

Planning Development Management Committee

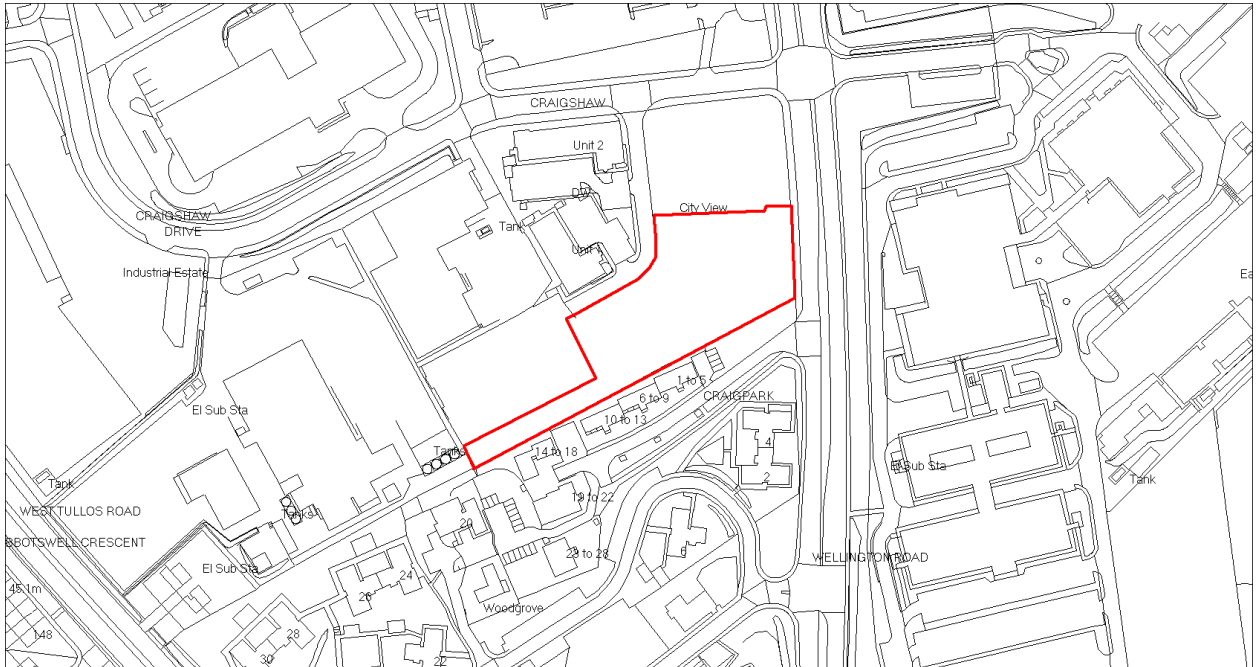
SITE 17 CRAIGSHAW DRIVE, WEST TULLOS
INDUSTRIAL ESTATE

ERECTION OF 1 NO.3 STOREY OFFICE, 1
NO.2 AND 3 STOREY OFFICE AND
ASSOCIATED PARKING

For: Knight Property Group

Application Type : Detailed Planning Permission
Application Ref. : P131287
Application Date: 30/08/2013
Officer: Jennifer Chalmers
Ward : Kincorth/Nigg/Cove (N Cooney/C
Mccaig/A Finlayson)

Advert :
Advertised on:
Committee Date: 20th March 2014
Community Council : Comments



RECOMMENDATION:

Approve subject to conditions, but withhold issue of the consent document until such time as the applicant has entered into an appropriate agreement with the planning authority for the payment of developer contributions in relation to Core Paths and the Strategic Transport Fund

DESCRIPTION

The site is located at the junction with Craigshaw Drive and Wellington Road. The site covers an area of approximately 3208sqm with the boundary of the application site being approximately 2.8 metres from residential properties directly to the south. The application site forms a small section of a much wider site which formerly contained a workshop building with car parking and external yard area. The remainder of the site has 2 no recently completed the office buildings and a third office building which is currently being built.

