further in early course.

With best wishes.

Andrew Bennie, BA (Hons), MRTPI
Director

E-mail: andrew@andrewbennieplanning.com
Web: www.andrewbennieplanning.com
Mobile: 07720 700210

ANDREW BENNIE
PLANNING LIMITED

Subject: Westquarter

Date: Wednesday, 29 July 2015 07:08:18 British Summer Time

From: Andrew Bennie

To: kevin brown

Dear Kevin

I trust that this email finds you well and I wonder if you could advise if you are as yet in a position to respond to the information which was set out within my most recent email to you.

I thank you in advance for your attention in this regard and look forward to hearing from you.

With best wishes.

Andrew

Sent from my iPhone

Subject: Westquarter

Date: Tuesday, 11 August 2015 09:21:29 British Summer Time

From: Andrew Bennie

To: kevin brown

Dear Kevin

I hope this email finds you well and I wonder if you are able as yet to provide your response on the points raised in my earlier email.

With best wishes and I look forward to hearing from you.

Andrew

Sent from my iPhone

8. P/14/0428/RU.

APPLICATION FOR PLANNING PERMISSION

Town and Country Planning (Scotland) Act 1997
The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

Please refer to the accompanying Guidance Notes when completing this application
PLEASE NOTE IT IS FASTER AND SIMPLER TO SUBMIT PLANNING APPLICATIONS ELECTRONICALLY VIA <https://eplanning.scotland.gov.uk>

1. Applicant's Details		2. Agent's Details (if any)	
Title		Ref No.	
Forename		Forename	
Surname		Surname	
Company Name	Hanover (Scotland) H. A. Ltd	Company Name	The Morrison Partnership
Building No./Name	95	Building No./Name	242
Address Line 1	McDonald Road	Address Line 1	Queensferry Road
Address Line 2		Address Line 2	Blackhall
Town/City	Edinburgh	Town/City	Edinburgh
Postcode	EH7 4NS	Postcode	EH4 2BP
Telephone	0131 557 0598	Telephone	0131 343 3114
Mobile		Mobile	
Fax	0131 557 1280	Fax	
Email	admin@hsha.org.uk	Email	edin@themorrisonpartnership.co.uk

3. Postal Address or Location of Proposed Development (please include postcode)

Site of Former Clubhouse
 Garden Terrace/ Cedar Crescent
 Westquarter
 Falkirk
 FK2 9RG

NB. If you do not have a full site address please identify the location of the site(s) in your accompanying documentation.

4. Type of Application
 What is the application for? Please select one of the following:

Planning Permission	<input checked="" type="checkbox"/>
Planning Permission in Principle	<input type="checkbox"/>
Further Application*	<input type="checkbox"/>
Application for Approval of Matters Specified in Conditions*	<input type="checkbox"/>
Application for Mineral Works**	<input type="checkbox"/>

NB. A 'further application' may be e.g. development that has not yet commenced and where a time limit has been imposed a renewal of planning permission or a modification, variation or removal of a planning condition.

*Please provide a reference number of the previous application and date when permission was granted:

Reference No: <input style="width: 150px;" type="text"/>	Date: <input style="width: 150px;" type="text"/>
--	--

****Please note that if you are applying for planning permission for mineral works your planning authority may have a separate form or require additional information.**

5. Description of the Proposal

Please describe the proposal including any change of use:

Demolition of existing clubhouse building and erection of 14no residential units with associated parking, landscaping and infrastructure.

Is this a temporary permission?

Yes ☐ No ☒

If yes, please state how long permission is required for and why:

N/A

Have the works already been started or completed?

Yes ☐ No ☒

If yes, please state date of completion, or if not completed, the start date:

Date started:

Date completed:

If yes, please explain why work has already taken place in advance of making this application

6. Pre-Application Discussion

Have you received any advice from the planning authority in relation to this proposal?

Yes ☒ No ☐

If yes, please provide details about the advice below:

In what format was the advice given?

Meeting ☒ Telephone call ☒ Letter ☐ Email ☒

Have you agreed or are you discussing a Processing Agreement with the planning authority? Yes ☐ No ☒

Please provide a description of the advice you were given and who you received the advice from:

Name: Kevin Brown/ Julie Seidel

Date: 29th May 2014

Ref No.:

Meetings and emails from February to June 2014 to review and comment on design development. The planning officer acknowledged and was sympathetic to the development concept and ethos, yet mindful of the likely response from Roads. Therefore advised us to make a clear case for the concept. Roads officer quoted Dept. of Roads policy and stated this proposal failed to comply despite our detailing compliance with Scot. Gov policy.

7. Site Area

Please state the site area in either hectares or square metres:

Hectares (ha):

Square Metre (sq.m.)

8. Existing Use

Please describe the current or most recent use:

Clubhouse and car parking.

9. Access and Parking

Are you proposing a new altered vehicle access to or from a public road?

Yes ☐ No ☒

If yes, please show in your drawings the position of any existing, altered or new access and explain the changes you propose to make. You should also show existing footpaths and note if there will be any impact on these.

Are you proposing any changes to public paths, public rights of way or affecting any public rights of access?

Yes ☐ No ☒

If yes, please show on your drawings the position of any affected areas and explain the changes you propose to make, including arrangements for continuing or alternative public access.

How many vehicle parking spaces (garaging and open parking) currently exist on the application site?

approx 18 spaces in car park

How many vehicle parking spaces (garaging and open parking) do you propose on the site? (i.e. the total number of existing spaces plus any new spaces)

14no

Please show on your drawings the position of existing and proposed parking spaces and specify if these are to be allocated for particular types of vehicles (e.g. parking for disabled people, coaches, HGV vehicles, etc.)

10. Water Supply and Drainage Arrangements

Will your proposals require new or altered water supply or drainage arrangements?

Yes ☒ No ☐

Are you proposing to connect to the public drainage network (e.g. to an existing sewer?)

Yes, connecting to a public drainage network

☒

No, proposing to make private drainage arrangements

☐

Not applicable – only arrangement for water supply required

☐

What private arrangements are you proposing for the new/altered septic tank?

Discharge to land via soakaway

☐

Discharge to watercourse(s) (including partial soakaway)

☐

Discharge to coastal waters

☐

Please show more details on your plans and supporting information

What private arrangements are you proposing?

Treatment/Additional treatment (relates to package sewer treatment plants, or passive sewage treatment such as a reed bed)

☐

Other private drainage arrangement (such as a chemical toilets or composting toilets)

☐

Please show more details on your plans and supporting information.

Do your proposals make provision for sustainable drainage of surface water?

Yes ☒ No ☐

Note:- Please include details of SUDS arrangements on your plans

Are you proposing to connect to the public water supply network?

Yes ☒ No ☐

If no, using a private water supply, please show on plans the supply and all works needed to provide it (on or off site)

11. Assessment of Flood Risk

Is the site within an area of known risk of flooding?

Yes ☐ No ☒

If the site is within an area of known risk of flooding you may need to submit a Flood Risk Assessment before your application can be determined. You may wish to contact your planning authority or SEPA for advice on what information may be required.

Do you think your proposal may increase the flood risk elsewhere? Yes ☐ No ☒ Don't Know ☐

If yes, briefly describe how the risk of flooding might be increased elsewhere.

12. Trees

Are there any trees on or adjacent to the application site?

Yes ☒ No ☐

If yes, please show on drawings any trees (including known protected trees) and their canopy spread as they relate to the proposed site and indicate if any are to be cut back or felled.

13. Waste Storage and Collection

Do the plans incorporate areas to store and aid the collection of waste? (including recycling)

Yes ☒ No ☐

If yes, please provide details and illustrate on plans.

If no, please provide details as to why no provision for refuse/recycling storage is being made:

14. Residential Units Including Conversion

Does your proposal include new or additional houses and/or flats?

Yes ☒ No ☐

If yes how many units do you propose in total?

14no

Please provide full details of the number and types of units on the plan. Additional information may be provided in a supporting statement.

15. For all types of non housing development – new floorspace proposed

Does your proposal alter or create non-residential floorspace?

Yes ☐ No ☐

If yes, please provide details below:

Use type:

If you are extending a building, please provide details of existing gross floorspace (sq.m):

Proposed gross floorspace (sq.m.):

Please provide details of internal floorspace(sq.m)

Net trading space:

Non-trading space:

Total net floorspace:

16. Schedule 3 Development

Does the proposal involve a class of development listed in Schedule 3 of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2008?

Yes ☐ No ☒ Don't Know ☐

If yes, your proposal will additionally have to be advertised in a newspaper circulating in your area. Your planning authority will do this on your behalf but may charge a fee. Please contact your planning authority for advice on planning fees.

17. Planning Service Employee/Elected Member Interest

Are you / the applicant / the applicant's spouse or partner, a member of staff within the planning service or an elected member of the planning authority?

Yes ☐ No ☒

Or, are you / the applicant / the applicant's spouse or partner a close relative of a member of staff in the planning service or elected member of the planning authority?

Yes ☐ No ☒

If you have answered yes please provide details:

DECLARATION

I, the applicant/agent certify that this is an application for planning permission. The accompanying plans/drawings and additional information are provided as part of this application. I hereby confirm that the information given in this form is true and accurate to the best of my knowledge.

I, the applicant/agent hereby certify that the attached Land Ownership Certificate has been completed ☒

I, the applicant/agent hereby certify that requisite notice has been given to other land owners and /or agricultural tenants

Yes ☒ No ☐ N/A ☐

Signature:

Name:

The Morrison Partnership

Date:

24th July 2014

Any personal data that you have been asked to provide on this form will be held and processed in accordance with the requirements of the 1998 Data Protection Act.



Falkirk Council

THE MORRISON PARTNERSHIP
242 QUEENSFERRY ROAD
BLACKHALL
EDINBURGH
EH4 2BP

Abbotsford House

Abbotsford House

Receipt

Transaction Date: 28/07/2014
09:04:32

Operator ID: DS010

Machine: DS001

Account Details

CAN	Reference	Payment of	Transaction Amt	VAT Amt	Rate
19593	4060017106	MC - Miscellaneous	£5,348.00	£0.00	0%

Unit Manangement (DC) Planning Applications/HANOVER HOUSING

Payment Details

MOP	Payment Ref	Payment Amt
CQ - Cheque	50425610000313	£5,348.00

Please keep this copy for your records

Total Amt Paid:

£5,348.00

THE MORRISON PARTNERSHIP
– Chartered Architects & CDM Co-Ordinators

<p>Presentation :</p> <p>Project :</p> <p>Applicant :</p> <p>Date :</p> <p>Reference Document :</p>	<p>‘DESIGNING STREETS’ A review with reference to the proposal.</p> <p>Rental Housing Development, Westquarter, Falkirk.</p> <p>Hanover Housing Association (Scotland) Ltd.</p> <p>July 2014</p> <p>‘Designing Streets’</p> <p>Policy (P) – relevant extracts from ‘Designing Streets’ Application (A) – How this application addresses policy.</p>	
<p>Strap Line (Ethos) :</p> <p>Policy (P)</p> <p>Application (A)</p> <p>Page 4 – Policy (P)</p>	<p>PLACE BEFORE MOVEMENT</p> <p>INTRODUCTION</p> <p>“Designing Streets” is not a standards based document. Balanced decision making is at the core of this policy. Design lead solutions must be employed.</p> <p><i>Our approach in designing this development seeks to empower its residents. It is only right that each person has the right and should be encouraged to occupy, use, enrich and savour their environment. Designs with a sensitive in-built flexibility – ‘a loose fit’ – will succeed in accommodating the vast majority if not all in that community. Success in that can be measured by the extent to which people take ownership of their environment and their community. Without doubt that is the most effective and sustainable way to protect and enrich any community.</i></p> <p><i>The original Westquarter ‘Garden City’ had those ideals in abundance. The greatest intrusion since the mid 20th Century has been motorised vehicles – to the extent they have been accommodated at a high price.</i></p> <p><i>Incrementally a mass of nationally applied restrictive and prescriptive regulations effectively gave vehicles pre-eminence. To a large degree the design approach and standards applied have been the same whether it was a busy road or a quiet side road. Meanwhile people and communities were relegated to a supposedly protective environment. Unfortunately such approaches require external enforcing to work and made no allowance for the random acts of the individual.</i></p> <p><i>Designing Streets in a stroke of Government policy has established a new hierarchy of people first, empowering them and liberating that random human spirit. Vehicles aren’t banished – they are accommodated and in ways that recognise how they can still be effective yet naturally controlled. As such it is a balanced approach.</i></p> <p><i>All in accordance with Government Policy.</i></p> <p>Whilst its technical advice is aimed particularly at residential and lightly trafficked streets, many of the key principles are also applicable to other types of street, for example rural & high streets.</p>	

