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To: All Members of the Development Management Sub Committee

Town House,
ABERDEEN, 16 May 2012

DEVELOPMENT MANAGEMENT SUB COMMITTEE

The Members of the **DEVELOPMENT MANAGEMENT SUB COMMITTEE** are requested to meet in the Council Chamber, Town House on **THURSDAY, 24 MAY 2012 at 10.00am.**

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 Development Management Sub Committee of 19 April 2012 (Pages 1 - 20)
- 1.2 Minute of Meeting of Development Management Sub Committee (Visits) of 26 April 2012 (Pages 21 - 22)

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

WHERE THE RECOMMENDATION IS ONE OF APPROVAL

- 2.1 Craigieburn House, 163 Springfield Road, Aberdeen - Demolition of Craigieburn House, Provision of 44 Sheltered Apartments together with Communal Facilities, Car Parking and Landscaping (Pages 23 - 56)
Reference Number - 120105
- 2.2 Lower Baads, Peterculter - Permanent Use of Site for Helicopter Flying and Training (Pages 57 - 74)
Reference Number - 111147

- 2.3 Whitemyres Farm, Lang Stracht, Aberdeen - Temporary Mast Extension (Pages 75 - 80)
Reference Number - 120430
- 2.4 Park Street / Constitution Street, Aberdeen - Excavation of trenches and laying of district heating mains between existing mains at Park Street and Constitution Street (Pages 81 - 84)
Reference Number - 120455
- 2.5 Site 15/16 Stoneywood Park, Farburn Industrial Estate - Extension to test assembly workshop, new machine shop and car parking (Pages 85 - 94)
Reference Number - 120284
- 2.6 Ferryhill Community Centre, Albury Road - Extension of Existing Building (Pages 95 - 98)
Reference Number - 120328
- 2.7 3 Whitehall Road, Aberdeen - Proposed variation to condition 1 of planning permission reference P111438 to allow installation of 4 plate electric oven (Pages 99 - 104)
Reference Number - 120324

WHERE THE RECOMMENDATION IS ONE OF REFUSAL

- 3.1 Allan Park - Erection of 60 No. Dwelling Houses and Flats and Associated Works (Pages 105 - 124)
- 3.2 4 Bayview Road, Aberdeen - Demolition of garage and outhouse and formation of 2 bed dwelling with associated parking (Pages 125 - 164)
Reference Number - 120238

OTHER REPORTS

- 4.1 Kingswells Prime 4 Business Park, Phases 2 and 3 Masterplan Report (Pages 165 - 180)

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

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ABERDEEN, 19 April 2012. Minute of Meeting of the DEVELOPMENT MANAGEMENT SUB COMMITTEE. Present:- Councillor Dean, Convener; Councillor Corall, Vice-Convener; and Councillors Adam, Boulton, Cormie, Donnelly (as substitute for Councillor Allan), Jaffrey, MacGregor, Penny and Yuill.

The agenda and reports associated with the minute can be found at:-
<http://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=348&MId=2289&Ver=4>

MINUTE OF MEETING OF THE DEVELOPMENT MANAGEMENT SUB COMMITTEE OF 22 MARCH 2012

1. The Sub Committee had before it the minute of its previous meeting of 22 March, 2012.

The Sub Committee resolved:-
to approve the minute.

MINUTE OF MEETING OF THE DEVELOPMENT MANAGEMENT SUB COMMITTEE (VISITS) OF 30 MARCH 2012

2. The Sub Committee had before it the minute of the meeting of the Development Management Sub Committee (Visits) of 30 March, 2012.

The Sub Committee resolved:-
to approve the minute.

FORMER SUMMERHILL ACADEMY, LANG STRACHT, ABERDEEN - PROPOSED CLASS 1 FOOD STORE - 111468

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 a proposed Class 1 (Food Store) Development, car parking, petrol filling station, means of access, landscaping and associated works at the former Summerhill Academy site, Lang Stracht, Aberdeen, subject to the completion of a legal agreement with the following conditions:-

(1) 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. (2) Prior to the commencement of any development on site a comprehensive Travel Plan that sets out proposals for reducing dependency on the private car shall be submitted to and approved in writing by the planning authority, in consultation with

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Transport Scotland. The Travel Plan shall identify measures to be implemented; the system of management, monitoring, review and reporting; and the duration of the plan. (3) Prior to the occupation of any part of the development the modifications to the A90(T)/Kings Gate roundabout, generally in accordance with figure 9.13 of the SKM Colin Buchanan Transport Assessment dated September 2011, together with timing adjustments to the A90(T)/Lang Stracht signal junction, shall be implemented, or a contribution in lieu of the physical works made to Transport Scotland, to the satisfaction of the planning authority, after consultation with Transport Scotland. (4) That prior to the commencement of the development hereby approved the operator shall submit to and have agreed in writing with the planning authority a management plan for the routing of construction vehicles to and from the site which shall subsequently be implemented in accordance with the agreed scheme. For the avoidance of doubt all construction vehicles shall be required to access and exit the site using the main entrance on Stronsay Drive via Lang Stracht/A944 and North Anderson Drive/A90(T) only. (5) That for the avoidance of doubt this planning consent hereby granted shall be strictly for 6,331 sq. metres floor area only (this provision shall allow for 3,383 square metres or thereby of trading floorspace and 2,948 square metres non-trading floorspace within the store) and that any permitted development rights by virtue of S26 (2)(a)(i) of the Town and Country Planning (Scotland) Act 1997 are hereby removed. (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 drawing No. AL(0)06 RevE 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. (7) That all planting, seeding and turfing comprised in the approved scheme of landscaping shall be carried out in the first planting season following the completion of the development and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a size and species similar to those originally required to be planted, or in accordance with such other scheme as may be submitted to and approved in writing for the purpose by the planning authority. (8) 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. (9) 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:

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2010 "Recommendations for Tree Work" before the building hereby approved is first occupied. (10) 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. (11) 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]. (12) 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. (13) Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the planning authority. The submitted plan shall include details of - *management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'* The Bird Hazard Management Plan shall be implemented as approved, on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the planning authority. (14) That the development hereby permitted shall not be brought into use until the zero/low

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carbon equipment has been installed in full accordance with the details shown on the approved plans. (15) That none of the units hereby granted planning permission shall be occupied unless the cycle storage facilities as shown on drawing no. AL(0)06 RevE have been provided. (16) 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. (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. (18) That the development hereby granted planning consent shall not be occupied until the following road improvements have been implemented to the satisfaction of the planning authority:- (1) The Stronsay Drive/Stronsay Place/Eday Road junction shall be signalised in accordance with the engineering details shown on SKM Colin Buchanan Drawing No. VN19877_02_SK001 and (2) The Stronsay Drive/Kings Gate junction shall be signalised in accordance with the engineering details shown on SKM Colin Buchanan Drawing No. VN19877_02_SK002 which works shall include the banning of right turns at Kings Gate/Westholme Avenue. (19) That the operational hours for this development shall be restricted as follows unless agreed in writing with the planning authority:- The Petrol Filling Station opening hours shall be between 07:00am to 11:00pm. The store opening hours shall be between 7:00am to 11:00pm. The Car/jetwash/vacuum activity shall be restricted to the hours of 7:00am to 10:00pm and all delivery activity shall be restricted to between 6:00am and 11:00pm. (20) That prior to the occupation of the development hereby approved the measures as identified in the applicants Acoustic Impact Assessment dated 23 September 2011 relative to this application shall be installed and operational unless otherwise agreed in writing with the local planning authority.

Prior to considering the report the Sub Committee heard from Mrs Selbie, Senior Solicitor, Legal and Democratic Services, who advised that there had been a legal challenge by Tesco Stores Limited who sought to quash the Local Development Plan, and to suspend it on an interim basis, pending a full Hearing. This would have consequences for this Application and indeed all other Applications for any sort of development in the near future.

The question of Interim Orders was heard in Court on 13 April 2012, and Interim Orders were refused.

As matters stand, therefore, the Local Development Plan is still the framework against which all Applications should be considered.

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Mrs Selbie further advised that Members should consider the circumstances of the particular case, the existence of the legal challenge, and the possible outcomes of the judicial process.

Matters to be considered were:-

1. The stage reached in the other process.
2. The timescale for the determination of the process.
3. The centrality or otherwise of the issue to be determined in that process to the decision whether or not to issue the planning permission under consideration.
4. The assessment of the prospects of success of the challenge in that process.
5. The consequences of the determination in that process for the validity of the planning permission."

Looking at the particulars here:-

1. Interim Orders have been refused. The Local Development Plan is not suspended meantime.
2. A Substantive Hearing is to be fixed, and this may be around October.
3. If the Local Development Plan is quashed, what would that mean for the planning analysis and recommendations in the report? Dr Bochel the Head of Planning and Sustainable Development can advise in detail, but it is understood that the recommendation would remain the same.
4. Legal advice is robust that the Council is likely to be successful in defending the legal challenge.
5. Even if the Local Development Plan is quashed, and the 2008 Local Plan revived, what would the consequences be for the consideration of this Application? Again Dr Bochel can advise, but it is understood that there is no material difference in the planning assessment, whether the 2008 Plan or the 2012 Plan is used.

The Sub Committee then heard from Dr Bochel, who advised that the Planning and Sustainable Development Section had not done a detailed evaluation of the application against the 2008 Local Plan because as far as the Council was concerned the 2012 Local Plan is the adopted Local Development Plan and therefore the one against which

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the Sub Committee should be evaluating the application. However the only substantive difference between the two plans was that the 2008 Plan allocated the Tesco site at Rousay Drive as a District Centre once it has been completed and occupied, which has not yet been done. The same policy considerations would however apply. In both Plans the sites have a residential allocation, albeit that in the 2008 Plan the Tesco site is identified as an opportunity site whilst the Summerhill site, which is currently under consideration, was not.

There followed a series of questions by members relating to traffic, the impact to cyclists, and the retail impact of two potential stores in the area.

The Sub Committee then heard from Councillor Jennifer Stewart as a local member of a neighbouring ward who expressed concerns of residents in the area regarding the traffic implications if the proposal was to be approved. She enquired whether the Travel Plan detailed in the report could be amended to condition the requirement of the applicant to operate minibuses for elderly residents in the area to take them to and from the proposed site.

The Convener moved, seconded by Councillor Donnelly:-
that the Sub Committee approve the recommendations contained in the report.

Councillor Yuill moved as an amendment:-
that the Sub Committee defer consideration of the application for one cycle to allow further discussion between the applicant, planning officers and the Aberdeen Cycle Forum to look at the concerns raised by the Forum in relation to the transportation elements of the application.

Councillor Yuill failed to receive a seconder for his amendment, therefore, the amendment was not put to the vote.

Councillor Boulton moved as an amendment:-
that the Sub Committee refuse the application due to the accumulative impact the application would have on residents and businesses in the area and due to the traffic congestion the proposal would generate and the impact the proposal would have on cyclists in the area due to the proposals for the cycle lane and the removal of part of the bus lane.

Councillor Boulton failed to receive a seconder for her amendment, therefore, the amendment was not put to the vote.

The Sub Committee resolved:-

- (i) to approve the recommendation contained in the report; and

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- (ii) to request that further discussions be held between the applicant and planning officers with regard to a possible amendment to the Travel Plan as detailed by Councillor Jennifer Stewart.

66 MALCOLM ROAD, PETERCULTER - 120172

4. 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 demolition of an existing dwellinghouse and the erection of a new 3 bedroom detached dwellinghouse with integral garage at 66 Malcolm Road, Peterculter, subject to the following conditions:-

(1) That the dwellinghouse hereby granted planning permission shall not be occupied unless a scheme for the provision of foul sewerage and wholesome water facilities has been submitted to and approved in writing by the planning authority and that the said scheme has been implemented. (2) That no development shall take place unless a scheme of all drainage works designed to meet the requirements of Sustainable Urban Drainage Systems has been submitted to and approved in writing by the planning authority and thereafter no part of the development shall be occupied unless the drainage has been installed in complete accordance with the said scheme. (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. None of the buildings hereby granted planning permission shall be occupied unless the said scheme has been implemented in its entirety. (4) That no development shall take place unless samples of all external finishing materials to the roof and walls of the development hereby approved have 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. (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]. (6) That the building 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. (7) That no development pursuant to the planning permission hereby approved shall be carried out unless there has been submitted to and approved

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in writing for the purpose by the planning authority a detailed scheme of landscaping for the front garden area of the site, which scheme shall include indications of all hard and soft landscaping.

The Sub Committee resolved:-
to approve the recommendation.

124 NORTH DEESIDE ROAD, PETERCULTER - 111196

5. 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 proposed residential development comprising demolition of existing building and erection of 11 new build flats and associated car parking at 124 North Deeside Road, Peterculter, subject to the following conditions and the withholding of the issue of the consent document until the applicant has entered into a binding agreement with the Council to secure the planning gain contribution:-

(1) That the development hereby approved shall not be occupied unless the car parking areas hereby granted planning permission have been constructed, drained, laid-out and demarcated in accordance with Drawing No. 1012D 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. (2) 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. (3) 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. (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

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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]. (5) That none of the units hereby granted planning permission shall 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 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. (7) 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. (8) 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. (9) That no development shall take place unless there has been submitted to and agreed in writing by the planning authority a noise assessment report by a suitably qualified noise consultant that ascertains the impact on the occupants of the proposed development arising from noise generated by traffic on North Deeside Road. The noise assessment report shall be in accordance with Planning Advice Note (PAN) 1/2011 'Planning and Noise' and its accompanying Technical Advice Note and shall identify the likely sources of noise and indicate the measures to reasonably protect the amenity of the occupants of the development from all such sources of noise that have been identified.

The Sub Committee discussed the application and the possibility of visiting the site.

The Vice-Convenor moved as a procedural motion, seconded by Councillor Donnelly:- that the application be determined this day.

On a division, there voted:- for the procedural motion (5) – the Vice-Convenor; and Councillors Cormie, Donnelly, MacGregor and Penny; against the procedural motion (5) – The Convenor; and Councillors Adam, Boulton, Jaffrey and Yuill.

There being an equality of votes and in terms of Standing Order 15(5) the Convenor had a casting vote. The Convenor used her casting vote against the procedural motion.

The Sub Committee resolved:-

to defer the consideration of the application meantime to enable members to visit the site.

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39 DEEVIEW ROAD SOUTH, CULTS - 111716

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 a proposed replacement dwellinghouse at 39 Deevview Road South, Cults, subject to the following conditions:-

(1) 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. (2) That the ensuite window in the west facing elevation of the house hereby approved shall not be fitted otherwise than with with obscure glass unless the planning authority has given prior written approval for a variation. (3) 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. (4) 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. (5) 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. (6) 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.

The Sub Committee then discussed the application and the possibility of visiting the site.

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The Vice-Convenor moved as a procedural motion, seconded by Councillor Donnelly:-
that the application be determined this day.

On a division, there voted:- for the procedural motion (6) – the Convenor; the Vice-Convenor; and Councillors Cormie, Donnelly, Jaffrey and Penny; against the procedural motion (4) – Councillors Adam, Boulton, MacGregor and Yuill.

The Sub Committee resolved:-

to determine the application this day.

In terms of Standing Order 15(6), Councillor Boulton entered her dissent to the above resolution.

The Convenor moved, seconded by the Vice-Convenor:-
that the recommendations in the report be approved.

Councillor Boulton moved as an amendment:-

that the application be refused as it was contrary to the protection of the City's granite heritage, it was out of character in the area, it would affect the amenity of local residents due to its height and represented over development of the site.

Councillor Boulton failed to receive a seconder and therefore her amendment was not put to the vote.

The Sub Committee resolved:-

to approve the recommendation contained in the report.

LAUREL DRIVE, DANESTONE, ABERDEEN - 120109

7. 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 erection of a 17.5m high monopole supporting Vodafone and Telefonica antennae, transmission dish and equipment cabinet at Laurel Drive, Danestone, subject to the following condition:-

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 one month of such removal.

The Sub Committee discussed the application and the possibility of visiting the site.

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The Vice-Convenor moved as a procedural motion, seconded by Councillor Donnelly:-
that the application be determined this day.

On a division, there voted:- for the procedural motion (6) – the Convenor; the Vice-Convenor; and Councillors Cormie, Donnelly, Jaffrey and Penny; against the procedural motion (4) – Councillors Adam, Boulton, MacGregor and Yuill.

The Sub Committee resolved:-

- (i) to determine the application this day; and
- (ii) to approve the recommendations contained in the report.

ABERDEENSHIRE CRICKET CLUB, MORNINGSIDE ROAD - 111670

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 construction of a new cricket store within the cricket grounds with two self-contained apartments above and one being designated as groundsman's dwelling at Aberdeenshire Cricket Club, Morningside Road, Mannofield, Aberdeen, subject to the following conditions:-

- (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.
- (2) That no development shall take place unless a scheme of all drainage works designed to meet the requirements of Sustainable Urban Drainage Systems has been submitted to and approved in writing by the planning authority and thereafter no part of the development shall be occupied unless the drainage has been installed in complete accordance with the said scheme.
- (3) 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].

The Sub Committee heard from Councillor Yuill as a local member for the ward as well as a substantive member of the Sub Committee. Councillor Yuill outlined concerns raised by residents in the area regarding the height, scale and finish of the application.

Councillor Yuill then declared an interest in the application due to his social membership of Aberdeenshire Cricket Club and withdrew from the Chamber during the detailed discussion on the application.

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The Sub Committee resolved:-
to approve the recommendation.