RELEVANT HISTORY

P120200 – Conditional approval granted on 4th September 2012 for the 'Proposed demolition of existing car showrooms and workshops, and erection of 2 no office pavilions with associated car parking, landscaping and services (external plant, cycle compounds and bin stores)'.

P121778 – Conditional approval granted on 15th May 2013 for the 'Erection of new 3 storey office and associated parking'

PROPOSAL

Detailed planning permission is sought to erect 1 no three storey office block, 1 no predominantly 2 storey office block and associated car parking. This is an amended proposal to the original proposal which was initially for 2 no 3 storey buildings. These buildings would be located within the south and south eastern corner of the application site.

Building 4 would be 3 storeys, would run parallel to the eastern boundary and would be positioned approximately 8.4m off the application site boundary. There would be 40 car parking spaces immediately outside the building along with a further 16 car parking spaces within the wider application site. This building would have an overall gross footprint of 1740sqm. The main entrance would be on the western elevation. Air conditioning units and refuse compound located along the southern boundary.

Whilst Building 5 would be predominantly 2 storeys with a 3 storey feature tower located at the eastern end. The building would be positioned approximately 7.2m off the southern boundary to which it runs parallel. Building 5 would have an overall gross footprint of 2040sqm. The building would have 66 car parking spaces. Air conditioning and refuse compounds would be located within the car parking area to the north side of the building.

Supporting Documents

All drawings and the supporting documents listed below relating to this application can be viewed on the Council's website at - <http://planning.aberdeencity.gov.uk/PlanningDetail.asp?131287>

On accepting the disclaimer enter the application reference quoted on the first page of this report.

- Transport Assessment
- Drainage Assessment
- Environmental Report
- Planning Noise Assessment
- Planning Design Statement
- Planning Statement

REASON FOR REFERRAL TO COMMITTEE

The application has been referred to the the Planning Development Management Committee because there has been an objection from Nigg Community Council and has attracted more than 5 objections. Accordingly, the application falls outwith the scope of the Council's Scheme of Delegation.

CONSULTATIONS

Roads Projects Team – No objection subject to requested conditions

Environmental Health – In order to mitigate as far as practicable air quality impact it is recommended that a condition is attached requiring production of a Sustainable Travel Plan to minimise private vehicle use in relation to the proposal.

Developer Contributions Team - Core paths and Strategic Transport Fund contributions have been requested.

Enterprise, Planning & Infrastructure (Flooding) – Satisfied with the surface water drainage proposals for the development as per e-mail dated 17th October 2013.

Community Council – Nigg Community Council have objected to the original plans, the reasons for which are listed below. No revised comments were received for the amended plans.

1. The scale, height and layout on the application is in complete contrast on previous usage
2. The proximity of the proposed application will have a detrimental effect on neighbouring properties
3. The application will overlook, causing loss of privacy to neighbouring properties
4. The application will overshadow, causing loss of daylight to neighbouring properties
5. Lack of parking spaces will result in indiscriminate parking in nearby residential areas
6. Expected increase in traffic volume, will put extra pressure on an area which is currently under strain to cope at present

REPRESENTATIONS

7 letters of objection were received in relation to the initial proposal and 1 from a local councillor. The objections raised related to the following matters –

1

Amenity

- issues to the residential flats on Craig Park relating to impact on privacy due to the proximity of the proposed office building being too close especially window to window distance, loss of view, reduced daylight/sunlight, height of proposed building, overlooking
- 2 Ownership of the boundary between the application site and Craig Park
- 3 Process of objection totally fake as plans appear to have already been approved in secret without consultation.
- 4 Previous applications on the site have not been built to approved plans therefore how can residents expect the planning application for this application to be a true reflection of what is actually proposed.
- 5 The ridge of the previous building is shown to be slightly lower than the proposed ridge line, however the previous buildings ridge line lay in a North/South direction whilst the proposed building is flat roofed and three storeys.
- 6 The design of the proposed building would be ugly and obtrusive
- 7 The roof will create a roosting spot for seagulls
- 8 Does not provide enough parking spaces for the number of employees who will work there. Previous application on site has created problems with non residents parking on Craig Park.
- 9 The junction between Abbotswell Road and Craigshaw has been modified with a right hand filter lane. This in turn now causes problems for traffic going in the opposite direction where the two lane approach to the roundabout at Abbotswell and the dual carriageway has been reduced in length and which is now more of a hazard. No mitigation has been provided for this application.
- 10 Where are the environmental studies which justify further traffic pollution, how will this be mitigated?
- 11 Land stolen from residents of Craig Park for construction of cycle path, there is no such cycle path, only the footpath has been widened using land which belongs to the residents.
- 12 Application clearly amounts to major development but it has been drip-fed for approval in a piecemeal way. Such practice does raise understandable suspicions as to the transparency of the Planning process in this instance.
- 13 Developer already issued Marketing Brochure on what will be available to lease on the site, before the application has gone before committee.

