

Planning Development Management Committee

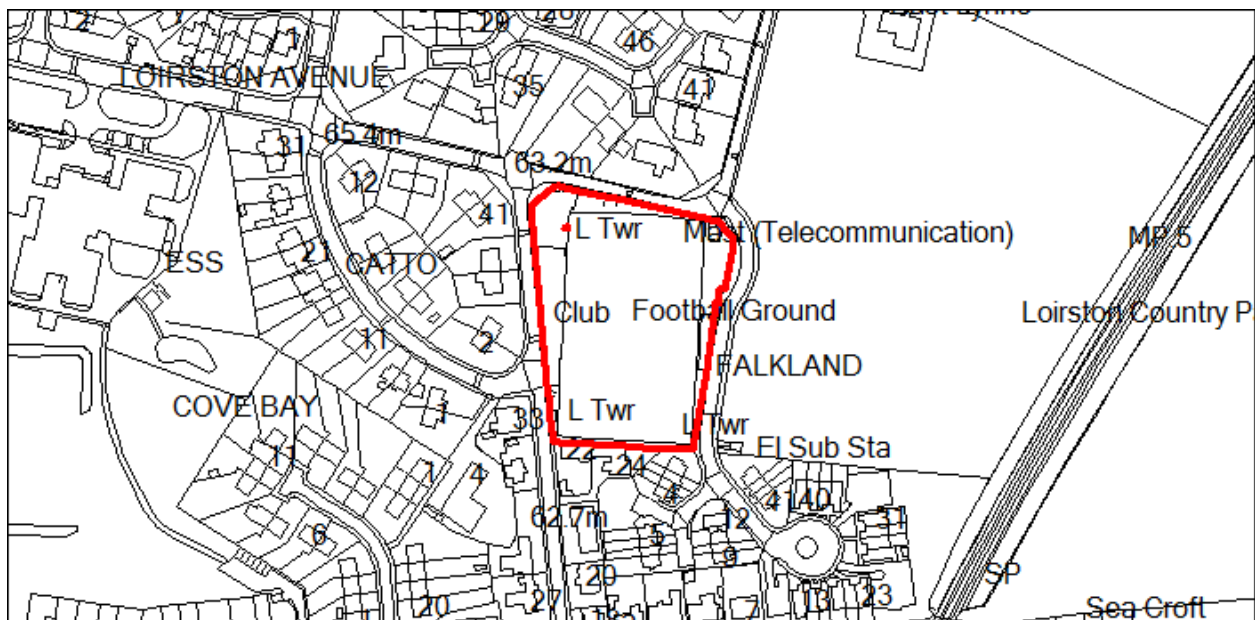
26 LOIRSTON ROAD, COVE BAY

PROPOSED CHANGE OF USE FROM SPORTS
FACILITY TO RESIDENTIAL DEVELOPMENT
OF 48 UNITS INCLUDING ASSOCIATED CAR
PARKING AND LANDSCAPING

For: Barratt North Scotland

Application Type : Detailed Planning Permission
Application Ref. : P160241
Application Date: 02/03/2016
Officer: Paul Williamson
Ward : Kincorth/Nigg/Cove (N Cooney / A
Finlayson/S Flynn)

Advert : Can't notify neighbour(s)
Advertised on: 16/03/2016
Committee Date: 14 July 2016
Community Council : Comments



RECOMMENDATION:

Willingness to approve subject to a s75 Planning Obligation relating to affordable housing, community facilities, open space, and the provision of the replacement football stadium at Calder Park, together with local roads improvements including a replacement bus shelter.

DESCRIPTION

The application site is the former football ground of Cove Rangers FC and is approximately 0.818 hectares in size. It contains an overgrown football pitch, stand and vacated social club and is enclosed to all sides by a rendered wall of approximately 1.8m in height with a mesh fence of 4 - 5m in height. There is a stand on the west side of the pitch. In the north west corner of the site is a car park, also enclosed by a boundary wall and fence. At each corner of the site there are floodlights on stands and some of these also support mobile phone antennae.

