

# Planning Development Management Committee

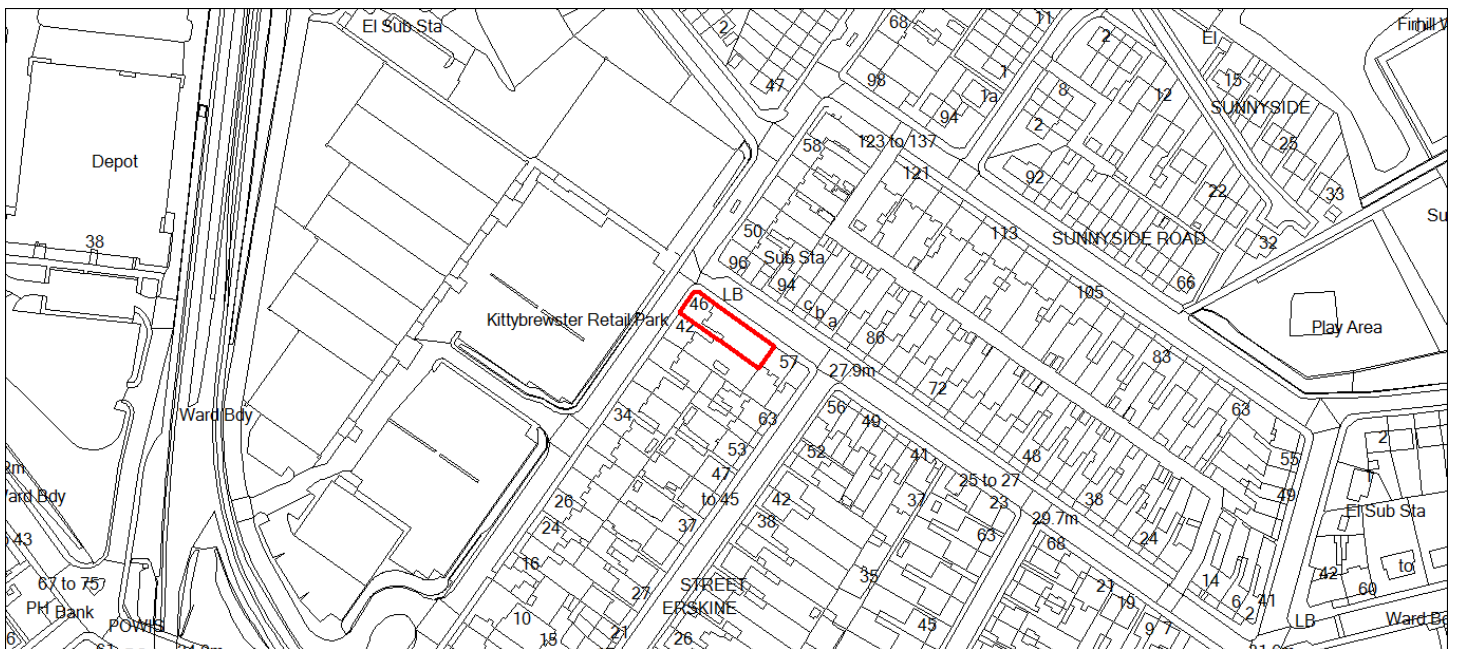
44 BEDFORD ROAD, KITTYBREWSTER

ERECTION OF THREE AND A HALF STOREY  
SERVICED APARTMENT DEVELOPMENT (8  
UNITS) WITH ASSOCIATED CAR PARKING

For: ASA Ltd

Application Type : Detailed Planning Permission  
Application Ref. : P141664  
Application Date: 06/11/2014  
Officer: Gavin Evans  
Ward : George Street/Harbour (A May/J  
Morrison/N Morrison)

Advert :  
Advertised on:  
Committee Date: 19 March 2015  
Community Council :



**RECOMMENDATION:** Willingness to approve subject to conditions, but to withhold the issue of the consent document until the applicant has entered into a legal agreement to ensure that the development remains in single ownership and that no apartment may be occupied for more than 90 days by the same occupant