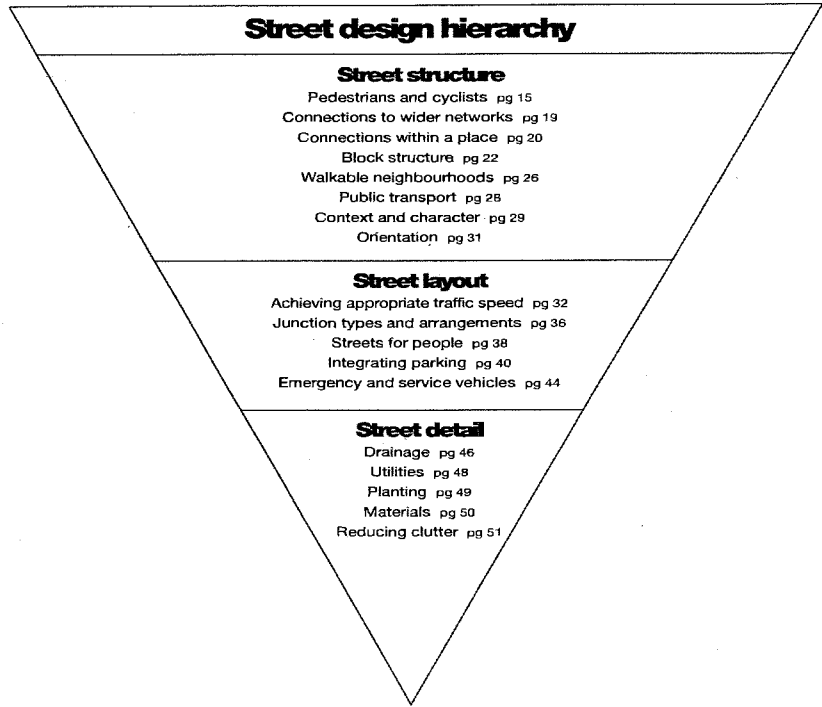
THE MORRISON PARTNERSHIP
– Chartered Architects & CDM Co-Ordinators

Application (A)	<p><i>This site is peripheral to the main routes through this 'Garden City'. The development site plus the few neighbouring houses are the only cause of all traffic in the crescent. It is not a through route. Without doubt the public spaces in this proposal are intended primarily for people with space for very light traffic access / service vehicles.</i></p> <p><i>As such this development is a perfect subject for an enlightened and liberating approach as now stipulated in Government policy.</i></p> <p>CREATING STREETS & PLACES</p>	
Page 7 – Policy (P)	<p>Creating good streets is not principally about creating successful traffic movement: it is about creating successful places.</p>	
Application (A)	<p><i>With reference to the attached design drawings and the Governments 'Tool Box' assessment process as applied to this development, it is clear the public areas of the site are a visually and operationally sensitive integration of the existing crescent and the new hard surface areas.</i></p> <p><i>This combination of hard surfaces into a series of irregularly shaped spaces redefines those areas. This is in tune with the random effects of human nature. It is a blending of visual and practical qualities.</i></p> <p><i>Vehicles are accommodated and naturally controlled while the overriding feeling is that those are spaces both used and controlled by people. All in accordance with Government policy.</i></p>	
Page 8 – Policy (P)	<p>Streets should no longer be designed by assuming 'place' to be automatically subservient to 'movement'.</p>	
Application (A)	<p><i>All of the attached documents show the irregular nature of the public areas combined with the original crescent. The naturally unconventional arrangement of the crescent controls traffic which in turn empowers the public and their inevitable control of those spaces. All in accordance with Government policy.</i></p>	
Page 9 – Policy (P)	<p>This approach allows designers to break away from previous approaches to hierarchy, whereby street designs were only based on traffic considerations.</p>	
Application (A)	<p><i>This proposal embraces the latest Government policy and adopts more innovative & sensitive development proposals. Coincidentally Government Policy and this approach are rediscovering the Council's vision in 1934 when they first conceived the village.</i></p>	
Page 9 – Policy (P)	<p>'Designing Streets' is national planning policy and its policies should be taken into account by local authorities when determining planning applications and policy guidance. 'Designing Places' and 'Designing Streets' stand together as the two key design policy statements for Scotland.</p>	
Application (A)	<p><i>As the very latest unequivocal Government Policies both 'Designing Streets' and 'Designing Places' are at the core of the design and ideals applied in this application . All in accordance with Government policy.</i></p>	
Page 11 – Policy (P)	<p>GETTING THE DESIGN RIGHT</p> <p>The six qualities of successful places : Key consideration for street design:-</p>	
Policy (P)	<p>Distinctive –</p>	

THE MORRISON PARTNERSHIP
– Chartered Architects & CDM Co-Ordinators

Application (A)	<i>The original 'Garden city' concept of Westquarter has always been distinctive. This development proposal has interpreted those ideals in a contemporary way that is also distinctive and therefore accords with public policy. All in accordance with Government policy.</i>	
Policy (P)	Safe & Pleasant –	
Application (A)	<i>Care has been taken to group the dwellings in a way that creates secure safe private and public spaces. The private spaces are one grouping of enclosed garden grounds for the exclusive use of the residents. The garden areas are an integrated grouping of gardens and therefore integrate with the residents. That creates a powerful and effective sense of privacy and security. The public areas around the edges of the development have a very distinctive human touch. As such people will be encouraged to occupy and control those public areas. Such control can be derived in various ways but without doubt it is always effective. In public areas the most effective method of creating and ensuring areas are safe and pleasant is to make it so inviting that people naturally want to embrace and occupy those areas. Presence of people ensures safety. All in accordance with Government policy</i>	
Policy (P)	Easy to move around –	
Application (A)	<i>The development proposes a combination of the existing crescent and additional hard surface areas. All such new areas can take both pedestrian and vehicular traffic. There are no restrictions on movement although there are simple restrictions on potential travel speeds. Furthermore, as a crescent it is accessible at two points so there is little chance of traffic being impeded. It will be a readily accessible environment whether by foot, cycle or vehicle. Where possible conventional wisdom has been addressed by positioning living room windows where direct south facing sunshine and solar gain can be appreciated for much of the day. That said it is recognised that in many households the house is empty during the working day so the times when they experience the rays of sunlight and solar gain are both early morning and early evening. For those hours the houses with east / west orientation may offer solar rewards both earlier & later in the day. The fact that the living / kitchen areas are open plan means said benefits can be experienced across both areas. That is an environmental asset. The entire development has been designed to exceed current standards for conservation of the world's resources by 50%. A broad ranging palette of materials for the externals seek to use materials particularly sensitive to depletion of the world's natural resources. For that reason combined with the creation of designs that are both reflective of the original designs and while remaining contemporary the proposal to use components such as aluminium sheeting on the roof rather than slate or extra ordinarily high insulation standards or arranging new car parking bays to be directly accessed from the existing crescent are very economical and thoughtful uses of naturally occurring resources – where it is land area or raw materials. All in accordance with Government policy.</i>	
Policy (P)	Welcoming –	
Application (A)	<i>The original 'Garden City' environment remains innovative, refreshing and as such welcoming. This development proposal seeks to emulate the many qualities of the original 'Garden City' – albeit in a contemporary way. The natural carefully arranged layout of the development, and the way the public areas of the site have been given an irregular shaped / human touch does much to register with human responses and as such it is welcoming.</i>	

THE MORRISON PARTNERSHIP
– Chartered Architects & CDM Co-Ordinators

	<i>All in accordance with Government policy</i>	
Policy (P)	Adaptable –	
Application (A)	<i>As declared earlier the intention has been to design a development which is 'loose fit'. Whether within each dwelling or in the private garden areas or in the public open areas, there is variety and opportunity to adapt with changing times and priorities. Nothing in the development has been designed to such tight and prescriptive standards that the individual cannot use the spaces in ways that are refreshingly different to the original design concepts.</i> <i>All in accordance with Government policy.</i>	
Policy (P)	Resource efficient –	
Application (A)	<i>Many factors have been considered and embedded in the designs as resource efficiency.</i> <i>Within the dwellings the living / kitchen areas have been designed as large open plan spaces. This helps maximise the benefits of direct sunlight deep into each dwelling.</i> <i>Furthermore, depending upon the positioning and orientation of each dwelling features such as windows may be moved to help maximise a particular benefit such as sunlight or view etc.</i>	
Page 14 – Policy (P)	STREET DESIGN HIERARCHY	
		
Application (A)	<i>This design prioritises in delivering all of the features in 'Street Structure' – that in turn has created and controlled the factors within 'Street Layout' which in turn delivers on all of the technical assets under the heading 'Street Detail'.</i> <i>All in accordance with Government policy.</i>	

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Page 17 – Policy (P)	The footpath may need to be strengthened locally in order to allow for larger vehicles occasionally overrunning the corner.	
Application (A)	<i>The proposed hard paved areas adjacent to and enhancing the crescent are designed to the appropriate standard to take heavy commercial vehicles. All in accordance with Government policy.</i>	
Page 19 – Policy (P)	It is recommended that the movement framework for a new development is based on the user hierarchy in the previous section “Pedestrians & Cyclists” Delays to cars resulting from adopting this approach are unlikely to be significant in residential areas. The movement framework should also take account of the form of buildings, landscape and activities that contribute to the character of the street and links between new and existing roads and places.	
Application (A)	<i>The nature of the hard surface areas including the original crescent surrounding the site ensure that vehicles can move around the site and where necessary by using both hard / porous surfaces. That said the general arrangement to tight standards create a natural traffic calming influence. These features have been borne out of the overall design taking care to get the most appropriate arrangement of the new buildings and the corresponding landscape. All in accordance with Government policy.</i>	
Page 20 – Policy (P)	Layouts built on those more traditional lines are likely to be more adaptable and will lead to lower car use, thus contributing to wider transportation and environmental objectives.	
Application (A)	<i>The ‘Garden city’ is relatively dispersed and as such may be difficult in persuading the same residents to increase their movement either by foot, public transport or bicycle. That said continuation of land uses and reinforcement of existing community facilities has benefits. All in accordance with Government policy.</i>	
Page 21 - Policy (P)	CASE STUDY (Polnoon, Eaglesham) The new layout offers clear hierarchy of shared surface public realm spaces - - - - - designed to reduce vehicle speeds and create a more pedestrian friendly environment. The re-designed new neighbourhood contains improved special permeability, an increased density from 92 to 121 dwellings and a more contextual treatment for standard house type elevations.	
Application (A)	<i>An existing development exemplar which illustrates and proves the effectiveness of this Government policy. This development proposal also follows the same principles. It acknowledges the existing crescent while also recognising it is a basic strip of tarmac with no effective constraints and neither acknowledges nor gives consideration to pedestrians. Vehicles clearly top the hierarchy with the interests of people nowhere to be seen. This proposal overturns that by retaining the crescent but putting it in the context of adjacent paved areas which acknowledge and provide for people. The variety in the shapes of those pedestrian areas effectively redefines the whole dynamic of the crescent. No longer are vehicles the principal consideration. That combined with the new buildings positioned to restrict vistas ensures an</i>	

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	<p><i>important air of uncertainty for drivers which in turn reduces speeds and as such also asserts the inhabitants. In that people now top the hierarchy with vehicles behind a new pedestrian friendly environment and a carefully designed micro neighbourhood within the 'Garden City'.</i></p>	
Page 22 – Policy (P)	<p>What is important is that responses to layout structure should be design led and responsive to context. They should not be the product of standard approaches or the application of inappropriate models.</p>	
Application (A)	<p><i>It is clear that this development proposal is a direct response to key features existing in and around the site. Just as seen in this exemplar development. All in accordance with Government policy.</i></p> <p><i>This proposed development while retaining the existing stark crescent does benefit from it's overall plan form. The response to that stark delineation of the site is design lead in that it uses a combination of varying building lines and enclosing garden walls to define spaces for people to adopt – use – occupy – make their own. As such it is a direct design response to context.</i></p>	
Page 22 -	<p>Within a block structure, the designer has more freedom to create innovative layouts.</p> <p><i>As with the exemplar development the proposed development has the building blocks juxtaposed. It is that arrangement combined with the connecting boundary walls which provide a freedom to create a range of both public and private spaces that offer diversity, interest and opportunity. Said overall effect responds to the needs of people just as much as the innovative approach in the original 'Garden City' concept of the original Westquarter.</i></p>	
Page 24 – Policy (P)	<p>BUILDINGS AT JUNCTIONS</p> <p>The arrangement of buildings and footpaths has a major influence on defining the space at a junction. It is better to design the junction from this start point rather than purely on vehicle movement. In terms of streetscape, a wide carriageway with tight, enclosed corners makes a better junction than cutback corners with a sweeping curve. This might involve bringing buildings forward to a corner.</p>	
Application (A)	<p><i>This development has implied vehicular circulation areas by retention of the existing crescent surface – however it is also absorbed into wider hard surface areas which are clearly associated with pedestrianisation, especially as they abut and wrap round the housing blocks.</i></p> <p><i>The western building block has been moved forward to 'kiss' the corners thereby reducing forward visibility – which in turn reduces potential traffic speeds – which in turn reinforces the idea that it is a pedestrianised area. All in accordance with Government policy.</i></p>	
Page 25 – Policy (P)	<p>OTHER LAYOUT CONSIDERATIONS.</p> <ul style="list-style-type: none"> • The need to reduce the dominance of vehicle traffic. • The need to mitigate noise pollution such as from roads or railways. • The importance of orientation, variety and visual interest i.e. the provision of views & vistas, landmarks, gateways and focal points are means to emphasise urban structure, hierarchies and connections. • The need for crime prevention, including the provision of defensible private and communal space and active overlooked streets (An appropriate mix of uses can often encourage activity and movement at all times). • The management of the transition from the public to the private realm (the space between the fronts of buildings and carriageways, footpaths or other 	