Three sides of the site are bounded by streets, with Loirston Road, the busiest road, to the west, Loirston Avenue/Coast Road to the north and Falkland Avenue to the east. Outside the site, there are fields, the railway and the sea is visible to the east. Areas of housing surround the site on all other sides. The north side of Loirston Avenue/Coast Road is bounded by a granite wall which forms the ends of rear gardens to houses on Loirston Manor. There are large mature trees within the rear gardens of these houses along much of the length of Coast Road.

The houses in Loirston Manor are mostly two storeys in height, although the nearest house is a single storey with a conservatory to the rear. The distance between the conservatory and the boundary wall of the existing pitch is approximately 12m. On the west side of Loirston Road, there are semi detached single and two storey houses fronting on to the road. On the south side, two houses at the south west corner of the pitch abut the boundary of the application site. One of these has windows that currently overlook the pitch. These are 1 and 1½ storey traditional cottages. There is a fall of approximately 4m east - west across the site with the east side being lower; there is a much less pronounced change in levels north – south; the north east corner is the lowest point of the site and the north west corner the highest.

RELEVANT HISTORY

A detailed planning application (Reference P120215) for the erection of 54 No. dwelling houses and 6 No. flats with associated works was submitted in February 2012. That application was considered at the Planning Committee meeting of 24 May 2012, with a recommendation of refusal in light of the applicant's refusal to sign up to Developer Contributions relating to the Strategic Transport Fund. However, Members were minded to defer the application in order to continue discussions with the applicant, and to request officers to clarify various matters, including an explanation for the level of affordable housing and loss of parking, and the designation of the site within the Local Development Plan.

In the interim, no progress was made with the application, and the applicant at that time (Stewart Milne Homes) has not taken their option on the land forward, although the application remains pending.

PROPOSAL

The application proposal is for the erection of 31no. two storey dwellinghouses and 17no. flats in a three storey block. These would consist of 31 no. 3 bed houses and 17 no. 2 bed houses. Four of the 2 bed roomed flats would be provided as affordable units.

The format of the development would be to provide frontages to the western, northern, and eastern perimeters of the site, fronting onto the existing streets and into the site; the flats would be located in the north east corner – where ground levels AOD (above ordnance datum) are at their lowest.

Loirston Road – 4 separate terraces of two storey dwellings;
Coast Road/Loirston Avenue – One terrace of 8 two storey dwellinghouses;
Falkland Avenue – An L-shaped block of three storey flats would wrap round the corner with the Coast Road, while two terraces, each of 4 two storey dwellings would be located towards the southern end of the site.

In respect of vehicular access to the site, the principal point of access would be from Loirston Road, utilising a one way system towards Falkland Avenue to the east. Access to a car parking area to the south of the site would be taken from the south west corner of the site. The remaining properties, mainly along Loirston Avenue/Coast Road, and Falkland Avenue, would be served by parking areas perpendicular to the existing road network, or within communal parking areas within the site. As part of the development proposals, the Coast Road /Loirston Avenue to the north would also be widened to 6 metres, with provision also made for a footpath. In total there would be 84no. car parking spaces. This equates to 2 spaces per dwelling, and 1 space per flat, and the provision of a small number of visitor spaces.

The buildings would be finished in white coloured render, with a synthetic stone basecourse. The roofs would be finished in flat grey tiles, while windows would be white UPVC, with black upvc rainwater goods.

Three distinct areas of landscaped open space would be provided within the site. The two principal areas would be located in a central position on the site, and serving the northern and southern parts of the development respectively. The remaining area, would be located around the footprint of the flatted block. Each of the dwelling houses would benefit from a small area of garden ground /defensible space towards to the front, with private gardens to the rear.

Communal bin stores would be provided as part of the development and secure cycle storage is also required for the flatted element of the development.

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=160241>

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

Additional Supporting information includes:

- A Design Statement;
- Drainage Impact Assessment and Preliminary Drainage Layout
- Sunlight/Overshadowing Study
- Landscaping Proposals and Planting Schedule

REASON FOR REFERRAL TO COMMITTEE

The application has been referred to the Planning Development Management Committee as it is being recommended for approval and has been then subject of formal objection by the local Community Council within whose area the application site falls, and it has been the subject of six or more timeous letters of representation (following advertisement and/or notification) that express objection or concern about the proposal – representing a significant level of opposition to any local development proposal. Accordingly, the application falls outwith the scope of the Council's Scheme of Delegation.

