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ABERDEEN
CITY COUNCIL

To: Councillor Dean, Convener; Councillor Corall, Vice-Convener; and Councillors Adam, Allan, Boulton, Crockett, Jaffrey, MacGregor, Penny and Yuill.

Town House,
ABERDEEN, 14 March 2012

DEVELOPMENT MANAGEMENT SUB COMMITTEE

The Members of the **DEVELOPMENT MANAGEMENT SUB COMMITTEE** are requested to meet in Committee Room 2 - Town House on **THURSDAY, 22 MARCH 2012 at 10.00 am**.

JANE G. MACEACHRAN
HEAD OF LEGAL AND DEMOCRATIC SERVICES

B U S I N E S S

MINUTES OF PREVIOUS MEETINGS (CIRCULATED HEREWITH)

1.1 Minute of Meeting of the Development Management Sub Committee of 16 February 2012 - for approval (Pages 1 - 10)

1.2 Minute of Meeting of the Development Management Sub Committee (Visits) of 27 February 2012 - for approval (Pages 11 - 14)

DEVELOPMENT PLAN DEPARTURES

2.1 Water Wheel Inn, 203 North Deeside Road, Bieldside - Erection of 15 Dwellinghouses, Change of Use from Hotel and Alterations to Form 5 Apartments (Pages 15 - 46)

Reference Number - 111606

2.2 Plot 1, Kingswells Prime Four Business Park, Kingswells Home Farm - Erection of Office Building with Associated Access Arrangements (incorporating new roundabout junction with the A944, car/cycle parking, servicing and landscaping and drainage proposals) (Pages 47 - 72)

Reference Number - 111653

2.3 Plot 2, Kingswells Prime Four Business Park, Kingswells Home Farm - Erection of Office Building with Associated Access Arrangements (Incorporating New Roundabout Junction with the A944, Car/Cycle Parking, Servicing and Landscaping and Drainage Proposals) (Pages 73 - 88)

Reference Number - 111652

2.4 Land to East of Plot 2, Kingswells Prime Four Business Park, Kingswells Home Farm - Creation of Vehicular and Cycle Links (Pages 89 - 92)

Reference Number - 120016

2.5 Land to North of Plot 2, Kingswells Prime Four Business Park, Kingswells Home Farm - Creation of Secondary Link Street and Turning Circle (Pages 93 - 98)

Reference Number - 111644

PLANNING APPLICATIONS WHICH ARE THE SUBJECT OF WRITTEN REPORTS (CIRCULATED HEREWITH)

WHERE THE RECOMMENDATION IS ONE OF APPROVAL

3.1 Land to East of Wellington Road, Cove - Erection of 34 Dwelling Houses Including Parking, Roads, Infrastructure and Landscaping (Pages 99 - 112)

Reference Number - 111305

3.2 Grampian Court, Beaconsfield Lane, Aberdeen - 12 New-Build Flats and Associated Car Parking on the Site of Existing Unoccupied Hotel/Residential Accommodation Building (to be demolished) (Pages 113 - 140)

Reference Number - 120034

3.3 Lauries Hotel, Site 94 Hareness Road, Altens Industrial Estate - Section 42 Variation of 5 Year Time Limit Condition Imposed by Legislation on an Office Development Consisting of 3 Pavilions with Associated Car Parking (Pages 141 - 148)

Reference Number - 120129

3.4 Ruthrieston Road, Aberdeen - Demolition of Vacant Council Depot Building and Erection of New Flatted Development (6 Units) and Associated Car Parking (Pages 149 - 170)

Reference Number - 120107

3.5 Unit 1-2, 35 Fraser Place, Aberdeen - Retrospective Application for Extension to Rear of Existing Industrial Units (Enclosure of external storage area) (Pages 171 - 176)

Reference Number - 120163

3.6 8 Cheyne Road, Aberdeen - Creation of a 1.5 storey extension to dwelling house (Pages 177 - 192)

Reference Number - 111876

3.7 Doonies Farm, Coast Road, Nigg - Installation of single storey modular portcabin unit to provide educational facilities for school groups / storage space for equipment and materials (Pages 193 - 196)

Reference Number - 111783

3.8 The MacRobert Building, King Street, Aberdeen - Installation of 3 No. Antenna Support Poles (each accommodating 3 No. Antennas), 3 No. Cabinets and Ancillary Equipment Upon Existing Rooftop for Telecommunication Purposes (Pages 197 - 206)

Reference Number - 111800

3.9 15-19 Raeburn Place, Aberdeen - Change of Use of Site from Electrical Wholesaler with Retail Outlet to 34 serviced apartments and 1 self contained flat, all with basement parking (Pages 207 - 226)

Reference Number - 111084

3.10 10 Newlands Crescent, Aberdeen - Proposed Roof Alterations, Driveway and Rear Extension (Pages 227 - 238)

Reference Number - 120042

3.11 Oakbank School, Midstocket Road, Aberdeen - Relocation and Replacement of Existing Substation (Pages 239 - 260)

Reference Number - 120126

3.12 78 Malcolm Road, Peterculter - Proposed Roof Alterations, New Dormers to Front and Rear, and Single Storey Extension (Pages 261 - 270)

Reference Number - 120022

3.13 44-48 Canal Road, Aberdeen - Erection of Copper Materials Shed (Pages 271 - 274)

Reference Number - 120017

WHERE THE RECOMMENDATION IS ONE OF REFUSAL

4.1 Land at Woodend, Culter House Road, Peterculter - Proposed Residential Development Comprising 14 Dwellinghouses and Associated Landscaping and Open Space (Pages 275 - 290)

Reference Number - 111144

4.2 Woodend Farm, Peterculter - Change of Use from Agriculture to Recreation (Pages 291 - 300)

Reference Number - 111863

4.3 Maryfield West Nursing Home, 31 Queens Road, Aberdeen - Erection of 2 Storey Rear Extension to Accommodate En-Suite Bedrooms and Dry Space (Pages 301 - 322)

Reference Number - 111912

4.4 12 Beechgrove Gardens, Aberdeen - Proposed Garage and Driveway (Pages 323 - 330)

Reference Number – 120152

4.5 Craigton Road, Aberdeen (Gap Site between Thornhill and Greenwhins) - Proposed New Dwelling House with Access Driveway Utilising Existing Access Gateway from Craigton Road (Pages 331 - 340)

Reference Number - 111108

OTHER REPORTS

5.1 Planning Digest (Pages 341 - 344)

5.2 North Garthdee Farm Planning Brief (Pages 345 - 358)

Website Address: www.aberdeencity.gov.uk

Should you require any further information about this agenda, please contact Martin Allan on 01224 523057 or email mallan@aberdeencity.gov.uk

DEVELOPMENT MANAGEMENT SUB COMMITTEE

ABERDEEN, 16 February 2012. Minute of Meeting of the DEVELOPMENT MANAGEMENT SUB COMMITTEE. Present:- Councillor Dean, Convener; Councillor Corall, Vice-Convener; and Councillors Adam, Allan, Boulton, Cormie, Crockett, Jaffrey, MacGregor, Penny and Jennifer Stewart (as substitute for Councillor Yuill).

The agenda and reports associated with the minute can be found at:-
http://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=348&MId=2286&Ver=4

MINUTE OF MEETING OF THE DEVELOPMENT MANAGEMENT SUB COMMITTEE OF 12 JANUARY 2012

1. The Sub Committee had before it the minute its previous meeting of 12 January, 2012.

The Sub Committee resolved:-
to approve the minute.

43-45 MARKET STREET - SHIPROW, ABERDEEN - 091221

2. With reference to article 4 (iv) of the minute of meeting of the Sub Committee of 28 April, 2011, the Sub Committee had before it a report by the Head of Planning and Sustainable Development **which recommended:-**

That the Sub Committee approve the application for an amendment to a previous proposal (application number 091221) for the demolition of existing buildings and the erection of a hotel extension (17 new build bedrooms over 3 floors) including function/conference accommodation, the erection of office accommodation (over 9 floors) and 3 retail units at 43-45 Market Street/Shiprow, Aberdeen, subject to the following conditions and consent being withheld until such time as a developer's contribution has been secured towards public realm improvements in the Adelphi:-

(1) That no development shall take place within the application site until the applicant has secured the implementation of a programme of archaeological work which shall include post-excavation and publication work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the planning authority. (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 including samples 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. (3) 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 nos. PL(20)011A and PL(20)012A 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 for servicing the development hereby granted approval. (4) That no development shall take place unless there has been submitted to and approved in writing a detailed Green Transport Plan, which outlines sustainable measures to deter the use of the private car, in particular single occupant trips and provides detailed monitoring arrangements, modal split targets and associated penalties for not meeting targets. (5) That the development hereby granted planning permission shall not be occupied unless a scheme detailing cycle storage provision has been submitted to, and approved in writing by the planning authority, and thereafter implemented in full accordance with said scheme. (6) That no development shall take place unless a scheme for the upgrading of the footway, street and streetlighting in the Adelphi has been submitted to and approved in writing by the planning authority or is being implemented by the planning authority and thereafter the development shall not be occupied unless the scheme has been implemented in its entirety; unless the planning authority gives written consent for a variation. (7) That no development shall take place unless a further detailed scheme for the servicing of the development (including commercial deliveries and uplifts) has been submitted to and approved in writing by the planning authority and thereafter the development shall not be occupied unless the scheme has been implemented in its entirety. For the avoidance of doubt, there shall be no deliveries or servicing of the development from the Adelphi unless with the further written agreement of the planning authority. (8) That no development shall take place unless a further detailed scheme for the entrance to the car park has been submitted to and approved in writing by the planning authority and thereafter the development shall not be occupied unless the scheme has been implemented in its entirety. (9) That, except as the planning authority may otherwise agree in writing, no construction or demolition work shall take place: (a) outwith the hours of 7.00am to 7.00pm Mondays to Fridays; (b) outwith the hours of 9.00am to 4.00pm Saturdays; or (c) at any time on Sundays, except (on all days) for works inaudible outwith the application site boundary. [For the avoidance of doubt, this would generally allow internal finishing work, but not the use of machinery]. (10) That no development shall take place unless there has been submitted to and approved in writing an environmental management plan addressing the potential impact from noise and the impact on local air quality during the demolition/construction operations and thereafter the plan shall be carried out in its entirety. (11) That the development hereby granted planning permission shall not be occupied 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. (12) That no development pursuant to this planning permission shall take place nor shall the building be occupied unless there has been submitted to and approved in writing for the purpose by the planning

authority an assessment by a suitably qualified noise consultant of the potential noise levels generated by external plant for the heating and ventilation systems in order to address any potential noise nuisance to residents in the Adelphi and Market Street. The assessment shall be prepared by a suitably qualified independent noise consultant and shall recommend any measures necessary to ensure a satisfactory noise attenuation for the building. The building shall not be occupied unless the said measures have been implemented in full. (13) That no change of use of retail floorspace to a Class 3 use or the provision of a street café shall be carried out without a further grant of planning permission from the planning authority. (14) That the development shall not be occupied unless the escalator link through the internal atrium from Adelphi to Shiprow is open to the public between the hours of 9.00am to 5.00pm on weekdays, unless the planning authority has given written consent for a variation.

The Sub Committee resolved:-
to approve the recommendation.

12 CARDEN PLACE, ABERDEEN - FORMATION OF AN ADDITIONAL FLOOR OF OFFICES TO REAR EXTENSION, RE-CLADDING OF EXISTING EXTENSION AND INSTALLATION OF RAILINGS AT FRONT BOUNDARY - 111480

3. The Sub Committee had before it a report from the Head of Planning and Sustainable Development **which recommended:-**

That the Sub Committee approve the application for the formation of an additional floor of offices to the rear extension; re-cladding of the existing extension and installation of railings at the front boundary of 12 Carden Place, Aberdeen, subject to the following conditions:-

(1) That no development shall take place unless a scheme detailing all external finishing materials (including samples) to the roof and walls of the extension 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. (2) That the extension hereby approved shall not be occupied unless a scheme detailing cycle storage provision has been submitted to and approved in writing by the planning authority, and thereafter implemented in full accordance with said scheme. (3) That the extension hereby approved shall not be occupied unless the cast iron railings on the Carden Place elevation hereby granted planning permission have been installed in accordance with drawing No. 1318.PD.005 of the plans hereby approved or such other drawing as may subsequently be submitted and approved in writing by the planning authority. (4) That the windows as indicated on the east facing elevation of the extension hereby approved shall not be fitted otherwise than with obscure glass unless the planning authority has given prior written approval for a variation.

(5) That, except as the planning authority may otherwise agree in writing, no construction or demolition work shall take place: (a) outwith the hours of 7.00am to 7.00pm Mondays to Fridays; (b) outwith the hours of 9.00am to 4.00pm Saturdays; or (c) at any time on Sundays, except (on all days) for works inaudible outwith the application site boundary. [For the avoidance of doubt, this would generally allow internal finishing work, but not the use of machinery].

The Sub Committee resolved:-
to defer consideration of the application meantime to enable members to visit the site.

12 CARDEN PLACE, ABERDEEN - FORMATION OF AN ADDITIONAL FLOOR OF OFFICES TO REAR EXTENSION - LISTED BUILDING CONSENT - 111481

4. The Sub Committee had before it a report from the Head of Planning and Sustainable Development **which recommended:-**

That the Sub Committee approve the listed building consent application (111481) for the formation of an additional floor of offices to the rear of the extension, re-cladding of the existing extension and installation of railings at the front boundary of 12 Carden Place, Aberdeen, subject to the following conditions:-

(1) That no development shall take place unless a scheme detailing all external finishing materials (including samples) to the roof and walls of the extension 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. (2) That the extension hereby approved shall not be occupied unless the cast iron railings on the Carden Place elevation hereby granted planning permission have been installed in accordance with drawing No.1318.PD.005 of the plans hereby approved or such other drawing as may subsequently be submitted and approved in writing by the planning authority.

The Sub Committee resolved:-
to defer consideration of the application meantime to enable members to visit the site.

OLD BANK BAR, 220 NORTH DEESIDE ROAD, PETERCULTER - 111827

5. The Sub Committee had before it a report by the Head of Planning and Sustainable Development **which recommended:-**

That the Sub Committee approve the application for a rear ground and first floor extension and change of use to first floor flat at the Old Bank Bar, 220 North Deeside Road, Peterculter, subject to the following conditions:-

(1) That no development pursuant to this planning permission shall take place nor shall the upper floor be occupied for residential purposes unless there has been submitted to and approved in writing for the purpose by the planning authority an assessment of the noise levels likely within the approved flat, unless the planning authority has given prior written approval for a variation. The assessment shall be prepared by a suitably qualified independent noise consultant and shall recommend any measures necessary to ensure a satisfactory noise attenuation for the upper-floor flat. The approved flat shall not be occupied unless the said measures have been implemented in full. (2) That, except as the planning authority may otherwise agree in writing, no construction or demolition work shall take place: (a) outwith the hours of 7.00am to 7.00pm Mondays to Fridays; (b) outwith the hours of 9.00am to 4.00pm Saturdays; or (c) at any time on Sundays, except (on all days) for works inaudible outwith the application site boundary. [For the avoidance of doubt, this would generally allow internal finishing work, but not the use of machinery]. (3) 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.

The Sub Committee resolved:-
to approve the recommendation.

151 HOLBURN STREET, ABERDEEN - CHANGE OF USE FROM CLASS 1 - 111747

6. The Sub Committee had before it for approval a report by the Head of Planning and Sustainable development **which recommended:-**

That the Sub Committee approve the application for the change of use from Class 1 to incorporate the preparation of hot and cold food to be sold/served as "take away service only" at 151 Holburn Street, Aberdeen, subject to the following conditions:-

(1) That the use hereby granted planning permission shall not take place unless a scheme showing the proposed means of filtering, extracting and dispersing cooking fumes from the premises has been submitted to and approved in writing by the planning authority and that the said scheme has been implemented in full and is ready for operation. (2) That the use hereby granted planning permission shall not take place unless provision has been made within the application site for litter disposal and, if appropriate, recycling facilities in accordance with a scheme which has been submitted to and approved in writing by the planning authority. (3) That hot food shall not be sold from the premises other than during the hours from 7.00am until 3.00pm, Mondays to Fridays inclusive, unless the planning authority has given prior written approval for a variation. (4) That no cooking shall take place other than required for the making and re-heating of

baguettes, baked potatoes, soup, teas and coffees, unless the planning authority has given prior written approval for a variation. For the avoidance of doubt no frying or deep fat frying is permitted on the premises. (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.

The Sub Committee resolved:-
to approve the recommendation.

CAMMACH BUSINESS CENTRE, EAST TULLOS INDUSTRIAL ESTATE - CHANGE OF USE FROM STORAGE (CLASS 6) - 111742

7. The Sub Committee had before it a report by the Head of Planning and Sustainable Development **which recommended:-**

That the Sub Committee approve the application for the change of use from a storage (Class 6) unit to permit use as a hot-food takeaway (Sui Generis) at the Cammach Business Centre, Site 34, Greenbank Road, East Tullos Industrial Estate, Aberdeen, subject to the following conditions:-

(1) That the use hereby granted planning permission shall not take place unless a scheme showing the proposed means of filtering, extracting and dispersing cooking fumes from the premises has been submitted to and approved in writing by the planning authority and that the said scheme has been implemented in full and is ready for operation. (2) That hot food shall not be sold from the premises other than during the hours from 7.00am until 7.00pm inclusive, unless the planning authority has given prior written approval for a variation

The Sub Committee resolved:-
to approve the recommendation with the following additional condition:-

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.

219 UNION STREET, ABERDEEN - CHANGE OF USE FROM CLASS 1 - 1119036

8. The Sub Committee had before it for approval a report by the Head of Planning and Sustainable Development **which recommended:-**

That the Sub Committee approve the application for the change of use from Class 1 (Shops) to Class 2 use (Financial, Professional and Other Services) at 219 Union Street, Aberdeen.

The Sub Committee resolved:-
to approve the recommendation.

NEW LIBRARY, ELPHINSTONE ROAD/BEDFORD ROAD, OLD ABERDEEN - CONSTRUCTION OF FULL BUS TURNING CIRCLE - 110991

9. The Sub Committee had before it for approval a report by the Head of Planning and Sustainable Development **which recommended:-**

That the Sub Committee approve the application for the construction of a full bus turning circle, access road and additional four parking bays with drop off point at the New Library, Elphinstone Road/Bedford Road, Old Aberdeen.

The Sub Committee resolved:-
to approve the application.

DECLARATION OF INTEREST

The Vice-Convener declared an interest in the following item of business by virtue of his membership of the Aberdeen and District Angling Association. The Vice-Convener did not consider that the nature of his interest required him to leave the meeting.

BOTHY, RIVERSIDE DRIVE, ABERDEEN - ALTERATIONS TO STORE AT BOTHY - 111761

10. The Sub Committee had before it for approval a report by the Head of Planning and Sustainable Development **which recommended:-**

That the application in respect of planning permission for alterations to the store at the bothy for Riverside Drive, Aberdeen, be approved.

The Sub Committee resolved:-
to approve the recommendation.

WHITEHALL TERRACE/82 WHITEHALL PLACE, ABERDEEN - INSTALLATION OF 1 TELECOMMUNICATIONS BROADBAND CABINET - 111634

11. With reference to article 29 of the minute of meeting of the Sub Committee of 12 January, 2012, the Sub Committee had before it a report by the Head of Planning and Sustainable Development **which recommended:-**

That the Sub Committee approve the application in respect of planning permission for the installation of a DSLAM telecommunications broadband cabinet (1408mm x 750mm x 407mm), subject to the following condition:-

(1) That in the event that any part of this equipment becomes obsolete or redundant, it must be removed within 6 months of such event. In the event that all of this equipment is removed, the site shall be made good, in accordance with a scheme to be submitted and approved in writing by the planning authority, within 1 month of such removal.

The Sub Committee resolved:-
to approve the recommendation.

4 HILLVIEW ROAD, PETERCULTER - CONSTRUCTION OF GABLE EXTENSION - 111140

12. The Sub Committee had before it a report by the Head of Planning and Sustainable Development **which recommended:-**

That the Sub Committee refuse the application for the construction of a 1.5 storey gable extension at 4 Hillview Road, Peterculter for the following reasons:-

1. The proposed development would, by virtue of its inappropriate use of unsympathetic materials on the principal elevation of a traditional granite property, represent a failure to demonstrate due regard for its context, and is therefore considered to be contrary to policy 1 (design) of the Aberdeen Local Plan (2008).

2. The visual impact of the proposed extension, which is exacerbated by its prominent location and the presence of better considered and more sympathetic extensions of a similar type in the immediate area, is considered likely to result in an adverse impact on the character of the surrounding residential area, contrary to policy 40 of the Aberdeen Local Plan (2008).

3. The approval of this extension would risk setting an unwelcome precedent for similar proposals involving poorly chosen materials, potentially resulting in a cumulative erosion of the character of the townscape in the surrounding area.

The Sub Committee resolved:-
to defer consideration of the application meantime to enable members to visit the site.

PLANNING DIGEST - EPI/12/60

13. The Sub Committee had before it a report by the Head of Planning and Sustainable Development which advised of recent appeal decisions, updates on Scottish Government planning advice and other aspects of the planning service.

The report recommended:-
that the Sub Committee note the outcome of the appeal decisions.

The Sub Committee resolved:-
to approve the recommendation.
- Katharine Dean, Convener.

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DEVELOPMENT MANAGEMENT SUB COMMITTEE (VISITS)

ABERDEEN, 27 February 2012. Minute of Meeting of the DEVELOPMENT MANAGEMENT SUB COMMITTEE (VISITS). Present:- Councillor Dean, Convener; Councillor Corall, Vice-Convener; and Councillors Adam, Boulton, Jaffrey, MacGregor, Penny and Yuill.

Also in attendance for articles 2 and 3, Councillor Jennifer Stewart.

The agenda and reports associated with this minute can be found at:-
http://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=152&MId=2451&Ver=4

4 HILLVIEW ROAD, PETERCULTER - CONSTRUCTION OF GABLE EXTENSION - 111140

1. With reference to article 12 of the minute of the meeting of the Development Management Sub Committee of 16 February, 2012, the Sub Committee had before it a report by the Head of Planning and Sustainable Development **which recommended:-**

That the Sub Committee refuse the application for the construction of a 1.5 storey gable extension at 4 Hillview Road, Peterculter for the following reasons:-

1. The proposed development would, by virtue of its inappropriate use of unsympathetic materials on the principal elevation of a traditional granite property, represent a failure to demonstrate due regard for its context, and is therefore considered to be contrary to policy 1 (design) of the Aberdeen Local Plan (2008).

2. The visual impact of the proposed extension, which is exacerbated by its prominent location and the presence of better considered and more sympathetic extensions of a similar type in the immediate area, is considered likely to result in an adverse impact on the character of the surrounding residential area, contrary to policy 40 of the Aberdeen Local Plan (2008).

3. The approval of this extension would risk setting an unwelcome precedent for similar proposals involving poorly chosen materials, potentially resulting in a cumulative erosion of the character of the townscape in the surrounding area.

The Convener moved, seconded by Councillor Adam:-
that the recommendations contained in the report be approved.

Councillor Boulton moved, as an amendment, seconded by Councillor Corall:-
that the application be approved subject to conditions relating to the submission of samples of proposed blockwork and slate and of a scheme demonstrating the detail of window and door surrounds and quoins as the application would not be detrimental to the character of the townscape in the surrounding area; the property was not in a conservation area; and the property is not on a through road and therefore is not in a prominent location.

On a division, there voted:-
For the motion (6) – The Convener; and Councillors Adam, Jaffrey, MacGregor, Penny and Yuill; for the amendment (2) – The Vice-Convener; and Councillor Boulton.

The Sub Committee resolved:-
to adopt the motion.

12 CARDEN PLACE, ABERDEEN - FORMATION OF AN ADDITIONAL FLOOR OF OFFICES TO REAR EXTENSION, RE-CLADDING OF EXISTING EXTENSION AND INSTALLATION OF RAILINGS AT FRONT BOUNDARY - 111480

2. With reference to article 3 of the minute of meeting of the Development Management Sub Committee of 16 February, 2012, the Sub Committee had before it a report from the Head of Planning and Sustainable Development **which recommended:-**

That the Sub Committee approve the application for the formation of an additional floor of offices to the rear extension; re-cladding of the existing extension and installation of railings at the front boundary of 12 Carden Place, Aberdeen, subject to the following conditions:-

(1) That no development shall take place unless a scheme detailing all external finishing materials (including samples) to the roof and walls of the extension 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. (2) That the extension hereby approved shall not be occupied unless a scheme detailing cycle storage provision has been submitted to and approved in writing by the planning authority, and thereafter implemented in full accordance with said scheme. (3) That the extension hereby approved shall not be occupied unless the cast iron railings on the Carden Place elevation hereby granted planning permission have been installed in accordance with drawing No. 1318.PD.005 of the plans hereby approved or such other drawing as may subsequently be submitted and approved in writing by the planning authority. (4) That the windows as indicated on the east facing elevation of the extension hereby approved shall not be fitted otherwise than with obscure glass unless the planning authority has given prior written approval for a variation. (5) That, except as the planning authority may otherwise agree in writing, no construction or demolition work shall take place: (a) outwith the hours of 7.00am to 7.00pm Mondays to Fridays; (b) outwith the hours of 9.00am to 4.00pm Saturdays; or (c) at any time on Sundays, except (on all days) for works inaudible outwith the application site boundary. [For the avoidance of doubt, this would generally allow internal finishing work, but not the use of machinery].

The Sub Committee heard from Councillor Jennifer West as one of the local members for the area with regard to some of the concerns raised by residents in relation to the application.

The Convener moved, seconded by the Vice-Convener:-

that the recommendations contained in the report be approved.

Councillor Boulton moved as an amendment:-

That the application be refused as it would be incongruous compared to other extensions in the area which were of 2 storeys rather than 3; and that if approved, the property would be a further erosion of the conservation area.

Councillor Boulton failed to receive a seconder for her amendment and in terms of Standing Order 12 (7) the terms of the amendment fell and were not put to the Sub Committee to divide upon.

The Sub Committee resolved:-
to approve the recommendations contained in the report.

12 CARDEN PLACE, ABERDEEN - FORMATION OF AN ADDITIONAL FLOOR OF OFFICES TO REAR EXTENSION - LISTED BUILDING CONSENT - 111481

3. With reference to article 4 of the minute of meeting of the Development Management Sub Committee of 16 February, 2012, the Sub Committee had before it a report from the Head of Planning and Sustainable Development **which recommended:-**

That the Sub Committee approve the listed building consent application (111481) for the formation of an additional floor of offices to the rear of the extension, re-cladding of the existing extension and installation of railings at the front boundary of 12 Carden Place, Aberdeen, subject to the following conditions:-

(1) That no development shall take place unless a scheme detailing all external finishing materials (including samples) to the roof and walls of the extension 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. (2) That the extension hereby approved shall not be occupied unless the cast iron railings on the Carden Place elevation hereby granted planning permission have been installed in accordance with drawing No.1318.PD.005 of the plans hereby approved or such other drawing as may subsequently be submitted and approved in writing by the planning authority.

The Sub Committee resolved:-
to approve the recommendation contained in the report.
- Katharine Dean, Convener.

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WATER WHEEL INN, 203 NORTH DEESIDE ROAD, BIELDSIDE

ERECTION OF 15 DWELLINGHOUSES AND CHANGE OF USE FROM HOTEL AND ALTERATIONS TO FORM 5 APARTMENTS

For: Waterwheel Inn Ltd

Application Ref.	: P111606	Advert	: Dev. Plan Departure
Application Date	: 08/11/2011	Advertised on	: 30/11/2011
Officer	: Lucy Greene	Committee Date	: 22nd March 2012
Ward: Lower Deeside (M Boulton/A Malone/A Milne)		Community Council	: Comments



RECOMMENDATION: Willingness to Approve, withhold consent until a legal agreement is secured to deliver planning gain contributions, and subject to conditions.

DESCRIPTION

The application site is 0.57 hectares in size and is currently occupied by a vacant hotel of approximately 980m2. The hotel buildings consist of the original Category C listed Murtle Mill, together with subsequent extensions to the side and rear of the original building.

The Mill sits back approximately 58m from North Deeside Road, with the intervening area being hard surfaced and laid out for car parking. A line of trees exists along the line of the Murtle Burn, which forms the western boundary of the site. To the west of the Burn, a row of four houses are located alongside the main road. Behind the row of houses is a field, with the disused Murtle Cottage lying in the south east corner, directly to the south of the application site.

Running alongside the eastern site boundary is a private unsurfaced lane providing access to Milton of Murtle Farm. Milton of Murtle farmhouse faces west, is a one and a half storey traditional stone house and lies approximately 23m from the edge of the existing car park. The farm steadings lie to the south of the farmhouse and to the south of these is a small wooded area which narrows and joins a tree belt that extends southward to Camphill. The Deeside Walkway lies approximately 75m south of the southern most point of the application site. To reach the Walkway, the most convenient route from the application site would be via the private lane that runs alongside the eastern boundary of the site.

The site slopes downwards from north to south, so that it on a south facing slope. There is a fall of more than 6m between the northern and southern extremities of the site. Along the west side of the site, the ground is banked up to varying degrees, with the Murtle Burn being at a higher level than the site itself. Within the southern area of the site, where there is a relatively modern extension to the hotel, a retaining wall supports the ground adjacent to the burn.

PROPOSAL

The application proposal involves the removal of modern non-original extensions and, the conversion of the original mill to 5no. flats. This would involve the creation of new window openings, though not within the elevation facing the road. The proposal also involves the erection of 15no dwellinghouses. The new build houses would consist of the following:

- 2no. 1 ½ semi detached 3 bed houses at the North Deeside Road frontage of the site. These would be continue the line of the existing houses to the west of the application site;
- 6no. houses in a cluster to the north west and west of the remaining mill buildings. These would consist of 1 ½ and 2 ½ storey houses, 4 of which would be stepped into the slope of the ground;
- 7no. 2 ½ storey townhouses to the south of the original mill building. Four of these would be located wholly within the footprint of the existing modern extensions to the hotel, with one of the houses being partly within the footprint.

The houses are proposed to be elevated in dry dash render with natural slate roofs, cast iron rainwater goods and timber windows. Flat roofed dormers are a common feature and these would be finished in lead. The town houses to the rear of the site would have balconies; there would be no private gardens for these houses, they would instead have use of communal areas of open space.

Other than the two houses to the front of the site, all the houses would have an integral garage. The remaining parking (23 spaces) would be located within the area to the north of the mill building. The remainder of this central area of the site would be green open space, with tree planting.

The existing access would remain and a hard surfaced area would be laid in the area immediately around the mill building.
The trees along the western boundary of the site would remain, other than those required to be removed for health and safety reasons. Three trees within the southern area of the site would also be removed for health and safety reasons.

REASON FOR REFERRAL TO SUB-COMMITTEE
The application falls outwith the scheme of delegation to Officers, due to the objection from the Community Council.

CONSULTATIONS

ROADS SECTION – Do not object to the proposal. Concerns are expressed that the parking spaces associated with the townhouses are not located in close proximity; and, that the bin recycling facilities are not located within the guideline distance from the collection area. It is requested that conditions be attached relating to: the width and detailed layout of the access road, to ensure that it is adequate to support movement of a refuse vehicle, refuse facilities and SUDS. It is accepted that the proposal does not comply with all the principles of 'Designing Streets', however, this is due to the existing buildings, shape and topography of the site.

ENVIRONMENTAL HEALTH – requests the attachment of conditions relating to: hours of construction work and contaminated land.

ARCHAEOLOGY – Request the attachment of a condition requiring archaeological work to take place prior to development.

COMMUNITY COUNCIL – that the site is zoned within the green belt and the proposals do not comply with the development plan; concern if such housing is permitted on the southern side of North Deeside Road, when significant housing development is already sanctioned for the northern side. The preference is that the site is retained for a community facility. A further letter stated that the Community Council would be likely to find acceptable a scheme that proposed development of a low rise nature to the rear of the mill, this would be to fund landscaping of the front of the site. The Community Council wished planning gain to fund works to create a core path linking the River Dee, the Deeside Walkway and North Deeside Road. There was a further request that the application not be put on the agenda for this Sub-Committee in order for the Community Council to discuss the proposals themselves, and to hold discussions with the planning gain team.

SEPA – Due to the location of the Murtle Burn along the western boundary of the site and in an elevated position, care needs to taken. A condition should be attached to any permission requiring a detailed Watercourse Protection Plan to be implemented to ensure that the Burn is not damaged during earth moving.

SCOTTISH WATER – No objection. The water and waste water works have capacity to serve the development.

SCOTTISH NATURAL HERITAGE – Advise that the proposal is unlikely to have a significant effect on any qualifying interests of the River Dee Special Area of

Conservation. Advise that the planning authority consider whether to attach a condition relating to a construction method statement.

REPRESENTATIONS

Five letters of representation have been received. The issues raised are as follows:

- the proposal is contrary to green belt policy including within the new adopted Aberdeen Local Development Plan 2012. The green belt policy does not allow for development other small scale residential where it is required in association with certain uses that must be accommodated within the green belt;
- That the development would erode the green space that exists between Milltimber and Bieldside;
- The proposal does not comply with the green belt policy in terms of the conversion and extension of historic buildings, as, although it involves conversion of part of the existing building, the remainder of the development involves separate new build elements;
- That the proposal, when taken together with that at Oldfold, would result in the over development of the wider area;
- The development at the southern end of the site is cramped, with a lack of private amenity ground;
- That there is a discrepancy between plans in terms of the eastern site boundary;
- That no boundary enclosure is shown as being proposed on the east side of the site. There is concern that pedestrian access may be provided onto the access running adjacent to the eastern site boundary and this is not owned by the applicant;
- Concerns relating to the density of development proposed and given proximity of adjacent properties, effect on privacy and amenity;
- The two and a half storey townhouses with windows facing south would effect residential amenity and have an overbearing impact on Murtle Cottage to the south of the site;
- Access provision is unclear, owners of the lane to the east of the site would not be agreeable to access being taken from their lane;
- Removal of trees at the south end of the site would remove existing screening to Murtle Cottage;
- Representations on behalf of Murtle Estate state, by way of conclusion, that should some form of new development be considered on the site, the Estate would have no objection provided that any new build element would not impact detrimentally on the amenity of occupiers of their existing property, or prejudice any future renovation of Milton of Murtle Cottage (to the south), or any conversion of the farm steadings to residential use.
- Camphill Communities express much concern about the potential impacts of construction and longer term impacts on the services it delivers on Murtle Estate, including for special needs children and young people. An additional 23 households would generate pressure for informal recreation and access through the Murtle Estate to the Dee Valley. Activity and disturbance could detrimentally affect the therapeutic work carried out on the estate. Many of the people using living at or using the services at the Murtle Estate are vulnerable and very sensitive to changes in their environment;
- Increase in traffic, with possible impact on use of the access to Murtle Estate, people with special needs walking along Deeside Road, between

the Murtle and other Camphill properties to the west, and to the bus stop and also on the access road to the west of the application site, that leads to a Camphill property;
- That development could exacerbate flooding caused by the Murtle Burn overflowing. Flooding has caused damage to infrastructure, such as roads and paths, in Murtle Estate;
- Capacity of sewage system: the current pumped system with holding tank has failed in the past, causing sewage to contaminate Murtle Estate land – with associated health effects. Equally there would be concern if there was a requirement to install a new connection to the main sewer, through Murtle Estate land;
- The houses to the south of the site are too high at 2 ½ storeys; face east; and are close to tall trees so that they would receive little light.
- The amount of parking adjacent to the road is questioned; it is considered that it would be difficult to resist infill development in this area in the future;
- Although it has been reported that an improved path link to the Deeside Walkway is included in the plans, it is not within the power of the developer to do this, as the site does not extend as far as the Walkway;

Three letters of support for the principle of re-development of the site were received out of the period for representation.

PLANNING POLICY

Aberdeen City and Shire Structure Plan
The main aims of the plan, include taking on the challenge of sustainable development and climate change, and the relevant aims are:

Population growth
To increase the population, including those of working age.

Quality of the Environment
Part of the objective involves making sure that new development maintains and improves the region's natural assets. To meet targets, in assessing development proposals landscape, greenspace and sensitive areas will be taken into account.

Sustainable mixed communities: to make sure that new development meets the needs of the whole community, both now and in the future and makes the area a more attractive place for residents and businesses to move to.

Accessibility: to make sure that all new developments contribute towards reducing the need to travel and encourage people to walk, cycle or use public transport by making these attractive choices.

Aberdeen Local Development Plan 2012

Policy NE2 – Green Belt: A general presumption against development with certain exceptions. The relevant exceptions include:
- the change of use of buildings of architectural or historic interest that contribute to the landscape setting of the city;
- extensions of existing buildings, provided the original building remains visually dominant; the design is sympathetic in terms of massing, detailing and materials; and,

- siting relates well to the setting of the original building.

Policy D1 – Architecture and Placemaking: new development, including buildings and spaces around buildings to be designed with due consideration for its context and setting.

Policy D2 – Design and Amenity: Includes factors to ensure an appropriate level of amenity for occupiers of new development, including, privacy; residential development should have a public face to a street and a private face to an enclosed garden or court; access to sitting out areas, these could be balconies or communal gardens; parking should not dominate courts; houses should be designed and laid out to make the most of views and light.

Policy 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 D5 – Built Heritage: Proposals affecting conservation areas or listed buildings will only be permitted if they comply with Scottish Planning Policy

Policy D6 – Landscape
Development will not be acceptable unless it avoids (i) significantly adversely affecting landscape character and elements which contribute to, or provide, a distinct 'sense of place' which point to being either in or around Aberdeen or a particular part of it; (ii) disturbance, loss or damage to important recreational, wildlife or woodland resources or to the physical links between them; and (iii) sprawling onto important or necessary green spaces or buffers between places or communities with individual identities and those which can provide opportunities for countryside activities.

Policy H5 – Affordable Housing: Developments of more than 5 units are required to contribute 25% affordable housing. More details given in: **Affordable Housing Supplementary Planning Guidance (SPG).**

Policy I1 – Infrastructure Delivery and Developer Contributions: Development should be accompanied by infrastructure, facilities or services to support the scale of development proposed. The requirements will be assessed using the criteria set out in the Infrastructure and Developer Contributions Manual.

SPG: Infrastructure and Developer Contributions Manual: details the criteria that will be used to assess the precise level of infrastructure requirements and developer contributions for all development proposals.

Scottish Planning Policy (SPP):
The planning system is essential to achieving the Government's central purpose of increasing sustainable economic growth. Amongst the core principles in SPP is the Government belief that the system should be plan-led.
In the section relating to green belt, the SPP describes types and scales of development that may be acceptable and these include: 'development associated with agriculture, including the re-use of historic agricultural buildings. It is also stated that development in the green belt should be of high design quality and a suitable scale and form. The SPP advises that cumulative erosion of the green

belt's integrity through the granting of individual planning permissions should be avoided.
In terms of transport, SPP requires there to be a shift to more sustainable modes of transport.
In terms of listed buildings, the SPP advises that enabling development may be acceptable. Any new development should be designed to retain and enhance the special character of the listed building.

Designing Streets: is a Policy Statement and is a material consideration. This states that street design must consider place before movement.

Designing Places: is a Policy Statement and a material consideration. The six qualities of successful places are: a distinct identity; safe and pleasant spaces; ease of movement; sense of welcome; adapt to change; and, sustainable.

EVALUATION
The application shall be determined in accordance with the development plan unless material considerations indicate otherwise.
There is a duty for planning authorities to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Green belt and travel
The starting point for assessing the application is the adopted Aberdeen Local Development Plan (LDP). The site is zoned within the green belt in the LDP. The proposal shall therefore be assessed against green belt policy, as well as other general topic policies. The green belt policy contains a presumption against development, except in particular circumstances. The relevant exceptions in this case are where the proposal involves a change of use of a historic building; and, extensions to existing buildings. The application proposal involves the change of use of a historic listed building. The features and character of the listed building would be enhanced by the proposal, by involving the removal of the various modern extensions which currently cluster around it, hiding parts of the original building and detracting from its character. The mill wheel would be exposed on the outside of the building, whereas it is currently inside one of the modern extensions. The proposal would result in there being a clear view of the mill from North Deeside Road. It is considered that there are benefits for both the building itself and the surrounding area of the change of use.
In terms of extensions, the proposal is for buildings that would stand apart from the mill building. In general terms, three of the houses proposed to the west of the mill and 4 houses to the rear (south) would be within the footprint of the existing extensions, whilst the remaining 8no houses would lie outside the existing footprint. Land immediately adjacent to the mill would remain undeveloped. The size of footprint is a fairly crude method of assessment, nevertheless it is noted that the existing footprint is approximately 980m2, whilst the total footprint of proposed development is approximately 1100m2. The proposal does not comply strictly with green belt policy as the new build element is not an extension. The size of footprint of proposed development is more than is currently on the site, although this increase is fairly marginal.
The benefits of the proposal are:

- that the proposal would result in the removal of the existing archway at the entrance to the site, which is a prominent feature that detracts from the appearance of the site and the surrounding area;

- that the proposal involves the removal of large areas of hardstanding from the site and replaces those with relatively large areas of green space, largely on the road side of the site;
- the proposal would result in the bringing back into use of a listed building and an improvement to its character and setting, as it would sit clear of modern development;
- the proposal would help to ensure that this green belt site does not degenerate into dereliction, to the detriment of the surrounding area.

On the other hand, the proposal would result in a not insignificant number of residential units within the greenbelt and this does not comply strictly with greenbelt policy.

The LDP, structure plan and SPP all encourage development to take place within sustainable locations where public transport, walking and cycling are viable modes of transport. There is a bus stop on North Deeside Road adjacent to this site. The distance between the site and the Baillieswells – North Deeside Road junction in Bieldside, is 730m and slightly more to the edge of Milltimber. In terms of walking or cycling it would also be possible to use the Deeside Walkway, although it is acknowledged that this would be likely to be more of a recreational route, as it is not as direct as the main road. Although the site is obviously not within a settlement, it is easily accessible by public transport, and relatively accessible by other sustainable modes. In this respect the site is unusual for a green belt location.

In overview, although the proposal does not strictly comply with green belt policy, (and has been advertised as a departure), green belt policy cannot cover every eventuality. It is considered that the proposal would enhance the appearance of both the historic listed mill building and of the site, due to the significant increase in green open space in the northern half of the site closest to the road. The applicant's agent has stated that following attempts by two different owners, the hotel has not proved viable, and would not be so without significant investment and extensions to provide leisure facilities. Taking these matters into account, it is considered that the proposal is acceptable in principle.

Architecture and Placemaking

In terms of the appearance of the houses, appropriate materials are proposed, these would be in keeping with both the mill building and the green belt location. The massing and siting of the proposed houses is such that the existing mill would remain visually dominant on the site in terms of its height and location. The two houses on the road frontage are acceptable as they would form part of a short row of houses, together with those to the west. It is considered that the proposal complies with LDP Policy D1.

It is considered that the design of the proposal would result in a development with a strong sense of place and that within the development the design of the shared surfaces would ensure that vehicles are not inappropriately prioritised. Although the shape and size of site do not allow for a street layout that is other than a 'cul-de-sac', the proposal does comply with the wider aims of government policy on designing streets and places and would result in a welcoming place within which people feel safe and are able to move with ease.

Amenity
The proposal would generally comply with Policy D2, although the townhouses at the rear of the site would not have private gardens and do not clearly have public and private faces. These houses would have balconies and access to communal open space and this is considered acceptable. Due to the shape of the site, these houses have a semi private face to a shared court, whilst facing a private lane, outwith the site to the east. The outlook from these houses would be over fields to the south west and onto steadings and a wooded area to the east. The level of amenity that would be afforded to future residents is considered acceptable.

In terms of the existing houses to the east of the site, Murtle farmhouse is at some distance from the site, and would be nearest to the car parking: there would be no loss of amenity. The Murtle farm steadings are not in residential use. However, the new buildings that would be closest to these are the four townhouses closest to the mill. These would have a very similar relationship to the steadings to that of the existing hotel bedrooms. The cottage to the south of the site is unoccupied, however, the proposals have been revised so that would not be any impact on the cottage in terms of overlooking from buildings proposed on the site. The trees that would be removed are dead or in very poor condition, such that there removal is required for health and safety reasons. A landscaping condition is recommended to be attached to any permission granted and this would result in new planting that would help screen the site.

Landscaping
As described above, the proposal would result in a significant increase in the amount of green open space on the site. Conditions would also be attached requiring new tree planting. The views and setting of the mill building would be enhanced by the removal of the modern extensions and the new buildings would be appropriate in terms of their massing and location. The proposal is considered acceptable in terms of Policy D6.

Flooding
It is considered that with the attachment of the condition required by SEPA, appropriate management on site is capable of avoiding the risk of flooding.

Planning Gain
The planning gain team have requested contributions towards various community facilities, including core paths, education, library, community centres, recreation and affordable housing. An appropriate contribution being negotiated and any approval would be subject to the signing of a legal agreement or receipt of contributions.

The matters raised by objectors have largely been dealt with above. In terms of increasing the numbers of people passing through Murtle Estate, there is no particular reason why this should increase to any great degree, as the Deeside Walkway provides for recreational needs of future residents within walking distance of their homes and there is also open space within the site itself. It should also be noted that those staying at the hotel on the site may also have walked through Murtle Estate. It is not considered that this factor is sufficient to warrant refusal of the application.

In terms of traffic generation on the North Deeside Road, the numbers in question on this site are insignificant as a proportion of the vehicles on the road

already. The hotel would also have generated traffic, albeit at different times of day.

The Community Council suggested that a small scale development could fund landscaping works to the front of the site. The proposal includes significant areas of green open space at the road side of the site, conditions would be attached to any permission granted requiring further details of the landscaping scheme. It would be possible for the Community Council to comment on such a scheme. The Community Council have expressed a wish for planning gain contributions to fund a particular core path. There would be opportunity for the Community Council to discuss how any planning gain is used, in terms of particular routes, with the Council's Access Officer following any planning permission being granted.

RECOMMENDATION: Willingness to Approve, subject to a legal agreement to secure planning gain contributions and, the following conditions:

REASONS FOR RECOMMENDATION:
Although the proposal does not strictly comply with green belt policy, (and has been advertised as a departure), green belt policy cannot cover every eventuality. It is considered that material considerations outweigh the policy considerations, as the proposal would enhance the appearance of both the historic listed mill building and of the site, due to the significant increase in green open space in the northern half of the site closest to the road. The applicant's agent has stated that following attempts by two different owners, the hotel has not proved viable, and would not be so without significant investment and extensions to provide leisure facilities. Taking these matters into account, it is considered that the proposal is acceptable in principle. In terms of the appearance of the houses, appropriate materials are proposed, these would be in keeping with both the mill building and the green belt location. The massing and siting of the proposed houses is such that the existing mill would remain visually dominant on the site in terms of its height and location. There would be no unduly adverse impact on residents in the area and an adequate level of amenity would be created for any future residents. It is considered that the proposal would create a strong sense of place.

it is recommended that approval is granted with the following condition(s):
(1) That development shall not take place unless there has been submitted and approved in writing by the planning authority, a specialised construction method statement 'Watercourse Protection Plan' containing details of how the watercourse can be accommodated safely within the design plan for the site to avoid damage to the watercourse during earth moving works and how pollution of the watercourse can be prevented. The plan shall be submitted and approved at least 2 months before works commence on site. Development shall not take place unless the measures have been implemented in full and are fully in place - in the interests of preventing damage to Murtle Burn and pollution of watercourses including the River Dee.

(2) that no development shall take place within the application site until the applicant has secured the implementation of a programme of archaeological work which shall include post-excavation and publication work in accordance with a written scheme of

investigation which has been submitted by the applicant and approved by the planning authority - in the interests of protecting items of historical importance as may exist within the application site.

(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 and that these shall be of a nature that is in keeping with the green belt location of the site. 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.

(4) That no development shall take place unless there has been submitted to and approved in writing by the planning authority details of the layout of hardsurfaces, including access road, on the site. Such details shall include layout and cross sectional drawings to show levels and shall be adequate to support movement of refuse vehicle. The scheme shall be implemented in full accordance with such details, or others subsequently approved - in the interest of safety and amenity.

(5) 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.

(6) 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 the approved 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.

(7) 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.

(8) that notwithstanding the provisions of Article 3 and Schedule 1, Parts 1, 2 and 3 of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 no extensions, alterations or improvements which materially affect the external appearance of the dwellinghouse, nor any means of enclosure shall be erected or carried

out either on, or in the curtilage, of the dwelling houses hereby approved without a further grant of planning permission from the planning authority - in the interests of visual amenity.

(9) that, except as the Planning Authority may otherwise agree in writing, no construction or demolition work shall take place:
(a) outwith the hours of 7.00 am to 7.00 pm Mondays to Fridays;
(b) outwith the hours of 9.00 am to 4.00 pm Saturdays; or
(c) at any time on Sundays,
except (on all days) for works inaudible outwith the application site boundary. [For the avoidance of doubt, this would generally allow internal finishing work, but not the use of machinery] - in the interests of residential amenity.

(10) that no development shall take place unless it is carried out in full accordance with a scheme to deal with contamination on the site that has been approved in writing by the planning authority.

The scheme shall follow the procedures outlined in Planning Advice Note 33 Development of Contaminated Land and shall be conducted by a suitably qualified person in accordance with best practice as detailed in BS10175 Investigation of Potentially Contaminated Sites - Code of Practice and other best practice guidance and shall include:
1. an investigation to determine the nature and extent of contamination,
2. a site-specific risk assessment,
3. a remediation plan to address any significant risks and ensure the site is fit for the use proposed.

No building(s) on the development site shall be occupied unless
1. any long term monitoring and reporting that may be required by the approved scheme of contamination or remediation plan or that otherwise has been required in writing by the planning authority is being undertaken and
2. a report specifically relating to the building(s) has been submitted and approved in writing by the planning authority that verifies that remedial works to fully address contamination issues related to the building(s) have been carried out,
unless the planning authority has given written consent for a variation.

The final building on the application site shall not be occupied unless a report has been submitted and approved in writing by the planning that verifies that completion of the remedial works for the entire application site, unless the planning authority has given written consent for a variation.

- reason: in order to ensure that the site is fit for human occupation

(11) that no development pursuant to the planning permission hereby approved shall be carried out unless there has been submitted to and approved in writing for the purpose by the planning authority a further detailed scheme of landscaping for the site, including hard

landscaping and the path within the southern area of 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.

(12) 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.

(13) that no part of the development hereby approved shall be occupied unless a plan and report illustrating appropriate management proposals for the care and maintenance of all trees to be retained and any new areas of planting (to include timing of works and inspections) has been submitted to and approved in writing by the Planning Authority. The proposals shall be carried out in complete accordance with such plan and report as may be so approved, unless the planning authority has given prior written approval for a variation - in order to preserve the character and visual amenity of the area.

(14) that any tree work which appears to become necessary during the implementation of the development shall not be undertaken without the prior written consent of the Planning Authority; any damage caused to trees growing on the site shall be remedied in accordance with British Standard 3998: 2010 "Recommendations for Tree Work" before the building hereby approved is first occupied - in order to preserve the character and visual amenity of the area.

(15) that no materials, supplies, plant, machinery, spoil, changes in ground levels or construction activities shall be permitted within the protected areas specified in the aforementioned scheme of tree protection without the written consent of the Planning Authority and no fire shall be lit in a position where the flames could extend to within 5 metres of foliage, branches or trunks - in order to ensure. adequate protection for the trees on site during the construction of the development.

(16) that the building(s) hereby approved shall not be brought into use unless details of the zero and low carbon equipment to be incorporated into the development and predicted carbon emissions, using SAP or SBEM calculations, have been approved in writing by the planning authority and unless the equipment has been installed in accordance with those approved details - to ensure this development complies with requirement for on-site carbon emissions contained in Scottish

Planning Policy (SPP) and specified in the City Council's relevant published Supplementary Planning Guidance, 'Reducing Carbon Emissions In New Development'.

(17) 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.

Dr Margaret Bochel
Head of Planning and Sustainable Development.

CULTS BIELDSIDE AND MILLTIMBER COMMUNITY COUNCIL

290 North Deeside Road
Cults, Aberdeen
AB15 9SB

10 March 2012

Lucy Greene
Enterprise, Planning and Infrastructure
St Nicholas House, Broad Street,
Aberdeen
AB10 1AR

Dear Ms Greene,

111606 - Water Wheel Inn, 203 North Deeside Road, Bieldside

I write again on behalf of Cults, Bieldside and Milltimber Community Council (CBMCC) regarding the above planning application.

I understand that you had a meeting with Peter Reiss and Marie Boulton together with Maggie Bochel to discuss the process around this planning application. It was suggested that although CBMCC had opposed the application in principle CBMCC could in addition also make comment on the details of the proposal.

As a consequence Peter Reiss and I had a meeting last week with representatives from Archial who are leading the development. It became apparent that discussions between Archial and the Planning Department have been taking place for some time. Initially a development of 28 properties was proposed last year, subsequently reduced 23. A further version of plans was only presented last week, for 20 properties for the site (15 dwelling houses and 5 apartments).

In the discussion with Archial we were advised that provision already existed for development associated with restoration of the mill. CBMCC see the opportunity for low rise apartments to be located behind the mill building and screened from the road. Through planning gain, this could assist with financing landscaping of the front part of the site that butts onto North Deeside Road and returning it to its natural habitat.

If the larger development of 20 properties remains supported by the Planning Department, CBMCC would like to be involved in a discussion with the planning gain officer. In particular CBMCC believes that a developer contribution for completing the core paths connecting the old railway line in a loop to the river Dee would bring tangible benefits to the local community from planning gain.

The latest version of the plans needs to be reviewed at the next CBMCC meeting, on Thursday 29th March. Given that the latest version of the plans has only just been submitted, the need for a meeting with the planning gain officer and CBMCC desire to discuss the development at it's next available meeting, we suggest that any review by the Planning Committee on 22nd March would be premature.

Yours faithfully

Christine McKay, Planning Coordinator

Copy to: Councillor Marie Boulton, Councillor Aileen Malone, Councillor Alan Milne

CULTS BIELDSIDE AND MILLTIMBER COMMUNITY COUNCIL

290 North Deeside Road
Cults, Aberdeen
AB15 9SB

18 January 2012

Lucy Greene
Enterprise, Planning and Infrastructure
St Nicholas House, Broad Street,
Aberdeen
AB10 1AR

Dear Ms Greene,

111606 - Water Wheel Inn, 203 North Deeside Road, Bieldside

I am writing on behalf of Cults, Bieldside and Milltimber Community Council to raise concerns regarding the recent application to erect 18 dwelling houses and change use from hotel and perform alterations to form 5 apartments at the above address.

There are several reasons to object – the site is zoned as green belt, change of use is not in the current development plan nor is it part of the adopted proposed development plan. CMBCC would be concerned to see such housing development permitted for the southern side of North Deeside Road when significant housing development is already sanctioned for the northern side of North Deeside Road. Our preference is to retain this site as a community facility.

I request that you take these concerns into consideration when reviewing the above application.

Yours faithfully

Christine McKay, Planning Coordinator

Application Ref 111606
Erection of 18 Dwelling houses and Change of Use from Hotel and alterations to form 5 apartments
Water Wheel Inn, 203 North Deeside Road, Bieldside, Aberdeen, AB15 9TT

1 Introduction

1.1 This objection has been prepared on behalf of the Camphill Communities (Aberdeen City and Shire) in response to an application (ref 111606) by the Waterwheel Inn Ltd to erect 18 dwelling houses and for the change of use from hotel and alterations to form 5 apartments on the site of the Waterwheel Inn at 203 North Deeside Road, Aberdeen, AB15 9TT. The proposal site lies adjacent to the Camphill Communities' Murtle Estate.

1.2 The rest of this submission comprises the following sections:

- An introduction to the Camphill Communities and a description of the vulnerable children, young people and adults who use the wide range of services provided on the Murtle Estate;
- An overview of the Camphill Communities' previous submissions during preparation of the Aberdeen City Local Development Plan, and relevant sections of the plan;
- A description of the Camphill Communities' key concerns about the Waterwheel Inn planning application;
- Conclusions.

2 Camphill Communities

2.1 The Camphill Communities (Aberdeen City & Shire) are all charities and have an historical relationship within the Dee Valley spanning some 70 years.(see www.camphillaberdeen.org.uk).They serve a wide range of individuals of all ages (estimated in excess of 1800). Currently more than 700 people live and work within the communities.

2.2 Camphill is particularly valued as a resource for people with complex special needs[1]. The Camphill communities provide a range of high-quality innovative and personalised services and facilities for such vulnerable children, young people, adults and the elderly across a number of sites including:

- Murtle Estate, Bieldside
- Camphill Estate, Milltimber
- Newton Dee Estate, Bieldside
- Cairnlee Estate, Bieldside,

[1] In this context the term 'special needs' is used to encompass individuals who have learning disabilities, including those with Autistic Spectrum Disorder, and /or other additional support needs including, social emotional behavioural problems, mental health issues, learning difficulties.

- Beannachar Estate, Banchory-Devenick
- Tigh a Chomainn, Peterculter.

2.3 The Aberdeen Waldorf School, Craigton Road, Cults provides mainstream Steiner education for children (3-16years).

2.4 Camphill works to create communities in which vulnerable children, young people and adults, many with learning disabilities, can live, learn and work with others in a healthy social environment based on mutual care and respect. Camphill communities are valued for the quality and effectiveness of their distinctive provision. Key contributing factors, based on the movement's philosophy, are:

- its unique individualised and integrated programmes of care, education/work and therapy
- its community based operational structure
- the quality of the environment, both built and natural, which supports these.

2.5 Extensive use is made of the natural outdoor environment throughout the year, both on and offsite (eg Deeside walkway), for educational, therapeutic and recreational activities.

2.6 The Camphill approach has always fostered inclusion and the non-institutionalisation of special needs individuals, with staff and their families living alongside those with special needs in a home-like setting and sharing all aspects of life. This approach is supported by the lack of perimeter fencing, freedom of movement, encouragement of appropriate independence and integration with the wider community.

2.7 Underpinning and supporting these key principles is respect and care for the environment as a sustainable resource and an essential foundation for the implementation of Camphill's integrated approach. This is demonstrated in practice through biodynamic and organic agriculture on the Camphill estates, an emphasis on self sufficiency, architectural design which is sympathetic to its setting and the minimal use of barriers to create a sense of space and freedom.

2.8 The aim is to foster a safe, tranquil and nurturing setting in line with the environmental quality of the wider area in which the communities are situated. This provides the context for successful implementation of the therapeutic principles and practices which Camphill has developed to enable each special needs individual to fulfil his/her potential.

Camphill School Aberdeen

2.9 Camphill School Aberdeen (www.camphillschool.org.uk) is a forward-looking provider of individualised programmes of residential and non-residential education and care, therapeutic intervention services, emergency care for children and their families, of ongoing support and guidance to families within their homes and specialist training for parents, foster carers and professionals.

2.10 The school is accredited with the National Autistic Society and has received consistently high grades from Care Commission inspection. In addition, HMIE has recognised key areas of the school provision as sector leading.

2.11 CSA offers a wide range of services for individuals aged 1 to 24:

- Residential provision (open 52 weeks of the year)

- Day placements (kindergarten[2], primary and secondary)
- Transition programmes (16+ and 18+)
- Work experience
- SQA accreditation for learning
- Flexible day and overnight respite
- Craft workshops (including weavery, woodwork, sculpture, pottery, candle making, metal work, tools for self reliance, felt work)
- Therapies (including art, massage, play, movement, speech, counselling, horse riding)
- Nature Nurture[3] (therapeutic outdoor programmes for vulnerable children)
- St Andrew's Project which offers:
  - family work
  - emergency care (1 to 10 year olds)
  - individualized therapeutic and educational programmes (for children and young people on the margins of care and education)
  - home/school support

2.12 Programmes are set up according to individual needs in partnership with families and local authorities, with placements funded by the local authority.

2.13 The pupils attending Camphill School Aberdeen (CSA), both Murtle and Camphill campuses, are a highly vulnerable sub-group within the special needs population. They are characterised by complex and multiple diagnoses and complex additional support needs. Many have Autism Spectrum Disorder (ASD), with its perceptual disturbances, notably sensory hypersensitivities. All have significant emotional and behavioural challenges and the majority have learning disabilities.

2.14 All present extreme and multiple challenges to a degree which has proven unmanageable by family, community and other educational settings. It is important to appreciate the vulnerability of these children, especially those with ASD, to changes in their environment, particularly sensory stimuli. The situation is extremely complex. Minor changes can have impacts which are unpredictable and disproportionate to the stimuli in question.

Camphill Medical Practice

2.15 In addition, Murtle Estate also houses Camphill Medical Practice NHS and its charity arm Camphill Wellbeing Trust, which together provide an extended and integrated approach to healthcare. Particular specialisms include an extended approach to cancer care, with on-site accommodation for those receiving treatment.

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[2]Amber kindergarten is a successful inclusive nursery for 3-7 year olds, both with and without special needs. It has received consistently high grading in Care Commission inspections and is noted for its outstanding outdoor resources.

[3]The Nature Nurture® Project provides an early intervention programme for children and young people, comprising the restorative effects of free play in a natural environment and closely attuned nurturing interactions with specially trained staff. The project facilitates the development of resilience in the most vulnerable, such as children and young people from families affected by substance misuse, alcohol abuse, domestic violence, abusive relationships, neglect and poverty. The project has worked successfully with children from Aberdeen's most deprived areas and has worked closely with the children's families, social workers and school staff.

Summary

2.16 From this brief overview, it will be evident that the Camphill communities within the Dee Valley are particularly sensitive, both in terms of the characteristics of children, young people and adults with special needs who live in or use their service provision and in terms of the environment within which the estates are located. The quality of this environment is critical to the work of Camphill, providing a context within which individuals with special needs can enjoy an improved quality of life and those with serious illnesses can receive treatment. The following are the key features of the positive and nurturing environment of Camphill communities:

- Tranquil, calm and quiet
- Predictable and stable
- Low arousal: minimal disruptive sensory stimuli
- Sense of safety and security
- Extensive useable natural and beautiful outdoor environment
- Opportunities for integration, learning and experience

2.17 Changes which reduce the quality of the wider environment, or have a negative impact on any of the above key features, particularly where they introduce sources of noise, visual stimulation or general disturbance, are likely to undermine the Camphill approach and present potential problems for individual children or adults with special needs.

3 Aberdeen City Local Development Plan

3.1 The Camphill Communities have engaged with the Aberdeen City Local Development Plan process over the past two years to ensure that the interests of the special needs communities on Deeside are not adversely affected by development. This included:

- A submission in response to development option sites (September 2009)
- A submission in response to the Aberdeen City Main Issues Report (December 2009)
- A submission in response to the Aberdeen City Proposed Local Development Plan (November 2010)

3.2 These submissions included consideration of development options put forward for the Waterwheel Inn. These comprised one proposal for a 30,000 sqft supermarket and another for 30 dwellings and a 1000 sqft retail unit.

3.3 The Camphill Communities raised concerns about both these developments in terms of:

- Traffic entering and leaving the development
- Potential impact of the development on the safety and environmental quality of the access into the Murtle Estate (including noise and light pollution)

- Increased levels of activity impacting on vulnerable children and young people within the Murtle Estate
- The potential to exacerbate drainage and flooding issues associated with the burn running along the western and southern boundary of the site and the sewerage system serving the development site
- The impact of construction activity (noise, visual impact etc) on the special needs community of CSA.

3.4 Aberdeen City Council subsequently confirmed that neither proposal would be included in the Local Development Plan. The principal reasons for this decision were:

- concerns about the harm that the supermarket development would have on the character of place and the landscape (including visual intrusion), its remoteness from housing and the implications for traffic generation.
- The impact on reducing hotel rooms in the city, the serious impacts on the landscape and the isolated nature of any housing development in this location, with increased dependency on car use.

3.5 The Camphill Communities supported this approach in its December 2009 submission and was pleased to see the Waterwheel Inn site had not been included in the Proposed Local Development Plan (as acknowledged in Camphill's November 2010 submission). Indeed, it was noted that the site remained zoned as green belt.

4 Camphill Communities' concerns about the proposed development

4.1 Given the definitive nature of the City Council's decision not to include the proposed developments within the Local Development Plan, the Camphill Communities were very disappointed to see this planning application submitted for the Waterwheel Inn site. They remain very concerned about the potential construction and longer term impacts on the services it delivers on Murtle Estate, including CSA range of provisions for special needs children and young people and the Camphill Medical Practice patient services.

4.2 A key concern relates to the increased potential for disturbance within the Murtle Estate. An additional 23 households is likely to generate pressure for informal recreation, dog walking and access through the Murtle Estate into the Dee Valley. Any increase in activity and disturbance could have a significant detrimental impact on the special needs community and Camphill Medical Practice, and on the therapeutic work[4]carried out across the estate, including in outdoor areas. While Murtle Estate does not include any Core Paths, it is understood that under the terms of the Land Reform (Scotland) Act, the Camphill Communities are not able to restrict access to or within the Murtle Estate. Currently low levels of access activity by the general public for recreation within the estate are just manageable, although there have been problems with dog fouling and its associated safety issues for CSA pupils. There is a concern that any increase associated with residential development

[4] This includes horse riding therapy for special needs pupils and the extensive use of the outdoor environment by vulnerable children

adjoining the estate could result in greater disturbance and an increased negative impact on the therapeutic work carried out at the Murtle Estate.

4.3 The development would also lead to an increase in traffic enteringand exiting from the Waterwheel site at particular times of day, potentially impacting on the ingress and egress to Murtle Estate by motorists, cyclists and pedestrians accessing CSA, Camphill Bookshop[5] and Camphill Medical Practice.

4.4 In particular there are concerns that people with special needs walking along the North Deeside road between Murtle and other Camphill properties, such as Camphill Estate to the west and Newton Dee to the east, and that staff/patients/general publicusing bus stops on the north side of North Deeside road,would be exposed to increased risk from traffic when crossing the access road to the Waterwheel development and/or crossing North Deeside Road.

4.5 There are also some concerns about the impact of increased traffic on the access road lying to the immediate west of the development site, which serves Railway Cottage, a Camphill communities' residential property.

4.6 There are already concerns about surface water and flooding. The flooding is an ongoing concern and relates to the existing burn which runs along the western and southern boundaries of the development site. This has in the past been poorly maintained along these stretches. The burn cannot currently cope during heavy rainfall, which results in flooding and there are concerns that new development at Oldfold[6] and now that proposed at the Waterwheel Inn could make this worse.

4.7 This flooding is causing damage to the infrastructure on the Murtle Estate in the form of washout of paths and roads and the undermining of culverts, with consequent restriction of essential access to the CSA and Camphill Medical Practice services. Rectification of these problems in the past has been carried out each time at the expense of the Camphill Communities. Any repetition or exacerbation of these problems due to the proposed development would be a serious concern to the Camphill Communities.

4.8 A further concern relates to the capacity and reliability of the local sewerage system serving the Waterwheel site. There would obviously be an increased sewage demand from the development and it is not clear how this is to be dealt with. It is understood that this is currently a pumped system with a holding tank. Failure of this system in the past has resulted in contamination of Murtle Estate property and watercourses with sewage, with attendant health and safety risks. The Camphill Communities would be concerned if there was a requirement to accommodate a new sewage connection through the Murtle Estate to access the trunk sewer adjacent to the River Dee. Equally, a system reliant on pumping sewage would be of concern given the consequences of pump failures in the past.

4.9 The Camphill Communities are naturally concerned that this development could exacerbate the drainage, flooding and sewerage problems without the develop providing the funding and ongoing management necessary to provide adequate, pro-active solutions.

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[5] Located in Camphill Lodge at the entrance to Murtle Estate

[6] Aberdeen Local Development Plan OP62 (9/11&9/34) Oldfold: 500 homes in period 2007-2016 Plus 50 homes in period 2017 – 2023

4.10 Construction would inevitably introduce noise and visual disturbance to the vicinity of the Murtle Estate as well as requiring felling of two trees closest to the Estate. It is worth noting that Camphill Communities carefully schedule any building work carried out within the Estate in order to avoid times when it could cause disturbance and distress to children, young people and adults with special needs or otherwise disrupt their therapeutic work. They are naturally concerned that construction work at the Waterwheel Inn could result in serious, albeit temporary, impacts on individuals and the community as a whole.

5 Conclusions

5.1 The Camphill Communities (Aberdeen City & Shire) have an historical relationship within the Dee Valley spanning some 70 years, serving a wide range of individuals of all ages (estimated in excess of 1800). Currently more than 700 people live and work within the communities. The Camphill Communities provide a wide range of services and facilities for vulnerable children, young people and adults, including those with learning disabilities and other support needs, across a number of sites including the Murtle Estate at Bieldside. Many of these people are especially vulnerable and sensitive to changes in their environment. Minor changes can have impacts that are unpredictable and disproportionate to the stimuli in question.

5.2 The Camphill Medical Practice NHS on the Murtle site also provides the full range of NHS services, extended with an integrated therapeutic approach to the Camphill communities, the general local population and patients with serious illness(eg cancer) from throughout the North East and beyond.

5.3 The Camphill Communities have consistently raised concerns about the potential effects of the redevelopment of the Waterwheel Inn on the Murtle Estate and on the high quality, innovative services delivered there, including CSA range of provisions for special needs children and young people and the Camphill Medical Practice patient services. The communities welcomed Aberdeen City Council's decision not to allocate the site for development within the Local Development Plan. They are naturally concerned that the site is now the subject of a planning application for residential development.

5.4 The Camphill Communities key concerns related to the likelihood that the development will result in an increase in informal recreational activity within the Murtle Estate, increasing the level of disturbance for children and young people with special needs and patients with serious illnesses. Any such increases would be very difficult to manage and could adversely affect the Communities' ability to carry out its therapeutic work, as well as have effect on individuals within the community. Additional key concerns relate to potential increases in traffic, concerns about surface water drainage, flooding and sewerage infrastructure and the level of disturbance likely to occur during the construction phase of the scheme.

5.5 As a result of these concerns, the Camphill Communities **object** to the proposed development.

Camphill Communities
29 November 2011

PI - Planning Application Ref No. 111606

From: Ken Duthie
To: <pi@aberdeencity.gov.uk>
Date: 06/12/2011 21:44
Subject: Planning Application Ref No. 111606

Dear Sir/Madam,

I wish to object to the proposed development at the Water Wheel Inn (Ref. No. 111606) for the following reasons:

1.) The proposed development does not conform to the intent of the Aberdeen Local Plan
2.) It will erode the green space which currently exists between Milltimber and Bieldside
3.) It will result in over-development of this area when considered in conjunction with the proposed development at Oldfold Farm.

Yours sincerely,

Kenneth C Duthie
1 Milltimber Brae East
Milltimber
AB13 0DN

Bell Ingram Design

Development Management Team
Aberdeen City Council
Enterprise, Planning and Infrastructure
Business Hub 4
Marischal College
Broad Street
Aberdeen
AB10 1AB

LTR/G2265/3.1/1/JMM

14 December 2011

Dear Sir/Madam

Erection of 18 dwellings and Change of Use from Hotel and alterations to form 5 apartments at Water Wheel Inn, 203 North Deeside Road, Bieldside, Aberdeen
Application Reference 111606

We refer to the above application which has been submitted by Archial Planning on behalf of their client, the Waterwheel Inn and which was registered by your Council on 8th November 2011.

