

Planning Development Management Committee

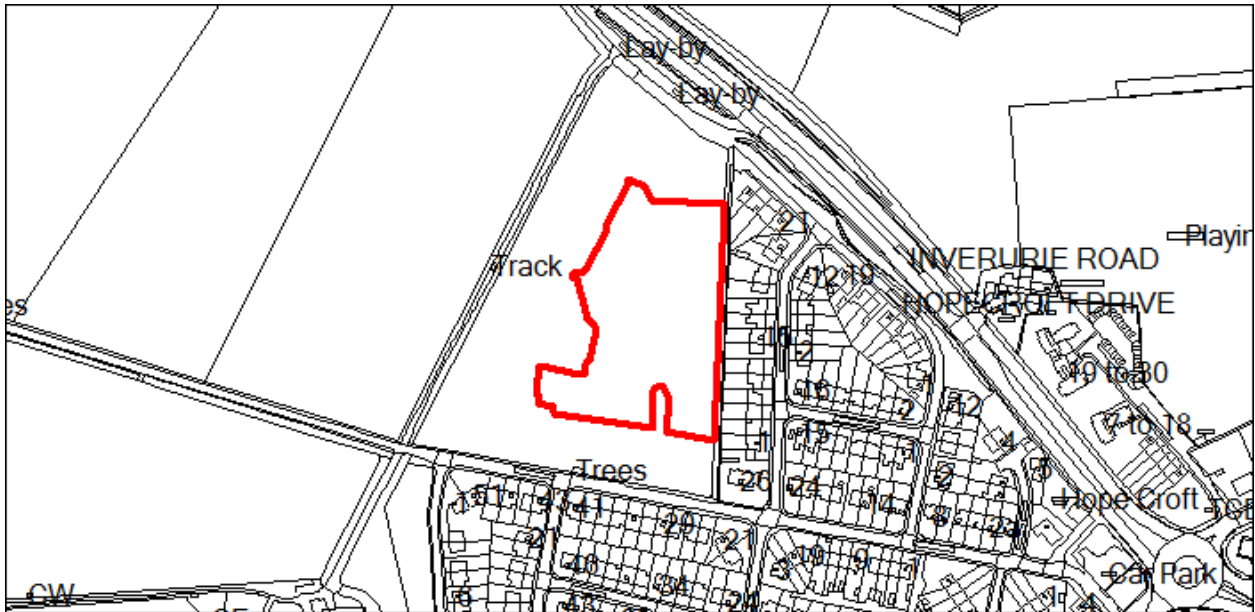
HOPETOUN GRANGE, LAND TO NORTH OF

PARTIAL AMENDMENT TO PLANNING APPLICATION REF P130029 TO ALLOW FOR AN ADDITIONAL 20 UNITS AND CHANGE OF HOUSE TYPES

For: Persimmon Homes

Application Type : Detailed Planning Permission
Application Ref. : P140153
Application Date: 06/02/2014
Officer: Jane Forbes
Ward : Dyce/Bucksburn/Danestone(B Crockett/G Lawrence/N MacGregor/G Samarai)

Advert :
Advertised on:
Committee Date: 19 June 2014
Community Council : No response received



RECOMMENDATION:

Willingness to approve, subject to conditions, but to withhold the issue of the consent document until an amended legal agreement between the applicant and the Council has been secured identifying developer contributions towards: primary education; community facilities; sports and recreation; core path networks; and the strategic transport fund.

DESCRIPTION

The application site, which was formally land in agricultural use, but identified in the Aberdeen Local Development Plan (ALDP) as an opportunity site for residential development (OP20), extends to some 1.27ha, and forms part of a larger development site of some 3.3ha. Hopcroft Avenue lies to the east, whilst Hopetoun Grange is to the south, beyond a row of detached dwellings subject to planning application Ref: 130029. To the west lies an area of agricultural land extending to some 106 hectares, identified in the Aberdeen Local Development Plan as an Opportunity Site (OP30) for 1940 homes, and to the north is the main A96 Aberdeen/Inverurie Trunk Road. The entire 3.3ha site was the subject of a planning application (Ref 130029), submitted in January 2013 for a development of 65 residential units, associated infrastructure and landscaping, with consent granted at the Planning Development Management Committee in September 2013, subject to conditions and the applicant entering into a legal agreement.