## **DESCRIPTION**

The application site is located on the eastern side of Bedford Road, at its junction with Bedford Place. The site extends to 292sqm and represents the existing plot of 44 Bedford Road, a 2 ½ storey end-terrace building of traditional granite construction, which incorporates a small newsagent/grocer at ground floor level and box-dormers in its roof space. To the rear of the building lies an area of garden ground, set approximately 1m below the level of Bedford Place and enclosed by a granite rubble boundary wall measuring 1.2m from pavement level. The rear of the site appears neglected and overgrown, with no notable trees or landscaping beyond overgrown shrubs and apparently self-seeded saplings. The boundary to the adjoining property at 42 Bedford Road is defined by a boundary wall of approximately 1.2m, of brick construction.

The northern side of Bedford Place is characterised by 1 ½ storey, mansard roofed terraces of dwellinghouses. Immediately opposite the application site is a more recent row of 2-storey terraced houses, fronted with synthetic granite block. The southern side of Bedford Place is largely similar, however 2 ½ storey tenement-style blocks are present at the junctions of Bedford Place and streets running south-west. The blank gable of one such block abuts the south-eastern end of the application site.

## **RELEVANT HISTORY**

An application in January 2014 (ref P140090) sought detailed planning permission for a development comprising 8 flats within the rear garden of 44 Bedford Road. This was refused under delegated powers on 31<sup>st</sup> March 2014, on the basis that it would represent an over-development of the site; an adverse impact on amenity arising from the loss of private garden space and the under-provision of garden space for the new development; the design would not relate well to its surroundings; some windows within the building would have limited opportunity for natural light; and there would be a significant shortfall in car parking provision.

Following that refusal, the applicants sought review of the decision via the Local Review Body (LRB). The LRB considered the proposal at its meeting of 4<sup>th</sup> July 2014, where members upheld the planning authority's earlier decision.

## **PROPOSAL**

This application seeks detailed planning permission for the construction of a new 3½ storey building, containing 8no serviced apartments, on a site which currently forms part of the rear garden of 44 Bedford Road.

The building would face onto Bedford Place, with the remainder of the newly formed site incorporating 2no off-street car parking spaces and landscaped garden space. The building itself would be finished in a silver-grey granite at ground floor level, with granite string and cornice courses. Upper floors would be given a rendered finish. The roof would be finished in smooth grey concrete roof tiles, featuring a slimline leading edge and broken bond laying technique in order to better replicate the characteristics of a natural slate product. Aluminium-framed

windows would incorporate fixed green panels on the front elevation, whilst grey PVC rainwater goods would be utilised.

## **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=141664>

- Supporting statement

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

## **REASON FOR REFERRAL TO COMMITTEE**

The application has been referred to the Planning Development Management Committee because the Council's Roads Development Management Team has objected to the proposal in its current form. Accordingly, the application falls outwith the scope of the Council's Scheme of Delegation.

## **CONSULTATIONS**

**Roads Development Management Team** - Object to the proposal based on the currently proposed parking layout as per drawing number 015a.

Notes that there is a shortfall of 4 parking spaces based on current guidelines, however the guidelines to be taken forward as part of the new ALDP would reduce this shortfall to 2 spaces, which is considered to be acceptable in this instance.

The applicant will be required to cover any costs associated with altering the existing Traffic Regulation Order (TRO) to accommodate the development access. Cycle storage within the site is welcomed.

Note that an earlier turning area has been removed from the proposal, with the result that reversing across the footway would be required. Roads colleagues have safety concerns regarding vehicles reversing across the footway in this location. Future plans to allow two-way traffic on this road as a result of a bus gate being installed on Bedford Road will increase the level of traffic at the site access. Pedestrian movements in this location will comprise people walking to the school and Retail Park. The Retail Park also has approved planning permissions for a McDonalds and a gym which could also increase pedestrian and vehicle movements on Bedford Place. It is also noted that visibility would be further reduced by the on-street parking adjacent to the site access.