CONSULTATIONS

Roads Development Management – No objection. Conditions should be applied in respect of; cycle/motorcycle parking; a residential travel plan; provision of a new bus shelter; and road width improvements.

Environmental Health – No observations.

Developer Contributions Team - Outlined the Developer Obligations that are attributable to this development, which includes contributions towards: affordable housing; community facilities; and open space.

Communities, Housing and Infrastructure (Flooding) - No objection.

Education, Culture & Sport (Archaeology) – No comments received.

Cove and Altens Community Council – Initial objection on the following grounds:

- The road to the north of the site is not acceptable. An increase of width is required together with the provision of a footpath;
- Concern that the proposal shall lead to indiscriminate parking on surrounding streets;
- The site is over-developed as insufficient parking is provided;
- Any on-street parking would lead to a road safety hazard;
- The development is situated near two blind bends, and as such vehicular movements could prove hazardous;
- There are potential conflicts between the new bus shelter and adjacent parking spaces;
- Concern that there is insufficient bin storage to accommodate future increases in recycling;
- Concern over the adequacy of surface water drainage/SUDS provision;
- Considers that the height of the flats is excessive in this area;

- Consider that the proposals are out of keeping with the general arrangement and building line along Loirston Avenue;
- Query maintenance arrangement areas for proposed open space and landscaping;
- The proposal results in the loss of a sports facility which is contrary to Sport Scotland's guidance, and the proposed pitch is not in the immediate community;
- Alternative open space should be provided in the general vicinity of the application site; and,
- The name Allan Park should be retained if the development goes ahead.

Following the submission of revised plans, an additional submission was made by the Community Council:

- It is contested that the affordable units would generate no less parking than mainstream units;
- The potential removal of existing traffic calming is unacceptable;
- The apron/build out location is unacceptable and could be detriment to adjacent residents accessing/egressing their property; and
- The build out would impede the free flow of traffic.

Education, Culture and Sport (Educational Provision) – No requirements towards Education provision were identified through the consultation with the Developer Obligations Team. The response was summarised as follows:

Primary Education

The application site is within the catchment area for Loirston Primary. The 2014 school roll forecasts show that the school is currently operating within capacity. This site is not factored into the school roll forecasts but in reviewing the impact of the development it remains within capacity therefore no contribution is required in this instance.

Secondary Education

The application site is within the catchment area for Kincorth Academy. A new City South Academy is proposed to replace both Torry and Kincorth Academy. The 2014 school roll forecasts show that Kincorth Academy is operating within capacity and is not expected to exceed as a result of this development therefore no contribution is required in this instance.

Sport Scotland – No objection to the application providing that there is a robust mechanism for delivering the replacement facilities: either a suspensive condition requiring that replacement facilities are provided and are fully available for use prior to the commencement of development on this site or a legal agreement covering the delivery of the replacement facilities. This was the same response as provided to the previous application in 2012 noted above, and in order that the planning application meets the requirements of national planning policy in relation to the redevelopment of pitches.

REPRESENTATIONS

Six letters either expressing objection or concern, have been received in respect of this application. The objections raised relate to the following matters –

- Concern as to the implications upon the existing mutual boundary retaining wall;
- Proposals should be in keeping with adjacent listed buildings;
- Properties should be positioned to line up with existing buildings;
- Potential privacy implications to properties to the west, together with scope for natural light loss;
- Clarification required over proposed traffic calming;
- Consider that the required visibility splays are unachievable;
- Access/egress difficulties for adjacent properties;
- Existing high traffic flows could impede vehicle movements from the site;
- Allan Park was gifted to the people of Cove for the purpose of sporting activities and should be retained as such;
- Potential risks to pedestrians as a result of proposed parking arrangements;
- Parking for the proposed development is inadequate;
- Cove will have no sporting facility or area for a future complex;
- Loirston Avenue requires widening;
- Overspill parking into surrounding streets is likely. This may require additional double yellow lines;
- 3 storey block is out of character with the area;
- The existing GP practice is already over-stretched;
- Open space within the site should be increased to meet the Council requirement of 50%;
- The site should be developed for Sports/Recreational pursuits in line with requirements for the area;
- The historical handover from the benefactor prevented alternative uses in the title deeds;
- Development obstructs the coastal landscape; and
- Additional associated traffic flows are unacceptable.