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<p>Application (A)</p>	<p>public spaces needs to be carefully considered. Continuous building lines are preferred as they provide definition to, and enclosure of, the public realm.)</p> <ul style="list-style-type: none"> • The handling of building lines (where no front garden is provided, the setback of dwellings from the street is a key consideration in terms of: defining the character of the street determining a degree of privacy; amenity space for plants or seating, etc; and functional space for rubbish bins, external utility meters or storage, including secure parking for bicycles). • The handling of car parking (keeping garages and parking areas level with, or behind, the main building line can be aesthetically beneficial in streetscape terms.). <p>• <i>This development as described above by a series of features accentuates people as the priority and while vehicular traffic is given restricted provision which in turn naturally controls and limits vehicular traffic. As such the developments and the needs of people dominate traffic.</i></p> <p>• <i>Given the development site is peripheral to the main traffic routes it is relatively secluded and sheltered. As such noise pollution is not a threat.</i></p> <p>• <i>Orientation has been a primary factor in the design in A) introducing sunlight into each dwelling. B) Giving access to private garden areas while also giving outlook to the adjacent public areas. Visual connection to each of those areas gives a blend of private garden areas and activity across the public open areas.</i></p> <p>• <i>A primary factor in design of this development is discrete security. By the arrangement of the development and specification of building components etc there is an embedded security and crime prevention. In addition the design is also seeking 'SECURE BY DESIGN' accreditation as issued by Police Scotland.</i></p> <p>• <i>The layout of the development has successfully delineated the boundaries between public and private areas. By a combination of external walls of buildings linked to enclosing walls to the private gardens the boundaries between public and private spaces are clearly marked and secure. In turn this creates the varying degrees of required privacy, as well as discrete storage space for bins, areas for clothes drying, bicycle storage all within private garden areas!</i></p> <p>• <i>On site car-parking provision has been split so it is adjacent to the groups of dwellings they will serve. Each parking bay has been arranged to be directly accessible from the crescent thereby avoiding excessive hard surface areas purely for car access.</i></p> <p><i>All in accordance with Government policy.</i></p>	
<p>Page 32 – Policy (P)</p>	<p>STREET LAYOUT</p> <p>Traffic calming – 'Psychology & Perception' play a strong part in influencing driver behaviour ----- features likely to be effective include:- (a few of the listed items)</p> <ul style="list-style-type: none"> • Buildings in close proximity to the street. • Reduced carriageway width. • On street parking. 	
<p>Application (A)</p>	<p><i>This development has each of those key features in the 'Psychology and perception' of traffic calming. The existing narrow crescent is retained. On street parking will occur, it will act as a deterrent, yet by a combination of the original road width and adjacent paved surfaces vehicles can pass. Our proposed buildings are also close to the carriageway thereby reducing visibility and naturally slowing vehicles.</i></p> <p><i>All in accordance with Government policy.</i></p>	

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Page 35 – Policy (P)	Forward visibility - exemplar	
Application (A)	<i>The existing layout of the crescent includes tight corners. Our layout of buildings reinforces those factors and successfully restricts forward visibility. Again, Government Policy.</i>	
Page 38 – Policy (P)	STREETS FOR PEOPLE Streets as social space / shared space (see the illustrations)	
Application (A)	<i>The layout of the development creates a range of paved areas around the edge of the development. They vary in width and size. In addition to giving direct access to dwellings their informal nature will encourage residents to share and use those spaces. All in accordance with Government policy.</i>	
	EMERGENCY & SERVICE VEHICLES	
Page 44 – Policy (P)	Emergency vehicles: The Association of Fire Chiefs clarified those requirements as follows:- A 3.7 metre carriageway (kerb to kerb) is required for operating space at the scene of a fire. Simply to reach a fire, the access route could be reduced to 2.75 metres over short distances, provided the pump appliance can get to within 45 metres of all points within a dwelling.	
Application (A)	<i>A) This development is bounded by an existing short crescent. There are therefore two points of entry to the crescent, the available carriageway meets with the stated space requirements. In the event of a parked vehicle the adjacent paved surfaces permit passing. All areas of the development meet the access criteria for fire fighting etc. Accords with Government policy and the association of fire Chiefs stated requirements.</i>	
Page 44 – Policy(P)	Service vehicles: The design of streets should accommodate service vehicles without allowing their requirements to dominate the layout. On streets with low traffic flows and speeds ----- assumed ----- vehicles ----- use the full width of the carriageway to manoeuvre ----- designers could assume that they will have to reverse or undertake multi point turns to turn around for relatively small number of times they will require access.	
Application (A)	<i>Service vehicles are accommodated while the associated areas of hard surface firstly read as amenity space rather than service space but can still be used by service vehicles. There is no requirement for service vehicles to reverse since the crescent permits a drive through operation. Since the crescent has existing for many years including when the social club was fully operational clearly service vehicles have managed to service the area. All in accordance with Government Policy.</i>	
Page 44 – Policy (P)	<ul style="list-style-type: none"> It is neither necessary nor desirable to design streets to accommodate larger waste collection vehicles than can be used within existing streets in the area. Swept-path analysis can be used to assess layouts for accessibility. Where achieving those standards would undermine quality of place, alternative 	

	<p>vehicle size and / or collection methods should be considered.</p> <ul style="list-style-type: none"> • BS 5906 : 2005 recommends a maximum reversing distance for refuse vehicles of 12 metres. Longer distances can be considered, but any reversing routes should be straight and free from obstacles or visual obstructions. 	
Application (A)	<p><i>The vehicular circulation arrangements and swept path analysis show the site is fully accessible from both ends of the crescent and drive through works for service vehicles. That combined with the additional paved surfaces remove any need for vehicles reversing.</i></p> <p><i>All in accordance with Government policy.</i></p>	
Page 45 –	WASTE COLLECTION	
Policy (P)	<p>Section 3.25 of the Scottish Building Standards (Domestic) technical Handbook provides guidance on achieving the standards set in the Building (Scotland) Regulations 2004 with regard to solid waste storage and collection point. The collection point can be on-street or may be at another location defined by the waste authority. Key recommendations are that :</p> <ul style="list-style-type: none"> • Residents should not be required to carry waste more than 30m (excluding any vertical distance) to the storage point. • Waste collection vehicles should ideally be able to get to within 25m of the storage point and the gradient between the two should not exceed 1 : 12. • There should be a maximum of three steps for waste containers up to 250 litres and none when larger containers are used. <p>So ideally the maximum distance from the front door to the refuse vehicle is 30 metres plus 25 metres = 55 metres.</p>	
Application (A)	<p><i>Refuse storage is within private garden spaces. Also, travel distances to kerb collection points are within accepted travel distances. The maximum distance between storage and collection point is for dwelling number 14 at 30 metres. The majority of other dwellings have travel distances between 1 and 3 metres and well within the stated standard limitations. All walkways are flat or graded with no steps.</i></p> <p><i>All in accordance with Government policy.</i></p>	
Page 48 –	STREET DETAIL	
Policy (P)	<p>Utilities</p> <ul style="list-style-type: none"> • The accommodation of utilities must not however compromise the creation of a sense of place or influence the design disproportionately. • Service strips should be designed to accommodate services contained rather than by the application of rigid standards. 	
Application (A)	<p><i>Public utilities to be contained in service strips provided along the boundary of the site and adjacent to the crescent. These service strips are within the proposed paved public areas and fully accessible.</i></p> <p><i>All in accordance with Government policy.</i></p>	
Page 53 –	Lighting	
Policy (P)	<p>See plate - lighting on building and tight corners</p>	
Application (A)	<p><i>Given the priority to de-clutter public areas the proposal is to locate 'street lighting' on the buildings and at corners. This helps eliminate unnecessary obstacles and other visual distractions. Details to be finalised with the local Authority.</i></p> <p><i>All in accordance with Government policy.</i></p>	

	<p>TECHNICAL QUESTIONS ANSWERED</p>	
Page 60 –	<p>What is the risk and liability?</p>	
Policy (P)	<ul style="list-style-type: none"> • Roads authorities have often applied a very cautious approach in order to avoid potential liability in the event of damage or injury. • This over-cautious approach is ill advised and restricts innovation and responses to local character. • This is not conducive to creating distinctive places that help to support thriving communities. • In fact imaginative and context-specific design that does not rely on conventional standards can achieve high levels of safety. 	
Application (A)	<p><i>The design of this development is in line with current thinking and as advocated in Government Policies.</i></p> <p><i>The extensive detail contained in this application clearly states the technical practicality and enabling of proposals while creating a community focused on people. In addition the proposals respect and seek to learn from and reflect the 'Garden City' concept of the original Westquarter village. This development embodies flexibility and potential to respond to change in the needs of people. It is clear that the emphasis and current policy is now on encouraging creative thinking.</i></p> <p><i>All in accordance with current Government policy.</i></p>	
Page 61 –	<p>House of Lords case "Gorringe v. Calderdale MBC (2004) confirmed a number of important points:-</p>	
	<ul style="list-style-type: none"> • The authority's duty to 'maintain' covers the fabric of a highway, but not signs and markings. • There is no requirement for the road authority to 'give warning of obvious changes' and natural road hazards; and • Drivers are "first and foremost responsible for their own safety" 	
Application (A)	<p><i>It is clear where responsibilities rest. Such judgements should ensure that undue fear of liability does not prevent innovative ground breaking designs. This development proposal has endeavoured to embrace and further the ideals of those latest Government policies. After all the ideals have already been proven in the original designs for the village.</i></p>	

Presentation : DESIGN STATEMENT FOR THE PROPOSAL.

Project : Rental Housing Development, Westquarter, Falkirk.

Applicant : Hanover Housing Association (Scotland) Ltd.

Date : July 2014

The site will be cleared of the existing derelict nightclub and the majority of the trees – many of which have been damaged, of poor quality or compromised in other ways.

Hanover Housing Association's proposal is to redevelop the site with a mix of houses and flats for rent. The design standards for those dwellings will incorporate a range of enhanced standards for sustainability and the like. To that end specialised input on sustainability matters has been provided by GAIA Research as specialist sustainability consultants retained by Hanover Housing Ltd. An integral part of the design proposals is to exceed the insulation requirement in the current Building Standards by a very significant 50%.

In so doing there is a strong environmental ethos embedded in this development to both value and protect the environment and its importance in upholding and enhancing the quality of life within the development proposal. This commitment is clearly true to the original life enriching concept followed by Stirling County Council in creating this 'Garden City'.

Another underlying principle in this development is to achieve a 'Secure by Design' award as both assessed and awarded by Police Scotland. That award requires very specific quality standards being achieved in designing the house types; in designing the layout of the development and in the specification of the many key components used in each dwelling. The goal being to create a development, which meets the latest standards in helping to make each home and their community, a reassuringly safe place. If all of those criteria are met the expectation is that Police Scotland will certify 'SECURE BY DESIGN' status.

The design has been arranged to help maximise private garden areas enclosed by the careful arrangement of the housing and blocks of flats combined with screen walls connecting the various blocks. The decision has been taken to concentrate the landscape areas into private gardens rather than a mix of private and public areas. Primary reasons for this are to give the individuals as much of their own garden ground as possible and secure where there are children. It is likely that such private spaces will be of maximum benefit to children. Those goals have been achieved by removing public open space given the considerable degree of public open space in the village and the adjacent wooded leisure area. Since use of public open space is most likely to be used by young and older adults it was felt those other adjacent areas offered much more benefit and freedom for youths and older adults, while it would be noticeably less so to children unless accompanied by adults. While these larger private gardens were seen as being of far greater benefit and a more appropriate investment for children.

This arrangement has enabled the creation of a private garden grouping accessible to all fourteen dwellings in this design. The type of garden enclosure created with the dwellings arranged round the outer edges of the site provides a very secure and private area for the residents. As such there are no public footpaths or universally accessible open spaces to compromise the security of the gardens or the dwellings.

This type of development layout is important in achieving 'Secure by Design' status.

The housing being grouped around the edge of the site in this way clearly defines the interface of the development with the wider community. Access to the development for others is by those main entrance doors to each dwelling facing the crescent.

That area of the site between the façade of each block and the existing kerb of the crescent will be finished in a mix of porous paved surface and soft feature planting. Where there is a requirement to distribute services underground they will be arranged under the porous pavers and be defined as the service zone. Part of that paved area around the edge of the site will provide carparking spaces for each of the dwellings at a rate already agreed in consultation with the Planning Department. Those other areas of paved surfaces while not specifically intended for vehicular traffic will have the capacity to take overrun vehicular traffic as an integral part of the design concept for this development. This is particularly the case where there are parked obstructions or there is a need for overrun spaces in a particular manoeuvre.

