

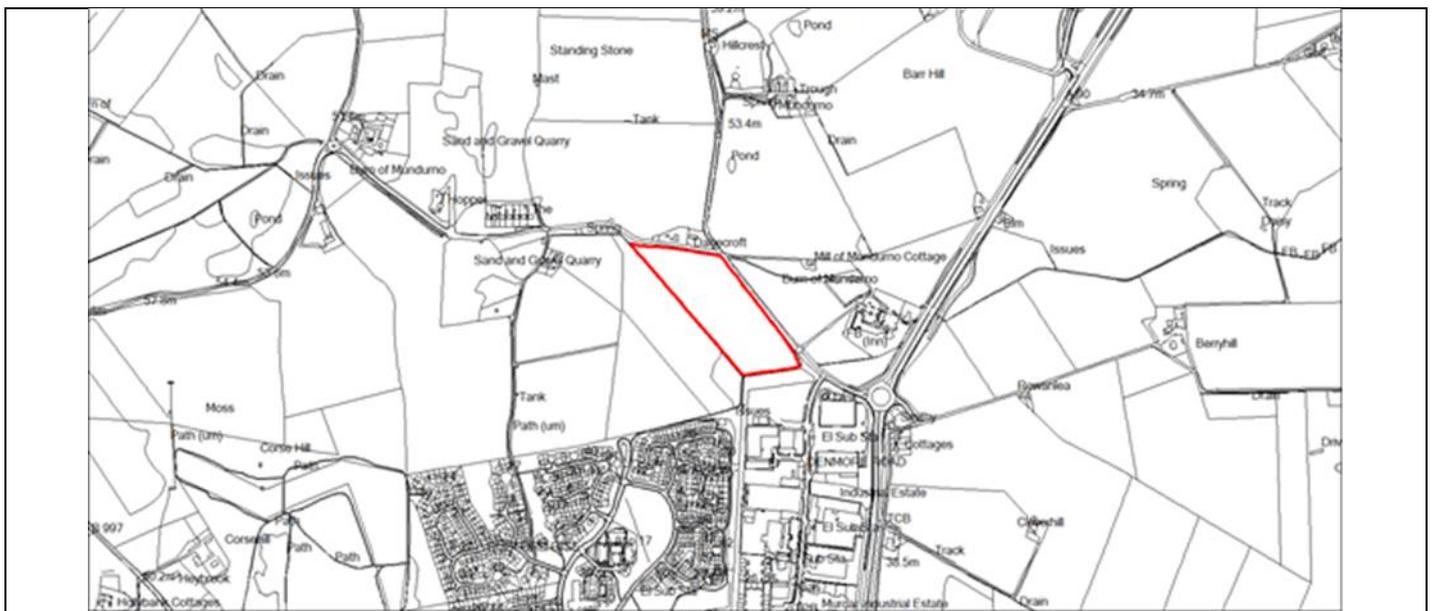


Planning Development Management Committee

Report by Development Management Manager

Committee Date: 15 August 2019

Site Address:	(Land South of), Shielhill Road, Mundurno, Dubford, Bridge of Don Aberdeen
Application Description:	Erection of 99 No. houses with associated car parking, landscaping and drainage.
Application Ref:	131851
Application Type	Detailed Planning Permission
Application Date:	18 December 2013
Applicant:	Chingmere Limited
Ward:	Bridge Of Don
Community Council:	Bridge Of Don - Pre Boundary Review 2018
Case Officer:	Robert Forbes



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RECOMMENDATION

Approve Conditionally & Legal Agreement

UPDATE

The application was originally considered at the PDMC Committee meeting on 21/8/14 when it was resolved to approve the application subject to conditions / a s.75 agreement and subject to the applicant demonstrating that the land required to secure the provision of the path and road links required to connect with the development located outwith the site to the west is within their control, by means such as entering into a legal agreement with the adjacent landowners.