Submitted drainage proposals are acceptable in principle, however drainage calculations are requested to demonstrate that the proposed scheme can deal

with specified flood events. This can be conditioned and agreed in detail prior to commencement.

A Residential Travel Pack should be produced and made available to occupants. This should be site specific and detail the sustainable transport options available. Roads colleagues request that the contents of this are conditioned to be agreed prior to occupation.

**Environmental Health** - No objection to approval of this application, but recommend the attachment of a suitable condition addressing provision for suitable means of waste storage , including recycling facilities.

**Developer Contributions Team** – Not applicable, as new floorspace does not exceed threshold for developer contributions.

**Enterprise, Planning & Infrastructure (Flooding)** – No observations.

**Education, Culture & Sport (Archaeology)** – No response.

**Community Council** – No response.

## **REPRESENTATIONS**

No letters of representation have been received in relation to this proposal.

## **PLANNING POLICY**

### National Policy and Guidance

#### **Scottish Planning Policy (SPP)**

Sections on sustainability, placemaking, promoting sustainable travel and supporting business and employment are of relevance to this proposal.

### Aberdeen Local Development Plan (ALDP)

#### **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.

#### **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**

Policy D2 sets out a series of criteria for new development, intended to ensure that an appropriate level of amenity can be secured for residents of both that new development and neighbouring land and buildings. These criteria include residential development being designed with a public face to a street and a private face to an enclosed garden or court; appropriate privacy being provided for; the provision of areas for sitting out, such as private gardens, communal gardens, balconies etc; and that development proposals should include measures to 'design out' crime and 'design in' safety.

### **D3: Sustainable and Active Travel**

New development will be designed in order to minimise travel by private car, improve access to services and promote healthy lifestyles by encouraging active travel.

### **Policy H1: Residential Areas**

The site lies within a designated Residential Area (H1), as defined in the Aberdeen Local Development Plan. Within such areas Policy H1 of the ALDP will apply, stating that non-residential uses will be refused unless (a) they are considered complementary to residential use; or (b) it can be demonstrated that the use would cause no conflict with, or any nuisance to, the enjoyment of existing residential amenity.

### **R6: Waste Management Requirements for New Development**

Housing developments should have sufficient space for the storage of residual recyclable and compostable wastes. Flatted developments will require communal facilities that allow for the separate storage and collection of these materials. Recycling facilities should be provided in all new supermarkets and in other developments where appropriate. Details of storage facilities and means of collection must be included as part of any planning application for development which would generate waste.

Further details are set out in Supplementary Guidance on Waste Management.

### **Policy R7: Low and Zero Carbon Buildings**

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

### **Supplementary Guidance**

'Low and Zero Carbon Buildings'; 'Transport and Accessibility', 'Waste Management', 'Serviced Apartments' and 'Sub-division and Redevelopment of Residential Curtilages' documents are of relevance.

### **Other Relevant Material Considerations**

The matters raised in representations are material to the assessment of this application, so far as they relate to legitimate planning considerations.

## **Proposed Aberdeen Local Development Plan**

In relation to this particular application the policies listed below are of relevance:

Policy D1 – Quality Placemaking by Design

Policy T2 – Managing the Transport Impact of Development

Policy H1 – Residential Areas

## **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.

### Proposed Aberdeen Local Development Plan

The Proposed ALDP was approved at the meeting of the Communities, Housing and Infrastructure Committee of 28 October 2014. It constitutes the Council's settled view as to what should be the content of the final adopted ALDP and is now a material consideration in the determination of planning applications, along with the adopted ALDP. The exact weight to be given to matters contained in the Proposed ALDP (including individual policies) in relation to specific applications will depend on whether:

- these matters have been subject to public consultation through the Main Issues Report; and
- the level of objection raised in relation these matters as part of the Main Issues Report; and
- the relevance of these matters to the application under consideration.