Said paved areas around the site have many purposes. In addition to the above points they are an irregularly shaped feature which softens the demarcation of the site boundary and the public crescent. That 'softening' of the interface with the adjoining area accords with the inherent characteristic of the original 'Garden City' concept. In that the layout of the village tends to follow many of the natural / existing features of the site which in turn creates a softer more picturesque quality to the village. In creating such a village the priority and therefore hierarchy was about the community and their quality of life over other factors such as vehicles and conformity. Those principles are also embedded in this design.

In effect what has been created is a form of mixed surface where pedestrians cyclists and vehicles can share the same spaces. That said the difference in materials i.e. tarmac on the crescent adjacent to pavers indicates the principle surface for cars with the 'refuge' areas for pedestrians being the permeable paved areas.

This concept is a much used concept both in the UK and across mainland Europe. It is particularly favoured in areas of high historic and / or architectural quality when the emphasis is on greater integration, complementing those features, encouraging relaxed access for pedestrians and discretely controlling vehicles.

Across Europe, what just a few years ago were tentative experiments to find more discrete and effective methods of controlling vehicles and their movement is now widely accepted. The underlying principle is to create uncertainty for the driver and that naturally makes them more cautious, driving more slowly and generally exercise greater care. The most effective methods of controlling drivers are those methods where it is something they do instinctively – just as proposed here. The use of mixer surfaces, the irregular nature of the spaces, the mix of peoples and vehicles, parked vehicles, limited forward visibility and the absence of all signage has been proven to be extremely successful and without the need for any form of enforcement.

The short existing crescent currently gives access to a small number of houses. The crescent also marks the site boundary on three sides. Being a crescent it therefore has two points of entry (& exit) from the road passing through the village. The crescent has no other purpose than to give access to those few houses although it also once gave access to the then busy nightclub. Residents acknowledge that a small number park their cars on the crescent. Despite the crescent being narrow by the standards of recent times vehicles still managed to pass along the crescent and that will become easier with the creation of our paved areas.

The designs for this development have been carefully arranged to provide 100% parking for the development within the development site. Furthermore the land lost to carparking has been kept to a minimum because all parking spaces are directly accessible off the existing crescent. This minimises the use of land to hard surfacing parking and maximises the retention of soft landscaped areas.

This proposal will therefore not deny the existing residents their customary parking arrangements. Equally by virtue of our having paved surfaces adjacent to the crescent vehicles can, if necessary use the paved areas as overrun areas to make passing other vehicles or obstructions easier. It is also the case that the size of individual parking bays and the clear manoeuvring spaces in front of each parking bay all meet with accepted principles.

Each of the above factors while helping vehicular movement it is done in such a way that there are obstacles which become speed calming. Beyond which the layout of the development takes part of different buildings relatively close (kissing the kerb) to the crescent at the changes in direction. This method reduces the driver's forward visibility, which in turn has vehicles moving more slowly. Since it is a crescent there are two points of connection with the road through the village. So there is no reasons for obstacles preventing vehicular access to or exit from any part of the crescent. It also means that service vehicles can operate successfully. All of those features are recognised in the latest government policies as the new design standards and goals to be achieved.

The arrangement of the proposed buildings is a mix of flats & houses. Arrangement of those three blocks has been a direct response to the nature and form of the site. Care has also been taken to ensure that there is a natural juxtaposition to the layout rather than following some imposed and unnatural discipline of regular straight lines and regular changes of direction. The site layout therefore captures the nature of the original 'Garden City' layout.

In designing the dwellings it was considered important not to create some out of time pastiche of the original housing. While the basic characteristics of the existing housing should be honoured it has been important to do so in a way that is of this time. This is fundamental in honouring the integrity both of the original 'Garden City' and of this development.

As far as practical each of the blocks have been arranged to optimise features such outlook as well as direct sunlight and solar gain into principal rooms. Those benefits have been enhanced by the use of open plan living, kitchen, dining areas full depth of the dwellings. Block 3 in almost facing due south gets direct southerly sunlight. The maximum benefit is therefore during the morning / afternoon period. Of the blocks facing almost due east / west, with the exception of house No. 8 their periods of maximum direct sun are the early to mid morning then from late afternoon to evening. The case can be made that the east / west orientation of blocks 1 & 2 is particularly suited to those households who are out during the day and for them the maximum sun benefit is when they are home i.e. early mornings and evenings. In house No.8 it's kitchen lends itself to having windows both east, west and south thereby providing both benefits.

As noted above care has been taken in choosing materials for the building envelopes. The elevational finishes are a combination of facing bricks and smooth render, within those areas that are smooth render panels in a different colour. Overall the arrangement of the facing brick, white render and colour render panels has been in a discreetly random way that provides subtle variation in the blocks which may or may not be consciously recognised both subliminally will register and create degrees of self identity

The windows will be high quality with aluminium clad external frames coloured grey. The entrance doors will be quality timber doors, which provide a valuable tactile quality as well as welcoming visual registers at points of close encounter.

The roof finishes to be powder coated ribbed aluminium. This finish has a contemporary visual register while the continuous rib joints have a visual connection with traditional materials such as lead roofs and the colour finish is a typical colour of traditional slate roofs.

The facias and soffits are also powder-coated aluminium coloured to match the roof while the rhones and downpipes are natural mill finish aluminium. As such there is a material and visual continuity while the contrast of powder coating and mill finish creates an appropriately contemporary enhancement of the buildings.

That stripped back approach to the visual aspect of the building reinforces the sculptural quality of the buildings while the subtle variation in shape changes and positioning of the white render and coloured render creates a visual dynamic that is visually enduring due to it's subtlety.

That all of these properties are echoes of the original architecture in Westquarter and as such there is a visual connectivity between the original and the new.

Presentation : HISTORICAL & CONTEXTUAL BACKGROUND TO THE PROPOSAL.

Project : Rental Housing Development, Westquarter, Falkirk.

Applicant : Hanover (Scotland) Housing Association Ltd.

Date : July 2014

Reference Documents : Various sources.

To understand the significance of West Quarter it should be seen in the context of Scotland's history.

This area of Scotland has played a significant part in the Nations History throughout the centuries and especially since the 17th Century. In addition the outcome of the two Rebellions in the early 18th Century had a profound impact on certain landed families and estates around Falkirk. That said the following political stability made travel both nationally and over the border much safer. As a result Falkirk became the natural location between the lands to the North and England for the major livestock / trading market. (The Tryst)

The Industrial Revolution accelerated urbanisation of the Central Belt and especially so in the area of Falkirk. This area had valuable mineral reserves including coal, ironstone, iron ore and to a lesser extent copper, silver, lead & cobalt. Such readily accessible resources naturally resulted in attracting various industries to the town. At the height of it's industrial activity Falkirk had circa thirty active foundries. The resultant and rapid intensification of communities meant that people relied heavily upon the only shelter available – very poor and substandard accommodation. Generally where there was any conscious intervention to better the available accommodation it did little to really improve standards or create a new vision.

However, in 1934 Stirling County Council purchased Westquarter Estate and prepared designs to create a model village on the estate. This radical model village was intended in a single comprehensive act to house the mining families of Standburn village where the existing houses were deemed unfit for human habitation. There could be no greater indictment of what that community had endured.

This new community of over 450 houses was built for a population of circa 3000. The development also included shops, recreational facilities and a school. The design of the model village was, and remains, hugely sympathetic to the natural features in this part of the estate. It is very much in the arts & crafts style of a 'Garden City' Community. Such sensitivity extended to the design of the new school. It was light and airy. That being a massive change from the typically dour schools existing elsewhere and prevailing for many decades later. Many consider this building to be a true child of the modern movement and the 'Jewel in Westquarter's Crown'.

Given today's generally enlightened attitudes and standards it is impossible to comprehend how radical this model village was or the profound impact it must have had on those mining families from Standburn. It no doubt also had a significant impact on the wider community.

There is no doubting the courageous decision by Stirling Council to create something, which despite being of high ideals and truly commendable was still in many ways going against long established standards of what was deemed appropriate for particular sections of society or even generally acceptable building forms.

The original design concept for the village remains largely intact. It remains a community set within a parkland setting. First and foremost it is clearly a development for people. Many of today's progressive ideals in designing communities seek to prioritise people and the

individual. To enhance the quality of their life and the enriching properties of their environment.

That means the interests and safety of the individual are considered to be far greater than other factors such as how quickly or easily vehicles can move around or the oppressive drive to create supposedly safe environments devoid of risks. It must be recognised that in such a scenario being safe and being devoid of risk are not the same. In essence said drive to make vehicle movement easy and to cosset the individual in a risk free environment did not credit individuals with the ability to recognise risk, exercise judgement and act accordingly.

These high ideals failed to deliver while successfully restricting developments to unremarkable designs within narrow predetermined road standards. The reality is that vehicles and people must mix and can do so successfully by creating a different and more effective hierarchy.

It is clear high ideals such as people first, quality of life & opportunity were very much at the heart of the original concept by Stirling County Council. That said much of the intervening period between the village's inception and now saw substantial changes in the priorities and opportunities for the individual. The most significant opportunity was widespread access to and ownership of the car. The village design while incorporating roads and pavements did not anticipate substantial car ownership, substantial vehicular movements, potential high speeds or the need to accommodate large numbers of parked vehicles. If anything the original thinking appears to have been that there would be relatively few vehicles and generally that roadside parking would not be an issue. The reality was that over the decades car ownership and vehicular movement greatly exceeded expectations. That has been compounded by the fact successive vehicle models have been bigger than their predecessor.

The basic road infrastructure therefore created challenges. The local Authority in responding to such challenges applied the technical standards considered appropriate at those times. Such Design Standards included: -

- A) Visually attractive grass verged pavements were altered by inlaying rows of cobblestones. While this may have stopped vehicles parking on grass verges it has detracted from the visual quality and created a feature that cannot reasonably be maintained.
- B) Converting large areas of leisure / amenity soft landscaping areas into wide open areas of tarmac, many of which have been needlessly hard surfaced in their entirety rather than restricting the hard surfacing to the minimum necessary to accommodate parking spaces and the means of access.
- C) An earlier adjacent pocket of development appears to have included a large open area of hard surfacing as parking. Recent site visits confirm that said parking area is not an efficient method of addressing car parking and there is no effective method of monitoring said areas or controlling what is parked. Such an approach is unsympathetic and greatly reduces the quality of public areas.

Over the years each of those factors individually and collectively have compounded the problem of how to effectively deal with vehicles without undue compromise of the original 'Garden City' concept.

In seeking a solution to the car problem it is clear there was no effective consideration of how to maintain the integrity of the original 'Garden City' concept. However, over that period such an approach was not uncommon when the standard approach was to prioritise the requirements of the car and vehicular movement. Other considerations such as urban design, how it created a sense of place and empowered the individual over vehicles in those places were low or non-existent on the priority list. The inevitable outcome is that the 'Garden City' concept and its high social ideals were increasingly under threat.

It is also the case, and by way of example that the adjacent infill-housing development has a large area of grass – supposedly amenity space. However, that area is totally open with no

meaningful sense of form and no sense of ownership or identity. As a result the housing is overwhelmed, the residents oppressed and no recognition is given to the 'Garden City' concept.

In recognition of such threats around the country the Scottish Government published two documents: - 1) Designing Places 2001 & 2) Designing Streets 2010

Those documents heralded a significantly different approach in government policy both in designing developments and establishing a hierarchy of design goals. Simplification of those goals is to say that people are empowered and given priority over vehicles and vehicle movement. Those design standards documents were further reinforced as Government Policy in May 16th 2014 when the Scottish Government published their 'DESIGNING STREETS – TOOLBOX ASSESSMENT'.

Said publication clearly stipulates that 'Designing Streets' is now the design standard that must be followed and the Toolbox was the method by which all such proposals must be assessed for compliance with the new standard.

Those Government Policy standards overturn the design standards applied in previous decades. The outcome is that these new policies set very different design standards. They will ensure the protection and even encourage enlightened designs such as in the original 'Garden City' concept of Westquarter.

This development site contains what originally was the Westquarter Social club. A symbol of a significantly different time in the villages social calendar. With the substantial social changes in recent years the club was no longer viable, then closed and has lain empty for many years to the point it is now derelict. As such there are many local concerns about safety – especially as children have now broken into the property and the integrity of the roof structure is exposed to the elements.

The creation of the social club and it's popularity symbolised the success of the 'Garden City' ideas and how it empowered the community to take control and enrich their environment.