RELEVANT HISTORY

Ref A5/1536 – Detailed planning consent was sought in August 2005 for the erection of 40 houses, over an area including part of the current application site (2.75 ha). In 2005 the site was zoned as GB1 (Green Belt), and on this basis the proposal was considered contrary to both structure plan and local plan policy, resulting in a Development Plan Departure Hearing being held in December 2005. The planning application was subsequently considered by the Planning Committee on 19 January 2006, at which point the Committee resolved to express a willingness to approve, subject to conditions and an appropriate legal agreement, and for the application to be forwarded to the Scottish Ministers. The applicants withdrew this application in February 2008.

Ref 121283 – Proposal of application notice submitted in September 2012 for the ‘erection of residential units including roads, infrastructure and landscaping’.

Ref 121578 – An Environmental Impact Assessment (EIA) screening opinion request, for a proposed residential development, on land to the north of Hopetoun Grange, Aberdeen City Council advised that it did not consider that EIA was required on 5 December 2012.

Ref 130029 – Proposal for detailed planning consent for the erection of a residential development comprising 65 dwellings, with associated infrastructure and landscaping, was granted conditional consent by the Planning Development Management Committee on 26 September 2013, subject to the applicant entering into a legal agreement with the Council to secure developer contributions. This legal agreement was concluded and planning permission was issued on 15 January 2014.

PROPOSAL

Detailed planning permission is now sought for an amendment to the 2013 planning permission, Ref: 130029, which proposed 65 residential units. An additional 20 properties would now replace 28 previously approved, giving a total

of 48 dwellinghouses within an area of 1.27ha. This would result in an overall increase across the wider 3.3ha site from 65 to 85 dwellinghouses.

Layout

The proposed development would comprise buildings arranged either side of a shared surface access road which forms a central loop, as was previously approved as part of the original application. The route of the shared surface road does not change as a result of the proposal.

Proposed Houses

The 48 properties would cover a range of 12 house types and comprise: 24 detached (6 x 3 bed, 9 x 4 bed, 9 x 5 bed), 12 semi-detached (3 bed) and 12 terraced properties (3 x 2 bed, 2 x 3 bed, 7 x 4 bed). 5 of the 48 dwellings would be 'affordable'.

The various house types would be arranged across the site, with terraced and semi-detached properties interspersed with detached. The 5 affordable properties would comprise three 2 bed and two 3 bed terraced units.

Open Space and Landscaping

An area of public open space extending to approximately 1180m² was approved as part of the original permission and this lies immediately west of this site, and would therefore not be affected by the proposal..

A detailed plan of landscaping provision for the wider 3.3ha site was controlled by a condition of the original permission and has already been submitted and deemed acceptable, however a condition has nevertheless been applied requiring the submission of amended plans directly associated to this application, to secure appropriate landscaping for individual properties and take account of the changes which this proposal has had on the previously approved garden/driveway layouts.

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?ref=140153>

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

A Planning Statement was submitted in support of the application.

REASON FOR REFERRAL TO SUB-COMMITTEE

The application has been referred to the Sub-committee because the Council has received more than 5 letters of objection. Accordingly, the application falls outwith the scope of the Council's Scheme of Delegation.

CONSULTATIONS

Roads Projects Team – No objection. Advise the granting of planning consent should be conditional on an appropriate legal agreement being in place, requiring payment of the strategic transport fund contribution.

Aberdeen International Airport – Response received. No objection to the proposal based on a maximum development height of 9.2 metres. In the event that crange or scaffolding is required at a higher elevation than that of the planned development, then this must be subject to separate consultation with Aberdeen International Airport.

Transport Scotland – No objection, provided the following conditions are applied:

- There shall be no means of direct vehicular access to the trunk road. Pedestrian access to the trunk road shall be restricted to the existing footpath immediately to the west of the site.
- The applicant shall liaise with Transport Scotland and its Operating Company in regard to the timing, traffic management and standard of construction required for the pipeline crossing under the trunk road.

Environmental Health – No objection. Confirmed the noise assessment report submitted to purify Condition No. 2 of 130029 was acceptable. Informative requested regarding installation of attenuation trickle vents.

Developer Contributions Team - Appropriate level of affordable housing is proposed on site (25%), according to the overall development. However, the developer should also provide financial contributions towards –

- Primary school education;
- Community facilities;
- Sports and Recreation;
- Core Paths network; and
- Strategic Transport Fund (to be confirmed by Roads Projects Team).

Enterprise, Planning & Infrastructure (Flooding) - No objection, given satisfaction with the information submitted.

Scottish Water – No objection.