Having examined the application proposals on your Council's website, we wish to provide you with the following comments on behalf of our client, Murtle Estate, who have received notification from your Council of the application as a neighbouring proprietor. Our client owns the land immediately surrounding the application site which includes Milton of Murtle Farmhouse and Farm Steadings (to the east), Milton of Murtle Cottage (south) and farm land (north). We understand that the application has been advertised as a proposal Contrary to the Development Plan for a period of 21 days and we therefore are submitting this representation by the required deadline of 14th December 2011.

Green Belt Policy

The application proposals relate to the creation of new residential development within the Council's Green Belt, as defined in both the Adopted Aberdeen Local Plan and the emerging Local Development Plan. The Green Belt policies in both these plans (GB28 and NE2 respectively) are very similar and the Council's established policy position on development in the Green Belt therefore remains unchanged from one plan to the other.

The essence of the policy is to prevent residential development from taking place in the Green belt unless it is essential for rural economic activities such as agriculture, forestry, recreation, mineral extraction or restoration or land renewal. The emphasis of the policy is for small-scale development to be permitted where

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justified under these terms. The application proposals relate to none of these activities and could not be regarded as small scale.

Another aspect of the Green Belt Policy allows for the suitable conversion of buildings which have a "historic or architectural interest" or have a "traditional character that contributes to the landscape setting of the City". It must be demonstrated that such a building is no longer suitable for its original purpose for a change of use to residential to be acceptable. The extension of a building as part of a conversion is also permissible provided the original building remains visually dominant, it relates well to the original building and subject to its appropriate design and use of materials.

In the case of the application proposals, even if the Council was satisfied that the building could be converted to residential under these terms, the proposal is to demolish the majority of the building and to provide 5 new apartments within a small part of the remaining building. No extensions are proposed as part of the conversion as it is intended to provide the additional accommodation on the site as new build elements.

Consequently, we are of the view that the application proposals are not in compliance with any aspect of the Council's established Green Belt Policy and therefore the principle of the redevelopment of this site for housing as proposed should not be accepted by the Council.

However, our client would have no objection to an alternative proposal for the site which constituted the conversion of the existing building to residential use with some minor extension provided it was in compliance with the Council's Green Belt policy and that such a proposal did not impact adversely on our client's existing property and any future development intentions they might have for the farm buildings and the renovation of the existing Milton of Murtle Cottage on the land surrounding the site, subject also to compliance with Council policy.

Detailed matters

In addition to our clients' principle concerns to the development proposals, our clients also wish to comment on the following matters which the application proposals raise in terms of the potential adverse impact the proposed development could have on their property.

1. There appears to be a discrepancy between the Location Plan and the Site Layout Plan with regard to the exact position of the eastern boundary towards the southern end of the site. This boundary defines the western line of the access road serving our clients' property and our clients would be concerned, in the first instance, if the development proposals encroached on to their land as inferred by the Site Layout Plan. Our clients respectfully request that this matter is clarified and rectified, as necessary, with the applicant.

2. In addition, the proposal to construct the block of 5 townhouses to the south of the existing building on the site also involves the provision of a pedestrian access around the building on its east side.

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There does not appear to be any boundary definition shown on the application plans and our clients would wish your Council to seek an assurance from the applicant that no encroachment will occur on to their land and that no pedestrian access will result on the access track owned by our clients, should permission be granted for the development as proposed.

3. The proposed development will result in the loss of trees at the southern corner of the application site, as shown on the application drawings. These trees presently provide cover and help to screen our clients' existing property, Milton of Murtle Cottage, located beyond the southern boundary. The loss of these trees will make our clients' property more exposed to the proposed development (see also 5. below). These trees are an attractive feature in this area and, together with the other trees in the surrounding area, have a degree of amenity value, adding to the landscape setting of the locality. Our clients would be concerned with the loss of any tress in the vicinity of their own property and would therefore prefer it if proposals for developing the Waterwheel Inn did not involve the removal of any trees at all.

4. The application proposals seek to develop 7 new townhouses to the south of the converted building. This part of the site is the most constrained in terms of width and the 2 blocks of townhouses appear cramped on the site. This is illustrated by the lack of private amenity ground for the block of 5 townhouses and the extent of ground taken over for access and parking areas to serve the building. There is also very little private amenity ground being provided for the block of 2 townhouses at the southern-most part of the site. The proposals on this part of the site, in particular, appear to result in overdevelopment of the site.

5. With particular regard to the proposal to construct a two and half storey townhouse with windows facing to the south at the southern end of the site, our clients are concerned that it could potentially impact on both the visual and residential amenity of their property. The height of the building will have an over-bearing impact due to the proximity of this building to our clients' existing property, Milton of Murtle Cottage which measures between 10 to 13 metres, possibly resulting in a loss of daylight. The south-facing windows in the proposed block at first and second floor will result in overlooking of our clients' Cottage and garden ground to the detriment of their amenity.

In summary, our clients consider that the proposals represent unjustified residential development in the City of Aberdeen Green Belt and therefore the application proposals, as they stand, should be refused.

Aside from any proposals associated with the conversion of the existing Waterwheel Inn building to residential use, should the Council consider that some form of new development on the site should prove to be acceptable by way of an alternative proposal, our clients would have no objections provided that any new build proposals would not have a detrimental impact on the amenity of their existing property nor adversely affect any future development options for their property including renovation of Milton of Murtle Cottage and any conversion of the farm steading for residential use.

Bell Ingram

We trust the above comments will be taken into account in the assessment of the application by the Council and we would be grateful if you could acknowledge receipt of this letter at the earliest opportunity.

Yours faithfully

[redacted]

John MacCallum MRTPI
Planning Consultant
E:

c.c. Client

Enc

Tel:
'E mail'

Richard Keys
221 North Deeside Road
Bieldside
ABERDEEN
AB15 9EQ

Dr M. Bochel,
Head of Planning and Infrastructure,
Mariscal College,
Broad Street,
Aberdeen
AB10 1AB

28th November 2011

Dear Dr Bochel,

Proposed Development at Waterwheel Inn, 203 North Deeside Road, Aberdeen, AB15 9TT; Application Number 11606

Thank you for your letter notifying me of this application. I have several concerns about this application, which I describe below. I would first like to point out, however, that although your letter contains the words "the postal address above" it is not clear which postal address is meant. Do you mean the address where the plans may be inspected, the return address on the letter or one of the other two addresses given 'above'? I am therefore posting this letter (my preferred option) and sending it by E-mail. I trust that this matter will be clarified in future correspondence.

1. Sewage. The existing arrangements at the Waterwheel Inn have a history of making unacceptable discharges into the stream. Any development should include effective provision for sewage.
2. I understand that the Waterwheel Inn is responsible for the stream on both sides of its course for the length of its boundary (with the possible exception of the bank of the stream next to number 215 North Deeside Road). This stream has been badly maintained, causing flooding across the adjacent field, the footpath from the railway line to Murtle Estate, and onto Murtle Estate. This has caused considerable inconvenience to pedestrians, and damage to your path and to Murtle Estate. After years of repeated flooding, the stream bank was finally repaired, and the stream bed cleared of obstruction. If the site is developed, satisfactory arrangements need to be made for the continued maintenance of the stream. The occupants of Railway Cottage and Station Cottage have also been affected by this issue, and are in sight of this development.
3. The furthest houses from the road are, in my opinion, too high at "2½" stories. They face East, and are close to tall trees that are not part of the Waterwheel site. I suspect that they will be dark, and receive little sun. The

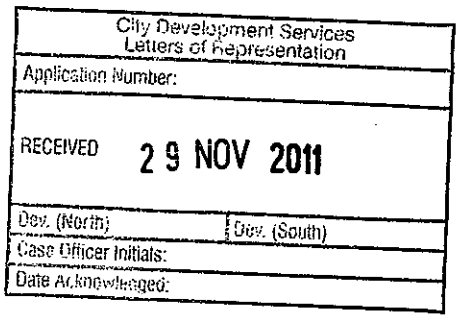
location will prove to be unpleasant and obtrusive; the nearby cottage is only 1½ stories high..

4. *I am puzzled at the inclusion of so much parking by the roadside. I read in the 'Evening Express' (21st November 2011) that "The plans include establishing improved paths linking the site to the nearby former Deeside Railway line." This is not within their power to do, as the Waterwheel site does not go as far as the railway line. It seems to me that it will be possible, if the application goes ahead, to apply for permission in the future for 'fill in' development on the car park. I understand that such an application would be difficult to refuse. In my view, 1½ story houses on the car park location, especially if separated from the very noisy road by a shelter belt of trees, would be preferable to the 2½ story terraced houses at the rear of the site.*
5. *Lastly, the site is in a greenbelt area. I am concerned that any plans approved will fit to the area.*

I trust that these concerns will be taken into consideration,

Yours sincerely,

Richard keys



ledingham|chalmers LLP

First Class
Aberdeen City Council
Planning & Sustainable Development
Marischal College
Broad Street
Aberdeen AB10 1AB

Ref: AC/KE/35200.3
Your Ref:
Date: 09 December 2011

Dear Sirs

E J Howie & Others
Proposed Development: Waterwheel Inn 203 North Deeside Road, Aberdeen
Planning Application Number 111606

We act for E J Howie & Others, proprietors of Milton of Murtle Farm, Bieldside, Aberdeen which lies adjacent to the above proposed development.

Notwithstanding that they are proprietors of the immediately adjacent property, our clients have not received notification of this proposed development.

On behalf of our client we would make the following representations:

1. Our clients hold concerns regarding the density of the proposed development, given the proximity of their adjacent properties, and likely consequent effect on privacy and amenity.

2. Access provisions are not clear, but our clients would not be agreeable to this being taken via the lane immediately to the east of the proposed development, serving their own properties.

Please acknowledge receipt.

Yours faithfully

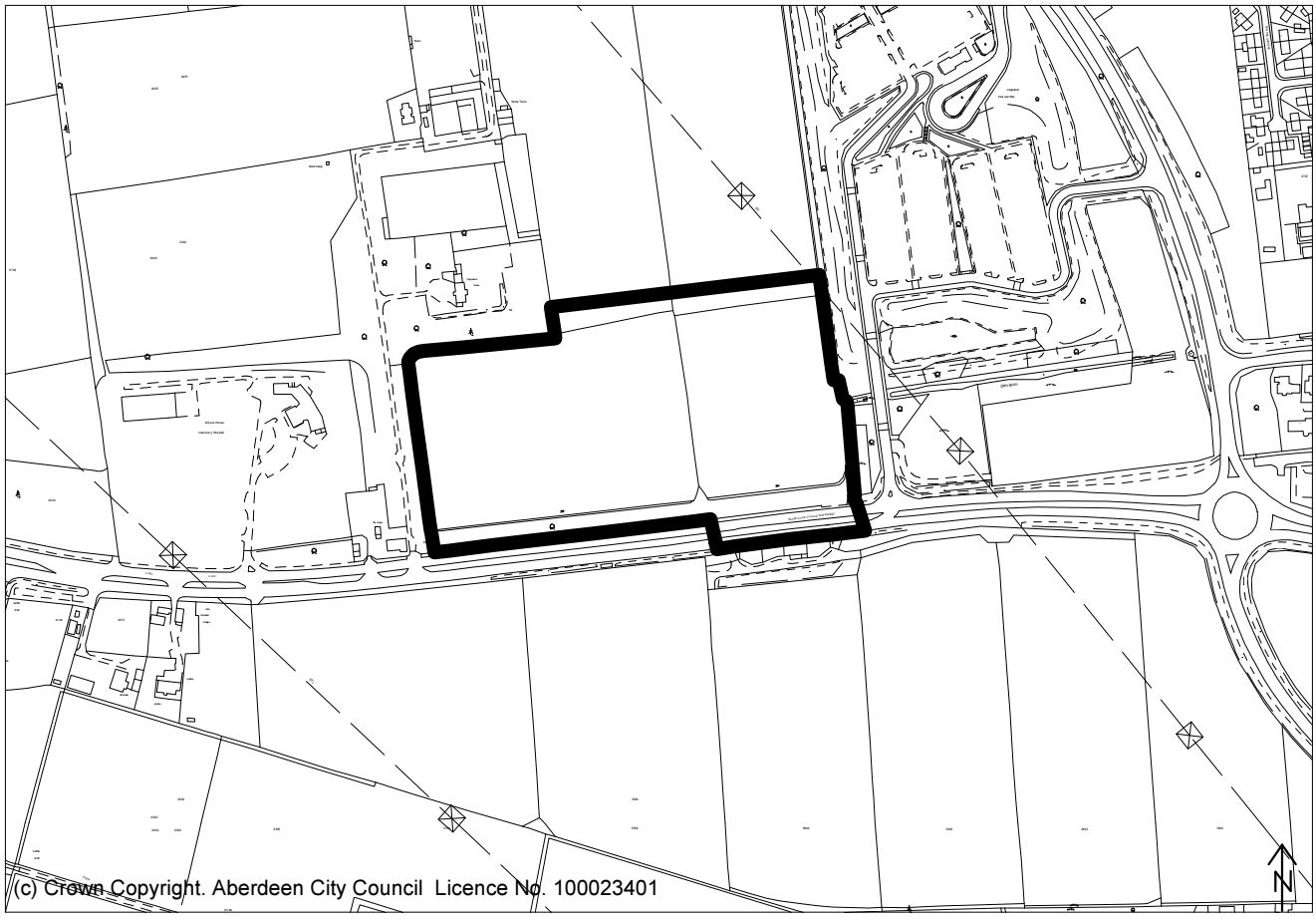
Allan Collie
Partner

PLOT 1 KINGSWELLS BUSINESS PARK,
KINGSWELLS HOME FARM

ERECTION OF OFFICE BUILDING WITH ASSOCIATED ACCESS ARRANGEMENTS (INCORPORATING NEW ROUNDABOUT JUNCTION WITH THE A944 CAR/CYCLE PARKING, SERVICING AND LANDSCAPING AND DRAINAGE PROPOSALS

For: Drum Kingswells Business Park Ltd/Nexen Ltd

Application Ref.	: P111653	Advert	: Dev. Plan Departure
Application Date	: 02/11/2011	Advertised on	: 16/11/2011
Officer	: Harry Campbell	Committee Date	: 22 March 2012
Ward: Kingswells/Sheddocksley (L Ironside/P Stephen/W Stuart)		Community Council	: Comments



RECOMMENDATION: Approve with Legal Agreement

DESCRIPTION
The site lies on the north side of the A944 Aberdeen – Westhill dual carriageway, a short distance to the west of the Kingswells roundabout. It consists of a south facing agricultural field presently laid out to grass. The southernmost part of the site, closest to the A944 is flatter, boggy land while the northern part is more steeply sloping and drier. A band of mature, mainly beech, trees screens the site from the main road. A short length of roughly surfaced access road leads from the A944 to a gated field access located at the south east corner of the site. Immediately to the east of the site is the Kingswells Park and Ride facility, which is screened from the site by a well planted 38 metre wide amenity strip of semi-mature mixed woodland. The sloping agricultural land to the north of the site is the subject of separate, but related, planning applications.

To the north of the western part of the site lies Kingswells House, which is set in its own poilcies, and north of that is a collection of buildings known as Home Farm.

PRE-APPLICATION CONSULTATION
The applicants have fulfilled their statutory obligation to undertake pre-application consultation (PAC) with the local community and have submitted the necessary Pre-application Consultation Report along with the application. PAC is required because the development falls within the category of "major development". With the agreement of the planning authority, a combined consulation exercise was undertaken in respect of the Development Framework and Phase One Masterplan as well as the detailed proposals for Plots 1 and 2, both of which constitute major applications. (Members may care to note that there is a separate planning application for Plot 2 which also falls to be considered on this agenda.) In brief, the applicants undertook the following actions in respect of PAC:–

Meetings with representatives of Kingswells Community Council to explore conceptual ideas and address ket concerns.

Served a Proposal of Application Notice (PAN) on relevant parties.

Advertised and held a public event, including an exhibition, in Kingswells Primary School. This was organised in consultation with the Community Council. 38 people attended the event and all were encouraged to complete a questionnaire/comments form. A total of 21 forms were returned.

Briefed local Council Members, MP and MSP about the event and its purpose.

Launched a web site from 20th July – 15th August 2011 to enable further comments to be made by people who could not attend the public event. The existence of the web site was advertised in the Community Council news letter. A total of 7 responses were received by this means.

The main issues raised by the community as a result of the PAC related to

Ability of the local road network (especially the A944) to cope with the development;

AWPR will have a positive impact;

Park & Ride needs to be promoted;

Air pollution from road traffic;

Pleased with high quality design that is proposed;

High standard of design should be maintained;

Opportunities for heat and power to be provided should be investigated;

Development will be positive for the City;

No need for development of this type in Kingswells;

Will increase income in the area;

Removal of pylons is acceptable.

HISTORY
There is no relevant planning history attached to the application site.

PROPOSAL
This is an application for full planning permission for the erection of an office building with a gross floor area of 11,832 square metres. The main building would be located generally on the north-western quadrant of the site and would consist of a main core with four distinct projecting wings. It would be generally 3 storeys high with a flat roof. The external walls would be clad with granite (light grey), aluminium framed dark grey glazed curtain walling, wood and resin panelling (dark grey) and treated vertical timber boarding (golden). The elevations on the projecting wings would consist of vertically proportioned, full height glazed bays separated by granite clad pilasters. These wings would be 13.4 metres high. The central “core” would consist of an ovoid shaped central element clad in timber and almost wholly contained within substantial glazed screens, and projecting above them at roof level. The ovoid would accommodate the main lifts, along with the main reception (on the ground floor) and meeting and conference rooms on the first and second floors. It would project some 3.5 metres above the general height of the main wings. The majority of the building would contain open plan office space . Banks of solar panels would be placed on the roofs of the eastmost wings although they would be hidden behind the parapet.

A two level car park accommodating 320 cars would take up most of the north east quadrant of the site. Between that car park and the office building there would be a 16 space (including 12 wheelchair accessible) surface car park for vistors and a further 10 dedicated to “service parking”. A further 6 wheelchair accessible car park spaces would be provided at the drop off point. The service yard would be located to the north of the main building.

A synthetic 5-a-side football pitch for staff use, enclosed by a 3 metre high mesh fence, would be formed in the northern part of the site. To the east of that facility, lying between it and the two storey car park, would be a building accommodating an energy centre.

Access to the development would be by way of a new boulevard which would be designed to cater for the wider business park development. The boulevard would run north-south along the eastern boundary of the application site and join the A944 at new signalised "T" junction to be constructed at the site's south east corner. The existing vehicular access into the Kingswells Park and Ride site would be closed off and a new access link constructed between the new boulevard and the Park and Ride site, to be located some 170 metres north of the new junction. That link is the subject of a separate planning application. The new junction would, however necessitate the removal of some 55 trees at the eastern end of the tree belt that runs along the southern boundary. These trees are currently protected by a Tree Preservation Order.

To the south of the office building and car parking area, new SUDS ponds would be created. These would form an integral part of the landscape setting for the development and also form an important element in new habitat creation. New aquatic vegetation would be planted around the fringes of the pond and new grassland areas areas formed around it. The land would be sculptured to form grassy mounds as part of a wild flower meadow. There would be formal and informal paths crossing the grassed area and circling the ponds. The Den Burn, which flows west–east across the site in a culvert, would be diverted via the existing ditch along the southern boundary of the site, before rejoining its existing course at the eastern edge of the site.

REASON FOR REFERRAL TO SUB-COMMITTEE

A small part of the application site is owned by the Council. Kingswells Community Council originally objected to the application – the objection has not formally been withdrawn but the Community Council have confirmed that, following certain clarifications, they are now satisfied with the proposal. This means that the application falls outwith the approved scheme of delegation.

CONSULTATIONS

ROADS SECTION – A Transport Assessment, taking account of the application proposal and the other proposed developments on the business park, has been submitted in support of the application and its conclusions and identified mitigation measures have been agreed. Walking and Cycling – All walking/cycling paths within the development will be constructed to shared use footway/cycleway standard. There would be an upgrade to the Westhill Cycleway along the southern boundary of the site as far as the western end of the new decelaration lane. A Toucan crossing is proposed across the the development access road at the new junction and a pedestrian crossing facility is also proposed across the A944 to the east of the development access where a new bus stop will be located. Public Transport – access to the development will be by way of the existing Park and Ride service and services on the A944. However, at present there is no commitment from the existing operators to divert services into the site. Future applications in Phase 1 should investigate if, and how, this can be achieved. Travel Plan – prior to occupation of the development the applicant should agree a suitable Travel Plan with the local authority by way of a legal agreement. Parking – 346 car parking spaces are proposed and this is acceptable to Roads officials. Suitable cycle and motor cycle parking should be provided. Access and Road Layout – access will be via a new signalised "T" junction and this is considered acceptable.

The speed limit at the junction should be reduced from 50mph to 40mph by way of implementing a TRO, the cost of which would be borne by the developer. A capitalised payment for the maintenance of new traffic lights for a 10 year period will be required. Local Road Network – Mitigation measures are proposed for the Kingswells roundabout, consisting of additional approach lanes on the A944 and C89 north approaches. Strategic Transport Fund (STF) Contributions - a contribution of £474,004 will be required for an office development of this scale. Drainage Impact Assessment – discussions currently on going but can be dealt with by way of Road Construction Consent and does not need to be covered by a condition.
ENVIRONMENTAL HEALTH – No comments received
COMMUNITY COUNCIL – Initially objected to the application but are now satisfied with the proposal. However, the original objection has never been formally withdrawn.
SEPA – Finalised comments yet to be received. A verbal report will be given by officers to the development management sub-committee.
BAA – No objection provided a Bird Hazard Management Plan is submitted and approved in writing.
PLANNING GAIN TEAM – Suitable financial contribution required to be used for environmental and core path network access improvements.
HISTORIC SCOTLAND – Do not object to the application but have concerns about the spatial relationship between the wider business park development and the setting of the Consumption Dyke to the north, which is a Scheduled Ancient Monument.

REPRESENTATIONS
Apart from the Community Council comments, one other letter of representation has been received.

The individual letter of representation contains an objection to the new roundabout that was originally proposed at the access to the site from the A944. However the proposal has now been amended to include a signalised "T" junction instead of the roundabout.

PLANNING POLICY
The site falls within a wider area allocated for Policy LR1 (Land Release Policy) purposes in the adopted Aberdeen Local Development Plan. It is also identified as an opportunity site (OP40) in the Plan.

The application site also falls within an area that has been subject to a Materplanning and Development Framework exercise.

EVALUATION
The first issue to be determined is whether or not the proposal complies with the development plan. The development plan consists of the approved Aberdeen City and Shire Structure Plan and the Aberdeen Local Development Plan (LDP).

The Structure Plan contains a number of high level policies and objectives relating to economic development. One objective is to provide opportunities which encourage economic development and create new employment in a range of areas that are both appropriate for, and attractive to, the needs of different

industries, while at the same time improving the essential strategic infrastructure necessary to allow the economy to grow in the long term. The Structure Plan seeks to achieve that objective by making sure there is at least 60 hectares of land available to businesses at all times in a range of places within Aberdeen City. At least 20 hectares of industrial land in the City and Shire falling within strategic growth areas (of which Aberdeen City forms part) should be of a standard which will attract high-quality businesses or be suitable for company headquarters. It is considered that the application comlies with these high level Structure Plan aspirations. Local Development Plans are identified as the vehicle by which new land allocations should be made to meet the high level Structure Plan targets.

Aberdeen LDP Policy LR1 states that employment development on sites allocated within Phase 1 (2007 – 2023) will be approved in principle within areas designated for employment. Table 4 of the LDP shows the site as falling within Phase 1 therefore the broad principle of employment development is established. Opportunity site 40 (OP40) states that the site offers an opportunity for a 50 hectare development of business land which will attract high quality businesses or be suitable for company headquarters. The proposal clearly complies with the LDP in terms of Policy LR1 and OP40. The office block would be occupied by an important player in the offshore oil industry and meet the aspirations for attracting prestgious occupiers to the business park. Approval of this application would act as a catalyst for attracting other high profile operators to the area.

In summary, it is considered that the proposal complies with the broad land use policies contained in the development plan.

A Development Framework and Phase 1 Masterplan report was approved by the Enterprise, Planning and Infrastructure Committee on 13th September 2011. The approved Framework covers a much wider area that the Plot 1 application site and takes in the areas of covered by the applications for Plots 2, 3 and 4. The Masterplan was subject to a rigorous public consultation process and is intended to be used as a tool to guide the detailed planning applications that will be submitted for the various developments within the business park .

The Development Framework sets out a clear vision for the business park:
to “create a business park with an exemplary working environment where quality architecture is set in a landscape which both enhances the buildings themselves and provides the highest levels of amenity for all” and “to provide a sustainable, well integrated extension to Kingswells which includes essential high quality business accommodation and employment opportunities to enhance the economic growth of the wider City Region.”

The key objectives for the Development Framework are to:

- Create a landscape which reflects the rural character of this area of Aberdeen; relates to the surrounding area and takes its references from the natural heritage;
- Create settings for buildings which are sympathetic, balanced and mitigate their visual impact on the landscape;

- Create external environments which enhance the daily living experience;
- Create a high quality environment by the considered design of external features such as footpaths, street furniture, woodland belts and boundary walls;
- Provide multiple connections and maximum choices for people to use sustainable travel modes to travel to work, e.g. walk, cycle, or bus.

The Masterplan subdivides the larger area into individual development “rooms”, one of which is the application site. The site is regarded as one of the most important within the development area as it is would be located at the main access to the business park. The retained section of tree belt along the southern boundary, taken together with the tree belt on the west boundary, the water feature and habitat created by the proposed SUDS pond on the southern part of the site and the proposed new tree belt along the north boundary would provide the setting for a high quality building on the site. Aquatic planting would be undertaken on the margins of the SUDS pond. The land around the SUDS pond would be regraded and moulded to form a series of landscaped swales an hillocks. It is considered that all of these proposals comply with the landscape objectives set out in the approved Masterplan and would provided a high quality setting for the buildings.

The application does however, raise a number of other material considerations that need to be addressed.

Trees

The formation of the vehicular access to the business park of the A944 dual carriageway would result in the loss of a number of trees along the road frontage which are covered by a Tree Preservation Order. The approved Masterplan and Development Framework recognises the TPO designation but has also acknowledged that some tree removal here would be required to form the main access into the site. Most of these trees are located in the eastmost 80 metres or so of the road frontage tree belt to allow for an appropriate length of deceleration lane for eastbound traffic entering the business park and sightlines for traffic leaving the park. While the loss of these trees would be regrettable, this has to be balanced against the development of the business park which will bring forward much needed business land in the City, thus helping to retain existing businesses in the City and attract new companies. The integrity of the westmost 150 metres or so of the tree belt would be retained but with one or two individual trees being removed for safety reasons. A total of 55 trees throughout the site would be felled to accommodate construction, levels, altrations and sight lines. A further 13 trees would also be felled for safety reasons. The loss of these trees along the A944 would initially seem regrettable but would have the advantage of allowing visual connectivity into the high quality landscaped setting of Plot 1 and would introduce a feeling of arrival at the main access road into the business park.

Landscape Impact

The applicants submitted a detailed Landscape Proposals Document in support of the application. Some of the overall landscape concept has been described under the Development Framework section above. However, the landscape

design for Plot 1 is based around the SUDS ponds (which are designed to accommodate other development plots as well as Plot 1), wild flower meadows, a planted woodland belt along the northern boundary and a mounded grassland setting for the building and car park. The retention of most of the existing tree belts and the creation of the new tree belt will help form the development "room" as indicated in the Development Framework. The immediate setting of the building would allow for a transition between the more formal setting of the building and the more naturalistic surroundings on the southern part of the site.

Access, Traffic and Transport

The applicants have submitted a Transport Assessment in support of both the application and the overall Phase 1 development. This has been evaluated by Roads officials and its conclusions are deemed to be satisfactory. The main access into Phase 1 of the business park would consist of a dual carriageway landscaped boulevard running in a northerly direction along the eastern part of the site, and connected to the A944 by a signalised T-junction. The boulevard would therefore serve both Plot 1 and the development land located to the north of it. The access from the boulevard into Plot 1 would be located some 70 metres north of the A944 junction. The existing vehicular access on the A944 into the Kingswells Park and Ride site would be closed off to motor vehicles but would still be available for use by pedestrians and cyclists. The existing opening in the central reservation at that point would also be closed off. Roads officials are satisfied with these arrangements therefore these proposals are considered to be acceptable.

Internally the site would be served by a network of pedestrian and cycle paths, generally laid out on an east – west grid, which would provide good access from the main access boulevard. These will form part of a wider integrated network of footpaths and cycle paths throughout the site. Again this is acceptable to Roads officials and it is considered that this will help create a good network of connected links throughout the business park, thus complying with one of the main aspirations of the Development Framework.

Roads officials require a Travel Plan to be developed and adhered to by the occupiers and it is proposed that this be made a requirement contained in the legal agreement.

Additional amendments required to the proposed cycle and motor cycle parking can be satisfactorily covered by condition.

Planning Gain

The application has been assessed by the Planning Gain team and it has been calculated that a financial contribution of £11,167 to be utilised towards environmental improvements and providing links to the core path network, would be appropriate.

Strategic Transport Fund (STF)

This is non-statutory supplementary guidance in support of the Aberdeen City and Shire Structure Plan 2009. The details are contained a report entitled "Delivering Identified Projects through a Strategic Transport Fund" which was approved by the Strategic Development Plan Authority on 15th December 2012.

Amongst several aims, the structure plan seeks to create sustainable mixed communities and make the most efficient use of the transport network. To help achieve these aims, the structure plan identifies strategic growth areas (the whole of Aberdeen City is a strategic growth area) as the main focus for development and includes several references to the link between the scale of new development proposed, the need to deliver new infrastructure and the requirement for developer contributions. These messages are reflected in the Local Development Plan and supported by Scottish Government Circular 1/2009: Development Planning and 1/2010: Planning Agreements. The method for calculating the required level of financial contribution to the STF is identified in the report and the level of contribution required from the application site is £474,004.

Low Carbon Emissions

LDP Policy R7 (Low and Zero Carbon Buildings) requires all new buildings to be installed with low and zero-carbon generating technology to reduce the predicted carbon dioxide emissions by at least 15% below 2007 building standards. The applicants have submitted BREEAM Offices Assessment which has been assessed by Buiding Standards officers. The report shows that the 15% target will be more than achieved and it is considered that the proposal therefore complies with Policy R7.

Widlife and Habitat

The applicants have submitted a comprehensive Ecological Survey Report and subsequent Ecological Management Plan in support of the application. These documents relate to the Phase 1 area of the opportunity site, not just the application site and are applicable to all of the Phase 1 planning applications to be determined.

Surveys took place in 2010, 2011 and 2012. The only evidence of badgers was a probable path and crossing point from the Home Farm area into Plot 2. Badgers are present in the wider area beyond the west of the site boundary. There was no evidence of otter or water vole on the Denburn and its suitability for these species is very low. Breeding bird activity on the main part of the site was low and largely restricted to birds recorded in the woodland areas bordering or adjacent to the site, or in the woodland strip bordering the A944. Bat activity levels from common and soprano pipistrelle bats around the woodland edges of the site, including along the A944 woodland strip, were high and it is likely there is a maternity roost in a nearby house. A soprano pipistrelle roost (possibly a mating roost) was suspected (from the behaviour of bats at dawn) in the trees bordering the A944, although no bat roost was confirmed during tree climbing survey in 2012. The main part of the site i.e. over the improved grass fields, provides only limited foraging for bats. There are records for red squirrel in the Kingswells area but no evidence of their presence was found. A grey squirrel was observed in the strip of woodland bordering the A944. Low numbers of frogs have been recorded in the marshy grassland area during initial amphibian survey.

The Ecological Management Plan identifies a detailed range of measures including new habitat creation that will be taken to increase the biodiversity of the site and provide opportunities for colonisation by new species. Broadly, these measures include

- Creation of SUDS Pond and Wet Wildflower Meadow thus creating new amphibian habitats, which would also be managed and monitored.

- Management Regimes for both of the habitat elements

- Planting of Native Woodland and Hedgerow

- Management of new Trees and Hedgerows

- Increasing Habitat Diversity in Existing Woodland eg by providing and maintaining bat and bird boxes and under planting with a ground layer.

It is proposed that the site would be monitored for a period of 5 years after completion. It is considered that the wildlife survey and proposed management regime are acceptable and will be instrumental in increasing bio-diversity both on the wider opportunity site and individual development sites within it.

Relationship with Consumption Dyke

Historic Scotland were consulted on the application and although they have not objected to the proposal, they did express some concerns about the spatial relationship between the wider business park development and the setting of the Consumption Dyke to the north, which is a Scheduled Ancient Monument. These concerns, however, relate more closely to the northern part of the overall opportunity site area, rather than Plot 1 itself. It is also a material consideration that the Scottish Government Reporters, in their decision letter relating to the LDP, stated that to the north, the overall development site would be contained within the line of the large 'consumption' dyke and both it and its immediate setting should be safeguarded. This can be secured through the green space network designation which runs along either side of it. The extent of the green space network shown on the LDP proposals map is indicative, and its precise extent will be confirmed through the subsequent master planning process. The connecting dykes extend southwards over a ridge. This should enable sufficient separation from the new built development to be secured so that the original agricultural function and setting of the dyke can be appreciated.

It is not considered that this is a particular issue affecting Plot 1 but in any case the approved Development Framework and Masterplan has taken account of the consumption dyke and will ensure that its setting is maintained.

SUMMARY

The proposal complies with the development plan and therefore there is no policy conflict. It also complies with the terms of the approved Development Framework and Masterplan. This proposal will result in a high quality business site set in an appropriate landscape setting. The loss of 55 trees covered by a Tree Preservation Order is considered to be more than compensated for by additional tree belt planting to the north of the building which will provide a sense of enclosure to the site. Suitable conditions will be attached to ensure the timeous implementation of the various necessary improvements to the local transport network. The financial contribution required for Planning Gain can be covered by condition and the STF contribution and Travel Plan by the legal agreement.

This development will help bring forward much needed high quality business land in the City and will encourage further inward investment in the area. It is therefore recommended that the sub-Committee approve the application subject to the conditions below and to a legal agreement in respect of a financial contribution to the Strategic Transport Fund (STF).

RECOMMENDATION

Approve with Legal Agreement

REASONS FOR RECOMMENDATION
the proposal complies with the development plan and the approved Kingswells Development Framework and Masterplan. It will bring forward much needed business development land in the City and act as a springboard for further inward investment.

it is recommended that approval is granted with the following condition(s):

(1) that all planting, seeding, turfing and other associated soft and hard landscape works, as well as the footpaths and cyclepaths all as comprised in approved drawing numbers

178_PH1_PL1_SE0_X001 Rev02; 178_PH1_PL1_SE1_S001 Rev02; 178_PH1_PL1_SE2_S001 Rev02; 178_PH1_SE3_S001 Rev02; 178_PH1_PL1_SE4_S001 Rev02; 178_PH1_PL1_SE5_S001 Rev02; 178_PH1_PL1_SE6_S001 Rev02; 178_PH1_PL1_SE1_H001 Rev02; 178_PH1_PL1_SE2_H001 Rev02; 178_PH1_PL1_SE3_H001 Rev02; 178_PH1_PL1_SE4_H001 Rev02; 178_PH1_PL1_SE5_H001 Rev02; 178_PH1_PL1_SE6_H001 Rev02,

or such other drawings as may subsequently be approved in writing for the purpose by the planning authority, shall be carried out in or before 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.

Reason - in the interests of the amenity and biodiversity of the area, the creation of new habitats and to ensure appropriate connectivity throughout the site.

(2) That all tree works on the site shall comply with the Plot 1 Arboricultural Method Statement prepared by Alan Morton Tree Consulting Ltd, a stamped copy of which is appended to this planning permission, or such other amended document that may subsequently be approved in writing for the purpose by the planning authority .

Reason - in order to ensure adequate protection for the trees on site during the construction of the development.

(3) that no part of the development shall be occupied unless

i) the new junction on the A944 has been constructed in compliance with approved Fairhurst drawing number 87537/1300 Revision F, or such other drawing as may subsequently be approved in writing for the purpose by the planning authority, and the junction and associated traffic signals and pedestrian/cycle Puffin and Toucan crossings are are fully operational; and

ii) the existing access road leading from the A944 into the Kingswells Park and Ride site has been closed off to vehicular traffic as detailed in approved Fairhurst drawing number 87537/1300 Revision F, or such other drawing as may subsequently approved in writing for the purpose by the planning authority. The existing access to the Park and Ride site shall not, however, be closed off until the alternative link road leading from the new boulevard to the Park and Ridec site has been completed and is fully operational.

Reason - in the interests of road safety, the free flow of traffic and to ensure that appropriate vehicular access is provided to the application site, the wider business park and the Kingswells Park and Ride facility.

(4) that the development shall not be occupied unless further detailed drawings showing a) a minimum of 38 long stay cycle stands, b) a minimum of 2 short stay cycle stands located close to the main entrance to the office building, c) a minimum of 15 motorcycle parking spaces and d) suitable showering facilities for cyclists within the office building have been submitted to, and approved in writing by, the planning authority.

Reason - in the interests of sustainability and to encourage the use of cycles/motorcycles for travel to and from the site.

(5) the development shall not be occupied unless the proposed SUDS ponds and associated SUDS measures have been constructed and are fully operational.

Reason - in the interests of sustainability, habitat creation and to ensure that the site is properly drained.

(6) that, unless otherwise agreed in writing by the planning authority, no trees on the site shall be felled, lopped, topped or otherwise interfered with other than those identifed for felling and remedial works in the report entitled Tree Survey and Arboricultural Constraints prepared by Alan Morton Tree Consulting Ltd and associated drawing number TS-02 Revision B, stamped copies of which are appended to this planning permission, or such other details or drawings as may

sebsequently be approved for the purpose in writing by the planning authority.

Reason - to minimise the loss of existing trees on the site and in the interests of amenity and landscape setting.

(7) that no development shall take place unless the tree protection measures identified in Alan Morton drawing number TPP-05, a stamped copy of which is appended to this planning permission, or such other drawing as may be subsequently approved in writing for the purpose by the planning authority, have been implemented and are fully operational. The tree protection measures shall remain in position until all construction work on the site has been completed. No trees located in the Park and Ride site shall be felled or otherwise interfered with without the pior written approval of the planning authority.

Reason - in order to preserve the amenity of the area

(8) that no materials, supplies, plant, machinery, spoil, changes in ground levels or construction activities shall be permitted within the protected areas specified in the approved scheme of tree protection without the prior written consent of the Planning Authority and no fire shall be lit in a position where the flames could extend to within 5 metres of foliage, branches or trunks.

Reason - in order to ensure adequate protection for the trees on site during the construction of the development.

(9) that no development shall take place unless a scheme for the creation of a link road between the the proposed boulevard and the Kingswells Park and Ride site has been submitted to, and approved in writing by, the planning authority. No part of the development shall be occupied unless the approved link road has been constructed, is fully operational and is available for use.

Reason - to ensure that vehicular access to the Park and Ride site is maintained after closure of the existing access on the A944.

(10) that the development shall not be occupied unless the energy measures assessed as being designed to achieve a "very good" BREEAM rating on page 9 of the BREEAM Offices Assessment undertaken by Wallace Whittle, a stamped copy of which is attached to this planning permission, have been implemented and are fully operational.

Reason - in the interests of sustainability and to ensure an energy efficient development.

(11) that the development shall not be occupied unless

i) the bus stops shown on approved Fairhurst drawing number 87537/1300 revision F, or such other drawing as may subsequently approved in writing for the purpose by the planning authority, have been constructed and are fully operational, and;

ii) a scheme for the provision of bus shelters at the bus stops has been submitted to, and approved in writing by, the planning authority and such scheme as may be so approved has been implemented and is fully operational.

Reason - in the interests of sustainablity and to encourage the use of public transport to and from the development

(12) that the development shall not be occupied unless a scheme for improvements to the capacity of the existing Kingswells roundabout on the A944 has been submitted to, and approved in wtiting by, the planning authority and the approved scheme has been implemented and is fully operational.

Reasons - In the interests of road safety and the free flow of traffic.

(13) that the development shall not be occupied unless the car parking provison shown on the approved drawings, or such other drawings as may subsequently be approved in writing for the purpose by the planning authority, have been constructed, laid out and demarcated and are available for use.

Reason - To ensure that sufficient car parking is available to cater for the development.

(14) that all external lighting shall comply with the Wallace Whittle External Lighting Strategy dated October 2011, a stamped copy of which is appended to this planning permission, or such other external lighting details as may subsequently be approved in writing for the purpose by the planning authority.

Reason - in the interests of amenity and to ensure that the development is adequately lit.

(15) that the development shall not be occupied unless the bird hazard management proposals contained in the Rentokil report entitled "Working with Halliday Fraser Munro to Maintain a Safe Woring Environment", a stamped copy of which is appended to this planning permission, or such other amended report as may subsequently be approved in writing for the purpose by the planning authority, have been implemented and are full operational.

Reason - to ensure the safe operation of aircraft using Aberdeen Airport.

(16) that, prior to two months before development commences on the site, the applicants shall submit a Construction Method Statement for the devlopment of the site and any associated works. All construction work shall comply with the terms of the approved Construction method Statement. No development shall take place unless the Construction method statement has been approved in writing by the planning authority.

Reason - to avoid the pollution of any watercourses during the course of construction and to ensure that the effects of any landfill that may exist on the site is safely mitigated.

(17) that the existing bus stops located to the east of the Kingswells roundabout shall remain available for public use until the new bus stops and bus shelters proposed to the west of the roundabout have been constructed and are available for public use.

Reason - In the interests of public safety and to encourage the use of public transport for travel to and from the site.

(18) that all development on the site shall generally comply with the principles established in the approved "OP40 - Kingswells Development Framework and Phase One Masterplan Report - September 2011"

Reason - to ensure that development on the application site generally complies with the approved Development Framework principles for the business park as a whole.

(19) that no development shall take place unless a Planning Gain financial contribution of £11,167 has been paid to the planning authority, by way of a suitable binding letter of agreement. The contribution will be used towards core path network environmental and access improvements.

Reason - to ensure that the development contributes towards the improvement of core path network access in the vicinity of the site and in the interests of sustainability.

Dr Margaret Bochel
Head of Planning and Sustainable Development.

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Kingswells
Community Council

Response to -

111683 Proposed Class 4 office development and global tra...Kingswells Business Park, Home Farm, Kingswells, Aberdeen

PAN

111644 Creation of secondary link street and turning circ...Land to north of Plot 2 Kingswells Business Park, Kingswells Home Farm, Kingswells, Aberdeen

111653 Erection of office building with associated access...Plot 1 Kingswells Business Park, Kingswells Home Farm, Kingswells, Aberdeen

111652 Erection of office building with associated access...Plot 2 Kingswells Business Park, Kingswells Home Farm, Kingswells, Aberdeen

01/12/11

Mr Ian Cox
Secretary
Kingswells Community Council

3 Corse Avenue
Kingswells
Aberdeen
[redacted]

1.0 Introduction

Kingswells Community Council (KCC) have been working with Drum Properties and the proposed layout and quality of the development is generally acceptable to the community. We have some concerns / objections regarding the roads and environmental issues that need to be addressed.

Most of our comments are about the roads around Kingswells. We have major concerns about the ability of the roads system to cope with future traffic volumes, particularly at peak times, and think there are some shortcomings in the Traffic Assessment (TA). We would like ACC Roads Department to include our comments in their assessment.

Other comments identify the impact the proposed changes will have on the Local Community and the members of the public who use the Park & Ride (P&R) and the Core Path / Cycleway on the boundary of the development.

If our comments (shown thus) are addressed in a satisfactory manner then the development including the suggested modifications would then be more acceptable to the community.

2.0 Planning Restrictions

The application is for Class 4 business use which is acceptable to the community. KCC note that this allows for the change of use to Class 6 without a further planning application. KCC has real concerns about change of use in the future and request that restrictions are placed on the current applications to prevent a change of use at any time with or without a planning application.

Future planning applications will include an area known as the Hub. Mixed use should be limited to this area.

3.0 Prime Four Development

3.1 The New Prime Four Roundabout

The proposal for Phase 1 is for 1,300 employees and future phases with between 2,500 and 3,000 employees i.e. up to 4,300 employees in total.

KCC note that the proposed plans show that the majority of the Prime Four development and the traffic from the 950 vehicles from Park and Ride share one spur off the new roundabout. Plot 1 of the development has exclusive use of a second spur off the roundabout. KCC question if this is the most effective use of the infrastructure. The best flow of traffic will be achieved where the flow of traffic on both spurs is equalised.

KCC request that officials verify that the TA is based on 100% utilisation of the Park and Ride facility. The assessment should not be limited to the current use of the P&R.

Traffic lights control the current exit for the P&R at peak times. This ensures easy access to the A944. The proposed road layout would result in P&R users joining the traffic queuing at the new roundabout via a left turn junction. The traffic flow of the 950 vehicles from the P&R would be subject to the generosity of other road users letting

them merge with the main access road. The TA does not assess the flow or traffic within the development. Roads officials should ensure that the flow of traffic from the new exit to the P&R is not impacted by the proposed road layout within the development. Provision should be made for traffic control at this junction if this is required at a future date.

3.2 Core Path / Cycleway to Westhill

The development utilises the existing walking and cycling routes which is desirable. However, the development has a detrimental affect on the people using these facilities to go to other destinations. The main impact is on cyclists.

In order to encourage cyclists to use a cycleway it is essential to remove delays. The current layout introduces significant delay to cyclist who will not be able to cross the road whilst vehicles are moving on any of the four spurs on the roundabout. Delays on the existing crossing at the P&R with its low usage were minimal.

If adequate provision is not made for cyclists then they will use the road which defeats the philosophy of providing a cycleway. Cycling on the A944 is not desirable from a safety point of view.

The proposed arrangement should include timing on the lights to allow a cyclist to clear the roundabout before the next phase of lights begins. This would have significant impact on the traffic flow. The TA should take account of the 'dead time' required to allow cycles to clear the roundabout. KCC request that ACC verify that this has been done.

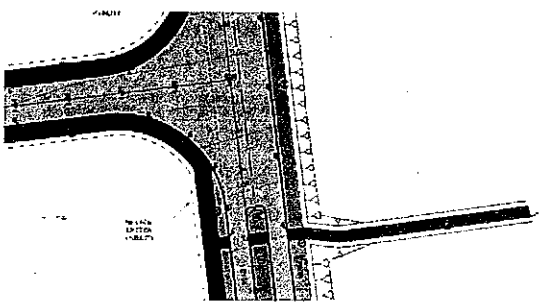
One possible solution to provide cyclists with minimum delay, and to ensure they do not use the road would be to provide an underpass. This would allow maximum flow of traffic for other road users. CCTV linked to the development security system would be required to deal with safety issues associated with using underpasses in a remote area.

Other solutions may be possible, but if they do not ensure cyclists stay off the road then the TA should include the 'dead time' on the signals to allow cyclists to use the roundabout safely.

A crossing should be provided for pedestrians and cyclists that don't use an underpass. The crossing should be located far enough back from the roundabout to allow safe use of a Toucan crossing at off-peak times. It is important to avoid the design flaws of the A944 / Lang Stracht roundabout.

3.3 Footpath between the P&R and the development

The footpath between the P&R and the development crosses the main road in the development. The crossing should be a Zebra or Pelican type. The footpath should be a combined footpath / cycleway.



3.4 Environmental Objections

The GSN area will be only partially green space as roads/paths and part of the proposed new roundabout will take up some of it. This area needs to remain as a properly functioning wildlife corridor along the line of the Den Burn. Roe deer are frequently seen in the area defined by Plot 1.

The drainage system proposed for Plot 1 is a real disappointment and a missed opportunity to enhance both the GSN area and the visual appearance of the development. The SUDS ponds which will replace the existing marshland are likely to be dried up for much of the year and will not provide the same opportunities for biodiversity and landscape enhancement as an open watercourse would. The latter could easily be created by opening up the culverted Den Burn (ie. similar to the existing open watercourse south of the park-and-ride which supports a variety of wildlife and does not flood). There are other prestige developments in the UK where a natural watercourse has been used very effectively to improve the developments visually but also support biodiversity.

4.0 Kingswells Roundabout

4.1 Cults Spur

KCC note that the new Kingswells roundabout shows that the road from Cults has two lanes. There is an existing issue with this arrangement that could have an impact on the performance of the junction and KCC ask that the Roads Department officials consider this in their assessment of the Traffic Assessment.

The issue is that the use of the second lane is restricted by oncoming traffic. The road is too narrow, and it is dangerous to use the second lane unless you are at the front of the queued traffic. Consequently, if there are a few cars turning left the second lane can only be used if a driver overtakes queued cars on a bend. Signalling of the lights is such that the overtaking manoeuvre is performed when the lights could change and the space the driver thought was available for overtaking is instantly used up by oncoming traffic that has been given a green light.

The Traffic Assessment should take account of the restricted use of the second lane for traffic coming from Cults, or the road layout should be improved.

4.2 Right Turn Towards Fairley Road

KCC welcome the additional lane off the roundabout going north. It will allow safe right turning towards Fairley Road / merging into one lane.

5.0 Bus Stops and Crossings on the A944

5.1 Bus stop at Kingswells Roundabout Westbound

The new Kingswells roundabout has been improved and this is welcomed. The new right turn lane to Kingswells has been provided, but the bus stop has been removed. The bus stop is required for use with Stagecoach buses. The position of the bus stop could present passengers with an additional lane of traffic to cross. The increased flow of traffic requires a crossing to assist bus users. The TA would have to be adjusted to account for the crossing

5.2 Bus stop at Prime Four Roundabout East and Westbound

Two new bus stops and a crossing are also required near the new roundabout. KCC note the intention to divert buses into the new development at peak times. The buses affected are those travelling to and from Aberdeen. The proposal does not make provision for bus users accessing the development from the west at any time, so a crossing would be required for those travelling west at peak times. The TA would have to be adjusted to account for the crossing

6.0 Limitation of the Traffic Assessment

6.1 Trip Distribution and Assignment

KCC is concerned that ACC seem to be skewing the results of the Trip Distribution data for Kingswells in favour of walking. Refer to the following quote from the TA

> 6.3.2 Initial results of the gravity model were submitted to ACC or agreement. Given the proximity of Kingswells residential settlement, which lies to the immediate east of the proposed site, ACC were concerned that the initial results overestimated the percentage of vehicles likely to be attracted from Kingswells settlement area. ACC requested the percentage of trips be adjusted to take account of the likelihood of travel to and from Kingswells being undertaken by more sustainable modes.
>
> 6.3.3 To adjust the level of vehicle trips attributed to the Kingswells area in the gravity model, reference was made to Census data for the Newhills area (which includes the Kingswells settlement) which shows that of all trips undertaken wholly within the local area, 23.7% were car-based trips. Consequently, the vehicle trips from Kingswells have been adjusted in line with the Newhills census results, i.e. it has been assumed that 23.7% of the distribution from the Kingswells area will travel by car. The overall percentage distribution has therefore been adjusted on this basis and the results are indicated in Table 6-4 of this report.

The purpose of a TA should be to identify the maximum flow of traffic – not to minimise the flow. If the flow prediction is underestimated then the road network will be more crowded than it should be, and ACC will have lost the opportunity for the developer to pay for the infrastructure their developments use.

KCC think that many people may want to walk to work in the summer, but may not be so keen on a winter's day. If the road network is designed for the summer figure then the roads will not be able to cope with the higher winter figure.

The figures are also skewed by not considering the traffic from the development planned at Countesswells. One of the main reasons for the Prime Four development was to provide employment land for people in the local area and to make more sustainable communities. 3,000 homes is a large number to ignore.

KCC is aware that Drum is not responsible for the development at Countesswells and should not be liable for the costs of providing infrastructure. The modifications to Kingswells roundabout and the provision of a new roundabout on the A944 are significant improvements that ACC should ensure will be adequate for all developments planned. If additional capacity over and above that identified by Drum is required, it should be identified at this stage.

6.2 Cumulative Impact on Road Network

The following is an extract from the TA.

> **5.5 Cumulative Impacts**
>
> 5.5.1 With regards to wider cumulative transport impacts, beyond the studied network, the Council are currently consulting on Supplementary Planning Guidance which proposes a mechanism for securing developer contributions towards strategic transport infrastructure, including enhanced footway, cycling and public transport networks. As part of the Developers mitigation strategy (as detailed in Chapter 7) there will be wholesale upgrading of the Kingswells roundabout. To ensure the long term viability of the Business Park, the developer will seek to carry out this work as part of their contribution to the Strategic Transport Fund.

The contribution to the Strategic Transport Fund (STF) is to compensate for the impact the development has on the infrastructure that cannot be directly provided by making road improvements. Where the impact is too small to correct ACC should collect contributions that can be aggregated to account for improvements that would be required by the cumulative effect of several low impact developments.

The costs of improvements to the A944 are required as a direct result of the development and represent the costs required to make the development viable. Consequently, it is not appropriate for these costs to form part of their contribution to the Strategic Transport Fund.

The TA identifies that Queens Road and the Lang Stracht will be prime routes for vehicles accessing the new development. The Westhill Roundabout will also be impacted by the development. Although this TA has identified that no improvements will be required at the Westhill roundabout the development will reduce the spare capacity of the roundabout. The development should contribute to the STF for the road capacity used on the above routes and roundabout.

Hello Ian

Many thanks for your e-mail. I will have to consult with my roads/traffic colleagues before replying to you but will get back to you as soon as possible.

Regards,
Harry

>>> "Ian Cox [redacted]9/02/2012 13:13 >>>
Harry,

Please disregard the previous email \u8211 ? I pressed send by accident before I finished the email.

Sorry for the delay in responding. I wanted to call but I have not found the opportunity due to work commitments.

The revised proposals suggested by Drum do address most of KCC's concerns and we would not object to the proposed changes if ACC consider them to be an improvement to the original. However, KCC would not be comfortable withdrawing their original comments to ACC.

The application is significant and KCC is dependent on ACC to verify that technically the application provides a solution that works as well as Drum claim and that Drum have addressed all the issues associated with the development.

For instance the Cults road on to the main roundabout has two lanes that cannot work at 100% efficiency. We would like you to confirm that the traffic flow model takes this into account. If it does not then we would expect you to act.

We have identified to ACC that Countesswells has not been considered. There needs to be joined up thinking on the impact two major developments would have on the road network. It is clearly not Drum's responsibility to do this. This is ACC\u8217 ?s responsibility. ACC should be aware of the impact the occupiers of 3,000 homes would have passing through this area. A high proportion of these people will work at the proposed development or at Westhill or further afield at Dyce. All of these journeys will be via this part of the road network. ACC should consider if the best solution for the cumulative traffic issue is to continue to add lanes, or is there a better one that involves ACC or another developer contributing to the improvements at this stage? We need ACC to look at the big picture and not be limited by the scope of this single application.

We are assuming that the proposed modifications will allow safe right turn into Fairley Road. ACC should consider if the proposal achieves this objective. The plans stop at this junction and don't show how the extra lanes join the existing road layout north of the junction. Does having a toucan crossing impact on the traffic assessment?

Drum claim that the revised road layout works as well as the original proposal. Is this the case, or are there any other technical issues?

The bus stop provision on the A944 is clearly better in the revised proposal than the original, but does it fulfil Drum\u8217 ?s obligation? Does moving the bus stop to the other side of the roundabout push travel distances by some residents out with the maximum requirements? If so then ACC should act, and an additional stop and crossing may be required.

KCC have raised concerns to ACC and we do not feel we can withdraw our comments. We would not object to the proposed changes if ACC consider them to be an improvement to the original and if they fulfil Drum\u8217 ?s obligations.

It would be good to have your feedback.

Thanks

Ian Cox

Kingswells Community Council

-------- Original message -------- Subject: Emailing: Kingswells Business Park - Drum response to KCC objection From: Harry Campbell To[redacted]

FAO Ian Cox

Hello Ian

Please find attached a copy of a letter I have received from the Drum Property Group which addresses the points raised in your letter to the planning authority dated 1st December 2011. Roads officials and myself are in general agreement with the responses given by Drum. I would appreciate if KCC could examine Drum's letter and consider whether it's contents give you enough comfort to enable you to withdraw your objection.

I look forward to your response to enable the determination of the application to be addressed. If you have any queries don't hesitate to get in touch.

Regards,
Harry

Harry Campbell

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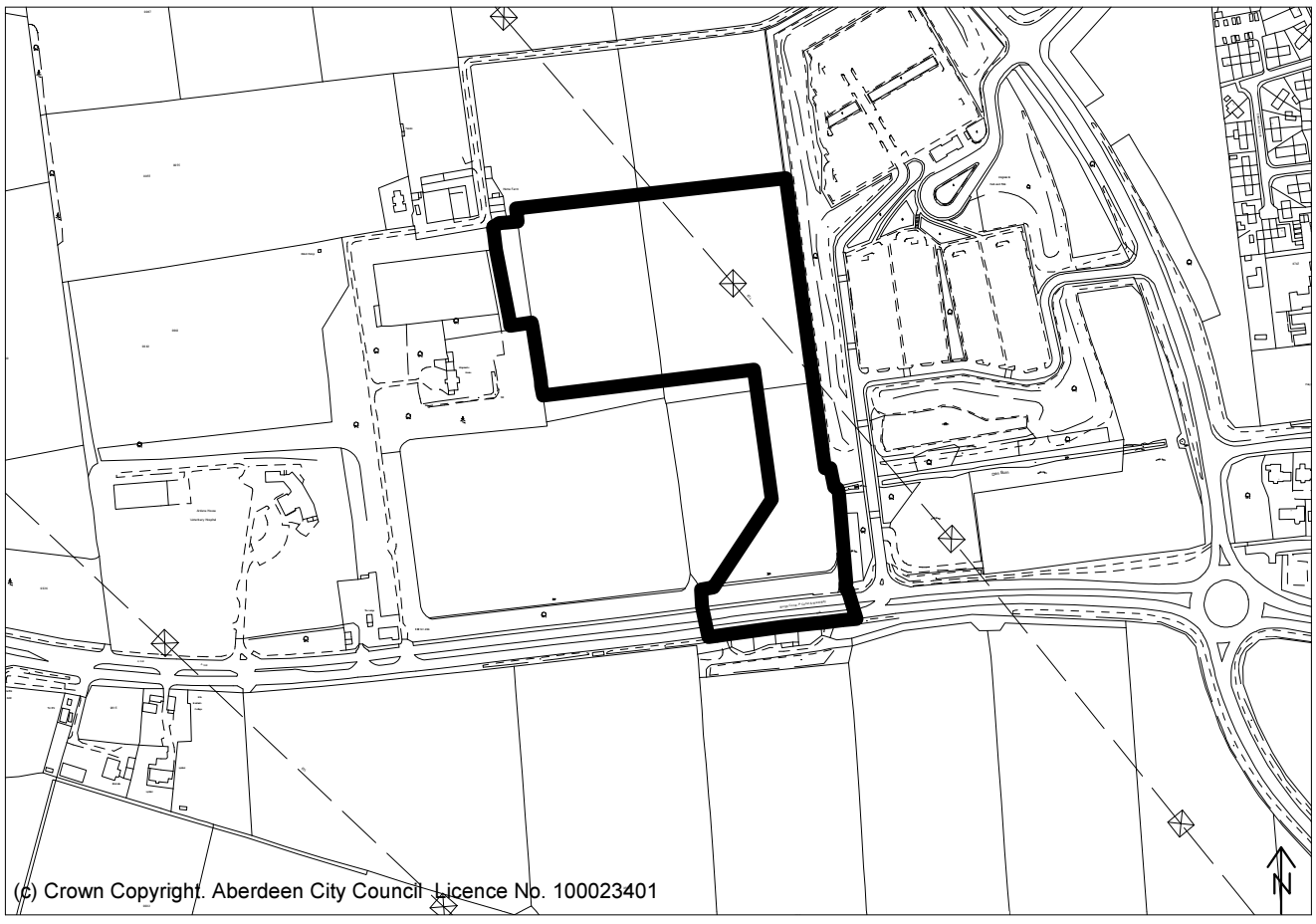
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PLOT 2 KINGSWELLS BUSINESS PARK,
KINGSWELLS HOME FARM

ERECTION OF OFFICE BUILDING WITH ASSOCIATED ACCESS ARRANGEMENTS (INCORPORATING NEW ROUNDABOUT JUNCTION WITH THE A944), CAR/CYCLE PARKING, SERVICING AND LANDSCAPING AND DRAINAGE PROPOSALS

For: Drum Kingswells Business Park Ltd/Apache Ltd

Application Ref.	: P111652	Advert	: Dev. Plan Departure
Application Date	: 02/11/2011	Advertised on	: 16/11/2011
Officer	: Harry Campbell	Committee Date	: 22 March 2012
Ward: Kingswells/Sheddocksley (L Ironside/P Stephen/W Stuart)		Community Council	: Comments



RECOMMENDATION: Approve with Legal Agreement

DESCRIPTION
The site lies on the north side of the A944 Aberdeen – Westhill dual carriageway, a short distance to the west of the Kingswells roundabout. It consists of 2.no south facing agricultural fields presently laid out to grass, and seperated by a north-south running dry-stane dyke. These fields are located immediately north of Plot 1, which is the subject of a separate planning application.

The site covers an area of approximately 4.10 ha, and is irregular in shape in order to encompasses both the primary development area, and access proposals from the A944. The site is currently accessed from a short length of roughly surfaced access road leading from the A944 to a gated field access within the adjacent field to the south.

The Kintore to Craigbuckler 132Kv transmisson line crosses the site at the north east corner, with a pylon sited halfway up the plot close to the eastern boundary. The applicants are currently discussing options with Scottish and Southern Electricty to underground this line and remove the existing pylon, but for the purpose of the current application these features are treated as retained.

The Kingswells Park and Ride facility is located to the immediate east of the site, screened by a well planted (c.) 28 metre wide amenity strip of semi-mature mixed woodland. To the west of the site lies Kingswells House and its walled garden, both of which are set within existing mature policies. To the north west is a collection of buildings known as Home Farm. Sloping agricultural land to the north and south of the site are subject to seperate, but related, planning applications for further business park development, including a tandem application for planning permission for creating of a northern access (Secondary Link Street) to the Plot 2 site.

PRE-APPLICATION CONSULTATION
The applicants have fulfilled their statutory obligation to undertake pre-application consultation (PAC) with the local community and have submitted the necessary Pre-application Consultation Report along with the application. PAC is required because the development falls within the category of “major development”. With the agreement of the planning authority, a combined consulation exercise was undertaken in respect of the Development Framework and Phase One Masterplan as well as the detailed proposals for Plots 1 and 2, both of which constitute major applications. (Members may care to note that there is a separate planning application for Plot 1 which also falls to be considered on this agenda.) In brief, the applicants undertook the following actions in respect of PAC:–

Meetings with representatives of Kingswells Community Council to explore conceptual ideas and address ket concerns.

Served a Proposal of Application Notice (PAN) on relevant parties.

Advertised and held a public event, including an exhibition, in Kingswells Primary School. This was organised in consultation with the Community Council. 38 people attended the event and all were encouraged to complete a questionnaire/comments form. A total of 21 forms were returned.

Briefed local Council Members, MP and MSP about the event and its purpose.

Launched a web site from 20th July – 15th August 2011 to enable further comments to be made by people who could not attend the public event. The existence of the web site was advertised in the Community Council news letter. A total of 7 responses were received by this means.

The main issues raised by the community as a result of the PAC related to

Ability of the local road network (especially the A944) to cope with the development;

AWPR will have a positive impact;

Park & Ride needs to be promoted;

Air pollution from road traffic;

Pleased with high quality design that is proposed;

High standard of design should be maintained;

Opportunities for heat and power to be provided should be investigated;

Development will be positive for the City;

No need for development of this type in Kingswells;

Will increase income in the area;

Removal of pylons is acceptable.

HISTORY
There is no relevant planning history attached to the application site.

PROPOSAL
This is an application for full planning permission for the erection of an office building with a gross floor area of 13,216 square metres. The main building would be located generally within the centre of the Plot 2 site, and would consist of two distinct blocks, orientated along an east/west axis. A glass link would be created between the two blocks. The blocks would be three-storey to the north, with an undercroft parking area built into the existing topography, and three-storey to the south, with an additional penthouse level. Building roofs will be flat, with a roof terrace opening from the penthouse.

The external walls would be clad with granite (light grey), aluminium framed dark grey glazed curtain walling and wood and resin panelling (dark grey). The penthouse would be predominately glazed, with plant areas clad with vertical metal louvres (dark grey) and further wood and resin panelling (dark grey). The elevations of the two building blocks would consist of horizontally proprotioned glazed bays, seperated by granite cladding. These blocks would be 12.67 meteres high, with the northern block sitting into the slope of the site.

The glazed central "link" created between the two blocks would include a large atrium space, and accommodate the main lifts and staff toilets. The main entrance to the building would be from the north. The majority of the building would contain open plan office space. Rooflights and banks of solar panels would be placed on the roof, although they would be hidden behind the parapet. Some plant areas would however be visible above the parapet.

Vehicular access into the site is proposed via a new signalised T-junction on the A944, which then leads into a Secondary Link Street, subject to a separate, tandem, planning application. Surface car parking accommodating 284.no cars is proposed within the northern quadrant of the site, accessed from the Secondary Link Street (subject to separate planning application). Additional car parking for a further 68.no cars is proposed within a car park underneath the building footprint. A total provision of 352.no spaces are therefore provided, including 19.no wheelchair accessible.

The service yard is located to the east of the building, with a dedicated, screened, access to this area proposed from the adjacent boulevard. A separate bin store is located within the service yard. A smoking shelter is located to the north of the service yard, a storey level above. Pedestrain and cycle access to the site are provided from the proposed access boulevard.

REASON FOR REFERRAL TO SUB-COMMITTEE

Kingswells Community Council originally objected to the application – the objection has not formally been withdrawn but the Community Council have confirmed that, following certain clarifications, they are now satisfied with the proposal. However, this means that the application still falls outwith the approved scheme of delegation.

CONSULTATIONS

ROADS SECTION – A Transport Assessment, taking account of the application proposal and the other proposed developments on the business park, has been submitted in support of the application and its conclusions and identified mitigation measures have been agreed. Walking and Cycling – All walking/cycling paths within the development will be constructed to shared use footway/cycleway standard. There would be an upgrade to the Westhill Cycleway along the southern boundary Plot 1 as far as the western end of the new decelaration/left turn lane. A Toucan crossing is proposed across the the development access road at the new junction and a pedestrian crossing facility is also proposed across the A944 to the east of the development access where a new bus stop will be located. Public Transport – access to the development will be by way of the existing Park and Ride service and services on the A944. However, at present there is no commitment from the existing operators to divert services into the site. Future applications in Phase 1 should investigate if, and how, this can be achieved. Travel Plan – prior to occupation of the development the applicant should agree a suitable Travel Plan with the local authority by way of a legal agreement. Parking – 352 car parking spaces are proposed and this is acceptable to Roads officials. Suitable cycle and motor cycle parking should be provided. Access and Road Layout – access will be via a new signalised "T" junction and this is considered acceptable. The speed limit at the junction should be reduced from 50mph to 40mph by way of implementing a TRO, the cost of which would be borne by the developer. A capitalised payment for the

maintenance of new traffic lights for a 10 year period will be required. Local Road Network – Mitigation measures are proposed for the Kingswells roundabout, consisting of additional approach lanes on the A944 and C89 north approaches. Strategic Transport Fund (STF) Contributions - a contribution of £355,937 will be required for an office development of this scale. Drainage Impact Assessment – discussions currently on going but can be dealt with by way of Road Construction Consent and does not need to be covered by a condition.
ENVIRONMENTAL HEALTH – No comments received
COMMUNITY COUNCIL – Initially objected to the application but are now satisfied with the proposal. However, the original objection has never been formally withdrawn.
SEPA – Finalised comments yet to be received. A verbal report will be given by officers to the development management sub-committee.
BAA – No objection provided a Bird Hazard Management Plan is submitted and approved in writing.
PLANNING GAIN TEAM – Suitable financial contribution required to be used for environmental and core path network access improvements.
HISTORIC SCOTLAND – Do not object to the application but have concerns about the spatial relationship between the wider business park development and the setting of the Consumption Dyke to the north, which is a Scheduled Ancient Monument.

REPRESENTATIONS
Apart from the original Community Council comments, no letters of representation have been received.

PLANNING POLICY
The site falls within a wider area allocated for Policy LR1 (Land Release Policy) purposes in the adopted Aberdeen Local Development Plan. It is also identified as an opportunity site (OP40) in the Plan.

The application site also falls within an area that has been subject to a Materplanning and Development Framework exercise.

EVALUATION
The first issue to be determined is whether or not the proposal complies with the development plan. The development plan consists of the approved Aberdeen City and Shire Structure Plan and the Aberdeen Local Development Plan (LDP).

The Structure Plan contains a number of high level policies and objectives relating to economic development. One objective is to provide opportunities which encourage economic development and create new employment in a range of areas that are both appropriate for, and attractive to, the needs of different industries, while at the same time improving the essential strategic infrastructure necessary to allow the economy to grow in the long term. The Structure Plan seeks to achieve that objective by making sure there is at least 60 hectares of land available to businesses at all times in a range of places within Aberdeen City. At least 20 hectares of industrial land in the City and Shire falling within strategic growth areas (of which Aberdeen City forms part) should be of a standard which will attract high-quality businesses or be suitable for company headquarters. It is considered that the application comlies with these high level Structure Plan aspirations. Local Development Plans are identified as the vehicle

by which new land allocations should be made to meet the high level Structure Plan targets.

Aberdeen LDP Policy LR1 states that employment development on sites allocated within Phase 1 (2007 – 2023) will be approved in principle within areas designated for employment. Table 4 of the LDP shows the site as falling within Phase 1 therefore the broad principle of employment development is established. Opportunity site 40 (OP40) states that the site offers an opportunity for a 50 hectare development of business land which will attract high quality businesses or be suitable for company headquarters. The proposal clearly complies with the LDP in terms of Policy LR1 and OP40. The office block would be occupied by an important player in the offshore oil industry and meet the aspirations for attracting prestgious occupiers to the business park. Approval of this application would act as a catalyst for attracting other high profile operators to the area.

In summary, it is considered that the proposal complies with the broad land use policies contained in the development plan.

A Development Framework and Phase 1 Masterplan report was approved by the Enterprise, Planning and Infrastructure Committee on 13th September 2011. The approved Framework covers a much wider area that the Plot 1 application site and takes in the areas of covered by the applications for Plots 2, 3 and 4. The Masterplan was subject to a rigorous public consultation process and is intended to be used as a tool to guide the detailed planning applications that will be submitted for the various developments within the business park .

The Development Framework sets out a clear vision for the business park:
to “create a business park with an exemplary working environment where quality architecture is set in a landscape which both enhances the buildings themselves and provides the highest levels of amenity for all” and “to provide a sustainable, well integrated extension to Kingswells which includes essential high quality business accommodation and employment opportunities to enhance the economic growth of the wider City Region.”

The key objectives for the Development Framework are to:

- Create a landscape which reflects the rural character of this area of Aberdeen; relates to the surrounding area and takes its references from the natural heritage;
- Create settings for buildings which are sympathetic, balanced and mitigate their visual impact on the landscape;
- Create external environments which enhance the daily living experience;
- Create a high quality environment by the considered design of external features such as footpaths, street furniture, woodland belts and boundary walls;
- Provide multiple connections and maximum choices for people to use sustainable travel modes to travel to work, e.g. walk, cycle, or bus.