In relation to this particular application the policies listed below are of relevance.

Policy D1 – Quality Placemaking by Design

Policy T2 – Managing the Transport Impact of Development

Policy H1 – Residential Areas

The policies listed above substantively reiterate policies in the adopted local plan. The proposal is generally in compliance with the Proposed Plan.

### **Principle of serviced apartment use & Zoning**

The application site is located within a predominantly residential area, which has been zoned as such in the Local Development Plan, with policy H1 applicable. Policy H1 allows for non-residential uses where either the use is considered complementary to residential use or where it can be demonstrated that the use would cause no conflict with, or any nuisance to, the enjoyment of existing residential amenity. This application proposes the construction of a building containing 8 serviced apartments, a use which is defined in the Council's 'Serviced Apartments' Supplementary Guidance as '*residential flats used as quasi hotel accommodation by business and leisure visitors to the city, where periods of occupation are generally but not necessarily less than 90 days by any individual, family or group, and services such as cleaning and laundry are provided, either on a daily basis or between periods of occupation*'. The

Supplementary Guidance also states that serviced apartments outwith the City Centre but within the existing built up area will be assessed on their own merits, with further content on matters including amenity, servicing, sustainable travel and parking, developer contributions and legal agreements being relevant to that assessment.

The surrounding area is predominantly in residential use and the proposed use is considered to represent a complementary use which would, in principle, be consistent with the provisions of policy H1 (Residential Areas) of the ALDP. The impact of the proposal on existing residential amenity must also be considered in order to establish its acceptability.

There is significant overlap between the criteria stated in policy H1 and the principles set out in the 'Sub-division and Redevelopment of Residential Curtilages' Supplementary Guidance, so it is appropriate to consider these together.

### **Car Parking and Access**

As noted in the consultation response from the Council's Roads Development Management Team, the current 'Transport and Accessibility' Supplementary Guidance sets out that the proposed development should provide 8 car parking spaces, but it is recognised that the standards to be applied to serviced apartment developments are under review as part of the preparation of a new Local Development Plan. The guidance to accompany the Proposed Plan indicates that 4 spaces would be required for a development of this type, and Roads colleagues are satisfied that this is standard should be applied. The identified shortfall of 2 spaces has been agreed, however Roads colleagues have concerns over the absence of a turning area within the site, which would leave vehicles unable to enter and exit the site in a forward gear. The concerns expressed relate principally to the prospect of conflict between vehicles and pedestrians as reversing manoeuvres are carried out across the footway, however it is considered that the degree of conflict would be limited by the small number of spaces. It is noted that Bedford Place does not currently allow for access directly from Bedford Road, and this street is therefore relatively lightly trafficked. On that basis, the degree of any road safety hazard would be minimal in the short term. It is acknowledged that there are plans for the Bedford Place/Bedford Road junction to be opened to 2-way traffic on the opening of a bus gate on Bedford Road, and Roads colleagues anticipate that this will lead to an increase in traffic on this route as drivers seek routes to the adjacent retail park. Nevertheless, it remains officers' view that this limited increase in reversing manoeuvres over the footway, though not an optimal arrangement on purely roads grounds, would not be excessive or lead to a significant road safety hazard, and would allow for the more equitable division of the existing plot and more meaningful provision of garden grounds at both 44 Bedford Road and the new building on Bedford Place. It is further noted that there would be limited scope for this situation to be replicated at other properties on Bedford Place, due to the limited depth of front gardens, which would not generally allow for car parking to the front of properties, and therefore there is a degree of comfort that this arrangement would not set an unwelcome precedent for similar driveways on

Bedford Place, with a corresponding cumulative impact. Taking these matters into account, officers consider the proposal to be an appropriate response to the constraints posed by the site, and on balance are satisfied that this can be supported without undue conflict with the provisions of policy T2 (Managing the Transport Impact of Development) and its associated 'Transport and Accessibility' supplementary guidance.