Since then there have been ongoing discussions in relation to resolution of the outstanding planning issues, including strategic roads impact and developer obligation matters. Although no legal agreement has been entered into between the applicant and adjacent developers, the latter have recently indicated that they have no objection to delivery of the required pedestrian / cycle path links which would traverse their land. Therefore, it is now considered that the delivery of the link paths, which are required to ensure that the development is sustainably connected, can be addressed by means of imposition of a condition / legal obligation.

APPLICATION BACKGROUND

Site Description

This 4 hectare site is located at the northern edge of the built up area of Bridge of Don and is undeveloped. It is gently undulating with a slight southerly aspect. The site drains towards the Mundurno Burn, which runs along the west and south boundaries. The site was previously used as arable farmland and contains no vegetation or landscape features protected by designation, although scrub is present along the burnside and native orchids have been recorded in the marshy grassland at the north-west and south-east corners. To the north of the site, across Shielhill Road, lies farmland and a row of detached houses. To the south, beyond an area of buffer woodland, the site is bounded by an industrial estate, with typical late 20th century suburban housing located further to the west. The western boundary is formed by the Burn of Mundurno, beyond which a major residential development is well underway.

Relevant Planning History

Outline planning permission for the residential development of the adjacent site to the west, including community facilities and improvements to an area of adjoining green belt (ref A3/1922) was refused at committee in 2003. A subsequent planning appeal claim and claim for expenses was dismissed, following a public inquiry, in October 2004. The reasons for dismissal included: contravention of structure and local plan policies; prematurity in light of pending local plan review; conflict with national policy regarding sustainable transport, including reducing the reliance on private cars; and potential adverse impact on the local and trunk road networks due to uncertainty regarding the proposed closure of Shielhill Road to vehicular traffic.

Planning permission in principle for erection of 550 dwellings on the adjacent land (which forms the main part of the OP10 allocation within the current Local Development Plan) was granted at Committee in 2013 (ref. 120723). Various companies (Scotia, Barratt and Cala) have developed / are currently developing various parts of this site, under various detailed approvals.

Detailed planning permission (ref. 121387) for erection of 191 houses on the immediately adjacent site, to the west, was granted in 2013 and is currently under construction (by Barratt). This approval indicated future access links to connect with the current application site across the Mundurno Burn, however, there is no obligation for that developer or the lead developer (Scotia) to construct such links. Neither are details of such links required to be submitted or approved, as the development approved on the OP10 site is sustainably connected southwards to existing bus services, schools and community facilities.

APPLICATION DESCRIPTION

Description of Proposal

Detailed planning permission is sought to erect a 'major' residential development of 99 units. A mix of dwelling types is proposed, including detached, semi-detached and terraced houses, together with associated open space, parking and roads infrastructure. The houses are of 2 storeys and of a style relatively typical of many current suburban developments in the city, with pitched roofs clad with concrete tiles and harled walls. Landscaped open space is proposed along the burn and the

northern and southern site boundaries, the latter including sustainable urban drainage features. No screen landscaping buffer is proposed along the east boundary, although a beech hedge is proposed alongside the B999.

The main access is from the B999, to the east. A path is proposed to the south, along the B999, to connect with Denmore Road. Pedestrian / cycle links are indicated to the west, to connect with adjacent housing development, across the Burn of Mundurno. These paths require development on land outwith the site boundaries, controlled by third parties, including formation of bridges over the Burn of Mundurno. A secondary access road is also indicated to provide potential emergency access from the B999.

Supporting Documents

All drawings and supporting documents listed below can be viewed on the Council's website at:

<https://publicaccess.aberdeencity.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=ZZZY9LBZSK206>.

Design Statement; Landscape Plan; Transport Assessment; Air Quality Assessment; Flood Risk Assessment; Ecological Assessment; Drainage Layout; Noise Report; Archaeology Report; and Habitat Report

Reason for Referral to Committee

The application has been referred to the Planning Development Management Committee because The development is classed as a major application and the local Community Council object to the proposal. Accordingly, the application falls outwith the scope of the Council's Scheme of Delegation. The Committee previously resolved to grant planning permission subject to a section 75 legal obligation requiring developer obligation payments and contribution to the "Strategic Transport Fund". This resolution requires to be reviewed by members in light of the decision of the UK Supreme Court in relation to development at Elswick in Aberdeenshire.