The social club was the result of fundraising amongst the people living in Westquarter. It was also constructed by the many people with construction skills living in the village. While it was very well patronised in its heyday there is no longer any demand for such a facility. The existing trees on site were part of those works by the social club committee. However many of those trees were originally intended as hedging but with no maintenance over years they have totally overgrown and lost the original character. As such the existing landscape of the site - in particular the planting was specific to the social club. Furthermore its current condition is the result of being abandoned. It is reasonable to state that the existing landscape has lost its relevance. Furthermore its original form cannot be recovered.

Chance conversations with residents around the site make it very clear that they wish this eyesore and safety risk removed. Equally they would welcome the site being developed for housing.

The site therefore offers a rare opportunity to redevelop part of the 'Garden City'. Redevelopment being a key part of the 'Garden City' concept in that there is an ongoing review of the communities needs then responding in ways that further the best interests of the community.

That concept of regeneration presents itself at a time when there has been a significant change in Government development policies. As stated above those new policies are particularly in tune with the radical ideals behind the original 1934 'Garden City' development.

The story of Westquarter has gone full circle and this redevelopment opportunity should be a contemporary interpretation of those '**PEOPLE FIRST**' ideals pioneered in 1934.

LAND OWNERSHIP CERTIFICATES

Town and Country Planning (Scotland) Act 1997
Regulation 15 of the Town and Country Planning (Development Management Procedure) (Scotland)
Regulations 2013

CERTIFICATE A, B, C, D OR CERTIFICATE E MUST BE COMPLETED BY ALL APPLICANTS

CERTIFICATE A

Certificate A is for use where the applicant is the only owner of the land to which the application relates and none of the land is agricultural land.

I hereby certify that -

- (1) No person other than myself was owner of any part of the land to which the application relates at the beginning of the period of 21 days ending with the date of the application. ☐
- (2) None of the land to which the application relates constitutes or forms part of agricultural land. ☐

Signed:

On behalf of:

Date:

CERTIFICATE B

Certificate B is for use where the applicant is not the owner or sole owner of the land to which the application relates and/or where the land is agricultural land and where all owners/agricultural tenants have been identified.

I hereby certify that -

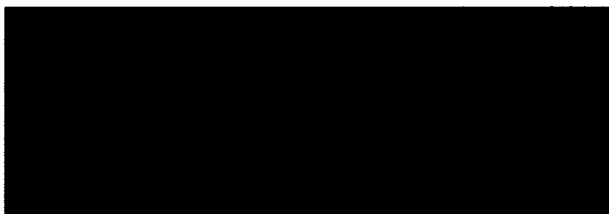
- (1) The applicant has served notice on every person other than the applicant who, at the beginning of the period of 21 days ending with the date of the application was owner of any part of the land to which the application relates. These persons are: ☒

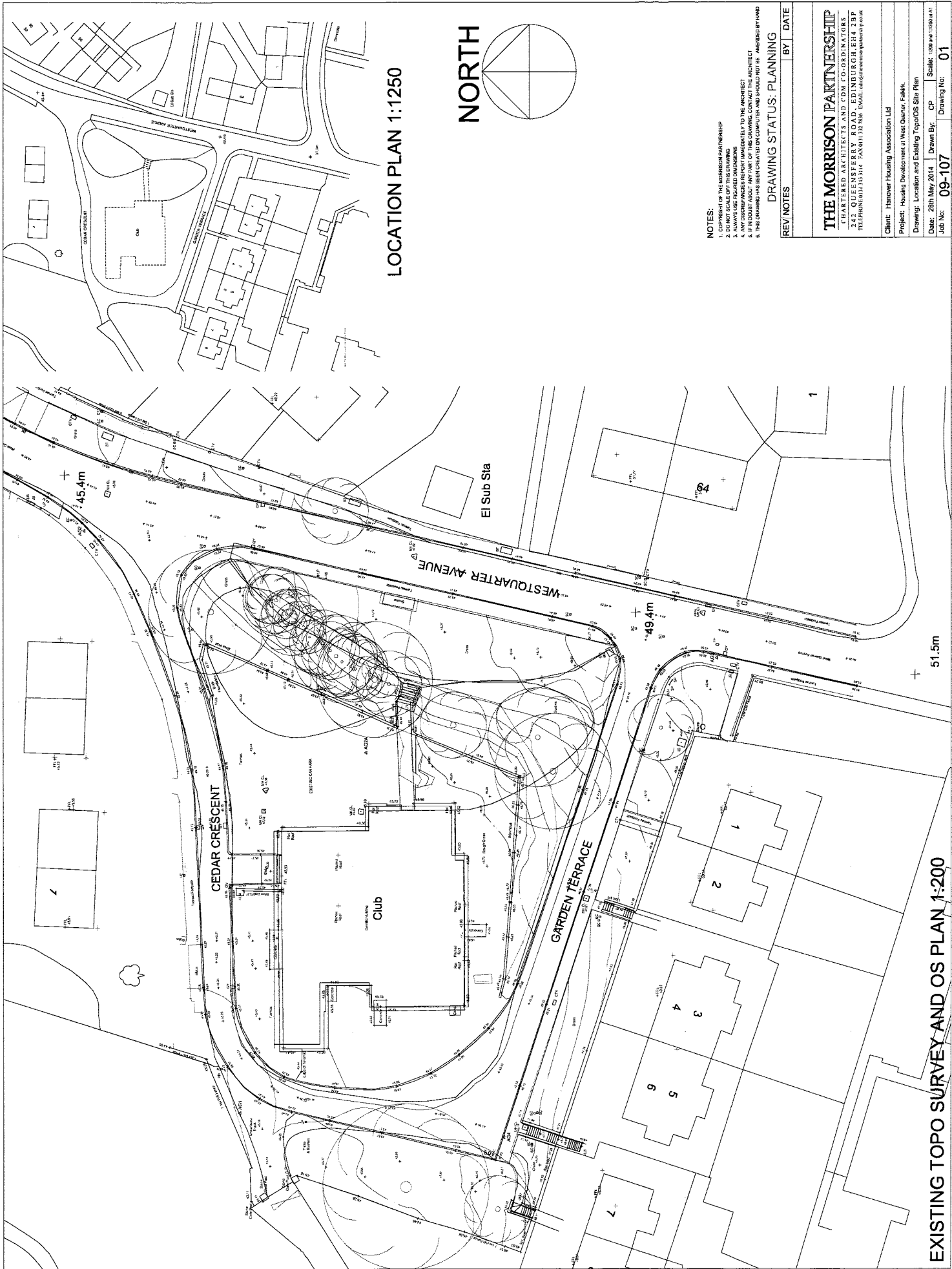
Name	Address	Date of Service of Notice
Mr Mark Agnew	Bengloe Main Street Polmont Falkirk FK2 0QP	25th July 2014

- (2) None of the land to which the application relates constitutes or forms part of agricultural land ☒

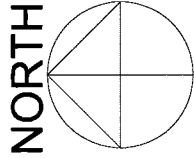
or

- (3) The land or part of the land to which the application relates constitutes or forms part of agricultural land and I have served notice on every person other than myself who, at the beginning of the period of 21 days ending with the date of the application was an agricultural tenant. These persons are: ☐





LOCATION PLAN 1:1250



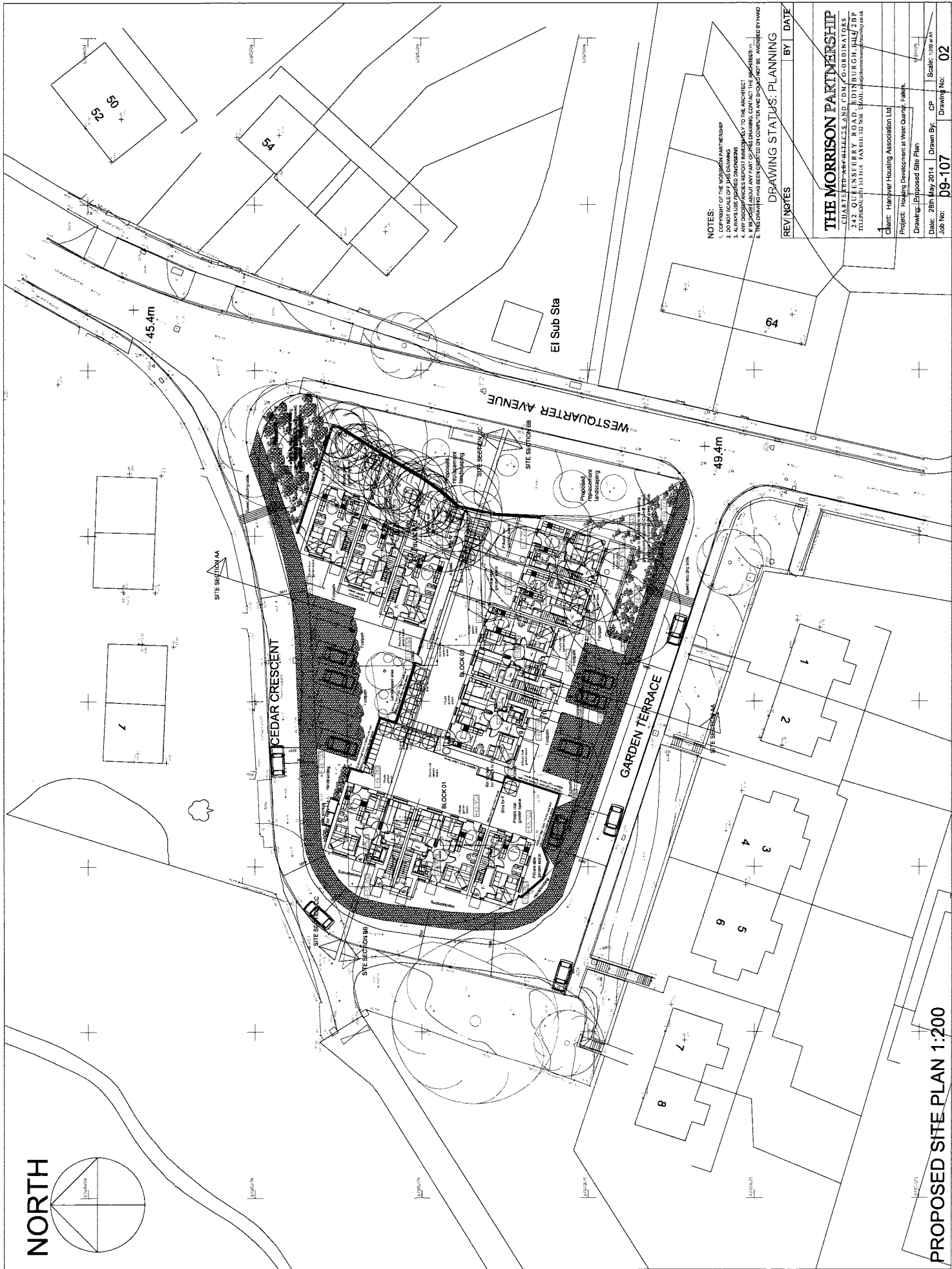
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REV	DATE

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242 QUEENSFERRY ROAD, EDINBURGH EH4 2BP
TELEPHONE 0131 3313114 FAX 0131 3313115 EMAIL: info@morrisonpartnership.co.uk

Client: Harrower Housing Association Ltd	Project: Housing Development at West Quarter, Fife.
Drawing: Location and Existing Topo/OS Site Plan	Date: 28th May 2014 Drawn By: CP Scale: 1:200 and 1:1250 as app.
Job No: 09-107	Drawing No: 01

EXISTING TOPO SURVEY AND OS PLAN 1:200



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DRAWING STATUS: PLANNING

REV	NOTES	BY	DATE
1			

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 242 QUEENSTERRY ROAD, EDINBURGH, EH4 2BP
 TEL: 0131 332 784 FAX: 0131 332 786 EMAIL: info@quartermorrison.co.uk

Client: Harrower Housing Association Ltd
 Project: Housing Development at West Quarter, Falkirk
 Drawing: Proposed Site Plan
 Date: 28th May 2014 Drawn By: CP
 Job No: 09-107 Drawing No: 02

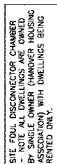
	EXISTING COVERED SEWER
	EXISTING SEWER/DRAINAGE COVERED/UNCOVERED
	PROPOSED SURFACE WATER
	PROPOSED FOUL SENSER
	SURFACE WATER DISCONNECT
	FOUL DISCONNECT
	SURFACE WATER DRAIN & INSPECTION CHAMBER
	FOUL DRAIN & INSPECTION CHAMBER
	OUTLET PIPE FROM FIN DRAIN WITHIN FLOORING PAVING SCHEDULE
	PROPOSED NON-ADJUSTABLE FLOORING TO ARCHITECT'S SPECIFICATION

1. AS DEVELOPMENT IS LESS THAN 500 UNITS, 1 LEVEL OF TREATMENT IS TO BE PROVIDED IN VARIOUS PLANS ROADS AND ROOFS.
2. TO SATISFY THE SCOTTISH GOVERNMENT GUIDELINES RELATING TO THE AVAILABILITY OF WATER RESOURCES, THE WATER SUPPLY COMPANIES ARE TO PROVIDE THE NECESSARY WATER SUPPLIES AS CLOSE TO SOURCE AS POSSIBLE AND MAXIMIZE OPPORTUNITIES TO MANAGE SURFACE WATER BEFORE IT ENTERS THE SEWER SYSTEM.
3. SURFACE WATER RUN-OFF FROM ALL EXISTING AREAS WITHIN THE DEVELOPMENT ROADS TO BE COLLECTED BY PERVIOUS PAVING SURFACES, AND RUN-OFF FROM ROOFS AND DRIVEWAYS TO BE COLLECTED BY PROSPECTIVELY ADAPTABLE SINKS.
4. ALL ROOF SURFACE WATER RUN-OFF TO DISCHARGE TO PERVIOUS PAVING SURFACE PROVIDING ONE STAGE OF TREATMENT AT SOURCE, BEFORE DISCHARGING TO PROSPECTIVELY ADAPTABLE SINKS.
5. ATTENUATION OF THE SURFACE WATER FROM ADAPTABLE SINKS, FABRIC BAYS & ROOFS TO BE PROVIDED MAX TANK SENIORS, TO BE PROVIDED IN A 30 YEAR RETURN PERIOD PLUS 20% TO BE CHARGED TO THE DEVELOPER.