ELMBANK TERRACE, ABERDEEN - 120059

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 erection of a (Class 7) student accommodation building, consisting of seven individual studio apartments at Elmbank Terrace, Aberdeen, subject to the following conditions and withholding the issue of the consent document until such time as the applicant has entered into a binding legal agreement requiring the delivery of on-street car parking and restricting occupation of the building during term-times to students in full-time occupation:-

- (1) That no development pursuant to this planning permission shall take place, nor shall any part of the development hereby approved be occupied, unless there has been submitted to and approved in writing by the planning authority, a detailed scheme of site and plot boundary enclosures for the entire development hereby granted planning permission. None of the buildings hereby granted planning permission shall be occupied unless the said scheme has been implemented in its entirety.
- (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.
- (3) 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.
- (4) 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.
- (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

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(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]. (6) 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. (7) 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 of the noise levels likely within the building, 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 building. The property shall not be occupied unless the said measures have been implemented in full. (8) 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. (9) That no solar panels shall be installed on the roof of the approved building until such time as detailed specifications have been submitted to, and approved in writing by, the planning authority.

The Sub Committee were circulated with the following additional conditions:-

The Council's Keeper of Archaeology had requested that the following condition be attached to any consent issued – no development shall take place within the area indicated (in this case the area of the whole development) until the

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applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the planning authority. The programme of archaeological work will include all necessary post excavation and publication work.

The following condition was also recommended to be attached to this application to cover submission of details of low zero carbon equipment – 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.

The Sub Committee resolved:-

- (i) to approve the recommendations contained in the report; and
- (ii) to approve the additional conditions circulated.

THE COURTYARD, UNIT 1, NORTH DEESIDE ROAD, CULTS - 111915

10. 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 change of use from Class 1 (Retail) to a pizza delivery/hot food takeaway establishment (Sui-Generis) with installation of extraction/ventilation and compressors at The Courtyard, Unit 1, North Deeside Road, Cults, Aberdeen, subject to the following conditions:-

- (1) 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 of the noise levels likely from all external plant. 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 property shall not be occupied unless the said measures have been implemented in full.
- (2) 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.
- (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.
- (4) That, except as the planning authority may otherwise agree in writing, no construction or demolition

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work shall take place: (a) outwith the hours of 7.00 am to 7.00 pm Mondays to Fridays; (b) outwith the hours of 8.00 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].

The Sub Committee resolved:-
to approve the recommendation.

GROATS ROAD, ABERDEEN - 120131

11. 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 erection of six 16m high floodlights to an existing rugby football pitch at Groats Road, Aberdeen.

The Sub Committee resolved:-
to approve the recommendation.

236 HOLBURN STREET, ABERDEEN - 120100

12. 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 removal of condition 5 from planning consent reference 97/2151 in order to allow unrestricted preparation of hot food on the premises of 236 Holburn Street, Aberdeen, subject to the following conditions:-

(1) That no deep-fat frying shall be carried out on the premises. (2) That hot food shall not be sold from the premises other than during the hours from 7.00 am until 12.00 midnight.

The Sub Committee resolved:-
to approve the recommendation.

225 NORTH DEESIDE ROAD, PETERCULTER - 120193

13. 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 retrospective change of use from class 1 to mixed use classes 1 and 3, including an outdoor seating area at 225 North Deeside Road, Peterculter, Aberdeen, subject to the following conditions:-

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(1) That the premises shall not operate other than during the hours from 8.00 am until 8.00 pm, Mondays to Saturdays inclusive and from 1.00pm until 6.00pm on a Sunday, unless the planning authority has given prior written approval for a variation. (2) That no frying operations shall be carried out on the premises, unless the planning authority has given prior written approval for a variation. (3) That the use hereby granted planning permission shall not take place unless provision has been made within the outdoor seating area for 1 no. sheffield cycle stand unless otherwise agreed in writing with the planning authority.

The Sub Committee resolved:-

- (i) to amend the wording for condition 1 contained in the report as follows: "That the premises shall not be open to customers other than during the hours from 8.00 am until 9.00 pm, Mondays to Fridays inclusive, 8.00 am until 8.00 pm on a Saturday and from 10.30 am until 6.00 pm on a Sunday unless the planning authority has given prior written approval for a variation; and
- (ii) to otherwise approve the recommendation contained in the report.

40-42 THISTLE STREET, ABERDEEN - 120314

14. 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 proposed change of use from a dress shop (class 1) to eat-in licensed restaurant (class 3) at 40-42 Thistle 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 refuse storage and storage of recyclates in accordance with a scheme which has been submitted to and approved in writing by the planning authority. (3) That, notwithstanding the use of the premises as a restaurant hereby approved, no cooking/frying operations or hot food preparation shall be carried out on the premises other than in complete accordance with the written appendix to the permission hereby granted, as referred to in the agent's letter dated 24/2/12, unless the planning authority has given prior written approval for a variation. (4) That the restaurant hereby approved shall not operate outwith the hours from 8.00 am until 11.00 pm on any day, unless the planning authority has given prior written approval for a variation.

The Sub Committee resolved:-

to approve the recommendation contained in the report.

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ROYAL ABERDEEN GOLF CLUB, LINKS ROAD, BRIDGE OF DON - 120093

15. 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 a proposed toilet block near to the 7th green / 8th tee at the Royal Aberdeen Golf Club, Links Road, Bridge of Don, Aberdeen, subject to the following conditions:-

- (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, and those of the external hard surface, 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 no solar panels shall be installed on the roof of the approved building until such time as detailed specifications have been submitted to, and approved in writing by, the planning authority.

The Sub Committee resolved:-

to approve the recommendation.

NORTH GARTHDEE FARM PLANNING BRIEF - EPI/12/101

16. With reference to article 27 of the minute of meeting of the Sub Committee of 22 March, 2012, the Sub Committee had before it a report by the Head of Planning and Sustainable Development which presented the Planning Brief for North Garthdee Farm for adoption.

The report recommended:-

that the Sub Committee –

- (a) adopt the North Garthdee Farm Planning Brief as interim planning advice; and
- (b) instruct officers to implement the process to ratify the Planning Brief as Supplementary Guidance to the Aberdeen Local Development Plan by the Scottish Government.

The Sub Committee resolved:-

to approve the recommendation contained in the report.

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ROBERT GORDON UNIVERSITY CITY CENTRE CAMPUS - PLANNING BRIEF - EPI/12/102

17. The Sub Committee had before it for approval a report by the Head of Planning and Sustainable Development which presented the Planning Brief for the Robert Gordon University city centre campus for adoption.

The report recommended:-

that the Sub Committee –

- (a) adopt the Robert Gordon University City Centre Campus Planning Brief as interim planning advice, subject to two minor textual changes; and
- (b) instruct officers to implement the process to ratify the Planning Brief as Supplementary Guidance to the Aberdeen Local Development Plan by the Scottish Government.

The Sub Committee resolved:-

to approve the recommendations contained in the report.

PLANNING DIGEST - EPI/12/103

18. The Sub Committee had before it a report by the Head of Planning and Sustainable Development which advised members about the recent adoption by Scottish Ministers of supplementary guidance documents prepared by the Council in connection with the new Aberdeen Local Development Plan.

The Sub Committee resolved:-

to note the report.

STONEYWOOD ESTATE - STONEYWOOD - 110790

19. With reference to article 7 of the minute of meeting of the Sub Committee of 29 September, 2011, the Sub Committee heard the Head of Planning and Sustainable Development request that she be granted delegated powers to reword a condition in the application at Stoneywood (110790) which would relate to the undertaking of a contaminated land survey at one of the plots at the site rather than all of the plots as previously agreed by the Sub Committee at its meeting in September, 2011.

The Sub Committee resolved:-

to grant delegated powers to the Head of Planning and Sustainable Development as detailed above.

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VALEDICTORY

20. The Convener, on the occasion of the final meeting of the Sub Committee prior to the Local Government elections in May thanked all members of the Sub Committee for their commitment and hard work over the last five years. She explained that the Sub Committee had been ably supported by the Head of Planning and Sustainable Development and her team and also officials in the roads and the environmental health sections. She thanked them all for their dedication and hard work on behalf of the Sub Committee.

The Sub Committee resolved:-

to concur with the remarks of the Convener and thanked her for her hard work and commitment to the Sub Committee.

- Katharine Dean, Convener.

DEVELOPMENT MANAGEMENT SUB COMMITTEE (VISITS)

ABERDEEN, 26 April 2012. Minute of Meeting of DEVELOPMENT MANAGEMENT SUB COMMITTEE (VISITS). Present:- Councillor Dean, Convener; Councillor Corall, Vice-Convener; and Councillors Boulton, Jaffrey and Penny.

The agenda and reports associated with this minute can be found at:-

<http://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=152&MId=2453&Ver=4>

124 NORTH DEESIDE ROAD, PETERCULTER - 111196

1. With reference to Article 5 of the minute of meeting of the Development Management Sub Committee of 19 April 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 for the proposed residential development comprising demolition of the existing building and erection of 11 new build flats and associated car parking, subject to the following conditions, and the withholding of the issue of the consent document until the applicant has entered into a binding agreement with the Council to secure the planning gain contribution:-

- (1) That the development hereby approved shall not be occupied unless the car parking areas hereby granted planning permission have been constructed, drained, laid-out and demarcated in accordance with Drawing No. 1012D 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;
- (2) 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;
- (3) 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 five 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;
- (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 7.00am 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]; (5) That none of the units hereby granted planning permission shall 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 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; (7) 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; (8) 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; and (9) That no development shall take place unless there has been submitted to and agreed in writing by the planning authority a noise assessment report by a suitably qualified noise consultant that ascertains the impact on the occupants of the proposed development arising from noise generated by traffic on North Deeside Road. The noise assessment report shall be in accordance with Planning Advice Note (PAN) 1/2011 'Planning and Noise' and its accompanying Technical Advice Note and shall identify the likely sources of noise and indicate the measures to reasonably protect the amenity of the occupants of the development from all such sources of noise that have been identified.

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

That the application be approved in accordance with the recommendations contained within the report.

Councillor Boulton moved as an amendment:-

That the application be deferred to enable officers to discuss with the applicant the possibility of additional car parking spaces being included.

Councillor Boulton's amendment failed to attract a seconder and was therefore not put to the meeting.

Councillor Boulton moved as an amendment:-

That the application be refused on grounds of insufficient parking in relation to the size of the development.

Councillor Boulton's amendment failed to attract a seconder and was therefore not put to the meeting.

The Sub Committee resolved:-

that the application be approved in accordance with the recommendations contained within the report.

- KATHARINE DEAN, Convener.

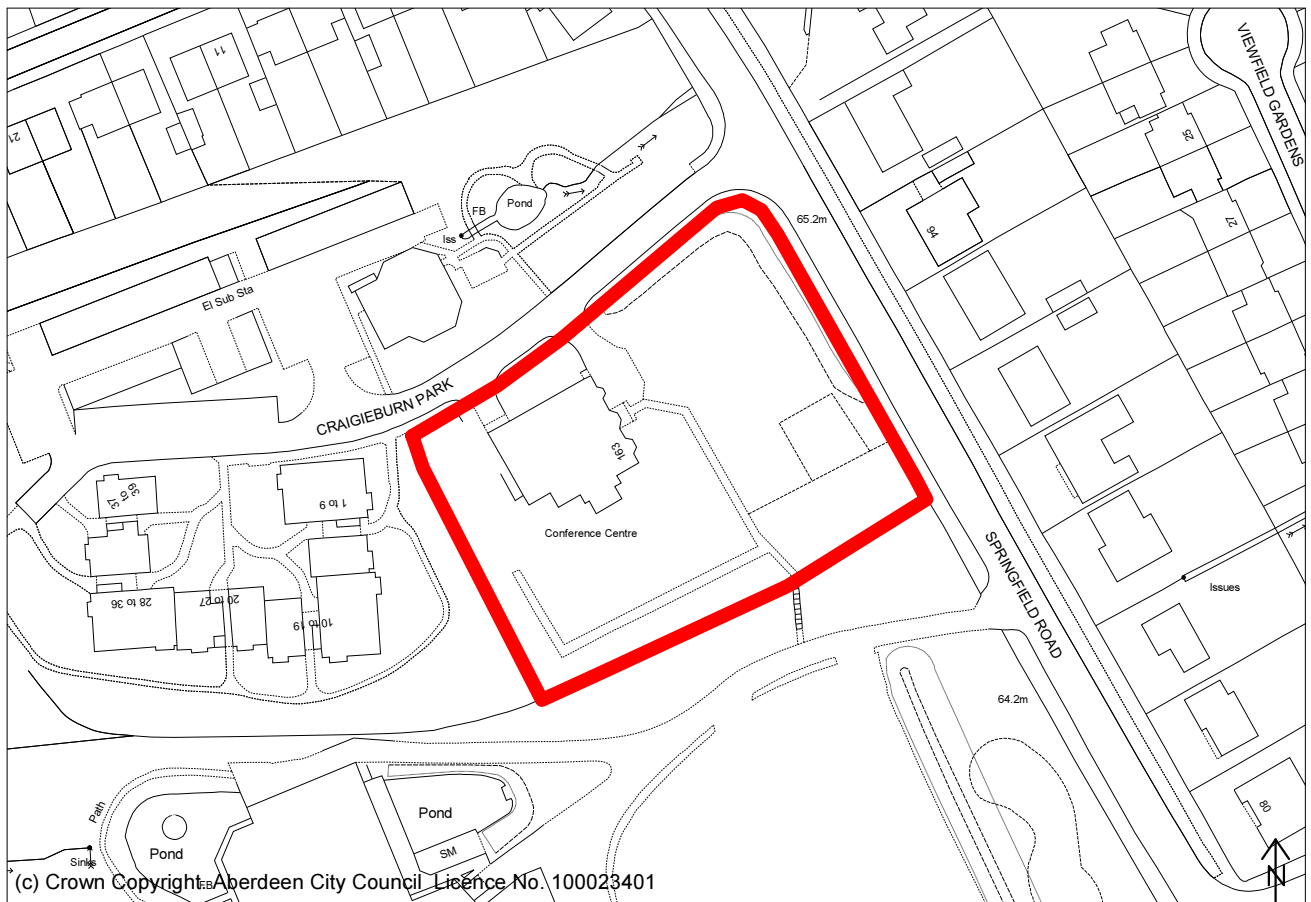
Agenda Item 2.1

CRAIGIEBURN HOUSE, 163 SPRINGFIELD ROAD,
ABERDEEN

DEMOLITION OF CRAIGIEBURN HOUSE,
PROVISION OF 44 SHELTERED APARTMENTS FOR
THE ELDERLY TOGETHER WITH COMMUNAL
FACILITIES, CAR PARKING AND LANDSCAPING

For: McCarthy & Stone Retirement Lifestyles Ltd

Application Ref.	: P120105	Advert	: Full Notify not poss.
Application Date	: 23/01/2012	(neighbours)	
Officer	: Garfield Prentice	Advertised on	: 15/02/2012
Ward: Hazlehead/Ashley/Queen's Cross(J		Committee Date	: 24 May 2012
Corall/M Greig/J Stewart/R Thomson)		Community Council	: Comments



RECOMMENDATION: To approve the application, subject to conditions, but to withhold issue of the consent document until the applicant has entered in to a legal agreement with the Council to (1) to restrict the age of the residents occupying the development and (2) to secure the planning gain contribution.

DESCRIPTION

The site is located on the west side of Springfield Road, immediately to the north of the Hilton Treetops Hotel and adjacent to Craigieburn Park, the access road to which adjoins the north boundary. The site extends to 0.5 hectares and is elevated 2-3 metres above Springfield Road. It comprises a 2½ storey large detached granite building that has previously been altered and extended, positioned close to the north boundary and 45 metres back from Springfield Road. It is currently used for conference facilities associated with the adjoining hotel. There are approximately 140 trees on or immediately adjacent to the site, the majority of which are located near to the east and south boundaries, which screen the site from Springfield Road. There is a variety of tree species including beech, Norway spruce, sycamore and sitka spruce. Many of the trees close to the south boundary are 25-28 metres high. Vehicular and pedestrian access into the site is from Craigieburn Park. A footpath and steps also lead from the site into the adjoining hotel car park.

The surrounding area is primarily residential in character and contains a range of house styles, although the predominant type is detached and semi-detached granite-built properties dating from the 1950s. However, to the west of the site is Craigieburn Park which comprises several blocks of flats mostly of 3 storeys dating from the 1980s. To the south is the Hilton Treetops Hotel which is a large 3 and 4 storey building set some 100 metres back from Springfield Road with a substantial car parking area to the front.

HISTORY

Detailed planning permission was granted on 18th October 2011 for the demolition of the existing granite property and the construction of a 5 storey building comprising 27 flats, together with parking for 52 vehicles. The planning permission has not been implemented.

PROPOSAL

Detailed planning permission is sought for the redevelopment of the site for provision of 44 sheltered apartments for the elderly together with communal facilities, car parking and landscaping. The proposal would involve the demolition of the existing granite property and the construction of a 5 storey building. The building would be roughly rectangular in shape, positioned towards the centre of the site and orientated to face towards the access road Craigieburn Park. It would be set back from Springfield Road by 22 metres and from the access road to Craigieburn Park by between 19 and 28 metres. It would measure 49 metres by 27 metres at its widest point and attain a maximum height of 15.5 metres. The building would be of contemporary design and finished in a mix of granite, white smooth render and timber-effect cladding on the walls. Stainless steel metal framed balconies would be provided for the majority of the flats on the upper floors. It is proposed to provide 24 one-bedroom and 20 two-bedroom apartments. The proposal would also include a laundry room, resident's lounge, guest suite and sunroom and a roof terrace.

The applicant has stated a willingness to enter into a legal agreement to restrict the age of the residents to those 60 or over (or in the case of a couple, one resident to be 60 or older and the partner to be at least 55 years old).

The car park would be provided in the area between the proposed building and the access road to Craigieburn Park. A total of 29 parking spaces would be provided with the drawings indicating that further 4 parking spaces could be provided in the future if required. Access would be from Craigieburn Park, approximately 60 metres from its junction with Springfield Road. Pedestrian access would be provided from both Craigieburn Park and through the grounds of the adjacent hotel.