6 letters of objection were received after renotification as a result of amended plans being submitted. The objections raised related to the following matters –

1. Amenity issues to residents on Craig Park relating to overlooking, lack of daylight, distance between flats and proposed offices, loss of privacy,
2. Building should have been situated where car parking is proposed as would have less impact on residents.
3. Amended plans do not show increase in number of parking spaces and will lead to parking on Craig Park.
4. The new development will not be the specified distance from the actual boundary due to the removal of a boundary wall.
5. The construction of these office buildings is only going to add to the pollution problems on Wellington Road.
6. Developer has no right to claim land beyond original boundary.

7. Land has already been built up therefore in terms of a reduction in height is no compromise.
8. Developer already issued Marketing Brochure on what is available on the site showing all buildings and the original plans for the scheme were available before the first planning permission was given.

PLANNING POLICY

National Policy and Guidance

Scottish Planning Policy

This policy states that planning authorities should promote the efficient use of land and buildings, directing development towards sites within existing settlements where possible to make effective use of existing infrastructure and service capacity and to reduce energy consumption. Redevelopment of urban and rural brownfield sites is preferred to development on greenfield sites.

The planning system should support economic development in all areas by:

- Taking account of the economic benefits of proposed development in development plans and development management decisions,
- Promoting development in sustainable locations, particularly in terms of accessibility,
- Promoting regeneration and the full and appropriate use of land, buildings and infrastructure,
- Supporting development which will provide new employment opportunities and enhance local competitiveness, and
- Promoting the integration of employment generation opportunities with supporting infrastructure and housing development.

High environmental quality can be an important component in attracting investment into an area and can provide important economic opportunities, for example through tourism and recreation. Planning authorities should therefore ensure that new development safeguards and enhances an area's environmental quality and, where relevant, should promote and support opportunities for environmental enhancement and regeneration. Previously developed land is a potential source of sites for new development and planning authorities should support and promote proposals to bring vacant or derelict land back into productive use for development or to create more attractive environments.

Aberdeen City and Shire Structure Plan

One of the Plan's core objectives is to provide an opportunity to encourage economic development and to create new employment in a range of areas that are both appropriate for and attractive to the needs of different industries, while at the same time improving the essential strategic infrastructure necessary to allow the economy to grow over the long term.

Aberdeen Local Development Plan

Policy BI1 - Business and Industrial Land

This policy states that Aberdeen City Council will support the development of the business and industrial land allocations set out in this Plan. Industrial and business uses (Class 4 Business, Class 5 General Industrial and Class 6 Storage and Distribution) in these areas, including already developed land, shall be retained.

Where business and industrial areas are located beside residential areas we will restrict new planning permissions to Class 4 Business. Buffer zones will be required to separate these uses and safeguard residential amenity. Conditions may be imposed regarding noise, hours of operation and external storage.

New business and industrial land proposals shall make provision for areas of recreational and amenity open space, areas of strategic landscaping, areas of wildlife value and footpaths, in accordance with the Council's Open Space Strategy, Open Space Supplementary Guidance and approved planning briefs / masterplans.

Policy R7 - Low and Zero Carbon Buildings

All new buildings, in meeting building regulations energy requirements, must install low and zero-carbon generating technology to reduce the predicted carbon dioxide emissions by at least 15% below 2007 building standards. This percentage requirement will be increased as specified in Supplementary Guidance.