CONSULTATIONS

Roads Projects Team – No objection subject to delivery of off-site path links and other works. Advise that further assessment / modelling of the potential strategic transport impact of the development undertaken for the applicant indicates that it can be accommodated on the existing network. Advise that a contribution of £54,000 is required for a proposed road improvement scheme in the vicinity at the Shielhill Road / B999 junction. No objection regarding the scale of on site car parking provision. Note that provision of acceptable links to public transport nodes is dependent on provision of off-site footpath links, via the adjacent development to the west. Advise that a drainage impact assessment (DIA) is required. Request that conditions are imposed requiring a travel plan, to provide an emergency access route and electric vehicle charging points.

Environmental Health – No objection, subject to implementation of noise attenuation measures, due to exposure to traffic and industrial noise.

Developer Obligations Team – Request on-site provision of affordable housing, and developer contributions for enhancement of primary education, community facilities, healthcare, sports and recreation and libraries. Also advise that on site core path connections are required. A total figure of £449,800 is requested.

Operations and Protective Services (Flooding) - Advise that full surface water drainage proposals and a drainage impact assessment are required.

Education, Culture & Sport (Archaeology) – No objection. Request that a condition is imposed to allow site investigation prior to development works.

Scottish Environment Protection Agency – No objection, subject to imposition of conditions regarding: provision of a 6m buffer strip to protect the burn-side from development; foul drainage measures; flood risk mitigation; and environmental management.

Community Council – Object due to: alleged inadequate on site car parking provision; the proposed reduction of the speed limit on the B999; traffic congestion; lack of provision of pavements within the site; and potential development to the north of the B999.

REPRESENTATIONS

3 letters of objection were received in 2013. The objections raised relate to the following matters –

Traffic impact / inadequate road infrastructure; disturbance during construction; giant hogweed infestation along the burn; overdevelopment of housing / lack of amenities; inadequate provision of landscaping along the northern boundary (to soften the impact on neighbouring houses).

A letter of support has been submitted on behalf of the applicant, which sets out their intentions regarding delivery of the path connections to the adjacent site.

MATERIAL CONSIDERATIONS

Legislative Requirements

Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 require that where, in making any determination under the planning acts, regard is to be had to the provisions of the Development Plan and that determination shall be made in accordance with the plan, so far as material to the application unless material considerations indicate otherwise.

National Planning Policy and Guidance

The key objective of the Scottish Government is sustainable economic growth. Scottish Planning Policy 2014 (SPP) as it relates to housing and transport is of particular relevance. SPP expresses a presumption in favour of development that contributes to sustainable development. SPP regarding transport and housing is also relevant.

Designing Places / Designing Streets and PAN 44 (Fitting New Housing Development into the Landscape) are of direct relevance and emphasises the importance of good design.

Aberdeen City and Shire Strategic Development Plan 2014 (SDP)

The purpose of the SDP is to set a spatial strategy for the future development of the Aberdeen City and Shire. The general objectives of the plan are promoting economic growth and sustainable economic development which will reduce carbon dioxide production, adapting to the effects of climate change, limiting the use of non-renewable resources, encouraging population growth, maintaining and improving the region's built, natural and cultural assets, promoting sustainable communities and improving accessibility.

From the 29 March 2019, the SDP will be beyond its five-year review period. In the light of this, for proposals which are regionally or strategically significant or give rise to cross boundary issues between Aberdeen City and Aberdeenshire, the presumption in favour of development that contributes to sustainable development will be a significant material consideration in line with SPP.

The Aberdeen City Local Development Plan 2017 will continue to be the primary document against which applications are considered. The Proposed Aberdeen City & Shire SDP 2020 may also be a material consideration.

Aberdeen Local Development Plan 2017 ALDP)

The site lies within the eastern extremity of opportunity site OP10: Dubford, which is designated for development of 550 housing units in the period up to 2016. No housing allocation for this site is made for the subsequent local plan periods (i.e. 2017-20126, or 2027-2035).