Scottish Environment Protection Agency – No objection, given satisfaction with the information submitted.

Community Council – No response received.

REPRESENTATIONS

A total of 26 letters of representation have been received. Objections raised have been summarised below and relate to the following matters:-

1. Over-development of the site;
2. Adverse impact on existing road network, which is already congested;
3. Poor quality of house design;
4. Increased inconvenience due to construction work ;
5. Proximity of development to existing dwellings;
6. Lack of neighbour notification;
7. Alterations to footpath/cycle link;
8. Altered location of affordable accommodation;
9. Impact of airport noise on future residents;
10. Inadequate parking within the wider site;
11. Overshadowing of neighbouring properties;
12. Impact on existing views;
13. Impact on privacy;
14. Proposed development would have an adverse impact on local services and infrastructure capacity;
15. Loss of green space and impact on trees; and
16. Inadequate Pre-Application Consultation process.

PLANNING POLICY

National Policy and Guidance

Scottish Planning Policy (SPP) – This is the statement of Scottish Government policy on land use planning, and includes the Government's core principles for the operation of the planning system and concise subject planning policies. The general policy relating to sustainable development and the subject policy relating to Housing are relevant material considerations.

Designing Places is the statement that sets out the Government's expectations of the planning system to deliver high standards of design in development projects and is a relevant material consideration.

PAN 2/2010 (Affordable Housing and Housing Land Audits). This document outlines how the planning system can facilitate the development of affordable homes by way of supplying a mixture of tenures which are affordable and of a high standard of design in order to contribute to the creation of sustainable, mixed communities.

Aberdeen Local Development Plan

Policy H1 (Residential Areas) - The site is zoned under Policy H1 (Residential Areas). Proposals for new residential development, and householder development, will be approved in principle, provided it:

- does not constitute overdevelopment;
- does not have an unacceptable impact on the character or amenity of the surrounding area; and
- does not result in the loss of valuable and valued areas of open space.

Policy H3 (Density) - The City Council seeks an appropriate density of development on all housing allocations and windfall sites. All residential developments of over one hectare must:

- meet a minimum density of 30 dwellings per hectare (net). Net dwelling density includes those areas which will be developed for housing and directly associated uses, including access roads within the site, garden ground and incidental open space;
- have consideration of the site's characteristics and those of the surrounding area;
- create an attractive residential environment and safeguard living conditions within the development; and
- consider providing higher densities in the City Centre, around local centres, and public transport nodes.

Policy H4 (Housing Mix) - Housing developments of larger than 50 units are required to achieve an appropriate mix of dwelling types and sizes, in line with a masterplan, reflecting the accommodation requirements of specific groups, in particular families and older people. This mix is in addition to affordable housing contributions.

Policy D1 (Architecture and Placemaking) - 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 D2 (Design and Amenity) - In order to ensure the provision of appropriate levels of amenity certain principles will be applied, including:

- Privacy shall be designed into higher density housing.
- Residential development shall have a public face to a street and a private face to an enclosed garden or court.
- All residents shall have access to sitting-out areas. This can be provided by balconies, private gardens, terraces, communal gardens or other means acceptable to the Council.
- Individual houses within a development shall be designed to make the most of opportunities offered by the site for view and sunlight.
- Development proposals shall include measures to design out crime and design in safety.
- External lighting shall take into account residential amenity and minimise light spillage into adjoining areas and the sky.

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. 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.

Supplementary Guidance

Hopecroft Planning Brief

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.

Principle of Residential Development

The application site forms part of a wider opportunity site (OP20) which is identified in the ALDP by Policy H1 (Residential Areas), albeit with an indicative allocation of 30 units. The 2013 approval (Ref 130029) (65 dwellings) further established that the principle of residential development across the whole 3.3 hectares of the OP20 site was acceptable, and that such development would not affect the existing residential character and amenity of the area. This proposal seeks an additional 20 dwellings on part of that wider approval, and as such in assessing the proposal against Policy H1 it is considered that such development would not affect the residential character and amenity of the surrounding area, nor result in the loss of protected open space. It is also necessary to establish whether it would constitute overdevelopment, and this is considered more fully below.