The Masterplan subdivides the larger area into individual development “rooms”, one of which is the application site. There are presently no trees on the main body of the application site, where the office block and car parking would be located. Some 55 trees subject to a Tree Preservation Order would have to be removed to allow the construction of the main access onto the A944. The retained section of tree belt along the southern boundary of Plot 1, taken together with the proposed new tree belt on north boundary of Plot 1 (abutting the south boundary of Plot 2, the woodland policies of Kingswells House on the west boundary, and the water feature and habitat created by the proposed SUDS pond on Plot 1 would provide the setting for a high quality building on the site. It is considered that all of these proposals comply with the landscape objectives set out in the approved Masterplan and would provided a high quality setting for the buildings.

The application does however, raise a number of other material considerations that need to be addressed.

Trees

The formation of the vehicular access to the business park of the A944 dual carriageway would result in the loss of a number of trees along the road frontage which are covered by a Tree Preservation Order. The approved Masterplan and Development Framework recognises the TPO designation but has also acknowledged that some tree removal here would be required to form the main access into the site. Most of these trees are located in the eastmost 80 metres or so of the road frontage tree belt to allow for an appropriate length of deceleration/left turning lane for eastbound traffic entering the business park and sightlines for traffic leaving the park. While the loss of these trees would be regrettable, this has to be balanced against the development of the business park which will bring forward much needed business land in the City, thus helping to retain existing businesses in the City and attract new companies. The integrity of the westmost 150 metres or so of the tree belt would be retained but with one or two individual trees being removed for safety reasons. A total of 55 trees throughout the site would be felled to accommodate construction, levels, alterations and sight lines. A further 13 trees would also be felled for safety reasons. The loss of these trees along the A944 would initially seem regrettable but would have the advantage of allowing visual connectivity into the high quality landscaped setting of Plots 1 and 2 and would introduce a feeling of arrival at the main access road into the business park.

Landscape Impact

The applicants submitted a detailed Landscape Proposals Document in support of the application. Some of the overall landscape concept has been described under the Development Framework section above. However, the landscape design for Plot 2 is based around the creation of a development “room” by creating a visual framework using the existing Kingswells House policies, the proposed woodland belt on the north boundary of Plot 1 and a newly planted avenue of trees along the north boundary of the application site. The existing wodland planting on the Park and Ride site to the east will also help to frame the site.

Access, Traffic and Transport

The applicants have submitted a Transport Assessment in support of both the application and the overall Phase 1 development. This has been evaluated by Roads officials and its conclusions are deemed to be satisfactory. The main access into Phase 1 of the business park would consist of a dual carriageway landscaped boulevard running in a northerly direction along the eastern part of the site, and connected to the A944 by a signalised T-junction. The boulevard would therefore serve both Plots 1 and 2 as well as the development land located to the north of these Plots. The main access from the boulevard into Plot 2 would be via a new link road (which is subject to a separate planning application) that would be created along the north boundary of Plot 2. The junction of the new link road with the boulevard would be some 300 metres north of the new signalised "T" junction on the A944. There would be a separate servive access taken from the boulevard. The existing vehicular access on the A944 into the Kingswells Park and Ride site would be closed off to motor vehicles but would still be available for use by pedestrians and cyclists. The existing opening in the central reservation on the A944 at that point would also be closed off. Roads officials are satisfied with these arrangements therefore these proposals are considered to be acceptable.

Internally the site would be served by a pedestrian and cycle accesses on the eastern boundary, allowing for easy access to the boulevard and Park and Ride site to the east.. These accesses will form part of a wider integrated network of footpaths and cycle paths throughout the site. Again this is acceptable to Roads officials and it is considered that this will help create a good network of connected links throughout the business park, thus complying with one of the main aspirations of the Development Framework.

Roads officials require a Travel Plan to be developed and adhered to by the occupiers and it is proposed that this be made a requirement contained in the legal agreement.

Additional amendments required to the proposed cycle and motor cycle parking can be satisfactorily covered by condition.

Planning Gain

The application has been assessed by the Planning Gain team and it has been calculated that a financial contribution of £12,365 to be utilised towards environmental improvements and providing links to the core path network, would be appropriate.

Strategic Transport Fund (STF)

This is non-statutory supplementary guidance in support of the Aberdeen City and Shire Structure Plan 2009. The details are contained a report entitled "Delivering Identified Projects through a Strategic Transport Fund" which was approved by the Strategic Development Plan Authority on 15th December 2012. Amongst several aims, the structure plan seeks to create sustainable mixed communities and make the most efficient use of the transport network. To help achieve these aims, the structure plan identifies strategic growth areas (the whole of Aberdeen City is a strategic growth area) as the main focus for development and includes several references to the link between the scale of new development proposed, the need to deliver new infrastructure and the requirement for developer contributions. These messages are reflected in the

Local Development Plan and supported by Scottish Government Circular 1/2009: Development Planning and 1/2010: Planning Agreements. The method for calculating the required level of financial contribution to the STF is identified in the report and the level of contribution required from the application site is £355,937.

Low Carbon Emissions

LDP Policy R7 (Low and Zero Carbon Buildings) requires all new buildings to be installed with low and zero-carbon generating technology to reduce the predicted carbon dioxide emissions by at least 15% below 2007 building standards. The applicants have submitted BREEAM Offices Assessment which has been assessed by Buiding Standards officers. The report shows that the 15% target will be more than achieved and it is considered that the proposal therefore complies with Policy R7.

Widlife and Habitat

The applicants have submitted a comprehensive Ecological Survey Report and subsequent Ecological Management Plan in support of the application. These documents relate to the Phase 1 area of the opportunity site, not just the application site and are applicable to all of the Phase 1 planning applications to be determined.

Surveys took place in 2010, 2011 and 2012. The only evidence of badgers was a probable path and crossing point from the Home Farm area into Plot 2. Badgers are present in the wider area beyond the west of the site boundary. There was no evidence of otter or water vole on the Denburn and its suitability for these species is very low. Breeding bird activity on the main part of the site was low and largely restricted to birds recorded in the woodland areas bordering or adjacent to the site, or in the woodland strip bordering the A944. Bat activity levels from common and soprano pipistrelle bats around the woodland edges of the site, including along the A944 woodland strip, were high and it is likely there is a maternity roost in a nearby house. A soprano pipistrelle roost (possibly a mating roost) was suspected (from the behaviour of bats at dawn) in the trees bordering the A944, although no bat roost was confirmed during tree climbing survey in 2012. The main part of the site i.e. over the improved grass fields, provides only limited foraging for bats. There are records for red squirrel in the Kingswells area but no evidence of their presence was found. A grey squirrel was observed in the strip of woodland bordering the A944. Low numbers of frogs have been recorded in the marshy grassland area during initial amphibian survey.

The Ecological Management Plan identifies a detailed range of measures including new habitat creation that will be taken to increase the biodiversity of the site and provide opportunities for colonisation by new species. Broadly, these measures include

- Creation of SUDS Pond and Wet Wildflower Meadow thus creating new amphibian habitats, which would also be managed and monitored.
- Management Regimes for both of the habitat elements
- Planting of Native Woodland and Hedgerow
- Management of new Trees and Hedgerows

- Increasing Habitat Diversity in Existing Woodland eg by providing and maintaining bat and bird boxes and under planting with a ground layer.

It is proposed that the site would be monitored for a period of 5 years after completion. It is considered that the wildlife survey and proposed management regime are acceptable and will be instrumental in increasing bio-diversity both on the wider opportunity site and individual development sites within it.

Relationship with Consumption Dyke

Historic Scotland were consulted on the application and although they have not objected to the proposal, they did express some concerns about the spatial relationship between the wider business park development and the setting of the Consumption Dyke to the north, which is a Scheduled Ancient Monument. These concerns, however, relate more closely to the northern part of the overall opportunity site area, rather than Plot 2 itself. It is also a material consideration that the Scottish Government Reporters, in their decision letter relating to the LDP, stated that to the north, the overall development site would be contained within the line of the large 'consumption' dyke and both it and its immediate setting should be safeguarded. This can be secured through the green space network designation which runs along either side of it. The extent of the green space network shown on the LDP proposals map is indicative, and its precise extent will be confirmed through the subsequent master planning process. The connecting dykes extend southwards over a ridge. This should enable sufficient separation from the new built development to be secured so that the original agricultural function and setting of the dyke can be appreciated.

It is not considered that this is a particular issue affecting Plot 1 but in any case the approved Development Framework and Masterplan has taken account of the consumption dyke and will ensure that its setting is maintained.

SUMMARY

The proposal complies with the development plan and therefore there is no policy conflict. It also complies with the terms of the approved Development Framework and Masterplan. This proposal will result in a high quality business site set in an appropriate landscape setting. The loss of 55 trees covered by a Tree Preservation Order is considered to be more than compensated for by additional tree belt planting to the north of the building which will provide a sense of enclosure to the site. Suitable conditions will be attached to ensure the timeous implementation of the various necessary improvements to the local transport network. The financial contribution required for Planning Gain can be covered by condition and the STF contribution and Travel Plan by the legal agreement. This development will help bring forward much needed high quality business land in the City and will encourage further inward investment in the area. It is therefore recommended that the sub-Committee approve the application subject to the conditions below and to a legal agreement in respect of a financial contribution to the Strategic Transport Fund (STF).

RECOMMENDATION

Approve with Legal Agreement

REASONS FOR RECOMMENDATION
The proposal complies with the development plan and therefore there is no policy conflict. It also complies with the terms of the approved Development Framework and Masterplan. This proposal will result in a high quality business site set in an appropriate landscape setting. The loss of 55 trees covered by a Tree Preservation Order is considered to be more than compensated for by additional tree belt planting to the north of the building which will provide a sense of enclosure to the site. Suitable conditions will be attached to ensure the timeous implementation of the various necessary improvements to the local transport network. The financial contribution required for Planning Gain can be covered by condition and the STF contribution and Travel Plan by the legal agreement. This development will help bring forward much needed high quality business land in the City and will encourage further inward investment in the area. It is therefore recommended that the sub-Committee approve the application subject to the conditions below and to a legal agreement in respect of a financial contribution to the Strategic Transport Fund (STF).

it is recommended that approval is granted with the following condition(s):

(1) that all planting, seeding, turfing and other associated soft and hard landscape works and levels, as well as the footpaths and cyclepaths all as comprised in approved drawing numbers

178_PH1_PL2_SE0_X001 Rev02; 178_PH1_PL2_SE0_X001 Rev02; 178_PH1_PL2_SE0_X003 Rev02; 178_PH1_PL2_SE1_H001 Rev02; 178_PH1_PL2_SE2_H001 Rev02; 178_PH1_PL2_SE3_H001 Rev02; 178_PH1_PL2_SE4_H001 Rev02; 178_PH1_PL2_SE5_H001 Rev02; 178_PH1_PL2_SE6_H001 Rev02; 178_PH1_PL2_SE1_S001 Rev02; 178_PH1_PL2_SE2_S001 Rev02; 178_PH1_PL2_SE3_S001 Rev02; 178_PH1_PL2_SE4_S001 Rev02; 178_PH1_PL2_SE5_S001 Rev02; 178_PH1_PL2_SE6_S001 Rev02;

or such other drawings as may subsequently be approved in writing for the purpose by the planning authority, shall be carried out in or before 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.

Reason - in the interests of the amenity and biodiversity of the area, the creation of new habitats and to ensure appropriate connectivity throughout the site.

(2) That all tree works on the site shall comply with the Plot 2 Arboricultural Method Statement prepared by Alan Morton Tree Consulting Ltd, a stamped copy of which is appended to this planning permission, or such other amended document that may subsequently be

approved in writing for the purpose by the planning authority .

Reason - in order to ensure adequate protection for the trees on site during the construction of the development.

(3) that no part of the development shall be occupied unless

i) the new junction on the A944 has been constructed in compliance with approved Fairhurst drawing number 87537/1300 Revision F, or such other drawing as may subsequently be approved in writing for the purpose by the planning authority, and the junction and associated traffic signals and pedestrian/cycle Puffin and Toucan crossings are are fully operational; and

ii) the existing access road leading from the A944 into the Kingswells Park and Ride site has been closed off to vehicular traffic as detailed in approved Fairhurst drawing number 87537/1300 Revision F, or such other drawing as may subsequently approved in writing for the purpose by the planning authority. The existing access to the Park and Ride site shall not, however, be closed off until the alternative link road leading from the new boulevard to the Park and Ridec site has been completed and is fully operational.

Reason - in the interests of road safety, the free flow of traffic and to ensure that appropriate vehicular access is provided to the application site, the wider business park and the Kingswells Park and Ride facility.

(4) that the development shall not be occupied unless further detailed drawings showing a) a minimum of 38 long stay cycle stands, b) a minimum of 2 short stay cycle stands located close to the main entrance to the office building, c) a minimum of 15 motorcycle parking spaces and d) suitable showering facilities for cyclists within the office building have been submitted to, and approved in writing by, the planning authority.

Reason - in the interests of sustainability and to encourage the use of cycles/motorcycles for travel to and from the site.

(5) the development shall not be occupied unless the proposed SUDS ponds and associated SUDS measures in Plot 1, approved as part of planning permission reference P111653, have been constructed and are fully operational.

Reason - in the interests of sustainability, habitat creation and to ensure that the site is properly drained.

(6) that, unless otherwise agreed in writing by the planning authority, no trees on the site shall be felled, lopped, topped or otherwise interfered with other than those identifed for felling and remedial works in the report entitled Tree Survey and Arboricultural Constraints prepared by Alan Morton Tree Consulting Ltd and associated drawing number TS-02 Revision B, stamped copies of which are appended

to this planning permission, or such other details or drawings as may sebsequently be approved for the purpose in writing by the planning authority.

Reason - to minimise the loss of existing trees on the site and in the interests of amenity and landscape setting.

(7) that no development shall take place unless the tree protection measures identified in Alan Morton drawing number TPP-05, a stamped copy of which is appended to this planning permission, or such other drawing as may be subsequently approved in writing for the purpose by the planning authority, have been implemented and are fully operational. The tree protection measures shall remain in position until all construction work on the site has been completed. No trees located in the Park and Ride site shall be felled or otherwise interfered with without the pior written approval of the planning authority.

Reason - in order to preserve the amenity of the area

(8) that no materials, supplies, plant, machinery, spoil, changes in ground levels or construction activities shall be permitted within the protected areas specified in the approved scheme of tree protection without the prior written consent of the Planning Authority and no fire shall be lit in a position where the flames could extend to within 5 metres of foliage, branches or trunks.

Reason - in order to ensure adequate protection for the trees on site during the construction of the development.

(9) that no development shall take place unless a scheme for the creation of a link road between the the proposed boulevard and the Kingswells Park and Ride site has been submitted to, and approved in writing by, the planning authority. No part of the development shall be occupied unless the approved link road has been constructed, is fully operational and is available for use.

Reason - to ensure that vehicular access to the Park and Ride site is maintained after closure of the existing access on the A944.

(10) that the development shall not be occupied unless the energy measures assessed as being designed to achieve a "very good" BREEAM rating on page 9 of the BREEAM Offices Assessment undertaken by Wallace Whittle, a stamped copy of which is attached to this planning permission, have been implemented and are fully operational.

Reason - in the interests of sustainability and to ensure an energy efficient development.

(11) that the development shall not be occupied unless

i) the bus stops shown on approved Fairhurst drawing number 87537/1300 revision F, or such other drawing as may subsequently approved in

writing for the purpose by the planning authority, have been constructed and are fully operational, and;

ii) a scheme for the provision of bus shelters at the bus stops has been submitted to, and approved in writing by, the planning authority and such scheme as may be so approved has been implemented and is fully operational.

Reason - in the interests of sustainablity and to encourage the use of public transport to and from the development

(12) that the development shall not be occupied unless a scheme for improvements to the capacity of the existing Kingswells roundabout on the A944 has been submitted to, and approved in writing by, the planning authority and the approved scheme has been implemented and is fully operational.

Reasons - In the interests of road safety and the free flow of traffic.

(13) that the development shall not be occupied unless the car parking provison shown on the approved drawings, or such other drawings as may subsequently be approved in writing for the purpose by the planning authority, have been constructed, laid out and demarcated and are available for use.

Reason - To ensure that sufficient car parking is available to cater for the development.

(14) that all external lighting shall comply with the Wallace Whittle External Lighting Strategy dated October 2011, a stamped copy of which is appended to this planning permission, or such other external lighting details as may subsequently be approved in writing for the purpose by the planning authority.

Reason - in the interests of amenity and to ensure that the development is adequately lit.

(15) that the development shall not be occupied unless the bird hazard management proposals contained in the Rentokil report entitled "Working with Halliday Fraser Munro to Maintain a Safe Woring Environment", a stamped copy of which is appended to this planning permission, or such other amended report as may subsequently be approved in writing for the purpose by the planning authority, have been implemented and are full operational.

Reason - to ensure the safe operation of aircraft using Aberdeen Airport.

(16) that all construction work shall comply with the terms of the approved Sir Robert McAlpine Project Environmental Plan (document no S-PEP-0193 Revision 00)

Reason - to avoid the pollution of any watercourses during the course of construction and to ensure that the effects of any landfill that may exist on the site is safely mitigated.that, prior to two months before development commences on the site,

(17) that the existing bus stops located to the east of the Kingswells roundabout shall remain available for public use until the new bus stops and bus shelters proposed to the west of the roundabout have been constructed and are available for public use.

Reason - In the interests of public safety and to encourage the use of public transport for travel to and from the site.

(18) that all development on the site shall generally comply with the principles established in the approved "OP40 - Kingswells Development Framework and Phase One Masterplan Report - September 2011"

Reason - to ensure that development on the application site generally complies with the approved Development Framework principles for the business park as a whole.

(19) that no development shall take place unless a Planning Gain financial contribution of £12,365 has been paid to the planning authority, by way of a suitable binding letter of agreement. The contribution will be used towards core path network environmental and access improvements.

Reason - to ensure that the development contributes towards the improvement of core path network access in the vicinity of the site and in the interests of sustainability.

Dr Margaret Bochel
Head of Planning and Sustainable Development.

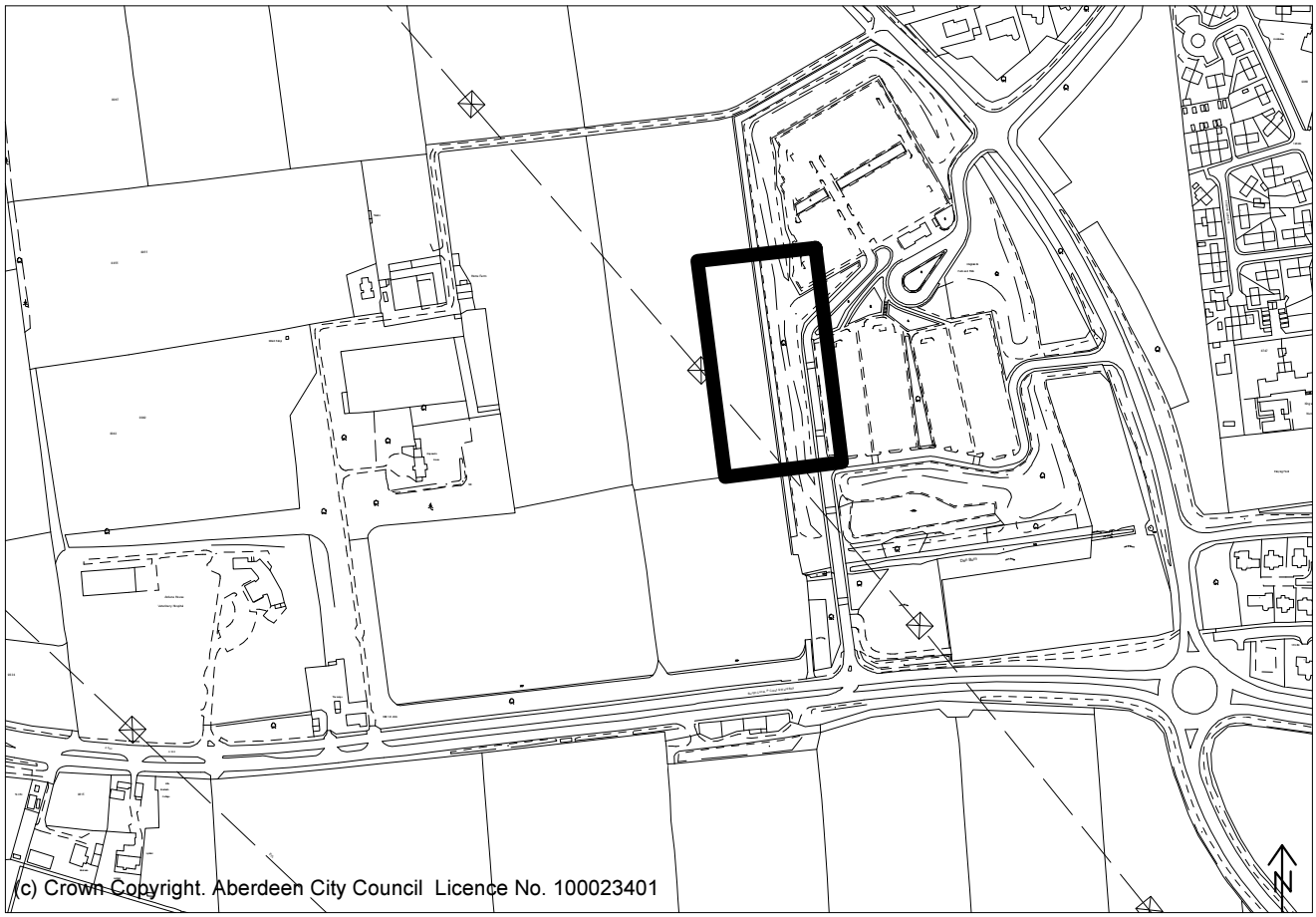
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LAND TO EAST PRIME FOUR, PLOT 2
KINGSWELLS HOME FARM, KINGSWELLS

CREATION OF VEHICULAR AND
CYCLE/PEDESTRIAN LINKS TO MAIN
ACCESS BOULEVARD

For: Drum Kingswells Business Park Ltd

Application Ref.	: P120016	Advert	: Dev. Plan Departure
Application Date	: 05/01/2012	Advertised on	: 19/01/2012
Officer	: Harry Campbell	Committee Date	: 22 March 2012
Ward: Kingswells/Sheddocksley (L Ironside/P Stephen/W Stuart)		Community Council :	



RECOMMENDATION: Approve subject to conditions

DESCRIPTION
The site lies on the north side of the A944 Aberdeen – Westhill dual carriageway, a short distance to the west of the Kingswells roundabout. It consists of a linear area of land encompassing part of a south facing agricultural field and an area of amenity planting and parking within the Kingswells Park and Ride facility.

The site covers an area of approximately 1.14 ha (3.48 acres), and covers a narrow stretch of land along a north- south axis.

The main extent of the Kingswells Park and Ride facility is located to the immediate east of the site. Sloping agricultural land to the north, west and south of the site are subject to seperate, but related, planning applications for business park development.

HISTORY
There is no relevant planning history attached to the site other than it forms part of the larger Park and Ride site

PROPOSAL
This is an application for full planning permission for the creation of an access road and pedestrian footpath / cycle way in order to link the existing Kingswells Park and Ride facility to proposals for Business Park development to the immediate west.

The vehicular link would extend to 40 metres, and take the form of an access road at 90 degrees from the main access boulevard proposed within the Business Park itself (subject to separate applications). Once operational, all traffic entering and exiting the Park and Ride from the A944 would use the boulevard and associated link road within the Business Park, with the existing junction arrangement currently servicing the Park and Ride from the A944 closed.

To the north of the vehicular link a separate pedestrian and cycle route is proposed, extending to 40.5 metres. This route would then cross the main access boulvevard to join with a connecting path network to the west (subject to separate applications).

REASON FOR REFERRAL TO SUB-COMMITTEE
The land is owned by the City Council therefore the application falls outwith the Council's approved scheme of delegation.

CONSULTATIONS
ROADS SECTION – No objection
ENVIRONMENTAL HEALTH – No objection
COMMUNITY COUNCIL – No response.
SEPA – No objection but recommend that a condition be attached to ensure the timeous completion of the overall business park SUDS proposals.

REPRESENTATIONS
None

PLANNING POLICY
The site falls partly within a wider area allocated for Policy LR1 (Land Release Policy) purposes and partly for Policy T1 (Land for Transport) in the adopted

Aberdeen Local Development Plan. It is also partly identified as an opportunity site (OP40) in the Plan.

The application site also partly falls within an area that has been subject to a Materplanning and Development Framework exercise.

EVALUATION

The first issue to be determined is whether or not the proposal complies with the development plan. The development plan consists of the approved Aberdeen City and Shire Structure Plan and the Aberdeen Local Development Plan (LDP).

It is not considered that this particular application raises any issues of a strategic nature therefore the Structure Plan is not relevant in this case.

Aberdeen LDP Policy LR1 states that employment development on sites allocated within Phase 1 (2007 – 2023) will be approved in principle within areas designated for employment. Table 4 of the LDP shows the site as falling within Phase 1 therefore the broad principle of employment related development is established. Opportunity site 40 (OP40) states that the site offers an opportunity for a 50 hectare development of business land which will attract high quality businesses or be suitable for company headquarters. The proposal clearly complies with the LDP in terms of Policy LR1 and OP40 as the road and footpath link is enabling development necessary to allow the development of the business park. Policy T1 states that transport infrastructure required to facilitate new development will be supported in principle and it is considered that this is precisely the purpose of the new link. The proposal therfore complies with both Policy LR1 and Policy T1.

A Development Framework and Phase 1 Masterplan report was approved by the Enterprise, Planning and Infrastructure Committee on 13th September 2011. The approved Framework covers a large area to the west of this relatively small link road site. The Masterplan was subject to a rigorous public consultation process and is intended to be used as a tool to guide the detailed planning applications that will be submitted for the various developments within the business park.

The detailed design issues addressed in the Development Framework and Masterplan are not particularly relevant to this small element of the overall business park. This connection into the Park and Ride site is required replace the current access on the A944 and to improve pedestrian and cycling connectivity into the Park and Ride and points further east. It has been identified by the Framework as being required to enable the overall development to succeed.

The new links would cut through a small section of the existing landscaped tree belt on the west side of the Park and Ride site. Inevitably a number of existing trees would be removed as a result of the development but this would be amply compensated for by the new high quality landscaping that would be planted throughout the business park.

New drystane boundary walling would be constructed at the vehicular access using the down takings from the existing section of drystane wall that would be removed. This is considered acceptable.

In conclusion, this development is required to enable the new business park and the existing Park and Ride facility to co-exist and allow a safe access to be formed on the A944. It is therefore recommended that the application be approved subject to suitable conditions related to landscaping, boundary walling and the timing of the construction of the road.

RECOMMENDATION

Approve subject to conditions

REASONS FOR RECOMMENDATION
the proposed road and footway/cycle path complies with the development plan and the approved Kingswells Phase 1 Development Framework and Masterplan. The road is required as an alternative access to the Kingswells Park and Ride site to replace the existing access on the A944 which will be closed. The road and footway/cycle path will support the develolment of the wider business park and improve connectivity to the east.

it is recommended that approval is granted with the following condition(s):

(1) that all landcaping and boundary enclosure details shown on approved drawings 178_PH1_PR_SE2_S001 Rev02; 178_PH1_PR_SE2_H001 Rev02; 178_PH1_PR_SE1_S001 Rev02; 178_PH1_PR_SE1_H001 Rev02 shall be implemented during or before the first planting season following completion of the development

Reason - in order to preserve the amenity of the area.

(2) that the development shall not be brought into public use unless the junction details shown on approved Fairhurst Drawing number 87537/1200 J have been implemented and the existing vehicular access to the Kingswells Park and Ride site on the A944 has been closed to motor vehicles.

Reason - in the interests of public safety and the free flow of traffic

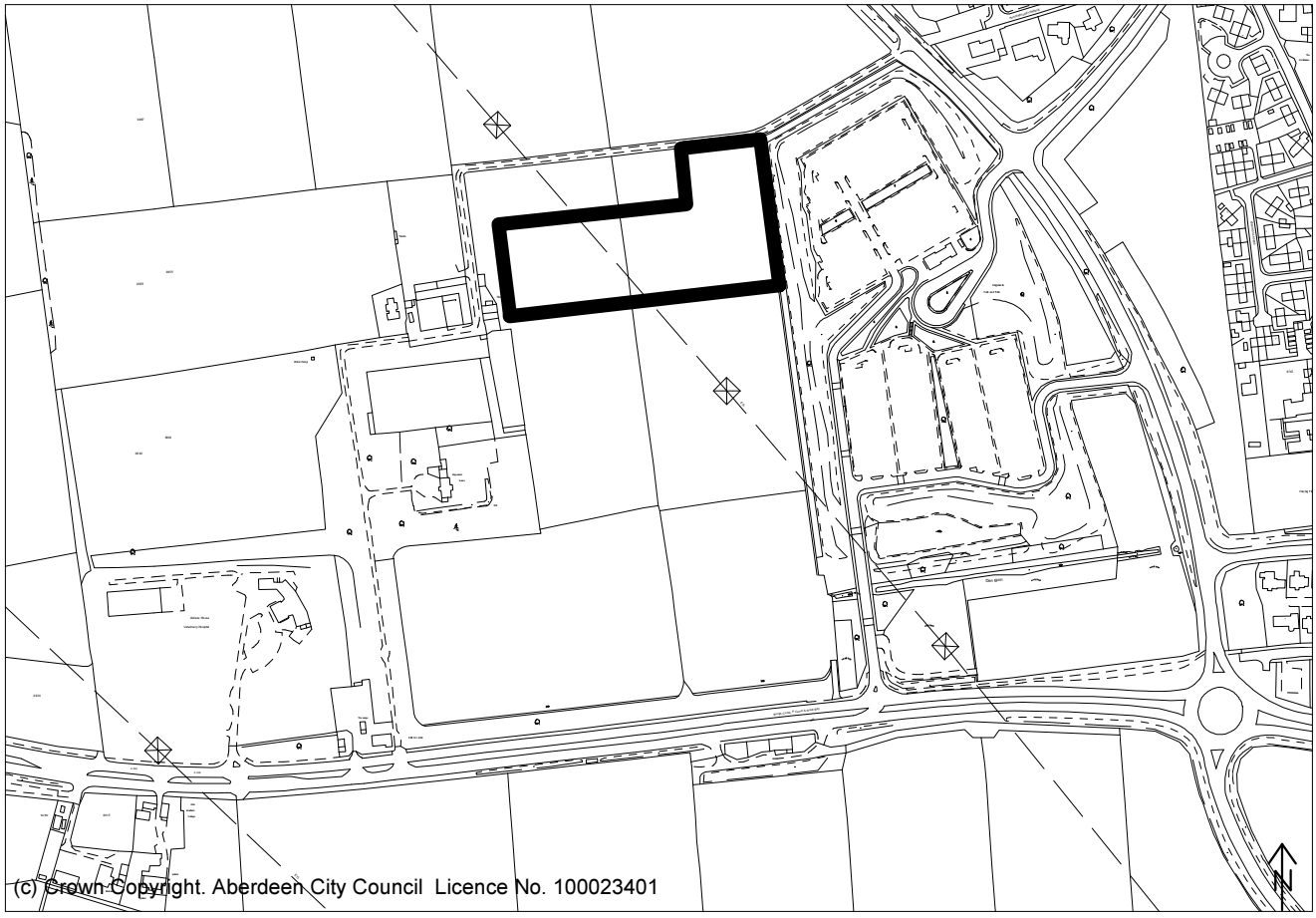
Dr Margaret Bochel
Head of Planning and Sustainable Development.

LAND TO NORTH OF, PLOT 2
KINGSWELLS BUSINESS PARK,
KINGSWELLS HOME FAR

CREATION OF SECONDARY LINK
STREET AND TURNING CIRCLE

For: Drum Kingswells Business Park Ltd and
Ap Ltd

Application Ref.	: P111644	Advert	: Dev. Plan Departure
Application Date	: 03/11/2011	Advertised on	: 16/11/2011
Officer	: Harry Campbell	Committee Date	: 22 March 2012
Ward: Kingswells/Sheddocksley (L Ironside/P Stephen/W Stuart)		Community Council :	



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RECOMMENDATION: Approve subject to conditions

DESCRIPTION
The site lies on the north side of the A944 Aberdeen – Westhill dual carriageway, a short distance to the west of the Kingswells roundabout. It consists of a linear area of land crossing 2.no south facing agricultural fields presently laid out to grass, and seperated by a north-south running dry-stane dyke.

The site covers an area of approximately 1.47 ha (3.63 acres), and covers a narrow stretch of land along an east-west axis. The site is currently accessed from a short length of roughly surfaced access road leading from the A944 to a gated field access within the adjacent field to the south.

The Kintore to Craigiebuckler 132Kv transmisson line crosses the centre of the site. The applicants are currently discussing options with Scottish and Southern Electricty to underground this line and remove the existing pylon, but for the purpose of the current application these features are treated as retained.

The Kingswells Park and Ride facility is located to the immediate east of the site, screened by a well planted (c.) 28 metre wide amenity strip of semi-mature mixed woodland. To the west of the site lies a collection of buildings known as Home Farm, with Kingswells House and its walled garden to the south-west, contained within existing mature policies. Sloping agricultural land to the north and south of the site are subject to subject, but related, planning applications for further business park development.

HISTORY
There is no relevant planning history for this site.

PROPOSAL
This is an application for full planning permission for the creation of an access road ('Secondary Link Street') extending 127 metres east-west and 93 metres north-south, including a turning circle at the northern extent. 58 car parking spaces for Plot 2 are also included The purpose of the secondary street is to allow a northern access to be taken to the office building on Plot 2 to the south (subject to separate planning application).

The secondary street would join with the proposed access bouleveard servicing Phase 1 of the Business Park site, which would link onto a new signalised junction on to A944 (subject to separate application).

REASON FOR REFERRAL TO SUB-COMMITTEE
Kingswells Community Council originally objected to the application – the objection has not formally been withdrawn but the Community Council have confirmed that, following certain clarifications, they are now satisfied with the proposal. However, this means that the application still falls outwith the approved scheme of delegation.

CONSULTATIONS

ROADS SECTION – No objections
ENVIRONMENTAL HEALTH – No comments received
COMMUNITY COUNCIL – Originally objected to the application but have now indicated their satisfaction with the development after clarification of certain issues. However, the original letter of objection has never been formally withdrawn therfore the application still falls to be determined by the sub-Committee.

REPRESENTATIONS
None.

PLANNING POLICY
The site falls partly within a wider area allocated for Policy LR1 (Land Release Policy). It is also falls within opportunity site (OP40) in the Plan.

The application site also falls within a wider area that has been subject to a Materplanning and Development Framework exercise.

EVALUATION
The first issue to be determined is whether or not the proposal complies with the development plan. The development plan consists of the approved Aberdeen City and Shire Structure Plan and the Aberdeen Local Development Plan (LDP).

It is not considered that this particular application raises any issues of a strategic nature therefore the Structure Plan is not relevant in this case.

Aberdeen LDP Policy LR1 states that employment development on sites allocated within Phase 1 (2007 – 2023) will be approved in principle within areas designated for employment. Table 4 of the LDP shows the site as falling within Phase 1 therefore the broad principle of employment related development is established. Opportunity site 40 (OP40) states that the site offers an opportunity for a 50 hectare development of business land which will attract high quality businesses or be suitable for company headquarters. The proposal clearly complies with the LDP in terms of Policy LR1 and OP40 as the road and footpath link is enabling development necessary to allow the development of the business park.

A Development Framework and Phase 1 Masterplan report was approved by the Enterprise, Planning and Infrastructure Committee on 13th September 2011. The approved Framework covers a large area to the west of this relatively small link road site. The Masterplan was subject to a rigorous public consultation process and is intended to be used as a tool to guide the detailed planning applications that will be submitted for the various developments within the business park.

The detailed design issues addressed in the Development Framework and Masterplan are not particularly relevant to this small element of the overall business park. The purpose of the secondary street is to allow a northern access to be taken to an office building to the south (subject to separate planning

application). Trees would be planted along either side of the new road and this is acceptable in landscape terms.

This is a relatyively minor development within the business park, merely to provide access to plot 2. The proposed road link can potentially be extended westwards to connect into land that will form a later phase of the park, but that would have to be subject to a further application for planning permission.

In conclusion, this development is required to enable access to be taken to Plot 2 to the south and in the longer term Phase 2 to the north. It is therefore recommended that the application be approved subject to suitable conditions related to landscaping, boundary walling and the timing of the construction of the road.

RECOMMENDATION

Approve subject to conditions

REASONS FOR RECOMMENDATION
this development is required to enable access to be taken to Plot 2 and Phase 2 of the Kingswells Business Park to the south and in the longer term Phase 2 to the north and enable implementation of the approved Development Framework and Masterplan.

it is recommended that approval is granted with the following condition(s):

(1) that all planting, seeding and turfing comprised in the approved scheme of landscaping shown drawing numbers 178_PH1_PL2_SE2_H001 Rev02; 178_PH1_PL2_SE3_H001 Rev02; 178_PH1_PL2_SE1_H001 Rev02;178_PH1_AR_SE1_S001 Rev02; 178_PH1_AR_SE2_S001 Rev02; and 178_PH1_AR_SE3_S001 Rev02 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.

(2) that the secondary link street shall not be brought into use unless the signalised "T" junction on the A944, and and the access boulevard shown on Fairhurst drawing number 87537/1200 Revision J have been completed and are available for public use.

Reason - to ensure that proper vehicular access to the development is achieved.

Dr Margaret Bochel
Head of Planning and Sustainable Development.

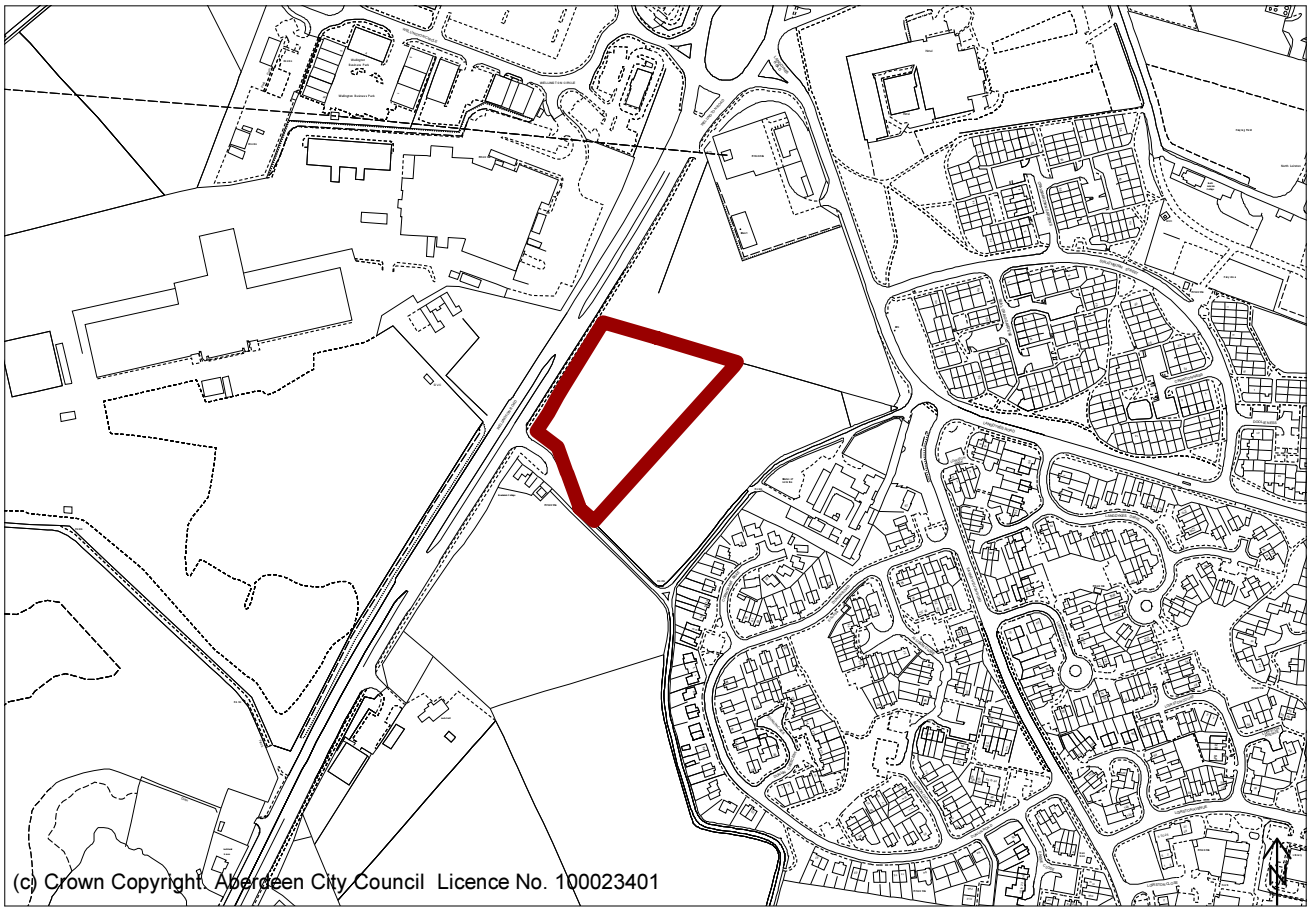
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WELLINGTON ROAD, LAND TO EAST,
COVE

ERECTION OF 34 DWELLING HOUSES INCLUDING PARKING, ROADS, INFRASTRUCTURE AND LANDSCAPING

For: Persimmon Homes

Application Ref.	: P111305	Advert	: Full Notify not poss.
Application Date	: 30/08/2011	(neighbours)	
Officer	: Tommy Hart	Advertised on	: 21/09/2011
Ward: Kincorth/Loirston (N Cooney/K Dean/C McCaig)		Committee Date	: 22 March 2012
		Community Council	: Comments



RECOMMENDATION: Willingness to approve conditionally. Consent to be withheld until a legal agreement is secured to deliver affordable housing and planning gain contributions towards a new northbound lane on Wellington Road, sport and recreation facilities, library provision, community facilities and core paths

DESCRIPTION
The application site (0.92 hectares in size) constitutes a disused grass field to the east side of Wellington Road with a low drystane dyke to the north, south and west of the site. There are no trees on the site.

To the east of the site there is more disused grassland, beyong which there is an unsurfaced farm track linking Whitehills Road to Langdykes Road (the main gateway route into Cove from the north). On the other side of the track are the rear gardens of suburban houses in the community of Cove. To the north east is a further grass field owned by the Council which separates the site from a large electricity sub-station and from Langdykes Road. A single track linking Cove Road with Wellington Road (A956) runs along the southern boundary, with Wellington Road lying to the west.

HISTORY
Planning reference 110062 for the formation of a public road and associated services was submitted in January 2011. At the same time, planning application no's 110063, 110064 and 110065 (for a mixed use community of 737 dwellings including a new high street with commercial and retail uses) were submitted. The applications were reported to and recommended for approval to the Development Management Sub-Committee in August 2011. The applications are still waiting for the signing of a section 75 Legal Agreement.

Application ref 110063 (for 52 dwellings) constitutes a larger footprint of the current planning application.

PROPOSAL
This is an application for detailed planning permission for the erection of 34 dwellings, garages and car parking.

The application proposes the following mix of two storey terraced, semi-detached and detached housing;
19 terraced houses (two and three bedrooms)
6 semi-detached houses (three bedrooms)
9 detached houses (three and four bedrooms)

The development would be laid out on the west side of a spine road that would connect to the high street in the Scotia development to the south and be truncated abruptly on the north boundary.

Parking spaces are located mainly in driveways with some in a courtyard to the rear of street facing houses and some at the end of a row of terraces (total parking spaces to be provided is 62 including private driveways)

In terms of house design and use of materials for the dwellings facing towards Wellington Road and facing onto the spine road, Persimmon standard house type has been updated for the most part with the inclusion of tabling on the terraced properties as well as buff/brown coloured feature stonework to the entrance porches. Tabling has also been introduced to the semi-detached properties on these elevations. All the properties would have grey slate tiles, white windows and grey doors (including garage doors where applicable). The front elevation of these properties would also benefit from the use of coloured smooth render (either chalk white, cream or brick red) although not in any uniform pattern. The

other elevations would be drydash render, with the overall mix being 25%:75% in accordance with the previous proposal). Plots 31 and 32, which have a dual frontage, will have additional windows on the gable as well as the feature stone boundary wall being extended to just beyond the mid-point of the gable-end to enhance the visual appearance of the street. Where the property has a canopy, this would be constructed of GRP which is a lighter-weight alternative to natural stone.

The 9 dwellings which do not face onto the main street elevations would be similar in style to the others although there would be no smooth render finish. Some of the properties would have buff/brown coloured feature stonework gable and other features as well as tabling for the semi-detached properties.

All properties would benefit from rear gardens which are between 9m & 13m in length and 4m & 6m in width.

Within the application site boundary there is little public open space proposed. However, it is understood that the linear open space buffer to the Wellington Road frontage with an associated pedestrian path linking to the proposed Scotia development to the south, the large area incorporating a sustainable urban drainage basin in the north east corner of the site and thin landscaped buffer strip (8-10 metres in width) along Whitehills Road are all to be made available for the use of residents and these areas will be landscaped in accordance with a landscape plan to be submitted as part of planning condition.

REASON FOR REFERRAL TO SUB-COMMITTEE
Cove and Altens Community Council have raised concerns about certain aspects of the application and therefore the application is required to be determined by the Development Management Sub-Committee in accordance with the Scheme of Delegation.

CONSULTATIONS
ROADS SECTION – no objections to the principle of the development but make the comments regarding the spine road, mitigation measures, surfacing of the unsurface road to the far east, traffic orders, the internal road layout to be in accordance with Designing Streets principles, controlled parking zone and surface water drainage scheme. A copy of the Road's Engineer's memo is appended to the report for ease of reference.

ENVIRONMENTAL HEALTH – no objections to the application but make comment with regard to impact on local air quality and noise. Conditions are suggested relating to an air quality assessment, environmental management plan and construction hours. In relation to contaminated land, the Contaminated Land Unit (CLU) have confirmed that there is no history or record of any deposition of waste on the site. Remedial requirements are limited to the upgrading of water supply pipes. Ground gas migration from Charleston Landfill is not considered to represent a risk to this development as the application site is more than 250 m from the landfill. This Service will require validation testing of any materials that are imported as part of site redevelopment. The above will require to be detailed within a verification report. No conditions are recommended. A copy of the memo from the Environmental Health service is appended to the report.

KEEPER OF ARCHAEOLOGY – standard condition requiring a programme of archaeological work

PLANNING GAIN OFFICER – Assuming that section a 75 legal agreement is signed for planning ref 110063, proportional contributions will be sought on the consented number of units.

SEPA – do not object to the application so long as suitable conditions are attached to any grant of permission relating to surface water drainage, requirement for a site waste management plan and requirement for a site specific environmental management plan (EMP).

TRANSPORT SCOTLAND – do not propose to advise against the granting of permission

COMMUNITY COUNCIL – the material planning considerations raised can be summarised as follows;

- Consideration shoud be given to extend the main through the site to link up with Strathburn Street;
- There is no indication of affordable housing;
- There is a lack of useable public amenity space;
- Lack of public footpaths;
- There should be mitigation measures for road noise from Wellington Rd.

REPRESENTATIONS

In addition to the letter from the local Community Council, a letter from the Aberdeen Civic Society who have no objections so long as the plan complies with the masterplan for the area. A letter of objection was received from a nearby resident, stating that her quietness, privacy and dog walking area would be taken away should development be approved.

PLANNING POLICY

The application site lies within an area designated as residential land in the Aberdeen Local Development Plan (ALDP) (policy H1). The site is also allocated as part of a wider opportunity site (OP72). Other relevant ALDP policies are D1 (Architecture and Placemaking), D2 (Design and Amenity), D3 (Sustainable and Active Travel), H3 (Density), H5 (Affordable Housing), NE4 (Open Space Provision in New Development), NE9 (Access and Informal Recreation), NE10 (Air Quality), R6 (Waste Management Requirements for New Developments) and R7 (Low and Zero Carbon Buildings).

The Cove Bay Masterplan and Council guidance on Reducing Carbon Emissions are also relevant as they are adopted supplementary planning guidance.

EVALUATION

Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 require that in determining a planning application, regard must be had to the Development Plan. Determination shall be made in accordance with the Plan unless material planning considerations indicate otherwise. The Development Plan consists of the Aberdeen City and Shire Structure Plan and the Aberdeen Local Development Plan.

The principle of a residential development has already been accepted by virtue of the ALDP land designation and also because of the previous application for the site which was recommended for approval. Other issues such as connectivity to local amenities/bus service/road network, internal road layout, access paths, visual impact, drainage and land contamination have already been discussed in that application and since this is not proposed to change they will not be discussed here. What is, however, required to be assessed is the site layout and house design.

ALDP Policy D1 (Architecture and Placemaking) states that new development must be designed for its context and make a positive contribution to its setting. This general policy has been translated into detailed, site specific guidance in the form of the Cove Bay Masterplan making compliance with this document a significant material consideration. In this regard the design principles and key elements identified by the Masterplan provide a useful framework for assessing the merits of the proposal in terms of how well it succeeds in creating a successful place including its design, layout, open space provision and connectivity. The plans which were submitted originally were not considered to be acceptable - the applicant's standard house type was proposed and the two main street elevations (from the spine road and as viewed from Wellington Road) did not give a sense of place. In the previous report to committee for this site, the point was raised that *the house types do not reflect the variety of well defined and articulated vernacular designs envisaged by the Masterplan and Charrette report; a document that the applicant has been involved in preparing and promoting for the area. The architecture is not far removed from a the coastal vernacular style envisaged, but the architectural treatment could have benefited from greater variety of form and treatment and the expression of tabling instead of overhanging eaves to help break up some if the visually dominant rooflines*. It was considered that accepting the originally submitted plans would have been one concession too far compared to what was previously accepted on this site.

Discussions took place between the Council and the applicant in order to try and achieve an outcome which would see slight variations to the standard house type in order to create interest in the development and bring it more in line with the design principles of the Masterplan. The inclusion of tabling on the terraced and semi-detached properties, as well as feature stonework on gables/entrance porches and the use of coloured smooth render on some the front elevations of these prominent buildings would help make the development visually more attractive. A range of house types is proposed even on this relatively small site although there are no flats in the mix.

Another key improvement from the previous application is the creation of a stronger street frontage along the spine road, specifically at the south eastern end where there are now properties facing onto the road. It is also considered that the amended internal road layout sits more comfortably in this site as it connects easier to the other half of the site on the opposite side of the spine road.

One thing that is perhaps not as good as it could/should have been is the open space provision for this application. The application site has very little open space on-site. Therefore there is a reliance on other parties (Stewart Milne Homes) to ensure that the landscape buffer and associated footpath to the west of the site and the SUDS area to the east of the site. A suitable condition is attached and

should permission be granted, the condition would restrict any dwellings being occupied unless the area of SUDS, the landscape buffer to the west and all associated footpaths have been laid out and are able to be used.

With respect to sustainability and inparticular low and zero carbon development, no information has been provided therefore a condition is attached requiring information to be supplied and agreed. It is worth noting that the previous applicant proposed a 30% reduction in CO^2 emissions *by means of a solution based on a combination of passive (fabric based) and operational measures* and this was considered to be a significant material consideration to weigh against the lack of LZC equipment and was considered, on balance, acceptable. A planning condition is also recommended to ensure a detailed specification of the energy and water saving measures that would be installed in every residential unit to ensure that these are incorporated in the development.

In terms of landscape impact, this proposal is unlikely to have any more of an impact than what has previously been agreed. Notwithstanding this, there is still a requirement for a landscaping scheme which will include details of the landscape buffer to the west of the site

RECOMMENDATION

Willingness to approve conditionally. Consent to be withheld until a legal agreement is secured to deliver affordable housing and planning gain contributions towards a new northbound lane on Wellington Road, sport and recreation facilities, library provision, community facilities and core paths

REASONS FOR RECOMMENDATION
The principle of a housing development has already been established through application 110063 for 52 homes which was recommended for approval subject to conditions and the signing of a s75 legal agreement. The site is zoned for residential use in the Adopted Local Plan and therefore the proposal does not conflict with this. It is considered that the house design, use of materials and site layout are acceptable and more in keeping with the defining principles of the Cove Masterplan and do no conflict with ALDP Policy D1 (Architecture and Placemaking). The other aspects of the scheme (access, parking, connectivity, landscape impact, drainage and contaminated land) would not be impacted upon by virtue of the change in scheme and there is therefore not considered to be any conflict with the relevant policies.

it is recommended that approval is granted with the following condition(s):

(1) that no residential unit within the development hereby approved shall be occupied unless the spine road and associated footways as shown on drawings 1010065-L(--)004 Rev F and 1010065-L(-)059 Rev C of application 110063 have been constructed in full accordance with the approved plans to the legal boundary of planning application 110063 (even if this requires the demolition of a mutually owned wall) unless the planning authority has given written consent for a variation - in the interests of the ensuring pedestrian and vehicular connectivity, facilitating a future vehicular link to Langdykes Road in accordance with the adopted Masterplan

(2) that no development pursuant to the planning permission hereby approved shall take place unless traffic orders have been promoted to:
(i) stop up the existing junction of Whitehills Road and Wellington Road,
(ii) make the length of Whitehills Road, from its junction with the unsurfaced track that leads to Langdykes Road to its junction with Cove Road, a no through road (residents and emergency access only)
(iii) make the length of unsurfaced track from Whitehills Road to its junction with Langdykes Road a route for pedestrians and cyclists only (no vehicles) unless the planning authority has given written consent for a variation
- in the interests of traffic/pedestrian safety and sustainable transportation and to achieve the aims of the Council's adopted Core Paths Plan.

(3) that no residential unit within the development hereby approved shall be occupied unless a paved and lit combined footway/cycleway link from the new community to the footway of Langdykes Road has been constructed via the existing route of the track that links Whitehills Road to Langdykes Road and in accordance with a further detailed scheme that has been submitted to, and approved in writing by, the planning authority; unless the planning authority has given written consent for a variation - in the interests of achieving satisfactory access to sustainable transportation

(4) that no development pursuant to the planning permission hereby approved shall take place unless a site specific Environmental Management Plan (EMP) for construction work has been submitted to and approved in writing by the planning authority (in consultation with SEPA and other agencies). The plan will, inter alia, detail measures, including mitigation and monitoring, to minimise odour and dust and to control noise from plant, equipment and site operations to prevent any nuisance or public health risk on the occupants of adjacent residential properties. It will include a construction method plan detailing the impacts of heavy vehicles and any machinery to be operated including the timings and routings of lorry movements to and from the site with the aim of minimising movement along residential streets. No development shall be carried out unless in accordance with the approved plan, unless a variation has been approved in writing by the planning authority. - in the interests of public health and the amenity of adjoining residents and to control pollution of air, land and water

(5) that no development pursuant to the planning permission hereby approved unless a full site waste management plan for the processing of construction and demolition waste has been submitted to and approved in writing by the planning authority. No work shall be carried out unless in accordance with the approved plan unless the planning authority has given written consent for a variation - to ensure that waste on the site is managed in a sustainable manner

(6) that, except as the Planning Authority may otherwise agree in writing, no construction or demolition work shall take place:
(a) outwith the hours of 7.00 am to 7.00 pm Mondays to Fridays;
(b) outwith the hours of 9.00 am to 4.00 pm Saturdays; or
(c) at any time on Sundays,
except (on all days) for works inaudible outwith the application site boundary. [For the avoidance of doubt, this would generally allow internal finishing work, but not the use of machinery] - in the interests of residential amenity.

(7) that no development pursuant to the planning permission hereby approved shall be carried out unless there has been submitted to and approved in writing for the purpose by the planning authority a further detailed scheme of hard and soft landscaping for the site (including the stopped up section of Whitehills Road and the landscape belt surrounding the application site), which scheme shall include
(i) the materials to be used for all hard surfaces including footpaths
(ii) detailed specification of children's play equipment
(iii) 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
(iv) 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.

(8) that no part of the development hereby approved shall be occupied unless a plan and report illustrating appropriate management proposals for the care and maintenance of all trees to be retained and any new areas of planting, including the landscaped areas outwith the application site (to include timing of works and inspections) has been submitted to and approved in writing by the Planning Authority. The proposals shall be carried out in complete accordance with such plan and report as may be so approved, unless the planning authority has given prior written approval for a variation - in order to preserve the character and visual 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.

(11) that that no development pursuant to the planning permission hereby approved shall take place unless a scheme of street and footpath lighting has been submitted to, and approved in writing by the planning authority. No development shall be carried out unless in full accordance with the scheme of lighting approved in writing by the planning authority - in the interests of public safety and protecting wildlife

(12) that no development pursuant to the planning permission hereby approved shall take place unless a finalised SUDS scheme has been submitted for the written approval of the planning authority, in consultation with SEPA, and all work shall be carried out in accordance with the approved scheme. No residential unit within the development shall be occupied unless the SUDS scheme has been implemented in accordance with the approved details. - to ensure adequate protection of the water environment from surface water run-off

(13) that no development pursuant to the planning permission hereby approved shall take place unless further detailed plans showing the provision of facilities for the storage of domestic waste and recycleable material have been submitted to,

and approved in writing by, the planning authority - in order to preserve the amenity of the neighbourhood, in the interests of public health and in order to promote waste recycling

(14) that no development pursuant to the planning permission hereby approved shall take place unless a further detailed specification of the energy and water saving measures that would be installed in every residential unit is submitted to and approved in writing by the planning authority and no residential unit shall be occupied unless these have been installed, unless the planning authority has given written consent for a variation - in the interests of promoting sustainable use of resources and to reduce carbon emissions.

(15) that no development pursuant to the planning permission hereby approved shall take place unless an air quality assessment has been submitted to and approve in writing by the planning authority to quantify the impact of increased traffic, particularly on the Wellington Road AQMA. The assessment should be in accordance with the Environmental Protection UK Development Control: Planning for Air Quality (2010) Update - in the interests of improving air quality and minimising pollution

(16) that no development shall take place within the application site until the applicant has secured the implementation of a programme of archaeological work which shall include post-excavation and publication work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the planning authority - in the interests of protecting items of historical importance as may exist within the application site.

(17) that no development pursuant to the planning permission hereby approved shall take place unless in full accordance with the plans and drawings listed at the bottom of this decision document, unless the planning authority has given written consent for a variation – in order to ensure that the development is implemented in accordance with the approved plans and drawings.

(18) 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.

Dr Margaret Bochel
Head of Planning and Sustainable Development.

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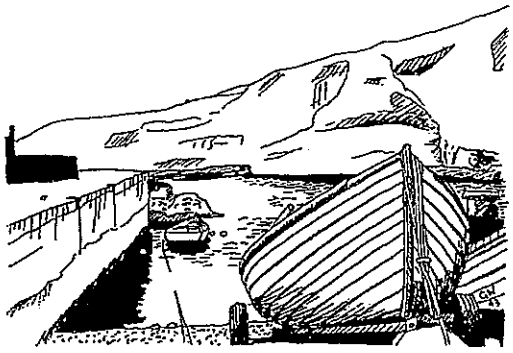
TOMMY

COVE AND ALTENS COMMUNITY COUNCIL

Chairman: Mr A. W. Finlayson
1 Partan Skelly Avenue
Cove Bay
Aberdeen AB12 3PU
Tel:

Secretary: Mrs. S. Porter
12 Stoneyhill Terrace
Cove Bay
Aberdeen AB12 3NE

Web Site: www.cove-bay.com



9 November 2011

Planning and Sustainable Development
Enterprise, Planning and Infrastructure
Aberdeen City Council
Marischal College
Broad Street
Aberdeen AB10 1AB

Dear Sirs,

Planning Application Ref: P111305
Erection of Dwelling Houses – Wellington Road – Land to East, Cove

Cove and Altens Community Council wish to make the following comments concerning the above Planning Application:

1. Your covering letter with the plans states 34 houses whereas the Developers plan (Cove-Via-006 Rev C) states 55 units. Which is Correct?
2. Consideration should be given at this stage to extending the main road through the site to link into Langdykes Road opposite its junction with Strathburn Street. We do not want a repeat of our incomplete spine road link.
3. There is no indication of any affordable housing.
4. There is a lack of usable public open space.
5. Some of the terraced properties appear to have no direct access to, and are located at some distance from , the road. This could cause problems with deliveries particularly of heavy/bulky items.
6. There appears to be a lack of some roadside footpaths.
7. All existing drystone dykes should be retained and where necessary repaired.
8. There should be protective measures to mitigate the traffic noise emanating from Wellington Road.
9. We wish to be involved in any discussions on planning gain from this development.

We trust you will give full consideration to our comments

Yours faithfully

A.W.Finlayson
pp Cove and Altens Community Council

RECEIVED
15 NOV 2011

ABERDEEN
CIVIC SOCIETY

Registered with the Civic Trust
Registered Charity Number SC003089
Honorary Secretary: Mr A Struthers

Aberdeen Civic Society
c/o 77 Headland Court,
ABERDEEN
AB10 7HW

Enterprise, Planning and Infrastructure
Aberdeen City Council
Business Hub 4
Marischal College
Broad Street
Aberdeen
AB10 1AB

26 September 2011

Dear Dr Bochel

P111305 – Cove, land to the east of Wellington Road – 34 houses for Persimmon.

The Society has considered the above application and wishes to comment as follows:-

No objection provided the proposal is in accordance with the Development Plan for the area and complies with the Master Plan for the site.

We would be grateful if our representation could be given consideration.

Yours sincerely

Alastair Struthers

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 21/09/2011 14:47
Subject: Planning Comment for 111305

Comment for Planning Application 111305
Name : Laura Smeaton
Address : 18 Cormorant Brae
Cove Bay
Aberdeen
AB12 3WH

Telep
Email
type :
Comment : I Object to these planning permissions. I have just moved into my new house and the reason for moving there was for privacy, quietness and for walking my dogs, if you build in this area, my quietness, privacy and dog walking area will be taken away from us.

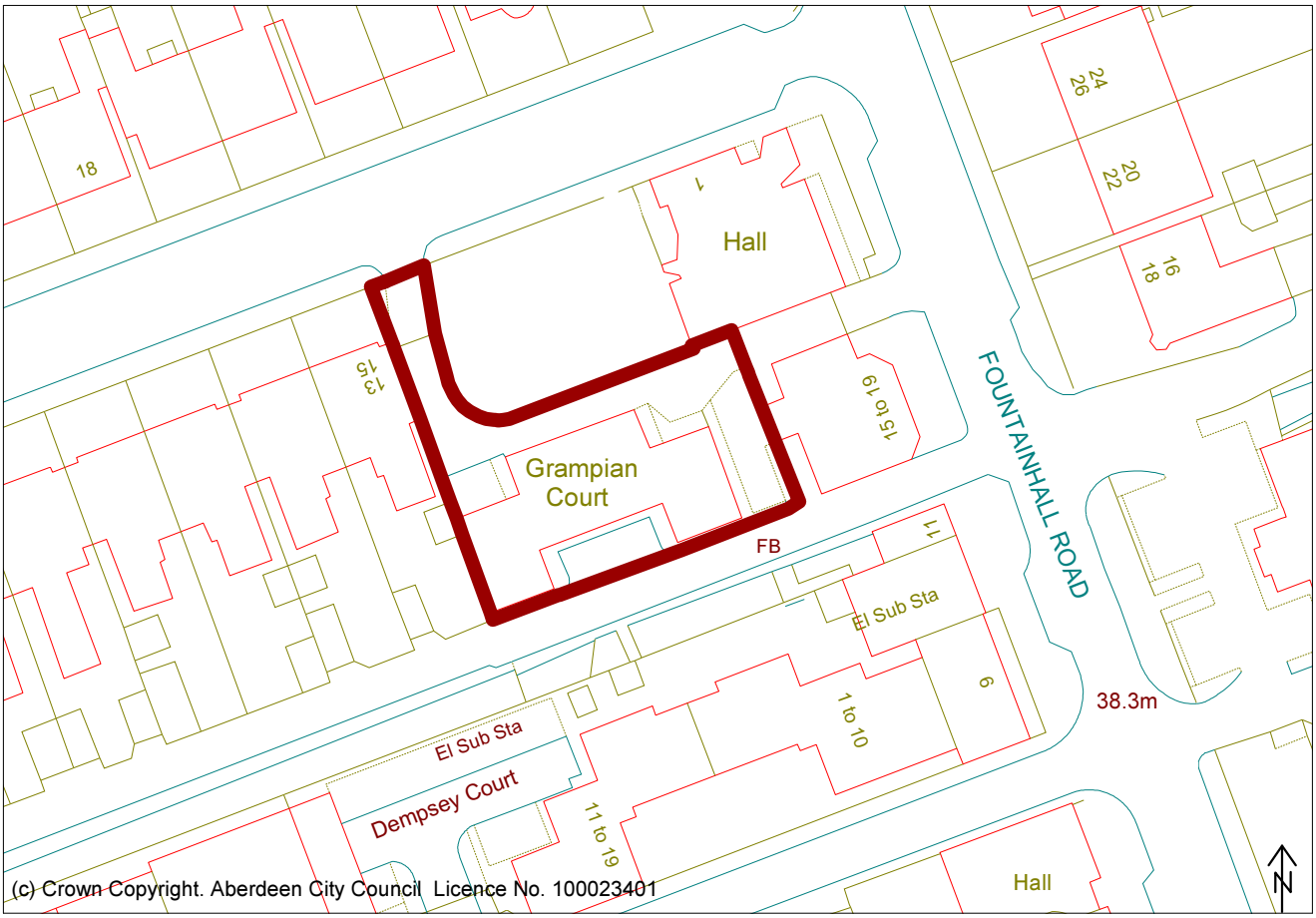
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GRAMPIAN COURT, BEACONSFIELD LANE, ABERDEEN

ERECT 12 NEW-BUILD FLATS AND ASSOCIATED CAR PARKING ON SITE OF EXISTING UN-OCCUPIED HOTEL/RESIDENTIAL ACCOMMODATION BUILDING TO BE DEMOLISHED

For: Jasmine Property Investments Ltd

Application Ref.	: P120034	Advert	: Section 60/65 - Dev aff LB/CA
Application Date	: 10/01/2012		
Officer	: Frances Swanston	Advertised on	: 01/02/2012
Ward: Hazlehead/Ashley/Queen's Cross(J Farquharson/M Greig/J Stewart/J West)		Committee Date	: 5 March 2012
		Community Council	: Comments



RECOMMENDATION: Approve subject to conditions

DESCRIPTION

The application site comprises the vacant hotel/residential accommodation building formerly known as the Grampian Court Hotel, fronting onto Beaconsfield Lane, close to the corner of Fountainhall Road. The property is a three storey building (9 metres in height) with a flat roof. The first two storeys are finished externally in a light brown render with the third storey set within a tiled mansard-style roof. The building comprises a central block with two smaller wings on either side, stepped forward of the entrance to the building on Beaconsfield Lane with a small area of parking immediately in front of the building (large enough to accommodate approximately 5 cars). Beaconsfield Lane is a private lane giving access to the rear properties of Beaconsfield Place, many of which have garages. The Burn of Rubislaw runs along the south side of the lane.

The building is bounded to the north by the car park associated with the Rubislaw Church Centre and by the church building itself to the north east, to the south by Beaconsfield Lane and the rear of the flats at Dempsey Court off Queens Lane North (the former Grampian TV Studio site), to the immediate east, by the rear of the flats at 15-19 Fountainhall Road and to the west, by the rear gardens and boundary wall of 13 and 15 Beaconsfield Place. The site falls within the Albyn/Rubislaw Conservation Area.

HISTORY

Conditional planning permission was granted in 1994 for the conversion of the hostel/hotel to form 12 flats and car parking (ref. 94/2801). This permission was never implemented.

PROPOSAL

Detailed planning permission is sought for the demolition of the existing vacant building and the erection of 12 new build flats; six 2-bedroom flats and six 3-bedroom flats, and associated car parking underneath the flats at ground floor level. The proposed building would be four storeys in height (approximately 11.5 metres) with the ground floor level accommodating 21 parking spaces and 6 bike storage spaces. The top storey would comprise two of the flats with associated roof terraces facing south.

The new building would be of a modern design and appearance with the pedestrian entrance to the building fronting onto the lane, with vehicular access take from Beaconsfield Place. The southern (lane) elevation is divided into four components; a central section with the entrance feature at ground floor level clad in granite, with a ‘wing’ either side finished in white render and a fourth storey set back from the edge of the building by 3 metres, finished in dark grey cladding panels with aluminium clad timber windows and screens. The north (Beaconsfield Place) elevation would mirror the four ‘components’ with the two side wings being entirely clad in granite with a small central section finished in white roughcast. The windows would be aluminium clad timber windows and screens with dark grey cladding panels. It is proposed to create four balconies on the north elevation, two of which would be ‘Juliette’ style balconies allowing windows to be opened but no outside area to stand in. There would be eight

balconies to the south elevation as well as an outside terraced area for the two flats on the top floor.

Vehicular access would be taken from Beaconsfield Place via an existing entrance used to access the car park belonging to the Rubislaw Church Centre. It is proposed to share the entrance with the church car park and to upgrade the entrance onto Beaconsfield Place.

REASON FOR REFERRAL TO SUB-COMMITTEE

13 letters of representation were received objecting to the application. The Queen's Cross Harlaw Community Council also objects to the development.

CONSULTATIONS

ROADS SECTION – The Roads Engineer is satisfied with the level of parking provided by the development. He acknowledges that the proposal would intensify the use of the existing access but does not consider that the likely number of vehicular trips in peak hours for the development would have a detrimental impact on the existing access junction or traffic flow on Beaconsfield Place. The Roads Engineer has concerns that pedestrian visibility to the left of the proposed access can not be achieved due to the height of the existing wall but accepts the applicant's proposal for a 'sett' crossing at the access point and the installation of speed cushions on the access road. However the Roads Engineer does not object to the proposal but requests two conditions be attached to any approval (1) requiring a Traffic Regulation Order to be submitted in order to extend the existing parking restriction to accommodate the access and (2) requiring a SUDS scheme to be submitted.
ENVIRONMENTAL HEALTH –The Environmental Health Officer does not object to the application but requests a condition be attached controlling hours of construction and a further condition be attached to provide adequate bin storage areas and bins in order to prevent litter problems and any obstructions to pedestrians.
COMMUNITY COUNCIL – The Queen's Cross Harlaw Community Council acknowledge that the proposed building would be an improvement upon the existing but object to the proposed development on various grounds, which are summarised as follows:

- Concern over access and safety and increased traffic congestion with using the existing church car park access.
- The building style and appearance does not complement the surrounding conservation area mainly due to the external finishes proposed. The building's appearance would be enhanced with a granite finish.
- The height of the building would be 2.8 metres higher than the existing and 4 metres closer to residents on Beaconsfield Place. There would be significant over-shadowing and overlooking of the properties on the south side of Beaconsfield Place.

REPRESENTATIONS

13 letters of representation were received in total from 10 neighbouring properties. Whilst there is a general consensus that demolition of the existing building would be a positive move, all the letters object to the proposals for the reasons summarised as follows:

- Access and traffic issues: access lane too narrow, existing traffic congestion with church hall car park would be made worse, poor visibility westwards up Beaconsfield Place. It is recommended by some objectors, that access should be taken from Beaconsfield Lane instead.