A Tree Survey was submitted in support of the planning application. It identifies work required to a number of trees for health and tree management reasons, including the felling of 19 trees of which 10 trees are small specimens (less than 6 metres high) and 1 tree is dead. The larger trees are between 8 and 25 metres high, the tallest trees being 3 Sitka Spruce trees. A long and densely planted line of Lawson Cypress trees on the south and east boundaries would also be removed together with a small grouping in the north west corner. Landscaped gardens would be provided around the proposed building.

A Planning Statement, a Design and Access Statement, a Community Consultation Report, a Site Investigation Report, a Drainage Statement and an External Lighting Specification report have also been submitted in support of the planning application.

REASON FOR REFERRAL TO SUB-COMMITTEE

The application has been referred to the Sub-committee because the proposal has attracted six or more letters of objection from the public and an objection from Craigiebuckler & Seafield Community Council. Accordingly, the application falls outwith the scope of the Council's Scheme of Delegation

CONSULTATIONS

ROADS SECTION – Parking for this type of development is not covered by the current car parking standards and ideally 1 parking space should be provided for each apartment. However, 33 car parking spaces, at a ratio of 0.75 spaces per apartment would be acceptable. It is noted that the applicant has provided 31 parking spaces, a shortfall of 2 spaces from the desired level of parking. It is considered that a shortfall of 2 parking spaces would not have a significant effect on parking in the area and thus the proposed parking is adequate to serve the development. Such a level of parking has been proven to be adequate for similar developments. Satisfied that the drainage proposals for the site are in line with SUDS principles and an adequate level of treatment can be achieved. A confirmation letter from Scottish Water agreeing to the proposed discharge rate should be submitted.

ENVIRONMENTAL HEALTH – In order to protect the residents of the adjacent domestic properties the hours of construction should be controlled.

PLANNING GAIN – Planning gain contributions are sought for the provision and/or enhancement of community and library facilities and the core path network.

COMMUNITY COUNCIL – Craigiebuckler and Seafield Community Council objects to the proposal. The proposed 5 storey apartment block would be one storey higher than the existing adjacent blocks of flats. There would be an adverse visual impact on the site because the proposal would not be in keeping with other buildings set in landscaped grounds and enhanced by mature deciduous trees. Springfield Road is characterised by low level single storey domestic dwellings of architectural styles that were prevalent in the period from 1935 to 1960. Approving the application would set a precedent for further multi-storey buildings in the area. The proposal would result in the loss of an architecturally aesthetic granite building and would be replaced with a building of inferior quality.

REPRESENTATIONS

11 letters of objection have been received, including one letter on behalf of the Craigieburn residents. The objections relate to the following matters:

- The proposed 5 storey building is excessive for the locality
- The design and finishing materials of the proposed building
- Concerns regarding the adequacy of the tree screening/landscaping
- Loss of privacy for residents in Craigieburn Park
- Loss of light
- Increased noise disturbance for existing residents
- The increase in the number of units compared to the previous
- Additional traffic and carbon emissions generated by the development
- Increased risk of accidents due to the additional traffic
- The lack of car parking provision and the resultant problems of overspill parking
- There is no provision for emergency and service vehicles
- Exacerbation of existing problems with access onto Springfield Road
- The demolition of the existing granite building, which would be contrary to the local development plan
- The density of development would be an overdevelopment of the site
- Impact on the water table in the locality and possible flooding
- Impact on wildlife on the site
- The trees on the site should be retained
- The site is not a 'brownfield' site
- No provision of recycling facilities

It has been suggested in one representation that the granite from the existing building should be used for the gable end of the new building that fronts onto Springfield Road. Noise disruption during construction of the development and the impact on views from existing properties in Craigieburn Park have also been raised but these are not relevant planning considerations.

PLANNING POLICY

National 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 policy relating to housing is a relevant material consideration.

Aberdeen City and Shire Structure Plan

The Structure Plan sets out the key objectives for the growth of the City and Aberdeenshire, including the following objectives:

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.

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.

Aberdeen Local Development Plan

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.

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, (4) when necessary to accommodate car parking within a private court the parking must not dominate the space, (5) individual flats or houses shall be designed to make the most of opportunities offered by the site for views and sunlight, (6) development proposals shall include measures to design out crime and design in safety and (7) external lighting shall take into account residential amenity and minimise light spillage into adjoining areas and the sky.

Policy D4 - Aberdeen's Granite Heritage

The City Council will encourage the retention of granite buildings throughout the city, even if not listed or in a conservation area. Conversion and adaption of redundant granite buildings will be favoured. Where a large or locally significant granite building that is not listed or in a conservation area is demolished, the City Council will expect the original granite to be used on the principal elevations of the replacement building.

Policy H1 - Residential Areas

Within existing residential areas 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, (3) does not result in the loss of valuable and valued areas of open space, (4) complies with Supplementary Guidance on Curtilage Splits.

Policy NE5 – Tree 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. Appropriate measures should be taken for the protection and long term management of existing trees and new planting both during and after construction.

Policy NE6 – Flooding and Drainage

Development will not be permitted if it would increase the risk of flooding (a) by reducing the ability of a functional flood plain to store and convey water, (b) through the discharge of additional surface water, or (c) by harming flood defences.

Policy R7 - Low and Zero Carbon buildings

All new buildings, in meeting building regulations energy requirements, must install low and zero-carbon generating technology to reduce the predicted carbon dioxide emissions by at least 15% below 2007 building standards.

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. Scottish Planning Policy is also relevant material consideration. SPP states 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 planning system should proactively support development that will contribute to sustainable economic growth and to high quality sustainable places. Furthermore, the aim should be to create places with a distinct character and identity. SPP also states that planning authorities should take a positive approach to development. It is in this context that the application requires to be assessed.

The proposal constitutes a 'local development' as defined by the Town and Country Planning (Hierarchy of Development) (Scotland) Regulations 2009. Although not required by the Development Management Regulations, the applicant nevertheless undertook pre-application consultation with the local community. A public meeting/exhibition was held on 11th November 2011 to which approximately 360 residents living in close proximity to the site were invited by letter and provided with a newsletter about the proposal. The event was also advertised in the local newspaper. The meeting was attended by at least 22 neighbouring residents, three Elected Members, one MSP and

representatives of Craigiebuckler and Seafield Community Council. The Community Consultation Report submitted by the applicant summarises the responses/comments made by those who attended. 55 feedback forms were returned to the appointed agents for the applicant. 49 (89%) respondents were very supportive or supportive about the proposal, while 5 (9%) respondents were neutral and 1 respondent was not sure. 45 (82%) respondents think there is a need for more retirement housing in the local area and 52 (94%) respondents think the proposal is a good use for the site. 7 respondents expressed reservations that the number of parking spaces is not enough. 3 respondents expressed concern at the demolition of the existing building and the same number said the proposed development was too high.

Principle of Residential Use

The local development plan identifies the site as residential. The grant of planning permission for 27 flats in October 2011 has established the principle of redeveloping the site for residential use. Accordingly, this application requires to be assessed and determined in terms of the specific details of the proposal.

Design, Scale and Form of the Development

The design statement submitted by the applicant draws attention to the fact that the site is ideally located for a sheltered housing development due to *"its close proximity to a wide variety of facilities, which are essential for older people's independence and well-being"*. It also states that the proposed building has been set back from each site boundary and the position and design of the car parking carefully considered to allow the existing mature trees to be retained. The Design Statement states further that *"the proposal has also been carefully designed to respect the heights of the neighbouring buildings with a top floor that is stepped back to minimise the appearance of the overall scale. The stepping back of the upper floor also articulates the building and forms areas for private roof terraces and a communal sunroom...."* It also draws attention to the high quality materials of new granite, render, timber, zinc and stainless steel that would be used on the building.

The proposed development would comprise a single 5 storey roughly rectangular shaped building set back from the road behind the existing mature trees, largely screening the development from Springfield Road. The Council has already accepted that a 5 storey building is suitable on this site through the grant of the previous planning permission. The surrounding area is primarily residential in character and contains a range of house styles, although the predominant types are 1½ storey detached and semi-detached granite-built properties dating from the 1950s, generally located between 5 and 10 metres back from the road. However, on the west side of Springfield Road in the vicinity of the application site, the street takes on a different character. From the Hilton Treetops hotel northwards is the application site, then a small wooded area, a few detached houses, a petrol filling station and a church, beyond which is the open space of Walker Dam. This is in contrast to the more formal pattern of development that typifies the remainder of Springfield Road.

To the west of the site is Craigieburn Park which comprises several blocks of flats mostly of 3 storeys dating from the 1980s. The hotel, immediately to the south, is a large 3 and 4 storey building set some 100 metres back from Springfield Road with a substantial car park to the front. Although the proposed building would be larger than the previously approved scheme, it is considered that the proposed development, in terms of its layout and scale of building, would sit comfortably within and complement the character of the surrounding area.

The design of the proposed building is of a high standard. The finishing materials, a mix of granite, render, timber and zinc, would generally be of good quality. Policy D1 of the local development plan requires new development to be designed with due consideration to its context and make a positive contribution to its setting. The design of the proposed development would respect the surrounding character and context and would sit well within the treed character of the site. It would make a positive contribution to its setting and as such would comply with Policy D1.

The proposed development would result in a density of 88 residential units to the hectare, which would be substantially higher than that for the surrounding area. Nevertheless, it would comply with the structure plan, which seeks to achieve “*no less than 30 dwellings per hectare*”. Policy H3 ‘Density’ of the local development plan also indicates that a minimum density of 30 dwellings per hectare should be achieved. Although the density would be high it would be achieved whilst still providing a good quality residential environment with an appropriate standard of amenity and satisfactory levels of open space.

Policy D2 of the local development plan lists the design and layout criteria that should be met in new residential developments. The proposal generally satisfies most of the criteria. In particular, the proposal does not raise any privacy issues; all residents would have access to outdoor sitting areas and in many cases also to balconies or private terraces; and the parking area would not dominate the spaces around the building, with substantial areas of landscaping and garden being provided. The external lighting specification submitted by the applicant demonstrates that the lighting proposed should not unduly impact on the surrounding areas or on the amenity of the adjacent residents.

The Climate Change (Scotland) Act 2009 requires planning authorities to act in a way best calculated to contribute to the delivery of the emissions targets in the Act and in a way that it considers is most sustainable. SPP advises “*The design of new development should address the causes of climate change by minimising carbon and other greenhouse gas emissions*”. In addition to the use of microgenerating and renewable energy systems, SPP highlights the significant contribution that energy efficient designed buildings can make towards reducing emissions. The Council’s SPG requires new developments to incorporate on-site low and zero carbon equipment contributing at least an extra 15% reduction in CO2 emissions beyond the 2007 Building Regulations carbon dioxide emissions standard. The applicant has provided a report that demonstrates carbon dioxide emissions would be reduced by up to 20% beyond the 2007 Regulations through the energy efficiency measures and the fabric of the building. The Council’s

supplementary guidance (SG) 'Low and Zero Carbon Buildings', which sits alongside Policy R7 of the local development plan requires that half of the CO2 reduction is to be achieved through the use of low and zero carbon generating technologies. However, the SG states the policy can be relaxed when it can be demonstrated that the development would achieve a CO2 saving greater than required by the current Building Regulations. In this case, the target reduction would be exceeded and thus the approach proposed by the applicant is satisfactory.

Visual Impact of the Development

The proposed building would be located behind mature trees, when viewed from Springfield Road. Many of the trees just beyond the south boundary and within the grounds of the hotel are 24-28 metres high which allowing for the difference in site levels, would be significantly higher than the proposed building. These trees would provide an effective screen, especially in full leaf, when approaching the development from the south. The trees to the north are smaller, but nevertheless would screen the majority of the building when viewed from the north. The top part of the building may appear above the tree line when seen from that direction. During winter months the building would be visible from Springfield Road. However, the proposed building has been designed to a high standard and would complement and contribute positively to the character and streetscape on this part of Springfield Road. It would not be detrimental to the appearance of the local area.

Loss of the Granite Buildings

Policy D4 of the local development plan seeks to encourage the retention of granite buildings throughout the City, even if not listed or in a conservation area. Conversion and adaption of redundant granite buildings will be favoured. Where a large or locally significant granite building that is not listed or in a conservation area is demolished, the Council will expect the original granite to be used on the principal elevations of the replacement building. The proposed development would require the existing granite building to be demolished. However, the demolition of the building does not, in itself, require planning permission.

Whilst the proposal would involve the loss of a locally significant granite building, the Council has previously accepted the demolition of the building through the grant of planning permission for 27 flats on the site. Accordingly, it would not be appropriate to refuse this proposal on the basis of the loss of the building. However Policy D4 therefore indicates the original granite should be used on the replacement building. The contemporary design of the proposed building does not lend itself to the re-use of the granite. Indeed, it would potentially detract from the overall quality of the building. It would be very challenging, if not impossible to incorporate the granite into the design. Instead it is proposed to re-use some of the granite for landscaping features and walls within the garden areas.

Impact on Trees and the Landscape Character of the Site

There are approximately 140 trees on or immediately adjacent to the site, the majority of which are located near to the east and south boundaries, which

partially screen the site from Springfield Road. There is a variety of tree species including beech, Norway spruce, sycamore and sitka spruce. Many of the trees close to the south boundary are 25-28 metres high. The Tree Survey identifies the felling of 19 trees of which 10 trees are small specimens (less than 6 metres high) and 1 tree is dead. The larger trees are between 8 and 25 metres high, the tallest trees being 3 Sitka Spruce trees. A long and densely planted line of Lawson Cypress trees on the south and east boundaries would also be removed together with a small grouping in the north west corner. Landscaped gardens would be provided around the building. The applicant has submitted a detailed landscaping scheme that includes the planting of 15 deciduous trees and 9 conifer trees. Approximately 1,500 sqm of landscaping/garden areas would be provided. This figure excludes the densely planted areas along the frontage with Springfield Road. Given the relatively small number of trees to felled and the proposal to provide replacement tree planting, there would be no significant impact on the landscape character of the site. Accordingly, the proposal complies with Policy NE5 of the local development plan.

Traffic Impacts, Access Arrangements and Car parking

It is proposed to provide 31 parking spaces within the site which is 2 spaces below the desired level of parking. However, the roads officer has advised that the shortfall should not have a significant effect and thus the parking provision is acceptable. There is no reason to expect overspill parking to occur on adjacent streets. The location of the entrance off Craigieburn Park is acceptable. Appropriate and sufficient pedestrian access would be provided. Adequate visibility can be provided at the junction of Craigieburn Park and Springfield Road. The roads officer has raised no concerns regarding the additional number of vehicles on the local road network. It is unlikely that the additional traffic would cause any significant congestion or delay on the adjacent roads. The roads officer has raised no concerns regarding the servicing arrangements for the development.

Impact on Residential Character and Amenity

The potential effects the proposal could have on residential amenity include the impacts on privacy, daylight/sunlight, noise disturbance and light pollution. In terms of privacy, the window to window separation in relation to the properties in Craigieburn Park and on Springfield Road is at least 45 metres and 29 metres respectively, which is significantly greater than the minimum standard to ensure privacy is maintained. In addition, the trees along the Springfield Road frontage would provide further protection for the adjacent residents. The existence of the large mature trees and the distance the proposed building would be from any nearby residential properties should ensure that there would be no measurable impact on either the amount of daylight or sunlight reaching those properties. Inevitably, there would be more activity on the site as a result of constructing 44 sheltered apartments. However, any disturbance arising therefrom would not be of sufficient magnitude to affect the amenity of the neighbouring residents to the extent that would justify refusal of the application. Some additional light pollution would arise from the building and the communal grounds, but the impact would not be significant.

Other Relevant Planning Matters Raised in Written Representations

Concerns that the development would impact on the water table and worsen existing drainage problems in Craigieburn Park – It is the responsibility of the developer to ensure that a development can be adequately drained and that it does not result in water run-off into adjacent areas. The Drainage Statement submitted by the applicant concludes that by implementing the measures in the report, the proposed development would not be at risk of flooding, nor would it increase the risk of flooding in the neighbouring areas. Thus the proposal complies with Policy NE6 of the local development plan.

The impact on wildlife – The site is not subject to any statutory or non-statutory wildlife designations and is of limited wildlife value. The trees are the important natural resource on the site, which for the most part would not be affected by the proposal.

The site is not a 'brownfield' site – The Council has already accepted the principle of residential development on the site and thus its classification as brownfield or otherwise is not relevant.

No provision of recycling facilities – Adequate refuse storage facilities would be provided on the site. The development would satisfy the recycling collection scheme that operates in that part of the City.

Proposed Legal Agreement

A legal agreement is required to (1) to restrict the age of the residents to those 60 years or over (or in the case of a couple, one resident to be 60 or older and the partner to be at least 55 years old) and (2) to secure the planning gain contribution to be used for the provision and/or enhancement of community and library facilities and the core path network.

Conclusion

The application site is designated as residential in the Aberdeen Local Development Plan. Planning permission was granted in October 2011 for a residential development comprising 27 flats. Thus the principle of a residential development on the site has been established. As set out in the evaluation, the proposal complies with most of the relevant policies in the local development plan. It would also support the key objectives of the structure plan. The scale and layout of the development are acceptable. The quality of the design of the buildings would be of a high standard. The proposal would not impact significantly on residential amenity or public safety. For these reasons, the application is recommended for approval subject to the conditions listed below and the completion of a legal agreement.

RECOMMENDATION

To approve the application, subject to conditions, but to withhold issue of the consent document until the applicant has entered in to a legal

agreement with the Council to (1) to restrict the age of the residents occupying the development and (2) to secure the planning gain contribution.