As noted in the Roads Development Management Team's response, appropriate provision has been made for long-stay cycle storage within the site, in accordance with the aims of Policy D3 (Sustainable and Active Travel) of the ALDP, the relevant section of the Council's 'Transport and Accessibility' Supplementary Guidance, which encourage measures to promote sustainable travel.

### **Siting and Design**

The proposed new building would be oriented to face onto Bedford Place, with the majority of its rear face set in from the rear boundary by circa 3.2m, save for a small section to the very eastern end of the site. External amenity space/garden would be provided in this space to the rear of the building and adjacent to its western gable.

The scale and styling of the building demonstrates due regard for its immediate context and the neighbouring building at 57 Bedford Place, reflecting the characteristic mansard-style roof, roof ridge height and general proportions of the adjacent block. Whilst of a contemporary design, using different materials such as aluminium framed windows and rendered upper floors, the proposed block presents a simple and well-ordered elevation which is sympathetic to its surroundings in terms of design and scale, and is therefore considered to accord with the provisions of policy D1 (Architecture and Placemaking) of the ALDP.

### **Privacy & amenity**

It is apparent that the proposed development has been designed with regard for its relationship with adjacent buildings and gardens, with its internal layout arranged in order to avoid any windows from habitable rooms (e.g. bedrooms and living rooms as opposed to bathrooms and hallways) looking out over the rear garden of number 42 Bedford Road. This ensures that there would be no loss of privacy for residents of this adjacent block, however it should also be highlighted that these are communal gardens which are currently overlooked to some extent by the flatted blocks facing onto Bedford Road. There are bedroom windows present in the western gable, facing towards 44 Bedford Road, however the distance between the faces of these buildings, estimated at circa 17m, is considered to be sufficient to ensure that there would not be any undue loss of privacy for residents of either the new block or the existing block at 44 Bedford Road. This arrangement of windows is considered to successfully avoid any direct overlooking or loss of privacy to adjacent properties or their gardens.

The proposed building would present a clear street frontage to Bedford Place, in a manner similar to existing flatted blocks, and would also present a private face to an area of garden ground to the rear. It is acknowledged that this area of



garden ground is somewhat limited in scale, and would certainly not satisfy the Council's minimum standards for dwellinghouses, however it is recognised that serviced apartments are a pseudo-residential use which have a higher degree of turnover in occupation, and are arguably somewhere between residential flats and hotels. Such uses are not considered to generate the same demand for private amenity space, and it is considered that the provision made is sufficient to serve this use. It is nevertheless relevant to consider the extent of any impact on adjacent properties as a result of this building's proximity to mutual boundaries and its associated prominence. Whilst the proposed block would abut the mutual boundary at the bottom of number 42's plot, it subsequently steps in from the boundary by approximately 3.2m. Whilst this is closer than is commonly seen in the surrounding area, it is noted also that numbers 42 and 44 benefit from plots which are significantly longer than those of other blocks along this part of Bedford Road. Bearing this in mind, it is considered that the presence of the proposed block close to this boundary would be particularly prominent only for a portion of its length, and a meaningful area of garden space would be unaffected. Furthermore, the position of the proposed block to the north of the adjacent garden is such that the extent of overshadowing would be limited. There would be a degree of increased overshadowing from morning sun, though it is noted that there are existing blocks to the east which currently cast shade at this time. Taking account of these points, it is concluded that the proposed building would make adequate provision for garden space to serve a serviced apartment use, and that there would not be any excessive impact on existing amenity or privacy as a result of this proposal. The proposal is therefore considered to accord with policies D2 (Design and Amenity) and the relevant privacy, daylight and sunlight sections of the Council's 'Sub-Division and Redevelopment of Residential Curtilages' Supplementary Guidance.