The following policies are relevant :-

D1: Quality Placemaking by Design
D2: Landscape
H1: Residential Areas
H3: Density
H4: Housing Mix
H5: Affordable Housing
I1: Infra Delivery & Planning Obligation
NE1: Green Space Network
NE4: Open Space Provision in New Dev
NE6: Flooding, Drainage & Water Quality
NE8: Natural Heritage
R7: Low & Zero Carbon Build & Water Eff
T2: Managing the Transport Impact of Dev
T3: Sustainable and Active Travel
CI1: Digital Infrastructure

Supplementary Guidance and Technical Advice Notes

The site lies within the Dubford Development Framework (DDF), which was approved by Committee in 2012 and confirms the suitability of the site, and adjacent land to the west, for residential and associated development in principle. It envisages pedestrian, cycle and vehicular connections between the application site and the land which has been developed to the west.

The following topic based guidance is also relevant :-

Transport and Accessibility
Planning Obligations
Affordable Housing
Landscape
Green Space Network and Open Space
Flooding, Drainage and Water Quality
Resources for New Development

Other Material Considerations

Local Transport Strategy (LTS)- This encourages alternative transport modes in accordance with SPP objectives.

Proposed Aberdeen City & Shire Strategic Development Plan 2018 (PSDP)- This sets similar objectives to the SDP.

EVALUATION

Principle of Development

In terms of assessment against the Strategic Development Plan, and notwithstanding the location of the site close to the administrative boundary with Aberdeenshire Council, the proposed development is not considered to be strategic or regionally significant and does not require consideration of cross-boundary issues. Subject to delivery of required sustainable travel links / environmental protection measures, the provision of housing on the site also accords with the sustainable growth aspirations of both the approved strategic development plan (SDP) and its intended replacement (PSDP).

The site has been allocated for housing development in the adopted local development plan, and a development framework for the development of it and the adjacent land to the west as housing has previously been approved by the Council. Therefore the principle of residential development is accepted.

It is recognised that the 550 housing unit allocation for the opportunity site (up to 2016) has been achieved by extant planning permissions on land immediately to the west and no housing allocation is made within the adopted local plan for the opportunity site for the current / future plan periods (i.e. 2017-20126, or 2027-2035). Furthermore, there is no shortfall in land supply within the Aberdeen housing market and the greenfield nature of the site and location in Bridge of Don is such that there is no wider strategic benefit to allowing housing development there (e.g. regeneration / landscape restoration). Notwithstanding these factors the proposal does not result in fundamental conflict with the existing land use zoning / opportunity site designation as housing land and the approved Development Framework. Subject to agreement between the applicant, the Council and the owner / developer of adjacent housing sites, the required infrastructure to support the development can potentially be provided and made accessible to prospective residents, in accordance with the objectives of local plan policy I1.

Land-Use

In order to achieve a mix of uses in the wider development (in the interests of sustainable development and minimisation of traffic generation, and in accordance with the objectives of local plan policies T2 and CF2 and SPP), the approved Development Framework envisaged this part of the site would be of an entirely residential nature, with commercial uses envisaged on adjacent land to the west, which is not controlled by the applicant. Such non-residential uses remain to be provided within the wider development site. It is considered unreasonable to insist that such non-residential uses are provided within the site, given the wider Framework. However, it is essential that pedestrian linkage is provided to the west in order that such facilities and existing further afield supporting facilities (e.g. schools / shops / bus stops) are accessible to residents of the proposed housing, all in the interests of sustainable development.

It should be noted that local plan policy does not specifically require that a mixture of uses or supporting facilities are delivered within such major greenfield housing release sites. In this specific case, the local plan OP10 designation makes no reference to the need for delivery of non-housing uses within the wider site, other than open space / road / path infrastructure.

Density

The gross density of development proposed is approx. 25 units per hectare. The net density (excluding public open space, etc.) is about 34 units, which complies with policy H3. The extent of open space provision (approx. 1 Hectare) is considered to accord with policy NE4 and is suitably located within the site. These figures are considered acceptable in the context within which the site is located, being a suburban, mixed density development at the edge of the built area of the city, adjacent to the green belt boundary. The proposal is therefore not considered to be overdevelopment.