Density

Concerns have been raised in relation to the density of development now proposed, given that the site has an allocation of 30 homes within the current local development plan, rather than the 85 which would now result. However, in examining the reasons behind the low level of units allocated to the wider 3.3ha site, where current policy (H3) could in theory seek a minimum of 99 homes, it is clear that the historic allocation figure has been carried forward from previous local plans (Green Spaces – New Places, 2004; Aberdeen Local Plan, 2008) without an adjustment having been made to the original allocation figure, to better reflect current policy expectations on density. Furthermore, the allocation does not take account of the significant change to the Aberdeen International Airport noise contour map, which almost entirely removes previous limitations on development within the site. These matters were raised as part of the Hopecroft Planning Brief, which was approved by the Development Management Sub-Committee and ratified as Supplementary Guidance to the Aberdeen Local

Development Plan by the Scottish Government in June 2013, and provided the basis of the site being developed for residential use with an indicative capacity for around 65 units.

Current policy expectation of both the Aberdeen City and Shire Strategic Development Plan and ALDP (Policy H3), is such that all residential development of over one hectare must meet a minimum density of 30 dwellings per hectare. The previous application for 65 dwellings on the 3.3ha site achieved a density of 20 units per hectare, within an area where density of development ranges between 20 and 35 units per hectare. If this current proposal were considered in isolation, the 48 units across the 1.27ha site would equate to a density of some 38 units per hectare, which is higher than what is typical of the surrounding area. However, this application site clearly forms part of the wider 3.3ha Hopetoun Grange development area, and on that basis, the increase in overall residential units from 65 to 85 would equate to a density across that site of just 26%, a level which still sits below the minimum sought via H3, but which nevertheless represents density levels within the neighbourhood. Taking all of the above into account, it is considered that the level of development being sought is appropriate and would not constitute over-development of the site, and as such the proposal would be in accordance with Policy H3 (Density), and also sufficiently compliant with Policy H1 (Residential Areas).

Layout, Design, Scale and Form of Development

'Designing Places' sets out the Government's expectations of the planning system to deliver high standards of design and outlines what the Government considers to be successful places, including being 'distinctive', 'safe and pleasant', 'easy to get to and move around' and 'welcoming'. It is considered that these broad objectives have been suitably achieved within the design and layout of the development.

Policy D1 (Architecture and Placemaking) in the ALDP seeks to ensure that all development is designed with due consideration for its context. In this respect, whilst public concerns have been raised with regards the quality of design of the proposal, it is particularly relevant that the design and finish of the properties would be entirely in keeping with those already granted consent across the wider site, with finishes including: a mix of off-white render; grey coloured stone base course and detailing; and slate grey tiled roofs. Whilst acknowledging that the proposal would see an increase in density of development, with a move away from the concentration of detached properties towards a mix of detached, semi-detached and terraced properties, which is perhaps more in line with the surrounding neighbourhood, it is worth noting that the general pattern and layout of the development, either side of the shared surface internal loop road, has been retained, with all properties securing an acceptable level of garden ground and conditions attached to ensure that the detail of the boundary treatments and the landscaping of the site is appropriate. The proposal would see no loss to the level of open space provision approved for the wider site, nor have any additional impact on trees, and in particular those being retained along the eastern boundary of the site.

Concerns have been raised regarding the impact of the proposed development on existing privacy and views, and the overshadowing of neighbouring properties. It is worth noting that this new application would bring one of the proposed 2 storey detached properties (Plot 47) closer to the mutual boundary with its nearest neighbouring property at No 27 Hopcroft Drive by one metre, thus resulting in a separation distance of some 14.5 metres between properties. However, taking account of the minimal change in separation distance being proposed, that the previous approval was also for a 2 storey detached property, and that the only window opening included at 1st floor level, and facing the boundary / rear gardens of Hopcroft Drive, serves a bathroom, both for this proposal and the previous, it is considered that there would be no increase in overshadowing or privacy and any additional visual impact would be minimal. Whilst the proposal would see the introduction of 2½ storey townhouses, these would be centrally located within the site, distant from any boundary, and give rise to an increase in the maximum ridge level of previously approved dwellings by just 1 metre, with the result that their inclusion within the proposed development would have minimal visual impact from outwith the site. Taking all of the above into account, it is considered that the proposal is suitably compliant with Policy D1.

The proposed development of 48 dwellings achieves a successful mix of house types and sizes, with 12 house types accommodated across the 1.27ha, including 2 bedroom terraced properties, 3 bedroom semi-detached, 4 bedroom townhouses and 5 bedroom detached family dwellings. This contributes further to the existing mix, which was achieved on the entire 3.3ha site, thereby ensuring a wider range of accommodation. Whilst it is worth noting that this application in itself would, in theory, not be required to comply with Policy H4, which applies to housing developments of 50 units or more, it is nevertheless of some merit that the mix of house types is further improved across the 3.3ha site as a result of this application, and on this basis the proposal is considered compliant with Policy H4 (Housing Mix), which seeks to encourage a range of sizes and house types.