### **Impact on character and amenity of surrounding area**

The proposal would result in a reduction in the size of the plot at 44 Bedford Road. It is noted that the garden is currently poorly maintained, however current and future residents remain afforded the option to enjoy this space as they see fit. The proposed development would result in the private rear garden of 44 Bedford Road being reduced from approximately 30m to 10m in length, however this remains a meaningful and useable area of rear garden, which is not significantly smaller than other plots along Bedford Road. It is noted also that there is a retail unit at the ground floor of 44 Bedford Road, which would have no demand for garden space to the rear. The removal of a vehicle turning point within the site has allowed for a more appropriate division of the plot than had previously been shown, with a greater proportion of garden space afforded to both the new building and number 44 than had previously been shown. The concerns expressed by colleagues in the Roads Development Management Team are noted, however it is considered that, on balance, the benefits of an improved arrangement in relation to plot size, availability of garden space and amenity afforded to residents of both the donor property and the new apartments would justify accepting this limited degree of impact.

As noted in the 'Design' section of this report, the proposed building relates well to the design and scale of the adjacent block on Bedford Place. The proximity of

the new block to the rear garden of 42 Bedford Road is noted, however as noted previously this would affect a limited proportion of this large plot, and on balance this situation is considered to be acceptable in this urban context. The limited extent of the new plot would not be readily discerned from the development's street frontage, and it is not considered that there would be any significant adverse impact on the character or amenity of this predominantly residential area, as required by policy H1 (Residential Areas).

### **Relationship with pattern of development**

The established pattern of development in the surrounding area is that of buildings positioned close to the pavement's edge. There is a combination of flatted blocks and dwellinghouses on Bedford Place, with flatted blocks generally positioned abutting the footway and terraced rows of houses generally benefitting from front gardens of modest depth, with private gardens laid out to the rear. The rear gardens of 44 Bedford Road and the adjacent no.42 Bedford Road are significantly longer than other blocks in this part of the street, and they currently benefit from a largely open aspect to the north-east, which would be partially enclosed by the presence of the proposed building. Nevertheless, this would affect only a proportion of the available gardens, and it is considered that both properties would still benefit from meaningful areas of communal garden space. As has been mentioned previously, the position of the proposed block relative to adjacent gardens is such that overshadowing would be limited to an increased degree of overshadowing from morning sun, which is already partially present due to the position of buildings at 53-57 Bedford Place. Taking account of these points, the proposal is considered to accord with the relevant provisions of the Council's supplementary guidance on the 'Sub-Division and Redevelopment of Residential Curtilages'.

### **Further matters**

Additional submissions will be required in order to demonstrate that the site has made adequate provision for the storage and collection of refuse, including recycling, and also that the development can demonstrate compliance with the Council's Low and Zero Carbon Buildings supplementary guidance, which seeks to reduce carbon emissions from new development. Planning conditions can be attached to any consent to be granted, ensuring compliance with policies R6 (Waste Management Requirements for New Development) and R7 (Low and Zero Carbon Buildings) of the ALDP and the aforementioned supplementary guidance.

### **Proposed Legal Agreement**

In accordance with the supplementary guidance 'Serviced Apartments, a s75 legal agreement is required to ensure that the development remains in single ownership and that no apartment may be occupied for more than 90 days by the same occupant.

### **Summary**

The proposed development is not considered to result in any significant adverse impact on existing residential amenity, and would afford an appropriate level of

amenity to residents of the proposed serviced apartments. It is acknowledged that the necessity of reversing across the footway is not encouraged, however the limited number of spaces is such that the degree of any impact on road safety is not considered to be significant, and would not be dissimilar from many residential driveways across the city, where driver behaviour adjusts accordingly. The design and scale of the proposed building is consistent with its surroundings, and demonstrates due regard for its context. It is therefore recommended that planning permission be approved subject to both the conditions described below, and to a section 75 legal agreement, which would ensure that the units are not sold off as individual flats, and that the maximum stay is set at 90 days.