Policy D1 - Architecture and Placemaking

In order to ensure high standards of design, new development must be designed with due consideration for its context and make a positive contribution to its setting. Factors such as siting, scale, massing, colour, materials, orientation, details, the proportions of building elements, together with the spaces around buildings, including streets, squares, open space, landscaping and boundary treatments, will be considered in assessing that contribution.

Policy D3 - Sustainable and Active Travel

This policy states that new development will be designed in order to minimise travel by car, improve access to services and promote healthy lifestyles by encouraging active travel. Development will maintain and enhance permeability, ensuring that opportunities for sustainable and active travel are both protected and improved. Access to and movement within and between, new and existing developments will prioritise transport modes in the following order – walking, cycling, public transport, car and other motorised vehicles.

Policy I1 - Infrastructure Delivery and Developer Contributions

Development must be accompanied by the infrastructure, services and facilities required to support new or expanded communities and the scale and type of developments proposed.

Where development either individually or cumulatively will place additional demands on community facilities or infrastructure that would necessitate new facilities or exacerbate deficiencies in existing provision, the Council will require the developer to meet or contribute to the cost of providing or improving such infrastructure or facilities.

Policy T2 - Managing the Transport Impact of Development

New developments will need to demonstrate that sufficient measures have been taken to minimise the traffic generated.

Transport Assessments and Travel Plans will be required for developments which exceed the thresholds set out in the Transport and Accessibility Supplementary Guidance. Planning conditions and / or legal agreements may be imposed to bind the targets set out in the Travel Plan and set the arrangements for monitoring, enforcement and review.

Maximum car parking standards are set out in Supplementary Guidance on Transport and Accessibility and detail the standards that different types of development should provide.

Policy NE6 – Flooding and Drainage

Development will not be permitted if:

1. it would increase the risk of flooding:-
 - (a) By reducing the ability of the functional flood plain to store and convey water;
 - (b) Through the discharge of additional surface water; or
 - (c) By harming flood defences.
2. it would be at risk itself from flooding
3. adequate provision is not made for access to waterbodies for maintenance

Supplementary Guidance

- Low Zero Carbon Buildings
- Transport and Accessibility
- Infrastructure and Developers Contribution Manual
- Open Space

EVALUATION

Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 (as amended) 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.

Scottish Planning Policy

In terms of Scottish Planning Policy, the application site is brownfield land and has been vacant for more than a year. The application was assessed in terms of the promotion of development in sustainable locations particularly in terms of accessibility and as explained below the site is easily accessible through different modes of transport. The proposals would also provide new employment opportunities and enhance local competitiveness within the surrounding area.

Principle of Development

In terms of policy within the local development plan, the principle of office development on this site accords with policy B11 as the land is zoned for such use as well as it fitting in well with the surrounding area and not impacting on the deliverability or viability of other surrounding uses. This proposal is also in accordance with both Scottish Planning Policy and the Aberdeen City and Shire Structure Plan as it would be bringing vacant land back into productive use for development.

Design

Both buildings would incorporate significant proportions of Kingspan aluminium cladding panels, commonly used in new buildings, especially in industrial estates or equal flat panel 'mini/microrib' cladding to main walls with vertical strip joints and feature stringcourse cills, colours to be mix of Greystone, and metallic silver or equivalent, as well as a feature granite rainscreen on walls adjacent the entrance area. The feature corner tower windows would be aluminium curtain wall panels with horizontally laid vertical cladding strip between on each elevation, tinted high performance glass with dark grey frames. The proposed structure is of a simple design with flat roof and would not be out of keeping given the surrounding environment of the industrial estate, which has a mix of different building types.

Building 4 would be 3 storeys high and be positioned parallel to Wellington Road. The south end of the building would be built into the north facing slope. This building would be the same height as the main part of Building 3 which would sit immediately to the north. There would be a retaining wall built around the eastern and southern boundary to the site which would mean that the south end of building 4 would be set approximately 3.6m below the pavement level of Wellington Road, whilst the north end would be level with the pavement. At its closest point, Building 4 would be approximately 7m from the boundary to the south, beyond which there is an area of soft landscaping consisting of trees and shrubs which is to a depth of approximately 4m.