- Building style and appearance are out of keeping with the character of conservation area in particular the lack of granite on principal elevations and the unsuitability of white render.

- Height and scale: the increase in height is unacceptable due to the impact it would have to 13 & 15 Beaconsfield Place given the proximity of the building to the rear of these properties.

- Concern over demolition and construction, and the impact this will have on the users of the lane/damage to adjoining walls.

- Illegal parking on Beaconsfield Lane

- Damage to the natural habitat of the North Burn or Rubislaw during development.

PLANNING POLICY

Aberdeen Local Development Plan

Policy H1 - Residential Areas - In summary, Within H1 areas and within new residential developments, proposals for new residential development will be approved in principle if it:

1. Does not constitute over development;
2. Does not have an unacceptable impact on the character or amenity of the surrounding area.

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 the following principles will be applied:

1. Privacy shall be designed into higher density housing.
2. Residential development shall have a public face to a street and a private face to an enclosed garden or court.

3. 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.
4. When it is necessary to accommodate car parking within a private court, the parking must not dominate the space: as a guideline no more than 50% of any court should be taken up by parking spaces and access roads. Underground or decked parking will be expected in high density schemes.
5. Individual flats or houses within a development shall be designed to make the most of opportunities offered by the site for views and sunlight. Repeated standard units laid out with no regard for location or orientation are not acceptable.

Policy 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.

Historic Scotland

Scottish Historic Environment Policy (SHEP) – Both Scottish Ministers and the planning authority are required to have regard to the desirability of preserving or enhancing the appearance of the conservation area in exercising their responsibilities under the planning legislation.

EVALUATION

Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 (as amended) requires planning applications to be determined in accordance with the provisions of the development plan unless material considerations indicate otherwise.

Planning Policy

The site falls within an area designated as H1 Residential in the Aberdeen Local Development Plan, albeit there are other uses in the immediate area. In summary, within H1 areas and within new residential developments, proposals will be approved in principle if it (1) does not constitute over development and (2) does not have an unacceptable impact on the character of the surrounding area. Whilst the proposed flatted development would have a larger footprint than the existing building and would be 2.8 metres higher, it fits well into the site and is not out of keeping with the higher density developments nearby at Dempsey Court or indeed the height of the surrounding buildings. The plans have been amended to reduce the building in width at first and second floor level to sit further away from the rear of the flats on Fountainhall Road. The additional storey is also set back from the edges of the building by 3 metres rather than having a more solid 4-storey block, thus reducing the potential impact upon neighbouring buildings; therefore the proposal does not constitute over-development of the site.

In terms of the impact of the proposal upon the character and amenity of the surrounding area, there is no doubt that the proposed flats would change the appearance of the site and would have a visual impact and impact upon the character of the conservation area at this location. Approval of the application would see the removal of an unattractive building that has been vacant for a

number of years. The new building would have a bigger footprint and would be higher than the existing building, but would still tie in to the heights of the surrounding buildings. The new building would be more attractive in terms of design and appearance to the existing and as such, whilst the development would alter the appearance of the conservation area at this location, none of these changes would have an unacceptable impact upon the character of the conservation area or the amenity of the area. The site is surrounded by a variety of building styles and the site is not viewed solely as a continuation of the traditional properties along Beaconsfield Place. The development has been designed with due consideration for its context and makes a positive contribution to its setting, in accordance with Policy D1.

In terms of Policy D2, it is accepted that the site is fairly restricted in terms of offering residents an enclosed garden or court, but provision has been made through the use of balconies and two roof terraces to allow access to open areas, whilst not compromising privacy. The flats have been designed to make the most of opportunities offered by the site for views and sunlight without compromising neighbour's amenity. In terms of Policy D3 the Roads Engineer is satisfied with the level of car and cycle parking provided. In addition, the application site is close to public transport routes on Fountainhall Road.

Issues raised by the letters of objection

(1) Access and traffic issues - The Roads Engineer in his assessment of the application is satisfied that the 21 parking spaces provided are sufficient to meet Council parking standards. He states that whilst the access arrangements are not ideal, they are acceptable and the installation of the 'sett' entrance and speed cushions would calm traffic down and reduce the risk of unnecessary vehicular speeding at the proposed access. The Engineer acknowledges that the proposal would intensify the use of the existing access but does not consider the likely number of vehicular trips in peak hours for the development would have a detrimental impact on the existing access junction or traffic flow on Beaconsfield Place.

(2) Building style and appearance - The proposed building is modern. It is surrounded by a variety of building types and styles; the traditional granite terraced villas of Beaconsfield Place, the rear elevations of the recent flats built at Dempsey Court and the Rubislaw Church Centre and car park - all of which fall within the Albyn/Rubislaw Conservation Area. The site does not allow itself to be a continuation of the Beaconsfield Place terraces due to the site being set back off the road and as such an attempt to continue a terraced –style design would look awkward. Instead the design of the building is modern and stand-alone. The applicants have altered the north elevation to include a greater proportion of granite on the elevation, which adds a degree of uniformity to the streetscape. Therefore whilst the letters of representation have concern over the appearance of the building, efforts have been made to add a degree of uniformity with the greater use of granite, whilst maintaining a stand-alone design. The proposed building would improve the appearance of the site.

(3) Height and scale - The increase in height of the new building is still similar to the heights of the surrounding buildings and does not overly-dominate the setting, even though it is higher than the existing building. The fourth storey has been set back from the edge thus lessening its impact. The areas where the new

building would have most impact upon adjoining properties are at either end (east and west). Amended plans were submitted setting the east elevation further away from the rear elevation of the Fountainhall Road flats. Initially it was proposed to be some 4 metres from the windows and as such there would have been a loss of daylight to the flats. However, the applicant amended to plans to set the first and second floor 5.5 metres back thus allowing a sufficient level of light to reach the neighbouring windows.

In terms of the adjoining properties at 13-15 Beaconsfield Place, the building line would move 4 metres further north than the existing and 4 metres closer to the rear of these properties. There are already windows facing these properties in the Grampian Court building. It was initially proposed to create small balconies for the flats on the north west corner, but the plans have been amended to create 'Juliette' style balcony windows, which are not big enough to stand out on, thus reducing the impact upon 13-15 Beaconsfield Place. It is acknowledged that the visual impact of the new building would be greater than that of the existing as it would be 4 metres closer, with a greater proportion of side wall running along the communal boundary. However the impact of this would not be to such an extent as to warrant refusal of the application.

(4) Concern over demolition/damage to adjoining wall – It is proposed to attach a condition relating to the hours of construction to minimise the impact of the construction of the development on neighbour residents. In terms of the potential blocking the lane during development; the lane is private and as such the Roads Authority cannot enforce restrictions on the lane. The issue of potential damage to property is a legal matter and not one that can be addressed through this planning application.

(5) Illegal parking on Beaconsfield Lane - Concern is expressed by the letters of objection regarding the illegal parking taking place on Beaconsfield Lane. The lane is in private ownership and as such is not adopted by the Council and has no parking restrictions. There is concern that the development will lead to more cars parking on the lane to the detriment of the owners of the lane.

The applicant is providing 21 on-site parking spaces which meet the Council's parking standards. It is not considered that approval of this application would impact significantly on parking on the lane as sufficient spaces have been provided. It is not possible to resolve the issue of illegal parking through this planning application (1) because the application site falls outwith the lane and access is to be taken from Beaconsfield Place and (2) it is not the responsibility of the developer (although the owner of the site most likely has a right of access over the lane). Under the Roads (Scotland) Act 1984 in order for a private road to be adopted, it requires the majority of owners who front onto the road to be in agreement to make a request to the local authority for the road to be adopted. If accepted, the owners of the lane would be responsible for the entire cost of bringing the road up to standard.

Similarly, the local authority has statutory powers to put parking restrictions on private roads, such as double yellow lines, but the majority of owners of the lane would need to be in agreement, make a formal request to the Council and would be liable for all costs involved. The parking restrictions would then apply to anyone wishing to park in the lane.

(6) Natural habitat

Whilst the North Burn of Rubislaw and the nearby trees along the lane fall outwith the application site, due to the close proximity of the burn to the application site (less than 6 metres across Beaconsfield Lane) it is recommended that a condition be attached to any approval requiring the applicant to produce a construction method statement, in consultation with SEPA dealing with soils, earth movements, waste, fuels and surface water run off on site during the construction to safeguard water qualities in the adjacent Burn of Rubislaw and the protection of the environment in this locality.

Conclusion

Approval of the application would result in the demolition of an unattractive, empty building set within an attractive conservation area. There is general agreement amongst the neighbouring residents who submitted letters of representation that the redevelopment of the site and the removal of the existing building is a welcomed move, however, issues mainly over access, parking and design are causing concern.

Amendments have been made by the applicant to take account of the issues raised by objectors; greater use of granite on the Beaconsfield Place elevation, a reduction in width lessening the impact upon the Fountainhall Road flats and alterations to the balconies to reduce the impact of the windows upon 13-15 Beaconsfield Place, as well as road safety measures at the access point. In terms of the access and parking issues, the applicant would provide the required number of parking spaces in accordance with Council guidelines. The Roads Engineer is satisfied that with the measures proposed to the access, including the speed cushions and sett access are acceptable to allow safe use of the junction.

Taking all of the above into consideration, the proposal would not detract from the character of the conservation area in accordance with SHEP and would enhance the appearance and amenity of the general area. Whilst there would be a visual impact upon the immediate neighbours, this would not be to such an extent as to warrant refusal. The proposal has been designed with due consideration for its context, and would make a positive contribution to its setting if approved. As such the application accords with Polices H1, D1, D2 and D3 of the Aberdeen Local Development Plan and SHEP.

RECOMMENDATION

Approve subject to conditions

REASONS FOR RECOMMENDATION

The proposal has been designed with due consideration for its context, and make a positive contribution to its setting. The proposal would not detract from the character of the conservation area and would enhance the appearance and amenity of the general area. The proposal meets the Council's car parking and access standards and as such the application accords with Polices H1, D1, D2 and D3 of the Aberdeen Local Development Plan and SHEP.

it is recommended that approval is granted with the following condition(s):

(1) 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.

(2) 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. L(00)31 I 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.

(3) 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.

(4) That none of the units hereby granted planning permission shall be occupied unless the cycle storage facilities as shown on drawing no. L(00)31 I have been provided - in the interests of encouraging more sustainable modes of travel.

(5) that, except as the Planning Authority may otherwise agree in writing, no construction or demolition work shall take place:
(a) outwith the hours of 7.00 am to 7.00 pm Mondays to Fridays;
(b) outwith the hours of 9.00 am to 4.00 pm Saturdays; or
(c) at any time on Sundays,
except (on all days) for works inaudible outwith the application site boundary. [For the avoidance of doubt, this would generally allow internal finishing work, but not the use of machinery] - in the interests of residential amenity.

(6) 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.

(7) that prior to the commencement of works on site that a detailed Construction Method Statement is agreed with the Planning Authority in consultation with

SEPA which should set out the measures for dealing with soils, earth movements, waste, fuels and surface water run off on site during the construction phase and shall be implemented in full during construction operations on site – in order to safeguard water qualities in the adjacent Burn of Rubislaw and in the interests of amenity and protection of the environment in this locality.

Dr Margaret Bochel
Head of Planning and Sustainable Development.

QUEEN'S CROSS HARLAW COMMUNITY COUNCIL

Founded April 1987

Andrew H.R. Goldie,
276 Union Grove,
Aberdeen AB10 6TQ
16th February 2012

Ms Frances Swanston,
Planning and Sustainable Development,
Aberdeen City Council,
Marischal College,
Aberdeen.

Application 120034 – Erection of Dwelling Block on Beaconsfield Lane

Dear Ms. Swanston,

I am writing on behalf of Queen's Cross & Harlaw Community Council in connection with the proposal to demolish the derelict Grampian Court Hotel Building and replace it with a (rather garish) modern-style block of twelve flats. Following approaches from local residents, and further to extensive discussion within the Community Council, I am writing to lodge various objections to the development as currently proposed.

We find this planning application to be problematic in several areas, and the comments of the Community Council are as follows:-

Access and Traffic Issues

The proposal is that vehicular access to the parking areas will be via the lane leading from Beaconsfield Place. There are some obvious problems with this.

- It is inevitable that two-way traffic will be generated by a development providing 20 parking spaces. However, the lane is too narrow to allow two medium-sized vehicles to pass each other; and there does not seem to be any provision in the plans as submitted to widen the access to address this. Furthermore, a site inspection revealed little *scope* for widening the access lane within the confines of the existing site boundaries.
- There is already severe traffic congestion around the Church Hall car park at busy times. On the many occasions when multiple, simultaneous meetings assemble and disperse, the section of Beaconsfield Place adjacent to the Church Hall car

park is regularly blocked by traffic attempting to manoeuvre in or out of the car park, or attempting to park on the roadway. A new, additional traffic stream from this proposed development will only exacerbate the situation, and the view of the Community Council is that existing traffic congestion will thereby escalate to an intolerable level.

- There is no splay area westward up Beaconsfield Place for the exit from the proposed flat access lane; thereby constituting a safety risk for both pedestrians and vehicular traffic. Extending the pavement outwards seems to be intended as an attempt to address this problem; but in practical terms, this will only create a new bottle-neck in Beaconsfield Place, where there is already an existing hazard [redacted]stion.
- There does not appear to have been any assessment from the Roads Inspectorate of the traffic issues relating to this proposed development. However, given the clear practical and safety implications outlined above, we would recommend that such an assessment is undertaken (preferably at a busy period) prior to any decision being taken on this planning application.

A clear consensus amongst the Community Council together with local residents is that the proposed vehicular access via Beaconsfield Place is both impractical and unsafe; and that an alternative access arrangement via Fountainhall Road and Beaconsfield Lane would be a distinctly better option. This consensus is soundly based on local knowledge and experience, and is founded on the fact that Beaconsfield Lane (albeit unadopted) is already safely used by residents on the south side of Beaconsfield Place for access to Fountainhall Road.

Building Style and Appearance

It is acknowledged that the proposed building is an improvement on the drab, soviet-style building that it is intended to replace. However, the site is within a designated Conservation Area, and apart from a few unfortunate exceptions, the vast majority of the buildings within this area are either granite-built or granite-clad. While we accept that the insertion of modern styles and materials can sometimes offer a subtle counterpoint to older architecture, this particular proposal will clash with, rather than complement, the surrounding area.

There seems to be a general consensus that the main problem appears to be with the choice of external finish of the proposed building. Rather than successfully blending-in with the surrounding architecture, the proposed build will stand out like a whited sepulchre (with a tin roof) amidst a sea of granite. In other words, it will stick out like a sore thumb, particularly to views from Beaconsfield Place.

The view of the Community Council is that in the context of the site, the appearance of the building would be significantly enhanced if the exterior was changed to a granite finish, rather than what is currently proposed. We also note that other more modern buildings in the immediate area have been finished in granite, and that there are therefore local precedents for this approach within this Conservation Area. The Community Council view is that if the Development Management Sub-Committee feel inclined to grant approval, then such a design-change should be stipulated as a condition of planning consent.

Height, Over-Looking, and Over-Shadowing.

As a 3-storey building replacing a 2-storey building, the Planning Officer has confirmed that the proposed building will be 2.8 metres taller than the building it replaces. The new building would also be 4.0 metres closer to no. 13 Beaconsfield Place than the former building. This will mean there will be a significant over-shadowing and over-looking of properties on the south side of Beaconsfield Place. In particular, nos. 13 and 15 would be particularly badly affected.

The above summary is a fair reflection of the views of Queen's Cross and Harlaw Community Council, and we trust that you will give these views due weight in the determination of this application. We are of the firm belief that this planning application, based on current design, should be rejected for the reasons outlined above. We request however, that should Committee Members feel in any way inclined to doubt our assessment, then a site visit be undertaken to clarify the issues and resolve any doubts.

Should you require clarification on any of the above points, please do not hesitate to contact me.

Yours sincerely,

Andrew Goldie

Planning Convenor, Queen's Cross & Harlaw Community Council

12 Beaconsfield Place
Aberdeen
AB15 4AA

24 January 2012

Dear Sir/Madam

Planning Ref 120034
Grampian Court, Beaconsfield Lane

Please can you take the following comments into consideration when determining the above application.

1 Vehicular access

There is a great deal of traffic and congestion at present around the gate of the church hall car park. This end of Beaconsfield Place is heavily used to park cars by local businesses as well as residents and can become very chaotic at various times of day. It would be better for residents of Grampian Court to drive out the front of Grampian Court into Beaconsfield Lane and then directly on to Fountainhall Road rather than to be trying to drive out into Beaconsfield Place with poor viewing and many pedestrians.

The proposed alteration to the pavement will make an already narrow road much more difficult to negotiate for all drivers. The street is used by delivery vans for surrounding shops and the car park gate is constantly used as a turning area for these and visiting cars. We are unhappy about having this proposed alteration right across the road from our house as it will force the traffic closer to parked cars.

2 Height of building

The extra storey for car parking makes the new building much higher than the old one. This will result in an increased 'city centre' feel to the area which will, as a result, have a detrimental effect especially as the proposed finish is white and black, out of keeping with surrounding buildings.

3 Colour and materials

See comment above - should the building not lie sympathetically in a conservation area where householders have stringent restrictions when it comes to improvements or renovations?

Yours faithfully

Catherine and Sayers Kyle

15 Beaconsfield Place
Aberdeen AB15 4AB

6 February 2012

Aberdeen City Council
For the attention of Dr Margaret Bochel
Head of Planning and Sustainable Development

Proposed Block of 12 Flats, Beaconsfield Place, Aberdeen
Application No. P120034

Dear Dr Bochel

Despite shedding no tears to finally see the demolition of Grampian Court, we do have some reservations.

We are very dismayed to see in the plans that there will not be much (if any) granite on the north facing side of the building. As all homes in Beaconsfield Place are granite built, it would be more in keeping with the surrounding area if this new building was at least granite fronted.

We are not in agreement that parking is from a north access and not from a south access. We could see this as being a gridlock area, what with the regular flow of traffic in Beaconsfield Place and with all the traffic from the church carpark. To ease all this congestion, can it be considered to make the parking access from the south of the building (Beaconsfield Lane) as it is presently.

How do they intend to demolish the building. As our family and other Beaconsfield Place residents have garages in the lane and make use of the lane on a daily basis, we are very concerned how the demolition is going to be executed. As it is, we have local offices that make Beaconsfield Lane their 'personal car park', with some days having up to 18 illegally parked cars (nothing residents can do as it is a private lane). So as you can see we would like to minimise even more congestion.

As the existing building is joined on to our garden wall, we need re-assurance that this wall will not be damaged, and if it is, it must be restored.

Yours sincerely



Ian and Lorna Grant

126 Desswood Place
Aberdeen
26th Jan 2012

ABERDEEN CITY COUNCIL
For the attention of Dr Margaret Bochel,
Head of Planning and Sustainable Development
Enterprise, Planning and Infrastructure

PROPOSED BLOCK OF 12 FLATS, Beaconsfield Lane, ABERDEEN.
Application No P120034

Dear Dr Bochel,

Having read Councillor Stewart's most recent newsletter, I note that it is proposed to replace the Grampian Court Hotel on Beaconsfield Lane with a block of twelve flats. Having studied the drawings I note also that it is the applicant's current intention to finished almost the whole building in a pure white render. This will result in the flats being extremely conspicuous and completely out of character with Beaconsfield Place, a street the flats face directly on the north side, and a street which is also totally built of Aberdeen granite.

As this is a Conservation Area entirely built of granite and in Fountainhall Road itself Blenheim House and the block of flats opposite have recently been faced with considerable granite, I would hope that you will also ensure that in this application the north elevation of the proposed block will also be faced in granite so that it matches the rest of the street that it so obviously a part of.

Yours Sincerely,

[redacted]

Dr Alejandro Gallego.

14 Beaconsfield Place
Aberdeen AB15 4AA
[redacted]
25th Jan, 2012

ABERDEEN CITY COUNCIL
For the attention of Dr Margaret Bochel,
Head of Planning and Sustainable Development,

PROPOSED BLOCK OF TWELVE FLATS, Beaconsfield Lane, Aberdeen
Application No : P120034.

Dear Dr Bochel,

Having studied the proposal to replace the Grampian Court Hotel building with a block of twelve flats, I wish to advise you of my following objections.

The proposal results in the present Church Centre car park access being utilised as the access/exit to the flats car park, despite its inadequacy, poor sightlines and the fact that the public entrance to the flats is off Beaconsfield Lane on the other side of the proposed block. I am also extremely unhappy about the proposed adjustments to the pavement on either side of the existing access immediately opposite my house, which will result in an unacceptable constriction to the width of the street itself. This end of the street has enough difficulties in its capacity as a public car park with regular problems in the late afternoon and evenings especially when the Church Centre is in full swing.

Although this proposed block is situated behind the Supermarket Block on Fountainhall Road, it is very much the street elevation to Beaconsfield Place on its north facade. As this is a conservation area, with a street entirely built of granite houses, I would expect you to insist that the north facade of this proposed block be entirely faced with granite in keeping with the general character of the street. I am also very unhappy that the proposed block is a storey higher than the existing building, which is high enough.

I trust that you will take these comments on board and act on them.

Yours Sincerely,

[redacted]

Lesley Miller.

11 Carlton Place
Aberdeen
26th Jan 2012

ABERDEEN CITY COUNCIL
For the attention of Dr Margaret Bochel,
Head of Planning and Sustainable Development

PROPOSED BLOCK OF 12 FLATS, Beaconsfield Lane, ABERDEEN.
Application No P120034

Dear Dr Bochel,

It has come to my attention reading Councillor Stewart's most recent newsletter, that it is proposed to replace the Grampian Court Hotel on Beaconsfield Lane with a new block of twelve flats. Having studied the proposal on-line I note also that it is the applicant's intention to finish almost the entire building front and back in a pure white render. This will result in the flats being extremely conspicuous and out of character with Beaconsfield Place, a street the flats face directly on the northern side, and a fine Victorian street which is also completely built of Aberdeen granite.

As this is a Conservation Area entirely built of granite and in Fountainhall Road itself you have already insisted that Blenheim House and the block of flats opposite have recently been faced with granite, I would trust that you will also ensure that in this application the north elevation (at least) of the proposed new block will also be faced in granite so that it matches the rest of the street that it so obviously faces.

Yours [redacted]

Alistair Hay Dip Arch Abdn.

21 Beaconsfield Place
Aberdeen
AB15 4AB

31st January 2012

Dr Margaret Bochel
Head of Planning and Sustainable Development
Aberdeen City Council
Marischal College, Broad Street
Aberdeen AB10 1AB

Dear Dr Bochel,

Re: Planning Application Number 120034, Proposed block of 12 Flats, Beaconsfield Lane.

I am writing regarding the above development. I wish to make the following objections and points for consideration.

Objections:

1. **Facing of building.** The side of the development facing Beaconsfield Place should be faced in granite, in keeping with the conservation area. Although the development is not situated on Beaconsfield Place, it will readily be seen from this street.

2. **Vehicle access.** Improvements for vehicular access to the development need to be addressed. It is particularly difficult for car drivers to see pedestrians when entering and exiting the current Church Centre car park, making this a particular hazard for children. The increased volume of traffic will add to this risk.

Points for Consideration:

1. **Access to Beaconsfield Lane during construction work.** I am a Trauma Consultant for NHS Grampian and am regularly on-call for emergencies at Aberdeen Royal Infirmary. I therefore need 24-hour access to my garage on Beaconsfield Lane. The construction work should not block Beaconsfield Lane without prior notice. Doing so may result in delayed access, and subsequent harm to a patient. As I am sure you are aware, the consequences of this could be significant. *This letter, sent by recorded delivery, is my formal notice making you and Aberdeen City Council aware of this fact.*

   If construction work requires Beaconsfield Lane to be blocked for a period of time, I would be grateful if I could be informed and arrangements made for parking nearby at no cost to myself.

2. **Resident parking.** Before the introduction of parking permits in Beaconsfield Place, it was pointed out by a number of my neighbours that this would increase the number of non-resident vehicles parking in Beaconsfield Lane. We were assured that this would be addressed. Unfortunately, non-resident parking in the Lane continues to be a problem. With the addition of further housing, it is imperative that this issue is addressed.

I am grateful for your time in considering the above.

Yours sincerely

[redacted]

21 Beaconsfield Place
Aberdeen
AB15 4 AB

28th January 2012

Aberdeen City Council
For the attention of Dr Margaret Bochel
Head of Planning & Sustainable Development

Re: Proposed Block of Twelve Flats
Beaconsfield Lane,
Aberdeen

Application number P120034

Dear Dr Bochel,

I am writing with regard to the above development.

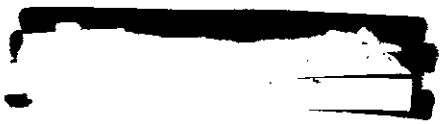
Firstly, I am in agreement that the buildings at Grampian Court would be improved, to the benefit of the area, by being rebuilt as flats.

The concerns which I wish to register regarding the above project are as follows:

1. The residents of Beaconsfield Place need access to Beaconsfield Lane. This is already problematic due to unauthorised parking which regularly blocks garage access. I hope that this project would be managed in such a way as to minimise disruption to this access. I would support the current plan to have vehicular access to the flats from the Beaconsfield Place side.
2. With this in mind, I think it would be important to take into account how the entrance/ exit onto Beaconsfield Place is configured - visibility is poor at present, and with increased volume of traffic, this could prove to be a hazard for pedestrians.
3. I would also like to request that the environmental impact be considered, specifically, that the natural habitat in Beaconsfield Lane be respected. This natural "green corridor" provides a habitat for birds in particular and it would be disappointing if this space was damaged in the process of building work.
4. From an aesthetic perspective, I think that the side of the building facing Beaconsfield Place should be faced in granite to complement the conservation status of the rest of the street.

I hope that the above will be considered when the decision is taken regarding the above proposal.

Yours sincerely
Dr A. Louise Johnston



13 Beaconsfield Place

Aberdeen AB15 4AB

06 February 2012

Attention of Aberdeen City Council, Dr Margaret Bochel, Head of Planning and Sustainable Development

Re : Proposed new Block of 12 Flats at Beaconsfield Lane, Aberdeen. Planning No. 120034

Dear Dr Bochel,

Having reviewed the Plans for this development to replace the present Grampian Court Building I have the following objections to the plan as it presently stands:

1. it seems the Corner of the new building closest to the back of my property is to come forward by approx. 4 Metres i.e. closer to the back of my property. This is unacceptable to me as it will mean the corner flats will not only look directly in to my kitchen but will move 4 metres closer and thus restrict the present view from my property. This will have a negative effect on both No's 13 and 15. I would ask that this proposed design is not allowed to go ahead and the outline of the new building should not be allowed to come closer to the No. 13 and 15 Beaconsfield Place properties.

2. it also seems the new plans allow for the building to be approx. 2.8 Metres higher. Again, this is unacceptable to me – as this will make it higher than any of the buildings at the No. 13 end of Beaconsfield Place. The planned increase in height will restrict the view I and many other properties presently enjoy from our properties. My personal thought is that there is no reason to increase the present building height other than that the owner wants to maximise his profit potential at the expense of the neighbouring properties present views.

3. The planned finish of the new building does not fit in with the properties on Beaconsfield Place. Obviously a mistake was made in the 1970's when the present ugly Grampian Court building was allowed to be erected in a Conservation Area and the new plans seem to me to be repeating the same mistake. The planned white finish of the main building and the "baco foil" affect at the top of the property are not in keeping with any of the Beaconsfield properties. In my view the building should be completed with a granite finish at the Beaconsfield Place side to allow it to blend in and complement the present buildings.

4. Parking at both the front and back of Grampian Court is presently a complete nightmare at certain times of the day. Since Aberdeen City Council made Beaconsfield Place a paying parking street with ticket machines it has

effectively moved many people to park in Beaconsfield Lane during the week days. This Lane is private property yet neither the Police or the Traffic Wardens will take any action against people parking in this lane during office times. Many times people restrict access for residents of Beaconsfield Place and/or park directly across my Garage at No. 13 and I have had many arguments with people to get them moved from across my garage. As part of the planned new development can some type of parking restrictions be put in place for Beaconsfield Lane so that only residents are allowed to park in this lane?

5. As regards the new building plan I think it would be best to have the front of the property on the Beaconsfield Lane side – the same way as Grampian Court presently faces. If the present plan is allowed to go ahead it will create even more parking chaos at the Church Hall Parking area – every week day from approx. 3 PM until about 9PM there are meetings etc being held in the Church Hall and there are not near enough parking places for the many visitors. If the front of the new flats are also allowed to use the Church Hall as the access road to the flats it will only add to the Parking and Traffic chaos. I would ask has anyone from the Architects or Aberdeen City Council actually came and viewed the parking/traffic chaos that goes on every day at the Church Hall area? If not, this should be completed as part of the Planning approval process.

6. If the building is allowed to be built to the present plan with the front of the flats facing on to Beaconsfield Place then what is the plan for the access road? Is it to be widened to allow 2 x car wide access? As the wall at the front of my property is approx. 5 Feet high this will restrict the view of all the traffic as it comes out of the access road and most likely lead to accidents with the many pedestrians coming along Beaconsfield Place across the Church Hall access. From what I can see in the plans there is no plan to remove any of my front wall and if there was to be such as plan I would not agree to any of my wall being removed, lowered etc.

7. While all residents of Beaconsfield area want to see Grampian Court removed and a new attractive building in its place it should not be the "profit margin" that solely drives the building design – as it seems from the present plan proposed.

Yours sincerely,

Norman Kirk

From:
To: <pi@aberdeencity.gov.uk>
CC:
Date: 13/02/2012 18:18
Subject: Planning application P120034 New flats Beaconsfield Lane Aberdeen

6 Beaconsfield Place
Aberdeen
AB15 4AA
13/2/12

For the attn Dr M Bochel
Planning application P 120034
Erection of 12 new flats Beaconsfield Lane Aberdeen

Dear Dr Bochel
I am writing in response to the planning application to erect a block of twelve flats on the site of Grampian Court Hotel building. Whilst I support the replacement and redevelopment of the site I am concerned at the route of vehicle access to the site which appears to be from Beaconsfield place and not from the flats address of Beaconsfield Lane. This access is restricted with poor visibility onto Beaconsfield Place. Furthermore it will add congestion to an already busy access to the existing church centre. I question why access cannot be from the flats address on Beaconsfield lane.
I also object to the height of the new building. It appears to be one floor higher than the existing and surrounding properties. The property will be in full visual access to Beaconsfield Place and its frontage is not in keeping with the existing properties.

Yours Sincerely

Leslie Harley

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 04/02/2012 15:37
Subject: Planning Comment for 120034

Comment for Planning Application 120034
Name : Bryan MacGregor
Address : 10 Beaconsfield Place
ABERDEEN
AB15 4AA

Telephone : [redacted]
Email: [redacted]
type :
Comment : I wish to object to this application for three reasons:

1. The proposed development is too high. It is a full storey higher than the existing property and is higher than the houses beside it in Beaconsfield Place.

2. The materials used in the north elevation are not in keeping with the older properties in the Conservation Area. The white finish might be suitable on the south elevation but not on the north elevation where the adjoining and facing properties are in granite. Nor does the contrast work - it simply looks cheap.

3. The access to Beaconsfield Place is inappropriate. The church hall is let commercially and is already intensively used. The church hall car park does not have sufficient capacity and drivers enter it and then have to leave it when they find it is full. This causes problems at present and a further access here would worsen an already unsatisfactory position. It should also be noted that the access involves a distinct fall from the road and then a rise again to the level of the car park. In addition,the sites lines for this access are poor and inadequate given its already high usage.

I consider that a more appropriate access would be from the south from Beaconsfield Lane.

Overall, I welcome the redevelopment of the site but wish to register a formal objection to this specific proposal on the grounds of height, the design of the north elevation and the access.

Bryan MacGregor, MRTPI, MRICS

14 Beaconsfield Place,
Aberdeen AB15 4AA
T[redacted]
16th Feb 2012

PROPOSED FLATS : Beaconsfield Place Lane, Aberdeen
Application No P120034

Dr Margaret Bochel,
Head of Planning and Sustainable Development,
ABERDEEN CITY COUNCIL.

Dear Dr Bochel,

Further to my telephone conversation this afternoon with Development Control of the Roads Dept, I write to you again on behalf of the lower residents of this street to reinforce my original comments relayed to you in my letter of the 25th January 2012. Learning as I did today also that your Ms Frances Swanston has apparently satisfied herself that the existing slightly modified vehicular access exit on to Beaconsfield Place is acceptable, I enclose my letter to Mr Rogers of the Roads Department on the subject which is self explanatory.

The current arrangement only works reasonably safely because for the past fifteen years the access has been in the sole use of the Rubislaw Church Centre's twenty cars. Mixing in a further twenty cars from the flatted development on to this bad, inadequate and problematic junction, with absolutely no sight-line to the adjoining west pavement of Beaconsfield Place, is simply ill-conceived and very dangerous. Are you really happy to potentially put the lives of young children and elderly ladies at such risk? You might also spare a thought for all of us who live at the bottom end of this street – how would you like forty cars regularly disgorging themselves out immediately opposite your house, day and much of the night with all the inconvenience, noise and loss of amenity that this involves.

Most of us are happy to see the Grampian Court Hotel go, but all of us are united in our total opposition to this street being used for the passage and convenience of further cars. You need only examine the surface of the lower end of Beaconsfield Place to see how worn out it has become due mainly to parking activities in connection with the Church Centre. We would all like the vehicular access to the flats arranged to come directly off Beaconsfield Place Lane on the other side of the bock, (which could be easily achieved without great difficulty) and whilst perhaps being less than what one might want in a perfect world, is far more obvious, direct and safe than the more northerly lane counterpart proposed.

I have lived in this beautiful Victorian granite street now for over forty years and have witnessed the bottom end deteriorate to become something like a cross between a public car park and Brands Hatch due to the historical decisions taken in the past by your Department. We have also had to learn to live with both the Rubislaw Church Centre and the Grampian Court Hotel, both of which were allowed by the Planning Department to clothe themselves in wholly inappropriate roughcast. I appeal to you to try to avoid a decision the result of which will yet again further damage the amenity of my immediate neighbours and myself, both in the proposed finish of these intended new flats, and their unacceptable intended vehicular access directly on to this street.

Yours Sincerely,

[redacted]

David G Miller, RIAS, Dip Arch Abdn.

Copy ...Mr Tom Rogers, Dept of Roads & Ms Frances Swanston, Planning
Councillors Jennifer Stewart & Martin Greig

14 Beaconsfield Place
Aberdeen AB15 4AA
Tel [redacted]
25th Jan, 2012.

ABERDEEN CITY COUNCIL
For the attention of Dr Margaret Bochel
Head of Planning and Sustainable Development,

PROPOSED NEW BLOCK OF TWELVE FLATS
BEACONSFIELD LANE, ABERDEEN Application No : P120034.

Dear Dr Bochel,

Although few are going to lament the removal of the Grampian Court Hotel building, at least it has become almost invisible over the years. This can hardly be said about the present proposal to replace it with a much more strident block of twelve flats.

My objections mainly revolve around fact the new block appears to have developed a split personality, with the granite surrounded resident entrance facing southwards on to Beaconsfield Lane and the proposed parking access facing resolutely northwards and served by an inadequate dog-legged lane totally unconnected with its public entrance. This access has absolutely no adequate sight-line westwards up Beaconsfield Place, where the existing 1.600m high flanking boundary wall of Nos 13 & 15, completely obscures any sight of the adjacent pavement. Cars indeed will just suddenly appear. This will be extremely dangerous for the many very young and elderly pedestrians who tend to frequent this side of the street accessing the Church Centre, local shops, schools etc.

I am also greatly concerned about the tendency of the Centre car park patrons to arrive and depart "in bulk" and indeed the inevitable conflict that will by definition ensue at the shared entrance. The situation is bad enough at present with only the Centre parkers, especially after five o'clock and around seven o'clock in the evenings, when chaos frequently reigns in this street. This is of course mainly due to the inadequate number of car spaces available and patrons being frequently obliged to back out of the car park once they have found that it is full. I am incidently also totally opposed to the proposed reconfiguring of the pavements on either side of the lane access immediately opposite my house which will probably be a wasted effort and result only in an unnecessary and undesirable constriction of the street.

It is my contention that the parking access to the proposed flatted block should be arranged to be on the other side of the building directly off Beaconsfield Lane, where the public entrance is located (and is presumably also the intended address of the building).

I am also greatly concerned that whilst the proposed block is attractive enough in itself, it is a full storey higher than the present Hotel block and it is also proposed to be rendered in an overall now almost obligatory white finish. While this may very well match the new flats on the other side of the Denburn, not to mention the back of the Rubislaw Church Centre, must we really repeat the mistakes of the past yet again ? The architect appears to think that this is a back-lands development behind Fountainhall Road, but in reality as far as we in Beaconsfield Place are concerned this is very much a fully visible new building directly facing our street, (albeit behind the church Centre car park). **Given that this is a Conservation Area, entirely built of Aberdeen granite** (except for the aforementioned more modern additions), **at the very least I would expect you to insist that the north elevation be completely faced in granite, just as you asked for at Blenheim House and the flats opposite on Fountainhall Road, as well as the Forest Road elevation of Albyn School. Anything less should be completely unacceptable.**

I trust that your department will take these points on board and act on them

Yours Sincerely,

[redacted]

David G Miller. RIAS Dip Arch Abdn.

14 Beaconsfield Place
Aberdeen
30th Jan 2012
Tel [redacted]

ABERDEEN CITY COUNCIL
For the attention of Dr Margaret Bochel,
Head of Planning and Sustainable Development

PROPOSED BLOCK OF 12 FLATS, Beaconsfield Lane, ABERDEEN.
Application No P120034

Dear Dr Bochel,

Further to my letter of the 25th inst regarding the above, and further to my discussions with my neighbours over the weekend, I write to express our additional concerns, should this application be approved even in a (hopefully) modified form.

My neighbours and I are extremely anxious, that given the very restricted nature of the site itself and the tight access on both its north and south sides, that building operations will probably result in considerable difficulties for this street. The south side of Beaconsfield Place in particular is alarmed at the prospect of their lane being even temporarily blocked, and given its cul-de-sac nature, this would mean that they could be denied reasonable access to their back doors and garages.

Conversely if building contractors elect to use the northern lane, then similar difficulties may be visited on the north side of Beaconsfield Place as well, given the congested nature of this street, its function as a car park, and the very regular activities of the Church Centre car parkers as well. On no account either can the Church Centre be allowed to reduce their parking provision, even temporarily, because this can only exacerbate potential problems. There is of course also the difficulty of where site huts are to be located, where materials are to be stored and where also the contractor's workers are even to park their cars. You might wish to note that because Beaconsfield Lane has no yellow lines, every week-day over a dozen cars already park there all day (free of charge) much to the inconvenience of the residents on the lower south side of this street, who frequently have their garages blocked.

As a member of the Local Community Council, I am only too well aware of the difficulties residents on the northern side of Gladstone Place are having at present with building activities in Queens Road at Albyn School and an office block being built slightly further down that street. The potential for even worse problems at Beaconsfield Place Lane is considerably greater, given its location and problematic access and I trust that your department is aware of our understandable concerns.

We would hope that conditions are imposed on any approval which will adequately constrain the builder sufficiently and preserve as far as is reasonable the interests of those of us who live at both the eastern end and the south side of this street.

Yours Sincerely,

[redacted]

David G Miller, RIAS. Dip Arch Abdn.

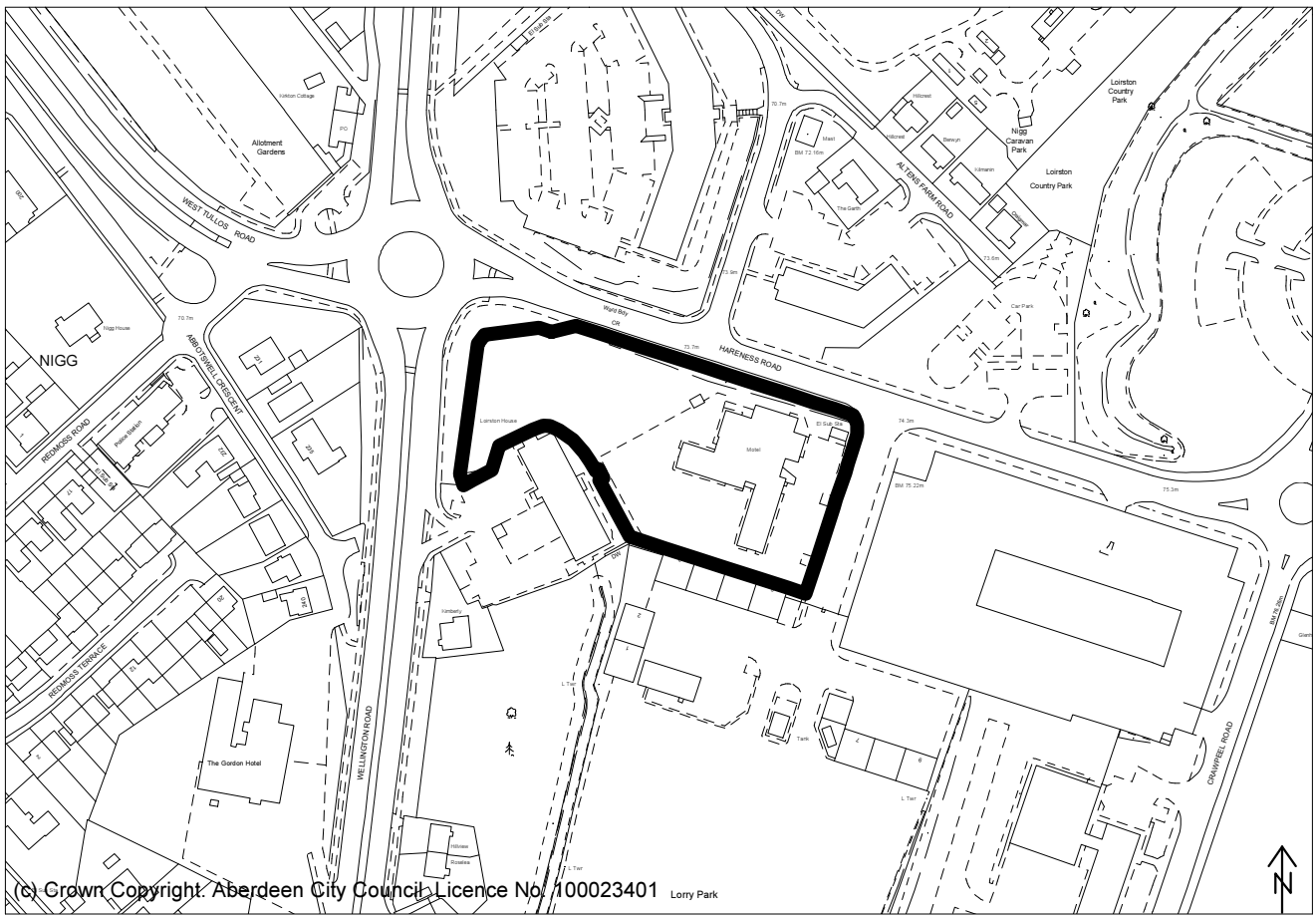
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LAURIES HOTEL, SITE 94 HARENESS ROAD, ALTENS INDUSTRIAL ESTATE

SECTION 42 VARIATION OF (REF: A6/2138) 5 YEAR TIME LIMIT CONDITION IMPOSED BY LEGISLATION ON AN OFFICE DEVELOPMENT CONSISTING OF 3 PAVILIONS WITH ASSOCIATED CAR PARKING

For: Edc (Hotels) Ltd

Application Ref.	: P120129	Advert	:
Application Date	: 27/01/2012	Advertised on	:
Officer	: Jennifer Chalmers	Committee Date	: 22 March 2012
Ward: Kincorth/Loirston (N Cooney/K Dean/C McCaig)		Community Council	: No response received



RECOMMENDATION: Approve subject to conditions

DESCRIPTION
The application site refers to the Lauries Hotel site on Hareness Road which is on the south eastern corner of the roundabout with Wellington Road. The site contains the main building, a small car park and a large area of open ground to the west.

HISTORY
A6/2138 – Conditional planning approval granted on 9th February 2007 for the 'Erection of office with car parking'

PROPOSAL
This application is a request to extend the 5 year time limit condition imposed by legilsation in 2007. This proposal seeks an extension to this time limit for a further 3 years.

REASON FOR REFERRAL TO SUB-COMMITTEE
The application site is under the ownership of Aberdeen City Council, therefore in terms of the Council's Scheme of Delegation, the application is required to be determined by the Development Management Sub-committee.

CONSULTATIONS

ROADS SECTION – No observations
ENVIRONMENTAL HEALTH – No observations received
COMMUNITY COUNCIL – No observations received

REPRESENTATIONS
One letter of objection has been received. This refers to:

- Roundabout at Wellington Road / Hareness Road already heavily congested and this office development would add to this.
- Already a number of empty office blocks in area, these should be let before more office buildings are erected.

PLANNING POLICY
Aberdeen Local Development Plan: Policy BI2 (Business and Industrial Land) – Aberdeen City Council will support the development of the business and industrial land allocations set out in this Plan. Industrial and business uses (Class 4 Business, Class 5 General Industrial and Class 6 Storage or Distribution) in these areas, including already developed land, shall be retained. The expansion of existing concerns and development of new business and industrial uses will be permitted in principle within areas zoned for this purpose.

EVALUATION
Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 require planning applications to be determined in accordance with the development plan unless other material considerations suggest otherwise.

The principle of a new office on this site has already been established through the previous application as noted above and is not up for debate in this evaluation. It was previously considered that there would be no conflict with the Business and Industrial Land policy. It is recognised that there is now a new Aberdeen Local Development Plan, but the Business and Industrial Land policy remains pretty much the same.

The application seeks to extend the 5 year time limit condition imposed by legislation in 2007 and seeks an extension to this time limit for a further 3 years.

Given that there are no changes to the original planning application and the application does not conflict with the new Aberdeen Local Development Plan, the proposal to extend the time limit condition as imposed by legislation for a further 3 years is acceptable.

RECOMMENDATION

Approve subject to conditions

REASONS FOR RECOMMENDATION
The request to vary the 5 year time limit condition by a further 3 years is considered acceptable under Policy BI2. The application as it stands has not changed, therefore this variation is purely to extend the time limit condition imposed by legislation.

it is recommended that approval is granted with the following condition(s):

(1) that all planting, seeding and turfing detailed in the Planting Specification and Maintenance Schedule dated 18 January 2007 and shown on landscape proposals drawing 0704 (dated 17.1.07) and drawings 1006 and 1007 of the plans hereby approved (or other landscaping plan subsequently approved in writing by the planning authority), shall be carried out in the first planting season following the completion of the development hereby approved. Any trees 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.

(2) that no development shall take place unless a scheme for the protection of all trees to be retained on the site during construction works (including the existing beech hedge along the Hareness Road and Wellington Road boundaries) has been submitted to, and approved in writing by, the Planning Authority and any such scheme as may have been approved has been implemented - in order to ensure adequate protection for the trees on site during the construction of the development.

(3) that the use hereby granted planning permission shall not take place unless provision has been made within the application site for litter disposal and, if appropriate, recycling facilities 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.

(4) 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.

(5) That no development hereby approved shall not be occupied unless a detailed Green Transport Plan, which outlines proposals to encourage a modal shift towards other forms of transport other than the car together with appropriate monitoring procedures has been submitted to and agreed in writing by the Planning Authority and that the offices hereby approved shall not be occupied unless the terms of the Green Travel Plan are being complied with unless the planning authority has given written consent for a variation - in the interests of promoting a more sustainable form of travel.

(6) that the developer shall afford access at all reasonable times to any archaeologists nominated by the planning authority and shall allow them to observe work in progress and record items of interest and finds. No development pursuant to this planning permission shall take place unless written notification of the commencement date has been given to the Keeper of Archaeology, Aberdeen City Council not less than 14 days before development commences - in the interests of recording and /or preserving such items of historical importance as may exist within the application site.

(7) 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. 1000 of planning application A6/2138 previously approved or such other drawings as may subsequently be submitted and approved in writing by the planning authority. The car parking spaces must at no time be designated or allocated for specific individuals or companies and must remain available to all employees of the office buildings hereby approved unless the planning authority has given written consent for a variation. The car parking 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.

(8) that the development hereby approved shall not be occupied unless secure covered cycle storage has been provided on the site in accordance with further drawings that have been submitted to, and approved in writing by, the planning authority - in the interests of sustainable transportation.

(9) 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.

Dr Margaret Bochel
Head of Planning and Sustainable Development.

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From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 13/02/2012 13:55
Subject: Planning Comment for 120129

Comment for Planning Application 120129
Name : Mr McGhee
Address : Kimberly house wellington road Aberdeen AB12 3JX

Telephone :
Email
type :
Comment : The roundabout at wellington/ Hareness road road is heavily congested as is, this office will only ad to the congestion ,
The council owned lorry park has started being use quite heavily after very little use in the last few years,
Amec use/ Rent Lauries car park at the moment for the staff in the office block across hareness road , Where will all this traffic go when the build becomes an office ?
In Altens many office blocks are empty , These should be let before any more office buildings are erected / converted in the area.
The planing officer needs to visit the site in rush hour times to see how bad this really is.

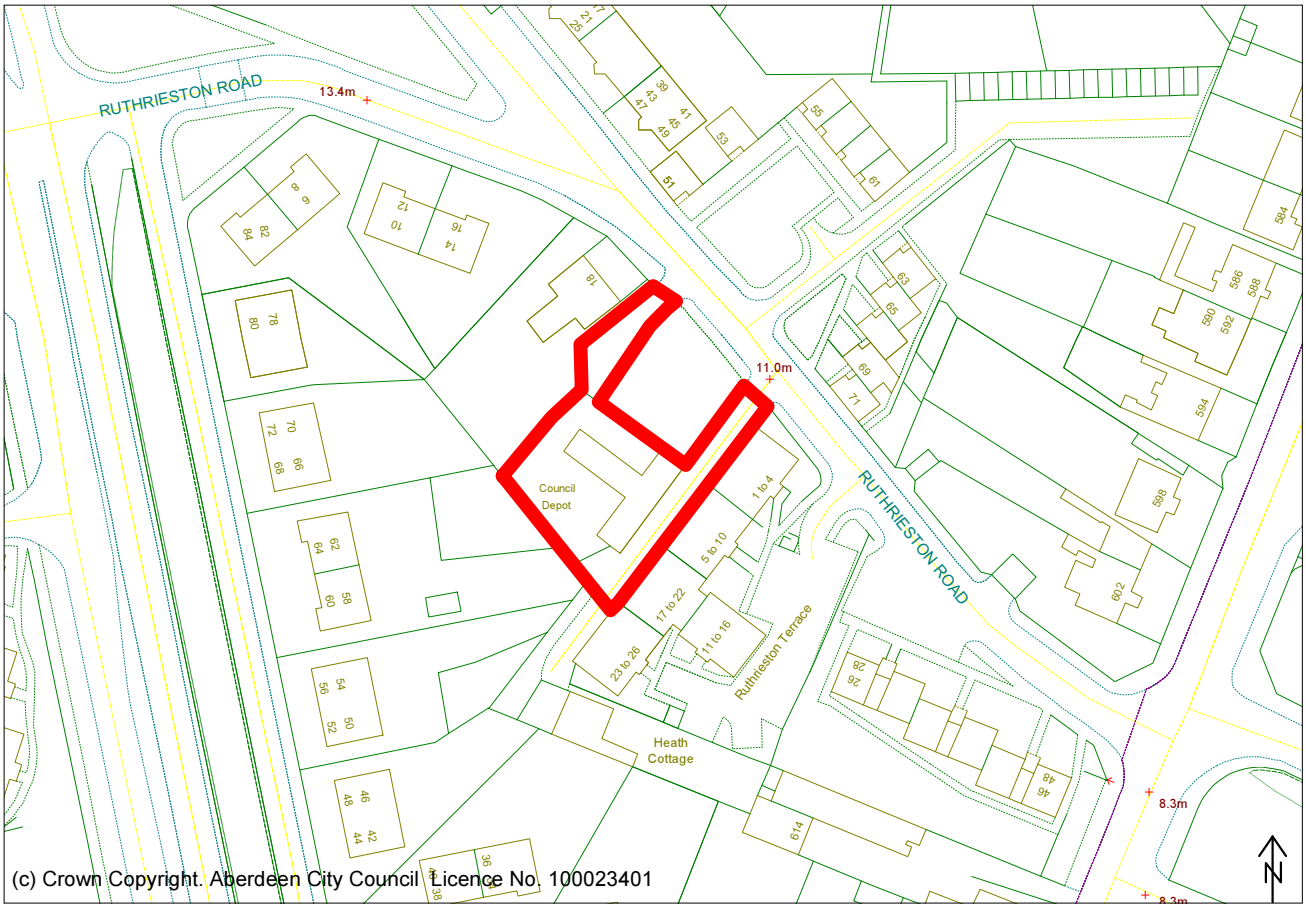
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RUTHRIESTON ROAD, ABERDEEN

DEMOLITION OF VACANT COUNCIL DEPOT BUILDING AND ERECTION NEW FLATTED DEVELOPMENT [6 UNITS], AND ASSOCIATED CAR PARKING

For: Relsha Ltd

Application Ref.	: P120107	Advert	:
Application Date	: 24/01/2012	Advertised on	:
Officer	: Matthew Easton	Committee Date	: 22 March 2012
Ward: Airyhall/Broomhill/Garthdee (J Wisely/I Yuill/G Townson)		Community Council	: No Response



RECOMMENDATION: Approve with Legal Agreement to secure affordable housing and suitable community infrastructure provisions.

DESCRIPTION

The site is a former Council Environment Services depot which extends to approximately 662sqm and is located on the south side of Ruthrieston Road.

The building consists of a T-shaped, detached single storey building with a pitched roof. It is of concrete block construction with harled finish and a slate roof. The depot incorporates a garage and workshop, store, office, toilets, shower room, wash room, and storage yard.

The site was also home to a small recycling point which closed sometime ago.

Access to the site is via a track leading from Ruthrieston Road to the northern boundary of the site or via a second longer track along the western boundary of the site.

The site is within a residential area which is characterised by 2 – 2½ storey flats and 2 storey terraced dwellinghouses.

To the immediate north of the site is an area of public open space which contains several trees. Beyond this is Ruthrieston Road and two storey terraced dwellinghouses.

To the west beyond the access track is the flats at Ruthrieston Terrace which are hard up against the track. They are predominately 2½ storeys in height but drop to 1½ storeys for the section closest to Ruthrieston Road.

To the east is a 1½ storey detached dwellinghouse and associated garden ground and to the south are gardens associated with 2 storey semi-detached dwellinghouses on South Anderson Drive.

HISTORY

A planning application was submitted in May 2011 for a very similar development which proposed six 2 bedrooms and two 1 bedrooms flats. The application was on the agenda of the Development Management Sub-Committee meeting on 8th December 2011 with a recommended for refusal. However, it was withdrawn by the applicant prior to the committee date.

The reasons for the recommendation were that the proposal would have affected the residential amenity of surrounding properties due to its excessive height, would have failed to take account its context and adversely affect the visual amenity of the area and due to a lack of car parking.

The new application differs from the previous largely due to the reduction in the number of flats from eight to six, the reduced number of parking spaces and the design and height of the building.

PROPOSAL

It is proposed to demolish the existing depot and construct a development of six flats with associated car parking.

The proposed new building would be located more or less in the same position as the east / west wing of the depot. It would be 20m in length and 10m wide. The building would be predominately three storeys (achieving a maximum height of 9.5m). The building would be divided into two more or less cube shaped blocks 9m x 10m x 9.5m with a 2.5m central glazed section between them which would accommodate front and rear access and the stairs.

The north and south elevations of each block would be largely finished in copper red composite cladding panels, framed by textured render walls coloured white. The south elevations would feature balconies which would be recessed into a void on the south elevations. They would be finished in timber decking and green tinted glass balustrades.

The gables of the building would be simple, finished in white textured render and including a central strip of copper red cladding panels incorporating bathroom windows. There would also be a gap within the wall where balconies are located. Each block would have a flat roof finished in insulated standing seam panels, coloured copper red. They would be set behind parapet walls which accommodate a dark grey gutter.

Overall, the building would have an undoubtedly modern appearance, reminiscent of Bauhaus architecture with its cubic shapes, flat roofs and use of white.

Internally, the flats would have a kitchen, lounge, bathroom and two bedrooms one of which would feature an en-suite bathroom. The balconies would be accessed via a folding door from the lounge.

The most northerly of the accesses to the site would be stopped up and landscaped. Access to the site would be via the existing access track to the west of the new building and alongside flats at Ruthrieston Terrace. This track would lead to a car park at the rear of the building where nine parking spaces would be provided along the southern boundary. A footpath would be provided between the parking spaces and the flats.

A bin store would be provided adjacent to the lane and cycle store would be provided at within the car park.

REASON FOR REFERRAL TO SUB-COMMITTEE

The application is before the sub-committee for three reasons –

- The application site is within the ownership of Aberdeen City Council.
- More than five objections have been received to the proposal.

CONSULTATIONS

ROADS SECTION –

- Twelve off-street parking spaces should be provded, however willing to accept nine spaces as the proposal has very good access to public transport. Adequate covered cycle parking has been provided.

- The access lane is not adopted by Aberdeen City Council. The surface of the lane is below standard and should be surfaced to an acceptable standard. The principles set out in *Designing Streets* should apply to the designof the access road.

- Roads consent is required for the reinstatement of the redudant access.

- The site should be internally drained with no surface water discharging onto the public road.

ENVIRONMENTAL HEALTH – As this site was formerly a Council Depot the potential for contaminated land to be present should be considered. Given the apparent former use of the site, it may be that a desk study looking at past process would be sufficient.

However, if concerns are then raised, a best practice contaminated land assessment should be carried out in order to determine whether previous usage has caused the land to be contaminated.

The applicant should contact the Council's Waste Team in relation to refuse storage and disposal.

COMMUNITY COUNCIL – No response received.

- PLANNING GAIN – Contributions are also sought towards affordable housing (25%), provision of community facilities, recreation, libraries, core path network and strategic transport fund. Education contributions if any are still to be confirmed.

REPRESENTATIONS

Eight letters of representation have been received from people living in the surrounding area. In summary they raise the following issues –

- The proposed flats are two high in relation to properties in the surrounding area and would restrict the amount of day light to existing buildings.

- The access lane would be too narrow and does not feature a pavement for its full-length, which is dangerous.

- The use of the access lane would lead to increased noise, pollution and result in accidents. A crash barrier should be installed.

- The existing access from Ruthrieston Road should be used and not the access lane as proposed.

- There is poor pedestrian access and no lighting.

- No provision has been made for visitor parking and parking on Ruthrieston road restricts traffic.

- Residents would have to take their own bins to the street, concern that this would not be carried out and lead to pest issues.

PLANNING POLICY

Aberdeen Local Development Plan (2012)

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 development proposed. 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 traffic generated.

Policy D1 (Architecture and Placemaking) – To ensure high standard 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 spaces around buildings, including streets, squares, open space, landscape and boundary treatments, will be considered in assessing that contribution.

Policy D2 (Design and Amenity) – Privacy shall be designed into higher density housing, residential development will have a public face to the street and private face to an enclosed garden or court, residents shall have access to sitting out areas, car parking should not dominate, opportunities should be made of views and sunlight, measures should be included to design out crime and external lighting shall take into account amenity and the effects of light spillage.

Policy 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. Street layouts will reflect the principles of *Designing Streets* and will minimum distances to services.

Policy H1 (Residential Areas) – Within existing residential areas, proposals for new residential development will be approved in principle if it does not constitute overdevelopment; does not have an unacceptable impact on the character or

amenity of the surrounding area; does not result in the loss of valuable areas of open space and complies with supplementary guidance on curtilage splits.

Policy H5 (Affordable Housing) – Housing developments of five units or more are required to contribute no les than 25% of the total number of units as affordable housing.

Policy R2 (Degraded and Contaminated Land) – All land that is degraded or contaminated shall be restored, reclaimed or remediated to a level suitable for its proposed use.

Policy 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 the materials.

Policy R7 (Low and Zero Carbon Buildings) – All new buildings, in meeting building regulations energy requirements, must install low and zero carbon generating technology to reduce the predicted CO_2 emissions by at least 15% below building standards.

Supplementary Guidance

Transport and Accessibility Supplementary Guidance – Two-bedrooms flats should provide 2 car parking spaces per flat, although these are guidelines only.

National Guidance

Designing Streets – Provides Scottish Government policy and guidance on good residential street design.

EVALUATION

The site is within an area zoned as residential within the adopted local plan where residential uses are acceptable in principle, providing the application is satisfactory in terms of other relevant local plan policies.

The site is considered as brownfield and its redevelopment is to be welcomed as it is more sustainable than using greenfield land. It also benefits the local neighbourhood as residents are likely to use existing local services such as shops and public transport, helping to sustain these services.

Site Layout, Design and Amenity

The surrounding area is characterised by terraced dwellinghouses of 1½ or 2 storeys and flats of 2 or 2½ storeys. The proposed building would be 3 storeys high however this is considered to be acceptable in terms of its context. It would be set back from the street and framed between the existing buildings which face Ruthrieston Road. Its presence would also be softened by the existing trees between the street and the site of the new building. In this context it is considered

that the proposed building size and height would be acceptable and would not be obtrusive.

The building would have an undoubtedly modern appearance, reminiscent of Bauhaus architecture with its cubic shapes, flat roofs and use of white. Concern has been raised with how it would fit in with the surrounding area. There is however no predominant type of building in the surrounding area, there being a variety of styles which date from the 1930s, 1960s and mid 1990s, all of which are generally unremarkable from an architectural or streetscape perspective.

Given the surrounding environment, it is considered that a contemporary design approach in terms of style and appearance would be entirely acceptable and would contribute architectural and visual interest to the neighbourhood in a positive way in accordance with design policies D1 and D2 of the ALDP.

Residential Amenity

The building would be positioned at an angle, rotated towards the south, in relation to the flats on Ruthrieston Terrace. This helps with the level of daylight as the mass of the new building would be further away and not directly facing the windows of the existing flats. The height of the building and use of a flat roof behind a parapet wall would also help reduce any impact. As a result, any impact upon daylight to the flats on Ruthrieston Terrace would be minimal, if at all.

The existing depot has a wall running parallel to the flats, which provides a relatively poor outlook, albeit the building is only one storey high. It is considered that the new development would provide the same quality of outlook from these flats as the new building although being higher than the existing depot, would be slightly further away, have less mass facing the flats and having been turned on its axis, providing a more open aspect from the existing flats.

In terms of the four-in-a-block flats on South Anderson Drive, although the proposed building would be readily visibly across the gardens from the back of these flats, the distance involved (between 40m – 55m) would result in no impact upon the daylight which reaches these properties.

In terms of any privacy implications that the development may have, all the main windows of the proposed flats look either to the south towards the gardens of properties on South Anderson Drive or north towards the open space and Ruthrieston Road itself. The South Anderson Drive properties are 40m -55m away and those on the opposite side of Ruthrieston Road are between 50m – 65m away, well beyond the minimum 18m which is generally used for window to window distances. The flats on Ruthrieston Terrace would be unaffected as the only windows which would face in that direction would relate to bathrooms.

Areas of grass would be provided around the building which would provide residents with outdoor space. This in combination with the balconies / terrace for the each of the flats is considered acceptable for the size of development proposed. The public open space at the front of the site would also provide a pleasant outlook for the flats.

Accessibility

It is not considered that the volume of traffic generated by the development would lead to unreasonable disturbance to nearby residents. The road would provide access to nine parking spaces and Heath Cottage, movements to and from which would be spread throughout the day and be of a relatively low in frequency. The width of the lane is 4.5m which is adequate to allow two cars to pass each other and the short length of the lane would result in low traffic spends. Furthermore, given that the access road already exists and would have been used by vehicles operating from the depot (along with the direct access onto Ruthrieston Road) it is considered an acceptable situation.

The Council's roads service are satisfied with the route of the access road, however it should be brought up to an acceptable standard. It is unlikely that vehicles would cause a hazard to pedestrians who are likely to be well aware of any vehicle movements on the road. Policy D3 of the ALDP and *Designing Streets* encourages innovative traffic calming through the use of shared surfaces and the design of the roadway rather than through traditional traffic calming solutions. A solution which accords with *Designing Streets* is likely to be achievable at this site. A condition has been attached requiring further details of such a scheme should approval be granted.

The small scale of the development and low traffic levels which it would have an insignificant impact upon traffic levels in the area and on local junctions. The proposal complies with Policy T2.

Parking

The Council's car parking guidelines suggest that 12 off-street car parking spaces should be provided at the development site. Although below the number suggested by the guidelines, nine spaces at a ratio of 1.5 spaces per flat is considered acceptable by the Roads Service at this location.

The site has good access to public transport with the no. 1 and 2 (Red Line) bus routes passing on Holburn Street approximately 100m away, in accordance with Policy D3.

Other Matters

- The site has the potential to have been contaminated due to its former use as a Council depot. Policy R2 requires land to be remediated before development and therefore a condition has been attached which requires investigations to take place prior to any development commencing.

- All new buildings, in meeting building regulations energy requirements, must install low and zero carbon generating technology to reduce the predicted CO_2 emissions by at least 15% below building standards. A condition has been attached which requires the developer to provide details of compliance with this prior to development commencing.

- Bin stores have been provided at the front of the property and residents would be required to take their wheelie bin to the end of the lane in order for it to be

collected. This would be distance of approximately 21m which is considered acceptable.

- In accordance with Policy H5 the proposal is subject to 25% affordable housing requirement which would take the form of a financial contribution rather than on-site provision. Contributions are also sought towards provision of community facilities, recreation, libraries, core path network and strategic transport fund in accordance with Policy I1. Whether or not there would be a requirement for contributions towards education are yet to be finalised. Both the affordable housing and other contributions would be secured through a legal agreement.

RECOMMENDATION

Approve with Legal Agreement to secure affordable housing and suitable community infrastructure provisions.

REASONS FOR RECOMMENDATION

Redevelopment of the site is welcomed and residential development is considered acceptable in principle. The scale, massing, position and design of the building are acceptable given the surrounding context and there would be minimal if any impact upon existing properties in the area in terms of residential amenity. The proposed access to the site is acceptable, subject to an acceptable design for a shared surface being approved. Details of drainage proposals and measures to deal with contamination have been conditioned as they are regarded as issues which there should be no serious difficulties in addressing.

it is recommended that approval is granted with the following condition(s):

(1) that no development shall take place unless there has been submitted to and approved in writing by the planning authority, a detailed scheme of the shared surface layout proposed for the access lane including street furniture, lighting, materials and hard and soft landscaping for the entire development hereby granted planning permission. None of the units hereby granted planning permission shall be occupied unless the said works have been implemented in accordance the approved scheme - in order to ensure a suitable access to the development for pedestrians and vehicles and to ensure a suitable level of visual amenity is achieved.

(2) that no development shall take place unless it is carried out in full accordance with a scheme to deal with contamination on the site that has been approved in writing by the planning authority.

The scheme shall follow the procedures outlined in Planning Advice Note 33 Development of Contaminated Land and shall be conducted by a suitably qualified person in accordance with best practice as detailed in BS10175 Investigation of Potentially Contaminated Sites - Code of Practice and other best practice guidance and shall include:
1. an investigation to determine the nature and extent of contamination,

2. a site-specific risk assessment,
3. a remediation plan to address any significant risks and ensure the site is fit for the use proposed.

No building(s) on the development site shall be occupied unless

1. any long term monitoring and reporting that may be required by the approved scheme of contamination or remediation plan or that otherwise has been required in writing by the planning authority is being undertaken and
2. a report specifically relating to the building(s) has been submitted and approved in writing by the planning authority that verifies that remedial works to fully address contamination issues related to the building(s) have been carried out, unless the planning authority has given written consent for a variation.

The final building on the application site shall not be occupied unless a report has been submitted and approved in writing by the planning that verifies that completion of the remedial works for the entire application site, unless the planning authority has given written consent for a variation.

- reason: in order to ensure that the site is fit for human occupation

(3) 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.

(4) that no development shall take place unless a scheme detailing the external lighting proposed for the development has been submitted to and approved in writing by the planning authority. Thereafter none of the units hereby approved shall be occupied unless the external lighting has been installed in complete accordance with the said scheme and is operational - in the interest of public safety and the amenity of the area.

(5) that no development shall take place unless details of the zero and low carbon equipment to be incorporated into the development and predicted carbon emissions, using SAP or SBEM calculations, have been approved in writing by the planning authority. Thereafter none of the units hereby approved shall be occupied unless the equipment has been installed in accordance with those approved details and is operational - to ensure the development complies with the requirement for on-site carbon emissions contained in Scottish Planning Policy (SPP) and specified in the the City Council's relevant published Supplementary Planning Guidance, 'Reducing Carbon Emissions In New Development'.

(6) that no development shall take place unless a scheme detailing the cycle storage provision shown on drawings 101(Rev.E) has been submitted to and approved in writing by the planning authority. Thereafter none of the units hereby

approved shall be occupied unless the cycle storage has been installed in complete accordance with the said scheme - in the interests of encouraging more sustainable modes of travel.

(7) that no development pursuant to the planning permission hereby approved shall be carried out unless there has been submitted to and approved in writing for the purpose by the planning authority a further detailed scheme of landscaping for the site, which scheme shall include indications of all existing trees and landscaped areas on the land, and details of any to be retained, together with measures for their protection in the course of development, and the proposed areas of tree/shrub planting including details of numbers, densities, locations, species, sizes and stage of maturity at planting - in the interests of the amenity of the area.

(8) 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.

(9) that the development hereby approved shall not be occupied unless the car parking area hereby granted planning permission have been constructed, drained, laid-out and demarcated in accordance with drawing No. 101(Rev.C) 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.

(10) that none of the units hereby approved shall be occupied unless the refuse stores have been provided in accordance with drawings 101(Rev.E) and 102 of the plans or such other drawing as may subsequently be submitted and approved in writing by the planning authority - in order to preserve the amenity of the neighbourhood and in the interests of public health.

Dr Margaret Bochel
Head of Planning and Sustainable Development.

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52 South Anderson Drive,
Aberdeen
Ref 120104 AB10 7HJ

Dear Sir or Madam,

I am writing to object to the proposed development in Ruthrieston Rd at the rear of our house. The main objection is the height of the building, which was the main objection of the last planning application. Parking spaces are totally inadequate and no access path for wheelie bins to be left at Ruthrieston Rd. Finally what view we have at the moment, would be completely ruined by this building.

Yours sincerely

Ref Application Number 120107

[redacted]

36 South Anderson Drive

Aberdeen

AB10 7HJ.

I am concerned about the height of the flats as on Rubislaw Terrace ie it is 2½ and 1½ storys buildings.

I am also concerned about the traffic in the lane going to the flats as it is a narrow lane.

24 RUTHRIESTON TERRACE

ABERDEEN

AB10 7UG

14TH FEB 2012

REF APP NO 120107

DEAR SIR/MADAM,

I WISH TO OBJECT TO PROPOSED DEVELOPMENT OF FLATS IN PLACE OF THE VACANT COUNCIL DEPOT ON RUTHRIESTON ~~TERRA~~ RD.