## **RECOMMENDATION**

**Willingness to approve subject to conditions, but to withhold the issue of the consent document until the applicant has entered into a legal agreement to ensure that the development remains in single ownership and that no apartment may be occupied for more than 90 days by the same occupant**

## **REASONS FOR RECOMMENDATION**

The proposed serviced apartments are considered to be acceptable in this predominantly residential area, having no significant detrimental impact on the existing uses surrounding the application site. There is not considered to be any fundamental conflict with the Council's 'Serviced Apartments' and 'Sub-division and Redevelopment of Residential Curtilages' Supplementary Guidance documents or Policy H1 (Residential Areas) of the Aberdeen Local Development Plan (ALDP). The general design and scale of the proposed building is considered to be appropriate for this site, and demonstrates due regard for its context, as required by Policy D1 (Architecture and Placemaking) of the ALDP. The application generally conforms to the principles of Policy D2 (Design and Amenity) by presenting an appropriate street frontage to Bedford Place, making provision for garden/amenity space and addressing potential overlooking issues through the careful arrangement of the internal layout.

Whilst it is noted that the building would be in close proximity to the mutual boundary, this applies to only the furthest part of a particularly generous plot, and would not be dissimilar from the existing arrangement at the foot of number 44's curtilage.

The proposal makes adequate provision for car any cycle parking and, whilst the arrangements for vehicular access to the site require reversing across a footway, it is considered that the two off-street spaces would correspond to intensive use of this access, and this arrangement would not be dissimilar to many residential driveways across the city. It is acknowledged that Bedford Place would become

more heavily trafficked once the junction onto Bedford Road is altered to permit two-way access, however it is noted that the shallow front gardens of properties in Bedford Place would not lend themselves to replication of this driveway arrangement. On this basis, the degree of conflict between pedestrian and vehicle movements and the safety implications of this small number of reversing manoeuvres onto Bedford Place are not considered to result in an unacceptable impact on road safety which would warrant refusal of this application, and it is therefore considered to be acceptable on balance.

Access and car/cycle/motorcycle parking provision are considered to be sufficient to serve the demand arising from this development, and are to the satisfaction of the Council's Roads Development Management Team. In this regard, the proposal is considered to accord with the provisions of Policy T2 (Managing the Transport Impact of Development) and the associated 'Transport and Accessibility' Supplementary Guidance.

## **CONDITIONS**

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

(1) 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. None of the buildings hereby granted planning permission shall be occupied unless the said scheme has been implemented in its entirety - in order to preserve the amenity of the neighbourhood.

(2) that no development shall take place unless a scheme detailing all external finishing materials to the roof and walls of the development hereby approved has been submitted to, and approved in writing by, the planning authority and thereafter the development shall be carried out in accordance with the details so agreed - in the interests of visual amenity. For the avoidance of doubt, samples of the finishing materials should be provided to inform the planning authority's assessment.

(3) that the development hereby approved shall not be occupied unless the Car, cycle and motorcycle parking areas hereby granted planning permission have been constructed, drained, laid-out and demarcated in accordance with drawing No. 015a 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, encouraging sustainable modes of travel and the free flow of traffic.

(4) that the serviced apartments hereby granted planning permission shall not be occupied unless a scheme for the provision of foul sewerage and wholesome water facilities has been submitted to and approved in writing by the Planning Authority and that the said scheme has been implemented - in the interests of public health.

(5) 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.

(6) 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'.

(7) that the use hereby approved shall not be brought into use until such time as a sample Residential Travel Pack has been submitted to and agreed in writing by the planning authority, and thereafter prominently displayed for the benefit of occupants. For the avoidance of doubt, this should be site-specific and detail the sustainable transport options available to occupants of the development - in the interests of promoting sustainable travel.

(8) that no development pursuant to this grant of planning permission shall be undertaken unless street furniture on Bedford Place has been re-sited in accordance with a scheme which has been submitted and agreed in writing by the planning authority – in order to ensure that existing street furniture is not inappropriately sited relative to bedroom windows and the proposed vehicular access.

**Dr Margaret Bochel**

Head of Planning and Sustainable Development.