The main section of Building 5 would be 2 storeys high whilst the eastern feature tower would be 3 storeys. This building would run parallel with the southern boundary to the site and would also be built into the slope with the base of the proposed building being approximately 3.8m below the ground level of the flats immediately to the south. The flats to the rear would be approximately 10m away from the proposed building. There would be a car park immediately to the north of the property and immediately to the west. The building would be positioned to the rear of the larger development site and would front into the wider development.

It is considered that the design and materials proposed for both Building 4 & 5 are acceptable and in keeping with the surrounding area.

Access, Traffic and Transport

In accordance with Policy T2, the applicants have submitted a Transport Assessment in support of the application. This has been evaluated by the Roads Projects Team and its conclusions are deemed to be satisfactory.

The access to the application site would be taken from the access road leading to the remainder of the site and which leads from Craigshaw Drive, as approved within planning application P120200.

The proposed car parking provision was assessed in relation to Aberdeen City Council's Supplementary Guidance on Transport and Accessibility. This states that offices should have 1 space per 30sqm within an outer city area which Craigshaw Drive is within. Given the proposed gross floor area, the proposed 122 car parking spaces is 4 spaces less than the maximum number of spaces that would be acceptable in line with this guidance.

A condition has been attached to ensure that a Sustainable Travel Plan is provided in line with Roads and Environmental Health comments.

Sustainable Travel

As previously mentioned a Transport Assessment was carried out in accordance with Policy T2 and looked at public transport, walking and cycling. The site has good accessibility to public transport and there is a frequent level of service via existing bus routes. A condition has been attached to ensure that a Travel Plan is provided. Sufficient onsite car parking has been provided, however a condition has been attached to ensure that cycle and motor cycle parking is provided and located in suitable locations within the site. This complies with Policy D3.

Flooding and Drainage

On submission of additional information relating to surface water drainage, the Flooding Engineer was satisfied with the surface water drainage proposals for the development.

A Drainage Impact Assessment was submitted and the roads engineer is satisfied with the proposals.

The proposal therefore complies with Policy NE6 as there would be no increased risk of flooding and not itself be at risk of flooding.

Amenity

Office Building 4 would be positioned to run parallel to Wellington Road and would be in line with Building 3 which is located immediately to the north of the proposed site of Building 4. To the south of the site there are large mature trees which provide an element of screening from Craig Park. This building would sit at a distance of approximately 40m from the nearest flat on Craig Park. Due to the mature landscaping and the distance from the existing flats it is not considered that there would be any direct impact on the amenity of the local residents. In relation to proximity to Wellington Road, Building 4 would sit 12m from the road verge, would be screened by trees and shrubs to a degree on the north approach into the city and would be built into the north facing slope thereby limiting its visual impact.

It is considered that there are two main issues that need addressing in relation to the Building 5. These relate to the height and form of the proposed building and the issue of overlooking into the residential flats on Craig Park.

Building 5 would be built on the same building line as the former workshop building which is approximately 10m from the existing flats on Craig Park and would parallel along this boundary. The main section of the proposed office building which would be immediately opposite the Craig Park flats would be approximately 1m lower than the ridge line of the former workshop building and approximately 1.6m higher than the former buildings eaves line. The 3 storey tower located at the eastern end of the building would be positioned across from a landscaped tree area. Drawing nos. L4502 rev C and L4503 rev A highlights the height differences between the two existing and proposed buildings, however it does show that there would be limited impact on nine of the ground floor windows within Craig Park which run from the eastern end of the building. It is recognised that the former building had a shallow pitched roof and a single storey section along the western side of the former building whilst the proposed office would have a flat roof. It is acknowledged that there would be an additional impact on 3 ground floor level windows at the Craig Park flats as previously there was no building in front of them. In terms of height it is considered that the proposed predominantly 2 storey office would have minimal impact on the residents of Craig Park, when compared to the height and form of the former workshop building.