Cumulative Impacts

The OP10 designation envisages a total of 550 units being delivered for the whole of the opportunity site. Bearing in mind housing approvals on adjacent land to the west, the proposal would result in a potential overall total of around 650 units for the OP10 site. With the exception of strategic transport impact (addressed below) the potential cumulative impacts resulting from implementation of the combined developments at Dubford have been examined by the relevant consultees and are considered to be acceptable.

Traffic / Access

Compliance with the aspirations of local plan policies T2, T3, the Local Transport Strategy and the development framework is dependent on provision of the required off site pedestrian / cycle / vehicular links to land to the west, as this would provide safe routes to school, access to bus routes and other facilities planned within the Dubford area. Delivery of these links is a key issue given the desire to avoid unnecessary car dependency, the objectives of sustainable economic development and sustainable transport as expressed in SPP and the SDP / PSDP. Although ACC roads officers have requested imposition of a condition requiring a travel plan, it is considered that this would not be an enforceable / reasonable burden for a residential development and is a matter which is better addressed via an advisory note.

The Council's roads officers are satisfied that the traffic generation resulting from the development would have no insurmountable impact on the local road network. Provision of such off-site road infrastructure required can be secured by conditions / legal obligation and developer contributions relating to traffic impact. Following submission of a revised transport assessment, the potential wider strategic transport impact of the development has been assessed by roads officers and is considered to be acceptable. Sufficient information has therefore been submitted in order to address the strategic transport impact of the development and demonstrate that there would be no adverse traffic impact on the wider road network resulting from implementation of the development, notwithstanding the earlier decision to seek STF contributions.

Notwithstanding the comments of the Community Council, Roads officers are satisfied with the level of car parking provision on site, and with the internal layout and pedestrian facilities within the development, subject to agreement of minor road layout details. The proposed road access position is acceptable in terms of public safety. Provision of the secondary emergency access is not required at the outset of the development, and therefore does not preclude commencement of development at the site. If the application is approved a condition is recommended to require the provision of the secondary access from the B999 prior to 50 houses being occupied. Delivery of vehicular links to / from the west, as anticipated by the development framework, is considered not to be a reasonable requirement given that ACC roads officers are satisfied with the proposal as designed and given that path links are proposed.

Design / Layout

As regards the layout and form of development envisaged, the proposal is considered to conform with the expectations of the Development Framework. The two-storey suburban nature of the development is in keeping with historic forms of settlement expansion within the wider Bridge of Don area and is appropriate to that context, notwithstanding the undeveloped land across the B999. Although the proposed development lacks a strategic buffer zone along the boundary with the B999 (which is the green belt boundary), this is not required / anticipated by the Development Framework and the development layout has been amended, during the application process, in attempt to create a suitable boundary treatment along this prominent approach to the city. It is considered that this boundary treatment would be further enhanced by the provision of a low stone dyke, in recognition of the rural context across the B999 and this is a matter that can be addressed by condition. The wider extent and disposition of open space within the site is considered to be appropriate, as it emphasises existing assets such as the burn and adjacent woodland and provides adequate screening at the northern and southern edges.

Although the urban form of the development would be heavily influenced by the road layout, some details of which remain to be resolved and could be required by condition, the standard of design is considered to be compatible with 'designing streets' and takes some account of 'designing places'. Thus it is considered acceptable in terms of policies D1 and D2. The proposed materials and finishes are compatible with those of the adjacent 'Barratt' development currently under construction. A mix of dwelling types and sizes would be provided in accordance with policy H4.

Landscape / Wildlife Impact

Implementation of the development will clearly result in landscape change, due to urbanisation. However, the existing nature conservation value of the site is limited due to its pre-existing use as farmland and the absence of woodland. A small part of the site contains native orchids which it is proposed to translocate within the site. Given that no housing development is proposed within the western edge of the site, which is designated in the LDP as green space network, there is no fundamental conflict with policy NE1. In the longer term, the natural heritage value of the burn-side would be enhanced by the proposed native woodland planting along its edge and within proposed public open space areas. In addition to providing open space of landscape benefit and allowing the development to integrate with its setting, in accordance with the objectives of PAN 44, such open space would also enable the translocation of native orchids which are present within the site and would be affected by the development. Subject to imposition of conditions, the proposal is therefore considered to accord with policies D6, NE1 and NE8.