1. DEVELOPMENT TO BE DESIGNED IN ACCORDANCE WITH SUDS MANUAL, SEWER FOR SOUTHERN DISTRICT AND CITY OF DUBLIN, LOCAL AUTHORITY DESIGN CHIEF ENGINEER NOTE.
2. POST DEVELOPMENT FORWARD FLOW RATE TO BE RESTRICTED TO PRE-DEVELOPMENT GREENFIELD RUN-OFF RATE.
3. FORWARD FLOW FROM DEVELOPMENT TO BE RESTRICTED BY USE OF PROPRIETARY MECHANICAL HYDROPHAMES.
4. THE SYSTEM SHOULD BE DESIGNED TO ATTENUATE THE 1:30 YEAR RETURN PERIOD WITHOUT FLOODING, WITH CHECKS MADE TO ENSURE THAT THE FLOODING IS NOT THE RESULT OF A LOSS OF STORAGE FROM THE INFILTRATION AREA.
5. STORAGE SHOULD BE PROVIDED FOR THE FLOODED VOLUME WITHIN THE SITE.

[illegible]

257



54. CONTROL MANHOLE
HYDRORAKE OPTIMUM TO
BE FITTED TO OUTLET TO
RESTRICT FORWARD FLOW

FOR CONTINUATION REFER SURFACE
WATER OUTFALL PLAN BELOW

Sub Sta

**Hanover Housing
Association**

West Quarter,
Falkirk

Drainage Layout



Planning

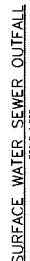
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sp	CS	18.07.14
callos	1:200	sheet size A1

J2429-002

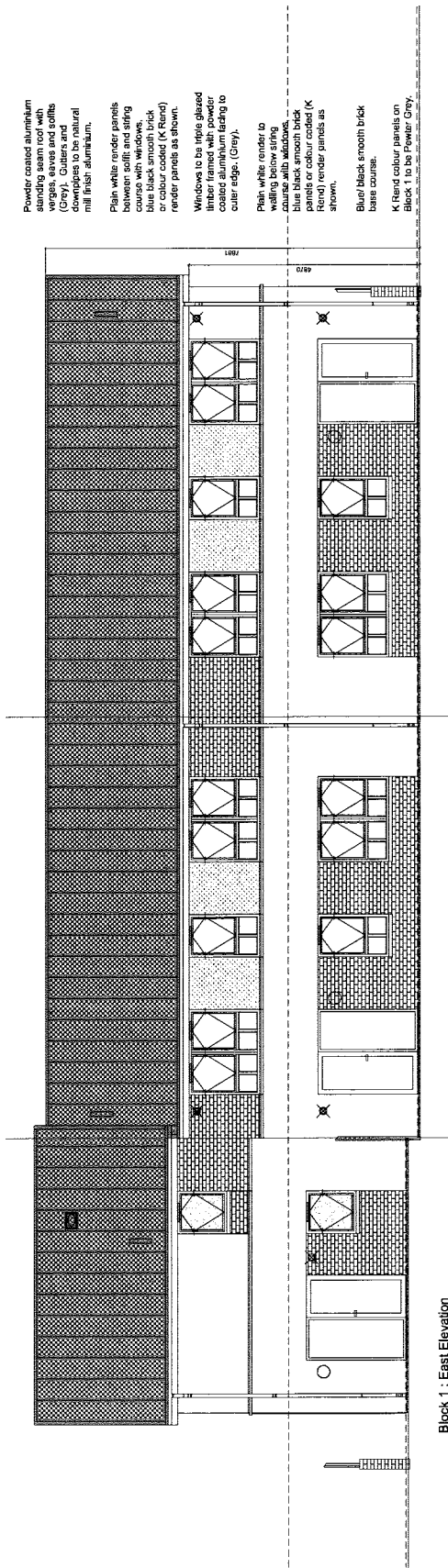
drawing number

Revision

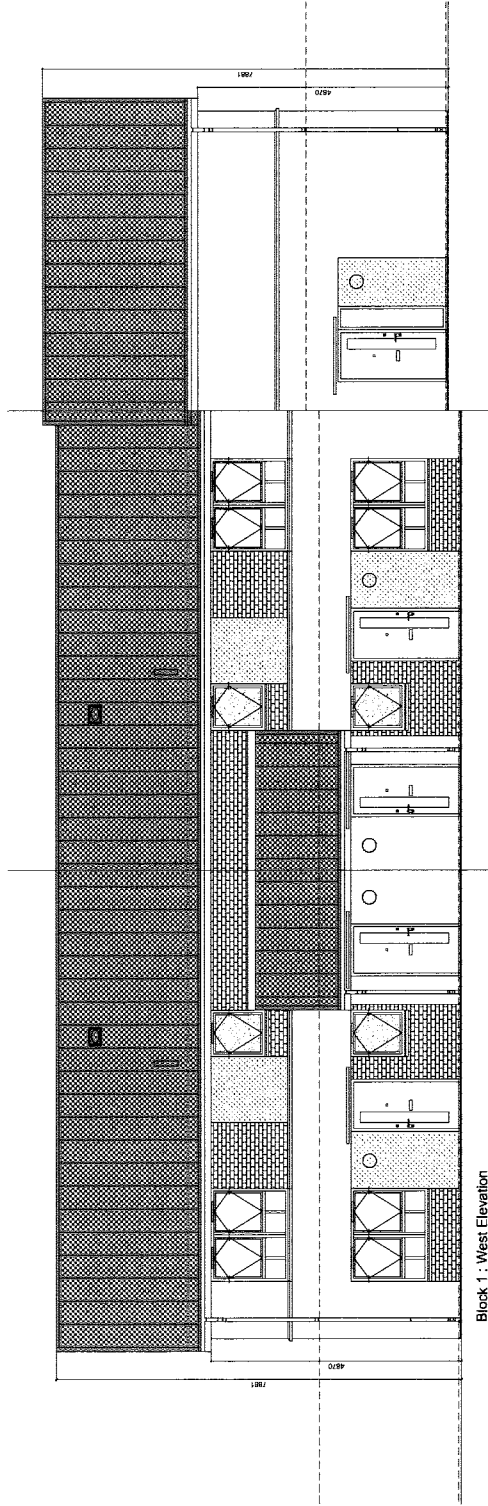
-



SCALE 1:2000



Block 1: East Elevation



Block 1: West Elevation

Powder coated aluminium
rendering, smooth finish
verges, eaves and soffits
(Grey). Gutters and
downpipes to be natural
mill finish aluminium.

Plain white render panels
between windows and
above windows, including
course with windows,
blue black smooth brick
or colour coded (K Rend)
render panels as shown.

Windows to be triple glazed
timber framed with powder
coated aluminium facing to
outer edge. (Grey).

Plain white render to
be used for all other
course with windows,
blue black smooth brick
panels or colour coded (K
Rend) render panels as
shown.

Blue/black smooth brick
base course.

K Rend colour panels on
Block 1 to be Powder Grey.

DRAWING STATUS: PLANNING

Contractor to check all sizes on site.
Contractor to confirm detailed
finishes specification with client.

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242 QUEENSFERRY ROAD, EDINBURGH, EH4 2BP
TELEPHONE 0131 343 3114 FAX 0131 332 7836 EMAIL: info@thamorrisonpartnership.co.uk

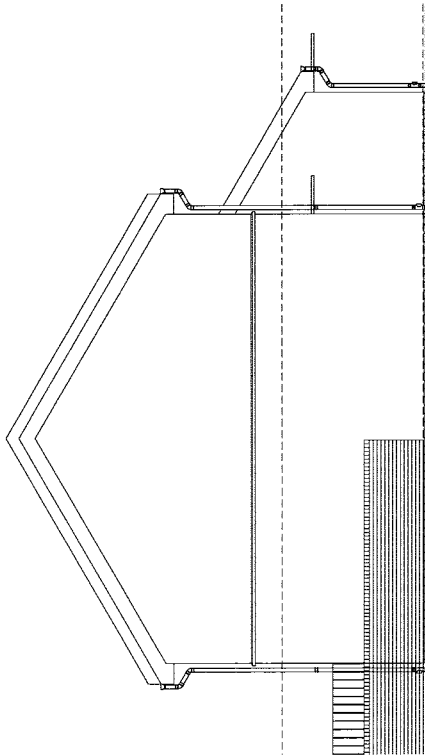
Client: Hanover Housing Association Ltd

Project: Housing Development at West Quarter, Falkirk.

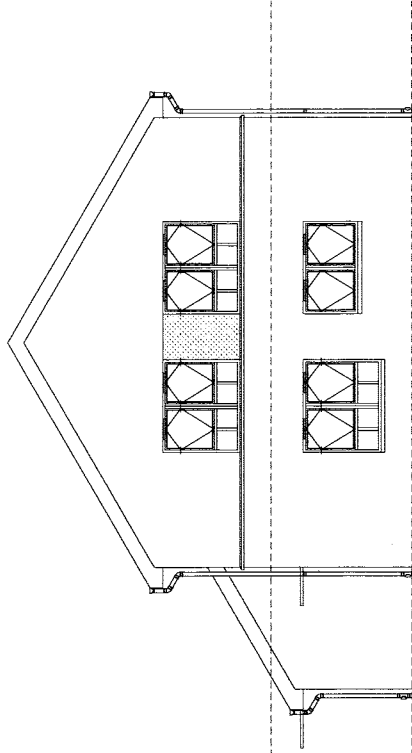
Drawing: Block 1: East and West Elevations.