Following the expiry of the period for representations, an additional submission was made by one of the existing neighbours who had already objected, in respect of slight revisions to the roads layout. Specifically, they indicated concern in respect of:

- The proposed build outs, could result in interference with parking/access manoeuvres to existing driveways.

PLANNING POLICY

Aberdeen Local Development Plan (ALDP)

Policy I1 – Infrastructure Delivery and Developer Contributions

Policy T2 – Managing the Transport Impact of Development

Policy D1 – Architecture and Placemaking

Policy D2 – Design and Amenity

Policy D3 – Sustainable and Active Travel
Policy H1 – Residential Areas
Policy H3 – Density
Policy H5 – Affordable Housing
Policy NE3 – Urban Green Space
Policy NE4 – Open Space Provision in New Development
Policy NE6 – Flooding and Drainage
Policy R6 – Waste Management Requirements for New Development
Policy R7 – Low and Zero Carbon Buildings

Proposed Aberdeen Local Development Plan

Policy D1 – Quality Placemaking by Design
Policy I1 – Infrastructure Delivery and Developer Obligations
Policy T2 – Managing the Transport Impact of Development
Policy T3 – Sustainable and Active Travel
Policy T5 – Noise
Policy H1 – Residential Areas
Policy H3 – Density
Policy H5 – Affordable Housing
Policy NE3 – Urban Green Space
Policy NE4 – Open Space Provision in New Development
Policy NE6 – Flooding, Drainage and Water Quality
Policy R6 – Waste Management Requirements for New Development
Policy R7 – Low and Zero Carbon Buildings, and Water Efficiency
Policy CI1 – Digital Infrastructure

Supplementary Guidance

Affordable Housing
Drainage Impact Assessments
Infrastructure and Developer Contributions Manual
Low and Zero Carbon Buildings
Open Space
Transport and Accessibility
Waste Management

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.

The issues for consideration include: the principle of the residential use of the site; the appropriateness of the scale, layout and design of the proposal; car parking and access; developer obligations; and the other matters raised through representations, and Community Council submissions.

Residential Use

The application site comprises the former home of Cove Rangers FC, which was vacated in the summer of 2015, with a ground sharing arrangement with other clubs utilised in the past football season. As was outlined with the previous application in 2012, the site was assessed as part of the Open Space Audit, and scored very low. This is principally due to there being no access to the public to use the pitch, and there being very little wildlife or biodiversity value. The Audit further highlights that Cove is relatively well catered for in respect of parks and greenspaces, with a large neighbourhood park running through the centre of the residential area. This is only a short walk from the application site.

It is the intention of Cove Rangers FC to utilise the proceeds from the sale of their former stadium, to help fund a move to new purpose built facilities at Calder Park, an application (Reference:160246) for which is already under consideration by the Planning Authority, with a decision expected shortly. As part of the current application, Sport Scotland have commented that they have no objection to the application to redevelop Allan Park, subject to a robust mechanism for delivering the replacement facilities: either a suspensive condition requiring that replacement facilities are provided and are fully available for use prior to the commencement of development on this site or a legal agreement covering the delivery of the replacement facilities. This is in order to ensure that the planning application meets the requirements of national planning policy in relation to the redevelopment of pitches.

The site is located within an area zoned as residential within the Local Development Plan, and therefore there is no conflict with Policy H1 Residential Areas, nor NE3 Urban Green Space, as the existing facility would be replaced with an enhanced facility in due course, and the value of the existing site, is not particularly high from the green space perspective. Therefore the principle of residential use is considered acceptable, subject to the replacement facilities for Cove Rangers being included in a s75 developer obligation.

Scale, Layout and Design

As noted above, there is a previous history of planning proposals on the site, ranging from a previous application for Stewart Milne Homes, together with a more recent, Proposal of Application Notice submitted by Scotia Homes. In both instances, the levels of development tabled were in excess of that identified as part of this application, at 60, and 55-65 units respectively. Therefore, the level of development of development sought in this instance, is even less than that which was deemed acceptable in 2012. Notwithstanding, there is still a requirement to pay particular attention to the format and composition of development in this instance, and consider it on its own merits.