Drainage / Flood Risk

Although no drainage impact assessment has been submitted, this, and the details of SUDS can be required by condition. The matter of flood risk associated with the Burn of Mundurno has been investigated through a Flood Risk Assessment submitted in 2013 and the findings of this FRA remain relevant to the current application site. The site layout includes provision of suitable space for SUDS features (i.e. detention basins). The development avoids encroachment of housing onto the functional floodplain of the Mundurno Burn and suitable SUDS would be incorporated within the open space, in accordance with the objectives of policy NE6. The layout has been amended in order to ensure that a suitable buffer area is preserved between the burn and the proposed housing, with intervening open space areas. SEPA have no objection to the development subject to conditions in order to protect the aquatic environment.

Developer Contributions / Affordable Housing

A range of contributions have been sought by the Council's advisors, which can be secured by legal obligation. Although the specific type and extent of affordable housing proposed is unclear, the applicant has no objection to on site provision - in accordance with the objectives of policy H5. It is anticipated that 15% of units proposed on site would be affordable (in accordance with the ratio achieved at the adjacent site). Although this is less than the 25% minimum figure specified in policy H5, it would accord with the expectations of the approved development framework and does not therefore justify refusal of the development. An additional financial contribution could be secured for off-site provision, subject to future negotiation.

Objector Concerns

The concerns regarding traffic impact are addressed above. The concern regarding alleged inadequate local road infrastructure can be addressed by condition, as the Council's road's officers have no objection. Reduction of the traffic speed limit on the B999 is desirable in the interest of public safety and can be achieved by implementation of road traffic orders separate from the planning process. Given that it is not in the interest of sustainable development to encourage overprovision of car parking; given the requirement to provide open space, SUDS and garden ground within the development; and in order to ensure adequate amenity for occupants and address environmental concerns, it is not considered appropriate to amend the development to address the Community Council's concerns regarding lack of car parking and footpaths.

No development is currently planned / applied for to the north of the site, or across the B999, and such land lies within the green belt as designated in the adopted local plan. The prospect of any future development there is therefore not a material consideration in determination of this application.

The matter of control of giant hogweed on the site and adjacent land is primarily a matter for the existing landowners to address. This is not a matter for the planning authority to intervene in, as other statutory controls exist to address this concern.

Disturbance during construction is considered to be a transient matter that does not warrant imposition of planning conditions or refusal of the development. The Council has separate powers in relation to control of noise nuisance, should there be concerns expressed in relation to that during construction.

Whilst it is recognised that the wider Bridge of Don area is perceived as being deficient in terms of provision of amenities, the developer has agreed, in principle, to the provision of developer contributions to address the deficiencies identified by the Council's Developer Obligation advisor. Provided that the necessary off-site footpath and cycle links are delivered to allow prospective residents to sustainably access such facilities (e.g. schools, shops, community and sports facilities), it is considered that this is not a matter which warrants refusal of the application.

It is also considered that adequate buffer planting is proposed along the northern site boundary and condition could be imposed requiring details of and implementation of landscaping.

Conclusion

The site has been allocated for housing development in the adopted local plan and a development framework for development of it and the adjacent land to the west has been approved. Subject to imposition of conditions and a legal obligation to control the detailed design of the development and address off site / infrastructure delivery issues, the proposal would accord with the development plan and the objectives of sustainable economic development set out in SPP.

Heads of Terms of any Legal Agreement

On-site provision of affordable housing / related developer contributions for off-site provision, and developer contributions for enhancement of primary education, community facilities, healthcare, sports and recreation and libraries. A total figure of £449,800 is requested. An additional financial contribution of £54,000 is required for a proposed off site road improvement scheme at the Shielhill Road / B999 junction, to be delivered by ACC.