I OBJECT TO THIS HEIGHT I.E. 3 STOREY DEVELOPMENT WHICH IS HIGHER THAN ANY OTHER BUILDINGS IN THIS AREA ESPECIALLY RUTHRIESTON TERR

THE HEIGHT OF THE PROPOSED FLATS WILL SUBSTANTIALLY REDUCE NATURAL LIGHT FOR RESIDENTS OF RUTHRIESTON TERR.

THE LANE LEADING TO HEATH COTTAGE IS UNSUITABLE FOR ANY TRAFFIC ESPECIALLY ANY LARGE VEHICLES SUCH AS DELIVERY VANS REMOVAL VAN ECT. THE THOUGH OF THIS PUTS A SHIVER DOWN MY SPINE AS REGARDS ANY PEDESTRIANS WALKING NEARBY, AS NO SUFFICIENT WALKWAY OR LIGHTING IS PROPOSED.

THE NOISE AND DISRUPTION THESE FLATS WILL CREATE WILL SPOIL A QUIET AND PEACEFUL AREA AND IS TOTALLY OUT OF PLACE.

YOURS SINCERELY,

STEPHEN FYFE.

Leiters of Representation
Application Number:
Date Acknowledged:

50 South Anderson Dr,
Aberdeen. AB10 7HS

14th February, 2012.

APPLICATION NUMBER 120107
Proposed Development – Rutherieston Road, Aberdeen

Dear Sir / Madam,

As owners of the above flat we would like to object to the flatted development proposed in place of the vacant Council Depot building on Rutherieston Road as undernoted and trust these points will be considered as part of your review process.

(1) The proposed houses, we think, are still too high compared to the other houses in Rutherieston Road.

(2) Regarding the access lane which we have used for over 20 years and which we have noticed is a lot narrower than what it is at present, is only suitable for one car coming up or down the lane and also notice that the pedestrian walkway shown only comes halfway up the lane. A full length walkway is required as the lane is so narrow that vehicles will not be able to pass each other, which will be dangerous if pedestrian access is not controlled.

Yours faithfully,

NB RE WIDTH OF LANE, I HAVE JUST WATCHED WINDOW CLEANERS CLEANING WINDOWS ON THE

69 Ruthrieston Road
Aberdeen
AB10 7JR

14th February 2012

Ref. Application Number 120107

Dear Sir/Madam,

Please find below my objections to the proposal for new flats at the nearby vacant council depot.

In my view, the height of the flats is out of keeping with the area, and is far higher than the depot it replaces.

My main objection is that the access lane is not the one shown on the original site plan.

I feel very strongly that the designated lane further up Ruthrieston Road should provide access to and from the proposed flats.

The lane behind the nearby flats at Ruthrieston Terrace is directly opposite the exit from fourteen garages which could be dangerous.

In addition, the plans show that traffic cannot pass on this lane, as it is to become narrower, and therefore would have to reverse onto Ruthrieston Road, thus becoming a danger to both other vehicles and pedestrians.

There appears to be no provision made for increased lighting or a pedestrian walkway on the lane, which has been used as a right of way for many years by local residents, many of which are elderly.

I trust you will bear these facts in mind when making decisions

Yours faithfully,

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 09/02/2012 20:59
Subject: Planning Comment for 120107

Comment for Planning Application 120107
Name : Sarah-Louise Smith
Address : 16 Ruthrieston Terrace
Aberdeen
AB10 7UG

Telephone :
Email :
type :
Comment : I would like to make the following objections to the current planning application:
The overall design of the property is not in line with the neighbouring buildings which are all much more traditional in both sytle and materails used.
Given the number of flats, I would expect there to be a minimum of 2 parking spaces per flat. Parking on Ruthrieston is already a problem which will only get worse with the extening the bus lane on Holburn Street, forcing more cars to park on the street during the day.
From the plans it would appear that the residents would be responsible for getting their bins to Ruthrieston Road. I am greatly concerned that residents will not endeavour to do this each week and that this would lead to vermin and pest issues.

Heath Cottage
Ruthrieston Road
Aberdeen
AB10 7JR

13th February 2012

Ref. Application Number 120107

Dear Sir / Madam,

Please find below my objections to the flatted development proposed in place of the vacant council depot building on Ruthrieston Road.

I trust these points will be considered as part of your review process.

Height of Development:-

A 3 storey development is out of keeping with the other properties on Ruthrieston Road.

Immediately adjacent to the site are $1^1/_2$ and $2^1/_2$ storey buildings.

A precedent has been set with Ruthrieston Terrace which occupies an area more than double that of the depot, where building was limited to $2^1/_2$ and $1^1/_2$ storey buildings.

Access Lane:-

The proposed development should use the designated access road to the site as the proposed increases traffic noise and visual pollution observed directly outside the windows of the flats adjacent to driveway.

The access lane proposed is the only means of access to my house Heath Cottage, to ensure access is maintained at all times, (especially emergency vehicle access), parking must be prohibited on the lane due to its narrow width.

The lane is used for pedestrian access from Heath Cottage and several houses from South Anderson Drive, the pedestrian walkway shown is insufficient as it only provides access half way up the lane.

A full length pedestrian walkway is required especially as the lane proposed is so narrow that vehicles will not be able to pass each other. This will lead to reversing on the lane which has the potential to be a dangerous activity if pedestrian access is not controlled.

Adequate lighting is required along the full length of the lane given the volume of vehicular and pedestrian traffic.

The 4.5 metre lane width proposed is narrower than the current lane width of 5.6 metres. Given the increased volume of traffic this is unacceptable.

A dedicated turning point is currently located midway up the lane which facilitates safe access to Heath Cottage. A turning point is required to avoid having to reverse the length of the lane.

Ruthrieston Road:-

Vehicular access up Ruthrieston Road can be severely restricted due to extensive parking on both sides of the road by residents and local business's, (dentist, garage, kitchen outfitters and a wholesaler).
This parking effectively leads to Ruthrieston Road being a single carriageway often extending beyond the proposed site access.
Parking restrictions will be necessary to ensure safe vehicular access.

Daylight:-

The outlook for the residents of Ruthrieston Terrace currently overlooks a single storey building which allows daylight into their buildings.
To modify this to a 3 storey building will substantially reduce the amount of natural light especially early evening.

Yours Sincerely



George Burnett

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 15/02/2012 09:10
Subject: Planning Comment for 120107

Comment for Planning Application 120107
Name : David Macdonald
Address : 3 Ruthrieston Terrace
Aberdeen
AB10 7UG

Telephone :
Email :
type :
Comment : I object to this proposed development on the following grounds.

The hight of the proposed development will restrict the amount of natural daylight to the existing buildings,this is already at a premium especially in the early evening and as mentioned in a previous objection part of a tree was removed by the council for this very reason.

The proposed access road to the development will cause increased noise, and be a hazard to the existing buildings and residents due to possible accidents, crash barriers should be placed on the side closest to the houses, further more I recommend that the original access to the council yard be used rather than the one to Heath Cottage, this would reduce the noise, pollution, and potential risk of accident to properties and residents in Ruthrieston Terrace.

Parking is an issue as the number of vehicles that currently park on Ruthrieston Road restrict the movement of traffic. I note from the submitted plans that no provision has been made for visitor parking at the new development,this will lead to further congestion on Ruthrieston Road.

Yours sincerely,

David Macdonald.

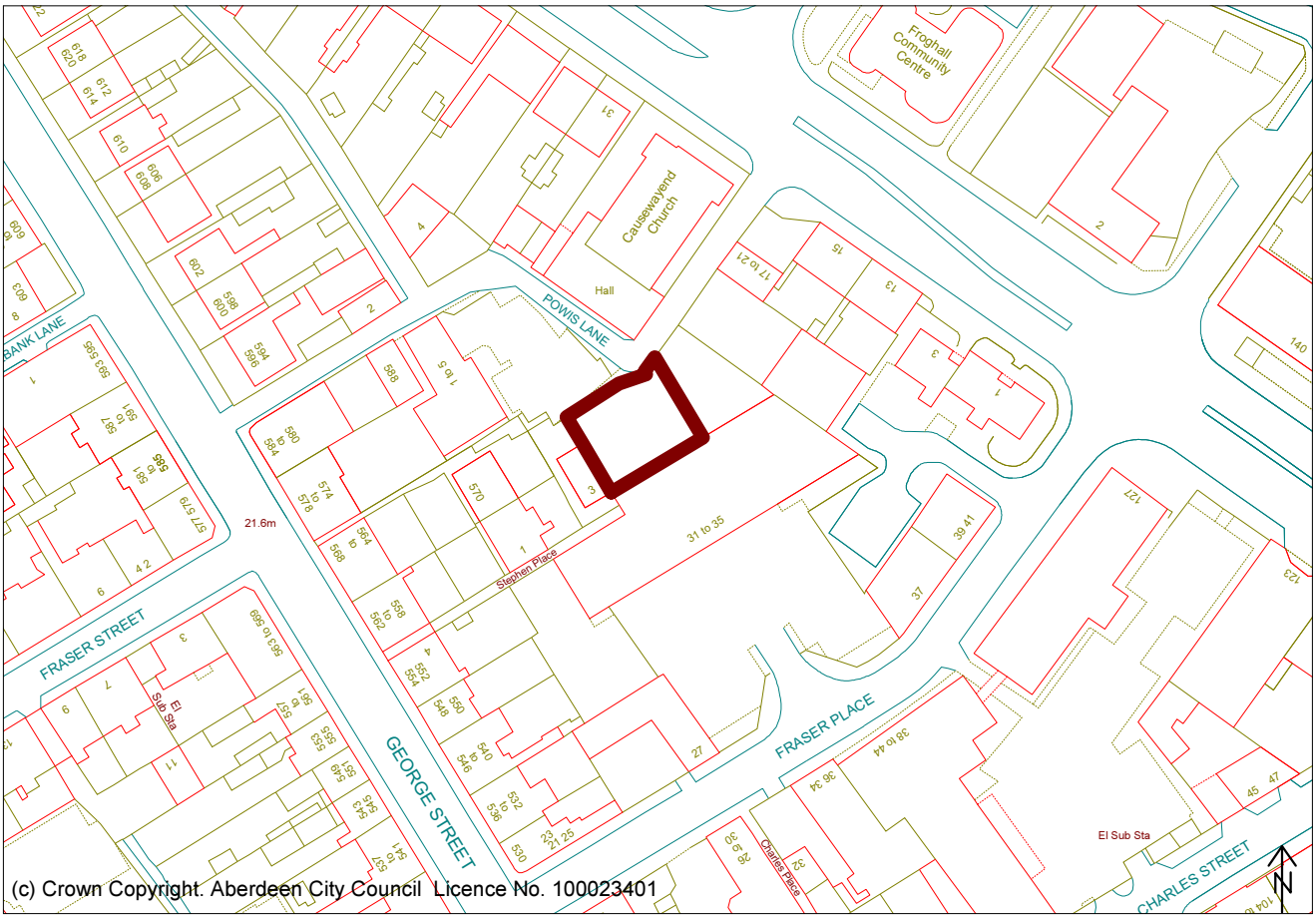
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UNIT 1-2, 35 FRASER PLACE, ABERDEEN

RETROSPECTIVE APPLICATION FOR THE EXTENSION TO REAR OF EXISTING INDUSTRIAL UNITS (ENCLOSURE OF EXTERNAL STORAGE AREA)

For: Crest Glazing Ltd

Application Ref.	: P120163	Advert	: Section 34 -Proj. Pub.
Application Date	: 03/02/2012	Concern	
Officer	: Robert Forbes	Advertised on	: 22/02/2012
Ward: George Street/Harbour (J Hunter/A May/J Stewart)		Committee Date	: 22 March 2012
		Community Council	: No response received



RECOMMENDATION: Approve subject to conditions

DESCRIPTION
The site comprises land to the north of existing industrial / storage units accessed from Fraser Place. Immediately to the west of the site lies a detached 1 ½ storey cottage which faces west. The eastern wall of this cottage forms the western site boundary, but it has no windows facing the site. To the north of the site lies Powis Lane where a 3 storey flatted development with associated car parking has been built. To the east of the site lies open storage yards associated with existing business premises.

The building on the site was erected in 2011 without planning permission having been sought. It is used by the applicant in association with their business / storage premises immediately to the south. The site was previously partly undeveloped and partly used as open storage.

HISTORY
No recent planing history for the application site.

Outline planning permission for the existing industrial units was originally granted in 1986. A condition was imposed restricting the floorspace of the units to 286 m2 and restricting their use to "light industrial purposes only". A condition was also imposed restricitng the storage of materials in the yard space outwith the units.

Conditional planning permission was granted in 2006 for a gable extension to the applicant's industrial premises to the south of the site for use as a store / office (ref. A6/1565). This permission has expired unimplemented. An application for change of use of that unit from storage to a fitness studio was approved in 2009 (ref. 09/1219). This has not been implemented, but remains valid. At that time, the current applicant confirmed that the premises was used by them for storage purposes.

PROPOSAL
Retrospective planning permission is sought for the erection of an extension to the north of the existing business / storage units. The extension is single storey and has a total floorpsace of 326 square metres. It is accessed solely via the existing industrial / storage units to the south, although there is a pedestrian fire escape door onto Fraser Place. It has a maximum height of approximately 6m above ground level and a wallhead height of 4m. The structure is a centre apex construction supported by steel columns and beems. The upper parts and roof of the building are clad with brown profiled metal cladding. The main part of the wall along the Powis Lane elevation is built of natural granite, as this is the pre-existing boundary wall.

REASON FOR REFERRAL TO SUB-COMMITTEE
The development has been advertised as a project of public concern due to the potential conflict with neighbouring residential premises.

CONSULTATIONS
ROADS SECTION – No observations;
ENVIRONMENTAL HEALTH – No observations;
COMMUNITY COUNCIL – No response received.

REPRESENTATIONS
A letter of support has been submitted by the agent. This emphasises the importance of the development in terms of expansion of the business and employment retention and explains that the development was needed for ssecurity reasons.

PLANNING POLICY
The site lies within a mixed use area within the Adopted Aberdeen Local Development Plan (policy H2). Policies D1 (Architecture), D4 (Granite Heritage) and NE5 (Trees and Woodland) are of some relevance given that the site was formerly partly undeveloped and contained granite walls / trees / scrub.

The main priority of the Scotttish Government is sustainable economic growth. SPP is relevant regarding economic development. This states that authorities should "take a flexible approach to ensure that changing circumstances can be accommodated…. Removing unecessary planning barriers to business development and providing scope for expansion and growth is essential". SPP regarding natural environment is also relevant to an extent.

EVALUATION
This application requires to be determined in accordance with the development plan, unless outweighed by other material considerations. The development plan consists of the Approved Structure Plan and the Adopted Local Plan. There are no policies within the former of direct relevance, and compliance with the latter is considered below.

The development has enabled the expansion of an existing local business and is therefore compliant with the objective of employment creation as expressed in SPP and Scottish Government priorities. However, in considering the sustainability of the development and its compliance with policy, there is also a need to have regard to its environmental impact and compatability with adjacent uses.

It is noted that no noise report has been submitted in support of the planning application and no objections have been received form the Council's Environmental Health service or adjacent residents. Notwithstanding the absense of objection, it is considered that the proximity of the adjacent residential property is such that the development has potential to result in detriment to their amenity by reason of generation of noise and disturbance and conflict with policy H2 [e.g. if used for unrestricted class 5 (general industrial) purposes and if used at anti-social hours]. Conditions restricting operation hours and the potential use of the premises are therefore required in order to prevent such conflict of use and to accord with the objectives of policy.

The siting and design of the building is such that it has limited phyisical impact, being screened from any public place, other than Powis Lane. The incorporation of the pre-existing granite boundary walls within the development is considered worthy of commendation as an example of sustainable building design and has also resulted in the structure having an acceptable visual impact on the street. It is therefore considered to comply with policy D1 and D4. The limited loss of trees / vegetation which has resulted from implementation of the development can be mitiigated by replacement planting on land under the applicant's control, in accordance with the objectives of policy NE5.

RECOMMENDATION

Approve subject to conditions

REASONS FOR RECOMMENDATION
Subject to imposition of conditions restricting the use of the extension and addressing environmental issues, the development would have no detriment to the amenity of neighbouring residential property and the wider area and would accord with the objective of sustainable economic development.

It is recommended that approval is granted with the following condition(s):

(1) that the extension hereby approved shall not be used unless there has been submitted to and approved in writing for the purpose by the planning authority a detailed scheme of landscaping for the land under the applicant's control adjacent to the site, which scheme shall include 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.

(2) that all planting, seeding and turfing comprised in the approved scheme of landscaping shall be carried out in the first planting season following the approval 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.

(3) that the extension hereby approved shall not be used outwith the hours from 7.00 am until 7.00 pm - in order to preserve the amenity of neighbouring residential premises.

(4) That the extension hereby approved shall not be used for any purpose other than as storage or office accommodation on an ancillary / incidental basis to the principal use of the premises, without a further grant of planning permission from the planning authority - in the interests of protection of the residential amenity of adjacent premises.

Dr Margaret Bochel
Head of Planning and Sustainable Development.

Our Ref: RS/GG/1183

RAYMOND SIMPSON ASSOCIATES LIMITED

CHARTERED BUILDING

PROJECT MANAGEMENT

ARCHITECTURE

CDM CO-ORDINATORS

CHARTERED BUILDING SURVEYORS

RAYMOND SIMPSON
FCIOB MRICS MAPM
Past Chairman CIOB Scotland

7 Mid Stocket Road
Aberdeen AB15 5JL

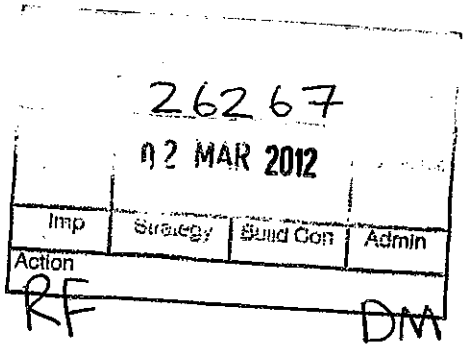
Tel:
Fax:

Email:

CIOB RICS

Registered in Scotland
No. 234079

Mr R Forbes
Senior Planning Enforcement Officer
Planning & Sustainable Development
Aberdeen City Council
Business Hub 4
Ground Floor North
Marischal College
Broad Street
ABERDEEN
AB10 1AB



1 March 2012

Dear Sir

REF: UNIT 1-2, 35 FRASER PLACE, ABERDEEN
P120163

Further to your letter dated 23 February 2012 and subsequent telephone conversation, regarding the above application, we can now confirm the following as discussed. The application should read for retrospective permission for enclosing an external storage area and that the use class would be class 6 storage or warehouse.

Regarding the alterations for the area we can confirm with operation hours restricted to normal daytime working, 7am until 7pm, is acceptable to the applicant to be considered as a condition. The open yard was previously used as yard space with a hard standing over many years and part became under development with the lack of storage and therefore there was self seeding shrubs in one area although the hard standing was already there. Yard drainage was in place for the hand standing area and connected to the drainage system within the complex. This drainage has now been used to take the rain water now off the roof formed over the yards. We consider that the policies 33 and 34 regarding protection trees and natural heritage appears not to be an issue is consideration is taken that the shrub area on the open yard was self seeding and deemed as weeds and periodically removed by the applicant.

The client has instructed ourselves to firstly apologise for the inconvenience caused by this work and the situation arose for this because of several thefts of valuable materials from the open yard with access from the rear Powis Lane. With the closing of A C Yule and their layoff of men, our client employed 10 of the Yule workforce to allow Crest Glazing Ltd to establish a larger aluminium division as there is no other local manufacturer for this product in the Aberdeen area. The materials for this are expensive and to protect his investment he unfortunately carried out

the works without formal approval. Crest now has an order book for this product, aluminium windows and screening in the area and has also reopened premises in Portlethen to produce the end product from raw materials stored in his Aberdeen storage and warehouse facility.

We can only again pass our clients apologies for any inconvenience cause regarding this unauthorised works now submitted for your committees' consideration.

Yours faithfully

RAYMOND SIMPSON
on behalf of
RAYMOND SIMPSON ASSOCIATES LIMITED

8 CHEYNE ROAD, ABERDEEN

CREATE A ONE AND A HALF STOREY EXTENSION TO DWELLING HOUSE

For: Mr Brian Hewitt

Application Ref.	: P111876	Advert	:
Application Date	: 16/12/2011	Advertised on	:
Officer	: Sheila Robertson	Committee Date	: 22 March 2012
Ward: Tillydrone/Seaton/Old Aberdeen (N Collie/J Noble/R Robertson)		Community Council	: Comments received



RECOMMENDATION: Approve Unconditionally

DESCRIPTION
The application site is located on the north side of Cheyne Road and is occupied by a 1.5 storey, hipped roofed, detached dwelling house of traditional build and materials, currently comprising 3 bedrooms, lounge, bathroom and kitchen (accomodated within a small rear extension) on the ground floor and a further bedroom and store within the attic space, accessed via a stair within the lounge. A single garage is located to the rear of the dwellinghouse abutting the neighbours garage on the western boundary. The plot extends to 544 sq. metres with a current site coverage of 21%. The garden ground extends 21 metres from the rear building line, the boundary to the rear (north) is currently undefined, the boundary wall and hedging having recently been removed, the boundary to the west screened by a combination of the applicant's and neigbour's garage and 1.6 metre high fencing, while the boundary to the east is relatively unscreened apart from the neighbours recently constructed garage located within the rear garden and a small tree and several shrubs. The front garden has been laid with stone chippings providing parking space for approximately 4 cars.

HISTORY
111651 – Application for permission to erect a rear extension was withdrawn by the applicant following concerns regarding the size and scale of the proposals. The previously withdrawn application proposed an extension with an 11 metre projection

PROPOSAL
Planning permission is sought to demolish the existing garage and rear kitchen extension and replace with a 1.5 storey extension to the rear elevation to provide a new kitchen, dining room, utility room, en suite bedroom and bathroom at ground floor level and ensuite bedroom, shower room and 2 studies/bedrooms at upper level. The extension would project 8.4 metres from the rear elevation and be 9.4 metres wide, being set in 800mm and 1.2 metres from the west and east gables respectively. The roof would be pitched and join the existing roof at right angles at ridge height. Finishing materials to include a white render finish to the walls and roof slates to match existing, with brick quoins and window embrasures to match existing. The gable (north) elevation would feature 3 windows at ground floor and 2 at upper level, with a blank gable to the east elevation and rear door, and window at ground level on the west facing elevation. At upper level there would be 3 rooflights on the east and west facing elevations. The proposed erection of 1.8 metre high timber fencing to the rear (northern) boundary and to sections of the east and west rear garden boundaries are classed as 'permitted' development under class 3E of the Town and Country Planning (General Permitted Development)(Scotland) Amendment Order 2011.

REASON FOR REFERRAL TO SUB-COMMITTEE
The Community Council has objected to the proposed application as well as 8 letters of representation having been received from notified neighbours and 1 from Aberdeen Heritage Society, therefore, in terms of the Council's Scheme of Delegation, the application is required to be determined by the Development Management Sub-committee.

CONSULTATIONS
ROADS SECTION –No observations received.
ENVIRONMENTAL HEALTH –No observations received.

COMMUNITY COUNCIL – The Community Council has raised several issues which are detailed below.

REPRESENTATIONS
10 letters of representation have been received, including one from the Community Council. The material planning considerations raised in objection are summarised below:

- Loss of light, privacy and overshadowing to neighbouring properties.
- Overdevelopment of site and development is out of character with surrounding area.
- This property will become student accommodation which would not be in keeping with the surrounding area.
- Loss of trees and landscaping.
- Lack of on/off street parking spaces.

PLANNING POLICY
Aberdeen Local Plan 2012

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 H1 - Residential Areas
Within existing residential areas (H1 on the Proposals Map) and within new residential developments, proposals for new residential development and householder development will be approved in principle if it:

1. does not constitute over development;
2. does not have an unacceptable impact on the character or amenity of the surrounding area;
3. does not result in the loss of valuable and valued areas of open space.
4. complies with Supplementary Guidance on Curtilage Splits: and
5. complies with Supplementary Guidance, in this instance the guidance relating to House Extensions.

EVALUATION
The application shall be determined in accordance with development plan policy, unless material considerations indicate otherwise. The Aberdeen Local Plan 2012 is of specific relevance in determining the application in terms of the associated Supplementary Guidance relating to House Extensions. Consideration should also be given as to whether the design and location of the proposed extension complies with Policies D1 and H1 of the Aberdeen Local Plan 2012, its impact on the existing character and appearance of the surrounding neighbourhood, residential amenity and the setting of a precedent.

The proposals are considered to comply with the relevant policies for the following reasons:

Policy D1(Architecture and Placemaking):

- The extension is subservient to the main house and has been designed to integrate with and match the existing building in terms of design and materials used for the external finishes. No part of the extension would be visible from the principal elevation, therefore there would be no visual disruption or impact to the streetscape. The upper section of the extension would be visible from Harrow Road, which is approximately 32 metres distant from the rear elevation of the existing dwelling house. There are no buildings on the southern side of Harrow Road, screening to the road elevation is provided by beech hedging approximately 2 metres high located within a neighbour's garden. The combination of the hedging and separation distance will result in minimal visual intrusion when viewed from Harrow Road.
- The scale, mass and proportions of the extension are considered acceptable in relation to the existing dwelling house and plot size. The footprint of the dwelling house would rise from 97 sq. metres to 176 sq. metres and site coverage would rise after development by 10% to 31%, which is considered low and acceptable within the context of the surrounding area.
- Sufficient useable rear garden ground would be retained after development, extending 12.5 metres from the rear of the proposed extension.

Policy H1 Residential
Supplementary Guidance – House Extensions

- In the case of detached properties, extensions are considered on their own merits and assessed in terms of impact to neighbouring amenity. The extension is not considered to impact on the amenity of the nearest properties in terms of overshadowing or loss of daylight due to the separation distance. Using the "45 degree rule" as set out in the British Research Establishment's Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice', calculations indicate the extension to be sufficiently distant from neighbouring properties to ensure no detrimental impact in terms of loss of daylight or undue overshadowing. The orientation of the extension would result in a slight increase in overshadowing during early morning and late evening to the gardens of the properties to the east and west, but would be of short duration and not unduly onerous.
- The proposed extension is not considered to increase overlooking of neighbouring properties. The rear garden will be sufficiently screened by the existing and proposed fencing to ensure no overlooking from the ground floor windows. Although the roof lights are located at eye level on the rear extension, due to the angle of the roof, it is considered that any loss of privacy from overlooking towards the adjacent properties at 6 and 10 Cheyne Road would be minimal, especially when taking into account the various extensions/garages/trees on both boundaries. . The upper windows to the rear gable would face towards the rear of the garden, would not directly face any dwelling house and introduce no overlooking of neighbouring private garden space.

With regard to the remaining objections, those related to devaluation of property prices and noise/ disturbance from potential occupants are not considered to be material planning considerations. A property is still considered to be domestic if occupied by students. No change of use is required unless more than 5 unrelated people occupy a domestic property, in which case planning permission will be required to change the use from domestic to hostel/hotel. The applicant has not

indicated proposed occupancy of the dwelling house following development, indeed there is no legal or planning requirement that the applicant has to live at the application property. However a HMO (Houses in Multiple Occupancy) licence may be required if more than 3 unrelated people live in a dwelling house and share bathroom/kitchen, however this is not a planning issue.

The applicant has provided 4 off street parking spaces within the front garden which is one space more than parking standards require. It should be noted that planning permission was not required for the creation of parking within the front garden, therefore the choice of materials could not be controlled. Off street parking spaces are considered to be adequate to accommodate any additional traffic generated by the development.

Although surrounding properties are relatively unaltered from original, approval of this application will not necessarily result in a rise in similar applications nor set a precedent for approval of applications of a similar nature since every application is determined on its own merits.

The concern regarding loss of trees and landscaping refers to the removal of a wall and hedge on the rear garden boundary, unconnected to the proposed development, which is to be replaced by a fence. There is no requirement for the owner to replace the hedge. None of the relatively few trees within the garden are protected by a Tree Preservation Order, or are of particular value to the visual ambiance of the rear garden. The application site is not located within a Conservation Area therefore there is no requirement for replacement of any trees that may be felled during development.

The scale and design of the proposed extension is such that there is no conflict with the principle of Policy D1. The proposed rear extension will not be readily visible from a public elevation therefore visual and residential amenity would be retained.

The proposed extension will not increase impact on the privacy or amenity of neighbouring properties in terms of loss of light or overshadowing therefore residential amenity will be retained in compliance with Policy H1.

RECOMMENDATION
Approve Unconditionally

REASONS FOR RECOMMENDATION
The proposed extension complies with Policies D1 and H1, and the relevant supplementary guidance contained in the Aberdeen Local Plan 2012. The extension is of suitable scale, design and materials for its location, and would not have any adverse impact on the residential amenity of neighbouring properties or the character of the area.

Dr Margaret Bochel
Head of Planning and Sustainable Development.

PI - Planning Application 111876 - 8 Cheyne Road.

From: "Webadmin >
To: "PI PI" <PI@aberdeencity.gov.uk>
Date: 1/13/2012 18:27
Subject: Planning Application 111876 - 8 Cheyne Road.
CC:

The OACC wishes to formally object to Planning Application 111876 – 8 Cheyne Road

The application is for a disproportionally large increase in size of the building achieved at the expense of the loss of much of the rear garden. By our calculation the overall floor area (upstairs + downstairs) would increase from around 110m2 to 220m2. The OACC considers this would set an entirely unacceptable precedent for the street and surrounding area which is largely composed of modest bungalows.

We appreciate that the applicant has reduced the overall size of the proposed extension, but consider a doubling of floor size to still be excessive. We understand that some councils have a 'rule of thumb' whereby extensions are not permitted to be greater than 50% of the property's original area and suggest this would be a not unreasonable rule for this instance.

To change some of the houses in the area to disproportionally large units could well reduce the overall attractiveness of the street and so potentially invite further similar development.

Dewi Morgan
For Old Aberdeen Community Council
107 High Street,
Old Aberdeen AB24 3EN

OLD ABERDEEN HERITAGE SOCIETY

62 Buckie Road,
Bridge of Don
AB22 8DN

Planning Reception,
Planning and Sustainable Development,
Marischal College,
Broad Street,
Aberdeen

25th January 2012

Dear Sirs,

8 Cheyne Road - Proposed 1½ storey extension to dwelling house

The Society wishes to object to the above proposal on the following grounds:-

1) This represents a considerable over-development of the site. The proposal amounts to more or less twice the floor space of the original house, and is very much out of proportion to the existing house, and to neighbouring dwellings.

2) Cheyne Road (and, indeed, Harrow Road), consist of rows of modest, attractive bungalows of similar dimensions, with gardens appropriate to the style and size of the houses. The proposal to erect such a substantial building to the rear of number 8 would disrupt the continuity of scale and design in the road at present. As there are no houses on the south side of Harrow Road, this extension would be clearly seen from the road, to be out of proportion to the rest of the row.

3) For the foregoing reasons, the Society believes that the proposed extension would be detrimental to the character of this area, which is situated just yards from the boundary of the Old Aberdeen Conservation Area.

4) Lastly, and possibly most importantly, is the matter of precedent. If this proposal were to go ahead, a precedent would have been set for the area, and it would pave the way for future applications either by present owners, or by potential purchasers such as property developers, to build similarly substantial extensions to the other bungalows in the road. This would have a major impact on the character of the area, but the precedent would have been set, and further developments of this kind would be difficult to refuse. This consideration alone surely provides grounds for refusal of this application.

For all the above reasons, the Society would urge the City Council to refuse this application.

Yours faithfully,

Graeme Stephen
(co-Chairman)

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 22/01/2012 13:44
Subject: Planning Comment for 111876

Comment for Planning Application 111876
Name : ROBERT HAMILTON
Address : 85 DON STREET
OLD ABERDEEN
ABERDEEN
AB24 1UJ

Telephone :
Email :
type :
Comment : My previous comments about this development are still valid despite the minor changes that have been made to the earlier application. This is an overdevelopment in this area being part of or adjacent to a conservation area. The applicant is not resident at this address nor is it his main place of residence; owning a very large steel construction business in Lanarkshire, it is unlikely to become so. It is currently a student residence and likely to remain so, only much larger.
There is very limited parking for such a large house. The extension overlooks and will dominate neighbouring houses.
The applicant has already demolished a boundary wall to remove trees in the garden and has so far failed to rebuild the wall or plant replacement trees.
Any extention to this house should be smaller and more inkeeping with its neighbours. As the applicants stated intention is to use this as his family home, restrictions should be placed on approval for multiple occupancy licence for some time in the future.
The development is too large, has inadequate parking, is out of keeping with the area and dominates adjacent properties. If the application is allowed then steps should be taken to ensure that it is not turned into yet another large student house.

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 1/9/2012 11:26 am
Subject: Planning Comment for 111876

Comment for Planning Application 111876
Name : Maria Thies
Address : 12 Harrow Road
Aberdeen
AB24 1UN

Telephon
Email :
type :
Comment : I am opposed to this proposed extention to this house as it is not in keeping with the area. The proposed drawings do not lend it self to a family home but more a business type opportunity i.e. student accommodation.

This area already has ample student accommodation and it would be unfortunate to redevelop this house to the size proposed on the plans. By allowing the development to proceed may set a precedent for other developers to change a very nice residental street in the heart of Old Aberdeen.

I would be grateful if you can seriously consider the opposition to this planning application.

Kind Regards,

Maria Thies

PI - aplication 111876

From: Margaret Rae
To: "pi@aberdeencity.gov.uk" <pi@aberdeencity.gov.uk>
Date: 1/9/2012 00:54
Subject: aplication 111876

Hi as the resident of 9 Cheyne Road must strongly object to the above planning application on a number of points.

1. This has the size and scale of a commercial student accommodation in a residential area and one which if not a conservation area is very close to it and all other developments have been done tastefully and in keeping with the area.
2. Nothing of this scale has taken place in this area because the original title deeds does not allow commercial activities to take place at that address, this development is very clearly a commercial enterprise.
3. The character of the road has already been changed when the front garden was taken away to form a rather crude car park this will only get worse when the number of vehicle belonging to the students increases as the potential for up to perhaps 12 cars at that address.
4. Given that the whole property is let out to students it is very easy to see that a complete lack of control will ensue along with the parties and the noise with out the control of a warden as there is in a hall of residents, which this is but on a smaller scale,
5. Given the recent alterations to the residents parking and the pay and display if another 12 residents car where to be parked in the street this would result in residents having to pay for a space if they could get one when the university was on.
6. If this development was given the go ahead, would the council adopt the road as at the present time they have only adopted part of the street?
7. Given the poor state of repair of the road and the amount of construction traffic that would be required complete this development this could only have a detrimental effect it's present condition, when the front garden was being removed the large tractor and trailer damaged some of the repairs that where carried out by to roads department recently.

yours truly Alan Rae

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 23/01/2012 19:12
Subject: Planning Comment for 111876

Comment for Planning Application 111876
Name : Mark and Susan Macleod
Address : 10 Cheyne Rd
Aberdeen
ab241ua

Telephone
Email :
type :
Comment : We wish to strongly object to the above proposal for the following reasons:
1.The size and position of the proposed extension will overshadow our garden,therefore taking away the natural light and more importantly our privacy.
2.The design of the extension is not in keeping with the houses in the street.
3. the house has already been adapted to house a number of students, with emergency lighting, fire doors etc. we have reason to believe the house is being extended to house more students and not infact the family, therefore we have concerns regarding the noise level, the impact on the sewage system, the amount of traffic coming into the street, car parking. As our street is private, we already have problems with pot holes, this would be increased.
As we have a small child, it is a major concern to us that we would have a constant overturn of strangers living next door.
We live in a quiet family friendly street, the comfort of the neighbourhood will diminish if this goes ahead.

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 1/14/2012 3:27 pm
Subject: Planning Comment for 111876

Comment for Planning Application 111876
Name : Mark Findlay
Address : 6 cheyne road,
Aberdeen,
AB24 1UA.

Telephone
Email .
type :
Comment : I wish to object to this current planning application , and have made the following points for your consideration.
1 I will lose some light and my property will be overshadowed by the development.
2 layout and density of development is excessive in size .
3 Loss of tree's and landscaping.
4 Lack of parking space on this street, lack of off street parking for a development of this size.
5 Noise and disturbance from use ,would be the biggest dwelling on the street.
6 Front driveway has been layed to loose stones recently ,but the first two metres should be of a solid material . Loose material on public walkway.

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 1/11/2012 5:55 pm
Subject: Planning Comment for 111876

Comment for Planning Application 111876
Name : D Costello
Address : 10 Harrow Road
Old Aberdeen
Aberdeen
AB24 1UN

Telephone :
Email :
type :
Comment : I still have concern that this extension is
1. Far too large and is not in keeping with the local area/houses.
2. Will overlook the front of my house/living room and will comprimise the privacy of my young family.
3.The large amount of bedrooms(wheather they are called 'offices' or not)has the potential to turn into a HMO leading to extra noise, traffic.

PI - Proposed Development at 8 Cheyne Road Aberden City AB241UL App No. 111876

From: "sheila buchan"
To: <pi@aberdeencity.gov.uk>
Date: 1/15/2012 15:22
Subject: Proposed Development at 8 Cheyne Road Aberden City AB241UL App No. 111876

We the undersigned owners/occupiers of the property at 88 Don Street which borders on the above property are raising an objection to the proposed development at 8 Cheyne Road on the following grounds.

Compatibility with the surrounding area

The property will potentially be doubled in size and will, as seen on the location map, be totally out of character with the surrounding housing which is predominately of the bungalow type occupied mainly by single or one family residents. We feel this substantially larger property set very near a prized conservation area of the City will erode the atmosphere and ambience of the area .

Devaluation of surrounding properties

We feel this type of 'business' run development will substantially devalue the surrounding existing properties and such a purpose built 'apartment' style building ,housing at least thirteen occupants will furthermore deter people from moving into this area. We feel there is enough multiple occupancy/student accommodation already in the area.

Setting a Precedent

Our main concern is that this proposed development will be solely used as a business concern for student accommodation and as such make way for other such like developers to proceed down the same path and destroy for ever this lovely part of Old Aberdeen.

Yours faithfully,
Mrs.S.Buchan
Mr. W S Buchan

88 Don Street
Old Aberdeen
AB24 1UL

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 1/11/2012 7:34 pm
Subject: Planning Comment for 111876

Comment for Planning Application 111876
Name : Professor Clare Roberts
Address : 106 don st
Old Aberdeen

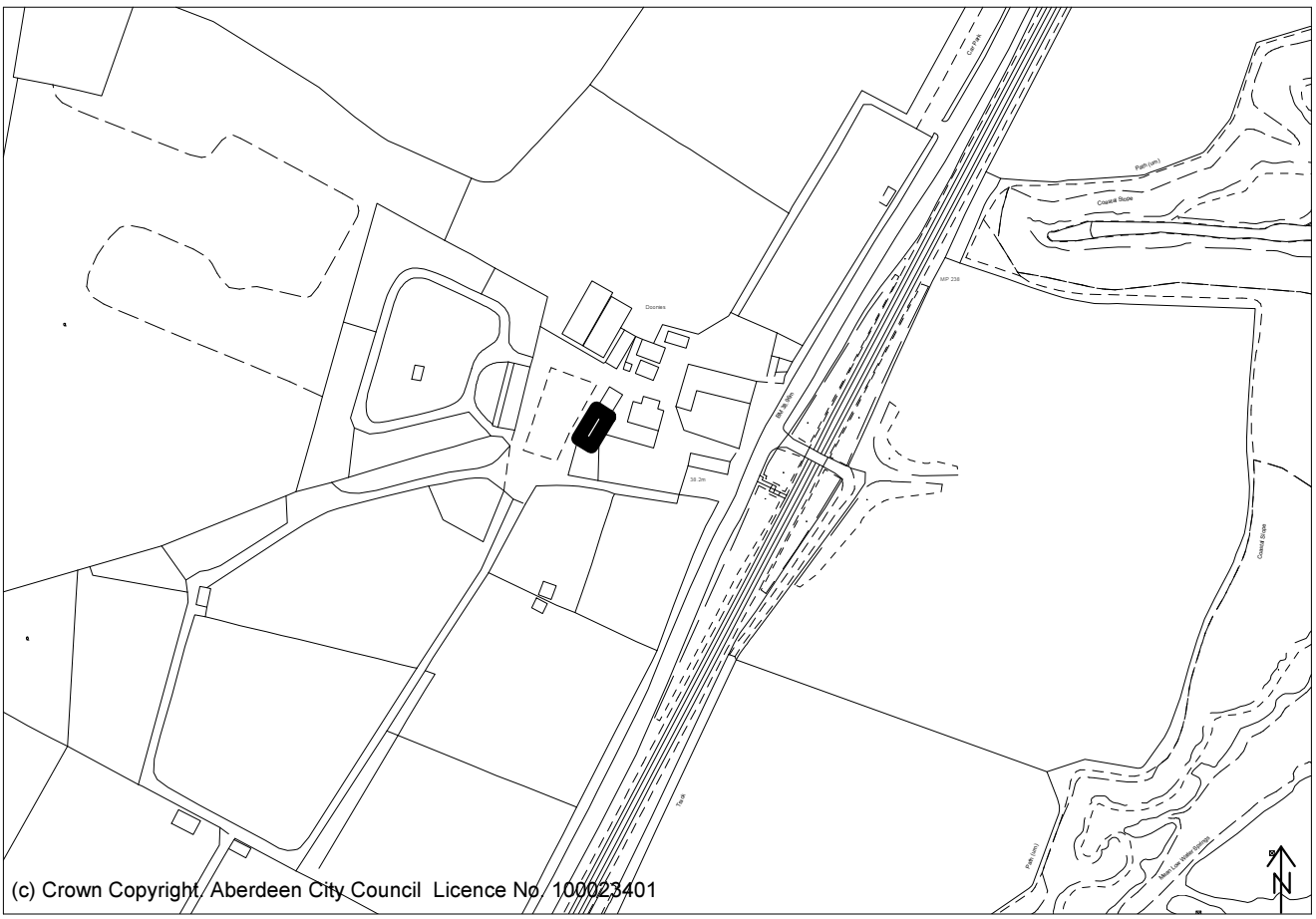
Telephone :
Email : '
type :
Comment : Cheyne rd is a quiet residential road with a number of similar sized small family houses as such it is very similar to the surrounding roads. What is proposed is an entirely different type of property with a large extension that doubles the ground floor space as well as adding 4 rooms upstairs. This converts a 2 or 3 bed room into one with an additional 6 potential bedrooms. If its difficult to envisage this as a family home especially given its location near the university. As such it appears to be designed for multioccupancy which is not in keeping with the location as it will considerably increase noise and parkiNg problems. There a only 2 parking places on site and limited road space with residential parking restricted. It is entirely inappropriate and out of keeping with the area

DOONIES FARM, COAST ROAD, NIGG

INSTALL A SINGLE STOREY MODULAR PORTACABIN UNIT WHICH WILL PROVIDE EDUCATIONAL FACILITIES FOR SCHOOL GROUPS AS WELL AS STORAGE SPACE FOR EQUIPMENT AND MATERIALS USED IN TEACHING DEMONSTRATIONS

For: Donnies Farm Ltd, Mr Graham Lennox

Application Ref.	: P111783	Advert	:
Application Date	: 01/12/2011	Advertised on	:
Officer	: Jennifer Chalmers	Committee Date	: 22nd March 2012
Ward: Kincorth/Loirston (N Cooney/K Dean/C McCaig)		Community Council	: No response received



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RECOMMENDATION: Approve subject to conditions

DESCRIPTION
The site is located on the western side of Coast Road and is approximately 665m to the north of the junction with Hareness Road. The site is a rear breeds / livestock farm that opens to the public daily from March – October and at weekends only from November – February. There are also currently visits from school groups who visit during the week. The site has a number of outbuildings and a farm house whilst the land is divided up into different sized fields.

PROPOSAL
Detailed planning permission is sought to install a single storey portacabin onto a redundant site that used to house sheds.

The portacabin would measure 12.38m x 8.71m. There would be a door on both the southern and western elevations and windows on all 4 no elevations.

This proposed portacabin would enable additional teaching facilities to groups visiting the site. School groups would only be visiting the site during the week with no more than 30 children and 6 adults at any one time. The facilities are open to the public between 10.00am and 5.00pm from March to October and at weekends only between November and February.

REASON FOR REFERRAL TO SUB-COMMITTEE
The application site is under the ownership of Aberdeen City Council, therefore in terms of the Council's Scheme of Delegation, the application is required to be determined by the Development Management Sub-committee.

CONSULTATIONS

ROADS SECTION – No objection
ENVIRONMENTAL HEALTH – No observations
COMMUNITY COUNCIL – No observations received

REPRESENTATIONS
No letters of representation have been received.

PLANNING POLICY
Aberdeen Local Development Plan: Policy NE2 (Green Belt) –
No development will be permitted in the green belt for purposes other than those essential for agriculture, woodland and forestry, recreational uses compatible with an agricultural or natural setting, mineral extraction (on sites identified in Policy R1) or restoration or landscape renewal.

The following exceptions apply to this policy:

1. Proposals for development associated with existing activities in the green belt will be permitted but only if all of the following criteria are met:
   (a) The development is within the boundary of the existing activity
   (b) The development is small-scale

(c) The intensity of activity is not significantly increased
(d) Any proposed built construction is ancillary to what exists

Aberdeen Local Development Plan: Policy NE1 (Green Space Network) – The City Council will protect, promote and enhance the wildlife, recreational, landscape and access value of the Green Space Network. Proposals for development that are likely to destroy or erode the character or function of the Green Space Network will not be permitted.

Development which has any impact on existing wildlife habitats, or connections between them, or other features of value to natural heritage, open space, landscape and recreation must be mitigated through enhancement of Green Space Network.

Scottish Planning Policy (Green Belts) – this states that certain types and scales of development may be appropriate within a green belt, particularly where it will support diversification of the rural economy. These may include:

- Development associated with agriculture, including the re-use of historic agricultural buildings,
- Woodland and forestry, including community woodlands,
- Horticulture, including market gardening and directly connected retailing,
- Recreational uses that are compatible with an agricultural or natural setting, and
- Essential infrastructure such as electronic communications infrastructure and electricity grid connections

EVALUATION

Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 require planning applications to be determined in accordance with the development plan unless other material consideration suggest otherwise.

The proposal would satisfy all the criteria set out in Policy NE2, part 1 and accords with the objective of green belt policy.

The proposed single storey portacabin would be located behind existing buildings and would be reasonably well screened from the road, however, it would be visible from the approach from the south. Given the nature of the site and its setting it is not considered that such a structure would look out of place within this environment. However, restriction of the length of time of permission is considered appropriate.

The size of the proposed portacabin is considered acceptable in relation to the size of the overall site and would not dominate the landscape due to its proximity to existing structures.

As there would be no loss of green space, there is no conflict with Policy NE1.

It is considered that the proposal to install a portacabin on the site would not have a detrimental impact on the character or amenity of the surrounding area.

RECOMMENDATION

Approve subject to conditions

REASONS FOR RECOMMENDATION
That the proposal to install a single storey modular portacabin would not have a detrimental impact on the character or amenity of the surrounding green belt. The proposal accords with the Aberdeen Local Development Plan.

it is recommended that approval is granted with the following condition(s):

(1) that the temporary building hereby granted planning permission shall not remain on the site after a period of five years expiring on 22nd March 2017 - that the character and siting of the structure is not such as to warrant its retention for a period longer than that specified in this permission.

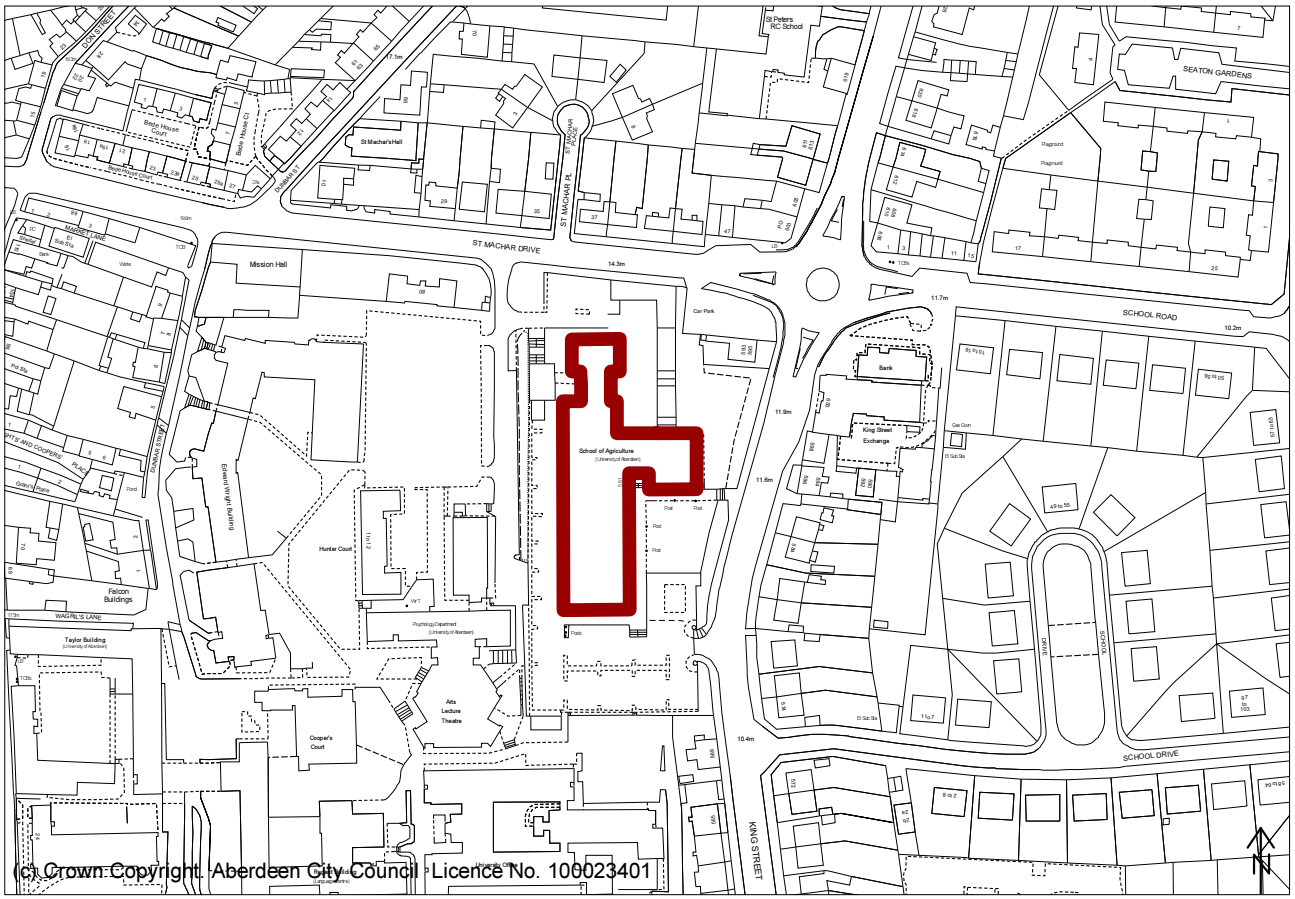
Dr Margaret Bochel
Head of Planning and Sustainable Development.

THE MACROBERT BUILDING, KING STREET, ABERDEEN

INSTALLATION OF 3 NO.ANTENNA SUPPORT POLES (EACH ACCOMMODATING 3 NO. ANTENNAS), 3 NO.CABINETS AND ANCILLARY EQUIPMENT UPON THE EXISTING ROOFTOP FOR THE PURPOSE OF TELECOMMUNICATIONS

For: Telefonica UK Ltd

Application Ref.	: P111800	Advert	: Section 34 -Proj. Pub.
Application Date	: 02/12/2011	Concern	
Officer	: Tommy Hart	Advertised on	: 01/02/2012
Ward: Tillydrone/Seaton/Old Aberdeen (N Collie/J Noble/R Robertson)		Committee Date	: 22 March 2012
		Community Council	: Comments



RECOMMENDATION: Approve subject to conditions

DESCRIPTION
The application site is Aberdeen University's MacRobert Building which sits on the corner of St Machar Drive and King Street. The building is around 32m at the highest point, 67m long facing onto King Street and 25m wide facing onto St Machar Drive. Immediately surrounding the building is some low-level landscaping, with car parking to the west and south. On the opposite side of St Machar Drive, there is a Spar convenience store as well as some residential properties which are generally 2-storeys in height. On the corner of King Street and School Road is a 7-storey student accomodation block. To the immediate south of that, there are residential properties, generally 1 ½-2 storeys in height.

HISTORY
No planning history

PROPOSAL
It is proposed to erect 3no antenna support poles (each accomodating 3no attennae), 3no cabinets and ancillary equipment on the roof of the MacRobert building. All development would take place on the main roof level. One of the support poles would be positioned on the north west corner of the building, with all other development being placed at the southern end of the main roof level. The antennas would be situated at 30.95m above ground level at their respective locations at the building esge with the cabinets being set around 9m back from the King Street elevation.

REASON FOR REFERRAL TO SUB-COMMITTEE
An objection was received from the Old Aberdeen Community Council and the application also required advertisment as a project of public concern due to the height above ground level. As such, the application is required to be dealt with by the Development Management Sub-Committee in terms of the Scheme of Delegation.

CONSULTATIONS
ROADS SECTION – no observations
ENVIRONMENTAL HEALTH – no observations
COMMUNITY COUNCIL – object to the application with the following material planning considerations raised;

- The additional aerial clusters would be clearly visible against the skyline and impact on the character of the area;
- The proposal does not comply with PAN 62 in respect to siting and design.

REPRESENTATIONS
In addition to the objection received from the Old Aberdeen Community Council, three other letters of objection were received but no additional material planning considerations were raised.

Some non-material planning considerations raised included the lack of consultation to the office/student users of the building and health risks however these points have not been taken into account in the determination of the application.

PLANNING POLICY
The application property lies within an area designated as Existing Community Sites and Facilities in the Aberdeen Local Development Plan (Policy CF1).

Planning Advice Note 62 (Radio Telecommunications) and the Communications Infrastructure section of the SPP are also relevant. Given it's location within the Old Aberdeen Conservation Area, Historic Scotland's Scottish Historic Environment Policy (SHEP) is also material to the determination of the application.

EVALUATION

Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 require that in determining a planning application, regard must be had to the Development Plan. Determination shall be made in accordance with the Plan unless material planning considerations indicate otherwise. The Development Plan consists of the Aberdeen City and Shire Structure Plan and the Aberdeen Local Development Plan.

Aberdeen Local Development Plan Policy CF1 (Existing Community Sites and Facilities) is aimed at ensuring development does not impact on the land designation or the character/vitality of the area. It is considered that the new telecommunications equipment on the roof of the MacRobert building would not impact on the land use designation. Given that there are existing antenna on the roof, it is considered that the introduction of the new equipment would not have any negative impact.

PAN 62 and the Communications Infrastructure section of the SPP all seek to ensure that telecommunications masts, antenna and equipment are sited and designed to minimise visual impact on intrusion. The PAN goes one step further by stating that developments should be concealed and disguised where possible. It is, however, recognised that technical requirements and constraints may limit opportunities for sensitive design and siting. Further, operators should look to look at mast and site sharing as an option in order to lessen the impact of proposed development. The SPP is clear that planning authorities should support the expansion of telecommunications infrastructure and should take into account the economic and social implications of not having full coverage capacity in areas.

It is considered that the proposed telecommunications antennae have been designed and located appropriately. Although the masts would be prominent by virtue of their positioning near the building esge, it is considered that this prominence would not have a negative impact on the character of the area given that there are existing antennae and other equipment on the roof of the building. Indeed, the antennae would be grey in colour so as not to be too obvious in the skyline. The Community Council did suggest that the antennae should be moved back towards the existing upstand section of the building roof. However, the agent confirmed that the proposed location was their preferred choice as it would provide the required coverage needed for the area without having to install additional antennae to make up for any loss of coverage which might come from moving the antennae back from this location. The Planning Authority were also made aware that if the antennae were moved onto the highest part of the roof, they would need to be around 2m taller in order to ensure the required coverage. It was considered that this would not be appropriate.

The Planning Authority is content with the proposed telecommunications equipment in terms of siting and design and consider it to comply with the relevant National Guidance and Policy. It is also considered that the proposal

would not impact negatively on the surrounding Conservation Area by virtue of the position on the building.

RECOMMENDATION

Approve subject to conditions

REASONS FOR RECOMMENDATION
The proposed telecommunications equipment is not considered to have a negative impact on the character or amenity of the surrounding area. It is considered that the masts, at over 20m above ground level, would be inconspicuous by their subtle design and colouring. There is not considered to be any conflict with ALDP Policy CF1 or National Policy and Guidance relating to telecommunications. It is further considered that there would be no negative impact on the Conservation Area, thus ensuring the principles of Historic Scotland's SHEP are upheld.

it is recommended that approval is granted with the following condition(s):

(1) in the event that any part of this equipment becomes obsolete or redundant, it must be removed within 6 months of such event. In the event that all of this equipment is removed, the site shall be made good, in accordance with a scheme to be submitted and approved in writing by the Planning Authority, within 1 month of such removal – to minimise the level of visual intrusion and ensure the reinstatement of the site to a satisfactory condition.

Dr Margaret Bochel
Head of Planning and Sustainable Development.

[redacted]

107 High Street
Old Aberdeen
AB24 3EN
6 January 2012

Planning Application Support Team
Aberdeen City Council

Dear Sir or Madam

Planning application 111800 – Installation of 3 antenna support poles (etc) on MacRobert Building.

The Old Aberdeen Community Council has no objection to the use of this building for supporting mobile phone antenna; indeed this is actively supported in preference to the installation of stand-alone aerials. However, we feel we must object to this proposal to locate the aerials at the extremities of the building's roof and thus on the skyline. Anyone looking up at the MacRobert building from the St Machar Drive area or the approaches will clearly see the aerials rising above the main roof by some 3 metres. The addition of several independent aerial clusters on the skyline can only detract from the overall effect and the proposal would certainly not be in compliance with paragraphs 58 to 60 of Planning Advice Note: PAN 62 Radio Telecommunications (Sept 2011).
We suggest that the aerials could perhaps be mounted on the sides of the central services block, positioned and painted to match the concrete finish – as per PAN 62. The end result will be much more unobtrusive.

We have reviewed the 'Additional Information Pack' included in the submission and note that while the document states on page 12: "... The property is situated within the Old Aberdeen Conservation Area and every attempt has been made to produce a scheme which will blend into the existing telecommunications apparatus upon the building and Aberdeen's Old Town..." then: "...In light of O2s efforts to design the most appropriate and sympathetic solution for this particular site ..."
Yet there appears to have been NO attempt to actually place the apparatus close to the existing telecoms equipment, or to attempt to blend into the building other than proposing to paint the equipment brown (yet the background will be the sky). The following page provides our attempt at an artists impression of the aerials as proposed, drawn to scale as best we can, and illustrates just how visible the aerial clusters will be.

Further, the 'Additional Information Pack' references a number of national and local policy and guidance notes on the siting of aerials, yet has not made any attempt to meet any of these requirements, or even to explain why perhaps specific elements of these policies and guidance notes may not be achievable in this particular instance. Rather it would appear to be an exercise in lip service.

To summarise, the OACC approves of the building as a suitable location for mobile phone aerials but objects to the failure of the applicant to minimise the visual impact of the installation, contrary to all local and national guidance notes.

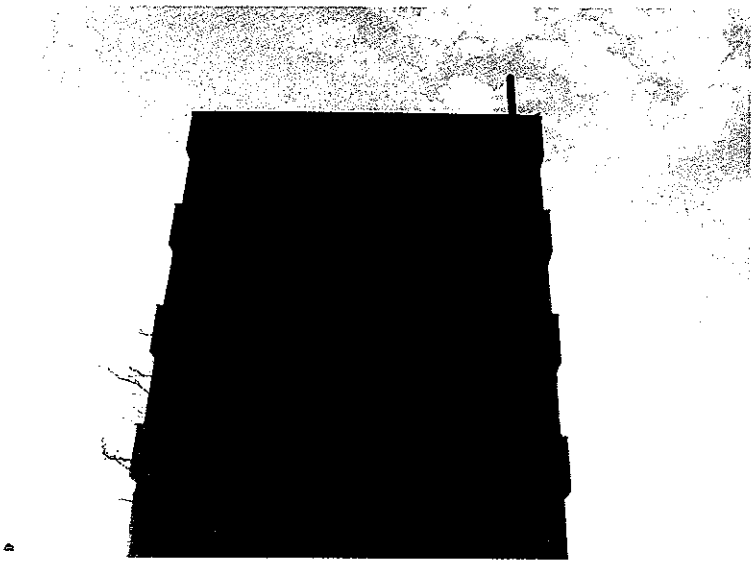
Yours sincerely,

Dewi Morgan
For and on behalf of Old Aberdeen Community Council

View from St Machar roundabout with 'artists impression' of proposed aerials



View of north face from St Machar Drive with 'artists impression' of proposed aerials



It is notable that the existing aerial cluster is not visible in either of these photos.

PI - Planning application 111800 – Installation of 3 antenna support poles (etc) on MacRobert Building.

From: Christine Burgess <[redacted]>
To: <pi@aberdeencity.gov.uk>
Date: 1/6/2012 16:16
Subject: Planning application 111800 – Installation of 3 antenna support poles (etc) on MacRobert Building.

6 St Machar Place, Aberdeen AB24 3SF.

6 January 2012

Planning Department,
Aberdeen City Council
Marischal College,
Aberdeen

Dear Sir

Planning application 111800 – Installation of 3 antenna support poles on the MacRobert Building, King Street

As a resident of St Machar Place and living almost due north of the MacRobert Building, I write to **object to the positioning** of the antenna support pole with its 3 antennas at the north west corner of the building.
At approximately 3 metres high and located at this point, it will be unnecessarily visible and intrusive.

I understand from the Community Council that there are guidelines for the siting of aerials, Planning Advice Note: PAN 62 Radio Telecommunications (Sept 2011) which are very relevant to this application.

I write therefore to ask that the applicant be requested to relocate this particular support pole and aerials to a site that is less obtrusive and more sensitive to the surrounding residential area.

The re-positioning of this aerial to a spot where the visual impact will be considerably reduced must surely be easily accomplished on a building of this size.

Your sincerely,

Christine Burgess

PI - Installation of Mobile Phone Masts on MacRobert Building

From: "Beaton, Mhairi" <[redacted]>
To: "'pi@aberdeencity.gov.uk'" <pi@aberdeencity.gov.uk>
Date: 14/02/2012 12:27
Subject: Installation of Mobile Phone Masts on MacRobert Building
CC: "'ncollie@aberdeencity.gov.uk'" <ncollie@aberdeencity.gov.uk>, "'jimnoble@aberdeencity.gov.uk'" <jimnoble@aberdeencity.gov.uk>, "'rirobertson@aberdeencity.gov.uk'" <rirobertson@aberdeencity.gov.uk>

Hello

t has been brought to my attention that three more mobile phone masts are to be erected on the roof of the building in which I work. The planning application number is 111800.

would like to object to this firstly on the grounds that no-one in the building has been notified or consulted about this matter. Additionally no risk assessment would appear to have been undertaken and considering the ambiguity of research nvestigating to associated health risks associated with mobile phone masts, I find the installation of three more to be ceptable.

Kind Regards
Mhairi

Mhairi Beaton
Joint Programme Director - Inclusive Practice Programme

Email: [redacted]

Tel: [redacted]

School of Education
University of Aberdeen
MacRobertBuilding
King's College
Aberdeen
AB245UA

The University of Aberdeen is a charity registered in Scotland, No SC013683.

PI - 111800

From: "Ravet, Dr Jacqueline" <[redacted]>
To: "'pi@aberdeencity.gov.uk'" <pi@aberdeencity.gov.uk>
Date: 14/02/2012 12:34
Subject: 111800

Dear Sir/Madam,

Re: Planning Application: 111800

I understand that a planning application has been lodged by Telefonica to erect three mobile phone masts on the roof of the MacRobert Building on the University of Aberdeen campus. I am a member of staff in this building and I would like to object to the application as follows.

Firstly, this is a building in which hundreds of students are taught every day. Over 80 staff also have their offices in this building and will find themselves sitting underneath a total of four mobile phone masts (one is already on the roof). I am very concerned about the health implications of this. There is much controversy about the impact of phone masts in the research literature. Though a causal link is difficult to establish, it is also difficult to refute. Given this, a **'precautionary principle'** should come into play in such matters. I understand that schools are not allowed to be used as sites for mobile phone masts for this very reason. The same precaution should be applied to a building which, every day, is full of young students. Since MacRobert houses the School of Education, there are also young children in the building from time to time. This should also be taken into consideration.

Secondly, I would like to point out that those with permanent offices within this building did not receive notification of the planning application. A member of staff came across it by accident in the local paper. I understand that applications should normally be advertised in the vicinity of the building. I am not aware of this happening in this case. The University management did not notify staff either.

I hope that the planning committee will take note of my objections above and vote against this application in the forthcoming meeting. I look forward to hearing from you regarding the outcome of the application.

Thank you.

Jackie Ravet

Dr Jackie Ravet
Director of Research Culture & Support
Programme Director:Autism & Learning
School of Education
University of Aberdeen
MacRobert Building
King's College
Aberdeen
AB24 5UA
Tel: [redacted]

The University of Aberdeen is a charity registered in Scotland, No SC013683.

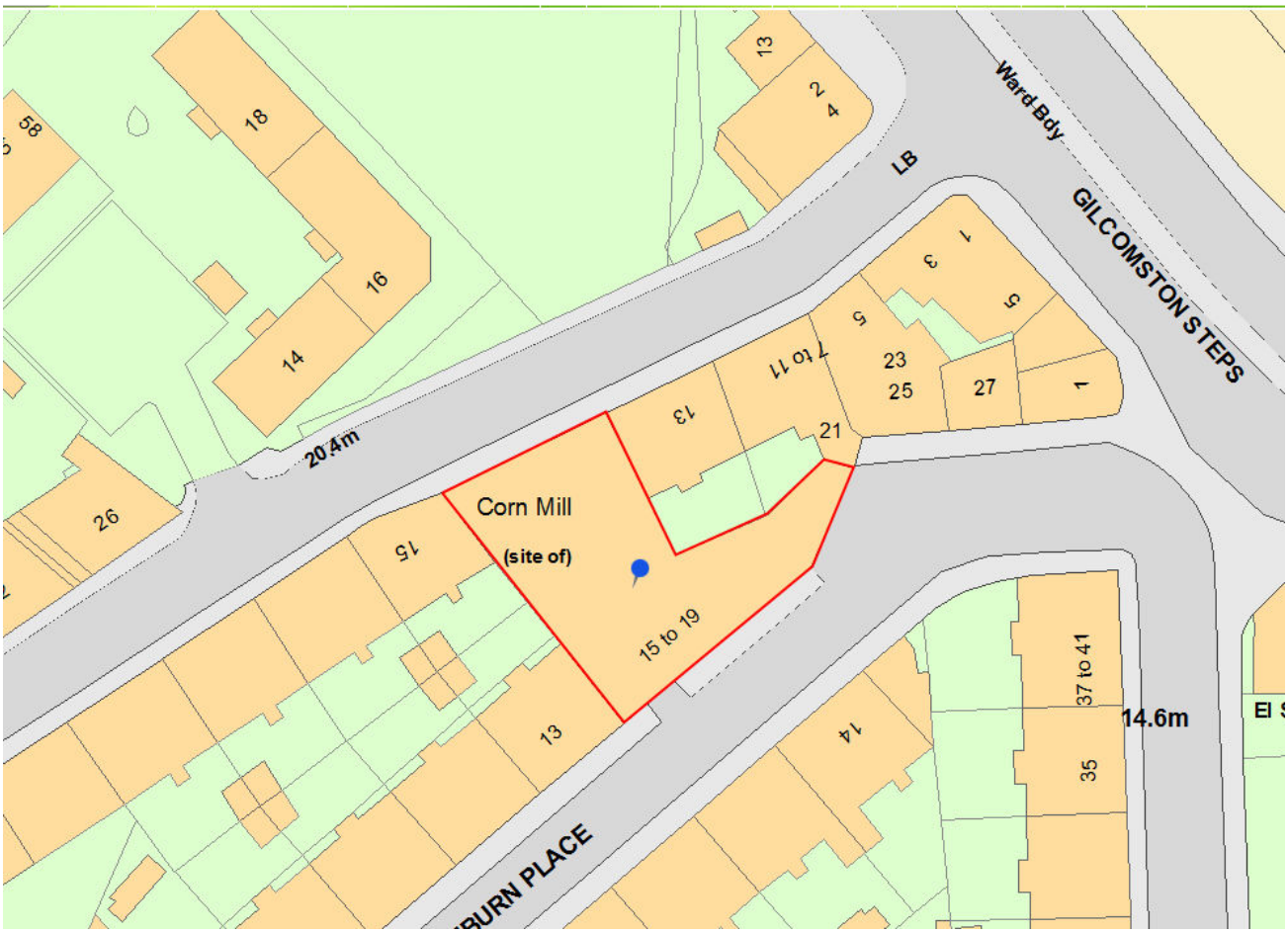
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15-19 RAEBURN PLACE, ABERDEEN

CHANGE OF USE OF SITE FROM ELECTRICAL WHOLESALER WITH RETAIL OUTLET TO 34 SERVICED APARTMENTS AND 1 SELF CONTAINED FLAT, ALL WITH BASEMENT PARKING

For: Graeme Cheyne Builders

Application Ref.	: P111084	Advert	: Full Notify not poss.
Application Date	: 20/07/2011	(neighbours)	
Officer	: Gareth Allison	Advertised on	: 03/08/2011
Ward: Midstocket/Rosemount (B Cormie/J Laing/J Corall)		Committee Date	: 12 March 2012
		Community Council	: No response received



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RECOMMENDATION: Approve subject to conditions

DESCRIPTION
The application site is located within the Rosemount & Westburn Conservation Area to the north-west of the city centre, spanning between Raeburn Place and Baker Street, with frontages to both. The frontage to Raeburn Place incorporates an unoccupied electrical wholesaler's retail outlet and associated floor space shared within 2 storey and single storey granite units. It is set between 4 storey granite tenement blocks to the west and 2 - 4 storey blocks to the east, facing 4 storey blocks to the south. The frontage to Baker Street is a disused one storey granite unit with boarded up windows. Again it is set between traditional 4 storey blocks.

HISTORY
There is no site history relevant to this application.

PROPOSAL
1. Change of Use:
   The application seeks permission for a change of use for the site from Class 1 Retail to Sui Generis use as serviced apartments and residential flats.
2. Residential Development:
   It is proposed to provide a combined development consisting of 34 No. serviced apartments and 1 No. residential flat. The apartments are to be contained within 2 No. 3 storey blocks; connected through a ground floor lobby, car-parking and private courtyard area; fronting onto Raeburn Place and Baker Street. The flat would be incorporated in a 2 storey unit facing onto Raeburn Place, connecting the apartment block with the existing 2 storey unit to the east.
3. Amenity Space/Landscaping, Access & Parking
   Between both blocks of apartments would be a privately contained courtyard area. Access to each apartment would be achieved from this central, core area with external staircases providing access to higher levels. Access to the flat would be directly from Raeburn Place. Amenity space for the flat would be provided by way of a complete roof terrace. Vehicular access would be provided from Raeburn Place via a vehicle pend from Raeburn Place with secured pedestrian accesses on both Raeburn Place and Baker Street. Secure cycle stands and 18 No. carparking spaces are to be provided within a private car-parking court at ground floor level, securely accessed from Raeburn Place.