One major difference between the former workshop building and the proposed office building is the proposal to have windows on the south elevation which would face towards the flats on Craig Park. Due to the difference in ground level between the application site and Craig Park, the top of the ground floor windows of the proposed office would be approximately 2.7m below the cill of the ground floor flats on Craig Park therefore there would be no overlooking involved at this level. At first floor level however, it was recognised that given the distance between the properties and the height of the proposed windows at first floor level being the same as the ground floor windows on Craig Park that there is a very real issue of overlooking. In order to address the issue of overlooking a condition has been attached requesting that obscure glass be installed on all first floor office windows on the 2 storey section of building in order to to mitigate any overlooking concerns. The applicant has indicated his agreement to such a condition.

In relation to daylight and sunlight, the proposed building is north of the flats on Craig Park, therefore there will be no impact on loss of sunlight to the existing flats. In relation to daylight a 25 degree line to the horizontal is drawn from the mid-point of affected windows. In this instance it shows that the proposed office development would not result in loss of daylight to the adjacent flats on Craig Park as shown on drawing no. L4503 rev A..

Other Matters Raised in Representations

The planning authority can only assess what is being applied for within a planning application and not possible future developments on the site.

In relation to the position of boundary lines and title deeds, these are not planning considerations. An applicant does not need to own the land in order to apply for planning permission, however the applicant would need control of the land in order to implement the development in full.

There is a hierarchy of developments which ensures that applications are dealt with in an appropriate way relating to their scale and complexity, allowing decisions to be taken at the most appropriate level. In general there are Major Developments and Local Developments. The threshold / criteria for an office within a Major Development is anything greater than 10,000sqm gross floor space of the building or the area of the site is or exceeds 2 hectares. All applications for such developments require consultation between developers and communities prior to making a planning application. However there is no such requirement for Local Developments. In this instance the applicant has divided the site up into a smaller application which the applicant is legally entitled to do.

A right to a view is not a planning consideration

Any planning application that is approved must be built in accordance with the approved plans.

Issues of seagulls roosting would be a management issue for the owners of the building.

Developer Contributions

In line with Policy I1, the developer contributions have been assessed based on a gross floor area (GFA) of the commercial premises plus 50% of hard standing and car parking (Gross External Area – GEA). The development in this instance would require a contribution towards Core Paths only.

A contribution towards the Strategic Transport Fund will also be required in order to contribute towards new and improved infrastructure within strategic growth areas. The contribution would be held and administered by NESTRANS and will only be available for delivering strategic transport projects within the area. The developer has agreed to pay both of these contributions.

Conclusion

The principle of an office development on this site accords with Policy BI1 and also the SPP and the City and Shire Development Plan, bringing a vacant brownfield site back into use.

It is considered that both Buildings 4 & 5 are acceptable as they would be of a similar size and scale to Building 1 & 2 which were previously approved. These would be no higher than the highest part of other buildings within the site and would have similar external finishes. There is sufficient onsite parking and cycle facilities and the site is accessible by a variety of travel modes, including public transport.

Having addressed the issues and concerns within letters of objection it is considered that the proposal would not have a detrimental impact on the character or amenity of the business and industrial area within which it is zoned or on the residential flats to the south of the site. The proposal accords with Policies BI1, R7, D1, D3, I1, T2, NE6 of the Aberdeen Local Development Plan, Scottish Planning Policy and the Aberdeen City and Shire Structure Plan.

RECOMMENDATION

Approve subject to conditions, but withhold issue of the consent document until such time as the applicant has entered into an appropriate agreement with the planning authority for the payment of developer contributions in relation to Core Paths and the Strategic Transport Fund

REASONS FOR RECOMMENDATION

The principle of an office development on this site accords with Policy BI1 (Business and Industrial Land) and also the Scottish Planning Policy (SPP) and the Aberdeen City and Aberdeenshire Structure Plan, bringing a vacant brownfield site back into use.

Building 4 would be of a similar size and scale to the previously approved buildings within the wider site whilst Building 5 would be 1 storey lower than all the other buildings within the wider site. Both buildings would be constructed using similar external finishes. Sufficient onsite parking and cycle facilities would be provided. The site is accessible by a variety of travel modes, including public transport.