RECOMMENDATION

Approve Conditionally & subject to a Legal Obligation to secure financial contribution to delivery of off-site road infrastructure, developer obligations and provision of affordable housing

REASON FOR RECOMMENDATION

The site has been allocated for housing development in the adopted local plan and a development framework for development of it and the adjacent land to the west has been approved. Subject to agreement between the applicant, the Council and the owner / developer of adjacent housing sites, the required infrastructure to support the development can be provided. Conditions and a legal obligation are required in order to address amenity and public safety matters and to secure the required developer contributions and off-site road infrastructure.

Following the decision of the UK Supreme Court to quash the STF, the previous requirement to provide developer contributions to the STF is no longer relevant.

CONDITIONS

01. Path Links

No development shall take place unless a scheme for the provision of proposed footpath / cycle links (together with associated bridge crossings over the Burn of Mundurno), to connect the proposed dwellings with the adjacent housing development under construction to the west of the site, and for provision of footpath and cycle connection to the site from Denmore Road, has been submitted to and approved in writing by the planning authority, or planning permission has been secured for such links. Thereafter none of the dwellings shall be occupied unless the said foot / cycle path links have been implemented in full. **Reason** - in the interests of pedestrian / cycle connection and sustainable development.

02. Site / Plot Boundaries

No development pursuant to this planning permission shall take place, nor shall any part of the development hereby approved be occupied, unless there has been submitted to and approved in writing by the Planning Authority, a detailed scheme of site and plot boundary enclosures for the entire development hereby granted planning permission. The dwellings hereby granted planning permission shall not be occupied unless the required boundaries have been implemented in full, unless the planning authority has agreed to vary such requirements. **Reason** - in order to preserve the amenity of the neighbourhood and protect the setting of the green belt / visual approach to the city.

03. Buffer Strips

No development shall take place pursuant to this planning permission unless a site specific environmental management plan has been submitted to and approved in writing by the planning authority. This shall include site specific details for the protection of the watercourses including detailed site plans showing protection and mitigation proposals, and a site specific plan demonstrating a 6m buffer strip adjacent to all watercourses on site. All buffer strips shall be maintained free of development and construction activity during the construction and implementation of the development and thereafter shall be retained as a vegetated amenity area. No construction activity or development shall take place within buffer strips without the written agreement of the planning authority. **Reason** - in order to protect water quality and ecology.

04. Low Carbon / Water Efficiency

No development shall take place pursuant to this permission unless a scheme detailing compliance with the Council's 'Resources for New Development' supplementary guidance has been submitted to and approved in writing by the planning authority. The buildings hereby approved shall not be occupied unless any recommended measures specified within that scheme for the reduction of carbon emissions and to ensure water efficiency have been implemented in full. **Reason** - to ensure that this development complies with requirements for reductions in carbon emissions specified in the City Council's relevant published Supplementary Guidance document, 'Resources for New Development'.

05. Landscape

No development pursuant to the planning permission hereby approved shall be carried out unless there has been submitted to and approved in writing for the purpose by the planning authority a further detailed scheme of landscaping for the site, which scheme shall include indications of all existing landscape features on the land, and details of any to be retained, together with measures for the protection and translocation of the northern march orchids within the site in the course of

development, and the proposed areas of tree/shrub planting including details of numbers, densities, locations, species, sizes and stage of maturity at planting. All planting, seeding and turfing comprised in the approved scheme of landscaping shall be carried out in the first planting season following the completion of the development. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a size and species similar to those originally required to be planted, or in accordance with such other scheme as may be submitted to and approved in writing for the purpose by the planning authority. **Reason** - in the interests of the amenity of the area.

06. Public Open Space

No dwellings hereby granted planning permission shall be occupied unless the areas of public open space (i.e. softscape, excluding private gardens, as identified on Drawing No.294/ P3 of the plans hereby approved, or such other drawing as may be subsequently approved) have been laid out in accordance with a scheme which shall be submitted to and approved in writing by the Planning Authority. No development pursuant to this planning permission shall take place unless a scheme detailing the manner in which delivery of the open space is to be phased, delivered and maintained has been submitted to and approved in writing by the planning authority. Such scheme shall include provision for a play area comprising at least five items of play equipment and a safety surface. **Reason** - in order to preserve the amenity of the neighbourhood.