The proposal is deemed to be suitably compliant with Policy D2 (Design and Amenity), with the layout and design of the proposed dwellings allowing for the provision of private garden ground to the rear of all properties, with a public frontage onto either a street or footpath/cycleway and a private face to a garden. A condition has been applied to ensure details of the boundary enclosures are submitted for agreement. Although other criteria are contained within Policy D2 (Design and Amenity), these are not directly relevant to the assessment of this specific proposal.

Traffic Impacts, Access Arrangements and Car Parking

The Roads Projects Team did not consider that the proposed increase in 20 dwellings across the wider Hopetoun Grange site warranted any amendment to the Transport Statement, which was submitted in support of the original application. Whilst concerns have been raised by local residents in relation to the impact the proposed development may have on existing traffic levels and parking provision, it should be noted that the Roads Projects Team are satisfied that the proposal meets with the required parking standards and have raised no concerns

with regards traffic generation as a result of the proposal. Neither has the internal road layout changed as a result of the proposed development.

The Roads Projects Team has provided detail on the strategic transport fund contribution applicable to this application, with payment to be secured by means of an amended Section 75 Agreement. Conditions have been attached to ensure improved connections are provided between the site and adjacent footpaths and for the upgrading of public transport passenger facilities. Taking the above into account, it is considered that the proposal is in accordance with the general principles of 'Designing Streets', a government statement which seeks to promote pedestrian friendly developments, and meets with the requirements of Policy T2 (Managing the Transport Impact of Development), Policy I1 (Infrastructure Delivery and Developer Contributions), and the Supplementary Guidance on Transport and Accessibility.

Affordable Housing/Developer Contributions

The Developer Contributions Team stated that the increase in numbers on site by 20 would now equate to an additional 5 units, therefore a total of 21 units would now be required. The developer has included 5 affordable terraced properties in addition to the 16 affordable flatted properties being delivered as part of the original proposal. This allocation would be delivered on site, and on that basis the proposed development is deemed compliant with the principles outlined in PAN 2/2010 (Affordable Housing and Housing Land Audits) which seeks to facilitate the development of affordable housing in order to secure sustainable, mixed communities, and is also in accordance with Policy H5 (Affordable Housing) which seeks 25% of the total number of units to be provided as affordable housing.

In terms of Policy I1 (Infrastructure Delivery and Developer Contributions), whilst public concerns have been raised regarding the impact of the proposed development on local services and existing infrastructure, a legal agreement can secure contributions to be used for off-setting the impact of the development on: primary school education, community facilities, sports and recreation, and the core paths network, in addition to the Strategic Transport Fund as outlined above.

Relevant Planning Matters Raised in Written Representations

A range of matters raised in the representations submitted have been addressed in the appropriate sections above, including issues relating to: design; density; impact upon residential amenity; impact on infrastructure and local services; traffic; car parking; open space; and trees. Although certain matters raised are not material considerations, such as the inconvenience of the construction work and the impact on existing views, any matters not previously dealt with are discussed below.

- Concerns have been raised regarding local residents not being adequately notified of the proposed development. However, the required level of neighbour notification was undertaken by Aberdeen City Council as planning authority. Concerns were also raised regarding an inadequate

consultation process. It is worth noting that the (Pre-application Consultation) PAC undertaken for the original application related to a proposal for the 'Erection of Residential Units on Land to North of Hopetoun Grange including infrastructure & Landscaping', and the requirement for such consultation was based on the proposal falling within the category of major development. It is noted that the number of residential units indicated within PAC (around 65) sat below that which would now take place, although the site area remains the same (3.3ha). Notwithstanding this, it is considered by Aberdeen City Council as planning authority that there is no requirement to undertake further pre-application consultation (PAC). Taking into account that neither the level of development proposed (48 units) nor the area of the application site in question (1.27ha) would result in the proposal falling within the criteria of major development, it is also considered that the variation which this application would give rise to, in terms of what has previously been granted consent is not of a degree which would merit further public consultation, given that the residential nature of the original proposal under which pre-application consultation took place has not changed, and that concerns relating to density have been fully evaluated in the analysis above.