Date: 30th April 2014 Drawn By: CP Scale: 1:100

Job No: 09-107 Drawing No: 06



Block 1 : North Elevation



Block 1 : South Elevation

DRAWING STATUS: PLANNING

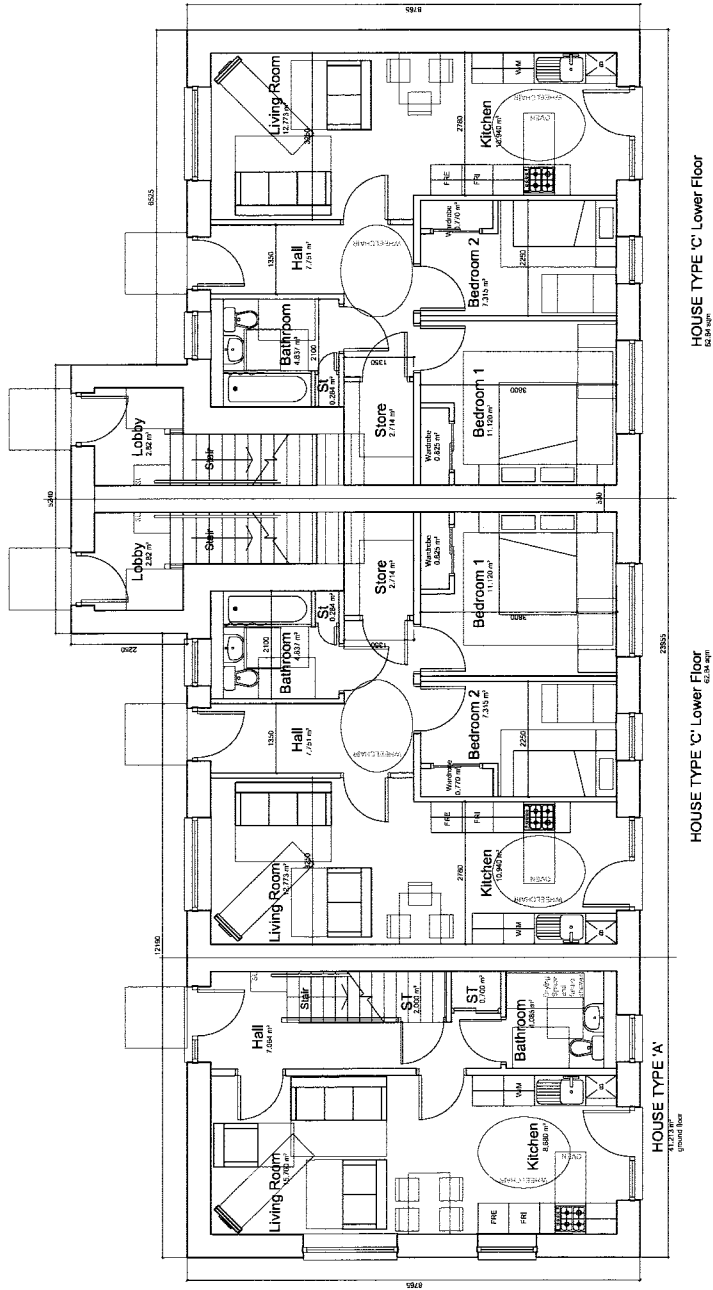
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Contractor to confirm detailed
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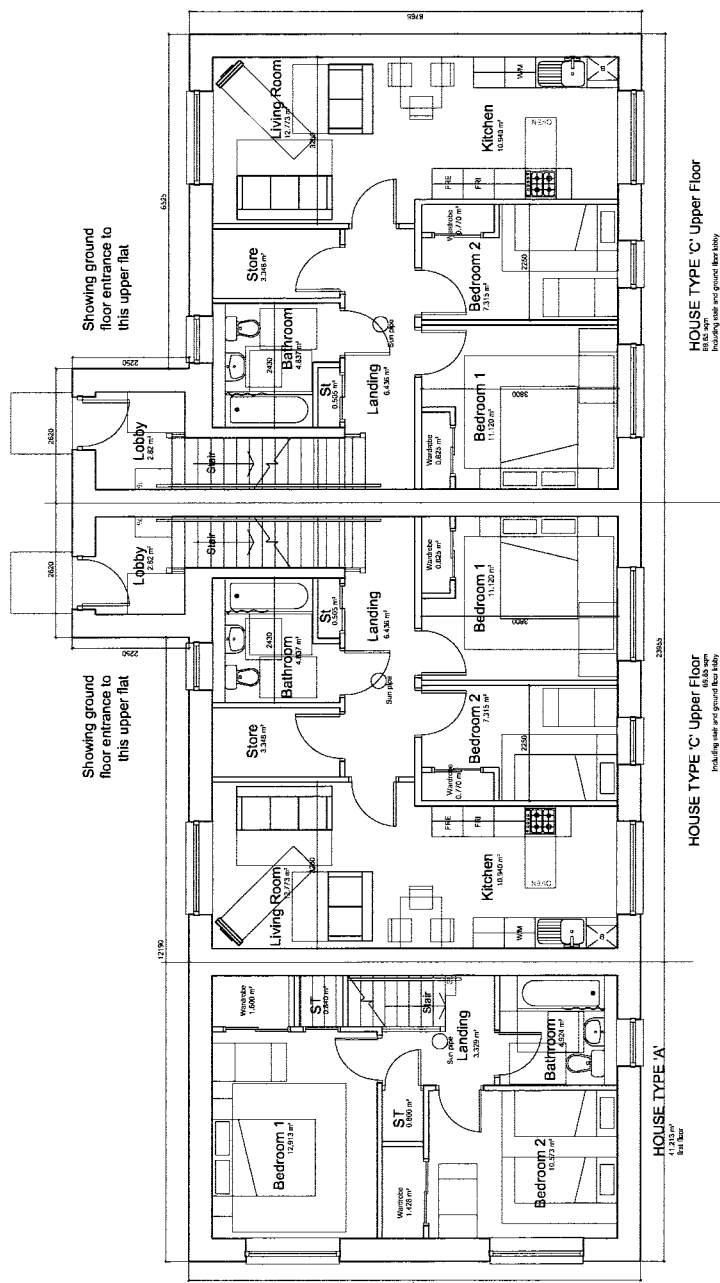
REV	NOTES	BY	DATE
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CHARTERED ARCHITECTS AND CDM CO-ORDINATORS
242 QUEENSFERRY ROAD, EDINBURGH, EH4 2BP
TELEPHONE 0131 343 3114 FAX 0131 332 7836 EMAIL cdm@morrisonpartnership.co.uk

Client: Harover Housing Association Ltd
Project: Housing Development at West Quarter, Falkirk.
Drawing: Block 1 : North and South Elevations.
Date: 30th April 2014 Drawn By: CP Scale: 1:100
Job No: 09-107 Drawing No: 07

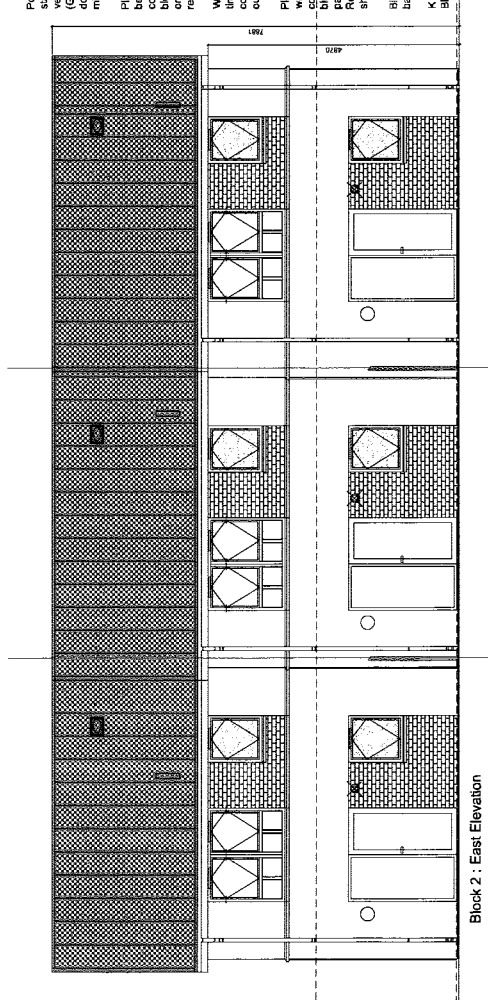


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HOUSE TYPE 'C' Upper Floor
05.03 sqm
Including stair and ground floor lobby

DRAWING STATUS: PLANNING		REV NOTES		BY	DATE
<p>NOTES:</p> <p>Contractor to check all sizes on site.</p> <p>Contractor to confirm detailed finishes specification with client.</p> <p>1. COPY NOT OF THE MORRISON PARTNERSHIP</p> <p>2. DO NOT SCALE OFF THIS DRAWING</p> <p>3. ALWAYS USE DIMENSIONED DIMENSIONS</p> <p>4. ANY DISCREPANCIES REPORT IMMEDIATELY TO THE ARCHITECT</p> <p>5. THIS DRAWING HAS BEEN CREATED ON COMPUTER AND SHOULD NOT BE AMENDED BY HAND</p>					
<p>THE MORRISON PARTNERSHIP</p> <p>CHARTERED ARCHITECTS AND CDM CO-ORDINATORS</p> <p>242 QUEENSPERRY ROAD, EDINBURGH, EH4 2BP</p> <p>TELEPHONE 0131 345 3114 FAX 0131 332 7636 EMAIL info@themorrisonpartnership.co.uk</p>					
Client: Henover Housing Association Ltd		Drawing: Block 1 : First Floor Plan.			
Project: Housing Development at West Quarter, Falkirk.		Date: 30th April 2014			
Drawing: Block 1 : First Floor Plan.		CP		Scale: 1:100	
Job No: 09-107		Drawing No: 005			



Block 2 : East Elevation

Powder coated aluminium
sash windows with
verges, eaves and soffits
(Grey). Gutters and
downpipes to be natural
mill finish aluminium.

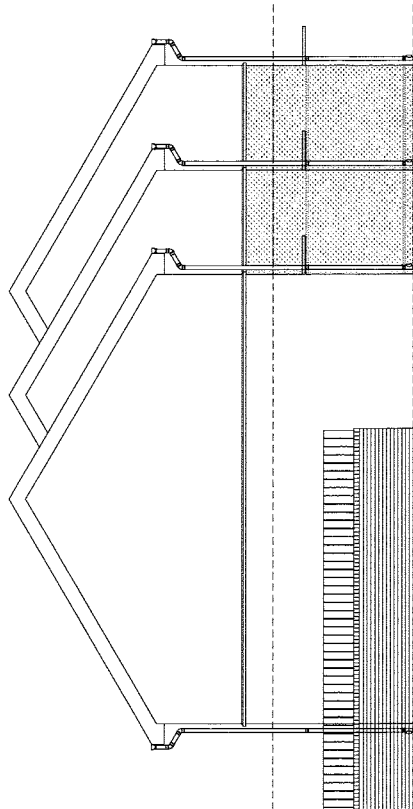
Pink white render panels
between soffits and eaves
course with windows,
blue black smooth brick
or colour coded (K Rend)
render panels as shown.

Windows to be triple glazed
timber framed with powder
coated aluminium (siding to
outer edge, Grey)

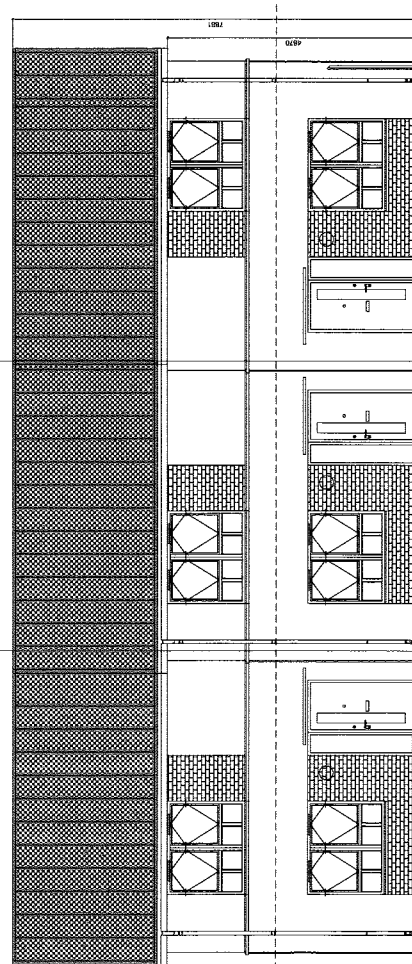
Pink white render to
wall between eaves
course with windows,
blue black smooth brick
panels or colour coded (K
Rend) render panels as
shown.

Blue/black smooth brick
base course.

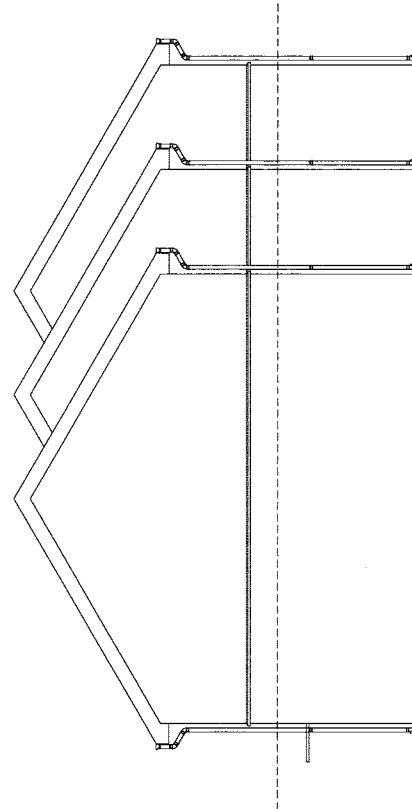
K Rend colour panels on
Block 2 to be Sandstone.