REASON FOR REFERRAL TO SUB-COMMITTEE
There have been a total of 6 No. representations received in objection to the application.

CONSULTATIONS

ROADS SECTION –	No objections
ENVIRONMENTAL HEALTH –	No observations
COMMUNITY COUNCIL –	No observations

REPRESENTATIONS
6 No. letters of representation have been received which object to the proposals. The main planning considerations therein can be summarised as follows.

- Carparking & Traffic Generation: The proposal provides insufficient parking for the proposed residents and will subsequently have a significant impact on existing on-street parking pressures.
- Proposed Use (Nature): There are concerns that in the future the development may be used for uses other than the description as serviced apartments, with subsequent impact deriving from different uses.
- Density: The proposed development differs in terms of density when compared to the immediate area.
- Scale, Design & Materials: The proposed building is excessive in height, whilst the proposed design and materials are inappropriate for the area.
- Impact on Privacy/Amenity: The elevated walkways and staircases create the potential for direct overlooking of adjacent areas of private garden ground
- Light Pollution: There is potential for light pollution resulting from the elevated walkways and staircases, with no indication on the plans as to how these will be illuminated.
- Security: The proposed boundary treatments and amenity space between the 2 No. apartment blocks may provide increase the risk of people accessing the application site from adjoining sites and vice versa. Access may also be available through the car-parking area.
- Waste Disposal/Sewage/Drainage: The plans do not give a clear indication of proposed refuse servicing or drainage for the proposal.
- Disruption: The proposed development will result in disruption through general noise and construction vehicles accessing the site.
- Property Value: Approval of such a proposal would devalue adjacent properties.

These concerns are addressed in full in the evaluation section below.

PLANNING POLICY

1. Aberdeen Local Development Plan

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.*

D1: Architecture & Placemaking: *New development must be designed with due consideration for its context and make a positive contribution to its setting in terms of 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. High buildings should respect the height and scale of their surroundings.*

D2: Design & Amenity: *Privacy shall be designed into higher density housing, with all residents having access to sitting-out areas by way of balconies, private gardens, terraces or communal garden. Underground or decked parking will be expected in high density schemes. 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.*

D5: Built Heritage: *Proposals affecting Conservation Areas will only be permitted if they comply with Scottish Planning Policy. The Planning Authority has a duty to conserve and enhance the essential characteristics, aesthetics, archaeological and historical value and setting of the site*.

H1: Residential Area: *Development should not have an unacceptable impact on the character or amenity of the surrounding area; should not constitute over-development; or result in the loss of valuable areas of open space. It should be considered complementary to the existing residential uses and should cause no conflict with, or any nuisance to, the enjoyment of existing residential amenity.*

R7: Low & Zero Carbon Buildings: *All new buildings, in meeting building regulations energy requirements, must install low and zero-carbon generating technology to reduce the predicted carbon dioxide emissions by at least 15% below 2007 building standards. This percentage requirement will be increased as specified in Supplementary Guidance.*

2. Aberdeen City Council Supplementary Guidance

Transport and Accessibility Interim SG
Low and Zero Carbon Buildings Interim SG

3. National Planning Policy Guidance

Scottish Planning Policy: Housing: *The redevelopment of brownfield land within existing settlements should be encouraged.*

Scottish Planning Policy: Conservation Areas: *Development should preserve or enhance the character or appearance of the area.*

Scottish Planning Policy: Renewable Energy: *This provides information and guidance on implementing the targets for renewable energy sources.*

Historic Scotland's Scottish Historic Environment Policy (SHEP): *This provides information and guidance on development affecting conservation areas and listed buildings.*

EVALUATION

Each aspect of the proposal has been assessed in accordance with the relevant policies of the Aberdeen Local Development Plan and related guidance, having regard for all material considerations. Following a detailed assessment of the site and the submitted plans, the subsequent conclusions have been reached.

Existing Site

- The proposed redevelopment of a brownfield site close to the city centre is encouraged.
- Located within an established residential area, the proposed use of the development as serviced apartments is considered acceptable.
- There would be no consequential conflict with, or any nuisance to, the enjoyment of the existing character and amenity of the area, both of which would be actively retained.
- The built form and scale of the proposal do not constitute over-development, with no loss of areas of open space.

Design & Amenity

- The development is considered to be appropriate for its context.

- The built form and scale of the development, in particular the frontages to Raeburn Place and Baker Street, have been informed by the adjoining tenement units, with ridge lines, wall-head heights and building lines all respecting the existing.
- The stepping down of the frontage on Raeburn Place allows for a successful connection between the varying scales on either side of the site.
- Whilst the design of the frontages is unique in terms of the existing tenement blocks, it is noted that the proposal is not attempting to present a traditional approach which matches the existing tenements; rather the intention is to provide a modern development which connects to and respects the existing units. In this regard the proposal has undergone significant design changes throughout the life of the planning application, and it is considered that the finalised plans represent an acceptable design which is unique and modern but also retains suitable connections to the surrounding area.
- These connections have been achieved through the inclusion of specific features which are considered common and integral within the area, including; hipped roof profiles; gable ends; a vertical emphasis to the street frontage; symmetrical window orientation; and the inclusion of granite at street level.
- Whilst the frontage to Raeburn Place is considered the principle elevation in terms of the use of the development, the Baker Street frontage is still identified as being a primary façade in terms of the individual streetscape. The introduction of a pedestrian access to the façade ensures the provision of an 'active' frontage in this regard.
- The proposed materials are considered acceptable in line with the modern design of the development. Nonetheless a condition is attached to ensure that further, specific details of proposed materials are submitted to the Planning Authority for approval prior to the commencement of any development.

Privacy & Amenity

- Potential impact on existing residents' privacy and amenity would derive in most cases from the inner courtyard and central areas of the development, namely the elevated walkways and staircases.
- In this regard the proposal includes 1.8m high metal mesh screening to each staircase and the extremities of each elevated walkway.
- 4.5m rendered walls at ground level will be erected on both the north-eastern and south-western boundaries.
- The above measures are considered to be of an appropriate level to successfully protect the privacy and amenity of existing residents in adjacent properties. Notwithstanding this, a condition is again attached to ensure that further, specific details of the proposed screening are confirmed with the Planning Authority before construction begins.
- Owing to the nature of the use as serviced apartments, the requirement to provide amenity areas for new residents is not as significant as for independent residential units. In this regard it is considered that the central courtyard area is adequate amenity space for the serviced apartments.
- The self-containing flat incorporates a private roof terrace which is sufficient in terms of private, useable amenity space for residents.

Transport Impact

- Carparking is provided at lower ground floor level, accessed from Raeburn Place by way of a secure, automated access gate.
- It is noted that the nature of serviced apartments would not generate the same levels of vehicular activity as with residential flats.

- The site is also located within close walking distance of the city centre and local public transportation services.
- In this regard the Council's Roads Officer is satisfied that the proposed carparking is acceptable under current carparking standards and guidelines.

Impact on the Historic Environment

- The existing site and buildings are not considered to be of any architectural quality and do not contribute to the historical value or characteristics of the conservation area.
- For the reasons noted above, the Planning Authority considers the design and scale of the development to be acceptable; therefore the proposal is considered of sufficient merit to preserve and enhance the overall appearance of the area.

Renewable Energy

- The proposed development is required to meet the appropriate building regulations energy requirements, in line with both Local and National Policy. As such a condition is attached requiring details to be submitted for approval which demonstrate how the development will achieve the appropriate requirements.

Letters of Representation

- Carparking & Traffic Generation: The Council's Roads Officer has assessed the development in terms of its nature and subsequent vehicular activity/generation, having regard for its proximity to the city centre and local public transport links, and is satisfied that the proposed carparking is sufficient in line with current carparking standards and guidelines.
- Proposed Use (Nature): Any change of use from serviced apartments to independent residential units would require formal planning permission for a change of use.
- Density: The proposed development does differ from adjoining properties in terms of density; however it must be acknowledged that the proposed use is for serviced apartments. Smaller in size to standalone residential flats, it is therefore possible to accommodate higher numbers of units within the space available. Notwithstanding this, the scale, height and built form of the development have been fully evaluated and are considered acceptable for its location and surrounding properties.
- Scale, Design & Materials: The height of the building has been reduced through negotiation with the Planning Authority and it is considered that the finalised plans now provide an overall height and scale which are suitable for its location.
- The design and materials have been fully evaluated above and are considered acceptable for the reasons noted.
- Impact on Privacy/Amenity: The finalised plans include screening measures for each of the elevated walkways and staircases to prevent direct overlooking of adjacent areas of private garden ground. As noted above, a condition is attached to ensure that specific details are submitted and approved prior to the commencement of any development.

  Light Pollution: The plans do not indicate that external lighting is proposed to any of the external walkways or staircases. In this regard a further condition is attached to ensure that if lighting measures are proposed, that these are sighted and controlled in a way which takes into account residential amenity and minimises light spillage into adjoining areas.

- Security: The proposed boundary walls at 4.5m high are considered sufficient to prevent any pedestrian access from these locations. Furthermore the proposed vehicular access is via secure access gate, therefore minimising any risk of public access.
- Waste Disposal/Sewage/Drainage: A standard condition is attached requiring submission of all drainage details to be submitted to and approved by the Council's Roads Officers.
- Disruption: It is noted that all development will result in disruption through general noise and construction vehicles accessing the site. The Planning Authority has the power to regulate the hours of construction, and a condition is attached in this regard.
- Property Value: Property value is not a material planning consideration and therefore cannot be taken into account when assessing the planning merits of the proposal.

For the reasons outlined above, the Council is satisfied that the proposed development is acceptable, subject to relevant conditions, under provisions of the relevant policies of the Aberdeen Local Development Plan, the Council's supplemntary guidance, Scottish Planning Policy and other national advice and guidance on the siting and design of new development and the Historic Environment. No other relevant material considerations are considered to outweigh this policy position, and so it is recommended that approval be granted subject to the appropriate conditions.

RECOMMENDATION

Approve subject to conditions

REASONS FOR RECOMMENDATION

The proposed development, by way of its use, location, design, scale and massing is considered to be acceptable under policies T2, D1, D2, D5, H1, R7 of the Aberdeen Local Development Plan as well as supplementary guidance, Scottish Planning Policy and national guidelines on development affecting the historic environment. The overall design, scale and built form of the development are consdiered appropriate for the location, with acceptable levels of amenity for both existing and proposed residents; actively retaining the residential character and amenity of the area. All issues of car-parking and access have been satisfactorily addressesed. The character and amenity of the conservation area will be preserved.

Full consideration has been given to all concerns raised in representations, but neither do they outweigh the policy position as detailed above, nor do they justify further amendments to the plans or refusal of the application. All other relevant material considerations have been considered, and in line with these it is recommended that the application be approved subject to appropriate conditions.

it is recommended that approval is granted with the following condition(s):

(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 screening measures for the site boundaries and all external walkways and external staircases 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.

(3) 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.

(4) that, except as the Planning Authority may otherwise agree in writing, no construction or demolition work shall take place:
(a) outwith the hours of 7.00 am to 7.00 pm Mondays to Fridays;
(b) outwith the hours of 9.00 am to 4.00 pm Saturdays; or
(c) at any time on Sundays,
except (on all days) for works inaudible outwith the application site boundary. [For the avoidance of doubt, this would generally allow internal finishing work, but not the use of machinery] - in the interests of residential amenity.

(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 no development shall take place unless a scheme for external lighting has been submitted to and approved in writing by the Planning Authority, and thereafter implemented in full accordance with said scheme - in the interest of public safety.

(7) that the building(s) herepy approved shall not be brought into use unless details of the zero and low carbon equipment to be incorporated into the development and predicted carbon emissions, using SAP or SBEM calculations, have beeen approved in writing by the planning authority and unless the equipment has been installed in accordance with those

approved details - to ensure this development complies with requirement for on-site carbon emissions contained in Scottish Planning Policy (SPP) and specified in the the City Council's relevant published Supplementary Planning Guidance, 'Reducing Carbon Emissions In New Development'.

Dr Margaret Bochel
Head of Planning and Sustainable Development.

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P111084.

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 8/12/2011 1:32 am
Subject: Planning Comment for 111084

Comment for Planning Application 111084
Name : J De Vanna
Address : 12, Flat G, Raeburn Place, Aberdeen.

Telephone :
Email :
type :
Comment : I object the height of the building, I understand that they would like to make it as high as possible for commercial reasons but the already limited sun light that we currently enjoy in the afternoons from the opening that leaves the existing building will be completely obstructed by the new building removing the sun light that we currently enjoy.
On the other hand, I object the use of the zinc cladding material which will indeed look crisp and sharp towards the very cheap and ordinary appearance that will devalue the current street well imposing presence provided by the well preserved granite tenements and will may negatively impact also in the value of our apartments - don't want to have an eyesore view from my window which won't have other view than the new building in front. The new building will not blend in and seems not to add value to the street by its proposed appearance and use of materials, it will rather stand out and might result like the awful and tacky new building at the former Justice Street car park.

Thanks for assistance.

P 111084.

From: Ian Alexander
To: <pi@aberdeencity.gov.uk>, "Therese Gall"
Date: 9/3/2011 5:44 pm
Subject: planning application 111084

I am writing concerning the proposed building works at 15 – 19 Raeburn Place and to let you know that I have the following concerns that I feel needs to be addressed. I live in 21a Raeburn Place and will be directly affected by any building works.

1) The application states that there will be less traffic as there will be no deliveries or customers. This is not true as the premises is not in use and there are no deliveries or customers. There is likely to be more traffic with an additional 40 flats.

2) There is currently a problem with the lack of parking on Raeburn Place and this build will reduce the number of parking spaces currently available outside 15 – 19 Raeburn Place and I assume there will be a higher demand for parking spaces as there will be residents and visitors.

3) The sewerage pipes outside and 21 Raeburn Place struggle to cope at the moment, any additional use will possibly cause another overflow. It may be that the sewerage system will not connect to 21 Raeburn Place but if it does this a major cause for concern as my flat was flooded 3 years ago with sewerage backing up into the flat. The main sewerage pipe runs through my flat and the council have advised that the pipes just outside my door have "cracked" so any more pressure or use could further damage the pipes and cause additional leakage. If this planning permission is approved, it should be done so on the understanding that the sewerage pipes are fixed to guarantee no further leakage.

4) The mess, noise and disruption during the build will be significant and again parking will be affected during that time. What plans have been put in place to deal with this and who will pay for the continual cleaning of doors, windows etc. during the build?

Therese Gall – 21a Raeburn Place.

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 29/07/2011 17:50
Subject: Planning Comment for 111084

Comment for Planning Application 111084
Name : Russell Davidson
Address : 39H Spa Street
Aberdeen
AB25 1PT

Telephone :
Email :
type :
Comment : I object to this statement as I have serious questions about parking in the area. At the moment there are barely sufficient on-street parking for residents of Spa street/Raeburn place especially around December time. Although parking spaces are included in the application they are nowhere near sufficient to cover the new residents which the scheme will bring.

Andrew Buchan
1 Belvidere Street
Aberdeen
AB25 2QS

Mr G Allison

Planning and Sustainable Development

Planning Application P111084 Proposed Development at Raeburn Place

I am the owner of all the flats at 13 Baker Street, Aberdeen and wish to make the following representations against the above application.

While I do not have a problem in principal with a development in this location I do consider that the amended proposal does affect the amenity of my property and tenants.

My first issue are the proposed balconies / walkways that look directly on to the rear garden and into the rear windows of my property. The applicant has obviously decided that this is an amenity issue and he has proposed the fitting of a mesh screen to the area, no details have been provided to state how transparent this mesh is going to be and what will be its finish and appearance.

Secondly the access stair which appears to be of a metal construction and extends to the fourth storey adjacent to the boundary of the garden is not proposed to be screened in any way and will have a very negative affect on the amenity of the *private garden* space. I am also very concerned that this open stair is very close to the windows of my properties that there will be a lot of noise pollution at all times of day and night, especially from people returning after the pubs and clubs close.

Lastly, I would say that the elevational treatment of the building on Baker Street is not sympathetic to the well established materials currently used the buildings to both sides of the development. A token granite base course has been adopted but the proportion of the openings, type of materials for the windows are not sympathetic to the adjacent properties and the wooden panels in the box elements are not of a traditional design or proportion and also should not be permitted in this location as they are not within the property boundary.
The ground floor plan and the elevation on Baker Street conflict somewhat at the recessed entrance door, there is not enough depth to the vestibule for the required number of steps between the ground floor and the footpath.

You informed my agent that you were now satisfied with the proposal and were going to approve this amended application under delegated powers. I have only now been given 7 days to make my representations on this finalized application, because the changes have been a material variation I would have expected that you would have carried out a new neighbour notification which would have provided a minimum of 14 days instead of the 7, I will check this issue with my legal advisor at a later date. Although you have made your mind up I would still wish the above issues to be considered as part of your Planning Process.

I look forward to amendments to this application to protect the amenity of my property and its tenants as well as hopefully the adoption of a sympathetic design for the area.

Yours Faithfully

Andrew Buchan

Gareth Allison - APPLICATION NUMBER 111084 [PROPOSED DEVELOPMENT AT 15 - 19 RAEBURN PLACE, ABERDEEN, AB25 1PQ]

From: "John Watson" <
To: "Gareth Allison" <GAllison@aberdeencity.gov.uk>
Date: 17/08/2011 08:16
Subject: APPLICATION NUMBER 111084 [PROPOSED DEVELOPMENT AT 15 - 19 RAEBURN PLACE, ABERDEEN, AB25 1PQ]

REPRESENTATION FROM JOHN WATSON OF

The purpose of the proposed development is not clear from the notice received nor from the documents available online. It now appears that the development will consist of serviced self-catering flats of a kind broadly similar to other apartment hotels in the city.

Drawings/artist's or architect's impressions of the proposed development from the western and eastern side as viewed from ground level in the back closes as they are now would have been useful. The drawings in the planning application present either a simplified view with existing buildings omitted or from both a distance and a height unavailable to residents. They do however show how the proposed walkways will let a good amount of light through into back close areas.

Are the various sections of the roof of the proposed development to be pitched or flat? Nesting seagulls are already a problem in this area and increasing the opportunity for nesting could present noise problems at certain times of year. The birds also roost on the roofs all year round.

Where will dishes or antennae for radio and digital television be placed on the roofs of the proposed development?

Little if any detail of waste disposal arrangements is given in the application. Would very large wheeled street bins be stored at the edge of the car and bicycle parking part of the development on the Raeburn Place side? The existing four pairs of large wheeled street bins are very well used. Please note that one of these pairs of bins is currently out of use after the collapse of part of 7 Raeburn Place in May 2011 and that special waste collection arrangements for Raeburn Place are currently in force.

The north side of Raeburn Place has very few if any drain grilles between No. 1 and No 13; there are then two grilles in front of the property at No. 15 to 19. These have a tendency to silt up and a large volume of water often collects around the easternmost grille. Salt and grit in winter do not help this matter. This situation is not helped by the fact that the road surface to the east of the easternmost grille is above the level of this grille for short distance before dropping away once more as it goes towards the raised pavement area where Spa Street and Raeburn Place meet. This raised pavement area blocks access from Raeburn Place and Spa Street to Gilcomston Steps. Drainage near this particular barrier is no problem.

How far below current street level will the car parking be? Would the opening and closing mechanism on a barrier produce significant noise?

A garden is shown in the plans for the proposed development. I am concerned that intruders might be able to gain access to the existing back closes of properties in Raeburn Place and Baker Street if the garden above the car parking in the proposed development makes the existing granite wall at the east end of the close of No. 13 less of an obstacle than it currently is. Access could be gained by passing through the car parking area to the proposed garden.

How much lighting will be used on the elevated walkways in front of the individual flats in the development on its garden side? On the easternmost side of No. 13 three of the four flats have the bedroom on the back close side; on the westernmost side two of the four flats have the bedroom on the back close side. I do not know where bedrooms are located in No. 15 Baker Street. How will the level of light be controlled in the multi-storey stair- and walkway block linking the Baker Street and Raeburn Place blocks?

How deep do the eastern foundations of No. 13 Raeburn Place and of 15 Baker Street go? This, I feel, is important when demolition, excavation and pile-driving on the site are planned. For example the basement at No. 13 does not extend under the whole ground floor area: it runs under the Raeburn Place street side rooms in Ground Floor Left and Ground Floor Right. I think the tenement was erected on a sloping site.

At the point where the proposed development joins the easternmost top floor flat at No. 13 Raeburn Place part of the proposed structure projects beyond the masonry of the existing block. This doesn't look good and it might over time be a source of damp problems in No. 13 Raeburn Place. Raeburn Place is a bit of a wind tunnel under certain conditions and the combination of wind and rain or snow could pose problems at this particular point.

JOHN WATSON

P111084

17F Baker Street
Aberdeen
AB25 1UQ
10 August 2011

Planning and Sustainable Development,
Enterprise, Planning and Infrastructure,
Aberdeen City Council,
8th Floor,
St Nicholas House,
Broad Street,
Aberdeen
AB10 1GY

Dear Sirs,

Application 111084, 15-19 Raeburn Place, Aberdeen

I recently received "Notifiable Neighbours" notification of the planning permission application for the above proposed development of 40 self-catering flats and 1 self-contained house. I would like to express my strong concerns about this proposal.

I visited St Nicholas House and viewed the plans. My concerns are as follows:

1. Insufficient parking facilities. Only 18 spaces have been created for a development of 41 properties in an area where on-street parking is already difficult, especially outwith "pay and display" times. As a nearby resident with a residents' parking permit, it can be very difficult to find

a parking space in the evening, or on return from an evening out. This situation would very probably be exacerbated by this new development.
I gained the impression from the plans and an article in "The Press and Journal" that the 40 self-catering flats would be intended for short-stay lets eg holidaymakers and business users. It is very likely that the majority of these would require parking facilities - many people holiday or tour Scotland by car, and most sales representatives and service engineers etc travel by car or van. Assuming the letting business is run at 90-100% occupancy, it is likely that there will be 18-22 cars requiring to be parked on-street each night, creating pressure on an already crowded area of the city centre.

2. Will the business remain long-term as letting of holiday/business self-catering apartments? The 40 self-catering "flats" are in effect bedsits. It seems to me that these could ~~verdy~~ very easily become student accommodation or possibly supported accommodation for drug abusers. I would be concerned about the possibility of excessive noise, particularly late-nigh from such uses as these so close to my home. In addition, Baker Street has had problems from drug users for years eg damage to property, doors kicked-in, break-ins, and theft of mail, as well as causing fear to residents and disturbing nocturnal coming- and goings.
Whilst I appreciate that the application is not for this type of use, I would not like to think

that the application would be approved for the holiday/business lets but at a ~~ret~~ relatively short time later that there would be a "change of use" which may or may not require further permission. Basically, I am worried that this may be a "back door" method of achieving a less desirable use for the development after a short interval.

3. Density of accommodation. The site for this proposed development is approximately equivalent to two tenement buildings and associated garden/yard/drying greens. The tradition tenements in Raeburn Place and Baker Street are eight flats per block. The proposed development includes 41 properties on a site which would only include 16 properties at the current density in the area.

I hope my views will be considered when determining this application.

Yours faithfully

ELAINE MACDONALD (MISS)

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10 NEWLANDS CRESCENT, ABERDEEN

PROPOSED ROOF ALTERATIONS,
DRIVEWAY AND REAR EXTENSION

For: Mr Alexander Eyres

Application Ref.	: P120042	Advert	:
Application Date	: 10/01/2012	Advertised on	:
Officer	: ALAN SIMPSON	Committee Date	: 9 March 2012
Ward: Airyhall/Broomhill/Garthdee (J Wisely/I Yuill/G Townson)		Community Council	: Comments.



RECOMMENDATION: Approve Unconditionally

DESCRIPTION

The application site is a one and a half storey granite built semi-detached property on the east side of Newlands Crescent. It is built in granite with a slate roof, lead flashings and silver coloured framed windows. There is a single, pitched roof dormer to the rear with slated roof and walls and a brown surrounding fascia, A small lean-to porch is built against the back door. There are gardens to the front and rear.

Rear boundaries are a 1.9m fence to the north, a 1.5m fence with trees in the garden behind up to 3m in height and, to the south, a 1.7m wall followed by a 2m hedge. In the front garden the boundaries are hedges, just over a metre to the north and west and a wall of similar height to the south with a small gate in the western one. The applicant property sits slightly above the neighbour to the south.

HISTORY

No other applications exist for this address.

PROPOSAL

It is proposed to alter the roof of the property, form a driveway in the front garden and construct a one and a half storey extension to the rear.

The front garden would be replaced with a driveway to accommodate two cars. This would see the front gate and hedge removed and an opening of 3.8m wide cut in the western boundary with associated dropped kerb and pavement modifications.

The rear extension would be stepped in 1.4m from the communal boundary to the north and would extend for 5.5m (including the bay window) into the rear garden and be 5.4m wide. It would have an eaves height of 3.6m and a pitched roofheight of 6.7m. On the ground floor the extension would have two windows looking south and a bay window facing east with windows on the cheeks and double doors to the east. On the upper level three rooflights (Velux GGL M04 850mm by 750mm) would face south with two GPL M06 roof lights facing east (1000mm by 700m). In order to facilitate this rear extension the existing rear dormer would be removed along with the rear “lean-to” porch.

The roof alterations would see the gable straightened, extending 3m above the current gable end with a half hip to the top on the south side of the house. An upper storey side window would also be formed in the new straightened gable. In addition, with the rear dormer now removed, a rooflight (Velux GGL M04 850mm by 750mm) would be formed in the rear roof plane of the existing house. However, this would be classed as permitted development.

All new windows would be white uPVC framed, the roof would be finished in slate to match the existing with code 5 lead flashings at junctions. Walls would be finished in a grey granite chip dry dash.

REASON FOR REFERRAL TO SUB-COMMITTEE

Two neighbours have already objected to the application and the community council has been in contact, forwarding on one of the objection letters. As the community council have not confirmed whether or not their representation is an objection, but have stated that they would appreciate comments to their letter that might influence the committee's decision on the build, it was decided to refer the application to the sub-committee.

CONSULTATIONS

ROADS SECTION – Have made comments regarding parking, the footway crossing, drainage, materials and gradient. They have no objections to the proposal providing their comments are met.
ENVIRONMENTAL HEALTH – No response received.
COMMUNITY COUNCIL – The community council have forwarded on an objection that was sent to them by one of the neighours which was also sent to the Planning Authority. Although the Community Council advised that this type of extension could be permitted, they did comment on the size in comparison with other buildings on the street and, although they did not state an objection, they stated that they would appreciate comments to the letter that might influence the committee's decision on the build.

REPRESENTATIONS

Four representations have been received for this application, two of which are from the same person.

The material planning considerations raised in objection are summarised as

- A two storey extension is not in keeping with the character of this style of house in the area and a single storey extension would be better.
- The size of the extension
- The extension will block light to the rear upstairs of the house and the ground floor extension.
- Concerns about overshadowing.
- Concerns over the affect on the amenity of the area.

PLANNING POLICY

1) Aberdeen Local Development Plan (2012)

Aberdeen Local Development Plan Zoning H1: Residential Areas

Aberdeen Local Development Plan Policy H1: Residential Areas – Within existing residential areas proposals for new householder development will be approved in principle if they:
1. does not constitute over development;
2. does not have an unacceptable impact on the character or amenity of the surrounding area;
4. complies with Supplementary Guidance on Curtilage Splits; and
5. complies with Supplementary Guidance on House Extensions.

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.

2) Supplementary guidance
Dwelling extensions in Aberdeen City: Two storey extensions to semi-detached dwellings – A restriction on extensions along a common boundary to 4 metres. Extensions are normally permitted where it is possible to achieve a satisfactory result in terms of design and site coverage.

EVALUATION

Policy H1: Residential Areas

- The proposal does not constitute overdevelopment. The plot ratio with the proposed works would be 29.9% which is less than the maximum advised 33%.
- A 5.5m projection, given that it is not along a common boundary, is not deemed excessive.
- The proposal would not have a detrimental effect on the character and amenity of the area. Other properties in the street have driveways and have had one hip straightened so these proposals will not seem out of place. Although two storey extensions are less common in this street, they do exist. The proposed extension is an exact copy of the one which was approved and has now been constructed at number 23.

Policy D1 - Architecture and Placemaking

- The proposals have been assessed against British Research Establishment's Site Layout Planning for Daylight and Sunlight. Using the 45 degree rule, it is found that, for the northern neighbour, a small amount of overshadowing will occur as the sun moves to the south in the late morning. However, measurements reveal that the shadowing will pass below the midpoint of the downstairs rear window, meaning that the majority of the glazed area remains unaffected, while it would not affect the dormer. The 45 degree line also does not affect any windows for the southern neighbour.
- Given that there are no windows in the main southern neighbour's dwelling house which face it, the proposed gable extension will not cause any detrimental overshadowing.
- When assessed using the 25 degree method, the windows on the single storey extensions for the neighbours to the north and south which look onto the proposed extension will be affected. For the southern neighbour, the fact that these are north facing windows which already receive the least light and their extension has windows on other elevations, means that this impact is deemed acceptable. For the northern neighbour, the fact that it will only be for a small time in the morning and their extension has windows to other elevations, also means that this is an acceptable impact.
- For sunlight, the 45 degree rule shows that the proposed extension will not stop the sunlight from reaching either of the neighbouring properties.

- The proposals have been designed with due consideration for their context. The roof materials will match the existing while the choice of wall finish will be a good compliment to what is there already.
- The proposals should not have a detrimental effect on privacy. Although they will introduce new windows which will face south, the fact that they are velux windows on an inclined roof plane, and higher than the north facing ones of the southern neighbour, will mean that they do not directly face onto neighbouring windows.

Dwelling extensions in Aberdeen City

- The extension will not be built along a common boundary. However, given that the design is the same as one which has already been approved, it is seen as acceptable as it will be in keeping with this, while the site coverage is within an acceptable scale.

Taking a collective account of policy, guidance and all material considerations the planning merits of the proposal as a whole are considered acceptable, and in accordance with Local Plan Policy and related guidance. Although the extension will be larger than both the neighbours, it is exactly the same as the one which has been built at number 23 and is therefore not at odds with the rest of the street. The scale is such that it still leaves an acceptable amount of garden space without causing an unacceptable level of overshadowing to the neighbours. Furthermore the choice and colour of materials will not cause a detrimental affect on amenity. Driveways and straightened gables are also in evidence elsewhere on the street so these proposals will not harm the character and amenity of the area.

RECOMMENDATION

Approve Unconditionally

REASONS FOR RECOMMENDATION

Taking a collective account of policy, guidance and all material considerations the planning merits of the proposal as a whole are considered acceptable, and in accordance with Local Plan Policy and related guidance. Although the extension will be larger than both the neighbours, it is exactly the same as the one which has been built at number 23 and is therefore not at odds with the rest of the street. The scale is such that it still leaves an acceptable amount of garden space without causing an unacceptable level of overshadowing to the neighbours. Furthermore the choice and colour of materials will not cause a detrimental affect on amenity. Driveways and straightened gables are also in evidence elsewhere on the street so these proposals will not harm the character and amenity of the area.

Dr Margaret Bochel
Head of Planning and Sustainable Development.

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From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 08/02/2012 09:21
Subject: Planning Comment for 120042

Comment for Planning Application 120042
Name : ken Eddie planning officer Ashley Broomhill cc
Address : 14 Ashley Gardens
Aberdeen
AB106RQ.

Telephone
Email :
type :
Comment : Att. Mr Alan Simpson.
Ashley broomhill CC. Have been asked to make the following observation to the proposed extension. 10 Newlands Crescent Aberdeen.

We have advised that the change in building rules allow for this type of extension.
One can feel the initial shock to the size compared to the existing buildings in the street.
I have added the letter that Mr R. Insh has written to our chair.
i would appreciate comments to the letter that might influence the committees decision on the build.

Ken eddie for Ashley Broomhill CC.

Copy of letter received.

Dear Ms Butler, thank you for contacting me so promptly.
The facts are these - my wife and I live in a semi-detached house at 12 Newlands Crescent. Number 10 next door, (which we are attached to), has recently been sold to new owners who have submitted a planning application for a large two-storey extension to their property. Whilst we have no objection in principal to a reasonably sized single storey extension, the proposal they have made will pactically double the size of the existing property at no.10. Having studied the plans, we can see that they will tower over our back rooms and garden, and negatively impact on the amenity of the area. Our objection is based on the fact that the plans they have submitted are totally disproportionate in size to the existing building, and are not compatible to the style of 1930's traditional granite construction of the houses in the street.
My wife and I have lodged objections to the plans, which are ref. application number 120042. Unfortunately, no. 8 Newlands Terrace (the house on the other side of number 10), has just recently been sold and the new owners have yet to move in - I believe that they have received a copy of the planning application, but I do not know who they are, or if they have also lodged objections.
My wife and I, 'downsized', to move into this house, in what we know to be a nice, quiet street, with modest houses, after our family had grown and left home. We felt it would be more suited to our requirements, and the last thing we expected was to have our quality of life so adversely affected by such an inappropriate development.
I hope you and the community council can find a way to intervene on our behalf and help modify these proposals - I repeat, we are not against an extension as such, only to this one, which is so out of character to the street.

yours sincerely, Richard Insh

12 Newlands Crescent,
Aberdeen AB10 6LH
30/01/12

Ref: Planning application number 120042:

Dear sir/madam,

I am writing (as a 'notifiable neighbour'), to express my opposition to the proposed extension to the rear of number 10, Newlands Crescent.

Many properties in this street have extensions at the rear, which are of one storey, and do not infringe the amenities of neighbours' existing houses and gardens. I wish to make it clear that we have no objections in principal to such an extension, (one storey), such as is the norm, in the street. My objection to the proposed extension is based purely on the fact, that being two storeys high, it will be totally out of character with the design of these pre-war houses, and will effectively double the size of this property. I would contend that the result would be totally inappropriate to this shared building. The very fact that such a substantial addition is proposed for a shared building is a factor which I would humbly ask the planning committee to bear in mind when considering the application for number 10 Newlands Crescent.

My other main objection is that this two-storey building, will block the light from my back bedroom, bathroom, and ground level garden room. The roof line of the proposed extension (almost as high as the existing house) will effectively act as a high wall – blocking both light and my field of vision. The blockage of sunlight will also affect my plantings in the back garden.

[redacted]
Mr Richard Insh,
12, Newlands Crescent.

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 12/02/2012 19:43
Subject: Planning Comment for 120042

Comment for Planning Application 120042
Name : Downey
Address : 70 Hammersmith Road

Telep[redacted]
Email
type :
Comment : This 2 story extension would not be in keeping with the character of this style of house in this area, or in keeping with other extensions in the area (i.e.all single story extensions on the houses on the side of Newlands Crescent which back onto the houses on Hammersmith Road.

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 02/02/2012 10:01
Subject: Planning Comment for 120042

Comment for Planning Application 120042
Name : Richard Insh
Address : 12 Newlands crescent
Aberdeen
AB10 6LH

[redacted]

type :
Comment : Many properties in this street have extensions at the rear, which are of one storey, and do not infringe the amenities of neighbours’ existing houses and gardens. I wish to make it clear that I have no objections in principal to such an extension, (one storey), such as is the norm, in the street. My objection to the proposed extension is based purely on the fact, that being two storeys high, it will be totally out of character with the design of these pre-war houses, and will effectively double the size of this property. I would contend that the result would be totally inappropriate to this shared building. The very fact that such a substantial addition is proposed for a shared building is a factor which I would humbly ask the planning committee to bear in mind when considering the application for number 10 Newlands Crescent.

My other main objection is that this two-storey building, will block the light from my back bedroom, bathroom, and ground level garden room. The roof line of the proposed extension (almost as high as the existing house) will effectively act as a high wall – blocking both light and my field of vision. The blockage of sunlight will also affect my plantings in the back garden.

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 1/27/2012 5:34 pm
Subject: Planning Comment for 120042

Comment for Planning Application 120042
Name : Richard and Ann Insh
Address : 12 Newlands Crescent
Aberdeen AB10 6LH



Comment : The proposed development of a two storey extension to the rear of the property at 10 Newlands Crescent, will block the daylight into our house and garden(number 12), which adjoins number 10. The roof line rises far too high and it affects the amenity of our property. The proposed extension doubles the existing size of the house and is totally out of character with the houses in the street. These pre-war, semi-detached granite houses were not designed to accommodate such large structures stuck on to the backs of them. As owner-occupiers of an adjoined house we object to this development.

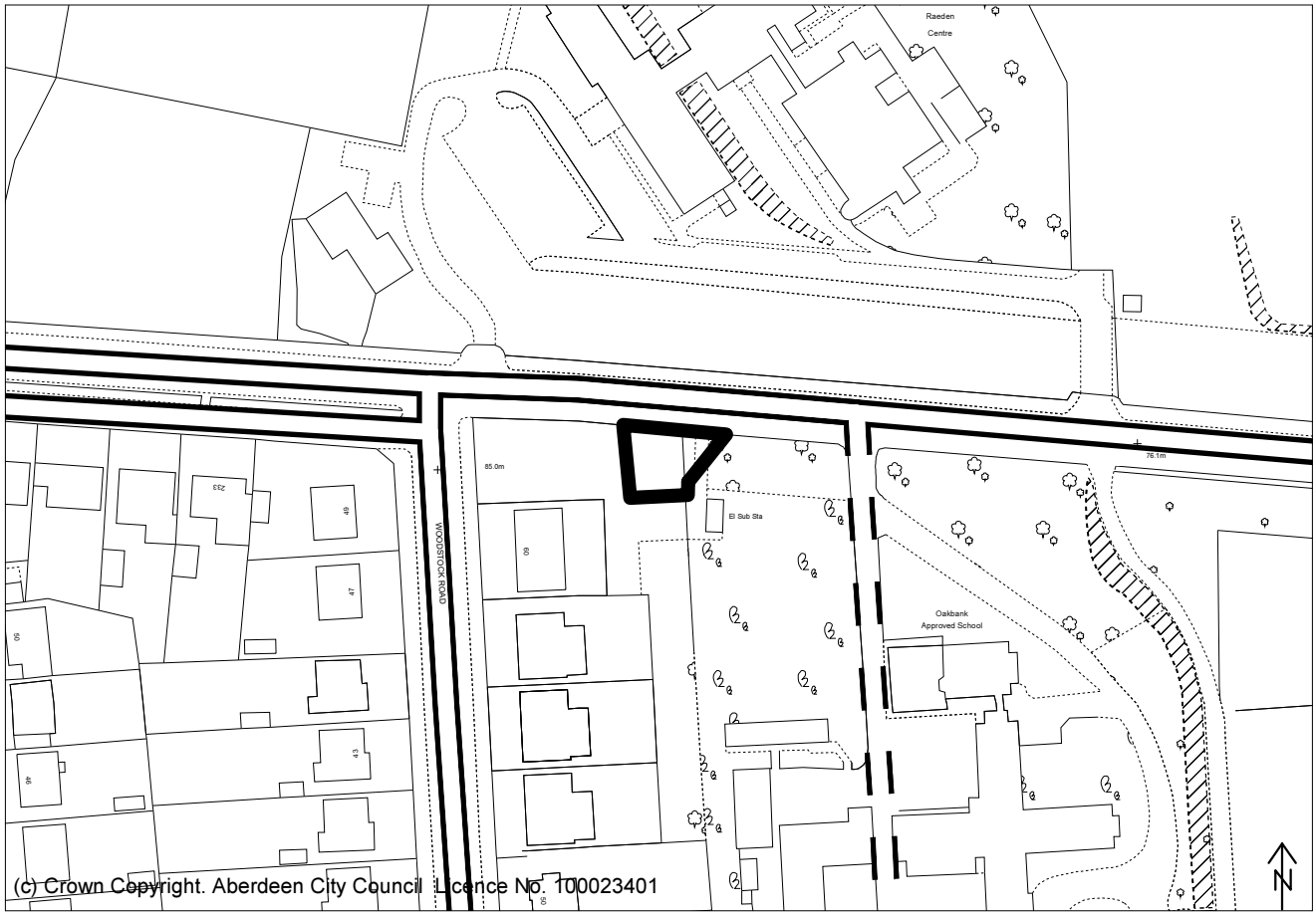
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OAKBANK SCHOOL, MIDSTOCKET ROAD, ABERDEEN

RELOCATION AND REPLACEMENT OF EXISTING SUBSTATION

For: Carlton Rock Ltd

Application Ref.	: P120126	Advert	:
Application Date	: 26/01/2012	Advertised on	:
Officer	: Jennifer Chalmers	Committee Date	: 22nd March 2012
Ward: Midstocket/Rosemount (B Cormie/J Laing/J Corall)		Community Council	: Comments



RECOMMENDATION: Approve subject to conditions

DESCRIPTION
The site is located within the north western corner of the former Oakbank School site adjacent to Mid Stocket Road. There are large beech trees that run along the Mid Stocket Road boundary as well as an existing vehicular opening for access to the existing sub-station. Along the western boundary there are more well established beech trees.

HISTORY
P101976 – Approval with Legal Agreement was granted on 19th July 2011 for the 'Development of 131 no residential units, including detached houses, townhouses and flats, with associated access, parking and landscaping'.

P111813 – Conditional approval granted on 3rd February 2012 for 'Change of house type to Plot 19 from 'Oak' to 'Large Oak' with sunlounge.

PROPOSAL
Detailed planning permission is sought to relocate and replace the existing sub-station with 2 no smaller substations.

The current substation measures 6.4m x 3.2m x 3.0m, whilst the 2 no replacement substations would each measure 3m x 3m x 3m, therefore giving an overall size of 6m x 3m x 3m. The 2 no replacement substations would be located approximately 8m to the north west of the current substations position.

REASON FOR REFERRAL TO SUB-COMMITTEE
The application has raised 9 letters of objection including one from the Rosemount & Mile-End Community Council and therefore, in terms of the Council's Scheme of Delegation, the application is required to be determined by the Development Management Sub-committee.

CONSULTATIONS

ROADS SECTION – No observations
ENVIRONMENTAL HEALTH – No observations
COMMUNITY COUNCIL – The Rosemount & Mile-End Community Council object on the grounds that:

- Motive for late change
- Impact on adjacent neighbours

REPRESENTATIONS
Eight letters of representation have been received in addition to the letter of objection from the Community Council. Six of these letters are template letters which raise the same issues. The material planning concerns raised issues relating to the impact on visual and residential amenity by virtue of its size and proposed generation of noise

There are however some concerns which are not considered material considerations in the planning process and these relate to the effect of the

proposal on house prices and health implications and the reasoning behind the proposal.

PLANNING POLICY

Aberdeen Local Development Plan: Policy H1 (Residential Areas) – this policy states any proposal must not have an unacceptable impact on the character or amenity of the surrounding area.

EVALUATION

Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 require planning applications to be determined in accordance with the development plan unless other material considerations indicate otherwise.

The reason that the substation is to be relocated is because it would be within the back garden of one of the approved properties. As a result it is practical to keep the substation as close to the existing site as possible. There is also an existing access off Mid Stocket Road that provides access for SSE Power to service and maintain the current substation. In order to utilise the existing access, the proposed replacement substation is to relocated next to this access but must be positioned at least 2m from the road. The proposed position is considered the most suitable and would have least impact on the surrounding area.

The difference in distances between the existing and relocated / replacement substation would be approximately 7m as opposed to currently 19m away from 60 Woodstock Road which is a reduction in distance of 12m and approximately 20m as opposed to currently 16m away from 58 Woodstock Road which is an increase in distance of 4m.

It is recognised that the proposed smaller substations would be considerably closer to no. 60 Woodstock Road. On this basis it is important to ascertain whether or not their relocation would have a detrimental impact on the amenity of this property. In this case the material considerations are in relation to visual amenity and any noise that may be generated from the running of the substations. In terms of any visual impact a landscaping condition has been attached in order to provide screening thereby minimising the visual impact on the surrounding area.

In terms of any impact from noise and any other environmental issues, there were no observations made by our environmental health officer which means that they had no concerns in relation to this proposal.

The current substation is to be replaced with 2 no smaller substations. As a result this would reduce the cubic meterage from 61.44 down to 54 cubic metres which is a reduction of approximately 7.44 cubic metres.

Overall, it is considered that the proposed relocation and replacement of the existing substation with 2 no. smaller substations would not have a detrimental impact on the character or amenity of the surrounding area in terms of visual amenity and noise pollution.

RECOMMENDATION

Approve subject to conditions

REASONS FOR RECOMMENDATION
That the proposed re-siting and replacement of the existing substation with 2 no smaller substations would not have a detrimental impact on the character or amenity of the surrounding area in terms of visual amenity and noise pollution.

it is recommended that approval is granted with the following condition(s):

(1) that no development pursuant to the planning permission hereby approved shall be carried out unless there has been submitted to and approved in writing for the purpose by the planning authority a further detailed scheme of landscaping for the site, which scheme shall include indications of all existing trees and landscaped areas on the land, and details of any to be retained, together with measures for their protection in the course of development, and the proposed areas of tree/shrub planting including details of numbers, densities, locations, species, sizes and stage of maturity at planting - in the interests of the amenity of the area.

(2) that the use hereby authorised shall not take place unless there has been submitted to and approved in writing for the purpose by the planning authority a 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.

(3) that no development shall take place unless a plan showing those trees to be removed and those to be retained and a scheme for the protection of all trees to be retained on the site during construction works has been submitted to, and approved in writing by, the Planning Authority and any such scheme as may have been approved has been implemented - in order to ensure adequate protection for the trees on site during the construction of the development.

(4) that any tree work which appears to become necessary during the implementation of the development shall not be undertaken without the prior written consent of the Planning Authority; any damage caused to trees growing on the site shall be remedied in accordance with British Standard 3998: 2010 "Recommendations for Tree Work" before the building hereby approved is first occupied - in order to preserve the character and visual amenity of the area.

(5) that no materials, supplies, plant, machinery, spoil, changes in ground levels or construction activities shall be permitted within the protected areas specified in the aforementioned scheme of tree protection without the written consent of the Planning Authority and no fire shall be lit in a position where the flames could extend to within 5 metres of foliage, branches or trunks - in order to ensure adequate protection for the trees on site during the construction of the development.

Dr Margaret Bochel
Head of Planning and Sustainable Development.

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ROSEMOUNT & MILE-END COMMUNITY COUNCIL

Head of Planning & Infrastructure
Planning Dept
Aberdeen City Council
Marischal College
Broad Stret
Aberdeen

29 February 2012.

Dear Sir,

PLANNING REFERENCE; 120126
Former Oakbank School Midstocket Road Aberdeen AB15 5XP.

It is noted that an additional planning application has been submitted in respect of the site of the above mentioned development

This application relates to the re-siting and increase in size of the existing electricity sub-station. The need for this change is questioned as surely this aspect was addressed at the initial planning stage and when given approval.The motive for this late change is viewed with suspicion.

I hope therefore that the Planning Department will take account of the impact such a change will have on the residents adjacent to the proposed new site but moreover double the initial size.

We have become aware of the trend for developers to submit ammended plans for sites / developments which have already been given approval and commenced building work.This is an unhealthy trend as more often or not the local residents are not aware of such changes.Indeed during February I note that two further applications have been submitted by the developer for the same site for alterations to the proposed properties.

The change in size and re-siting of the sub-station is of serious concern to the residents and also the manner in which it is being contrived In the circumstances the Rosemount & Mile-End Community Council would ask that further consultation take place before any further action is pursued by the developer.

Yours faithfully,

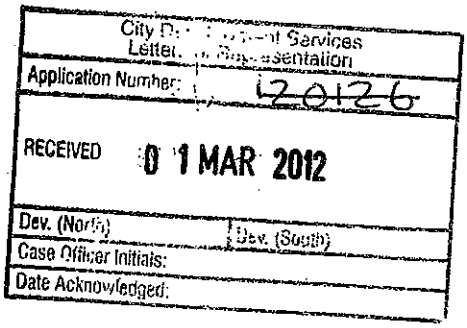
[redacted]

G A Duncan
Rosemount & Mile-End Community Council

(19 Beechgrove Place Aberdeen AB15 5HF)

26283

Reply 05 MAR 2012 Assist. Dir.
Imp | Strategy | Build Con | Admin
Action



Mrs Rachael Patterson
137 Mid Stocket Road
Aberdeen
AB15 5LY
24 February 2012

OBJECTION TO PLANNING REQUEST FOR RE-SITING AND INCREASING TO DOUBLE SIZE OF EXISTING SUBSTATION AT OAKBANK SCHOOL, MIDSTOCKET ROAD, ABERDEEN AB15 5XP (Ref: 120126)

I refer to the above proposal and would ask you take the following into account during the consideration of the application. I do not object to the principle of the development of the former Oakbank School, however, I have concerns over the location of the proposed substation. The approved site plan for the wider development did not clearly show the location of the proposed substation, therefore I did not object to this original application. It is not understood however, why the substation is to be relocated from its existing location and why it has to substantially increase in size, as no justification has been provided with the application. An alternative and more advantageous site for the substation prevails – where it is currently situated. I also question why the substation is proposed to double in size from the original proposal.

No noise impact assessment has been submitted with the application and no statutory consultee responses are yet available, therefore it is unclear if this information is to be requested by the planning authority. I would request that this assessment is undertaken in order to evaluate potential noise pollution caused by the substation. Policy 40: Residential Areas in the Aberdeen Local Plan states that new development should "cause no conflict with, or any nuisance to the enjoyment of the existing residential amenity". No consideration has been given in relation to minimising the visual impact the proposed re-siting would have on my parents' property, for example screening of the substation. There has been a lack of any public consultation with local residents specific to this application.

I would wish to highlight findings from a study carried out by Sims & Dent, Oxford Brooks University (2005) which found that the close presence of a substation could reduce the number of potential buyers by up to 63% depending on size and visibility of substation, concluding that substations close to the house make a property harder to sell. There is an alternative to moving the substation, and that is, to leave it where it is currently situated. However, this would have a detrimental affect on two of the substantially sized new builds, planned in the near vicinity, hence moving it as close to my parents' property as possible.

I also have significant concerns regarding the exposure to a higher level of electric and magnetic fields as a result of closer vicinity to the proposed substation. Electromagnetic fields are associated with health problems and whether substantive or perceived, they nevertheless have a negative impact on the people who live closest to the source.

The Stakeholder Advisory Group on ELF/EMFS (SAGE), recommend that reasonably practicable efforts should be made to site new substations away from homes. Given the size of this development, it would have been reasonably practicable to re-site the substation further away from my parents' home and garden.

In order to ensure that there is no detrimental impact on my parents' property or quality of life, I would request that analysis is undertaken to address my concerns over the impact that this substation may have on their property.

Thank you for your consideration of the above issues I have raised in relation to this planning application.

Yours sincerely,



Rachael Patterson

PI - Substation at Oakbank School

From:
To: <pi@aberdeencity.gov.uk>
Date: 01/03/2012 21:11
Subject: Substation at Oakbank School
CC:

Dear Sirs,

56 Woodstock Road
Aberdeen
AB15 5JF
1st March 2012

OBJECTION TO PLANNING REQUEST FOR RE-SITING AND INCREASING TO DOUBLE SIZE OF EXISTING SUBSTATION AT OAKBANK SCHOOL, MIDSTOCKET ROAD, ABERDEEN AB15 5XP (Ref: 120126)

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No noise impact assessment has been submitted with the application and no statutory consultee responses are yet available, therefore it is unclear if this information is to be requested by the planning authority. We would request that this assessment is undertaken in order to evaluate potential noise pollution caused by the substation. Policy 40: Residential Areas in the Aberdeen Local Plan states that new development should "cause no conflict with, or any nuisance to the enjoyment of the existing residential amenity". There has been a lack of any public consultation with local residents specific to this application.

The Stakeholder Advisory Group on ELF/EMFS (SAGE), recommend that reasonably practicable efforts should be made to site new substations away from homes. Given the size of this development, it would have been reasonably practicable to re-site the substation further away from all homes and gardens.

Thank you for your consideration of the above issues we have raised in relation to this planning application.

Yours sincerely,

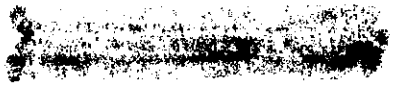
Gillian and David Rose

Mrs A Buchan
49 Woodstock Road
Aberdeen

AB15 5EX
29th February 2012

OBJECTION TO PLANNING REQUEST FOR RE-SITING AND INCREASING TO DOUBLE SIZE OF EXISTING SUBSTATION AT OAKBANK SCHOOL, MIDSTOCKET ROAD, ABERDEEN AB15 5XP (Ref: 120126)

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No noise impact assessment has been submitted with the application and no statutory consultee responses are yet available, therefore it is unclear if this information is to be requested by the planning authority. I would request that this assessment is undertaken in order to evaluate potential noise pollution caused by the substation. Policy 40: Residential Areas in the Aberdeen Local Plan states that new development should "cause no conflict with, or any nuisance to the enjoyment of the existing residential amenity". No consideration has been given in relation to minimising the visual impact the proposed re-siting would have. For example would there be screening of the substation? There has been a lack of any public consultation with local residents specific to this application.

I would wish to highlight findings from a study carried out by Sims & Dent, Oxford Brooks University (2005) which found that the close presence of a substation could reduce the number of potential buyers by up to 63% depending on size and visibility of substation, concluding that substations close to the house make a property harder to sell. There is an alternative to moving the substation and that is to leave it where it is currently situated. However, it would appear that the main reason to move it is that it would have a detrimental affect on two of the substantially sized new builds planned in the near vicinity but this surely should have been a consideration in the original

plan. Moving it closer to other houses which have been there for a considerable amount of time without consultation would appear to be favouring the new builds.

I also have significant concerns regarding the exposure to a higher level of electric and magnetic fields as a result of closer vicinity to the proposed substation. Electromagnetic fields are associated with health problems and whether substantive or perceived, they nevertheless have a negative impact on the people who live closest to the source.

The Stakeholder Advisory Group on ELF/EMFS (SAGE), recommend that reasonably practicable efforts should be made to site new substations away from homes. Given the size of this development, it would have been reasonably practicable to re-site the substation away from any houses.

I would request that analysis is undertaken to address these concerns over the impact that this substation may have on properties nearby

Thank you for your consideration of the above issues I have raised in relation to this planning application.

Yours sincerely,

[redacted]

Alison Buchan

58 Woodstock Road
Aberdeen
AB15 5JF

Aberdeen City Council
Planning Department

28th February 2012

To whom it may concern

Application No: 120126 – Oakbank Site, Midstocket Road, Aberdeen
Objection to planning request for re-siting and enlargement of existing substation.

I received your Neighbour Notification Notice dated 12th February 2012 and am writing to object to the Application by Carlton Rock proposing to re-site and enlarge to double the size the existing substation on the Oakbank School site.

So far I have had no indication of any plans to move or increase the substation, this has not been highlighted on any mapped correspondence previously received and no reasons for this request were given on your Neighbour Notification Notice.

My main objections are as follows:

1. **Visual Impact**
   With the removal of so many trees (more than expected and, I suspect, authorised), this will be a most unpleasant sight to look at every day and markedly impair the view from our property and neighbourhood.
2. **Noise Pollution**
   No impartial and professional Noise Impact report has been provided to us or appears to be readily available. I imagine if the substation is to increase in size, it will hold more electrical equipment and, therefore, noise levels will increase.
3. **Health Concerns**
   Electromagnetic fields produced by substations have been associated with health issues such as cancer, miscarriage, dementia, heart problems etc. Multiple papers have been written and published by individuals and organisation with expertise in this area and, as a mother of two young children, having the substation moved closer to our garden where they spend considerable time is substantial cause for alarm. Larger substations are associated with higher EMFs.
4. **Property Value**
   Also well published is the effect nearby substations have on property values. Sally Sims of Oxford Brooks University (and several others) have conducted extensive research which shows that, where a substation is in close proximity to property, public perceptions of health risks (whether substantiated or not) ***'have a real and very negative effect on the value of that property and its desirability'***. My own research into this area covering public forums and property agent sites leaves me in no doubt this will be an issue should I wish to sell my property in the future.

5. **General**

I have owned my property for 11 years and in that time, the sheltered side of the substation has been used by passing pedestrians/teenagers as a convenient urinal, a shelter for underage drinking, smoking and couples. My children have been terrified on a several occasions by those 'hanging about' the substation approaching them over our fence while they play in the garden. I have no wish to have this problem closer to my property or my children.

For some time, and most recently in the SAGE 2 report, it has been recommended to the Government and local planning authorities that 'the bigger the substation, the further away it should be from residential property'. In accordance with that, I note the existing substation is considerable distance from the old Governor's Lodge and where the accommodation building was. I feel it is reasonable to expect that my home should be given the same consideration of distance.

I purchased my property at significant cost as a long term home in which to raise my children. Recent appraisals put the current value of my property on a par with the top end home Dandara plan to build on the site. I see no reason why, as an existing resident, that my property value should be threatened when there is ample space to re-house a larger substation;

- at the Midstocket entrance way to the left of the old Lodge where there are enough trees remaining to screen it, or,
- in the heart of the development it is being enlarged to accommodate within the green site area where it can also be screened.

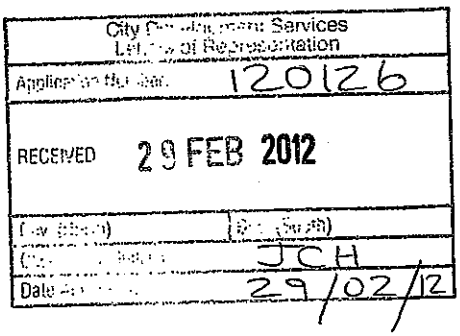
Although I have no issue with the site being developed as residential, my understanding was that consideration would be given to the existing residents. Now it appears that in addition to losing privacy at the rear of my house (where we spend most of our time indoors and out) to a 3 storey apartment block on the right, they now wish to add a hideous (given the existing eyesore is to be enlarged) health concern on the left.

My neighbours and I should not suffer upset, concern or financial loss in Carlton Rock's/Dandara's development of the Oakbank Site.

I would be grateful if you could consider my strong objection to this application given all of the above points.

Regards

Sue Austin



Mr Christopher F Sedgwick
60 Woodstock Road
Aberdeen
AB15 5JF
24 February 2012

OBJECTION TO PLANNING REQUEST FOR RE-SITING AND INCREASING TO DOUBLE SIZE OF EXISTING SUBSTATION AT OAKBANK SCHOOL, MIDSTOCKET ROAD, ABERDEEN AB15 5XP (Ref: 120126)

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I would wish to highlight findings from a study carried out by Sims & Dent, Oxford Brooks University (2005) which found that the close presence of a substation could reduce the number of potential buyers by up to 63% depending on size and visibility of substation, concluding that substations close to the house make a property harder to sell. There is an alternative to moving the substation, and that is, to leave it where it is currently situated. However, this would have a detrimental affect on two of the substantially sized new builds, planned in the near vicinity, hence moving it as close to my property as possible.

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In order to ensure that there is no detrimental impact on my property or quality of life, I would request that analysis is undertaken to address our concerns over the impact that this substation may have on our property.

Thank you for your consideration of the above issues I have raised in relation to this planning application.

Yours sincerely,

Christopher F Sedgwick

Mr Graeme Sedgwick
60 Woodstock Road
Aberdeen
AB15 5JF
24 February 2012

OBJECTION TO PLANNING REQUEST FOR RE-SITING AND INCREASING TO DOUBLE SIZE OF EXISTING SUBSTATION AT OAKBANK SCHOOL, MIDSTOCKET ROAD, ABERDEEN AB15 5XP (Ref: 120126)

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In order to ensure that there is no detrimental impact on my property or quality of life, I would request that analysis is undertaken to address our concerns over the impact that this substation may have on our property.

Thank you for your consideration of the above issues I have raised in relation to this planning application.

Yours sincerely,

[redacted]

Graeme Seagwick

Mrs Karen Sedgwick
60 Woodstock Road
Aberdeen
AB15 5JF
24 February 2012

OBJECTION TO PLANNING REQUEST FOR RE-SITING AND INCREASING TO DOUBLE SIZE OF EXISTING SUBSTATION AT OAKBANK SCHOOL, MIDSTOCKET ROAD, ABERDEEN AB15 5XP (Ref: 120126)

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I also have significant concerns regarding the exposure to a higher level of electric and magnetic fields as a result of closer vicinity to the proposed substation. Electromagnetic fields are associated with health problems and whether substantive or perceived, they nevertheless have a negative impact on the people who live closest to the source.

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In order to ensure that there is no detrimental impact on my property or quality of life, I would request that analysis is undertaken to address our concerns over the impact that this substation may have on our property.

Thank you for your consideration of the above issues I have raised in relation to this planning application.

Yours sincerely,

Karen Sedgwick

City Development Services
Letters of Representation
Application Number:
RECEIVED 0 1 MAR 2012
Dev. (North) Dev. (South)
Case Officer Initials:
Date Acknowledged:

Mr John Patterson
137 Mid Stocket Road
Aberdeen
AB15 5LY
24 February 2012

OBJECTION TO PLANNING REQUEST FOR RE-SITING AND INCREASING TO DOUBLE SIZE OF EXISTING SUBSTATION AT OAKBANK SCHOOL, MIDSTOCKET ROAD, ABERDEEN AB15 5XP (Ref: 120126)

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I also have significant concerns regarding the exposure to a higher level of electric and magnetic fields as a result of closer vicinity to the proposed substation. Electromagnetic fields are associated with health problems and whether substantive or perceived, they nevertheless have a negative impact on the people who live closest to the source.

The Stakeholder Advisory Group on ELF/EMFS (SAGE), recommend that reasonably practicable efforts should be made to site new substations away from homes. Given the size of this development, it would have been reasonably practicable to re-site the substation further away from my wife's parents' home and garden.

In order to ensure that there is no detrimental impact on my wife's parents' property or quality of life, I would request that analysis is undertaken to address my concerns over the impact that this substation may have on their property.

Thank you for your consideration of the above issues I have raised in relation to this planning application.

Yours sincerely,

John Patterson

78 MALCOLM ROAD, PETERCULTER

PROPOSED ROOF ALTERATIONS, NEW DORMERS TO FRONT AND REAR AND SINGLE STOREY EXTENSION

For: Mr Brice Rea

Application Ref.	: P120022	Advert	:
Application Date	: 09/01/2012	Advertised on	:
Officer	: ALAN SIMPSON	Committee Date	: 8 March 2012
Ward: Lower Deeside (M Boulton/A Malone/A Milne)		Community Council	: Comments



RECOMMENDATION: Approve Unconditionally

DESCRIPTION

The application site is a single storey detached property on the north eastern corner of Malcolm Road and Johnston Gardens. It is a traditional granite built house with slate roof with small roof light at front south side and white uPVC windows. There is a white painted wooden porch with granite base to the front with decorative black painted trim above. The property has front and rear gardens and a driveway to the south side with wooden garage (5m by 2.5m), separated from the garden by a 1.8-2m wooden panel fence. Boundaries are a 1m stone wall to the front, a 1.5m hedge to the south and a 1m hedge/ fence combo to the north rising to 1.5m in the rear garden. The rear is bounded by a high, at least 4m, Leylandii hedge which wraps around to the top of the southern boundary. The rear garden also contains a shed of around 2 by 2.5m.

The only neighbour is the one to the north with road and amenity space to the south and east.

HISTORY

No other applications exist for this address.

PROPOSAL

It is proposed to form an upper storey in the roof space of the house and to construct a single storey rear extension.

For the upstairs extension two single dormer windows would be formed on the front elevation. These would be each be 1.9m wide with a pitched roof height of 1.8m. The roof and sides would be slated with white uPVC framed windows, soffits, fascias and facings. The current roof light would be removed with a new 780mm by 550mm conservation type velux installed between the two dormers, closer to the northern one. To the rear, a box dormer would be formed. This would be 850mm back from the rear elevation, 1m in from the sides and 8.1m wide by 1.8m tall. This would have three windows to the rear with slated haffit panels between, slated sides and a felt flat roof. Windows would be white uPVC framed with a small “dead panel” underneath.

On the north elevation of the current house, a new window would be cut towards the rear on the ground floor (0.6m by 1.1m tall) with white uPVC frame and granite cill and lintel. This would be covered by permitted development.

The rear single storey extension extend 5.9m into the rear garden and be 4.4m wide with a pitched roof height of 3.2m. The walls would be finished in Western Red Cedar cladding. The roof would be slated in blue/ grey second hand slates to match the existing with fireclay hip and ridge tiles. It would have glazing to the rear with windows and doors on the south elevation. These would all be white uPVC. no glazing to the north elevation The construct a small conservatory on the north east side of the rear extension. This would be predominantly glazed on all sides with a pitched roof height of 3.5m. There would be opening doors to the south east side. The roof windows and doors would be white uPVC framed.

REASON FOR REFERRAL TO SUB-COMMITTEE

The Community Council did not object to the application but wished to see a condition attached to have the rear extension either rendered or coloured to better match the existing house. The planning authority deemed this to be unnecessary.

CONSULTATIONS

ROADS SECTION – Commented and have no objections.
ENVIRONMENTAL HEALTH – No response received.
COMMUNITY COUNCIL – Would like to see a condition attached which allowed the extension to have a finish that was more sympathetic to the original grey granite building. They suggested this should be a matching granite dry dash or a Cedar wood with a grey finish.
WARD MEMBERS - M Boulton/A Malone/A Milne.

REPRESENTATIONS

One representation came from the neighbour to the north who objected to the new window in the north elevation of the existing house. However, given that this would be permitted development the objection could not be supported.

PLANNING POLICY

1) Aberdeen Local Development Plan (2012)
Aberdeen Local Development Plan Zoning H1: Residential Areas
Aberdeen Local Development Plan Policy H1: Residential Areas – Within existing residential areas proposals for new householder development will be approved in principle if they:
1. does not constitute over development;
2. does not have an unacceptable impact on the character or amenity of the surrounding area;
4. complies with Supplementary Guidance on Curtilage Splits; and
5. complies with Supplementary Guidance on House Extensions.
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.
2) Supplementary guidance
Dwelling extensions in Aberdeen City: Single storey extensions to detached dwellings – Proposals to be assessed on their own merits if large feus and traditional high interfeu boundary walls exist.
Dormer Windows and Roof Extensions Design Guide: Outlines the guidelines for dormers and roof alterations.

EVALUATION

Following a detailed assessment of the site and the amended plans, the subsequent conclusions have been reached.

Aberdeen Local Development Plan (2012)
Policy H1: Residential Areas

- The proposals will not have a detrimental affect on the character and amenity of the area. The dormers to the front will be very much in keeping with the traditional style of the cottage while the new rear dormer will be

largely hidden from public view. Materials will be a good match for the original house also.

- The rear extension will be situated on a non-public elevation and will be very well screened from public view to the north by the neighbouring property, the east by the hedge and the south by the existing wooden garage and fence. The fact that these two structures are already wooden will prevent the extension from looking out of place too.
- The applicant property is the only one of its type in a street of many different house types, so there is no uniform character to the appearance of the houses.
- The proposals do not constitute overdevelopment. They will result in a plot ratio of 17.1%, which is significantly below the recommended 33%, this is typical of the area. The other two houses in the terrace have ratios of 40% and 43% so the proposals are in keeping with this.
- When assessed using the "45 degree rule" as set out in the British Research Establishment's Site Layout Planning for Daylight and Sunlight – a Guide to Good Practice, it is revealed that any overshadowing caused by the new extension would not affect the neighbouring house, therefore any impact on amenity would be minimal.

Policy D1: Architecture and Placemaking

- Although it will be finished in a different material to the rest of the house, the new single storey extension will be in keeping with the other structures to the rear of the house. The fences, the shed and the garage are already wooden structures and, given that this will be a building extending into the garden and opening onto it, the appearance akin to a garden building does not seem inappropriate. Thus, it will be designed with due consideration for its context and make a positive contribution to its setting.
- The dormers to the front will appear like an original part of the house, while the box dormer to the back will match the house for materials and be largely screened from public view. Thus it should not affect the character of the house detrimentally.

Dwelling extensions in Aberdeen City

- The supplementary guidance on house extensions only applies to construction along common boundaries. As the proposed extensions constitute roof alterations and are away from the boundary, they will therefore be assessed on their own merits.

Dormer Windows and Roof Extensions Design Guide

- At the front, the dormers do not dominate the roof slope, being single and not boxed and do not come off the wall head.
- At 1.8m and 1m in from each side respectively, the front and rear dormers are more than minimum recommended distance from the sides.
- Although the front dormers are less than 300mm from the roof ridge, given their style and the size of the roof planes, this does not cause the roof to appear unbalanced. Thus, in these circumstances it is considered acceptable.
- To the rear the flat roof is a reasonable distance below the ridge, the front face is more than 400mm back.
- Windows are located at the edges of the dormer and the solid panels between the windows do not dominate with more than 50% glazed.
- Although there will be a small panel below the windows, this, like an apron is seen acceptable for a rear elevation.

- The new roof light will be small and conservation type which is encouraged for this style of building. Nonetheless, this would be considered as permitted development.

With respect to the comments by the Community Council, although it will appear very different to the rest of the house, the fact that the single storey extension is largely hidden from public view, extends and opens into a garden where wooden structures are typical and is alongside other wooden structures means that it will not appear out of keeping with the area and is deemed acceptable.

Taking a collective account of policy, guidance and all material considerations, the planning merits of the proposal as a whole are considered acceptable, and in accordance with Local Development Plan Policy and related guidance., The front appearance of the cottage will still appear very traditional while the rear dormer will be well screened and will not dominate the structure.

RECOMMENDATION

Approve Unconditionally

REASONS FOR RECOMMENDATION

With respect to the comments by the Community Council, although it will appear very different to the rest of the house, the fact that the single storey extension is largely hidden from public view, extends and opens into a garden where wooden structures are typical and is alongside other wooden structures means that it will not appear out of keeping with the area and is deemed acceptable.

Taking a collective account of policy, guidance and all material considerations, the planning merits of the proposal as a whole are considered acceptable, and in accordance with Local Development Plan Policy and related guidance, The front appearance of the cottage will still appear very traditional while the rear dormer will be well screened and will not dominate the structure.

Dr Margaret Bochel
Head of Planning and Sustainable Development.

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Alan Simpson - FW: Planning Application P120022; 78 Malcolm Road, Peterculter

From: Lavina Massie >
To: "pi@aberdeencity.gov.uk" <pi@aberdeencity.gov.uk>, Tommy Hart <tomhart@aberdeencity.gov.uk>
Date: 09/03/2012 09:38
Subject: FW: Planning Application P120022; 78 Malcolm Road, Peterculter
CC: Marie Boulton <..... >, Aileen Malone ....., Alan Milne <.....>

FAO Alan Simpson

Dear Alan

Planning Application P120022
I see now i wasn't clear enough on the attached previous e-mail on this application. The members of CCC do not wish to make a formal objection on this application. They just ask for a condition to be attached to make the extension less obvious and to bring forward the further consideration of the increasu=ing use of wood finishes to Senior Planners for consideration to see if some appropriate advice should be necessary for the future. It would certainly be helpful from CCC's point of view so less time would be sp in discussion of indvidual applications as they came forward.

Yours

Lavina C Massie

Planning Liaison CCC

From
To: pi@aberdeencity.gov.uk
CC: n
Subject: Planning Application P120022; 78 Malcolm Road, Peterculter
Date: Fri, 24 Feb 2012 00:07:49 +0000

FAO Alan Simpson

Hi Alan

Couldn't get into my emails after we discussed this application by telephone. Now I find I do not have your direct email address so I hope this reaches you O.K.