The proposal would not have a detrimental impact on the business and industrial area or on the residential flats to the south of the site due to its distance and the proposed use.

The proposal accords with the Aberdeen Local Development Plan Policies D1 (Architecture and Placemaking) in relation to design, siting, scale, colour, materials and orientation, D3 (Sustainable and Active Travel) in relation to providing opportunities for sustainable and active travel, I1 (Infrastructure Delivery and Developer Contributions) where contributions have been requested in relation to Core Paths and the Strategic Transport Fund, T2 (Managing the Transport Impact of Development) whereby a Transport Assessment was carried out and a condition has been attached requesting the submission of a Travel Plan and also NE6 (Flooding and Drainage) as there is no risk of flooding or of being flooded.

It is concluded that this proposal demonstrates accordance with the relevant provisions of the Development Plan, and that no material considerations have been identified which are sufficient to warrant determination other than in accordance with that Development Plan.

CONDITIONS

it is recommended that approval is granted subject to the following conditions:-

(1) Notwithstanding the details shown on Drawing No. Ph3_502 rev D that no development in relation to Building 5 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 detailed scheme showing the windows at first floor level on the south facing elevation of the 2 storey section of building being fitted with obscure glass including details of the obscuration level - in the interests of protecting the privacy of adjoining residential properties.

(2) That neither of the office buildings hereby granted planning permission shall be occupied unless a scheme detailing motorcycle and cycle storage provision has been submitted to, and approved in writing by the planning authority, and thereafter implemented in full accordance with said scheme - in the interests of encouraging more sustainable modes of travel.

(3) That the office buildings hereby granted planning permission shall not be occupied unless details for the provision of showers, lockers and changing facilities have been submitted to, and approved in writing by the planning authority, and thereafter implemented in full accordance with said details - in association with the encouragement of more sustainable modes of travel.

(4) that the development hereby approved shall not be occupied unless the car parking areas hereby granted planning permission have been constructed, laid-out and demarcated in accordance with drawing No. L4501 rev C and drained in accordance with drawing Nos. 92218/2060 & 92218/2070 of the plans hereby approved or such other drawing as may subsequently be submitted and approved in writing by the planning authority. Such areas shall not thereafter be used for any other purpose other than the purpose of the parking of cars ancillary to the development and use thereby granted approval - in the interests of public safety and the free flow of traffic.

(5) that the development hereby granted planning permission shall not be occupied unless all drainage works detailed on Plan Nos 92218/2060 and 92218/2070 or such other plans as may subsequently be approved in writing by the planning authority for the purpose have been installed in complete accordance with the said plan - in order to safeguard water qualities in adjacent watercourses and to ensure that the proposed development can be adequately drained.

(6) that 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 trees and landscaped areas on the land, and

details of any to be retained, together with measures for their protection 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 - in the interests of the amenity of the area.

(7) that 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 and 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 - in the interests of the amenity of the area.

(8) That the use hereby granted planning permission shall not take place unless provision has been made within the application site for refuse storage and disposal in accordance with a scheme which has been submitted to and approved in writing by the planning authority – in order to preserve the amenity of the neighbourhood and in the interests of public health.

(9) that the building hereby approved shall not be occupied unless a scheme detailing compliance with the Council's 'Low and Zero Carbon Buildings' supplementary guidance has been submitted to and approved in writing by the planning authority, and any recommended measures specified within that scheme for the reduction of carbon emissions have been implemented in full - to ensure that this development complies with requirements for reductions in carbon emissions specified in the City Council's relevant published Supplementary Guidance document, 'Low and Zero Carbon Buildings'.

(10) That no development shall take place unless there has been submitted to and approved in writing a detailed Green Travel Plan, which outlines sustainable measures to deter the use of the private car, in particular single occupant trips and provides detailed monitoring arrangements, modal split targets and associated penalties for not meeting targets - in order to encourage more sustainable forms of travel to the development.

Dr Margaret Bochel

Head of Planning and Sustainable Development.