The development seeks to adhere to the requirements of Policy D2 of the Local Development Plan. The properties are all designed to have frontages towards the existing street network, and have associated private or communal garden ground to the rear. The applicant has sought to ensure that a balance is met between the provision of green space, and roads/parking. In this instance, while 50% of a rear court should generally be retained for open space, only 40% is

achieved in this instance. However, given the availability of other open space in the locale, and the agreement of the applicant to provide a developer contribution towards open space, it is considered to be adequate mitigation in this instance. The provision of car parking and the access/egress into the site shall be assessed in further detail below.

In respect of the architecture and materials proposed, it must be noted that while this would be a notable modern addition to the street scene along Loirston Road, and the first development for some time, there are already a range of dwelling types, scales and materials in the vicinity.

Admittedly, the traditional dwellings in the vicinity are predominantly of single storey, cottage style design. No 31 Loirston Road, which is a short distance to the south west of the application site, is the nearest Listed Building (Category C). However, it is not considered that the redevelopment of the Allan Park site would have any detriment to the character or setting of that property. Over time, there have been a number of new developments brought forward such as the local authority housing in the vicinity of Catto Crescent, which are of generous two storey proportions with pitched gable frontages towards the street. Such elements have inspired elements of the current design. Furthermore, other modern developments include Loirston Manor to the north and Falkland Avenue to the south east. Therefore, with there already being a range of building types, and materials, the use of rendered walls, and grey tiled roofs, would not be out of character. In addition, it is not considered that there is a set building line along Loirston Road, as it varies considerably along the length of the street. However, it should be noted that improvements have been made to set the dwelling back slightly from the road to provide some additional garden ground/defensible space.

The majority of the development at two storey, would relate directly to the general character of the area. While concern has been raised both by objectors and the Cove and Altens Community Council with regard to the scale of the flats in particular, the layout of the development proposals would utilise the falling topography of the site. Therefore the flats would be located in the lowest part of the site. The submitted sections therefore indicated that the roof ridge of the flats would 'line through' with the roof ridge level of the two storey dwellings at the corner of Loirston Road and Loirston Avenue. Therefore the flatted element would be accommodated into the street-scene without any undue projection into the existing skyline.

In assessing the potential impacts on existing neighbouring properties, it is considered that there is adequate separation between those properties and those proposed in order to ensure that there are no detrimental impacts through the loss of privacy. With regard to the properties to the north within Loirston Manor, there is already a belt of mature trees along the southern boundaries of those properties, and with the revised proposal to increase the width of Loirston Avenue along the northern boundary of the site, and the provision of parking, and a footpath, it too would ensure adequate separation. To the south of the application site, the 'Cawdor' house type would only have two small windows on

the gable, with one serving a lounge at ground floor level, and the other a bathroom at first floor level. As such, it is not considered that this would lead to an undue loss of privacy towards 22 or 24 Loirston Road which abut the site.

In respect of the potential loss of daylight or overshadowing to adjacent property, the applicant has provided a Sunlight/Overshadowing study. While illustrating that in March and September, there would be some limited overshadowing the early morning towards properties on the western side of Loirston Road, this would only affect a small proportion of the garden ground, and would not affect habitable rooms. As such, any associated impact would be considered to be minor, and would therefore not warrant a recommendation of refusal on those grounds.

The scale, design and layout of the development is therefore considered acceptable, and in keeping with the surrounding residential area. As such, the proposal adheres to the principles of policies D1 Architecture and Placemaking, and D2 Design and Amenity of the Adopted Local Development Plan.

Car Parking and Access

In respect of car parking, the Council's Roads Development Management Section does not object to the proposal. While a shortfall of 6 car parking spaces is identified, it is considered that the level of car parking can be accepted in this instance. The site is located directly adjacent to an established and frequent bus route. Furthermore, the site has excellent linkages on foot and cycle to local facilities including schools, healthcare, and shops in the area, together with established employment centres. It is therefore considered that the development proposals have good accessibility to sustainable modes of transport.

In respect of the technical aspects of the proposals, the applicant has noted the initial comments of the Roads Engineer and submitted additional information to address concerns. General principles of the access points and the widening of Loirston Avenue/Coast Road along the northern boundary would ensure significant benefits to road and pedestrian safety. As such, the Roads Engineer has no objections to the proposal subject to the imposition of the conditions listed in the consultations section above. Furthermore, while specific concerns have been raised, and re-submitted during the course of the application in respect of the proposed build outs into Loirston Road, subsequent liaison with the Roads Engineer has identified that they may not need to be as large as presently shown on the submitted plans. As such, a condition could be utilised to require the submission of a revised detail in this regard prior to the commencement of development.