Block 2 : North Elevation



Block 2 : West Elevation



Block 2 : South Elevation

DRAWING STATUS: PLANNING

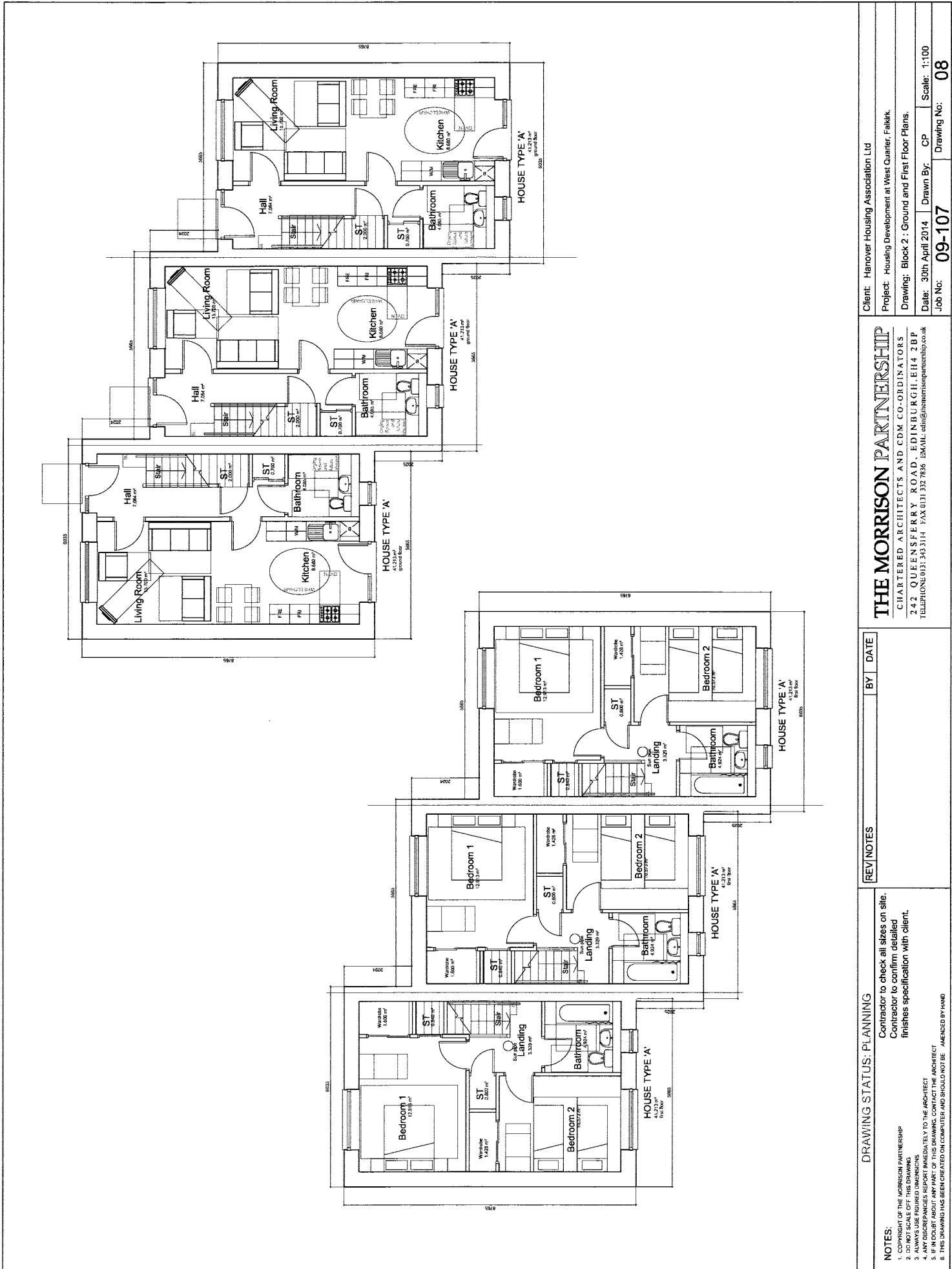
Contractor to check all sizes on site.
Contractor to confirm detailed
finishes specification with client.

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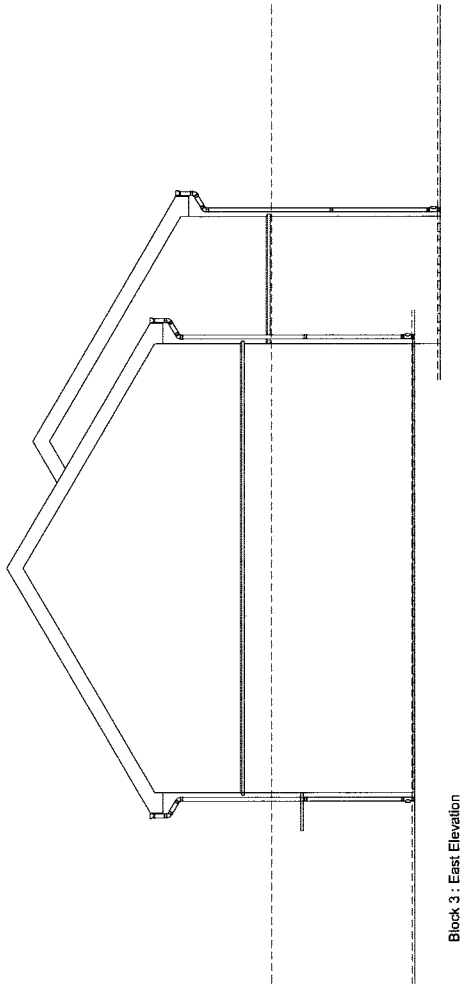
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242 QUEENSFERRY ROAD, EDINBURGH, EH4 2BP
TELEPHONE: 0131 343114 FAX 0131 332 7836 EMAIL: edinburgh@partnership.co.uk

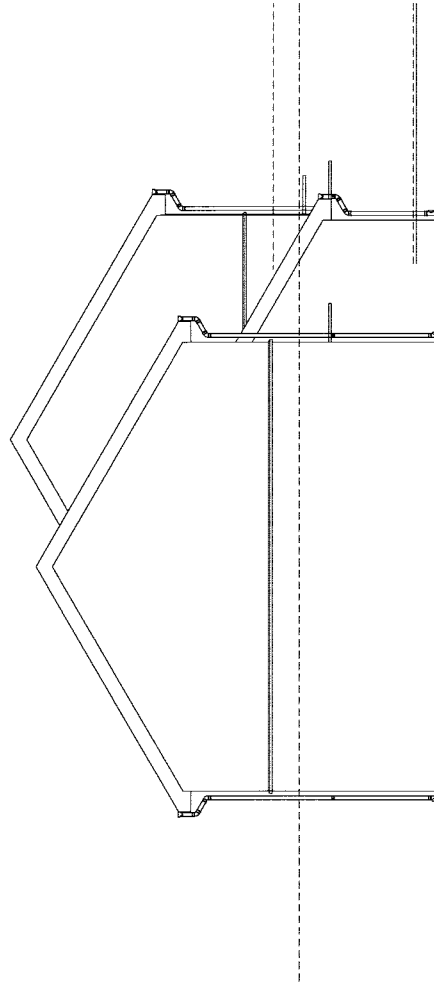
Client: Hanover Housing Association Ltd
Project: Housing Development at West Quarter, Falkirk.
Drawing: Block 2 : Elevations
Date: 30th April 2014 Drawn By: CP Scale: 1:100
Job No: 09-107 Drawing No: 09



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242 QUEENSFERRY ROAD, EDINBURGH, EH4 2BP					
TELEPHONE:0131 343 3114 FAX 0131 332 7836 EMAIL: edinburgh@morrisonpartnership.co.uk					
Client: Hanover Housing Association Ltd					
Project: Housing Development at West Quarter, Falkirk.					
Drawing: Block 2 : Ground and First Floor Plans.					
Date: 30th April 2014 Drawn By: CP Scale: 1:100					
Job No: 09-107 Drawing No: 08					



Block 3 : East Elevation



Block 3 : West Elevation

DRAWING STATUS: PLANNING

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 6. THIS DRAWING HAS BEEN CREATED ON COMPUTER AND SHOULD NOT BE AMENDED BY HAND
- Contractor to check all sizes on site.
Contractor to confirm detailed finishes specification with client.

REV/NOTES	BY	DATE

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 242 QUEENSFERRY ROAD, EDINBURGH, EH4 2BP
 TELEPHONE 0131 3433114 FAX 0131 332 7836 EMAIL: edin@themorrisonpartnership.co.uk

Client: Harover Housing Association Ltd	Project: Housing Development at West Quarter, Falkirk.
Drawing: Block 3 : East and West Elevations.	Date: 30th April 2014 Drawn By: CP
Job No: 09-107	Drawing No: 13

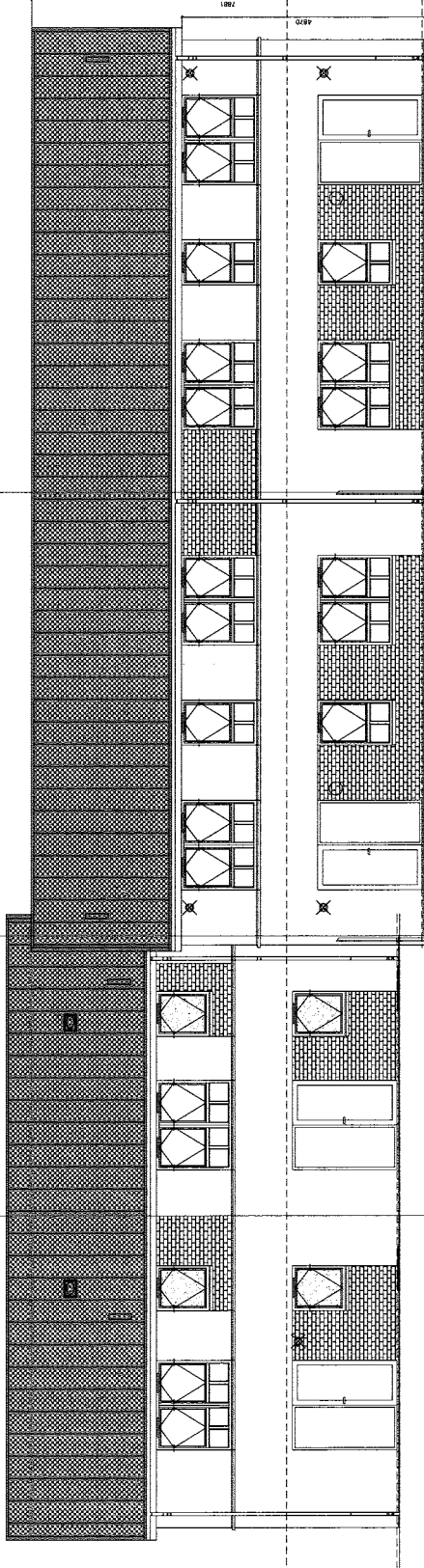
Powder coated aluminium standing seam roof with verges, eaves and soffits (grey). Gutters and downpipes in natural mill finish aluminium.

Plain white render panels between soffit and tuffing course with windows. Blue/black smooth brick base course. (K) render panels as shown.

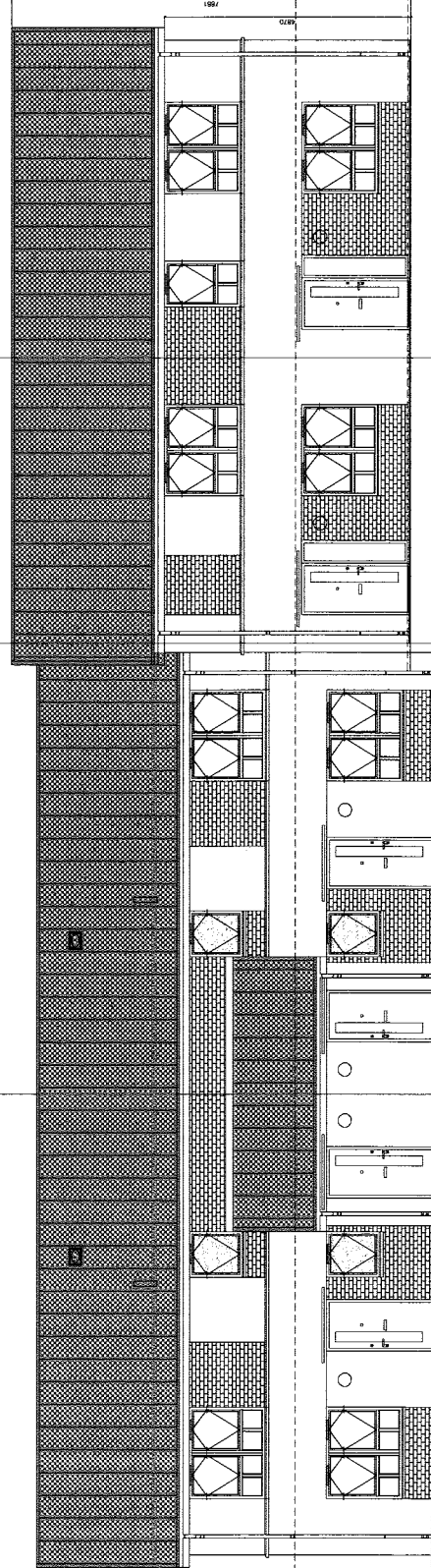
Windows to be triple glazed timber framed with powder coated aluminium sash to eave depth (G07).

Plain white render to walling below string going with windows. Blue/black smooth brick base course. (K) render panels as shown.

Blue/black smooth brick base course. (K) render panels on Block 3 to be Stora.



Block 3 : North Elevation



Block 3 : South Elevation

DRAWING STATUS: PLANNING

Contractor to check all sizes on site.
Contractor to confirm detailed finishes specification with client.

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CHARTERED ARCHITECTS AND CDM CO-ORDINATORS
242 QUEENSFERRY ROAD - EDINBURGH, EH4 2BP
TELEPHONE 0131 3433114 FAX 0131 332 7836 EMAIL: eding@themorrisonpartnership.co.uk

Client: Hanover Housing Association Ltd

Project: Housing Development at West Quarter, Falkirk.

Drawing: Block 3 : North and South Elevations.

Date: 30th April 2014 Drawn By: CP Scale: 1:100

Job No: 09-107 Drawing No: 12