REASONS FOR RECOMMENDATION

The application site is designated as residential in the Aberdeen Local Development Plan. Planning permission was granted in October 2011 for a residential development on the site. Thus the principle of a residential development on the site has been established. The proposal complies with most of the relevant policies in the local development plan. It would also support the key objectives of the structure plan. The scale and layout of the development are acceptable. The quality of the design of the buildings would be of a high standard. The proposal would not impact significantly on residential amenity or public safety.

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

(1) that the development hereby approved shall not be occupied unless the car parking areas hereby granted planning permission have been constructed, drained, laid-out and demarcated in accordance with Drawing No. 1812.PL1.03 of the plans hereby approved or such other drawing as may subsequently be submitted and approved in writing by the planning authority. Such areas shall not thereafter be used for any other purpose other than the purpose of the parking of cars ancillary to the development and use thereby granted approval - in the interests of public safety and the free flow of traffic.

(2) that all planting, seeding and turfing comprised in the scheme of landscaping shown on Drawing No. 1812.PL1.10 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.

(3) that no development shall take place unless the scheme for the protection of all trees to be retained on the site during construction works, as shown on Drawing No. 7701/02A or any other such scheme as may have been approved by the planning authority, has been implemented in full - in order to ensure adequate protection for the trees on site during the construction of the development.

(4) 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.

(5) 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.

(6) 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.

(7) 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.

(8) that the development hereby approved shall not be brought into use until the carbon dioxide reduction measures in the NHBC Report, dated 30 March 2012 (reference ERHTA25476) have been installed in full accordance with the details specified in the said report - to ensure this development complies with the on-site carbon emissions target outlined in Scottish Planning Policy (SPP) and specified in the City Council's adopted Supplementary Guidance, 'Low and Zero Carbon Buildings'.

Dr Margaret Bochel

Head of Planning and Sustainable Development.

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From: PI
To: Garfield Prentice; Marion Findlay
Date: 2/13/2012 9:44 am
Subject: Fwd: Planning Application No: P120105 - Detailed Planning Permission to Demolish Craigieburn House, Provision for 44 Sheltered Apartments for the Elderly together with Communal Facilities, Car Parking and Landscaping

Good Morning,

This is saved and on the web, needs to be input to APP.
Thanks

RobV

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

Email address: PI@aberdeencity.gov.uk
Tel: 01224 523470
Minicom: 01224 522381
DX 529452 Aberdeen 9
www.aberdeencity.gov.uk

>>> On 11/02/2012 at 17:25, in message <SNT116-W62C23C297FA2722B10063CB3790@phx.gbl>, william sell
wrote:

CRAIGIEBUCKLER AND SEAFIELD COMMUNITY COUNCIL

Dear Sir/Madam

We object to the above referenced planning application for the following reasons:

The proposed 5 storey apartment block is one storey higher than the existing blocks of flats.

It will have an adverse visual impact on the site because it will not be in keeping with its surroundings which consist of low level apartment blocks in traditionally landscaped grounds, the ambience of which is enhanced by mature deciduous trees.

Springfield Road is bordered along its entire length mainly by low level single storey, domestic dwellings of architectural styles that were prevalent in the period from 1935 to 1960. The proposed building is multi-storey and therefore of a height that will cause it to contrast adversely with the building types that are sited on Springfield Road and the surrounding area. In the event of planning permission being granted, a precedent for the construction of further multi-storey buildings of a similar type on land bordering Springfield Road or in Craigiebuckler, Countesswells, Airyhall and Mannofield will be created.

It is architecturally inferior to the Georgian granite building it is intended to replace.

The planning application proposes the loss of an architecturally aesthetic granite building.

Yours sincerely
William Sell
Chair.



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

Tel

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

17 February 2012

Dear Dr Bochel

**P120105 – Cragieburn House, 163 Springfield Road – Demolition of
Cragieburn House and erection of 44 sheltered apartments.**

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

The five storey height is considered excessive for the locality. We also have reservations about the adequacy of tree screening proposed.

We would also like to suggest that the granite from the existing house is used for the gable end of the new building that fronts onto Springfield Road.

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

Yours sincerely

Alastair Struthers

19 Craigieburn Park

Aberdeen

AB15 7SG

20th Feb 2012

OBJECTIONS to Proposed Development at Craigieburn House, 163 Springfield Road, Aberdeen AB15 7SD (Application Number 120105)

Dear Sirs,

I wish to lodge my objections to the Proposed Development at Craigieburn House, 163 Springfield Road, Aberdeen AB15 7SD.

I live at 19, Craigieburn Park, Aberdeen AB15 7SG and my property directly looks onto Craigieburn House and my view is going to be directly obscured by this new development, especially when the existing trees are felled. My privacy is going to be affected greatly.

I object to the proposed INCREASE in the number of sheltered apartments from the previous plan.

I object to the lack of parking provision for the number of flats – I imagine that the majority of the inhabitants will still own a car and where are they going to put these cars? Where are all the visitors to the inhabitants going to park? - on Springfield Road?

On the grounds of Health and Safety I object as I saw no provision for an Emergency Vehicle parking area.

I object to the disruption and noise that the building of these new flats is going to create.

I object to the problems that are going to be ongoing during the building stage with construction vehicles in an already congested area. It is already sometimes problematic to gain access to Springfield Road at busy times of day – waiting up to ten minutes to exit is not unusual when the road is busy.

I would appreciate an acknowledgement of my list of objections.

Yours sincerely,



Patricia McConnachie(Mrs)

PI - Planning Application Reference 120105

From: Bob Garrov
To: <pi@aberdeencity.gov.uk>
Date: 17/02/2012 16:32
Subject: Planning Application Reference 120105
Attachments: PlanAppRef120105_RSG.pdf

Objection / Representation on Application Reference 120105 attached.

Regards,

Bob

R S Garrov
4 Mossbank Avenue
Milngavie
Glasgow G62 8NL

Tel:-1

City Development Services Letters of Representation	
Application Number	120105
RECEIVED 20 FEB 2012	
Officer (Name)	Officer (South)
Case Officer Initials:	GDP
Date Acknowledged:	21/02/12

**Objection / Representation by R S Garrow owner of 12 Craigieburn Park Aberdeen AB15 7SG
an adjoining property with a window facing the application site.**

Page 1 of 2

Permission is given for this representation to be open to public view.

This representation will be made by attaching this document in PDF file format to an e mail to
pi@aberdeencity.gov.uk.

Application Reference:120105

Local Authority Reference:

Proposal Description: Demolition of Craigieburn House and erection of 44 flats

Application type: Detailed Planning Permission

Address: Craigieburn House 163 Springfield Road

Aberdeen

Post code: AB15 7SD

Local Policy and Guidance

Aberdeen's Granite Heritage

This application to demolish an existing granite mansion is contrary to the proposed Local Development Plan approved by the Council in August 2010, which at 3.25 states "The City Council will encourage the retention of granite buildings throughout the City, even if not listed or in a conservation area. Conversion and adaptation of redundant granite buildings will be favoured."

Materials

The proposed Local Development Plan approved by the Council in August 2010, states at 3.25 "Where a large or locally significant granite building that is not listed or in a conservation area is demolished, the City Council will expect the original granite to be used on the principal elevations of the replacement building"

This application breaches the Local Policy and Guidance on retaining the granite building, which failing using the original granite on the principal elevations of the replacement building

Impact on Amenity

Density

The proposed Local Development Plan approved by the Council in August 2010, states at 3.22 "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."

and

The proposed Local Development Plan approved by the Council in August 2010, at 3.42 states "The City Council will seek an appropriate density of development on all housing allocations and windfall sites..."

This application provides for 44 dwellings in roughly half a hectare. This density is more than double the density of adjoining Craigieburn Park which, by rough eyeball measure, has 65 dwellings in about three times the area.

Height

The illustrations with this application show a background of trees roughly the height of a nine storey building.

The application is for a five storey building. This is one storey higher than the existing Craigieburn Park buildings which are on slightly lower ground and further back from Springfield Road.. The Treetops Hilton hotel is five storeys in part but is both on lower again ground and much further from Springfield Road. Opposite on Springfield Road is one and a half and two storey traditional style housing.

These houses opposite will lose privacy by being overlooked by five storey flats on higher ground. The Craigieburn Park flats on the Craigieburn House side will also lose privacy by being overlooked.

In winter when the mature beech tree screen between Craigieburn House and the Hilton Treetops Hotel is bare the proposed building, at the top of the steep bank, will be very prominent when viewed coming along Springfield Road from the hotel side. Also these trees are of an age when at any time the loss of a single tree might disturb the structural integrity of the whole woodland strip.

I suggest the scale of this building will lead to a general loss of amenity to the surrounding area with several local homes suffering severe loss of privacy.

Impact on access, parking or road safety

There is no Roads Officer comment yet available on this application.

From Roads Officer comments on the previous Conditional Consent Reference 091105 for this site a development of 44 Flats would appear to require a provision of 1.5 parking spaces for 1 bedroom flats and 2 parking spaces for 2 bedroom flats. This produces 66 spaces if all 44 were 1 bedroom flats. As there are 2 bedroom flats in this application the required provision will be higher than 66 but less than 88. 29 spaces are proposed on the application.

The applicant has presented the likely age profile of the residents in these 44 flats. I suggest that the continuing trend of increasing good health of well off older people will mean that they will remain car owners to increasingly greater ages.

A high proportion of residents will be retired, with their cars parked during the day when tradesmen, normal and emergency services, etc will also have vehicles to park. There should be access for higher than average levels of care in the community people plus ambulance traffic, etc. The layout shown falls far short of this with all kerbside allocated to nose in parking and no drop off / loading access. I note very limited refuse bin provision and can see no recycling facility. This lack could be expected to encroach on such parking and access as has been shown.

The Roads Officer comments on the previous Conditional Consent Reference 091105

“Servicing

“4.1 It seems that refuse collection for the site would be done whilst refuse vehicles are parked on Craigieburn Park. I would be satisfied with such an arrangement.”

Such parking while bins from 44 flats are emptied would block the access to the existing 65 properties in Craigieburn Park.

If a single refuse vehicle cannot get closer than Craigieburn Park, could the several fire appliances responding to an elderly residents' building, five storey, 44 flat fire call, get access. If the fire appliances are at work, access for ambulances to evacuate frail residents should also be anticipated. This while maintaining the sole access route along Craigieburn Park to the existing 65 Craigieburn Park flats

I suggest the Roads Officer should take into account the high proportion of older drivers when assessing the layout of the improved access he will require to Springfield Road.

I suggest that reducing parking provision based on increased age should be limited or not done in upmarket developments with healthy older residents.

In all the circumstances I suggest that this application is for a building an order of magnitude larger than the site can properly provide while retaining amenity levels, access, parking and proper safety.

Aberdeen City Council,
Planning & Sustainable Development,
Marischal College,
Broad Street,

"TIGH-NA-DOIRE"

92 SPRINGFIELD ROAD
ABERDEEN
AB15 7SB

Aberdeen	
Appn	
RECEIVED	23 FEB 2012
Dr	
Cl	
Date	

ABERDEEN CITY

22 FEB 2012

COUNCIL

Tel. No: _____

e-mail: _____

20th Feb. 2012

Ref:- Application Number 120105

Sir,

With reference to the above Planning Application, we wish to oppose this in its current form on the following grounds.

- i/ the south-east gable end of the development facing Springfield Road is disproportionately high with respect to the existing residential properties on that road and therefore constitutes a considerable departure from the norm of that area.
- ii/ the materials from the demolished house are not to be significantly embodied in the new proposed building (as required).
- iii/ the addition of the extra traffic exiting & entering Springfield Road will exacerbate an already serious traffic problem for police, fire and ambulance services particularly at rush hours.
- iv/ further building on this site will have a detrimental effect on the existing stressed water plane table, potentially increasing the possibility of flooding in an already sensitive area prone to flooding in the past.
- v/ no compensating shrub screenage has been shown along the Springfield Road frontage as inferred by the developers at their public consultation session in the Treetops Hotel.

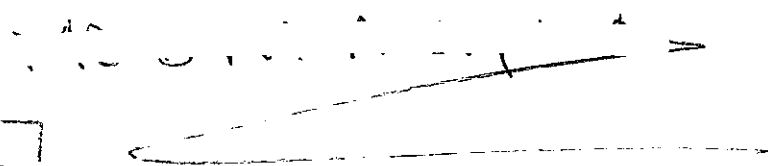
P.T.O.

vi/ the erection of any five story building in a residential area such as this is a continuation of the erosion of the quality of the amenities, aesthetic ambience and road safety of the community into which it is planned.

Whilst not in disagreement in principle with the development of this site, the proposal is an over development of the area available and one which does not adhere in every detail to the Council's Planning Regulations eg materials to be used in construction, parking facilities and protection of public safety by overloading existing traffic conditions.

Further to the above, we protest about the positioning of the signage relating to the development, which should be sited either at the entrance of the site or at the south-east corner nearer to the proposed development.

Yours faithfully



Office of the Planning Officer	
Application	120105
RECEIVED	23 FEB 2012
Planning	
Case	GDP
Date Accepted	23/02/12

PI - Planning application 120105


From: Diane Wilson
To: <pi@aberdeencity.gov.uk>
Date: 29/02/2012 13:46
Subject: Planning application 120105

Dear Sirs

As a new owner of a flat within Crigieburn complex I was very distressed to learn of the planning application under Reference 120105 that has been lodged in connection with Craigieburn Lodge.

I find it unbelievable that the council would consider demolishing such an attractive building to erect modern flats. Not to mention the parking and congestion problems which will undoubtedly be caused if this is allowed to go ahead.

Please note as an owner of flat 43 that I would like my objection noted.

 Yours Faithfully

Diane Wilson

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 28/02/2012 16:33
Subject: Planning Comment for 120105

Comment for Planning Application 120105
Name : Mrs. M. Rayner
Address : 3 Craigieburn Park, Aberdeen, AB15 7SG

Telephone :
Email :

type :

Comment : 1. I consider the proposed height of the new development, in relation to the height of the present buildings in Craigieburn Park, to be excessive. It will block the light considerably, especially in the winter when the sun is low.

2. There is concern regarding the water table in Craigieburn Park being affected by the construction of such a high building. There has always been excess surface water around our development, probably caused by the number of underground springs in the area.

Thank you for your attention in this matter.

Dr Jonathan Heras
62 Craigieburn Park
Aberdeen
AB15 7SG
27th February 2012

Planning Dept.
Aberdeen City


Dear Sir/Madam,

Re: Planning number P120105

I own 62 Craigieburn Park, Aberdeen and am concerned regarding the McCarthy Stone proposals for Craigieburn House. I am very concerned about the number of flats and the height of the building. I feel that it is not in keeping with the existing Craigieburn development or the properties on Springfield Road, and would like to lodge an objection.

I also have concerns with the number of proposed parking spaces. I feel that since it is rare not to own a car, there should be provision for at least one parking space per flat, plus visitor spaces for visitors or carers. I do not accept McCarthy & Stone's premise that nowadays people in their seventies will give up driving, especially when people view personal transportation as a right, and there is no supermarket within walking distance.

Yours faithfully


(Jonathan Heras)

PI - Re- McCarthy & Stone application

From: "Patricia Heras" >
To: <pi@aberdeencity.gov.uk>
Date: 23/02/2012 16:54
Subject: Re- McCarthy & Stone application

Dear Sir

Re- Planning number P120105

My husband and I own 53 Craigieburn Park, Aberdeen. We have viewed the proposed plans and are disappointed at the height of and number of flats proposed by the McCarthy & Stone development. At the moment the existing flats at Craigieburn are 3 floors high while the new development is 5 floors high. There are no other properties of this height in the area.

We are very concerned about the low number of parking spaces. Already it is very difficult to park at the Craigieburn Development. The situation was marginally improved by the council allowing a few extra spaces at the entrance which will disappear when new flats are developed. We do not accept McCarthy & Stones' assurance that residents aged 55/60 years of age will have given up driving vehicles. Should residents be aged over 75 years provision of parking would be necessary for cars.

At the moment visitor spaces at Craigieburn can only be used for residents to park after 10.30pm. I hope this illustrates the parking problems already encountered.

Patricia & Jose Heras
53 Craigieburn Park
Aberdeen AB15 7SG

From: "George Esson"
To: <pi@aberdeencity.gov.uk>
Date: 06/03/2012 14:36
Subject: Objection to Planning Application 120105

Dear Sirs

We act for Hawkhill House Limited who are proprietors of 56 Craigieburn Park, Aberdeen and write on their behalf to object to the above planning application for construction of 44 retirement flats at Craigieburn House on grounds of insufficient car parking. We note a provision of 29 spaces (including 2 disabled) for 44 flats. Given the financial profile and level of physical fitness usual in purchasers of retirement flats it is likely most if not all flat owners will have at least one car. There is also no evident additional facility for visitor parking. The road serving Craigieburn Park and all spaces in that residential development are already fully utilised and having potentially 15 additional cars (plus visitors) without allocated spaces will exacerbate that problem.

Springfield Road is not suitable for parking because of the volume of traffic using it. There is no suitable alternative on street parking on that side of Springfield Road within a reasonable distance of the development, Springfield Gardens and Place being narrow and already well used. As a result residents will be tempted to park in Viewfield Road, or the inset road to Springfield Road running south from Viewfield Road, which in turn will result in an increase in the number of elderly people seeking to cross Springfield Road with consequent increased likelihood of being struck by vehicles.

The increased incidence of parking will also annoy existing residents who will gain no benefit from this profit-motivated development.

We suggest whether by provision of additional spaces or reduction of the number of flats permitted planning consent should only be granted if there is at least one space per flat plus, say, 3 additional visitor spaces.

We shall be obliged if these observations will be placed before the Committee when considering this application.