Developer Obligations

As noted above, the proposal includes the provision of 4 affordable units (flats on site), with an associated partial commuted sum. In total, this would equate to a 10% provision on site. In general, the requirement for a mainstream housing development would be 25%. However, it is considered that there are exceptional circumstances in this instance, which would warrant a dispensation.

The existing landowner Cove Rangers FC would be utilising the funds raised, should planning permission be approved, to help cross fund the development of their new stadium proposals at Calder Park, approximately 1.5 kilometres from their former home. Confidential financial information submitted to the Council indicates that without a relaxation on the developer obligations level, the overall rehoming of the football club couple be in jeopardy. As such, taking cognisance of the needs of an established community club, an exception can be made in this instance. However, in order to minimise any associated risk, it is necessary to tie the two separate planning applications for the Allan Park redevelopment; and the new stadium, by a legal agreement. This would seek to ensure that the funds raised through the sale of the ground, ensure that the parallel stadium proposal proceeds. If for whatever reason, the stadium proposal failed to materialise or be delivered, then the current applicant, would therefore need to ensure that an uplifted level of Developer Obligations, in line with the Council's Local Development Plan Policy I1 and associated Supplementary Guidance, be provided.

In respect of the particular obligations identified for this application, a s75 developer obligation would cater for the aforementioned eventuality, and the affordable housing required for the site. In addition, contributions would also be sought towards Community Facilities, and open space in the general area.

While financial contributions had also initially been sought in respect of sports and recreation, negotiation with the football club have identified that a significant proportion of time at the new football stadium, would be utilised by the City Council's Education department, via the new City South Academy, and the adjacent site at Calder Park. As such, community benefits would arise via that avenue for school pupils, with access to the facility also being made at other times by the football club to the wider public at large. This would therefore act as mitigation towards sport and recreation, notwithstanding the increased distance from the current application site. However, cognisance is also made the existing/previous facility offered no public access at all for recreational use, therefore, the enhanced and new facility of modern standards, provides added value to the wider area.

No additional requirement for contributions towards education were deemed necessary, as both the Primary and Secondary schools would be operating within capacity at the time of delivery of the residential units.

Matters raised through representations, and Community Council submissions

Lastly, turning to the matters raised through representations and Community Council comments which have not already been addressed above, each shall be answered in turn:

- Concern as to the implications upon the existing mutual boundary retaining wall – this is a private matter between the applicant and the adjacent landowner. However, the applicant has indicated that they would discuss the matter further with the property owner with a view to securing a mutually agreeable solution.

- Clarification required over proposed traffic calming – the Roads Engineer is satisfied that some of the traffic calming surrounding the application site can be removed. The new build out shall also help regulate speeds in the area, and some traffic calming is proposed within the site;
- Consider that the required visibility splays are unachievable - No objection or concern has been raised by the Roads Engineer in this regard;
- Cove will have no sporting facility or area for a future complex – As noted above, the existing facility was not available for public use. As the site is covered by a residential zoning, and not specific for sports or community use, it is considered that the parallel proposals for Cove Rangers FC's new stadium, would mitigate the loss of the existing facility. As such, the new facility would provide enhanced access to a modern sports pitch and associated facility.
- Overspill parking into surrounding streets is likely. This may require additional double yellow lines – No specific concern has been raised by the Roads Engineer in this regard;
- The existing GP practice is already over-stretched – No additional contributions were identified through consultation with the Developer Obligations Team;
- The development obstructs the coastal landscape – The site is set back considerably from the coastal/cliff edge. As such, while a visual change would occur, the existing built form on site, is of no architectural merit. The proposed dwellings would be more in keeping with the wider residential area, and would also remove the large floodlighting columns and mobile telecommunications equipment, of which the former resulted in considerable light spill and detriment to adjacent residential properties while in use. As such, it is considered that the redevelopment of the site, and at appropriate density for the City area, and within the urban area, would not unduly affect the character of the coastal landscape.