Planning Application P120022 78 Malcolm Road, Peterculter
The members of Culter Community Council (CCC) discussed this application at ther meeting last week then the CCC Planning Sub-group discussed it further last night. The members were satisfied with the proposed dormer windows and with the use of slate matching those of the original roof. Had the finish on the single storey extension been dry dash with grey granite chips to blend with the granite of the building I would not be writing to you now.

However the proposed cedarwood finish brought out a whole spectrum of opinion fron the members ranging from 'larch and cedar finishes seem to be the coming fashion'; ' wood is considered a sustainable material as is stone'; 'if wood is to be used much more as exterior finishes, does, or will, the Council have some Policy/Guidance in its use especially with extensions to traditional granite buildings? In the end consensus was reached and the members agreed they would like to see a condition attached which allowed the fairly large extension to have a finish that was sympathetic to the original grey granite building. That is, matching

granite dry dash would be ideal but if it is to be cedarwood can it have a grey finish and not the usual yellow/red-brown colour.

Yours

Lavina C. Massie, Planning Liaison Officer, CCC

For the attention of Alan Simpson, Reff 78 Malcolm Road Peterculter Abdn AB14OXB No120022

I wish to object to the window in the gable on the grounds of privacy.
It is not mentioned in description of proposal letter or internet.
The extension could be moved over to allow light through part of the original rear window.
The extension could be stepped to allow the same.
The kitchen could be given daylight by 'borrowed light' from the roof .

Donald Whyte
80 Malcolm Rd.
Peterculter
Abdn.
AB14 OXB.

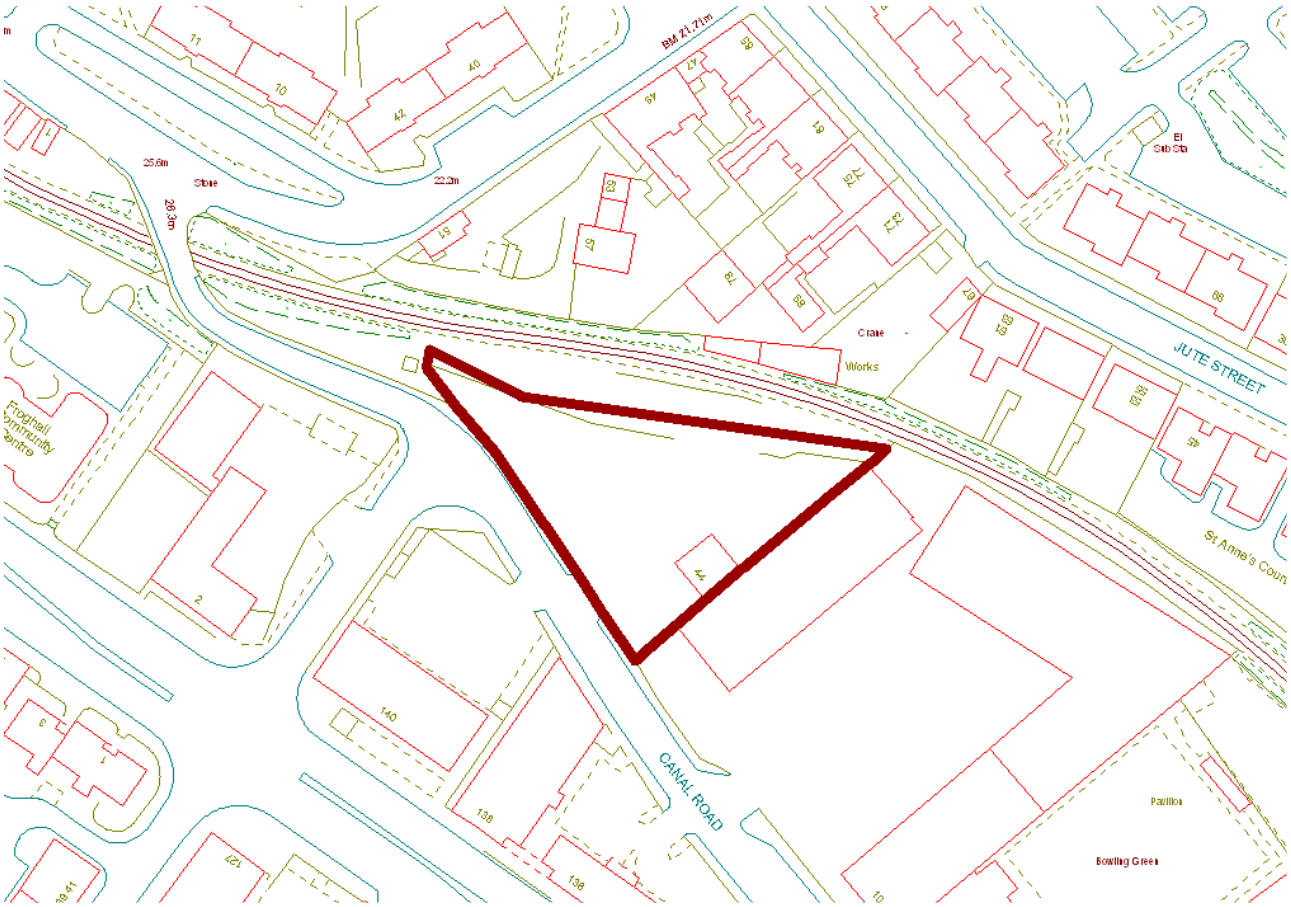
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44-48 CANAL ROAD, ABERDEEN

ERECTION OF COPPER MATERIALS SHED

For: Panda Rosa Metals

Application Ref.	: P120017	Advert	: Section 34 -Proj. Pub.
Application Date	: 05/01/2012	Concern	
Officer	: Jane Forbes	Advertised on	: 01/02/2012
Ward: George Street/Harbour (J Hunter/A May/J Stewart)		Committee Date	: 22 March 2012
		Community Council	: No response received



RECOMMENDATION: Approve subject to conditions

DESCRIPTION
The application site, which currently operates as a non-ferrous metal waste transfer station, is located on the northern side of Canal Road, immediately to the north-east of the junction with Fraser Place. To the north of the site is the railway line, and beyond this are the residential properties of Jute Street and Froghall. The site fronts onto a vacant office block, with a Chinese supermarket and restaurant to the west; whilst to the south is the Timber, Drain and Plumb Center. The site, which extends to approximately 2090m², lies within an area designated as Mixed Use (Policy H2). Development on site comprises a single storey, L-shaped industrial building which incorporates storage facilities and a weighing area, in addition to a single storey building providing office accommodation.

HISTORY
Planning permission for the demolition of workshops; the erection of new offices and storage shed; and a change of use to accommodate a licensed waste transfer station was approved conditionally on 2 September 2004, following a Commitee site visit (Planning Application Ref A4/1061).

PROPOSAL
Detailed planning permission is sought for a single storey extension to the existing storage shed. The proposal, which would increase the development footprint on site by 86.5m², would involve a projection of 9.45 metres to the south-west of the existing shed, along the southern boundary of the site. The proposed extension would follow the existing building line, with the same roof pitch to a height of 2.6 metres, and would be finished in dry dash render and metal cladding to match existing.

REASON FOR REFERRAL TO SUB-COMMITTEE
In terms of the Council's Scheme of Delegation, the application must be referred to and be determined by the Development Management Sub Committee, because it is a project of public concern.

CONSULTATIONS
ROADS SECTION – Repsonse received – no observations.
ENVIRONMENTAL HEALTH – Response received – no observations.
COMMUNITY COUNCIL – No response received.

REPRESENTATIONS
No letters of representation have been received.

PLANNING POLICY
Aberdeen Local Development Plan: Policy H2 (Mixed Use Areas) – this policy relates predominantly to changes of use, and seeks to ensure that existing land uses and the character and amenity of the surounding area are not adversely affected by proposed development.

EVALUATION
Section 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 require planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise.

The proposed development is not considered to be in conflict with Policy H2 in the Aberdeen Local Development Plan. The site lies within an area zoned for mixed use, and with non-ferrous metal handling and storage currently taking place on site, the principle of extending the existing shed for the storage of copper materials is considered acceptable.

The proposed scale of the shed extension is considered appropriate, and in keeping with the existing development on site. The proposed extension would be located along the southern boundary of the application site, where, as a result of the height and projection of existing buildings which lie within the adjoining Timber, Plumb and Drain Center site, and along the common boundary with the application site, any visual impact on the surrounding area as a result of the proposed development would be minimised.

RECOMMENDATION

Approve subject to conditions

REASONS FOR RECOMMENDATION
It is considered that the proposal for the erection of a storage shed on site is compliant with Policy H2 (Mixed Use Areas) of the Aberdeen Local Development Plan 2012, and would have no impact on the existing use of the site where metal handling and storage currently takes place, or cause any undue conflict with the character and amenity of the surrounding area.

it is recommended that approval is granted with the following condition(s):

(1) 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.

Dr Margaret Bochel
Head of Planning and Sustainable Development.

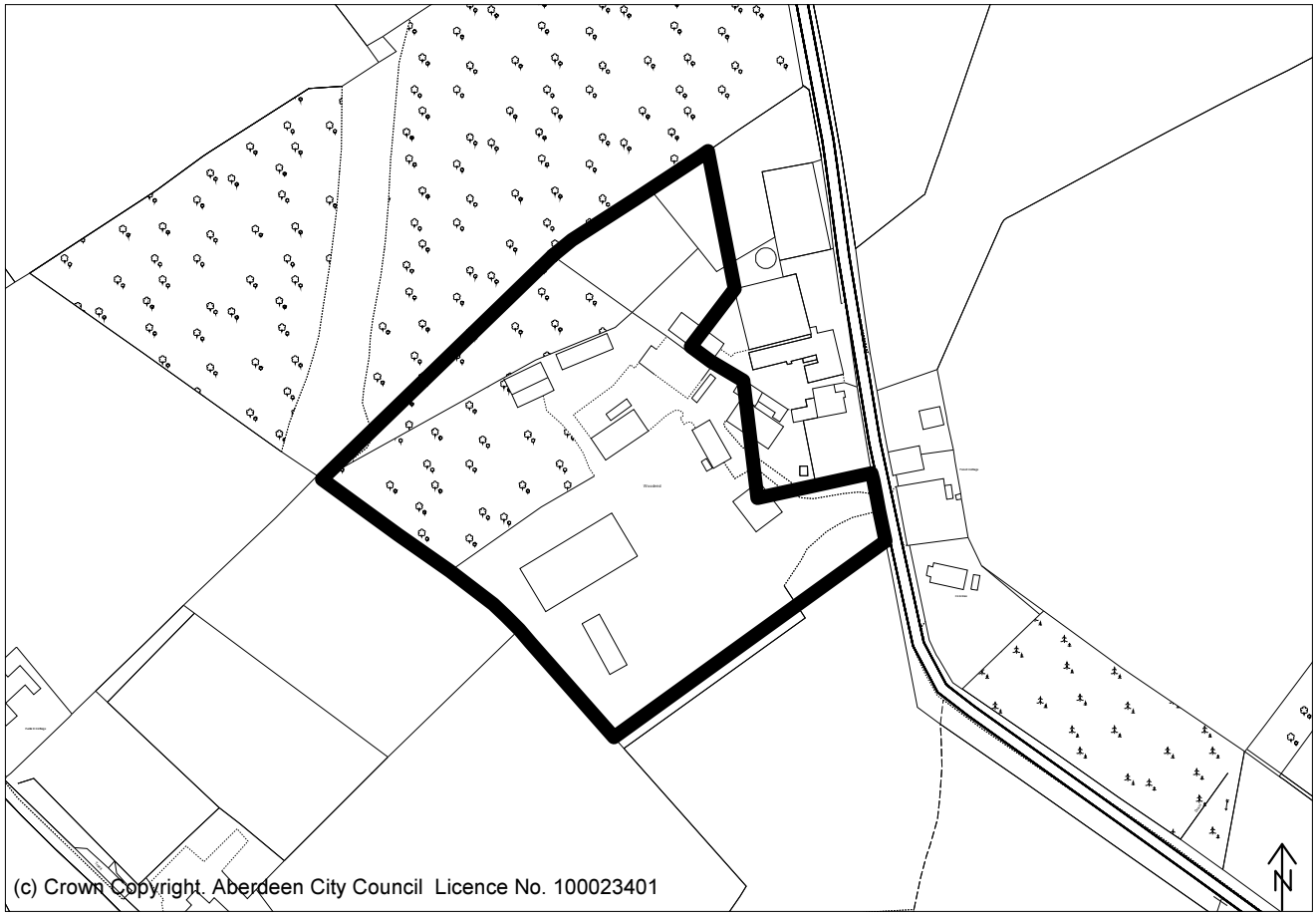
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LAND AT WOODEND, CULTER HOUSE ROAD, PETERCULTER

PROPOSED RESIDENTIAL DEVELOPMENT COMPRISING 14 DWELLINGHOUSES AND ASSOCIATED LANDSCAPING AND OPEN SPACE

For: John Adam & Son

Application Ref.	: P111144	Advert	: Dev. Plan Departure
Application Date	: 02/08/2011	Advertised on	: 17/08/2011
Officer	: Garfield Prentice	Committee Date	: 22 March 2012
Ward: Lower Deeside (M Boulton/A Malone/A Milne)		Community Council	: Comments



RECOMMENDATION: Refuse

DESCRIPTION

The site located to the north of Peterculter on the west side of Culter House Road some 2.3 km from the junction with North Deeside Road and 1.2 km from Malcolm Road and comprises the farmyard known as Woodend Farm. The site, which extends to 1.8 hectares, contains numerous dilapidated glasshouse and poly-tunnels for growing fruit and several dilapidated farm buildings. The structures are scattered in a random pattern across the site. There are numerous trees in the west corner of the site. There is an existing access into the site directly off Culter House Road. Immediately to the east and between the site and Culter House Road are the farmhouse and a disused steading. To the north west and south east are areas of woodland, the latter being a Local Nature Conservation Site (LNCS) - No.54 Peterculter. A small part of the application site falls within LNCS area. To the south west is the recently constructed cattery and equestrian business at Tillyoch, while on the opposite site of Culter House Road are agricultural fields, a small woodland and a house known as Forest Cottage.

HISTORY

Planning permission for the conversion of the disused steading to form two dwellings was granted planning permission on 28th January 2011. The planning permission has not been implemented.

Planning permission for a replacement house was granted on 19th May 2011. The planning permission has not been implemented.

PROPOSAL

Planning permission in principle is sought for a residential development comprising 14 houses and associated landscaping and open space. An indicative development layout has been submitted with the application. No details of the size or design of the houses have been provided. The layout indicates access would be taken from Culter House Road to the south of the existing farm buildings.

The application is accompanied by a Supporting Planning Statement, which presents the applicants case for granting planning permission and includes copies of standardised letters of support given to the applicant prior to the application being lodged (85 letters from the public and letters from Culter Community Council, Bon Accord Cricket Club and Aberdeenshire Cricket Association – **note:** these letters cannot be considered as legitimate representations to the planning application as they were not submitted to the Council following the application being lodged) and a draft legal agreement between the applicant and Bon Accord Cricket Club.

REASON FOR REFERRAL TO SUB-COMMITTEE

The application has been referred to the Sub-committee because the proposal has attracted an objection from the Council's Roads Service. Accordingly, the application falls outwith the scope of the Council's Scheme of Delegation.

CONSULTATIONS

ROADS SECTION – Object to the application as the proposal does not adhere to current local and national policy for accessibility for residential developments and there would be an inherent road safety issue for pedesrians, cyclists and horses and riders in the area. The site is some considerable walking distance from any public transport links, being well over 800 metres away. There are no cycle facilities and access to the site by this means would be very difficult. The site is effectively only accessible by car. There are severe concerns that the site does not concur with current accessibility requirements. It is unlikely that the safety of pedestrians, cyclists and horses and riders could be achieved in this rural setting.
ENVIRONMENTAL HEALTH – The development would need to be connected to the nearest water supply and mains sewage facilities.
COMMUNITY COUNCIL – The applicant advised Culter Community Council that as part of the residential proposal, it was also proposed to donate land for community use as a cricket ground. The Community Council considers the site to be brownfield and agrees in principle to the proposals for housing plus land for community use/cricket ground provided conditions would be applied so that children, adults, cyclists and horses and riders using Culter House Road would be protected through traffic control measures and any other measures deemed appropriate. A pavement should be provided on Culter House Road between the end of the right of way through Woodend to the entrance to the new houses. 'Beware' traffic signs should be placed at appropriate locations on Culter House Road. The Community Council is also concerned that the proposed cricket ground has been separated from the residential part of the proposal. Conditions or an Agreement should be applied to ensure the land is donated to the community.

REPRESENTATIONS

Five letters of objection have been received. The objections relate to the following matters.

- The proposal would change the rural character of the area
- The proposal would spoil views and the countryside feel of Culter House Road
- The proposal would affect trees in the area where there are country walks
- The proposal would result in the loss of agricultural land in the area

PLANNING POLICY

National Planning Policy and Guidance

Scottish Planning Policy (SPP) is the statement of 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 on sustainable development and the subject planning policies relating to housing, green belts and transport are relevant material considerations.

Aberdeen City and Shire Structure Plan

The Structure Plan sets out the following key objectives for the growth of the City and Aberdeenshire.

Population growth: to increase the population of the city region and achieve a balanced age range to help maintain and improve people's quality of life.

Quality of the environment: to make sure new development maintains and improves the region's important built, natural and cultural assets.

Sustainable mixed communities: to make sure that new development meets the needs of the whole community, both now and in the future and makes the area a more attractive place for residents and businesses to move to.

Accessibility: to make sure that all new developments contribute towards reducing the need to travel and encourage people to walk, cycle or use public transport by making these attractive choices.

Aberdeen Local Development Plan

Policy 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 D6 – Landscape
Development will not be acceptable unless it avoids (i) significantly adversely affecting landscape character and elements which contribute to, or provide, a distinct 'sense of place' which point to being either in or around Aberdeen or a particular part of it; (ii) disturbance, loss or damage to important recreational, wildlife or woodland resources or to the physical links between them; and (iii) sprawling onto important or necessary green spaces or buffers between places or communities with individual identities and those which can provide opportunities for countryside activities.

Policy NE1 – Green space Network
The City Council will protect, promote and enhance the wildlife, recreational, landscape and access value of the Green Space Network. Proposals for development that are likely to destroy or erode the character or function of the Green Space Network will not be permitted.

Policy NE2 – Green Belt
No development wil be permitted in the green belt for purposes other than those essential for agriculture, woodland and forestry, recreational uses compatible with an agricutural or natural setting, mineral extraction or restoration or landscape renewal.

EVALUATION

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

The development plan comprises the Aberdeen City and Shire Structure Plan and the Aberdeen Local Development Plan. The Scottish Planning Policy is relevant material consideration. The proposal constitutes a local development as defined in the 'Hierarchy of Development' Regulations. It is also considered to be a departure from the development plan and was advertised accordingly. SPP sets out the Government's core principles that underpin the modernised planning system. It states *"The system should be genuinely* ***plan-led****....."* and *"There should be a clear focus on the* ***quality of outcomes****, with due attention given to the sustainable use of land, good design and the protection and enhancement of the built and natural environment"*. SPP also states that the purpose of green belts is to direct planned growth to the most appropriate locations, to protect and enhance the quality, character, landscape setting and identity of towns and cities and to protect and give access to open space within and around towns and cities. It states further that the cumulative erosion of the green belt's integrity through the granting on individual permissions should be avoided. In relation to transport, SPP advises that in order to reduce emissions from transport, there requires to be a shift to more sustainable modes of transport, i.e. from car-based travel to walking, cycling and public transport. It states further that *"Development should be supported in locations that are accessible by walking, cycling and public transport…."* In relation to new housing, SPP advises that new developments should be integrated with public transport and active travel networks (walking and cycling), rather than encouraging dependence on the car.

The structure plan contains a spatial strategy which identifies three strategic growth areas, one of which is Aberdeen City. The strategy acknowledges that although brownfield sites are the preferred option for development, more than half the development will need to take place on greenfield sites, with a consequent review of the whole green belt being required. The strategy recognises the vital need to reduce travel distances and make walking, cycling and public transport more attractive to people. The structure plan specifically requires local development plans to use the spatial strategy to set policies and identify land for development. It also states that planning applications should be assessed against the spatial strategy to decide whether the location, nature and scale of the development is in line with the plan.

The Aberdeen Local Development Plan was adopted by the Council on 29th February 2012. It identifies the specific sites and land to be developed for housing in accordance with the strategy set out in the structure plan. The proposed development clearly does not comply with the land allocations identified in the Plan, which for Deeside are set out in Table 9. Instead, the site is identified as green belt (Policy NE2), overlain by Green Space Network (Policy NE1). The Reporter's in their examination of the Local Development Plan considered whether Woodend Farm (Development Option 9/26) should be included as a housing site and associated cricket pitch in the Plan. They stated *"Policy NE2 which applies to the green belt sets out certain circumstances in which proposals for development may be permitted. It is not possible for such policies to address every possible eventuality or potential development proposal in the green belt. In dealing with any planning application, the planning authority would be required to decide whether there are any particular aspects of the site, its surroundings, or of the nature of the proposed development, which might justify approval as an exception to the terms of the relevant policies. Having said all that……the site cannot be recommended for inclusion in the local*

development plan for housing development." The reason given by the Reporters was that *"the overall vision and spatial strategy of the local development plan is appropriate and that adequate housing land has been provided to meet the allowances set in the structure plan"*. Accordingly, there is no justification for sacrificing part of the green belt for a housing development.

SPP advises that new development should be located in places that are accessible by walking, cycling and public transport. The site is isolated and remote from the settlement of Peterculter (a view supported by the Reporters) and is not easily accessible by walking and cycling and not accessible at all by public transport. The nearest public transport route would be over 800 metres away. Access to the site by cycle would be difficult. In addition, there are no footways on Culter House Road, which is narrow country lane, thus raising pedestrian safety concerns. The Community Council states that a footway should be provided along part of Culter House Road. However that may be difficult to achieve as it could potentially impact on a number of mature trees within the LNCS. The development would therefore be reliant on the private car, contrary to SPP, the structure plan key objective on accessibility and to Policy D3 of the local development plan. It is noted that the applicant draws attention to a partially implemented planning permission for a farm shop, tearoom and children's activity venue at Woodend Farm, which it is argued if fully provided would generate more traffic than the proposed housing development. Attention is also drawn to the traffic associated with the recently constructed cattery and equestrian centre on the adjacent land (Tillyoch). Notwithstanding, the proposed housing would result in additional traffic on a sub-standard country road, which would not be in the interests of public safety. The roads officer objects to the application as the proposal does not adhere to current local and national policy for accessibility for residential developments and there would be an inherent road safety issue for pedestrians, cyclists and horses and riders in the area. For these reasons, a housing development on the site is not acceptable.

The proposal clearly does not fall within any of the categories of development identified as acceptable in the Green Belt, which seeks to generally restrict development to that which is necessary for the purposes of agriculture, woodland and forestry, recreational uses compatible with an agricutural or natural setting, mineral extraction or restoration or landscape renewal. New housing is permitted only if applicants can satisfy the Council that it is required to provide residential accommodation for essential workers, such as those employed in agriculture or forestry, who are needed to be housed immediately adjacent to their place of employment. This restriction applies primarily to avoid the proliferation of housing in these areas, which would be damaging to the Green Belt and the landscape setting of the City. Clearly it could not demonstrated that a development of 14 houses would be required to accommodate essential agricultural or forestry workers who must be housed in that area and thus the proposal does not comply with Policy NE2, nor would it meet the green belt and transport objectives of SPP. The Green Space Network consists of areas of land that have particular value in terms of recreation, public access, wildlife or landscape, together with links between such areas. Policy NE1 states that these qualities will be protected and enhanced and that development likely to destroy or erode them will not be permitted. The proposed development would be contrary to the objectives and purpose of that policy.

The Aberdeen Green Belt Review states that in Deeside all the settlements are well contained by the 90 to 95 metre contour on the northern side of the Dee valley. It goes on to state that maintaining this as a northern limit to their development will help to prevent urban sprawl northwards where it would be isolated from the main transport corridors along the North Deeside Road and Deeside Line. The proposed housing development would be just beyond the limit of this contour, being located on the 100 metre contour. Given the characteristics of the locality, woodland to the north and south and a cattery and equestrian centre to the west of the site, the visual impact of the proposed development in terms of long distant views would be limited provided a substantial landscape buffer was introduced on the west side of the site. Notwithstanding, the appearance of that part of Culter House Road would be change substantially and the local landscape character would be adversely affected and irrevocably changed from rural to an urbanised form of development, which would be contrary to SPP and to Policy D6 of the local development plan.

The applicant has suggested in the Supporting Planning Statement that the site should be treated as a brownfield site as it was previously developed. The Community Council concurs with that opinion. However, brownfield land is normally taken to be vacant or unused, previously developed land within settlement boundaries. The site is not within the settlement boundary and thus is not considered to be brownfield. Notwithstanding, even if it could be construed as brownfield, the proposal must be considered in the context of the relevant local plan policies, which in this case relate to green belt and Green Space Network. The proposal is not an acceptable form of development in the green belt and thus cannot be supported.

The proposal would potentially result in the loss of the trees in the western corner of the site. A number of trees would also potentially be affected immediately adjacent to public road. The loss of those trees would have a detrimental impact on the rural character of that part of Culter House Road. It is likely that the impact on the LNCS would not be significant. However, because only an indicative site layout has been provided, the potential impacts cannot be fully assessed and quantified at this stage. The proposal would not impact directly on any country or woodland walks.

The applicant has stated that if the proposed housing is granted planning permission land on the opposite site of Culter House Road would be gifted to Bon Accord Cricket Club in order that the club can establish a new cricket ground for its own and community use and thus the proposed housing should be considered as ‘enabling development’. It is not accepted that the proposal can legitimately be described as enabling development as the land could be gifted to the cricket club and developed as a cricket ground (subject to planning permission being granted) without Woodend Farm being developed for housing. This application must be considered on its own merits in the context of the development plan and primarily in terms of green belt policy. Whilst it is acknowledged that a cricket ground would be a new community facility for Peterculter, the possible formation of such a facility does not override the fundamental failings of the housing proposal in terms of national and local planning policy.

In conclusion, the principle of a housing development on this site is unacceptable for the reasons set out above. Accordingly, the application is recommended for refusal. However, should Members be minded to support the application,

conditions to be applied should include the standard conditions relating to planning permission in principle, the 'matters specified in conditions' of siting, design and external appearance of the buildings, the layout of the development, the means of access, drainage and the landscaping of the site and also a detailed tree survey and tree protection measures, details of boundary enclosures, restrictions on the hours of construction, the installation of low and zero carbon generating technologies in the houses and a restriction on the areas of the site that could be developed in order to protect trees and reduce the visual impact. Also the planning permission should not be issued until the applicant would have entered into a legal agreement for making the planning gain contributions.

RECOMMENDATION

Refuse

REASONS FOR RECOMMENDATION

(1) that the proposal, if approved, would be undermine the principles of controlling development and preventing sporadic housing in the Green Belt, lead to the erosion of the character of such areas and adversely affect the landscape setting of the City contrary to the provisions of Scottish Planning Policy and Policy NE2 'Green Belt' of the Aberdeen Local Development Plan.

(2) that the proposal, if approved, would be contrary to Scottish Planning Policy, the Aberdeen and Shire Structure Plan key objective on accessibility and Policy D3 of the Aberdeen Local Development Plan by reason that the development would be isolated and remote from the settlement of Peterculter, would be inaccessible by public transport and thus would be reliant on the private car.

(3) that the proposal, if approved, would set an undesirable precedent for applications of a similar nature which would result in the proliferation of sporadic housing in the Green Belt, leading to the erosion of the character of such areas and adversely affecting the landscape setting of the City

Dr Margaret Bochel
Head of Planning and Sustainable Development.

CULTER COMMUNITY COUNCIL

St Quentin
18 Hillside Road
Peterculter
Aberdeen
AB14 0TX

26th August 2011

Mr Garfield Prentice, Senior Planning Officer
Enterprise Planning and Infrastructure
St Nicholas House
Broad Street
Aberdeen AB10 1BW

Dear Sir/Madam

Planning in Principle Application P11/1144 for 14 houses on the site of agricultural buildings at Woodend Farm, Peterculter.

Back in March 2011 the members of Culter Community Council (CCC) Planning Sub-group were given a presentation by Mrs Julie Nairn of Woodend Farm. She was proposing that the site presently occupied by general agricultural buildings (some in very poor state and some used previously in a soft fruit growing business) be converted for residential use (14 houses around a small park/garden). Additional land (~3 hectares) would be donated as enabled land for community use as a Cricket Ground.

Having viewed the drawings and discussed the plans the members of the Sub-group bore in mind that,

a) the land where the marketing business was conducted could be considered as brown field and
b) CCC had proposed Culter House Road which passes between the farm buildings and the proposed cricket ground, be included in the City's Core Path Network because of the number of people (especially children) who walk, cycle and horse ride along it and in the 4 district Wildlife Sites adjoining it. It is classed as 'aspirational'.

By the end of their discussions the members of the Sub-group agreed in principle with the proposals – for housing plus land for community use/cricket ground – provided that conditions will be applied so that children and adults will be protected through traffic control measures and any other measures deemed appropriate.

When consulted other members of CCC also agreed, again with the proviso that conditions for the safety of pedestrians, cyclists and horses and riders were applied.

Now that this application (P111144) has come forward for the consideration (of the residential part of the overall proposal only) the members of CCC discussed it again at their meeting on 23rd August and have asked me to pass on their conclusions as follows:

- They remain of the same opinion as described above
- If planning permission is granted then they ask that conditions are attached to protect people walking, jogging, cycling and horse riding; e.g.
    - A pavement is provided between the Culter House Road end of the right of way through Woodend (Tillyoch?) Woods and the new entrance to the houses
    - 'Beware' traffic signs are placed at appropriate places along Culter House Road to alert drivers to the other users of the road

- The members were also concerned that the ground for community use/cricket ground had been separated from the residential part of the total proposal originally discussed with CCC Planning Sub-group and ask that some Condition is applied or an Agreement reached so that the donation of the land to the community is formalised and not lost in the future.

Yours sincerely

Lavina C. Massie
Planning Liaison Officer, Culter Community Council

Cc Councillors Boulton, Malone, Milne

P111144

6 Meadowlands Avenue
Westhill
Aberdeenshire
AB326EH

21 st August 2011

Dr Margaret Bochel
Head of Planning and Infrastructure
8th Floor
Aberdeen City Council
St Nicholas House
Broad Street
Aberdeen
AB10 1BW

Dear Sir of Madam,

LAND AT WOODEND CULTERHOUSE ROAD PETERCULTER ABERDEEN- 14 HOUSES

We object to the application by John Adam & Son for fourteen dwellinghouses and associated landscaping and open space.

This is currently a farm and fourteen houses will change the character of this area

Regards

Gillian Ridley

P111144

6 Migvie Gardens
Kingswells
Aberdeen

19th August 2011

Planning Department
Aberdeen City Council
St Nicholas House
Aberdeen

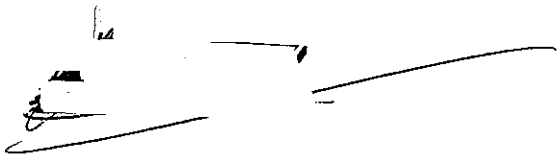
Dear Sirs or Madam

Planning Application at Woodend, Culterhouse Road, Peterculter. AB14 ONS

I object to the planning application for fourteen houses as more houses will spoil the area.

They will also affect trees in an area where there are country walks

Yours faithfully



Graham Reid

P111144

P111144

44 School Road

Peterculter

ABERDEEN AB14 0NS

19th August 2011

Dear Sir/ Madam,

I am writing to object to the planning application for housing at Woodend Farm, Peterculter. I think this would result in a loss of agricultural land in the area.

Yours faithfully,

P111144

4 Johnstone Gardens West

Peterculter

ABERDEEN AB14 0NS

20th August 2011

Dear Sir/ Madam,

I am writing to object to the planning application for housing at Woodend Farm, Culter House Road, Peterculter as I feel this would spoil the views and countryside feel on Culter House Road.

Yours faithfully,

P111144

124 Osborne Place
Aberdeen
AB25 4DU

August 2011

Planning Department
Aberdeen City Council
St Nicholas House
Aberdeen
AB10 1BW

Dear Sirs

Planning Application for 14 Houses at Culterhouse Road, Aberdeen. Ref 111144

I wish to object to this planning application as more houses in this area will affect trees and change the character of what is a farm settlement.

This is a quiet road which is used by walkers.

Yours faithfully

Gavin Farquhar

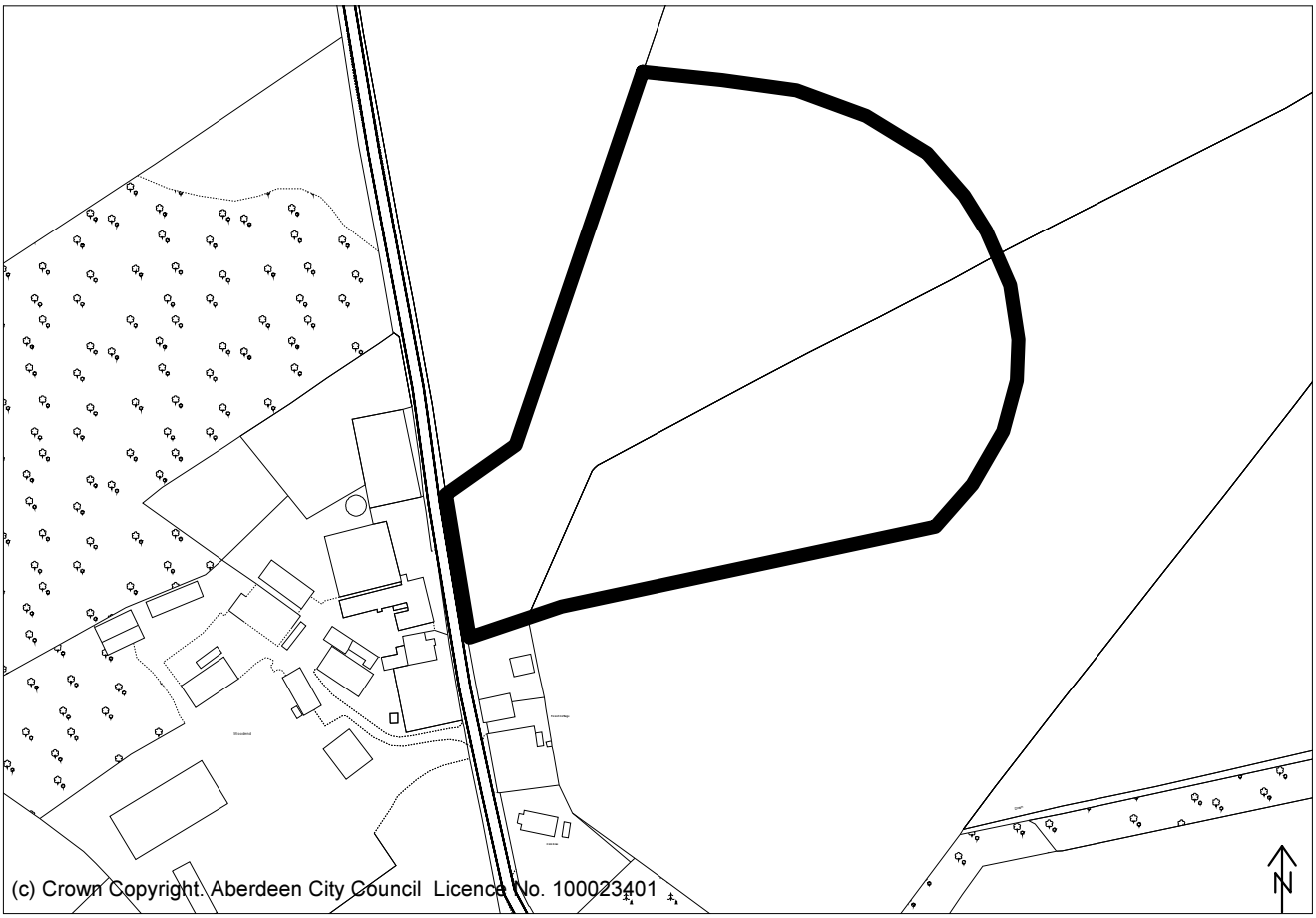
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WOODEND FARM, PETERCULTER

CHANGE OF USE OF PROPERTY FROM AGRICULTURE (CROP ROTATION-GRAZING ETC.) TO RECREATION (CRICKET PITCH)

For: Mr Douglas Cruickshank

Application Ref.	: P111863	Advert	: Full Notify not poss.
Application Date	: 15/12/2011	(neighbours)	
Officer	: Garfield Prentice	Advertised on	: 19/01/2012
Ward: Lower Deeside (M Boulton/A Malone/A Milne)		Committee Date	: 22 March 2012
		Community Council	: Comments



RECOMMENDATION: Refuse

DESCRIPTION

The site located to the north of Peterculter on the east side of Culter House Road some 2.3 km from the junction with North Deeside Road and 1.2 km from Malcolm Road and comprises part of two agricultural fields associated with the adjacent farm known as Woodend Farm. The site, which extends to 1.93 hectares. It is generally flat across most of the site. A low post and wire fence defines the boundary with Culter House Road. To the north is a small area of woodland and to the east and south is agricultural land. There is a house immediately to the south of the site, next to the public road. To the west are the farmhouse and buildings of woodend Farm.

PROPOSAL

A change of use is sought from agricultural land to recreational use (cricket pitch). Although an indicative layout has been provided that shows the site could accommodate the cricket pitch, pavilion and parking for approximately 40 cars and a coach, permission is being sought only for the use of the land for recreational purposes. Access would be taken directly off Culter House Road. It is understood that the land would be donated by one of the joint applicants to Bon Accord Cricket Club.

REASON FOR REFERRAL TO SUB-COMMITTEE

Although the application falls within the Scheme of Delegation, it has been referred to the Development Management Sub-committee because of the direct relationship made by the applicant between this proposal and the planning application (reference P111144) for 14 houses on the farmyard directly opposite the site. It is prudent for both proposals to be considered at the same time.

CONSULTATIONS

ROADS SECTION – Satisfied that adequate parking would be provided within the site. Vehicular visibility at the entrance should be in line with the Council's specifications.
ENVIRONMENTAL HEALTH – no response received
COMMUNITY COUNCIL – The applicant advised Culter Community Council that the proposal was linked to the residential proposal at Woodend Farm and that the land would be a donation of land for community use as a cricket ground. The Community Council considers the site to be brownfield and agrees to support in principle to the proposals for housing plus land for a cricket ground provided conditions would be applied so that children, adults, cyclists and horses and riders using Culter House Road would be protected through traffic control measures. The Community Council does not believe green policy would be infringed by the proposed change of use. A short stretch of pavement should be provided on Culter House Road at either side of the entrance. 'Beware' traffic signs should be placed at appropriate locations on Culter House Road. The Community Council is also concerned that the proposed cricket ground has been separated from the residential part of the proposal. If for any reason the cricket ground does not come fruition and cannot be put to community use satisfying green belt policy, then the land should revert to greenfield.

REPRESENTATIONS

A letter of support has been lodged by Bon Accord Cricket Club. It provides a brief commentary on the history of the cricket club and the success of the team in the Aberdeenshire Cricket Association Leagues and the National Small Clubs' Cup. The cricket club is considered to be the most successful in Aberdeen Grades Cricket since 1999. It is stated that to progress to a higher level of competition, the cricket club must have its own ground. The land at Woodend Farm would open that door for the club. It is stated that to progress the club needs to establish roots in the Peterculter community, encouraging the youth in the area to take up the game. The club would also involve schools in Peterculter and Milltimber giving them the opportunity to use the facilities or by visiting schools to coach pupils. The older population is the area would also be included. The club has been promised financial support from local business people and it is intended to approach other local bodies and businesses and funding bodies such as the National Lottery and Cricket Scotland development Trust.

PLANNING POLICY

National Planning Policy and Guidance

Scottish Planning Policy (SPP) is the statement of 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 on sustainable development and the subject planning policies relating to green belts and transport are relevant material considerations.

Aberdeen City and Shire Structure Plan

The Structure Plan sets out a number of key objectives including the following -

Quality of the environment: to make sure new development maintains and improves the region's important built, natural and cultural assets.

Accessibility: to make sure that all new developments contribute towards reducing the need to travel and encourage people to walk, cycle or use public transport by making these attractive choices.

Aberdeen Local Development Plan

Policy 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 D6 – Landscape
Development will not be acceptable unless it avoids (i) significantly adversely affecting landscape character and elements which contribute to, or provide, a distinct 'sense of place' which point to being either in or around Aberdeen or a particular part of it; (ii) disturbance, loss or damage to important recreational, wildlife or woodland resources or to the physical links between them; and (iii) sprawling onto important or necessary green spaces or buffers between places

or communities with individual identities and those which can provide opportunities for countryside activities.

Policy NE1 – Green Space Network
The City Council will protect, promote and enhance the wildlife, recreational, landscape and access value of the Green Space Network. Proposals for development that are likely to destroy or erode the character or function of the Green Space Network will not be permitted.

Policy NE2 – Green Belt
No development wil be permitted in the green belt for purposes other than those essential for agriculture, woodland and forestry, recreational uses compatible with an agricutural or natural setting, mineral extraction or restoration or landscape renewal.

EVALUATION

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

The development plan comprises the Aberdeen City and Shire Structure Plan and the Aberdeen Local Development Plan. The Scottish Planning Policy is relevant material consideration. The proposal constitutes a local development as defined in the 'Hierarchy of Development' Regulations. SPP sets out the Government's core principles that underpin the modernised planning system. It states *"The system should be genuinely **plan-led**....."* and *"There should be a clear focus on the **quality of outcomes**, with due attention given to the sustainable use of land, good design and the protection and enhancement of the built and natural environment"*. SPP also states that the purpose of green belts is to direct planned growth to the most appropriate locations, to protect and enhance the quality, character, landscape setting and identity of towns and cities and to protect and give access to open space within and around towns and cities. It states further that the cumulative erosion of the green belt's integrity through the granting on individual permissions should be avoided. In relation to transport, SPP advises that in order to reduce emissions from transport, there requires to be a shift to more sustainable modes of transport, i.e. from car-based travel to walking, cycling and public transport. It states further that *"Development should be supported in locations that are accessible by walking, cycling and public transport…."*

The Aberdeen Local Development Plan was adopted by the Council on 29th February 2012. The site is identified as green belt (Policy NE2), overlain by Green Space Network (Policy NE1). The Reporter's in their examination of the Local Development Plan considered whether Woodend Farm (Development Option 9/26) should be included as a housing site and associated cricket pitch in the Plan. They stated *"the site is isolated and remote from the settlement of Peterculter. Existing community facilities are more than one kilometre from the site. Paragraph 93 of Scottish Planning Policy (2010) states that in rural areas developments which provide employment or community benefits should be*

encouraged, particularly where they involve the imaginative and sensitive re-use of previously used land and buildings. The provision of a cricket pitch would undoubtedly constitute a community benefit."

Green Belt seeks to generally restrict development to that which is necessary for the purposes of agriculture, woodland and forestry, recreational uses compatible with an agricutural or natural setting, mineral extraction or restoration or landscape renewal. This restriction applies primarily to avoid the proliferation of development in these areas, which would be damaging to the Green Belt and the landscape setting of the City. Certain recreational uses, such as those that are open air and require large areas of land are considered to be acceptable in the green belt, provided such uses would be compatible with the agricultural and rural character of the area. A cricket pitch could potentially be such an acceptable use. In terms of Peterculter, it would be difficult to find land within the settlement boundary that would be of sufficient size for a cricket pitch and thus it is likely that a green belt location would be necessary. Whilst it is acknowledged that a cricket pitch would potentially provide a new recreational facility for the local community to the benefit of the community, the applicant has not provided any evidence or demonstrated a need for the proposed cricket pitch to be located in or around Peterculter. Unless such a need is demonstrated it is questionable whether this green belt site should not be sacrificed. Notwithstanding, it is acknowledged that the cricket club requires its own ground in order to progress as a cricket team and in that regard there is some merit in supporting the proposal. However, that is not in itself sufficient reason to allow development on this particular site. Of significant importance and main determining issue is the accessibility of the site.

SPP advises that new development should be located in places that are accessible by walking, cycling and public transport. The structure plan has a key objective to ensure all new developments contribute towards reducing the need to travel and encourage people to walk, cycle or use public transport. Given that the site is isolated and remote from the settlement of Peterculter, the proposed cricket pitch would not be easily accessible by walking and cycling and not accessible at all by public transport. The nearest public transport route would be over 800 metres away. Access to the site by cycle would be difficult. In addition, there are no footways on Culter House Road, which is a narrow country lane, thus raising pedestrian safety concerns. The Community Council states that short stretches of footway should be provided at the entrance to the site. However, that would not overcome the lack of pedestrian facilities on Culter House Road. The development would therefore be reliant on the private car, contrary to SPP, the structure plan key objective on accessibility and to Policy D3 of the local development plan. For that reason, the proposed development is not acceptable.

The Aberdeen Green Belt Review states that in Deeside all the settlements are well contained by the 90 to 95 metre contour on the northern side of the Dee valley. It goes on to state that maintaining this as a northern limit to their development will help to prevent urban sprawl northwards where it would be isolated from the main transport corridors along the North Deeside Road and Deeside Line. The proposed cricket pitch would be just beyond the limit of this contour, being located on the 100 metre contour. Given the topography and characteristics of the locality, woodland to the north and Woodend Farm to the west of the site, the visual impact of the proposed development in terms of long distant views would be limited and in that regard the proposal would not conflict with the underlying objective of Policy D6 of the local plan. Notwithstanding, the

local agricultural and rural landscape character would be changed to the detriment of that rural character.

In conclusion, a cricket pitch could be considered as an acceptable use in the green belt. The visual impact on the wider landscape character of the area would not be significant, in particular in relation to distant views of the site. However, the local rural landscape character would be changed significantly. The isolated and remote location of the site would be such that the facility would not be readily accessible by walking and cycling and not accessible at all by public transport and thus would be reliant on the private car. As a result the proposal is contrary to national and local planning policy and thus cannot be supported.

RECOMMENDATION

Refuse

REASONS FOR RECOMMENDATION

that the proposal, if approved, would be contrary to Scottish Planning Policy, the Aberdeen City and Shire Structure Plan and Policy D3 of the Aberdeen Local Development Plan by reason of its isolated and remote location and its inaccessibility by sustainable means of transport.

Dr Margaret Bochel
Head of Planning and Sustainable Development.

CULTER COMMUNITY COUNCIL

St Quentin
18 Hillside Road
Peterculter
Aberdeenshire
AB14 0TX

05 February 2012

Mr Garfield Prentice, Senior Planner
(Planning & Infrastructure)
Aberdeen City Council
Business Hub 4
Marischal College
Broad Street
Aberdeen AB10 1AB

Dear Mr Prentice,

Planning Application P11 1863: Woodend Farm, Culter House Road, Peterculter: Change of use of Land from Agricultural (crop rotation, grazing etc.) to Cricket Ground

The members of Culter Community Council (CCC) discussed this application at their last meeting. It was recalled that we actually had a presentation on this proposal (March 2011) where it was linked (as a 'donation of enabled land for community use' as a Cricket Ground) to planning application P111144 for the clearance of an adjacent site of old agricultural buildings and greenhouses used commercially so that 14 houses and small park/garden could be developed instead.

At that time, discussions in the Planning Sub-group and subsequently with the full membership of CCC were around the site being considered brown field rather than green field, and the consequent safety of the number of people (especially children) using Culter House Road (an aspirational path in the City's Core Path Network) and its four adjacent District Wildlife Sites for walking, cycling and horse riding.

The outcome of those discussions was that CCC would support – in principle – the proposals for housing plus land for a cricket ground provided that conditions were applied for traffic control for the safety of pedestrians, cyclists, horses and riders.

When planning application (P111144) came forward for the site clearance and for the 14 residential house development, the members of CCC remained of the same opinion as discussed above and outlined the conditions they wished to see attached if permission was granted. (See letter of 26th August 2011). They also expressed concern that the original proposals had been separated into two applications.

Following discussion on this present application (P111863) for the provisionally donated land, the members of CCC asked me to write to you with the following comments and requests:

- The members did not see that Green Belt Policy 28 would be infringed if this change of use was permitted, but will accept the expert opinion of the Senior Planning Officer on this.
- If planning permission is granted then the members ask that the following conditions are attached:
  - A short stretch of pavement is provided on either side of the entrance to the Cricket Pitch – for safety.
  - "Beware" type signs are erected at appropriate places along Culter House Road to alert drivers to pedestrians, cyclists, horses and riders also using the road.
  - If, for any reason, the Cricket Ground does not come to fruition and cannot be put to community use satisfying Green Belt Policy, then the land reverts to being 'Green Field'.

Yours sincerely,

(Mrs) Lavina C Massie
Planning Liaison Officer
Culter Community Council

cc:

Councillor Marie Boulton
Aileen Malone
Alan Milne

BONACCORD CRICKET CLUB

(Formed 1958)

Bonaccord Cricket Club was formed in 1958, an amalgamation of the cricket sections of British Telecoms and Royal Mail, both organisations in those days were under the auspices of the Post Office.
The Club was known as P.O. Bonaccord in the early days and was restricted to employees of BT and RM. With the split of the organisations in the 1980's it was decided to do away with the restriction and become an "open" Club. This opened the way for a more ambitious approach and we were able to recruit better class players, this bore fruit by making us a more successful Club since that time.

We have played in the Aberdeenshire Cricket Association Leagues (locally known as the Grades) since the beginning. There are over forty teams in the Association and are split into four Leagues.
In the early years we played in the lower leagues 4, 3, 2, with limited success, winning Grade 3 twice and knockout competitions six times. In 1989 we managed to win Grade 2 and apart from one year we have competed in the top echelon of Grades Cricket, (Grade 1) since then.

We struggled at this level through the nineties but managed a breakthrough in 1999 by doing the double, winning the Aberdeenshire Cup and the Grade One Title. Since then we have gone from strength to strength, winning the Grade 1 title and the Aberdeenshire Cup a further five times. In addition we have won the annual seven a side competition for the last 12 years.

We have also entered the National Small Clubs' Cup, since the year 2000. This competition is for all Clubs in Scotland not competing at the top National League level, this we have won three times in 2006, 2008, 2009.

With that record behind us we consider we have been the most successful cricket club in Aberdeen Grades Cricket since 1999.

With this success over the last twelve years we feel to progress as a Club we need to look to a higher level of competition. The next level to Grades Cricket is the Strathmore Union but to proceed to this level we must have our own ground.

In the early 1990's Stoneywood/Dyce Cricket Club, in a similar situation to what we find ourselves in now, followed this path. In less than twenty years they are now playing at the highest level of Cricket in Scotland with some of their players representing Scotland at International level on a regular basis. This may seem "pie in the sky" thinking but our clubs' players and officials feel with some hard work there is no reason why we could not follow this example.

The Generous offer of the ground from Mrs Julie Nairn of Woodend Farm has, hopefully, opened a door for us to go forward and establish ourselves at this higher level.

To progress we need to establish roots in the Peterculter community, encouraging the youth of the area to take up the game, by providing facilities, kit, equipment and coaching at the ground, as well as the opportunity to play Cricket. We would also involve the schools in the Milltimber and Peterculter area giving them the opportunity to use the facilities at the ground or by visiting the schools and coaching pupils there. Organised coaching sessions could be arranged in the daytime during the school summer holiday period.

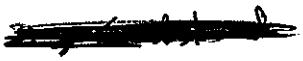
The older population of the area would also be included. Anyone who plays the game or once played the game or just fancies the chance to try out would be welcomed with open arms. We could organise mini leagues for locals which would be played in the summer evenings

We would of course require funding for this ambitious project. To this aim we have already spoken to local business people in the area and have been promised financial support to create the pitch and get us started. We intend to approach other local bodies and businesses when we are more certain of the way our future progresses.

We also plan to approach various funding bodies such as the National Lottery, Olympic and Commonwealth games charitable organisations (after the games are over). Other funding bodies in Scotland will also be approached, Cricket Scotland Development Trust, Sports Scotland and any others our research can highlight.

We have been promised support from local MSPs and our Member of Parliament for the area to help when approaching these bodies which cannot fund such a project until the Club has land.

We ask you the planning authority for the area to look on this application favourably and give our Club the opportunity to create something new and unique in the Peterculter Community.



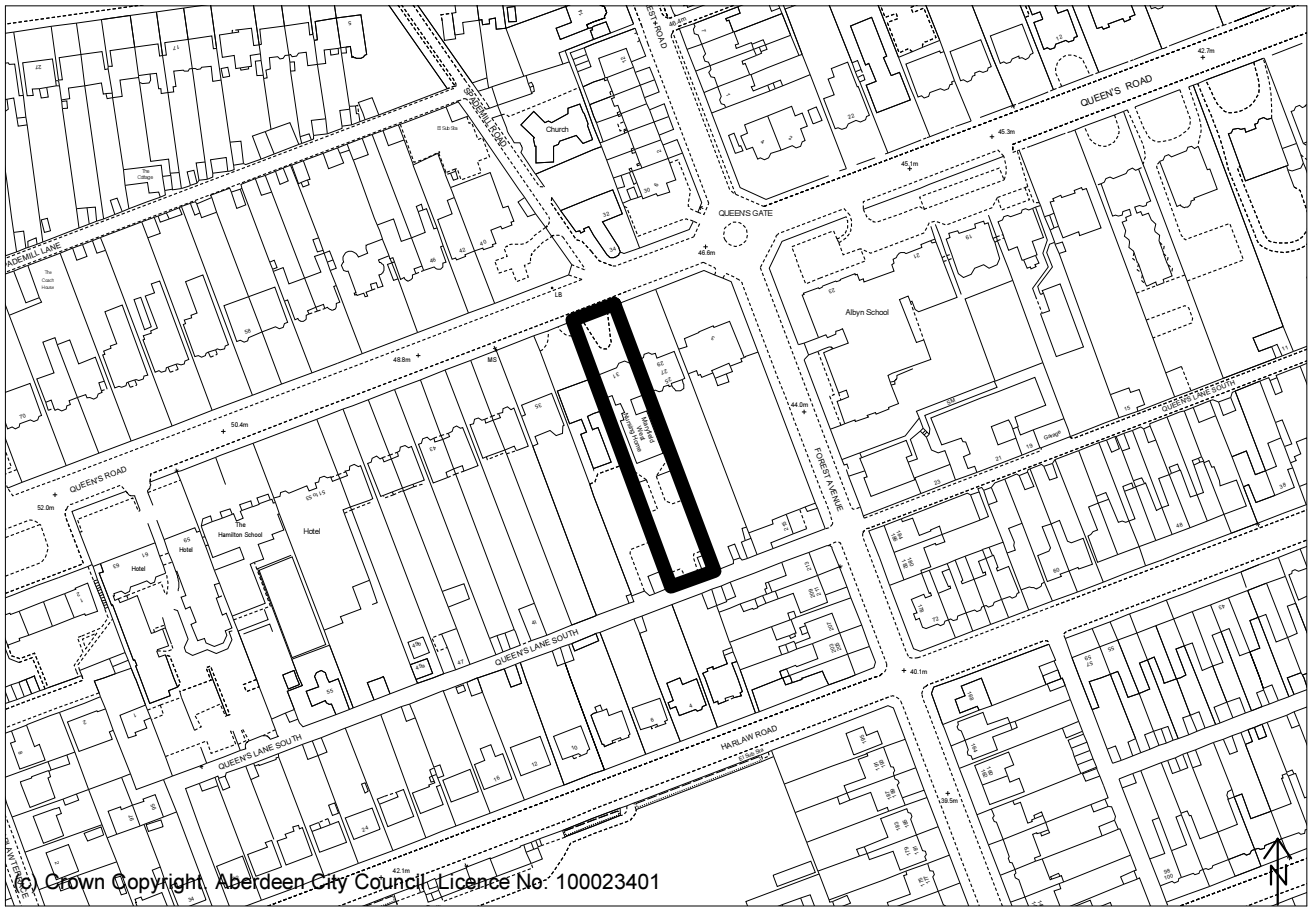
Doug. Cruickshank
Hon. Secretary
Bonaccord Cricket Club
22 November 2011

MARYFIELD WEST NURSING HOME, 31 QUEEN'S ROAD, ABERDEEN

ERECTION OF 2 STOREY REAR EXTENSION TO ACCOMMODATE EN-SUITE BEDROOMS AND DRY SPACE

For: Four Seasons Healthcare

Application Ref.	: P111912	Advert	: Section 60/65 - Dev aff LB/CA
Application Date	: 22/12/2011		
Officer	: Gavin Evans	Advertised on	: 18/01/2012
Ward: Hazlehead/Ashley/Queen's Cross(J Farquharson/M Greig/J Stewart/J West)		Committee Date	: 22 March 2012
		Community Council	: Comments



RECOMMENDATION: Refuse

DESCRIPTION
The application site comprises an existing 2-storey residential care home with associated car parking and landscaped garden areas, set in a long plot on the southern side of Queen's Road, to the west of the city centre. The original 2-storey detached granite villa which fronts onto Queen's Road has been substantially extended to the rear, with the footprint of the extended part of the property now greater than that of the original building. The original building is category C-listed.

The site is bounded to the rear by Queen's Lane South, where there is access to 20no car parking spaces within the plot. The rear access is flanked by a corner of landscape planting and a single-storey, pitched roof store building, which appears to have formerly been a garage onto the rear lane. The area immediately to the fore of the site features an attractive gravelled U-shaped in/out access with areas of landscaping.

The application site is situated within Conservation Area 4 (Albyn Place & Rubislaw).

HISTORY
The use of the premises as a nursing home was granted planning permission in May 1994 through the committee approval of application 94/0516, which proposed a change of use and the construction of an extension to accommodate a total of 24 bedrooms.

In January 1996, application 95/2410 granted consent for the erection of a conservatory to the rear of the premises, adjoining the modern extension granted previously. In addition, a small 2m x 4m extension between the original building and the extension was approved.

In April 1999 an application for a small single-storey extension to the premises was approved at committee (ref 99/0345).

PROPOSAL
This application proposes the construction of a 2-storey extension to the rear of the property, adjoining the previous extension and providing accommodation for a 13no en-suite bedrooms, as well as day room, training room and dining room spaces. As a result of the proposed extension, the rear garden space would be re-aligned, with 8no car parking spaces now provided to the rear of the site. The former garage/store building will be demolished to allow this corner space to be utilised as an additional landscaped garden area.

To the fore of the site, existing landscaping would be substantially removed to allow the formation of 8no car parking spaces.

As a result of the proposed development, the home would now incorporate 33 bedrooms and 16 car parking spaces in place of the existing 20 bedrooms and 20 car parking spaces.

REASON FOR REFERRAL TO SUB-COMMITTEE
This application appears before members of the Development Management Sub-committee as a result of the objections raised by the local Queen's Cross & Harlaw Community Council, and the number of representations received from members of the public exceeding 5.

CONSULTATIONS

ROADS SECTION – No objections to the proposal. It is noted that parking is removed as part of the proposal, but the scheme would still accord with the Council's parking standards.
ENVIRONMENTAL HEALTH – No observations received
COMMUNITY COUNCIL – Object to the proposal on the following grounds;

- The significant scale of the extension represents an over-development of the site
- The development is not appropriate within a designated Conservation Area
- Properties at 29 and 33 would be overlooked by the proposed extension, while properties on Harlaw Road (the other side of Queens Lane South to the rear) would also be affected by reduced privacy and amenity.
- Increased numbers of visitor and service vehicles would be accessing the site with a reduced parking capacity, resulting in increased congestion on Queen's Lane South
- As a result of the under-provision of car parking, there would be overspill onto surrounding streets, potentially leading to inappropriate parking practices.

REPRESENTATIONS
A total of 10 representations were received from members of the public. The matters raised in these representations can be summarised as follows;

- The proposal would result in increased traffic on Queen's Lane South, which is already overburdened with traffic.
- The rear lane is not designed for these traffic volumes, nor for heavy construction vehicles. Past works are purportedly responsible for a damaged sewer pipe and there are concerns this development would cause further damage.
- Pedestrian safety is already compromised by the traffic on this lane, and the proposed development would exacerbate the situation.
- The proposal represents over-development of the site. If additional accommodation is required to this extent, the business should be re-located to a new site.
- The size and character of the development are out of keeping with the surrounding area.
- There is insufficient car parking proposed to serve the development. Additional parking should be provided rather than the reduction proposed.
- Impact on privacy to adjacent premises.
- Loss of light and overshadowing to neighbouring premises.
- Potential impact on existing tree within the curtilage of nos 25-29, immediately to the west of the site.

- The proposal would adversely affect property values.

PLANNING POLICY

Scottish Planning Policy (SPP)
At national level, SPP states the importance of the historic environment in making development management decisions, highlighting its contribution to enhancing national, regional and local distinctiveness. In relation to Conservation Areas, it is stated that planning permission should normally be refused for development that would fail to preserve or enhance the character or appearance of the area.

Scottish Government's policy on the historic environment is contained in the *Scottish Historic Environment Policy* (SHEP). SPP states that, in determining applications for planning permission for development which may affect the historic environment SPP, SHEP and the *'Managing Change in the Historic Environment'* guidance note series published by Historic Scotland should be taken into account.

Scottish Historic Environment Policy (SHEP)
SHEP paragraph 3.53 states that *"When considering a developer's proposals to integrate listed buildings into an overall development, Ministers expect planning authorities to take into account not only the desirability of preserving the building's historic fabric but the need to maintain it in an appropriate setting".*

With regards to conservation areas, SHEP Annex 3 also highlights that *"It is character or historic interest of an area created by individual buildings and open spaces and their relationship one with the other which the legislation covering conservation areas seeks to preserve".*

Managing Change in the Historic Environment guidance note: 'Setting' (Oct 2010)
This document provides guidance on defining the setting of a historic asset and assessing how any new development would impact upon this. It stresses that it will be for planning authorities to determine whether a development will impact on the setting of a historic asset or place. Factors contributing to setting include the following;

- Current landscape or townscape context;
- Visual envelope, incorporating views to, from and across the historic asset or place;
- Relationships between both built and natural features;
- Aesthetic qualities;
- Character of the surrounding landscape;
- A 'sense of place': the overall effect formed by the above factors;

Aberdeen City and Shire Structure Plan
The City and Shire Structure Plan outlines a series of key objectives, each with its own corresponding targets alongside details on achieving these targets and

means of monitoring. Of these objectives the following, in relation to Quality of the Environment, is of relevance to the proposed development:

- *'To make sure new development maintains and improves the region's important built, natural and cultural assets'*.

One of the targets identified as contributing towards achieving that objective is as follows:

- *'To make sure that development improves and does not lead to the loss of, or damage to, built, natural or cultural heritage assets'.*

Aberdeen Local Development Plan (ALDP)

Policy D1: Architecture and Placemaking
This policy outlines an expectation that all new development must be designed with due consideration for its context and make a positive contribution to its setting.

Policy D5: Built Heritage
Proposals affecting Conservation Areas or Listed Buildings will only be permitted if they comply with Scottish Planning Policy (SPP).

Policy BI3: West End Office Policy Area
This is the relevant zoning policy for the area in which the site is located. There is a presumption in favour of office uses, while residential uses will also be encourages subject to the establishment of a satisfactory residential environment. The conversion of existing front gardens to car parks, and the subsequent erosion of associated landscaping, will not be permitted. The reinstatement and restoration of car parks to front gardens will be encouraged by the Council.

Supplementary Guidance

Aberdeen City Council's Interim Supplementary Guidance in relation to 'Transport and Accessibility' is of direct relevance to the development proposal. Specifically, section 8 of the document relates to car parking in conservation areas, stating that the restoration of existing car parking areas to garden ground, to help restore the character of an area, will be supported.

In addition, the conversion of front gardens for car parking will only be permitted in the following circumstances;

1. the site is outwith the West End Office Area;
2. rear garden parking is not an option;
3. there are no implications for road safety;
4. there is no impact on significant street or gardens trees; and
5. on-street car parking is readily available in the vicinity.

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

Section 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 places a duty on planning authorities to have special regard to the desirability of preserving listed buildings or their setting, or any features of special architectural or historic interest which they possess. Section 64 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 places a duty on planning authorities to preserve and enhance the character of conservation areas.

Planning Policy
As noted above, the primary consideration in assessing the proposals will be their compliance or otherwise with relevant policies as contained in the Development Plan. The development Plan comprises the Aberdeen Local Development Plan (ALDP) and the Aberdeen City and Shire Structure Plan. National Policy and Guidance is also a significant material consideration.

The proposal represents a significant extension to an already substantially extended property. The level of site coverage resulting from the proposal is approximately 37%. This may not seem exceptionally high when compared to a dwelling or building within a more modest plot, but in the generous plots along Queen's Road, this equated to a vast footprint. While it is noted that there are other properties on Queen's Road which have benefited from extensions of a similar scale, such as the Malmaison Hotel, Hamilton School and Simpson's Hotel, each planning application must be determined on its own merits and with due regard for the development plan and the prevailing policies at that time. In this instance, it is not considered that the proposal has been designed with due regard for its context, nor would it make a positive contribution to its setting. Though the visual impact of the proposal from Queen's Road would be negligible due to the close proximity of adjacent premises, the increased use of Queen's Lane South as a result of the access arrangements for those premises is such that any visual impact when seen from the rear should not be discounted.

The development proposal's relationship with both the Albyn Place & Rubislaw Conservation Area and the original category B-listed building is also important to this assessment. The character of the surrounding area is that of substantial granite-built properties set within long, generously proportioned plots. The changing demands of businesses within the West End Office Area have led to pressure for the substantial extension of these traditional properties, which has in some instances contributed to a change in that character. It is reasonable for listed buildings to accommodate a degree of change in order to ensure their suitability for continued use and modern requirements, though there must be a limit to the level of change which will be permitted, on the basis that at a certain point the historic interest of the building will be lost.

In this instance, the building has been substantially extended already, and the proposed extension is considered to be to the detriment of the character and appearance of the Conservation Area. In assessing the impact of the proposal upon the setting of the listed building, it is noted that the extension would be almost entirely obscured from view from Queen's Road as a result of the arrangement of the original buildings. Furthermore, views from Forest Avenue, to the east and looking across rear gardens, would be largely obscured by existing tree cover. There is no doubt that the visual impact of the proposal from Queen's Lane South, to the rear, would be considerable. Nevertheless, the existing extension effectively masks the rear elevation of the original listed building, and so the effect of the proposed extension upon the setting of the original building would be limited. However, the proposal should also be considered in the context of its impact on the setting of adjacent listed buildings. The projection of the extension towards the rear of the plot would be such that it would adversely affect views of the category B and C listed buildings along this section of Queen's Road. It is therefore concluded that the proposal would fail to preserve or enhance the character and appearance of the Conservation Area, and that it would be contrary to the Scottish Government's policy as regards the historic environment, as set out in SPP, SHEP and the 'Managing Change in the Historic Environment' guidance note on 'Setting'. The proposal fails to maintain historic buildings in an appropriate setting and would fundamentally alter the townscape, which is characterised by large detached properties, situated to the front of long plots, with an open aspect from the rear lane, Queen's Lane South.

It is not considered that the proposal would satisfy the Structure Plan's stated objective to maintain and improve the region's important build assets, nor would it avoid damage to those built heritage assets. Furthermore, the proposal does not accord with the Council's Interim Supplementary Guidance on 'Transport and Accessibility', section 8 of which restricts the development of front gardens for car parking where parking to the rear is possible.

Issues raised by objectors

Turning to the concerns expressed in representations made to the Council, it should be noted that the influence of any development upon property values does not constitute a material planning consideration, and it therefore not relevant to the assessment made by the planning authority.

This application attracted a number of objections, many of which refer to matters concerning the land to the rear of the site, Queen's Lane South. Respondents highlight the current high level of traffic on what was originally as a residential back lane. A perceived shortfall in car parking, as a result of a combination of additional rooms and a reduced number of spaces within the site, is considered by objectors to be likely to exacerbate the situation. The development proposal has been assessed by the Council's roads engineers in their capacity as the official Roads Authority, and it has been determined that the level of car parking provided accords with the Council's adopted car parking standards for a use of this type. No adverse impact has been anticipated as regards pedestrian safety on the Queen's Lane South as a result of the development.

The physical affects of construction traffic on a road surface is not a matter for assessment through a planning application. It is noted also that most

development will necessitate visits from construction traffic in the short-term, and this should not in itself be grounds for the refusal of any application.

It is acknowledged that the proposed extension is of considerable size in relation to the existing building, and that the resultant building would occupy a greater proportion of the site than would be expected. While the application site is generously proportioned, that alone does not provide justification for the level of extension proposed. Any proposal must take account of the context in which it sits, and demonstrate due regard for the surrounding townscape. Setting aside any earlier inappropriate extensions which may be cited in comparison to this proposal, the development would fundamentally fail to satisfy these criteria, to the detriment of the character and appearance of the Albyn Place and Rubislaw Conservation Area. An objector makes a valid point regarding the necessity for the business to re-locate to alternative premises if the level of accommodation sought cannot be appropriately incorporated into the existing site.

It is noted that the building immediately to the west of the application site is in commercial use and has itself been substantially extended with the introduction of a rear wing. To the east of the site lies a category C-listed building which is understood to comprise 3 residential flats, with extensive gardens to the rear sectioned accordingly. The proposed extension would result in the western boundary of that rear garden being defined by a 2-storey structure for much of its length, with multiple bedroom windows, particularly those of the upper floor, looking out directly over the garden of 25-29. Given that this garden represents the private rear side of 25-29, it is reasonable for residents to expect a degree of privacy which would be greatly diminished as a result of this proposal. Furthermore, the new extension would be constructed approximately 2.5m from the boundary wall and, given the orientation of the properties, would be likely to cast a significant proportion of that garden ground into shade for prolonged periods in the afternoon and early evening. It is considered that this would be to the material detriment of residents at 25-29 Queen's Road.

Specific reference is made in a representation to a mature tree which sits on the opposite side of the eastern site boundary. The size of this tree and its likely root area are such that the proposed development may seriously prejudice the long-term health of what is a protected tree by virtue of its location within a designated conservation area. In the absence of detailed information on the likely impact of the development on that tree, should members resolve to approve this application, suitable conditions should be attached to require submission of a tree survey; provision of appropriate tree protection measures during construction; and a requirement that any tree works which become necessary during construction shall not be undertaken until the planning authority has first given its written consent.

COMMUNITY COUNCIL COMMENTS

Conclusion

This proposal fails to demonstrate due regard for its context and is not considered to make a positive contribution to its setting, as required by policy D1 of the ALDP. Furthermore, the scheme's failure to accord with the principles set out in SPP governing the historic environment is such that it would also be contrary to both SPP itself and policy D5 of the ALDP. The proposal does not accord with the principles set out in SHEP and the associated guidance

document on the setting of listed buildings. While the expansion of existing uses within the defined 'West End Office Area' is possible, policy BI3 of the Aberdeen LDP seeks to prevent the development of front gardens for use as car parks, as proposed in this application. This position is stressed in further detail in the Council's Interim Supplementary Guidance in relation to car parking in Conservation Areas, as contained within the 'Transport and Accessibility' document.