Yours faithfully

GEORGE M ESSON

Partner

From: "NOWICKI, Andrew (WGPSN)"
To: "pi@aberdeencity.gov.uk" <pi@aberdeencity.gov.uk>
Date: 07/03/2012 09:04
Subject: Planning permission objections to Application Number 120105 - Craigieburn House.
Attachments: Planning objections 02.doc

Dear Sir/Madam,
I wish to submit the attached objections to the new planning application for Craigieburn House, 163 Springfield Road, Aberdeen, AB15 7SD on behalf of myself and the Craigieburn Residents.
My name and address is -

Dr. J. A. Nowicki,
15 Craigieburn Park,
Aberdeen,
AB15 7SG

Yours sincerely,

A. Nowicki.

Andrew Nowicki
Consultant Materials/Welding Engineer
Wood Group PSN
Wellheads Place, Dyce, Aberdeen, AB21 7GB
Tel.
Fax
E-mail: [mailto:]

Production Services Network (UK) Limited, registered in Scotland: No. SC293004. Registered Office: John Wood House, Greenwell Road, Aberdeen, AB12 3AX, United Kingdom.

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CRAIGIEBURN HOUSE PROPOSED NEW DEVELOPMENT BY McCarthy & Stone Retirement Lifestyles Ltd..

LIST OF OBJECTIONS.

The following lists the main objections to the above proposed development –

1. Craigieburn House is a fine example of the city's granite heritage, is structurally sound and contributes to the overall beauty of the area. Other similar properties in the city, whilst being converted to flatted accommodation, have been preserved. In this instance a complete new building will be erected if planning permission is permitted.
2. Adequate visitor parking does not appear to have been taken into account in this new development. There are considerably more flats being proposed compared to the previous two plans. This will put considerable parking pressure on the local area, this already being a significant problem.
3. Despite apparent allowances for parking in the new development, experience with the Craigieburn Park parking indicates there will be a major overall parking problem, with resulting friction in the Council owned road area. The number of parking places allocated for this project falls way short of the number of flats being proposed.
4. The advertising of this proposed plan by **McCarthy & Stone Retirement Lifestyles Ltd.** appears to be confusing. They are indicating a similar development will be produced as in their other Aberdeen properties. The pictures of these bear no resemblance to what is proposed. They also are using our development (Craigieburn Park) in their brochure. This will certainly be a problem if continued to be used, particularly for postal deliveries etc..
5. Access onto Springfield Road. This road is very busy during the day as it is effectively an alternative route to Anderson Drive. The additional number of cars trying to enter and leave both developments will cause further congestion/traffic jam, becoming a safety issue. This particularly a problem from the Queens Road end.
6. It has been observed when the Treetops has a big function cars park on Springfield Road. This causes traffic movement problems particularly with busses and other heavy vehicles. With a new development, parking in Springfield road will probably increase.
7. Drainage - the Craigieburn Association Development appears to suffer from surface water collection, thought to be due to it being close to a water table. There is concern that a major building complex next door will make the situation worse by pushing more water in our direction irrespective of what drainage is put in place. A survey on the effect of surface and subsurface water should be made to gauge the effect of the complex on other properties.
8. The original surface drainage did not include an additional major housing development, nor Aberdeen Council review for the significant increase in the number of flats compared to the other two plans. We would object to any surface drainage from the new development being diverted into the stream passing through the Craigieburn Park grounds. There are potential erosion problems with increased water flow into the stream, and also possible effects upstream of the stream with relation to the culvert.
9. Craigieburn House contributes to the character of the area, and is capable of conversion to new uses as it is a perfectly sound building inside and outside. It is by no means a derelict building.
10. Craigieburn House is a through way for roe deer. In fact two deer were born on Craigieburn Park property this year. The new development will halt their access.

11. This is a woodland area, and thus should be at all costs kept in line with maintaining woodland areas under the term of "Protecting Urban Green Space". This area cannot be designated a Brownfield site, this being defined as "Brownfield sites are abandoned or underused industrial and commercial facilities available for re-use".
12. Review of the proposed plan indicates that the lounges on the Craigieburn Park side will be directly opposite those of the new development, thus reducing considerably the privacy of the existing Craigieburn occupants.
13. Open windows from the new development will increase the noise level, leading to continual complaints. We have already experience the noise effects of increased people outside Craigieburn House when barbeques are held. We put up with these as these were occasional.
14. The existing plan does not appear to include a public vehicle emergency parking area and dust bin area. If included in a revision of the plan, this presumably would reduce the number of proposed parking bays.
15. The recycling point in our development is not large enough to take recycling from the proposed new development. They would need one of their own.
16. The density of the proposed development is out of sync with the existing Craigieburn Park. The latter contains some 65 flats in an area circa four times the area of the proposed 33 flatted development.

City Development Services Letters of Representation	
Application Number:	120105
07 MAR 2012	
Dev. (North)	Dev. (South)
Case Officer Initials:	GDP
Date Acknowledged:	08/03/12

City Development Services Letters of Representation	
Application Number:	
RECEIVED	07 MAR 2012
Dev. (North)	Dev. (South)
Case Officer Initials:	
Date Acknowledged:	

4 Hilton Avenue
Aberdeen
AB24 4RE

5th March 2012

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

Dear Sir/Madam,

Planning Application Reference No:120105
Re: Craigieburn House, 163 Springfield Road, Aberdeen, AB15 7SD
Re: Demolition of Craigieburn House and erection of 44 sheltered apartments

I wish to register an Objection/Representation on the following grounds that:

The density and proximity of the proposed 44 sheltered apartments in relation to the 65 existing flats within the Craigieburn Park complex would give a total 65 + 44 ie - 109 flats/apartments an increase of around 66% in a small and restricted area and would certainly not be in keeping with any of the existing and local housing in the Springfield Road area. The total height of this new proposed development is far higher than anything which is shown on the McCarthy & Stone brochure (copy attached) which was handed out to people attending their public exhibition in the Treetops Hotel on Friday 11th November 2011.

This brochure states - and I quote - "You may already be aware of McCarthy & Stone from its - 'similar' - retirement developments at Thorngrove House, Great Western Road, Aberdeen and Kirk Manor Court, Kirk Brae, Cults".

In my opinion there is no 'similarity' whatsoever in any shape or form with these 2 x existing developments by McCarthy & Stone.

In the case of Thorngrove House 2 x new "3 x storey" buildings have been built either side of the existing Thorngrove House and in the case of Kirk Manor Court it is only 2 x storeys high next to Kirk Brae and 3 x storeys opposite the main entrance - so there is absolutely - "NO" - 'similarity' - in any shape, size or structure to the existing - Planning Application Number:120105 - currently before the Council.

This new Planning Application shows a "5" x storey building which has a 'striking resemblance' to the last Planning Application on this site by Cala, the previous developer, which had a total height of 14.25 meters or 46.75 feet high which would have - towered - above my property at - 4 Craigieburn Park - and that of my neighbours, and would have been totally out of keeping within the local and existing Craigieburn Park complex.

This planned 5 x storey block with its associated density of apartments will have the same detrimental effect on my east facing lounge and kitchen areas and will block out any possible light or sunlight to these areas of my property as well as that of my neighbours.

With this number of retirement apartments there will be an associated increase in vehicles and vehicle movements not to mention a large increase in "Carbon Emissions" plus the added noise to all concerned.

With the increase in vehicle numbers in the proposed new site there will be an associated increase in the number of 'vehicle movements' with the possibility of vehicles arriving and leaving this new site all on the same access road as currently used by the existing 65 flat users within the existing Craigieburn Park complex.

This will increase the possibility of accidents on the feeder road and also with the increased number of vehicles leaving and entering the feeder road onto Springfield Road

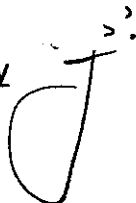
With the possible felling of selected trees on the proposed site this will have a detrimental effect on the existing Craigieburn Park complex and I also feel that it is extremely necessary to protect what is 'already there' rather than destroy this existing - urban green space.

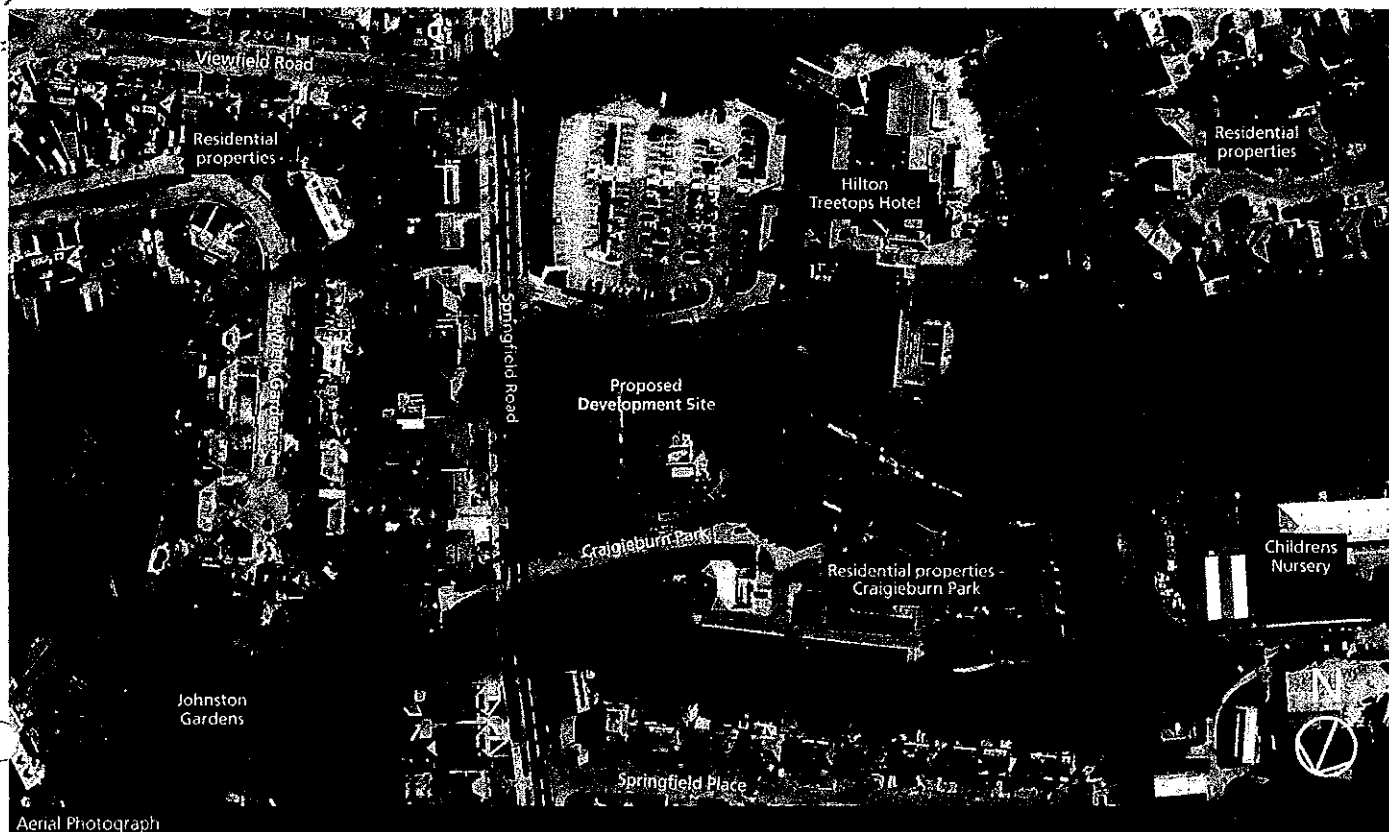
In my opinion the proposed new development is totally out of keeping and character with the current buildings around this community of Craigiebuckler and will do nothing to enhance the existing ambience and the developers need to 'think again' and come up with a design which - 'blends in with what is already there' - and be complementary to the existing Craigieburn Park complex.

I reserve the right to submit further objections/representations if and when more information becomes available with regard to this Planning Application.

Yours faithfully,

Mr R.A.F. Hendry





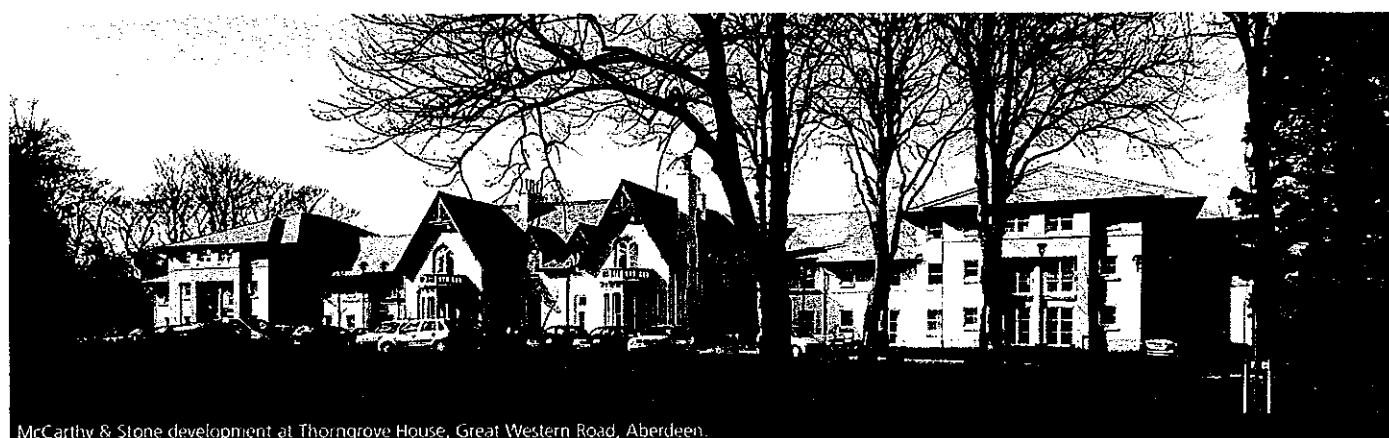
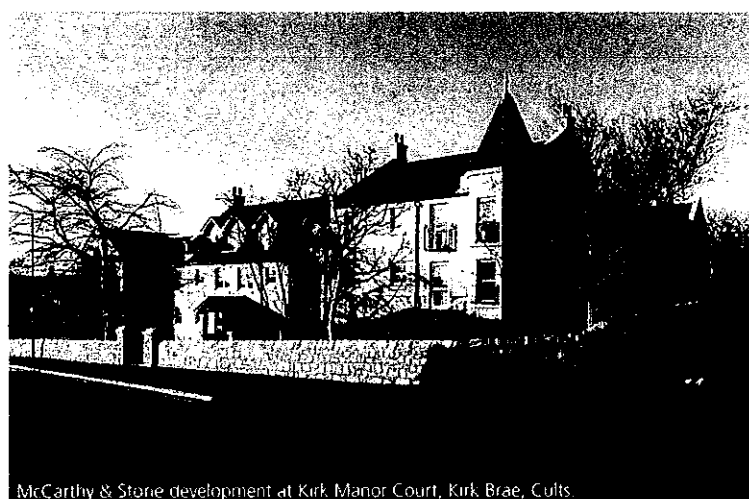
About McCarthy & Stone

Established in 1963, McCarthy & Stone is acknowledged as the UK leader in the provision of private retirement apartments for the elderly, responsible for constructing over 950 developments over the last 30 years. You may already be aware of McCarthy & Stone from its similar retirement developments at Thorngrove House, Great Western Road, Aberdeen and Kirk Manor Court, Kirk Brae, Cults.

All McCarthy & Stone developments feature high standards of design, construction and finish. Built in central locations, close to shops and local services and transport, the developments have communal facilities and landscaped gardens, secure entry systems, guest accommodation and a house manager.

McCarthy & Stone residents enjoy independence, safe in the knowledge that help is never far away if required. Residents have their own front door and privacy just as they did in their previous family home. They are free to join in community activities or to pursue their own interests as they please, knowing that they need not be alone when they would like company.