The following matters are not material planning considerations:

- Allan Park was gifted to the people of Cove for the purpose of sporting activities and should be retained as such;
- The historical handover from the benefactor prevented alternative uses in the title deeds

Proposed Aberdeen Local Development Plan

The Proposed ALDP was approved for submission for Examination by Scottish Ministers at the meeting of the Communities, Housing and Infrastructure Committee of 27 October 2015. 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 representation and are regarded as unresolved issues to be determined at the Examination; and
- the relevance of these matters to the application under consideration.

Policies and proposals which have not been subject to objection will not be considered at Examination. In such instances, they are likely to be carried forward for adoption. Such cases can be regarded as having greater material weight than those issues subject to Examination. The foregoing can only be assessed on a case by case basis. In this instance, the policies of the Proposed Local Development Plan, largely reiterate those within the extant LDP and therefore no new material planning consideration arise.

RECOMMENDATION

Willingness to approve subject to a s75 Planning Obligation relating to affordable housing, community facilities, open space, and the provision of the replacement football stadium at Calder Park, together with local roads improvements including a replacement bus shelter.

REASONS FOR RECOMMENDATION

That the proposal to redevelop the former sports stadium in order to provide a development of 48 residential units, including a proportion of affordable housing, is considered to complement the wider residential area. As part of a separate application, the existing stadium would be replaced in an enhanced facility in the wider vicinity. As such, the acceptance of a decreased level of affordable housing can be accepted in this instance to assist in the cross provision of the new facility which shall cater for community use, and the associated benefits which arise.

While part of the site would be of a larger scale than the surrounding properties, account would be taken of the falling topography across the site, and the opportunity to maximise views from the site towards the sea.

While having a shortfall of six car parking spaces, the site is considered to have good linkages to the public transportation network, and to walking and cycling routes through/beyond the site to local facilities, and employment centres.

The proposal is therefore considered to be in compliance with policies H1, T2, D1, D2, and NE3 of the Adopted Aberdeen Local Development Plan.

CONDITIONS

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

(1) that the development hereby approved shall not be occupied unless the car parking areas hereby granted planning permission have been constructed, drained, laid-out and demarcated in accordance with drawing No. 10173 / PL-02 A 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.

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

(3) 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.

(4) 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.

(5) that no dwellings hereby granted planning permission shall be occupied unless the area/areas of public open space as identified on Drawing No. 415.20.01 of the plans hereby approved (or such other drawing as may be subsequently approved) have been laid out in accordance with a scheme which shall be submitted to and approved in writing by the Planning Authority. No development pursuant to this planning permission shall take place unless such a scheme detailing the manner in which the open space is to be managed and maintained has been submitted to and approved in writing by the planning authority. Such scheme shall include provision for a play area comprising at least five items of play equipment and a safety surface - in order to preserve the amenity of the neighbourhood.

(6) that all planting, seeding and turfing comprised in the approved scheme of landscaping (as shown on plan 415.20.01) 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.

(7) That none of the units hereby granted planning permission shall be occupied unless a scheme detailing cycle storage and motor cycle parking 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.

(8) that no individual development plot shall be occupied unless there has been submitted to, and approved in writing by, the planning authority, a comprehensive Residential Travel Pack for that development plot, setting out proposals for reducing dependency on the private car, in particular single occupant trips and provides detailed monitoring arrangements, modal split targets and associated penalties for not meeting targets. This should also include information on external connectivity to key facilities, and, in consultation with local schools and the planning authority, information on safer routes to schools - in order to encourage more sustainable forms of travel to and from the development, and in the interests of the safety of pupils traveling to and from local schools.

(9) Notwithstanding the details shown on the approved plans, no residential unit shall be occupied until such time as the disabled car parking spaces are relocated to parts of the site, with better accessibility to the built form as part of a scheme to be submitted to and approved in writing by the planning authority. Thereafter, the approved scheme shall be implemented in full - in order to ensure that the disabled spaces are provided in the most accessible position.

(10) That no development shall take place unless there has been submitted to and agreed in writing by the planning authority schemes for improvements to the local road network including existing and proposed traffic calming and build out features. Thereafter the development shall not be occupied unless the said improvements have been implemented in full - in the interests of road safety and the free flow of traffic.

(11) 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'.