In summary, the proposal is considered to be incompatible with policies D1, D5 and BI3 of the ALDP, as well as the relevant guidance contained in the council's 'Transport and Accessibility' Interim Supplementary Guidance. The proposal does not reflect the Scottish Government's policy on the historic environment, as contained in SPP, SHEP and the associated guidance note. The proposal would likely result in significant adverse impact on the amenity of residents at the adjacent numbers 25-29 Queen's Road due to its detrimental impact on privacy and potentially significant overshadowing. The scheme does not preserve or enhance the setting of the listed buildings in this section of Queen's Road, and the scale and extent of the proposed works would result in an adverse impact on the townscape of the area when viewed from Queen's Lane South, to the detriment of the character and appearance of the Albyn Place & Rubislaw Conservation Area. For these reasons, it is considered that the proposal would not accord with the relevant provisions of the development plan. No material considerations are sufficient to warrant determination other than in accordance with the development plan, therefore it is recommended that the application be refused by members.

RECOMMENDATION

Refuse

REASONS FOR RECOMMENDATION

(1) that the proposed development would fail to demonstrate due regard for its context, and would not make a positive contribution to its setting, contrary to policy D1 of the Aberdeen Local Development Plan.

(2) that the proposed development would, by virtue of its over-development of the site and detrimental impact on both the surrounding townscape generally and the setting of adjacent listed buildings specifically, result in an adverse impact on the character and appearance of the Albyn Place and Rubislaw Conservation Area, and would therefore be contrary to SPP, SHEP and Policy D5 of the Aberdeen Local Development Plan.

3. that the development, by virtue of its development of a front garden area for car parking and the erosion of associated landscaping, would be contrary to policy BI3 of the Aberdeen Local Development Plan and relevant interim supplementary guidance contained in the 'Transport and Accessibility' document.

4. that the development would, by virtue of overshadowing of rear garden ground and direct loss of privacy within same, result in an adverse impact on the amenity of residents in the adjacent premises at 25-29 Queen's Road.

Dr Margaret Bochel
Head of Planning and Sustainable Development.

PI - Planning Application 111912

From: "Craig Ross" [redacted]
To: <pi@aberdeencity.gov.uk>
Date: 1/15/2012 10:19
Subject: Planning Application 111912
CC: <jastewart@aberdeencity.gov.uk>

Dear Sir,
I am writing to stongly object to the proposed plans submitted to extend the Maryfield West Nursing home on Queens Road.
My wife and young family have lived at Forest Avenue for 11 years now and have had enough of all of the extentions and developments to the buildings on Queens Road but more to the point the affect this is having on Queens lane South.
We are constantly being disturbed by the huge increase to traffic on the lane which is a mixture of cars but worse with the large Lorries that service the much larger capacity school, hotel, offices and now a considerable project to expand on the Nursing home.
Queens's lane south is not a large lane and we have the following problems:-
The increase in traffic has broken the sewage pipe and now there is a stench in the lane constantly
(Could the Victorian sewage system be designed to cope with the huge increase in service and the vibration due to large vehicles?)
Lorries keep hitting the gable end to our house.
We have problems in the lane with Lorries reversing into the lane opposite the school which an accident is waiting to happen.
The path outside our house is now damaged due to the Lorries driving over it. This has now affected our rainwater drains.
(I had a meeting with one of the council's roads staff just before Christmas and he examined the path damage, as we were there a council lorry reversed over the path. He was to report this)

We have no malice towards the nursing home but we feel that there can be no further development to the lane as it cannot cope with all this extra traffic.
Can I please have confirmation of receipt of my objection?

Yours faithfully
Craig Ross

Craig Ross
213 Forest Avenue
Aberdeen
AB154UL

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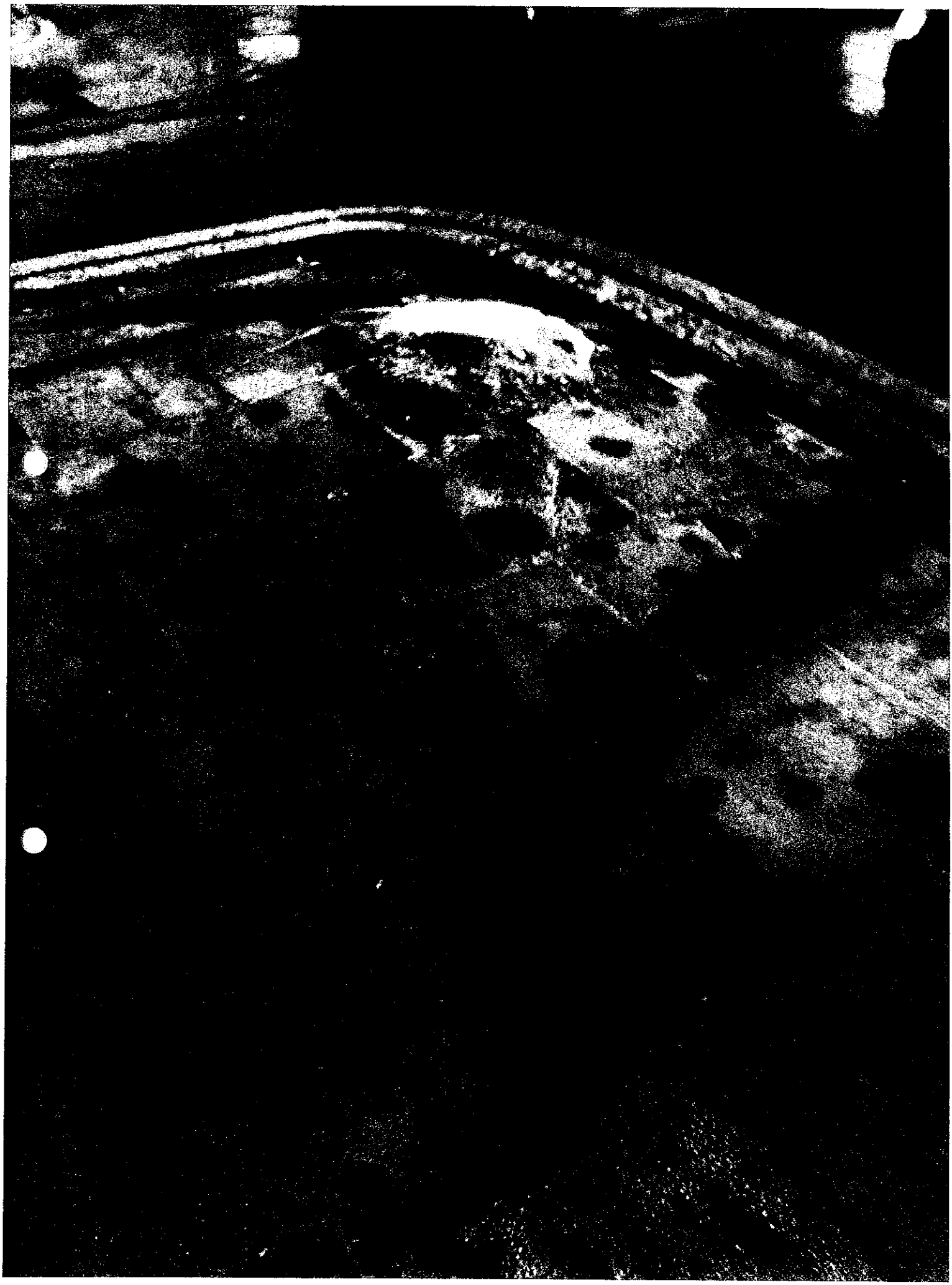
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From: "Craig Ross"[redacted]
To: <gevans@aberdeencity.gov.uk>
CC: <jastewart@aberdeencity.gov.uk>
Date: 18 January 2012 09:03
Subject: Planning 111912
Attachments: photo.JPG; Part.002

Dear Gavin,
I submitted an objection at the weekend regarding the above planning application.Below is a picture taken showing the tyre tracks of the service vehicles reversing up queens lane south.
Yours sincerely
Craig Ross
213 forest Avenue
Aberdeen

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From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 1/15/2012 6:49 pm
Subject: Planning Comment for 111912

Comment for Planning Application 111912
Name : William Laver
Address : 13 Gladstone Place
Queens Cross
Aberdeen

Telephone :
Email :
type :
Comment : 1. The siz and scale of this development is out of charachter to the rest of the West End area. It seem sto me they have just cramed the area with building and no doubt for commercial reasons.
2 The parking spaces provide is completely inadequate how can you reduce from 20 to 8 parking spaces when you should be increasing the number of spaces (40?) given the greater occupancy and staff required to run the Nursing home. Even with resident permits we still get 'illegal' parking in Gladstone Place.

I would like my cmments be an objection to this development.

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 10/01/2012 16:10
Subject: Planning Comment for 111912

Comment for Planning Application 111912
Name : Allan J. Gibson
Address : 2 Harlaw Road
Aberdeen
AB15 4YY

Telephone : [redacted]
Email : [redacted]
type :
Comment : I strongly object to proposed extension to Maryfield West. This huge extension will grossly affect the privacy to my residential property. Moreover there has been an over-development of properties on Queens Road, which has resulted in an unacceptable, & dangerous, increase in traffic to Queens Lane South. My property has a single garage on Queens lane South & it is becoming more dangerous for my family to enter & exit the garage, given the high increase in traffic flow. Parents of the nearby Albyn school also use this lane for parking, mainly at peak times despite parking restrictions, & adding to the dangerous level of traffic. Further development of Maryfield as per given plans is not acceptable.

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 1/17/2012 2:20 pm
Subject: Planning Comment for 111912

Comment for Planning Application 111912
Name : Louise Pirie
Address : 4 Harlaw Road
Aberdeen
AB15 4YY

Telephone :
Email :
type :
Comment : I have great concerns regarding the proposed application. My concerns are as follows
1. Over development of site.
2. Impact on Queens Lane South - Existing business are now using the lane as primary access along with the further development at Albyn School (the parents using the lane and parking on the lane) the lane is now becoming of a concern it is just a matter of time before there will be a accident the bottom of the lane and Forest Avenue i would welcome a full traffic assessment to be carried out. After all it is a lane and not a road
3. At present there is 20 spaces at the back of the building which are constantly full the proposed development would increase the building by 50% but they are going to reduce parking to 16 spaces that does not add up in my book. Have they proposed a green transport plan?
4. I really feel if they need to increase the building to this extent taking away all the ground for the elderly maybe they should be considering a new site with plenty ground for the elderly to be able to walk and sit in.

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 1/17/2012 5:35 pm
Subject: Planning Comment for 111912

Comment for Planning Application 111912
Name : Brenda Duncan
Address : 7 Harlaw Terrace
Aberdeen
AB15 4YU

Telephone : [redacted]
Email :
type :
Comment : I object to the reduction in off street parking spaces for residents and visitors whilst increasing the number of bedrooms for residents. Local resieitial properties are already inconvenienced by parking restrictions and have to pay for on street parking. Business premises on Queens Road must provide adequate off street parking for specific needs.

217 FOREST AVENUE
ABERDEEN
AB15 4UL

DEAR SIR

AS OWNER OF THE ABOVE HOUSE I WOULD LIKE YOU TO RECORD MY OBJECTION TO THE APPLICATION FOR AN EXTENTION TO THE MARYFIELD WEST NURSING HOME (APP. Nº111912) ON THE GROUNDS AS FOLLOWS.

1. THE REDUCTION OF REAR PARKING SPACES FROM 20 TO 8

2. THE NEW EXTENTION FOOT PRINT IS IN EXCESS OF 70% OF THE EXISTING BUILDING AND WOULD SUGGEST OVER DEVELOPMENT OF THE SITE.

3. THE REMOVAL OF REAR PARKING AND ACCESS FOR EMERGIENCY VEHICLES WHILE CONSTRUCTION TAKES PLACE. THIS IN FACT WOULD CLOSE THE HOME TILL BUILDING WORK CEASED.

4. THE UNSUITABLE USE OF QUEEN'S LANE SOUTH FOR HEAVY CONSTRUCTION VEHICLES DELIVERING PLANT AND MATERIALS. THE LANE HAS A VERY FRAGILE WEARING SURFACE AND ALREADY SHOWS SIGN OF DAMAGE WITH PAST CONSTRUCTION.

THE RESIDENTS IN THIS AREA HAVE BEEN IGNORED IN THE PAST WHEN SIMILAR OBJECTIONS TO THE ALBYN SCHOOL'S MASSIVE EXTENTION AND ALL THE PARKING PROBLEMS THAT IT HAS CREATED FELL ON DEAF EARS IN THE PLANNING AND ROADS DEPT.

I WELCOME YOUR COMMENTS

23/01/12

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 1/30/2012 10:25 pm
Subject: Planning Comment for 111912

Comment for Planning Application 111912
Name : Miss Elizabeth Smyth
Address : 59, Gladstone Place,
Aberdeen,
AB10 6UX.

Telephone :
Em[redacted]
type :
Comment : It is unclear from the plans how many additional residents will be accommodated in the extended nursing home. My understanding of the plans is that there would be at least 10 additional inhabitants. The building of the extension will result in the loss of 12 car parking spaces at the same time as increasing traffic to and from the home as a result of increased visitors and increased staffing levels required to look after the additional residents. this poses a real risk in Queen's Lane South and the neighbouring streets which are already experiencing traffic problems as a result of the recent expansion of Albyn school. A full review of parking and road safety needs to be undertaken before a decision is taken on this application. As a resident of Gladstone Place I have serious concerns about the environmental impact of this development particularly in terms of traffic flow and traffic pollution.

27 Queen's Road,
Aberdeen AB15 4ZN
24th January 2012

Dear Sir/Madam,

I have to thank you for your communication of 9th January referring to the planning application by Four Seasons Healthcare for consent to extend its building at 31 Queen's Road to provide further patient accommodation.

Obviously my garden will suffer from a shortage of natural light from about 2pm to dusk every day and there will be a year-round lessening of privacy with the whole length of the gardens being overlooked.

I would however request strongly that certain conditions be a part of grant of planning permission. These refer ...cally to the mature trees roughly 60 feet ...e east side of the wall dividing 25-29 from 31's feu. For my own interest, my part of the 25-29 communal garden has in it a healthy and magnificent mature plane tree which I have periodically had pruned and shaped in accordance with your department's advice. It would in the shadow of the proposed building from early afternoon and when in full foliage would obstruct the light available to a number of the rooms. I would therefore make a strong plea that if consent to the application be given, requirement be made that the tree be not adversely affected by the building during and after its construction.

Yours faithfully,

[redacted]

Dear Sir/Madam,

2nd February 2012

Re: the proposed extension at 31 Queens Road.

I wish to register in the strongest possible terms my objection to the proposed extension of the property at 31 Queens Road, your reference 111912. My main issues are:

1. This is an extension of an extension. Now proposed to cover a large % of the remaining area of the plot. I would term this as "overdevelopment".

2. Our rear garden is used for growing vegetables. And the daylight/sunlight will be affected significantly by this proposal.

3. As a result of the proposed extension the existing 'protected' trees on our property might well need serious surgery, not so far condoned by the 'tree surgeon'.

4. The rear outlook from our house will be seriously compromised by this huge two storey development.

5. Our privacy both house and garden will be very seriously impaired by an additional 30 windows by added to the current 21 windows overlooking our property, and only 20 feet distant! (Total 51 overlooking windows).

6. This extension will certainly negatively impact the value of our property.

7. The proposed extension will cause more traffic, both during building and subsequently, on the already over used Queens Lane South.

8. The restricted parking remaining available after the extension minimises the current parking area, and will be insufficient. There is no parking on the streets nearby.

9. There is an obvious raw sewage smell in the Queens Lane South which numerous neighbours believe to be result of the heavy traffic on the lane during the building of the Malmaison Hotel.

We are concerned the main sewer is damaged and further heavy 'building' traffic might exacerbate this damage. Also concern the main sewer is now already being used for handling volumes way above its design. Another X rooms at this extension will not help. When added to the Malmaison and other larger buildings which have increased occupancy of late.

10. I strongly believe the amenity/aesthetics of this residential area, Queens Lane South and the rear gardens of Harlaw Road is being seriously compromised and without thought for the current ownership/residents.

I have requested my councillor to get involved. I seriously ask you to consider the impact of this huge development.

Yours faithfully,

[redacted]

Harry Montgomerie Sandra Montg[redacted]

From: Maureen Fitzpatrick
To: "GEvans@aberdeencity.gov.uk" <GEvans@aberdeencity.gov.uk>
CC: <jastewart@aberdeencity.gov.uk>
Date: 1/19/2012 6:24 pm
Subject: Fwd: Nursing Home Extension

Please find attached observations regarding proposed extension to Maryfield West extension.

Thanks

Dave Fitzpatrick

Sent from my iPad

Begin forwarded message:

> From: Maureen Fitzpatrick[redacted]
> Date: 19 January 2012 18:20:52 GMT
> To: "jastewart@aberdeencity.gov.uk" <jastewart@aberdeencity.gov.uk>
> Subject: Nursing Home Extension
>
>
> Thanks for the note regarding the proposed extension to the Maryfield West Nursing Home, I have no objection to the plan, I do think it would be a good idea to bring the front garden into use for parking, like the Malmaison and Simpson's Hotels. (however please note the comments below regarding turning right)
> I was slightly perplexed as to why you thought it necessary to publish this note, we have been here for over ten years and I don't remember a similar note for the extensions to many other buildings on the road (Malmaison, Hamilton, Albyn, New Office buildings etc etc). I may have missed them if you did publish some.
> These extensions, particularly the schools, have made travelling down Queens Road during schooldays very slow due to vehicles turning right. You may want to take note of this for future reference. Traffic Management at the rear of the schools, instead of the front, would have prevented this.
> Where are the rear car parks for the Hamilton School or Albyn, at least the nursing home are keeping some.
> As I said I have no objection to the plans.
>
> I am happy to discuss if required -
>
> Regards
>
> David Fitzpatrick
> 79 Queens Road
> Aberdeen
>
>
> Sent from my iPad

12 BEECHGROVE GARDENS, ABERDEEN

PROPOSED GARAGE AND DRIVEWAY

For: Mrs Betty Calder

Application Ref.	: P120152	Advert	:
Application Date	: 02/02/2012	Advertised on	:
Officer	: Sheila Robertson	Committee Date	: 22 March 2012
Ward: Midstocket/Rosemount (B Cormie/J Laing/J Corall)		Community Council	: No comments



RECOMMENDATION: Refuse

DESCRIPTION

The application property comprises a 1.5 storey detached dwelling house built of traditional materials located on the west side of Beechgrove Gardens at its junction with Mid Stocket Road. The northern boundary of the property aligns with Mid Stocket Road and is currently bounded by a 1.5 metre high granite rubble wall located approximately 3.5 metres from the side elevation of the dwelling house. The existing front garden is approximately 4.8 metres in depth, currently planted with grass and flower beds with a low grante wall to the street elevation. The current site coverage is 35%.

HISTORY

The former Beechgrove Church, which lies to the immediate rear (west) elevation of the application property, was granted planning permission in 2009 for conversion to 15 residential units and the formation of a semi underground car park to the east elevation of the church which involved incorporation of a strip of rear garden ground pertaining to 12 Beechgrove Gardens, utilisation of their existing pavement crossing accessing Mid Stocket Road and demolition of their single garage located within the south west corner of their original garden ground. The area of rear garden ground transferred to permit access to the new underground parking was approximately 4 metres wide and 14 metres long. The reduction of useable garden ground and proposed removal of the garage at 12 Beechgrove Gardens, and thus the off-street parking for that property, was considered to be acceptable in this instance as on-street parking was available in the immediate area.

A previous application for a similar proposal (110291) to build a replacement garage and construction of a new access to the garage from Beechgrove Gardens was withdrawn by the applicant following discussions regarding the proximity of the proposed access to the road junction, inadequate depth of front garden available for construction of a driveway, position of the proposed garage forward of the established building line and proposed finishing materials. Objections were received from the Roads Section regarding the proximity of the new access to the road junction and inadequate depth of front garden to allow safe manoeverability in and out of the driveway, both contrary to the interests of road users and pedestrians. Concerns were also expressed regarding the proposed materials and position of the garage forward of the established building line on Mid Stocket Road.

PROPOSAL

Planning permission is sought to (a) build a replacement garage varying in length between 6.45 and 5.96 metres, 3.5 metres wide with a flat roof 3 metres in height, to be located within the north west corner of the curtailed rear garden, the length running parallel with Mid Stocket Road and abutting the north west corner of the dwellinghouse, and (b) construct a new driveway with access from Beechgrove Gardens to the new garage, entering at the south east corner of the front garden, traversing across the front garden parallel to Beechgrove Gardens therafter a sharp right angled turn to enter the garage. The nearest point of the proposed driveway would be located approximately 12 metres from the junction with Mid Stocket Road. The new garage would be constructed in blockwork with a white/grey render finish to the south facing elevaton, the public elevations finished with salvaged granite. The proposed driveway would be lockblocked, with granite piers at either side of the new driveway. Other alterations would

include reduction in height of the boundary wall adjacent to Mid Stocket Road to 900mm and the installation of 900mm high cast iron railings above the reduced boundary wall. The only difference between the current and previous applicaton is the proposed use of finishing materials to the garage.

REASON FOR REFERRAL TO PLANNING SUB COMMITTEE

The application has received an objection from the Roads Section and therefore is required to be determined by the sub committee.

CONSULTATIONS

ROADS SECTION – Object to the proposal. Concerns raised relate primarily to the proximity of the proposed driveway access to the road junction, which could result in a road safety hazard to other road users and pedestrians. ENVIRONMENTAL HEALTH – Response received. No observations. COMMUNITY COUNCIL – No response received.

REPRESENTATIONS

No objections have been received.

PLANNING POLICY

Aberdeen Local Plan 2012

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 H1 - Residential Areas

Within existing residential areas (H1 on the Proposals Map) and within new residential developments, proposals for new residential development and householder development will be approved in principle if it:

1. does not constitute over development;
2. does not have an unacceptable impact on the character or amenity of the surrounding area;
3. does not result in the loss of valuable and valued areas of open space.
4. complies with Supplementary Guidance on Curtilage Splits: and

5. complies with Supplementary Guidance, in this instance the guidance relating to House Extensions and Transport and Accessibility.

EVALUATION

The application shall be determined in accordance with development plan policy, unless material considerations indicate otherwise. The Aberdeen Local Plan 2012 is of specific relevance in determining the application in terms of the associated Supplementary Guidance relating to Transport and Accessibility. Consideration should also be given as to whether the design and location of the proposed garage complies with Policies D1 and H1 of the Aberdeen Local Plan 2012, its impact on the existing character and appearance of the surrounding neighbourhood, residential amenity and the setting of a precedent.

The application site lies at the immediate junction of Beechgrove Gardens with Mid Stocket Road. The driveway would be accessed from Beechgrove Gardens, approximately 12 metres from the junction with Mid Stocket Road. There would be a small turning area, with the main drive being parallel to Mid Stocket Road. The Roads Section has objected to the location of the proposed driveway in such close proximity to the road junction and the resultant road safety implications. The supplementary guidance states that driveways should not be located within 15 metres of a road junction, in order to achieve adequate road and pedestrian visibility. It is also considered that there is insufficient depth of front garden ground available to permit sufficient turning space adequate to allow a car to enter and exit in a forward gear, the vehicle would also be unable to enter or exit the driveway at right angles, entering the driveway at an angle across the footpath, therefore causing an additional road safety hazard in close proximity to a road junction.

The proposed driveway is considered to be detrimental to road safety within the area, due to the substandard level of visibility available at the proposed access, and thereby contrary to the Council's Transport Supplementary Guidance where there is a presumption of refusal if the proposal does not conform to road safety criteria. Given the above, the proposed driveway is considered to be contrary to the supplementary guidance contained in the Aberdeen Local Plan 2012.

With regard to the proposed garage, its size, scale, design and amended finishing materials are considered to be appropriate, its site coverage, which would rise to 42%, is acceptable within the context of the surrounding area, and its relationship to the associated dwelling house and is therefore compliant with policies D1 and H1 of the Local Plan. However the proximity of the garage's longest elevation in a prominent location abutting the heel of the pavement and located forward of the formal building line on the northern boundary facing Mid Stocket Road, is considered to be inappropriate and intrusive to the streetscape and further emphasises its inappropriate siting. It is considered that the development would look out of context in the neighbourhood and would adversely impact on the existing character of the surrounding residential area, contrary to Policies D1 and H1 in the Aberdeen Local Plan. There are no material considerations that justify a departure from the Development Plan. The proposals, if implemented, would set an unacceptable precedent for developments of a similar nature, particularly on exposed corner sites, leading to an unacceptable erosion of existing residential character and amenity.

RECOMMENDATION

Refuse for the following reasons:

1) That the driveway, if approved, would be contrary to the Council's Transport Supplementary Guidance contained in the Aberdeen Local Plan 2012 and would, if implemented, result in an unacceptable impact on road safety and the free flow of traffic due to its close proximity to a road junction and would result in an undesirable precedent, leading to possible future applications which the Council would find difficult to refuse.

2) That the location of the proposed garage would be unsympathetic to the character and appearance of the existing streetscape, in particular its inappropriate siting forward of the established building line, adversely affecting the existing residential character of the surrounding area and setting an

undesirable precedent for developments of a similar nature which in aggregate would further erode the established character of the area, all contrary to Aberdeen Local Plan 2012 Policies H1 (Architecture and Placemaking) and H1 (Residential Areas).

Dr Margaret Bochel
Head of Planning and Sustainable Development.

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MEMO

ABERDEEN
CITY COUNCIL

To	Sheila Robertson Planning & Infrastructure	Date Your Ref. Our Ref.	08/03/2012 P120152 (ZLF) TR/GO/1/51/2
From Email Dial Fax	Roads Projects gonukwuli@aberdeencity.gov.uk 01224 522752		

Roads Projects
Enterprise, Planning & Infrastructure
Aberdeen City Council
Business Hub 4
Ground Floor North
Marischal College
Broad Street
Aberdeen AB10 1AB

Planning application no. P120152
12 Beechgrove Gardens, Aberdeen
Proposed garage and driveway

I have considered the above planning application and have the following comments:

1 Development Proposal

1.1 The proposal is for a domestic garage and a driveway.

1.2 In accordance with the Council's standard conditions for footway crossing installation, no driveway or access should be situated within 15.0m of a road junction to prevent conflicts between vehicles.

1.3 I note that the proposed driveway is situated at a distance of 12.0m to the Beechgrove gardens/Mid-stocket road junction and that cars would have to exit the proposed driveway at an angle which would impact on vehicular visibility.

1.4 The Roads Authority would not grant consent for the construction of the proposed driveway.

Conclusion

I must recommend refusal for this proposal as it could result in a road safety hazard which would not be in the interests of other road users.

GERALD ONUKWULI
Engineer (Developments & Traffic)

Gordon McIntosh
Corporate Director

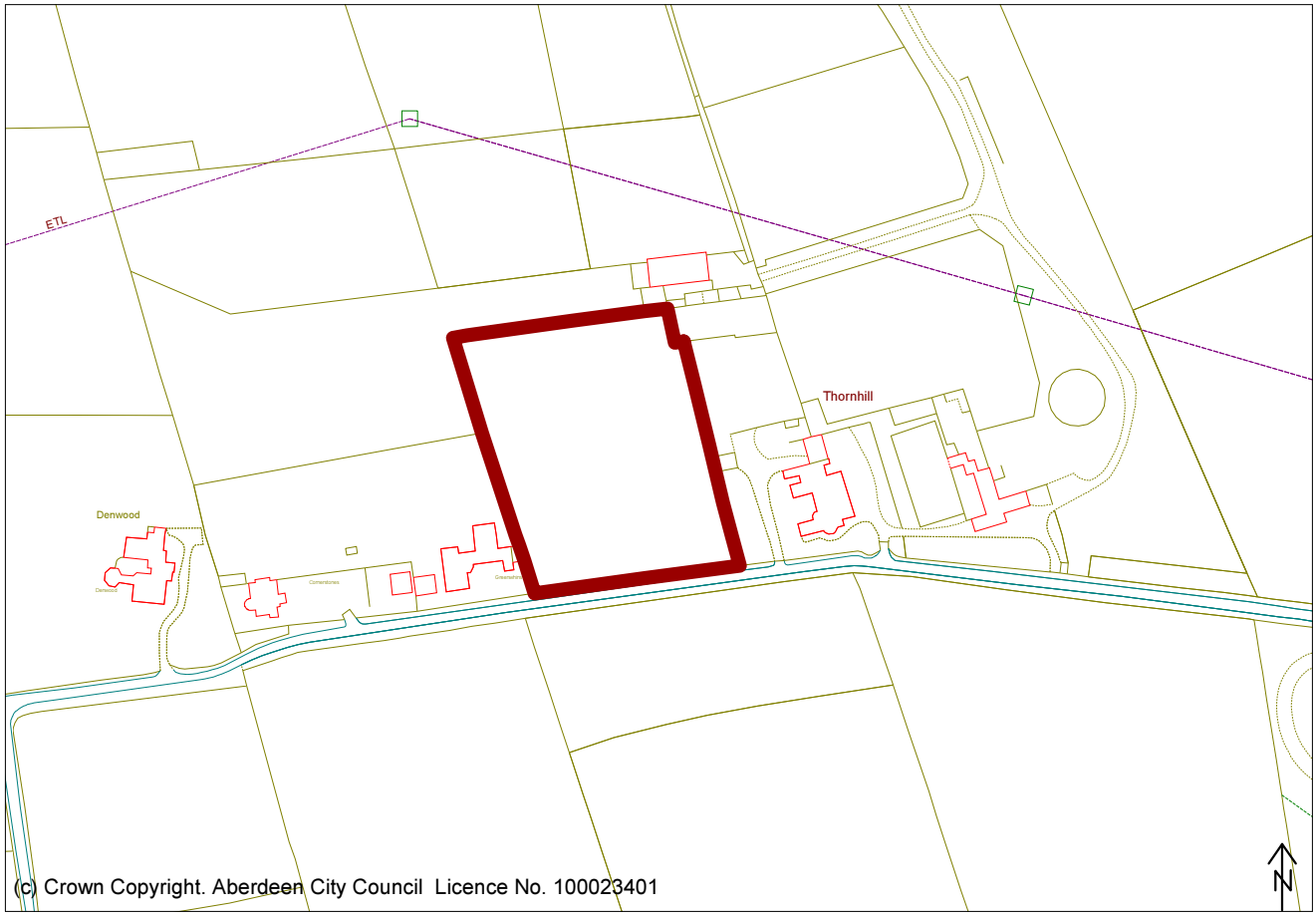
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CRAIGTON ROAD, GAP SITE, BETWEEN 'THORNHILL' &

PROPOSED NEW DWELLING HOUSE WITH ACCESS DRIVEWAY UTILISING EXISTING ACCESS GATEWAY FROM CRAIGTON ROAD

For: Mr John Cameron

Application Ref.	: P111108	Advert	: Dev. Plan Departure
Application Date	: 22/07/2011	Advertised on	: 03/08/2011
Officer	: Frances Swanston	Committee Date	: 22 March 2012
Ward: Lower Deeside (M Boulton/A Malone/A Milne)		Community Council	: Comments



RECOMMENDATION: Refuse

DESCRIPTION

The site is located on the north side of Craigton Road, between the properties known as Thornhill (to the east) and Greenwhins (to the west) and comprises a woodland extending to an area of 0.8 hectares. The site bounded to the south by a stone wall abutting Craigton Road, which along that section is an un-adopted single track, tarred road. To the north is a band of trees, beyond which are agricultural fields. The site generally slopes from north to south with the difference in levels being some 15 metres, which reflects the topography the area which generally slopes down from Countesswells Road to Kirk Brae. All of the trees on the site are protected. The whole of the application site is covered by Tree Preservation Order No. 101.

HISTORY

Planning permission for a house on the site was refused in 1989 on the grounds that the proposed development would (a) be contrary to the provisions of the Council's Green Belt policy which permits the erection of new dwellinghouses only where applicants are able to adduce a local need and no such need has been adduced in this instance, (b) detrimental to the amenity of the area by reason of the unacceptable loss of trees which represent an important landscape feature and (c) set an undesirable precedent for applications of a similar nature within the Green Belt. The decision was appealed. However, the appeal was dismissed.

Outline planning permission is for the construction of a dwellinghouse was refused on 6th November 2008 on the grounds (a) that due to the lack of information regarding the proposed house the trees on the site a proper assessment of the proposal could not be undertaken in terms of its impacts on the protected trees on the site, on the character, appearance and amenity of the Green Belt or on the landscape setting of the City, (b) that the proposal, if approved, would be undermine the principles of controlling development and preventing sporadic housing in the Green Belt, lead to the erosion of the character of such areas and adversely affect the landscape setting of the City contrary to green belt policy by reason that the applicant has failed to demonstrate that the house is required to provide residential accommodation for an essential agricultural or forestry worker who must be housed immediately adjacent to his place of employment and (c) that the proposal, if approved, would result in the loss of a significant number of protected mature trees which would be detrimental to the value and amenity of the woodland, the amenity and character of the Green Belt and the landscape setting of the City, contrary to local plan policy.

The applicant made representations to the Draft Aberdeen Local Development Plan (ALDP) requesting that the application site be removed from its green belt designation and instead be indentified as a gap site suitable for development. The Reporter in considering the request in his report into representations to the ALDP accepted that by virtue of its location and walled enclosure, this site could be considered a gap site and that while large scale development would be unacceptable, the site may be able to accommodate one house. The Reporter stated that the site lies in a prominent position on top of ridge and is widely visible from the south. In all probability, development would mean that some of the

significant tree cover on the site and the habitat it provides would be lost with consequent negative impact upon the landscape setting of the city. It may be however that by the imposition of suitable planning conditions a single house could be accommodated on the site without intruding significantly into the surrounding landscape. However, the Reporter also stated that the site should remain in the green belt and as such in the adopted ADLP the site is still zoned as green belt.

The site is currently being managed as woodland under a Woodland Management Plan approved in by Aberdeen City Council in 2009.

PROPOSAL

Detailed planning permission is sought for the construction of a detached 1 ½ storey house, centrally positioned to the northern half of the site, with an access road off Craigton Road, leading approximately 50 metres up to the house. The house would be finished in a mix of render to the walls, timber boarding elements to the windows a natural slate roof, with a pediment entrance feature with supporting columns. The house would be almost 31 metres in length and 8.5 metres in width with a patio/pergola area to the rear and an entrance terrace underneath the pediment entrance. The house would have a floor area of 245 square metres. There would be an integral double garage to the eastern end of the house with a sunroom on the western end.

It is proposed to remove 11 trees on the site to accommodate the house.

REASON FOR REFERRAL TO SUB-COMMITTEE

The application has been referred to the Sub-committee because the proposal has attracted adverse comments from Cults, Bieldside and Milltimber Community Council. Accordingly, the application falls outwith the scope of the Council's Scheme of Delegation.

CONSULTATIONS

ROADS SECTION – The applicant has provided adequate parking for the proposed development. There are concerns regarding the accessibility of the proposed site to sustainable modes of transport such as public transport. The applicant proposes to take access into the site from an existing access track off a part of Craigton Road that is unadopted. A minimum visibility of 2.4 metres by 33 metres should be provided at the access.
ENVIRONMENTAL HEALTH – No observations.
EDUCATION, CULTURE AND SPORT- A condition should be applied to any planning permission to secure the implementation of a programme of archaeological works on the site.
COMMUNITY COUNCIL – Cults, Bieldside and Milltimber Community Council has expressed a wish for the status of the green belt to be upheld and does not want to see a precedent being set for building house the green belt in this area.

REPRESENTATIONS

None.

PLANNING POLICY

Aberdeen Local Development Plan

Policy NE2 – Green Belt - No development will be permitted in the green belt for purposes other than those essential for agriculture, woodland and forestry, recreational uses compatible with an agricultural or natural setting, mineral extraction or restoration or landscape renewal. Other exceptions are proposals for development associated with existing activities in the green belt, essential infrastructure projects and the conversion of buildings of a historic or architectural interest

Policy NE1 – Green Space Network - The City Council will protect, promote and enhance the wildlife, recreational, landscape and access value of the Green Space Network. Proposals for development that are likely to destroy or erode the character or function of the Green Space Network will not be permitted.

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 D6 - Landscape - Policy D6 states that development will not be acceptable unless it avoids (a) significantly adversely affecting landscape character and elements which contribute to, or provide, a distinct 'sense of place' which point to being either in or around Aberdeen or a particular part of it and (b) disturbance, loss or damage to important recreation, wildlife or woodland resources or to the physical links between them.

Policy NE5 - Trees and Woodlands - There is a presumption against all activities and development that will result in the loss of or damage to established trees and woodlands that contribute significantly to nature conservation, landscape character or local amenity, including ancient and semi-natural woodland which is irreplaceable.

Scottish Planning Policy (SPP)

SPP sets out the key objectives of the green belt, which are (1) to direct planned growth to the most appropriate locations and support regeneration; (2) to protect and enhance the character, landscape setting and identity of towns and cities; and (3) to protect and give access to open space within and around towns and cities. It states further *"The cumulative erosion of a green belt's integrity through the granting of individual planning permissions should be avoided"*.

EVALUATION

Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 (as amended) requires planning applications to be determined in accordance with the provisions of the development plan unless material considerations indicate otherwise.

Planning Policy

The application site falls within an area zoned as green belt and the Green Space Network in the Aberdeen Local Development Plan (ADLP). As such Policy NE2 states *"No development will be permitted in the green belt for purposes other than those essential for agriculture, woodland and forestry, recreational uses compatible with an agricultural or natural setting, mineral extraction or restoration or landscape renewal".* Other exceptions are permitted, none of which apply to this application site. The restriction applies primarily to avoid the proliferation of housing in these areas, which would be damaging to the green belt and landscape setting of the city. Under the terms of Policy NE2, the applicant has failed to demonstrate that the house is required to provide residential accommodation for an essential agricultural or forestry worker who must be housed immediately adjacent to his place of employment.

The opportunity for the green belt designation to be reviewed was done so as part of the process of adopting the ADLP as detailed in the History section of this report and the Reporter recommended retaining the green belt designation for the site.

In terms of the design and appearance of the house, Policy D1 states that new development must be designed with due consideration for its context and make a positive contribution to its setting. The design and appearance of the house raise no planning issues.

The siting of the house however, has serious implications for the trees within the site protected by the TPO. The application site comprises an area of woodland, which has a number of specimen mature trees that are only seen in limited numbers in other parts of the City. The position of the house has been altered since the initial application was submitted to be positioned slightly further to the west and the angle tilted further south with the position of the new access road also altered. It is proposed to remove 11 trees within the site to accommodate the development as detailed in the applicants Tree Survey Schedule. In addition it is recommended that 45 trees be removed for landscape reasons and a further 3 trees would be subject to a no-dig construction method for the proposed driveway.

In 2009 an application for woodland management was made under the TPO. The report that accompanied the application for tree works stated *"The consent of woodland management is to remove dead Elm and poor quality Sycamore to give space for replacement tree planting*". The woodland management was approved in the 2009 report and as such the site is being managed as woodland. To date none of the tree planting proposed in the 2009 report has been carried out. The site is being managed as woodland and is therefore not a development site.

The Council's Arboricultural Planner states that the change to the location of the proposed house does not change the principle that the site is woodland and is being managed as such. Any development of this site would lead to the deterioration in the woodland character of the site and would increase the pressure for further tree loss due to the proximity of the remaining trees to the proposed house. He is also of the view that the effectiveness of a no dig technique to construct the driveway is questionable given the changes in levels across the site, which would mean that some excavation to create the levels for vehicle access would be required.

The green space network exists to protect, promote and enhance the wildlife, recreational, landscape and access value of the green space network. Proposals for development that are likely to destroy or erode the character or function of the green space network will not be permitted. It is considered that the impact of the house on the site would erode the character of the network at this location, as the character of the site is woodland.

Letter of Representation

In terms of the issues raised by the Cults, Bieldside and Milltimber Community Council, the issue of green belt status has been addressed above. It is agreed that should the application be approved, it would set an undesirable precedent for applications of a similar nature which would result in the proliferation of sporadic housing in the green belt, leading to the erosion of the character of such areas and adversely affecting the landscape setting of the City.

Conclusion

The proposal conflicts fundamentally with Policy NE2 and the provisions for allowing new houses in the green belt for the reasons detailed above. The request to remove the site from the green belt designation was not accepted as part of the consideration by Reporters of objections to the ALDP. Whilst each application is assessed on its individual merits, approval of the application would undermine the underlying principle of controlling development in the green belt.

The application site is woodland that is an essential component of that part of the green belt and green space network. The fact that the site is not readily accessible to the public does not undermine the landscape value of the woodland and the importance of retaining it. Its designation as green belt and green space network reinforces the amenity value of the site as woodland that contributes significantly to landscape character and local amenity. The loss of trees on this site to accommodate the development and the pressure the development would put on the remaining trees would undermine the landscape value of the site.

Given that the approval of the proposal would be contrary to green belt policy and the duty on planning authorities to have regard to the protection of trees, it is recommended that the application be refused. Should the Committee be minded to approve that application it is recommended that a number of conditions be attached relating to landscaping, tree protection and tree management during and after construction.

RECOMMENDATION

Refuse

REASONS FOR RECOMMENDATION

(1) the proposal, if approved, would be undermine the principles of controlling development and preventing sporadic housing in the green belt, lead to the erosion of the character of such areas and adversely affect the landscape setting of the City contrary to the provisions of Policy NE2 Green Belt of the Aberdeen Local Development Plan and Scottish Planning Policy by reason that the applicant has failed to demonstrate that the house is required to provide residential accommodation for an essential agricultural or forestry worker who must be housed immediately adjacent to his place of employment.

(2) the proposal, if approved, would result in the loss of a significant number of protected trees which would be detrimental to the value and amenity of the woodland, the amenity and character of the green belt and the landscape setting of the City, contrary to Policies D6 Landscape and NE5 Trees and Woodlands of the Aberdeen Local Development Plan.

(3) that the proposal, if approved, would set an undesirable precedent for applications of a similar nature which would result in the proliferation of sporadic housing in the green belt, leading to the erosion of the character of such areas and adversely affecting the landscape setting of the City.

Dr Margaret Bochel
Head of Planning and Sustainable Development.

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CULTS BIELDSIDE AND MILLTIMBER COMMUNITY COUNCIL

290 North Deeside Road
Cults
Aberdeen
AB15 9SB
29th September 2011

Mr Garfield Prentice
Enterprise, Planning and Infrastructure
St Nicholas House
Broad Street
Aberdeen
AB10 1AR

Dear Mr Prentice,

Planning application 111108: Proposed new dwelling house with access driveway utilising existing access gateway from Craigton Road

I am writing on behalf of the Cults, Bieldside and Milltimber Community Council to comment on the above planning application.

We note that this site is denoted as green belt in the current and in the proposed local development plans. We wish to see the status of green belt upheld and would not want to see a precedent being set for building houses on green belt in this area.

Yours faithfully

Christine McKay
Planning Liaison Officer

Copy to:

Councillor Marie Boulton
Councillor Aileen Malone
Councillor Alan Milne

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ABERDEEN CITY COUNCIL

COMMITTEE	Development Management Sub-Committee
DATE	22 March 2012
LEAD HEAD OF SERVICE Margaret Bochel	DIRECTOR Gordon McIntosh
TITLE OF REPORT	Planning Digest
REPORT NUMBER	EPI/12/086

1. PURPOSE OF REPORT

1.1 To advise Committee about recent appeal decisions, recent updates in Scottish Government Planning Advice and other aspects of the planning service.

2. RECOMMENDATION

2.1 To note the outcome of the appeal decisions.

3. FINANCIAL IMPLICATIONS

3.1 There are no financial implications arising from these appeal decisions.

4. OTHER IMPLICATIONS

4.1 The report is for information and does not have any implications for any legal, resource, personnel, property, equipment, sustainability and environmental, health and safety and/or policy implications and risks.

5. BACKGROUND/MAIN ISSUES

APPEAL UPHELD

85 NEWBURGH DRIVE, BRIDGE OF DON
CHANGE OF USE OF AMENITY GROUND TO GARDEN GROUND AND ERECTION OF TIMBER FENCE
REF: 111717 / PPA-100-2034

The Development Management Sub-Committee, in accordance with officer recommendation, refused planning permission on 29th September 2011 for change of use

of Council owned amenity ground (1m x 35m) to garden ground and the erection of a timber fence at 85 Newburgh Drive.

The application was refused because it would be contrary to Policy 40 (Residential Areas) of the adopted local plan due to the unacceptable detriment it would cause to the amenity of the neighbourhood and that the proposal, if approved, would have the effect of setting a precedent for similar applications which would be difficult to resist and could result in the gradual erosion of amenity space in the area.

The report explained how the ground provides a pleasant area of amenity space within the immediate locality and forms part of the overall strategic landscaping for the wider area. The area feeds into open space and path network between Newburgh Drive and Newburgh Crescent. It was considered that allowing its incorporation into garden ground would be to the detriment of the wider public interest and only benefit a private household, which is contrary to the wider aims of the Local Plan to provide areas of open space within developments for everyone to enjoy.

The Scottish Government Reporter appointed to determine the appeal found however that the proposal would have no impact upon the residential amenity of the area. He found that the appeal site makes a negligible contribution to the value of the wider open space, due to it being a 1m strip, being partly behind an electricity substation and itself being devoid of any trees. This was found to limit any value it may have. Moreover it was considered that this particular area was one small component of an extensive network of generally larger grassed areas. The Reporter concluded that no reasonable member of the public could possibly be inconvenienced or remotely offended by the proposed development. Therefore the appeal was upheld subject to a condition relating to the fence detailing.

The appeal decision document can be viewed at
http://www.dpea.scotland.gov.uk/Documents/qJ13126/J171838.pdf

ABERDEEN LOCAL DEVELOPMENT PLAN

The Aberdeen Local Development Plan was adopted on 29 February 2012. This was the first local development plan adopted in Scotland under the new planning regulations. The Plan follows the ambitious growth targets within the Aberdeen City and Shire Structure Plan and allocated sites for 30,000 new homes and 196ha of employment land.

On a recent visit to Aberdeen, Derek Mackay, Scottish Planning Minister praised staff in the Planning and Sustainable Development Department for delivering the first Local Development Plan, at one point asking staff what it was like to work in the best planning department in Scotland!

The adoption of the Plan is an important step in ensuring that the economic prosperity of the City is maintained. The Aberdeen Local Development Plan also contains policies which meet the aims and objectives of the Structure Plan and against which planning applications are assessed.

SUPPLEMENTARY GUIDANCE ON HOUSEHOLDER DEVELOPMENTS

Later this year, as part of the adopted Aberdeen Local Development Plan, supplementary guidance on householder developments will be adopted.

Included within this document will be a set of criteria against which applications for changes of use from amenity ground will be assessed. As this document will be formerly adopted and has been subject to public consultation, should any applications for changes of use from amenity ground reach an appeal situation in the future, the document should assist the planning authority in demonstrating that we have assessed the applications in a consistent, structured and reasonable manner.

6. IMPACT

The Scottish Government has stated that an effective planning service is fundamental to achieving its central purpose of sustainable economic growth. As such the information in this report relates to a number of Single Outcome Agreement Outcomes:

1 - We live in a Scotland that is the most attractive place for doing business in Europe;
2 - We realise our full economic potential with more and better employment opportunities for our people;
10 - We live in well-designed, sustainable places where we are able to access the amenities and services we need;
12 - We value and enjoy our built and natural environment and protect it and enhance it for future generations;
13 - We take pride in a strong, fair and inclusive national identity; and
15 - Our public services are high quality, continually improving, efficient and responsive to local people's needs.

Public – The report may be of interest to the development community and certain matters referred to in the report may be of interest to the wider community.

7. BACKGROUND PAPERS

None.

8. REPORT AUTHOR DETAILS

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ABERDEEN CITY COUNCIL

COMMITTEE	Development Management Sub Committee
DATE	22 March 2012
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	North Garthdee Farm Planning Brief
REPORT NUMBER	EPI/12/087

1 PURPOSE OF REPORT

1.1 The Aberdeen Local Development Plan 2012 highlights the requirement for a Planning Brief to be produced for allocated site OP65 – North Garthdee Farm.

1.2 A brief has been produced by Ryden for the site; this has been appended to this report.

1.3 The Northgarthdee Farm Planning Brief (March 2012) can be viewed by accessing the following link:

www.aberdeencity.gov.uk/masterplanning

1.4 A hard copy of the Planning Brief is available in the Member's Library and within the Planning and Sustainable Development Service at Ground Floor North, Marischal College.

2 RECOMMENDATION(S)

2.1 It is recommended that the Committee:

2.2 (a) Adopt the North Garthdee Farm Planning Brief as interim planning advice,

(b) Agree for officers to implement the process to ratify the framework as Supplementary Guidance by the Scottish Government.

3 FINANCIAL IMPLICATIONS

3.1 There are no direct financial implications arising from this report outwith normal officer time to evaluate the Planning Brief. The developers have met the cost of preparation of the Planning Brief, including all consultation and engagement.

4 OTHER IMPLICATIONS

4.1 There are no known property, legal or equipment implications arising from this report.

4.2 The Planning Brief reduces the risk of piecemeal and inappropriate development within the site, by setting out the policies, opportunities and constraints up front.

4.3 Approving the Planning Brief will contribute to efficiencies in determining future planning applications.

4.4 In accordance with the Proposed Local Development Plan, Appendix 4, the Proposed Action Programme and the Infrastructure and Developer Contributions Manual, the Planning Brief references the need to highlights these requirements including cumulative and local transport infrastructure, public transport and walking and cycling.

4.5 A Strategic Environmental Assessment has been undertaken on the North Garthdee Farm site as part of the preparation for the proposed Aberdeen Local Development Plan.

5 BACKGROUND/MAIN ISSUES

5.1 The North Garthdee Farm site is allocated in the Aberdeen Local Development Plan for 80 homes for the period 2007 - 2016, with the requirement for a Planning Brief.

5.2 The vision for the site is –

to create a sustainable development and a community where people aspire to live,
to ensure attractive pedestrian and cycle access throughout the site and onto the Deeside Way and
to create a high quality neighbourhood, firmly rooted in the designing streets philosophy.

5.3 The Planning Brief sets out planning and design principles for the site, highlighting opportunities, constraints and policy reference. This section also highlights further studies, contributions and assessments which are required as part of a planning application.

5.4 Connectivity and accessibility are key parts of the brief, with the emphasis being on pedestrian and cycle movement, connectivity, access to public transport and minimizing private car use.

5.5 A consultation exercise was carried out by the agent on the 13 December 2011. A summary of the comments received as part of the consultation are included in Appendix 1 of the brief.

Key Issues

6 IMPACT

6.1 The site includes access to walking and cycling networks.

6.2 The Planning Brief contributes to the following Single Outcome Priorities: 1 – We live in a Scotland that is the most attractive place for doing business in Europe; 10. We live in well-designed, sustainable places where we are able to access the amenities and services we need; 12 – We value and enjoy our built and natural environment and protect and enhance it for future generations.

6.3 The proposal contributes to the 5 year Business Plan in terms of working with our partners to attract visitors, workers and investment to protect the economic future of the city, encouraging the growth of local businesses through support of existing business sectors and development of new sectors and facilitating new development projects to improve Aberdeen's living and working environment.

6.4 The proposal is consistent with the Council's Corporate Plan, in particular delivering high levels of design from all development, maintaining an up-to-date planning framework, sustainable development and open space provision.

6.5 The proposal is consistent with the Planning and Sustainable Development Service Plan, in particular engaging the community in the planning process.

7 BACKGROUND PAPERS

7.1 Aberdeen Local Developmen Plan: February 2010
http://www.aberdeencity.gov.uk/Planning/ldp/pla_local_development_plan.asp

7.2 Aberdeen Masterplanning Process 2008 (article 22, Planning Committee Minute, 6/11/08)
http://www.aberdeencity.gov.uk/Planning/pla/pla_planningbriefs.asp

8 REPORT AUTHOR DETAILS

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Residential Development of Land at North Garthdee Farm

Planning Brief

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March 2012

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REFERENCES

The following publications and guidance have been used to inform and support this planning brief and should be used for further reference:

- Scottish Planning Policy 2010
- Designing Places – A Policy Statement for Scotland 2008
- Designing Streets – A Policy Statement for Scotland 2010
- Aberdeen City and Shire Structure Plan 2009
- Aberdeen Local Development Plan 2012
- The Aberdeen Masterplanning Process 2011
- Open Space Interim Supplementary Guidance 2011
- Transport supplementary Guidance 2004
- Landscape Guidelines 2011
- NESTRANS Regional Transport Strategy/2021
- Aberdeen Local Transport Strategy 2008-2012
- Core Paths Plan 2009
- PAN 65 Planning and Open Space
- PAN 67 Housing Quality
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- PAN 72 Housing in the Countryside
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- PAN 77 Designing Safer Places
- PAN 78 Inclusive Design
- PAN 81 Community Engagement - Planning With People
- PAN 83 Masterplanning

1.0 EXECUTIVE SUMMARY

1.1 This draft planning brief has been prepared by Ryden LLP for Barratt East Scotland on behalf of David Wilson Homes to provide a strategic context and clear guidelines for the development of land at North Garthdee Farm for residential development in accordance with the Aberdeen Local Development Plan (2012) (ALDP).

RECOMMENDATIONS FOR DEVELOPMENT

- Proposals must adopt the principles of 'place making', high quality building design, high quality urban design and high quality landscape design;
- Movement to/ from and throughout the site must be designed according to the principles of 'Designing Streets' and should provide pedestrian linkage to the former Deeside Railway Line pedestrian/ cycleway and open amenity area;
- Neighbourhood open space should be a focal point of the site layout and dwellinghouses should overlook this area to take advantage of passive surveillance.

2.0 DEVELOPMENT CONTEXT

2.1 This planning brief interprets guidance from a wide range of sources; Scottish Planning Policy is Scotland's national land use policy statement and provides high level guidance for development, in addition to this Designing Places and Designing Streets also provide specific policy guidance. These documents are supplemented by subject-specific Planning Advice Notes (PAN).

2.2 All development must be in accordance with the development plan; at the time of development of the site the development plan for Aberdeen City will comprise the Aberdeen & Aberdeenshire Structure Plan (2009) and the Aberdeen Local Development Plan (2012). The Structure Plan sets a target for development to generally have no less than 30 dwellings per hectare.

ABERDEEN LOCAL DEVELOPMENT PLAN (ALDP) (2012)

2.3 The ALDP identifies this site as OP65 for the development of 80 homes in the period 2007 – 2016, subject to the preparation of a planning brief. This planning brief considers an integrated approach to site planning, urban design, sustainable transport, ecology, landscaping and community involvement to ensure the development of the site is of a high standard.

DELIVERY STRATEGY

2.4 Planning Permission will be sought in the spring of 2012. Subject to planning approval, development should commence in 2012 at a rate dictated by market circumstances, with a view to complete by 2015.



FIGURE 1: EXTRACT FROM ABERDEEN LOCAL DEVELOPMENT PLAN

3.0 SITE DESCRIPTION AND APPRAISAL

- **Location** 2.5 miles west of Aberdeen to the north of Garthdee Road, immediately east of the allotments at Pitfodels Station Road and north-west of the RGU Campus;
- **Size** 3.1 hectares;
- **Designation** Lies within the Pitfodels Conservation Area – layout and design should work with the site's topography and include landscaping appropriate to the designation;
- **Current Use** Vacant scrubland, farmhouse and yard;
- **Surrounding Uses** Mix of uses, RGU Garthdee Campus and sports facility to the south, public house and restaurant to the east, fitness club and supermarkets within 1.6km;
- **Access** Pedestrian footways run along Garthdee and Auchinyell Roads, the site is bounded by the Deeside Railway foot/ cycleway; vehicular access is via a private driveway from Garthdee Road;
- **Boundaries** Granite walls, post & wire fence, trees to north;
- **Topography** Gently undulating and generally south facing. Deeside Railway line sits at higher level than site;
- **Features** Deeside Railway line forms the northern boundary; allotments to the west; open space to the north-east and south-east, housing to the east at a higher level. The site includes Garthdee Farmhouse and trees;
- **Ecology/ Biodiversity** Scrubland, little exists on site – a row of trees have been planted for amenity of the farmhouse;
- **Service** Service connections lie within the site's vicinity;
- **Drainage** The site appears free from drainage constraints, a Drainage Impact Assessment must be undertaken;
- **Density** Using a mix of house types within the site provides an opportunity to introduce a mix of densities within the development;

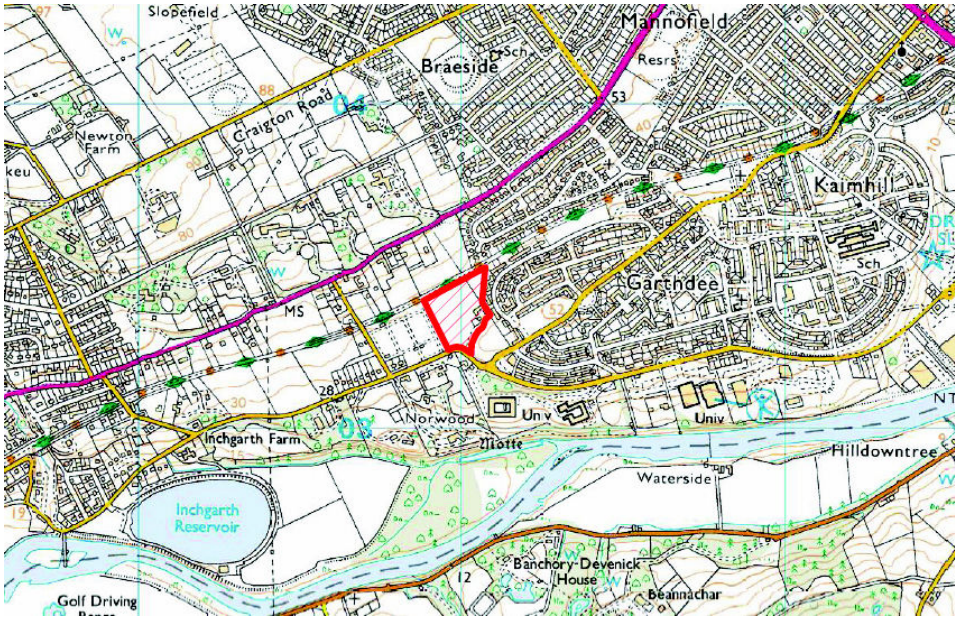


FIGURE 2: OP65 SITE LOCATION

- **Density** Using a mix of house types within the site provides an opportunity to introduce a mix of densities within the development;
- **Constraints** The existing farmhouse and derelict outbuildings on the site, the curtilage of which is bound by immature deciduous trees. A development of 80 dwellinghouses will require a secondary vehicular access into the site; in the absence of a second access capacity of the site will be limited to circa 60 dwellings;
- **Opportunities** The development will visually connect the housing in the east and the allotments to the west, providing a pedestrian and cycle link between Garthdee/ Inchgarth Road and the Deeside Railway line. The existing housing sits higher than the site, prohibiting pedestrian linkage.



FIGURE 3: SITE FEATURES - FROM AUCHINYELL RD AMENITY AREA

4.0 VISION STATEMENT

- Barratt East Scotland on behalf of David Wilson Homes strive to create sustainable development and communities where people aspire to live.

- Enabling pedestrian and cycle accessibility through the site from the former Deeside Railway line pedestrian/ cycleway to the north between Garthdee Road and the RGU campus to the south is a priority. Attractive pedestrian and cycle linkages will be formed from the Railway line into and through the site to connect with Garthdee/ Inchgarth Road to the south.

- Using high quality materials, attention to detail and a natural palette of colours, the development should respect the Pitfodels Conservation area. North Garthdee Farm should provide areas of neighbourhood open space and pedestrian-friendly streets, firmly rooted in the Designing Streets philosophy, where streets should end in streets and have central open space, rather than cul-de-sacs.

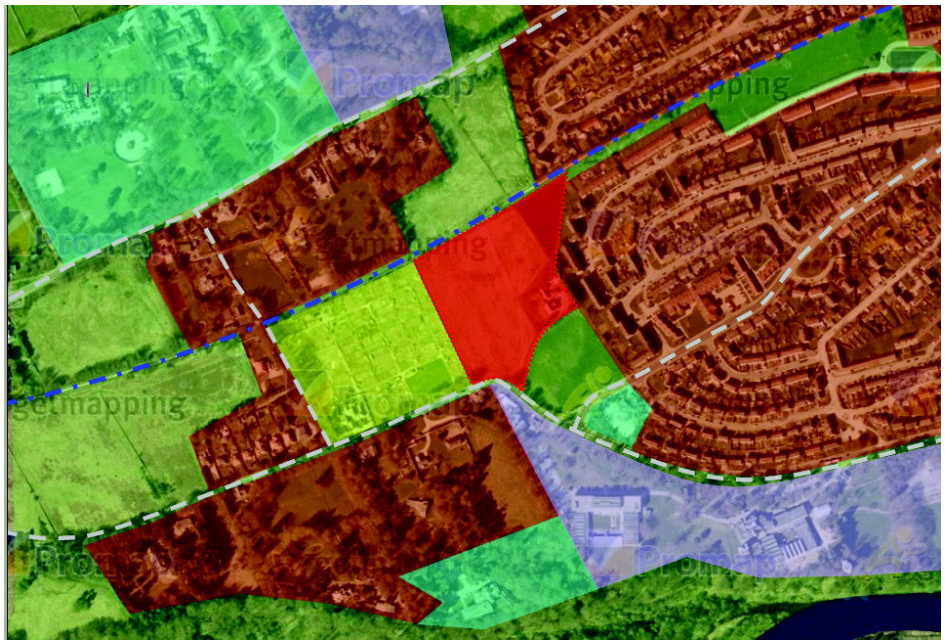
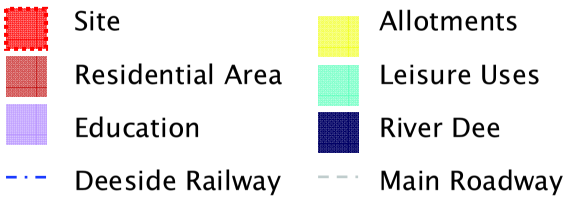


FIGURE 4: SITE CONTEXT

Key:



5.0 PLANNING AND DESIGN PRINCIPLES

5.1 The development will provide high quality family homes to address the requirement within the city, including a mix of types and sizes. The development will feature streets, squares and with active street frontages focussed around neighbourhood open space. The internal layout and connections to the wider area should give priority to pedestrians- in line with *Designing Places* and *Designing Streets*. A Design and Access Statement will accompany any future planning application.

- **Character & Identity** Important aspects include open space, pedestrian priority, interaction with the railway line and enhancement of the Pitfodels Conservation Area. The development will be designed to a high standard and incorporate high quality materials and design features, appropriate for the Conservation Area setting; the development should be of a traditional scale and mass, resulting in a traditional neighbourhood setting laid out into streets and squares rather than cul-de-sacs.
- **Scale & Density** Dwellings will be a maximum of 3 storeys in height, at a density in the range of 20 – 30 dwellings per hectare. The land along Morrison Drive to the east lies at a higher level; at this point 3-storey dwellings will be more readily absorbed into the landscape.
- **Overlooking** Dwellings should be laid out on site to respect neighbouring privacy in accordance with the ALDP. Dwellings will face onto the street and open space to fully utilise passive surveillance to increase safety.
- **Open Space** It is likely that the open space provided onsite will be neighbourhood open space. Located at the heart of the development and overlooked by housing, the space will serve a range of recreational uses, per the Council's Open Space guidelines, providing landscaping and recreation for the development and the immediate neighbourhood.
- **Landscaping** Natural boundary materials and reuse of granite from existing buildings will enhance the existing dykes; hard and soft indigenous landscaping will emphasise connectivity with surrounding areas and Green Space Network (figure 5). The trees on site have been planted in recent years for the privacy of the dwellinghouse. A tree survey, landscaping scheme and management plan required as part of any planning application, the Council's guidelines can be found here.
- **Sustainability** The site is south facing, design must maximise solar gain and the benefits of energy efficient and local materials to create a low-carbon development is fundamental and will be considered at all design/development stages.
- **Affordable Housing** The ALDP requires the affordable housing to comprise no less than 25% of the total units.
- **Developer Contributions** Through the Action Programme and Infrastructure & Developer Contributions Manual proportionate contributions are sought towards: water and sewage infrastructure; core paths and local walking/ cycling networks; Kaimhill Primary School (dependent on capacity); local healthcare; and local and strategic infrastructure, the latter through the Strategic Transport Fund.
- **Existing Buildings** Conservation Area consent will be sought for the removal of existing buildings; ALDP policy D4 requires the granite to form part of the new development.
- **Other Considerations** Drainage Impact Assessment, Sustainable Urban Drainage Systems, topographical survey, tree survey and management plan, waste/recycling storage consideration and construction waste surveys and management plans will support any planning application. Direct pedestrian linkages to the allotments are not proposed to maintain their security.

CONNECTIVITY AND ACCESSIBILITY

5.2 Access and connectivity will be one of the guiding principles of the site layout, maximising accessibility and circulation both to, from and throughout the site. The layout will be designed in accordance with the principles of Designing Streets (2008), including, shared surfaces, varying widths, use of street furniture and attention to speed reduction and parking spaces. Emphasis should be on pedestrian and cycle movement and connectivity, access to public transport and minimising private car use.

- **Pedestrian & Cycle** The site is well-connected to the surrounding area with excellent pedestrian and cycle connectivity along the former Deeside Railway (aspirational) core path; footpath links to integrate these existing routes with the development are required
- **Public Transport** Bus Stops to and from the city centre and RGU Campus are located within 400m of the site on Auchinyell and Garthdee Roads
- **Vehicular** Access is obtained from Garthdee Road at the south of the site. Early discussion is required with the Council's Roads Department regarding junction arrangements and traffic assessment and appropriate mitigation of any impacts.
- **Car Parking** Should be provided in line with the parking standards set out in the Transport Supplementary Guidance
- **Green Travel Plan** GTP guidance on sustainable travel should be agreed with the Council's Sustainable Travel team and provided to all new residents
- **Community** Pupils will attend Kaimhill Primary School and Harlaw Academy; subject to any rezoning exercise
- **Allotments** The drystane dyke along western boundary will keep the residential site and allotments seperate.



FIGURE 5: INDICATIVE CONNECTIVITY DIAGRAM

Key:

- David Wilson Homes Site
- Main Road
- Deeside Railway Pedestrian/ Cycle Way
- Pedestrian/ Cycle Site Access / Desire Lines
- Vehicular Site Access
- Indicative Street Layout
- Central Open Space/ Amenity Area
- Bus Stops

6.0 DEVELOPMENT GUIDELINES

AGENCIES

6.1 Consultation with the Councils Roads and Transport department is strongly recommended in the early stages of design of the development; other relevant consultees include Scottish Environmental Protection Agency, Scottish Natural Heritage, Grampian Police Architectural Liaison Officer, emergency and other services.

PRE-APPLICATION CONSULTATION

6.2 Development over 50 dwellings is classed as a 'major development'; developers require to submit a Proposal of Application Notice (PoAN) with the Council and Community Council at least 12-weeks prior to the submission of a planning application. Developers are required to undertake statutory Pre-application Consultation with the community and submit a report of consultation at the time of application for planning permission.

6.3 A PoAN has been submitted to Aberdeen City Council and the community consultation on the development proposals ran in tandem with the consultation on the development brief on 13 December 2011.

6.4 Subject to adoption of this brief as supplementary guidance and completion of supporting studies it is anticipated that an application for planning permission will be submitted in quarter 1 of 2012, along with a report of consultation which will discuss comments received from the community consultation and demonstrate how they have been incorporated into the development where appropriate.

6.5 Subject to planning and other consents, development should commence in 2012; it is anticipated that the site will be developed in a single phase at a rate of build dictated by market conditions.

APPENDIX 1: COMMUNICATION AND ENGAGEMENT

PLANNING BRIEF

6.6 In line with the steps set out in the Council's Masterplanning Supplementary Guidance the draft brief drew together Scottish Planning Policy and guidance, approved Structure and Local Plan policy, the Aberdeen Local Development Plan, existing and proposed Supplementary Guidance and the infrastructure requirements highlighted by third parties. The draft brief related these policies and guidelines in the context of the site, its constraints and opportunities to provide a clear set of development guidelines.

6.7 Following consultation with the Council's Capacity Building Officer the proposed development strategy and public consultation process were presented and discussed with Garthdee Community Council at their meeting of 8th November 2011. In addition Braeside and Mannofield Community Council were sent an invitation to attend the event and given the option of a presentation. Posters advertising the date and venue of the drop-in public consultation exhibition were displayed in Inchgarth Community Centre and Kaimhill Primary School and distributed to shops in the Garthdee area; the event was advertised in the Evening Express on 5th December 2011; and leaflets were also delivered to Kaimhill Primary School on 8th December 2011 for the pupils to take home.

6.8 The drop-in exhibition ran from 4 - 8pm on 13th December 2011 at Inchgarth Community Centre and exhibited both the planning brief and the initial design proposals; representatives of Ryden, Halliday Fraser Munro, Barratt East Scotland and David Wilson Homes were on-hand to discuss the development strategy, planning brief and initial proposals with the local community.

6.9 Feedback forms were provided and comments sought on the night, by post and email; 40 written responses were received.

6.10 Around 20 members of the public attended the exhibition, the split between residents of the Garthdee ward and the Cults, Bieldside & Milltimber (CBM) ward was even. In discussion with attendees, those from the CBM ward sought the reservation of part of the site for a link road connecting North Deeside Road and Garthdee Road, as the current roads linking these routes were not designed to carry the amount of traffic currently using them and are traffic-calmed. The residents of the Garthdee ward however were against an additional road bringing traffic on to Garthdee Road and increasing traffic through the area, which would further exacerbate any traffic increases they anticipate from the consolidation of the RGU campus at Garthdee.

6.11 Of responses received, one response was received from a resident of the Garthdee ward; 32 formal responses were received from residents of the CBM ward; 7 responses had no postal address. 20no. of the responses contained the same bullet points, of these 5 were the responses with no postal address, therefore it is assumed that at least 37 of the 40 responses were from residents of the CBM ward.

6.12 The response from the Garthdee ward was the only response to the planning brief received on the feedback form provided:

- Postitive aspects of Garthdee and its surroundings?: Local green space and vicinity of the Railway Line, river Dee and green belt linking the two (between Garthdee and Cults).
- Connection and integration with the existing settlement?: Access Road taken from Auchinyell Road and paths to old Railway Line and link to Garthdee Road Pavement.
- Importance of improved public transport provision to the site?: N/A – so close to buses at Auchinyell Road and Garthdee Road
- Key landscape characteristics and environmental qualities: Open space to the south, west and north – with grassed knoll, allotments and green belt land

6.13 Additional Comments: We've got to be realistic and accept that this land is not going to be merely landscaped. Housing is the lesser of two evils – the other being a main link road between North Deeside Road and Garthdee Road.

6.14 The 39 remaining responses raised the following:

- The developer should be required to set aside part of the site for a link road between North Deeside Road and Garthdee;
- The developer should make a financial contribution to the new road;
- The developer should be required to be responsible for the building of the part of the road between Inchgarth Road and the old railway line.

6.15 The draft brief was amended to incorporate the comments at 7.7 relating the development of the site. The site is allocated in the Adopted Local Development Plan for residential development and no provision of a link road is required.

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