For more information about McCarthy & Stone visit:
www.mccarthyandstone.co.uk



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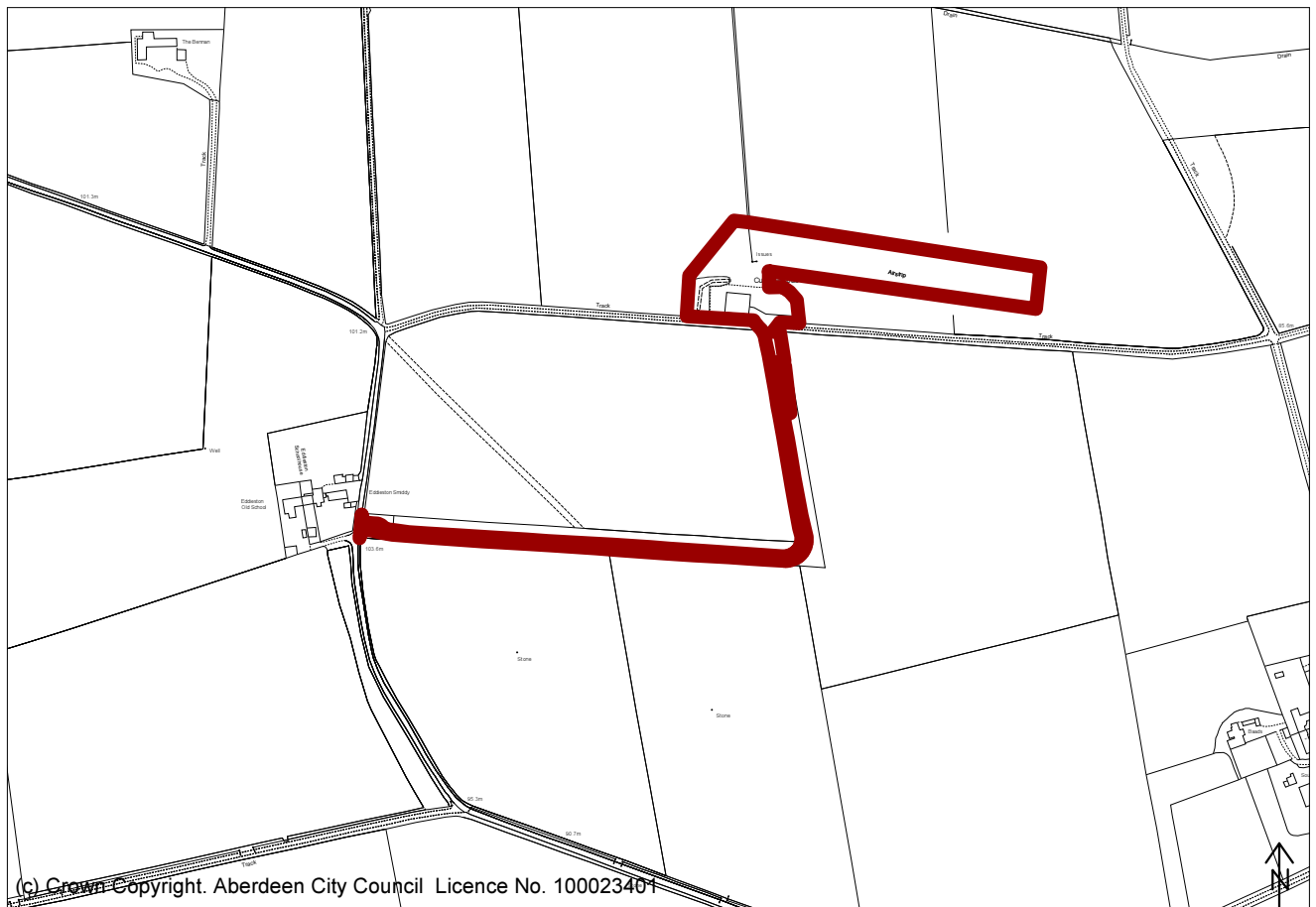
LOWER BAADS, ANGUSTON,
PETERCULTER

PROPOSED PERMANENT USE OF SITE
FOR HELICOPTER FLYING AND
TRAINING

For: HJS Helicopters Ltd, Mr Sydney
Simpson

Application Ref. : P111147
Application Date : 02/08/2011
Officer : Alex Scott
Ward: Lower Deeside (M Boulton/A
Malone/A Milne)

Advert : Dev. Plan Departure
Advertised on : 17/08/2011
Committee Date : 24 May 2012
Community Council : Comments



RECOMMENDATION: Approve Conditionally

DESCRIPTION

This site is located to the north-west of Peterculter and occupies a level area of land south of the Leuchar Burn which flows out of the Loch of Skene and joins the Culter Burn prior to flowing to the Dee. The area along the banks of the Leuchar Burn is flat, marshy ground known as Baads Moss and the farm known as Baads is located on higher ground to the south though the former steading has been converted into dwellings. There are a small number of relatively isolated dwellings in the vicinity though none directly adjacent to the small helipad and related hanger building. These facilities are accessed by a gravel track in good condition which lies to the east of the Anguston road and skirts round a forestry plantation to the helipad.

The land in the vicinity comprises rough grazing on the moss area with farm land and plantations on the higher, better drained ground.

HISTORY

The operation of a Helicopter pad on this site dates from 1999 when a temporary consent was granted for the operation; this was then extended by a further 5 years. A planning consent has also been granted for the hanger which is the only large building on the site though there are other ancillary structures such as fuel tanks within the site which comprises an area of level hardstanding and a surfaced roundel area for helicopter landing and take offs.

PROPOSAL

The application site as shown on the application plans includes the access road but the operational area of the helipad is less than 1.0 hectare in ground area. The application is therefore a minor submission and falls below the threshold for an Environmental Impact Screening consideration.

The application seeks planning permission for this established use without limit of time. A previous application was made to rectify this situation but was not determined as insufficient information was submitted by the agent and a new fresh application by a different agent was advised. The application has also been supplemented by the preparation of a noise assessment.

REASON FOR REFERRAL TO SUB-COMMITTEE

The application has attracted comments from Culter Community Council and 6 letters of representation thus requires consideration by the Development Management Sub-Committee.

CONSULTATIONS

ROADS SECTION –no objections

ENVIRONMENTAL HEALTH –no response

COMMUNITY COUNCIL –Have no objection to the application but would agree with the inclusion of appropriate conditions

BAA – no objections

REPRESENTATIONS

The application was advertised but it appears that the free newspaper 'The Aberdeen Citizen' is not circulated in the Anguston area. In these circumstances a number of objections, which would otherwise have been considered late, have

been received and the main comments are:-

Local residents would like to see restrictions placed on operating times of this site
Concern over the number of helicopters in use

Future concerns over potential intensification of the use particularly if there is an ownership change.

The existing ambient level of noise in this countryside location is low and helicopter operation can be noisy.

Should be a small scale operation with only one training helicopter in use and no multiple helicopter operations

The provision of the recent Planning Advice Note on noise and developments, PAN 1/2011 needs to be taken into account.

PLANNING POLICY

The application site is within Green Belt as designated in the adopted 2012 Aberdeen Local Development Plan. Proposals for development associated with existing activities in the green belt will be permitted only if the development is within the boundary of the existing activity, is small scale, the intensification is not significantly increased and any construction is ancillary to existing facilities.

The portions of PAN1/2011 regarding potential noise generation and nuisance from proposals also require to be taken into account. The issues which may be relevant include the type of development and the likelihood of significant noise impact, the sensitivity of the location, the existing noise level and likely changes in noise level, the character, duration and frequency of any repetition and the time of day that noise is likely to be generated, the absolute levels and potential health effects.

EVALUATION

It should be noted that planning control can only be applied to the use and the activities on the ground; any flight control is by the CAA. It should be noted that this use has been in operation since 1999, now a period of 13 years and whilst the applicant has agreed to rectify the lapse in his planning consent the use and related activity have become established in this area. The operation of this activity near Culter supports the employment of 5 full time and 4 part-time staff.

In fairness to the applicant it should also be noted that apart from one complaint in 2005 no other complaints have been recorded against this operation. Whilst there are 6 letters of objection to the continued operation of this site no objections were made regarding the operation of the use without proper planning permission and, had this application not been made, it is probable that the activity would have continued without complaint or intervention.

The community council express no concerns regarding the continued operation of the helicopter site. The site is also occasionally used by the air ambulance service and the pipe line inspection aircraft (as the site is located along the pipeline route this facility minimises deviation from the line to fly to Aberdeen airport for refuelling) These ancillary activities are valuable facilities that reduces any delays at Aberdeen airport for refuelling which can be particularly important for the air ambulance service.

The noise impact assessment was requested to demonstrate whether any significant adverse noise impacts are likely to occur and to identify effective measures to reduce, control and mitigate any noise impact. HJS Helicopters provide tuition to private individuals and use two aircraft (Robinson R44). Typically the aircraft take off from the Helipad and head to the vicinity of Aberdeen airport to conduct training and during these periods there is no noise at adjacent residential properties. Training can also be held in the vicinity of the helipad involving 5-minute training sorties of which there will be no more than four in any one hour and a maximum of 3 sessions per day (with 2 hour gaps between sessions), resulting in a maximum of 12 sorties over one day. Weather conditions are a main constraint on the activity as, for example, in July 2011 only 10 days flying was possible owing to adverse weather conditions and during winter flying ceases at around 3:00 pm owing to visual flight requirements.

With regard to intensification it should be noted that, irrespective of the number of machines, there is limited flying capacity with the current airfield arrangements which are therefore self limiting. A more intense use of the existing machines would require additional airfield capacity which would require planning permission

Noise abatement routes have been agreed with the CAA and flights are restricted to avoid overflying of the closest properties. In order to minimise noise round the helipad the company lease four fields some distance away where exercises involving hovering training are undertaken.

Noise assessment was carried out in 2001 after the helipad was first established and the same positions for noise measurement were used in this more recent survey. The results of the 2012 survey are very similar to the 2001 levels indicating that no significant change or increase in noise from the site has occurred.

The operator had taken extensive precautions at business expense to ensure minimum impact on neighbours including consistently observing hours of operation, arrangements for remote landing outwith those times, arrangement of approach paths to minimise possible impact and leasing isolated fields to conduct hover training (this is the noisiest aspect of flight training)

It is therefore considered that this activity is undertaken in a responsible and careful manner which has now been in operation for some 13 years without significant complaint. There is no reason to doubt that this management approach will not be continued in the future and whilst the application is being supported in terms of the information currently to hand any intensification of activity would require a fresh consent. The application in its current form is therefore considered acceptable subject to a condition regarding operational times to avoid any risk of noise disturbance outwith these daytime hours.

RECOMMENDATION

Approve conditionally

That the use of the activities hereby granted planning approval shall be restricted to the following times:-
08:00am to 05:00pm Monday to Saturday
11:00am to 05:00pm on Sundays
unless otherwise agreed in writing with the planning authority - in the interests of residential amenity

REASONS FOR RECOMMENDATION

The use has been established for over 10 years and is unlikely to lead to any undue noise nuisance to residential properties in the vicinity.

Dr Margaret Bochel

Head of Planning and Sustainable Development.

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lower Baads

PI - Comments on Planning Application 111147

From: "Jim Howie"
To: <pi@aberdeencity.gov.uk>
Date: 22/09/2011 21:20
Subject: Comments on Planning Application 111147
Attachments: Letter of Objection Planning Application 111147.doc

Proposed permanent use of Site for helicopter flying and training.

Dear Sir,

Please find attached a word document with my comments on planning application 111147.
More detailed information is available if needed.

Jim Howie
Baads Farmhouse
Peterculter
AB11 0DD

Baads Farmhouse
Peterculter
Aberdeenshire
AB14 0PP
23 September 2011

Planning & Sustainable Development
Aberdeen City Council
Marischal College
Broad Street
Aberdeen

Planning Application 111147
Proposed Permanent use of Site for helicopter flying and training

Dear Mr Scott,

I wish to object to this permanent planning application on the basis that it does not comply with the guidance given in Planning Advice Note, PAN 1/2011, Planning and Noise.

Complaints about noise have been raised with HJS Helicopters over the years and there is documented evidence of the types of activity that generate unbearable noise. The year of 2005 is a prime example of the misery that can be generated from too many helicopter movements that are too close to residential property. During this period multiple letters of complaint were sent by residents to the Environmental and Planning departments. The planning department were considerate enough to reply. The reply being that "planning permission/conditions relates to the use of, and the ground based facilities within the site". Had PAN 1/2011 been in place at that time, I believe we would have received a helpful response, and I shall explain my opinion later in this letter.

Because we are very fortunate to live in an area that would be classed a "quiet area", there is normally insufficient background noise to disguise for me the distinctive start of a helicopter when outdoor. Because Helicopters, (not only in flight) generate noise at low frequency, the ground engine running noise can actually be "louder" in the house, compared to outdoor. This is because indoor is already quieter, however low frequency noise is not attenuated by the buildings fabric and in some rooms is magnified. This peculiarity I understand is caused by sound reflection from other surfaces and also down the chimney!

In terms of enjoying the garden, light helicopters suffer from weather downtime. As you can guess, in these circumstances the first good day of gardening weather can therefore coincide with catching up with the all important flying backlog. But this is business income.

Before the start of the recession, multiple helicopter activity occurred, such as involving two helicopters hovering/manovers on the ground, with a 3rd

circling and making repeated descents using the runway. These activities however are legitimate under the Air Navigation Act 1920, which exempts aviation from nuisance sanctions

This leads me back to my interpretation of what the demarcation is between Planning and the CAA. The CAA serve the important role of setting safe flying standards and ensuring the prosperity of the country is not needlessly obstructed. Their strength and focus lies in endeavouring to minimise any further harm caused by intolerable noise around existing major airports. At the other end of the scale new aerodromes for one R22 helicopter is not an issue. When considering Culter Helipad, I would suggest the true CAA remit starts only when a helicopter is under the command of Aberdeen Airport Traffic Control. At all other times when a helicopter is on the ground, it is no more than a "Portable noise Generator".

Any suggestion that "Aerodrome" status offers some form of immunity against PAN 1/2011 is flawed in my opinion. Applying to become an Aerodrome is a parallel approvals activity and hence should not take any precedence over the Devolved matter of Scottish Planning or the spirit of PAN1/2011.

In summary I think I have demonstrated that the test of time has shown Culter helipad has limited room for business expansion from one R22. The expansion period before the recession has provided the evidence. The introduction of maintenance services to EASA-part 145 caused extended ground testing and aerial flying, giving the inevitable periods of extreme annoyance, due to business "operational necessity".

The voluntary self regulation put in place by Sydney Simpson, by way of airborne noise abatement, operating hours, engine start procedure and generally excluding heavy aircraft must be commended, as this was to his personal cost.. My worry is that any future owner of the business might not be so responsive. Also, noise attenuation at Eddieston, the nearest properties to the hangar, seems to rely on a small forest of mature trees which will some day be felled.

I would respectfully suggest it would seem appropriate for Planning consent to put limits on the size and type of operations, so as to cap the amount of nuisance. E.g. operating hours, size of aircraft, number of approaches and take-offs, hover duration and maintenance activity.

I would also like to explain that the community council were not aware there were outstanding noise issues to be resolved.

Yours faithfully,

Mr J Howie

late objection

From: Jenny, _____
To: "pi@aberdeencity.gov.uk" <pi@aberdeencity.gov.uk>
Date: 9/30/2011 12:56 pm
Subject: Planning application 111147

Dear Sir/Madam

We wish to comment on planning application 111147 regarding permanent approval for helicopter operations at Peterculter. Our objection is to the lack of conditions that appear to have been imposed on this planning application.

As local residents we would like to see restrictions placed on the operating times of the site, the number of helicopters in residence at the site, the type of operations and flight paths to and from the helipad. Although the current operations that take place at the site are modest, our concern is that, without such restrictions in place, the site could become a major disturbance to the peaceful countryside in which our home is situated. Without conditions attached to the planning permission, it is likely that the site could become larger and more industrious which would especially impact noise levels in this quiet area. It would also result in increased traffic along a mainly single track road which is already busy.

We appreciate you taking the time to consider our concerns. Thank you.

Yours faithfully

Mr and Mrs Johnston

Eddieston Smiddy
Peterculter
AB14 0PR

late objection

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

The Elms, Hillcrest Courtyard
Peterculter
Aberdeenshire
AB14 0PP

29th September 2011

Planning Application 111147

Proposed Permanent Approval for Helicopter Operations at Peterculter

Dear Mr Scott

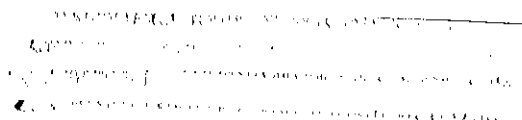
I have heard that an application has been submitted to revise the approval for the Peterculter helicopter operations from Temporary to Permanent

I would like to object to the above application on the following grounds:-

- An attraction of the area when we moved here many years ago was the peace and quiet, away from traffic and its persistent noise. We were unhappy when temporary permission was first given for the helipad and objected to the application at the time.
- We subsequently developed an understanding with the present owner. We now have a gentleman's agreement which he honours and he attempts to minimise disruption caused by the operations. This has allowed his flights to presently continue at an acceptable level. (it hasn't always been the case! Noise from helicopters hovering had become a real irritation in the past)
- However, the verbal agreement with the present owner to limit the size and type of aircraft to minimise disruption would not be binding on any new owner who would, for commercial reasons, want to increase activity at the site.
- Increased activity would also consequently lead to an increase in traffic to the single track road which is already overburdened.

For the above reasons we request that the proposed Permanent Approval for Helicopter Operations at Peterculter application is rejected.

Your faithfully



Mr and Mrs Kenrick

From: Jacqueline McGregor
To: <pi@aberdeencity.gov.uk>
Date: 9/2/2011 12:45 pm
Subject: Fao Alex Scott re Planning Application ref 111147

Dear Sir

I am emailing you with regards to the above planning application submitted at the beginning of August by Sydney Simpson of HJS Helicopters in Lower Baads, Peterculter. Apparently he has applied for "proposed permanent use of site for helicopter flying and training".

I found out about this application from one of my neighbours (who I think may have already contacted you) and they only happened to hear about it from someone else who does not live in this area. Can you tell me what this application means exactly, will there be helicopters flying in and out of our neighbourhood at all times during the day and night? Having checked the planning website I noted that the time to comment on this application had expired, but in view of the fact that we, and I take it no-one else in our area had any idea about this, and the impact it may have on our daily lives, should residents not have received some sort of notification of this proposal?

As we did not receive any letter etc regarding the aforementioned, can the expiry date for comments be extended to allow us and our neighbours the chance to put forward our views and opinions.

I look forward to hearing from you in early course.

Regards

Jacqueline McGregor

Aberdeen City Council			
City Development Services - P & S.D.			
Ack	Mail ID: 74785		Corp. Dir.
Reply	05 SEP 2011		ASSIST: DIR
Imp	Strategy	Build Corr	ADMIN
Action	DM		ADS

From: The Hainsworths
To: <pi@aberdeencity.gov.uk>
Date: 9/26/2011 9:07 pm
Subject: Planning application 111147, letter of objection.
Attachments: Planning helipad.doc

Dear sir,

Please find attached my letter of objection to planning application 111147.

Yours sincerely, David Hainsworth

David Hainsworth'
The Pines,
3, Hillcrest Courtyard,
Peterculter,
Aberdeen AB14 0PP.
28th September 2011.

Planning & Sustainable Development
Aberdeen City Council
Marischal College
Broad Street
Aberdeen

Planning Application 111147

Proposed Permanent Approval for Helicopter Operations at Peterculter

Dear Mr. Scott,

I understand that an application has been submitted to change the approval for the Peterculter helipad and its associated infrastructure from Temporary to Permanent. Although I have no objection to the helipad and the associated business I strongly believe that if this is to become permanent then there should be some operating limits should be included in any such Permanent approval. I believe that since the original planning application was made a new Planning advice notice (PAN 1/2011) has come into force. I believe that this requires the planning authority to take account of the potential for noise to impact adjoining residences.