07. Flood Risk

No development, including land raising, or temporary construction works / site compounds, shall take place within the functional flood plain as shown on figure 3.4 of the flood risk assessment by Envirocentre, dated December 2013. Finished floor levels for all properties shall be a minimum of 600mm above the design flood level as reported in table 3.2 of the flood risk assessment by Envirocentre, dated December 2013. No development shall take place pursuant to this permission unless a detailed plan showing finished ground levels and floor levels for each property within the development has been submitted to and approved in writing by the planning authority. **Reason** - In order to minimise the risk of flooding.

08. Archaeology

No development shall take place within the application site, other than with the agreement of the planning authority, unless the applicant has secured the implementation of a programme of archaeological work which shall include post-excavation and publication work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the planning authority. **Reason** - in the interests of protecting / recording items of historical importance as may exist within the application site.

09. Emergency Access

No development shall take place unless a scheme for the provision of an emergency vehicle access route to serve the development and connect with an existing adopted road, has been submitted to and approved in writing by the planning authority. No more than 50 dwelling houses shall be occupied on the site unless the proposed emergency access road as detailed has been provided in accordance with this scheme and is fully operational. **Reason** - in the interest of public safety and provision of secondary emergency vehicle access.

10. Vehicle Charging

No development shall take place pursuant to this permission unless there has been submitted to and agreed in writing by the planning authority a scheme for provision of electric vehicle charging infrastructure for the site. Thereafter none of the dwellings shall be occupied unless the required infrastructure has been implemented for the relevant dwelling. **Reason** - In the interests of sustainable development.

11. Construction Method Statement

No development pursuant to this planning permission shall commence unless a detailed site specific construction method statement for the site has been submitted to and approved in writing by the planning authority. The method statement must address the temporary measures proposed to deal with surface water run-off during construction and prior to the operation of the final SUDS. Such statement shall be implemented in full for the duration of works on the site. **Reason** - in order to prevent potential water pollution.

12. SUDS

No development shall take place unless a scheme of all drainage works designed to meet the requirements of Sustainable Urban Drainage Systems has been submitted to and approved in writing by the Planning Authority and thereafter no part of the development shall be occupied unless the drainage has been installed in complete accordance with the said scheme. **Reason** - in order to safeguard water qualities in adjacent watercourses and to ensure that the development can be adequately drained.

13. Noise Mitigation

The dwellings hereby approved shall not be occupied unless the required noise mitigation measures, as detailed in the approved noise assessment have been implemented in full (for each individual building), unless the planning authority has given prior written approval for a variation. **Reason** - in the interests of residential amenity.

14. Play Area

No dwelling hereby granted planning permission shall be occupied unless a Childrens' Play Area is completed, laid out and equipped as a play area in accordance with a scheme that has been approved in writing for the purpose by the Planning Authority, unless the planning authority has given prior written approval for a variation. The said area shall not thereafter be used for any purpose other than as a play area. **Reason** - in order to ensure the timeous provision of play facilities.

15. Foul Drainage

The dwellings hereby granted planning permission shall not be occupied unless a scheme for the connection to the public sewerage network has been submitted to and approved in writing by the Planning Authority and that the said scheme has been implemented. **Reason** - in the interests of public health and pollution prevention.

16. Car Parking

The dwellings hereby approved shall not be occupied unless provision has been made within the site for the off-street parking of motor vehicles for the specific dwellings in complete accordance

with Plan No.A5143/P12C, or such other scheme as may be subsequently approved in writing by the planning authority. **Reason** - in the interests of road safety and the free flow of traffic.

ADVISORY NOTES FOR APPLICANT

The developer is encouraged to provide first occupants of dwelling with a detailed Residential Travel Plan, which outlines sustainable measures to deter the use of the private car, in particular single occupant trips and encourages other transport modes- in order to encourage more sustainable forms of travel to / from the development. Please contact the Council's Transport Strategy Planner for further advice on 523327.