- Although concerns have been raised regarding the likely impact of airport noise on future residents of the development site, based on the findings of the noise report submitted in support of the original application for the entire 3.3ha site, and which is clearly also relevant to this new application, along with the findings of a subsequent 3 day noise assessment, the Council's Environmental Services Team have raised no objection to the proposal, and an informative has been attached with regards the installation of attenuation trickle vents.
- Concerns have been raised in relation to alterations to the layout of footpath/cycle links and the siting of affordable accommodation, however neither relate to development contained within the red line boundary of this application and are being addressed separately, in relation to the original planning permission (Ref: 130029).

RECOMMENDATION

Willingness to approve, subject to conditions, but to withhold the issue of the consent document until an amended legal agreement between the applicant and the Council has been secured identifying developer contributions towards: primary education; community facilities; sports and recreation; core path networks; and the strategic transport fund.

REASONS FOR RECOMMENDATION

Planning legislation requires that planning applications are determined in accordance with the development plan, unless material considerations indicate otherwise. The site is zoned under Policy H1 (Residential Areas) in the Aberdeen Local Development Plan, and on this basis the principle of residential development is considered acceptable.

The proposal is deemed suitably compliant with relevant national and local plan policy and guidance, including Scottish Government policy statements on 'Designing Places' and a range of local plan policy, including Policy H1 (Residential Areas), Policy D1 (Architecture and Placemaking), Policy D2 (Design and Amenity), and Policy H3 (Density).

The proposal has also been deemed acceptable in terms of its compliance with a range of supplementary guidance, including delivery of affordable housing on site at a level of 25%, and ensuring an appropriate level of developer contributions is secured including towards primary education, community facilities, recreation, core path networks and the strategic transport fund, through the signing of a legal agreement.

Taking the above into account it is considered that the proposed development proposal should be supported as it largely conforms to all relevant national and local plan policies.

CONDITIONS

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

(1) that the hereby approved development shall not be occupied unless the lane to the west of the site, between the A96 and the southern boundary of plots 22/23, as shown hatched on drawing number DL002-85 Rev c and dated 12 March 2013, is upgraded to an adoptable standard for pedestrians and cyclists. Notwithstanding that the phasing of construction on site may impact on when safe access and use of the path by pedestrians may be available, details of the proposed upgrading work to the path must nevertheless be submitted to and approved by the planning authority, and the upgrading work must be completed prior to any residential unit being occupied - in order to ensure that the proposed development offers access to more sustainable forms of travel to and from the development

(2) that no part of the development hereby approved shall be occupied unless a schedule of work relating to upgrading of bus shelters, seating, lighting, timetable information and boarding kerbs for bus stops on the A96 and on Sclattie Park has been submitted to and approved by the planning authority, and subsequently the upgrading work has been implemented prior to the occupancy of any residential unit implemented - in order to encourage more sustainable forms of travel to and from development

(3) that 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, which scheme shall include no boundary enclosure

above a maximum height of 1 metre being permitted to the front of any residential unit within the development hereby approved. None of the buildings hereby granted planning permission shall be occupied unless the said scheme has been implemented in its entirety, as it relates to that building - in order to preserve the amenity of the neighbourhood and in the interests of road and public safety

(4) that no construction work pursuant to the planning permission hereby approved shall be undertaken by cranes or scaffolding of a height greater than 9.2 metres above ground level without prior consultation and approval of Aberdeen International Airport - in order to avoid endangering the safe movement of aircraft and the operation of Aberdeen International Airport

(5) that there shall be no means of direct vehicular access from the application site to the trunk road (A96). Pedestrian access to the trunk road shall be restricted to the pedestrian / cycle path immediately to the west of the site - to minimise interference with the safety and free flow of the traffic on the trunk road.

(6) that the applicant shall liaise with Transport Scotland, and its Operating Company, in regard to the timing, traffic management and standard of construction required for the pipeline crossing under the trunk road (A96) - to minimise interference with the safety and free flow of the traffic on the trunk road

(7) that no development shall take place 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'.

(8) that no development hereby approved shall be carried out unless there has been submitted to and approved in writing by the planning authority a 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.

(9) 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.

INFORMATIVES

Environmental Services have provided confirmation that a noise assessment submitted by the developer was sufficient to satisfy Condition 2 of the previous planning application (Ref 130029), and on that basis they have raised no objection to this new proposal, however they would recommend the installation of attenuation trickle vents in the bedroom of all properties across the 3.3ha site in order to reduce the impact of aircraft noise.

Dr Margaret Bochel

Head of Planning and Sustainable Development.