- The helipad is located in a quiet rural community. The level of ambient noise is low, helicopter operations can be particularly intrusive.
- The original approval was given before the recent Planning Advice Note; PAN 1/2011 was issued. This note gives considerably more weight to the avoidance of nuisance noise. It is questionable if the original approval would have been granted had this advice note been in place.
- The original concept for the helipad, as presented by the owner, was that it would be a small scale operation with only one training helicopter on site plus one or two helicopters owned by others. To this end the owner made several verbal agreements to limit noise and to limit the number of helicopters to be used on the site.
- During 2005/6 there were three training helicopters, occasionally in simultaneous operation, and the level of noise was a considerable nuisance. There were several complaints made at that time and the owner (or the recession) took action to curb the activities.

- The nuisance created by the current level of activity is acceptable. However activity levels are driven by the economic climate. We are in a recession now, but an upturn will come sooner or later.

Giving Permanent approval for helicopter operations without sensible restrictions would potentially present a 'carte blanche' to the operator. The current operator has been reasonably considerate and, with the exception of a few months in 2005/6, has operated in such a way as to minimize the nuisance to other residents. But this has been on a purely voluntary basis. I am concerned that if the planning consent becomes permanent without any operating limits being defined then the local residents would have no recourse if there was for example a change in ownership or scale in the operations (ie there would be nothing stopping Bristows moving in for example). I am also concerned that if the scale of the operation was to increase significantly then it is questionable if the local infrastructure (roads) could cope safely.

I would suggest the following conditions be included as a part of any Permanent Approval;

- Helipad operations to take place between 0900 and 1800 Monday to Saturday, and between 1200 and 1600 on Sunday. No take-offs, landings or engine testing outside these hours
- Maximum of two training helicopters to operate from the helipad
- 'Touch and go' operations not allowed. If trainee pilots need to be trained in this way an alternative site to be used for the 'touch and go' element. Helipad to be used for take-off with immediate departure, and landings with immediate shut down. (The current owner has adopted this approach in the past in order to minimize nuisance).
- Hovering at the helipad to be minimized. No helicopter to hover continually for more than 60 seconds at the helipad, or within a radius of 5 miles of the helipad
- Total number of helicopters parked/stored at the helipad at any time to be limited to five
- Maximum weight of helicopters using the pad to be limited, or a noise limitation could be defined
- The approach and departure corridor should be formally defined in order to minimise impact on existing houses and for safety.

The above conditions should allow the helipad to operate effectively, whilst minimizing the nuisance created to other residents. With these such conditions included I would support the Permanent approval, if no limitations are to be included then I strongly object to the application. I would also be interested to know how the Council will interpret PAN 1/2011 when considering this application.

Yours sincerely,
David Hainsworth.

late objection

Colin Gardner
The Oaks,
4, Hillcrest Courtyard,
Peterculter,
Aberdeen AB14 0PP.
30th September 2011.

Planning & Sustainable Development
Aberdeen City Council
Marischal College
Broad Street
Aberdeen

Planning Application 111147

Proposed Permanent Approval for Helicopter Operations at Peterculter

Dear Mr. Scott,

I understand that an application has been submitted to change the approval for the Peterculter helicopter operations from Temporary to Permanent. I strongly recommend that strict operating restrictions be included in any such Permanent approval. In support of this recommendation I would put forward the following points;

- Prior to 1999 the Culter helipad was a green field. There is no tradition or precedent for aircraft operations in this area.
- The helipad is located in a quiet rural community. The level of ambient noise is low, helicopter operations are particularly intrusive.
- The vast majority of residents were here long before the helipad. One of the main attractions of the area is that it is quiet and peaceful.
- The original approval was given before the recent Planning Advice Note; PAN 1/2011 was issued. This note gives considerably more weight to the avoidance of nuisance noise. It is questionable if the original approval would have been granted had this advice note been in place.
- The original concept for the helipad, as presented by the owner, was that it would be a small scale operation with only one training helicopter on site plus one or two helicopters owned by others.
- During 2005/6 there were three training helicopters, occasionally in simultaneous operation, and the level of noise was a considerable nuisance.

- There is a 'voluntary verbal gentleman's agreement' in place with the existing owner. This agreement is unenforceable, has not always been adhered to in the past, and would not be binding on any new owner.
- The nuisance created by the current level of activity is acceptable. However activity levels are driven by the economic climate. We are in a recession now, but an upturn will come sooner or later.

Giving Permanent approval for helicopter operations without sensible restrictions would be to present a 'carte blanche' to the operator. The current operator has been reasonably considerate and, with the exception of a few months in 2005/6, has operated in such a way as to minimize the nuisance to other residents. But this has been on a purely voluntary basis. I am concerned that if ownership changes hands, the new owner may be much less considerate.

In order to minimize nuisance I would suggest the following conditions be part of any Permanent Approval;

- Helipad operations to take place between 0900 and 1900 Monday to Saturday, and between 1100 and 1800 on Sunday. No take-offs, landings or engine testing outside these hours
- Maximum of two training helicopters to operate from the helipad
- 'Touch and go' operations not allowed. If trainee pilots need to be trained in this way an alternative site to be used for the 'touch and go' element. Helipad to be used for take-off with immediate departure, and landings with immediate shut down.
- Hovering at the helipad to be minimized. No helicopter to hover continually for more than 60 seconds at the helipad, or within a radius of 5 miles of the helipad
- Total number of helicopters parked/stored at the helipad at any time to be limited to five
- Maximum weight of helicopters using the pad to be limited to 1 ton

The above conditions should allow the helipad to operate effectively, whilst minimizing the nuisance created to other residents. With these conditions included I would support Permanent approval.

If it is not possible to include sensible conditions to limit the nuisance caused by the helipad I would request that approval be refused.

Yours sincerely,

Colin Gardner.

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Agenda Item 2.3

WHITEMYRES FARM, LANGSTRACHT,
ABERDEEN

TEMPORARY MAST EXTENSION AT
WHITEMYRE FARM

For: Everything Everywhere

Application Ref. : P120430
Application Date : 03/04/2012
Officer : Tommy Hart
Ward: Kingswells/Sheddocksley
Ironsides/P Stephen/W Stuart)

Advert : Section 34 -Proj. Pub.
Concern
Advertised on : 11/04/2012
(L Committee Date : 24 May 2012
Community Council : No response received



RECOMMENDATION: Approve - Time Limited Period

DESCRIPTION

The application site lies approximately 300m to the north of the Lang Stracht, and is accessed via a track to the newly opened Cockers Roses Garden Centre. The site rises fairly steeply to the north, is undulating, and is visible from most of the immediate area. There is a tree belt to the northeast of the site towards Lewis Road, as well as a small wooded area to the south surrounding Whitemyre House. The nearest residential properties lie approximately 100m to the east of the site where the land is on a slightly lower level but similarly undulating.

HISTORY

The applicant previously had a telecommunications mast at the old Cockers Garden centre on Lang Stracht but following plans to redevelop that site for housing, the operator was served with a 'Notice to Quit'. The telecommunications apparatus, which was situated within a false chimney breast towards the rear of the site were subsequently decommissioned. A temporary mast was erected at the current site (this was permitted development under Part 20, Class 67 (1) b of the Town and Country Planning (General Permitted Development) (Scotland) Amendment (No. 2) Order 2001) to maintain network coverage whilst a permanent site was secured. The 'emergency' powers allowed by the permitted development order expired on 18th March 2010.

Planning ref 100826 for the erection of a temporary telecommunications mast for the period of 12 months was approved by the Planning Committee subject to the following conditions; (1) that the temporary telecommunications mast and associated equipment hereby granted planning permission shall be removed from the site on or before 18/03/2011 and shall not remain on the site thereafter - that the character and siting of the structures are not such as to warrant their retention for a period longer than that specified in this permission; (2) That within 28 days of the date of grant of permission, obstacle lights shall be placed on the telecoms mast. These obstacle lights must be steady rate red lights with a minimum intensity of 200 candelas. Periods of illumination of obstacle lights, obstacle light locations and obstacle light photometric performance must be in accordance with the requirements of 'CAP168 Licensing of Aerodromes' (available at www.caa.co.uk/srg/aerodrome) – permanent illuminates obstacle lights are required on the development to avoid endangering the safe movement of aircraft and the operation of Aberdeen Airport

Planning ref 101732 for the erection of a 25m tall telecoms mast and ancillary cabinets (to be located within the same field as the approved temporary mast) was withdrawn by the applicant.

Planning ref 110462 for a 12 month extension of life for the temporary mast approved under ref 100826 was granted approval by the DM Sub-Committee in July 2011 subject to the following conditions; (1) that the temporary telecommunications mast and associated equipment hereby granted planning permission shall be removed from the site on or before 18/03/2012 and shall not remain on the site thereafter - that the character and siting of the structures are not such as to warrant their retention for a period longer than that specified in this permission; (2) That within 28 days of the date of grant of permission, obstacle lights shall be placed on the telecoms mast. These obstacle lights must be steady rate red lights with a minimum intensity of 200 candelas.

Periods of illumination of obstacle lights, obstacle light locations and obstacle light photometric performance must be in accordance with the requirements of 'CAP168 Licensing of Aerodromes' (available at www.caa.co.uk/srg/aerodrome) - permanent illuminates obstacle lights are required on the development to avoid endangering the safe movement of aircraft and the operation of Aberdeen Airport

Planning ref 111214 for the erection of a permanent telecoms mast and associated cabinets (replacement for the approved temporary mast) was approved conditionally under delegated powers in November 2011.

PROPOSAL

The planning application seeks temporary planning permission to continue to site the temporary telecommunications mast on its existing site for a further 6 months to September 2012 in order that the operator can remedy a logistical situation at the permanent solution at 'The Kennels' on the southern side of The Lang Stracht. The operator has advised that there are issues getting power to the site and hence the requirement for an additional period of time. The mast facilitates antennae from both Hutchison 3G and T-Mobile.

The lattice mast sits on a trailer and is approximately 28.6m above ground level. The mast is secured to the trailer by guy ropes. A 1.8m high 'heras' style temporary fence surrounds the application site. Also within the site is a temporary container (2.5m x 4m x 3m in size). The application site is approximately 12m wide x 17m long.

REASON FOR REFERRAL TO SUB-COMMITTEE

The application was advertised as a project of public concern and in terms of the Council's Scheme of Delegation this application must be determined by the Development Management Sub-Committee.

CONSULTATIONS

ROADS SECTION – no observations

ENVIRONMENTAL HEALTH – no observations

COMMUNITY COUNCIL – no comments received

REPRESENTATIONS

No letters of representation have been received

PLANNING POLICY

The site lies is allocated as Land Release (policy LR1) in the Aberdeen Local Development Plan (ALDP). The Communications Infrastructure section of the Scottish Planning Policy (SPP) and PAN62 (Radio Telecommunications) all of more relevance.

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.

Planning Policies

ALDP policy LR1 (Land Release Policy) has agreed the principle of housing development on greenfield sites. The land has not been developed and can still be considered to be 'Green Belt' in nature. There is not considered to be conflict with the above policy.

ALDP policy NE2 (Green Belt) states *no development will be permitted in the green belt for purposes other than those essential for agriculture, forestry, recreation, mineral extraction or restoration or land renewal*. An exception to the rule is when essential infrastructure such as electronic communications infrastructure cannot be accommodated other than in the green belt. Whilst it has not been demonstrated that this is the only place the mast can be sited, it should be remembered that the mast has been in place for some time now, well before the new ALDP was adopted.

PAN 62 and the Communications Infrastructure section of the SPP all seek to ensure that telecommunications masts, antennae 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.

In terms of the siting of this temporary telecommunications mast, it is acknowledged that the mast is visually prominent on this elevated position and there may well be a negative impact on the character and visual amenity of the surrounding area. It is also acknowledged that the lattice style mast as in place is not the most appropriate for this 'Green Belt' location. Although the operator has sought to minimise any impact of the mast by ensuring it is grey in colour, unfortunately this has not helped minimise the visual impact of this prominent structure.

However, in terms of the above Policy and Guidance, the operational requirements of the network is a material planning consideration. The operators have indicated that there is a need for an extension of time for this temporary mast due to issues relating to gaining power to the permanent solution at 'The Kennels' on the south side of the Lang Stracht and without this temporary mast there would be a 'hole' in the network. Site sharing is seen as good practice and is welcomed by the planning authority. Once the issues at the permanent site are satisfied, the temporary mast would be removed from site.

Conclusion

Although the planning policies put an emphasis on siting and design, the Council have a duty to take account of coverage and in this instance, on balance, it is considered that the operational requirements of the operators are considered to outweigh the negative siting and design considerations raised in respect to this planning application, but only because of the temporary nature of this application. Had this application been for a permanent lattice mast in this 'Green Belt' location, it is unlikely that the application would have been recommended for approval.

RECOMMENDATION

Approve – Time Limited Period

REASONS FOR RECOMMENDATION

Although the planning policies put an emphasis on siting and design, the Council have a duty to take account of coverage and in this instance, on balance, it is considered that the operational requirements of the operators are considered to outweigh the negative siting and design considerations raised in respect to this planning application, but only because of the temporary nature of this application. It is unfortunate that the permanent mast is not up and running and due to this there is a need for the Council to agree to this further temporary time period in the interests of operational requirements.

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

(1) that the temporary telecommunications mast and associated equipment hereby granted planning permission shall be removed from the site on or before 17/09/2012 and shall not remain on the site thereafter - that the character and siting of the structures are not such as to warrant their retention for a period longer than that specified in this permission.

(2) 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.

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Agenda Item 2.4

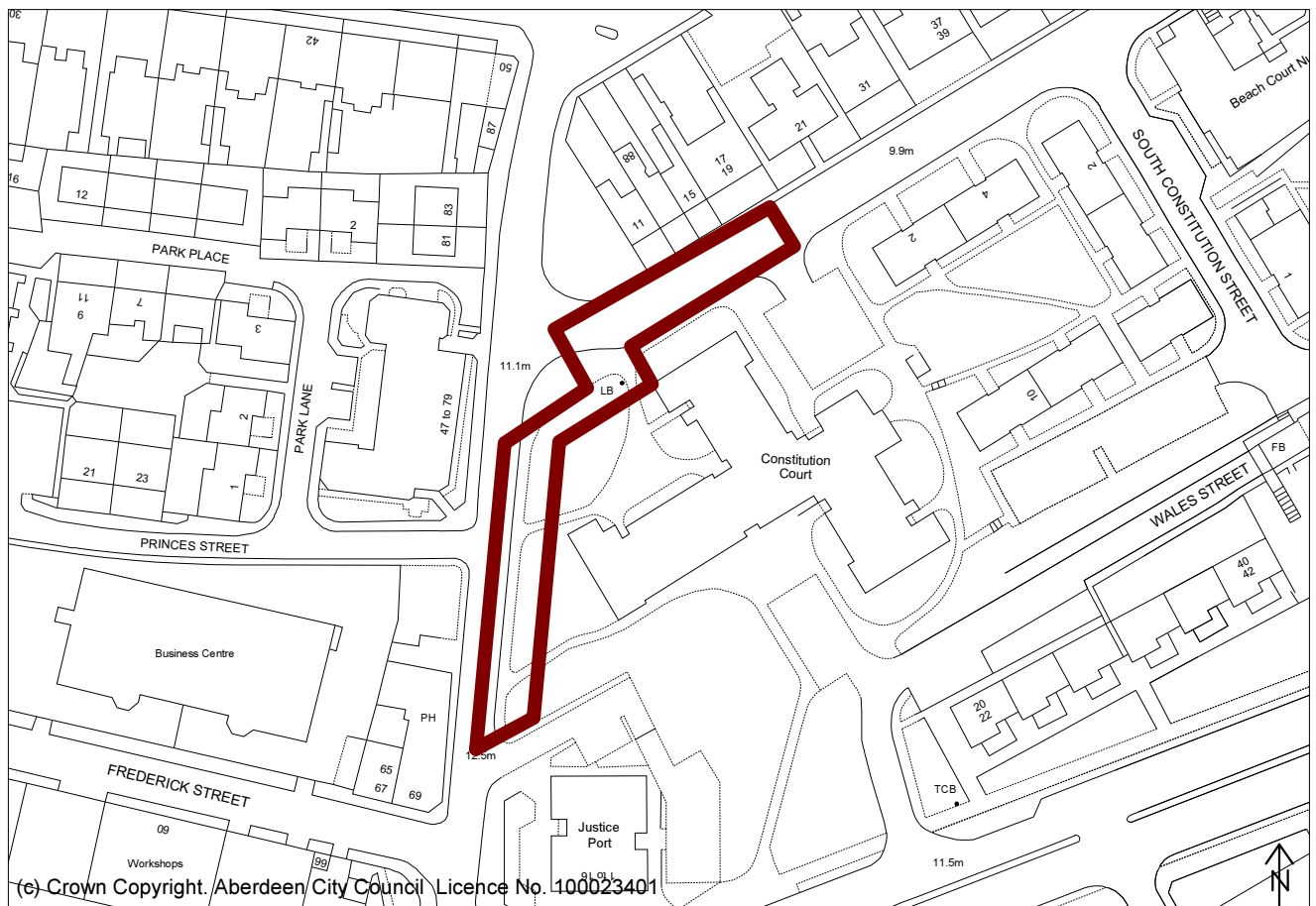
PARK STREET/CONSTITUTION ST.,
ABERDEEN CITY CENTRE

EXCAVATE TRENCHES AND LAY
DISTRICT HEATING MAINS BETWEEN
EXISTING MAINS AT PARK STREET AND
CONSTITUTION STREET

For: Aberdeen Heat & Power

Application Ref. : P120455
Application Date : 30/03/2012
Officer : Robert Forbes
Ward: George Street/Harbour (J Morrison/A
May/N Morrison)

Advert : Full Notify not poss.
(neighbours)
Advertised on : 25/04/2012
Committee Date : 24 May 2012
Community Council : No response received



RECOMMENDATION: Approve subject to conditions

DESCRIPTION

The site comprises incidental open space located on the east side of Park Street and part of the carriageway of Constitution Street. There are a few established deciduous trees close to the junction of these streets. Adjacent land uses are largely residential.

HISTORY

Detailed planning permission for installation of the pipes on a different routing was granted in 2011 (ref. 110789). Other than the section of the route which is the subject of the current application and a small section over the railway line, this has been implemented.

PROPOSAL

This is a retrospective application relating to installation of a section of CHP distribution mains pipes forming part of the network extending from the existing boiler house at Seaton to the city centre. The pipes have a diameter of 200mm and are buried in a trench so that they are not visible.

REASON FOR REFERRAL TO SUB-COMMITTEE

The Council has an interest as landowner

CONSULTATIONS

ROADS SECTION – No response received

ENVIRONMENTAL HEALTH – No response received

ARCHAEOLOGY – Request that a condition be imposed to allow archaeological investigation of the site;

COMMUNITY COUNCIL – No response received

REPRESENTATIONS

None

PLANNING POLICY

The site lies within an H1 residential area as identified in the adopted local plan where residential amenity is to be protected and open space retained. Policy R8 (Low carbon energy developments) is relevant as it supports development of low carbon energy schemes in principle. Policy NE5 (Trees and Woodlands), which seeks to protect and expand tree cover, is also of relevance

EVALUATION

The development accords with the objective of policy R8 to encourage energy efficiency and reduce carbon emissions. As the development does not constitute a change of use, has no impact on the residential amenity and character of the surrounding area and does not result in loss of open space, it is considered to accord with policy H1.

It is likely that the excavation which has taken place may have resulted in the severance of tree roots, and this is likely to have had some adverse impact on tree health / vigour, but no trees have been required to be removed. The trees affected are not of outstanding amenity value or especially mature. A condition requiring supplementary planting can therefore be imposed to mitigate any

adverse impact that has occurred, in order to comply with the objective of policy NE5. As the development has already taken place and archaeological assessment has been undertaken in relation to the more sensitive part of the pipe corridor, it is not considered appropriate to impose a condition requiring archaeological assessment.

RECOMMENDATION

Approve subject to conditions

REASONS FOR RECOMMENDATION

The development accords with the policy objective of exploitation of energy efficiency measures, is compatible with the residential nature of the surrounding area and has resulted in no adverse effects on amenity.

it is recommended that approval is granted with the following conditions:-

(1) that the district heating mains hereby authorised shall not be used 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 on the land, and details of any to be retained, 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 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.

Dr Margaret Bochel

Head of Planning and Sustainable Development.

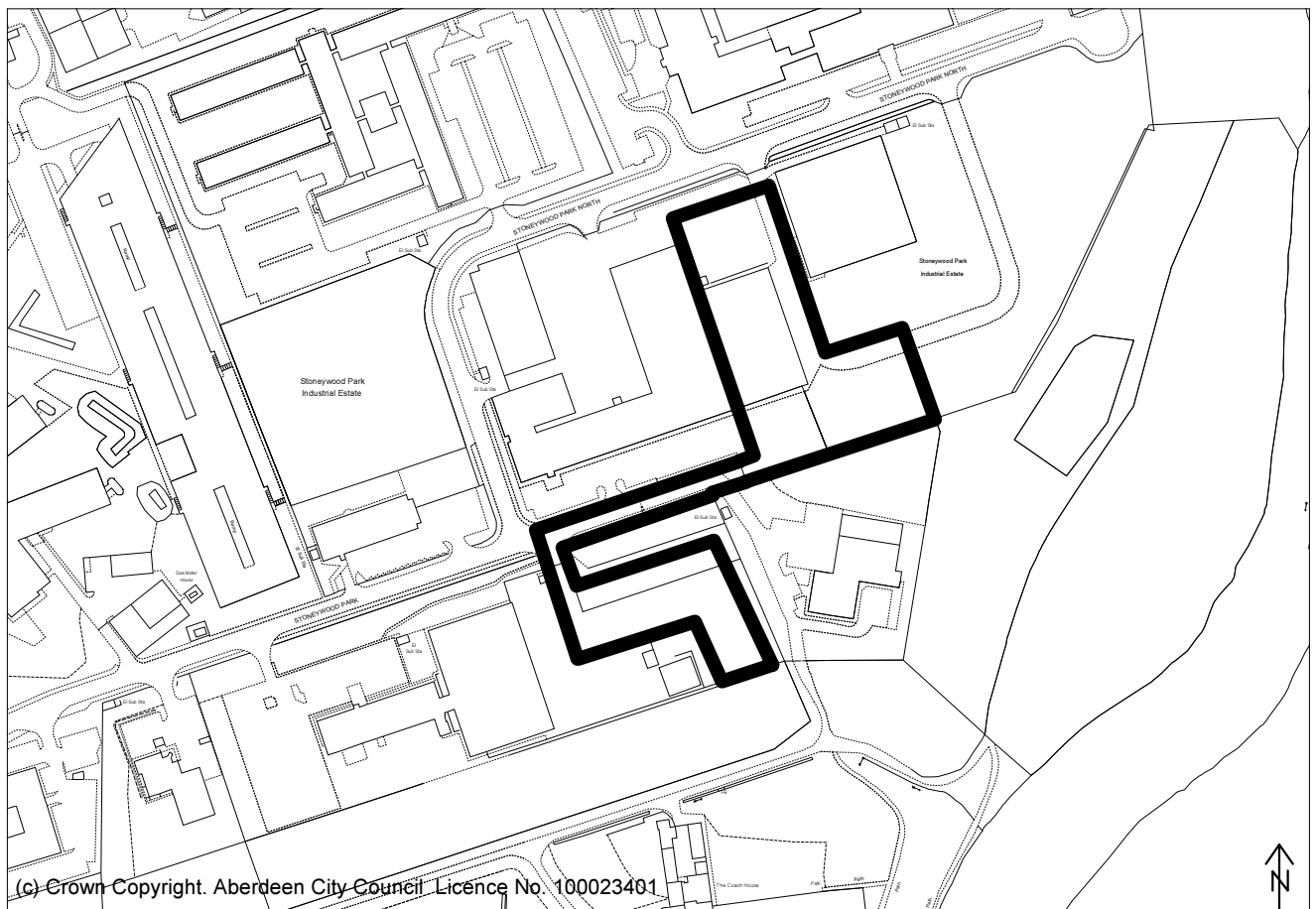
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SITE 15/16 STONEYWOOD PARK,
FARBURN INDUSTRIAL ESTATE

EXTENSION OF TEST ASSEMBLY
WORKSHOP WITH NEW MACHINE SHOP
AND ALTERATIONS TO CAR PARKING

For: Dril-Quip (Europe) Ltd

Application Ref.	: P120284	Advert	: Full Notify not poss.
Application Date	: 24/02/2012	(neighbours)	
Officer	: Matthew Easton	Advertised on	: 14/03/2012
Ward:	Dyce/Buckburn/Danestone (B	Committee Date	: 24 May 2012
Crockett / G Lawrence / N MacGregor / G		Community Council	: No response received
Samarai)			



RECOMMENDATION: Approve subject to conditions

DESCRIPTION

The site comprises three separate industrial sites on the north and south sides of Stoneywood Park, within Farburn Industrial Estate. The three sites operate as one facility and are currently occupied by Dril-Quip, manufacturers of offshore drilling and production equipment, who have been located in Farburn Industrial Estate since 1980.

The main facility (site 1) comprises workshops (5650m²), offices (3100m²), a warehouse (1200 m²) and an open storage yard which includes a tower crane. There are 215 car parking spaces divided between two car parks.

Site 2 comprises an open storage yard and the south facility (site 3) includes a recently acquired office building (3000m²), workshops and stores (2300m²) and an open storage yard. There are 147 parking spaces on site 3.

To the north and west of the site are further business and industrial premises forming Farburn Industrial Estate and to the east and south is large area of woodland beyond which is the River Don and Stoneywood Estate.

HISTORY

Planning permission (A4/1921) was granted by delegated powers in April 2005 for an office extension at the main facility.

PROPOSAL

- It is proposed to extend the existing machine shop on site 1 by 2260m² in order to accommodate 6-8 new large milling and reaming machines. The extension would be located on the existing car park on the south side of site 1 and would see the loss of 128 car parking spaces.

It would be 30m wide and 78m long and feature a very shallow pitched roof with a maximum height of 12.75m. It would be set behind a parapet wall which would have a height of 14m. The building would be finished in blue cladding with a silver band to match the existing machine workshop.

- A new high bay extension of 690m² would be erected on the north side of site 1, adjacent to the existing high bay. The extension would be divided into a 3 bay section which would be 15m high and a taller 2 bay section a maximum of 23m high which would also feature a 6m deep pit for the testing of subsea equipment.

Both bays would be 22.5m wide, with a combined length of 31m. The extension would be finished in silver cladding panels and blue banding and composite roofing to match the existing building.

- Part of the yard in site 3 would be converted to car parking to provide 135 spaces.

REASON FOR REFERRAL TO SUB-COMMITTEE

The application has been submitted to the sub-committee as it falls outwith the Scheme of Delegation by virtue of the high bay being in excess of 20m in height (schedule 3 development).

CONSULTATIONS

ROADS SECTION – Although the car parking provision for the site is significantly low, agree that the proposal would not generate a great demand for additional car parking due to the buildings housing large volumes of heavy machinery and equipment. In addition there are parking restrictions on nearby streets, curtailing any overspill of parking. A green travel plan and provision of cycle and motorcycle parking should be subject of conditions.

ENVIRONMENTAL HEALTH – No response received.

COMMUNITY COUNCIL – No response received.

BAA (ABERDEEN AIRPORT) – In order to safeguard operations at Aberdeen Airport a condition should be attached requiring submission of a bird hazard management plan.

REPRESENTATIONS

None received.

PLANNING POLICY

Policy T2 (Managing the Transport Impact of Development) – New developments will need to demonstrate that sufficient measures have been taken to minimise the traffic generated. Transport Assessments and Travel Plans will be required for developments which exceed the thresholds.

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, colours, 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 BI1 (Business and Industrial Land) – The expansion of existing concerns and development of new business and industrial uses will be permitted in principle within areas zoned for this purpose.

Policy BI4 (Aberdeen Airport and Aberdeen Harbour) – Due regard will be paid to the safety, amenity impacts on and efficiency of uses in the vicinity of the airport.

EVALUATION

- The principle of extending existing industrial premises is acceptable in terms of land use policy BI1 which supports the expansion of existing business and industrial uses in principle.
- The high test bays would be a prominent feature in the surrounding area standing at an overall height of 23m. However the immediate context is industrial where buildings of various heights are found. Distant views of the building would be available from various points in the industrial estate. However from outwith the estate, glimpses would be limited. Although the proposed extensions would be large, given the industrial character of the area it is not considered that it would have an adverse impact upon the visual amenity of the wider area.

The buildings would be finished in materials to match the existing building which is considered acceptable.

- The machine workshop extension would see the removal of 128 car parking spaces. 135 spaces would be created in the existing yard space in site 3, which was previously used as a car park by the previous occupiers, Subsea 7.

Although there is an increase in the floor space at the site, the buildings are used for manufacturing and testing of large pieces of offshore equipment using heavy machinery located within the buildings. Therefore the number of staff in relation to the level of floor space is lower than may otherwise be expected. For this reason it is accepted by roads officers that in these circumstances it is unnecessary to increase the number of parking spaces at the facility.

A condition has been attached which ensures that the 135 spaces in site 3 are provided before work starts on the extensions in order to maintain a suitable level of parking for the facility.

In order to promote sustainable travel options, the roads service have requested that a green transport plan be submitted. A condition has been attached regarding submission of a GTP.

- In order to ensure that operations at Aberdeen Airport are safeguarded, BAA the operators of the airport, have requested that a condition be attached requiring a bird hazard management plan to be submitted and agreed. This plan would include measures to ensure that birds are not attracted to the site and therefore create a bird strike hazard to aircraft.

RECOMMENDATION

Approve subject to conditions

REASONS FOR RECOMMENDATION

The principle of creating additional floor space at the site is acceptable. There would be minimal impact upon the visual amenity of the immediate area but given the industrial context it is considered acceptable. It is accepted that due to the nature of the operations undertaken at the facility, little additional parking is required. The safeguarding of Aberdeen Airport would be ensured through the submission of a bird hazard management plan.

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

(1) that no development relating to the new machine shop extension shall take place unless the 135 car parking spaces on Site 3 have been laid-out, demarcated and are available for use in accordance with drawing No. 1001(Rev.C) of the plans hereby approved or such other drawing as may subsequently be submitted and approved in writing by the planning authority. The car park in site 3 shall not thereafter be used for any other purpose other than the purpose of the parking of cars ancillary to the overall development (sites 1, 2 and 3) and use hereby granted approval - in the interests of public safety and the free flow of traffic.

(2) development shall not commence until a bird hazard management plan has been submitted to and approved in writing by the planning authority and the development shall not be occupied unless the agreed measures have been implemented in full. The submitted plan shall include details of the management of any flat/shallow pitched roofs on buildings within the site which may be attractive to nesting, roosting and loafing birds and comply with Airport Operators Association Advice Note 8 'Potential Bird Hazards from Building Design'- to avoid endangering the safe movement of aircraft and the operation of Aberdeen Airport through the attraction of birds.

(3) 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. The terms of the Green Transport Plan shall be implemented and continue to be implemented on first occupation of the development. - in order to encourage more sustainable forms of travel to the development.

(4) that no development shall take place unless a scheme detailing cycle storage provision (long term and short term) and shower/changing facilities has been submitted to and approved in writing by the planning authority, and thereafter implemented in full accordance with said scheme - in the interests of encouraging more sustainable modes of travel.

Dr Margaret Bochel

Head of Planning and Sustainable Development

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Stoneywood
Park

Matthew Easton
Aberdeen City Council
By email

25th April 2012

Dear Matthew

Re: Planning Application No. P120284

Extension of test assembly workshop with new machine shop at Site 15/16 Stoneywood Park, Farburn Industrial Estate

Our Ref: ABZ1868

We refer to your email dated and received in this office on 24th April 2012.

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the condition detailed below:

Submission of a Bird Hazard Management Plan

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

*- management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design' attached * See next page for information **

The Bird Hazard Management Plan shall be implemented as approved, on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: It is necessary to manage the development in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Aberdeen Airport.

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In

some instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from the Scottish Government Environment and Rural Affairs Department (SGERAD) before the removal of nests and eggs.

We would also make the following observation:

Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/policy-safeguarding.htm>)

We, therefore, have no aerodrome safeguarding objection to this proposal, provided that the above condition is applied to any planning permission.

It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of BAA, or not to attach conditions which BAA has advised, it shall notify BAA, and the Civil Aviation Authority and the Scottish Ministers as specified in the Safeguarding of Aerodromes Direction 2003.

Yours sincerely

Christopher Butler
For and on behalf of Aberdeen Airport Limited

MEMO



ABERDEEN
CITY COUNCIL

To	Matthew Easton Planning & Infrastructure	Date	23/04/2012
		Your Ref.	P120284 (ZLF)
		Our Ref.	TR/GO/1/51/2
From	Roads Projects		
Email			
Dial	01224		
Fax			

Roads Projects
Enterprise, Planning & Infrastructure
Aberdeen City Council
Business Hub 4
Ground Floor North
Marischal College
Broad Street
Aberdeen AB10 1AB

Planning application no. P120284

Site 15/16 Stoneywood Park, Farburn Industrial Estate

Extension of test assembly workshop with new machine shop and alterations to car parking

I have considered the above planning application and have the following comments:

1 Development Proposal

- 1.1 The proposal is for the extension of a workshop, the erection of a new machine shop extension, and alteration to existing car parking.
- 1.2 A total of 2950m² floor area of new industrial building and a net car parking of 7 spaces has been proposed for the site.

2 Parking

- 2.1 In accordance with our current car parking standard, industrial building developments should provide 1 parking space for 40m² floor area of the development and I note that a total of 7 spaces have been provided for this proposal.
- 2.2 Although the car parking provision for this site is significantly low, I would be willing to accept the parking provision in this instance. I am aware that in line with the company's operations, the proposed industrial buildings would house large volumes of heavy machinery and equipment. I would agree that the proposal would not generate a great demand for car parking. In addition to the above I am aware that there is parking restrictions on nearby streets and any over spill of parking from the sites would be curtailed.
- 2.3 A condition that the proposed car parking as proposed on site 3 is constructed and demarcated as shown on drawing number 1001 should be attached to any permission granted.
- 2.4 I note that no cycle parking or motorcycle parking have been provided for this proposal. I expect the applicant to address this issue by submitting a revised site drawing that show the proposed location of both the cycle and motorcycle parking which should be secured and covered.

Gordon McIntosh
Corporate Director

- 2.5 The submission of the drawing showing the cycle and motorcycle parking can be conditioned. In order not to delay the determination of the application, the receipt of the cycle and motorcycle parking drawing in line with our current parking standard can be attached as a planning condition to any permission granted and must require the applicant to provide this information to the Roads Authority before the start of construction works on site.

3 Green Travel Plan

- 3.1 A concise Green Travel Plan should be submitted for these sites. Again this can be conditioned and would require the applicant to submit a GTP that is acceptable to the Roads Authority before occupation of the proposed industrial buildings.

Conclusion

I would agree with this proposal provided the above conditions are satisfied.

GERALD ONUKWULI

Engineer (Developments & Traffic)

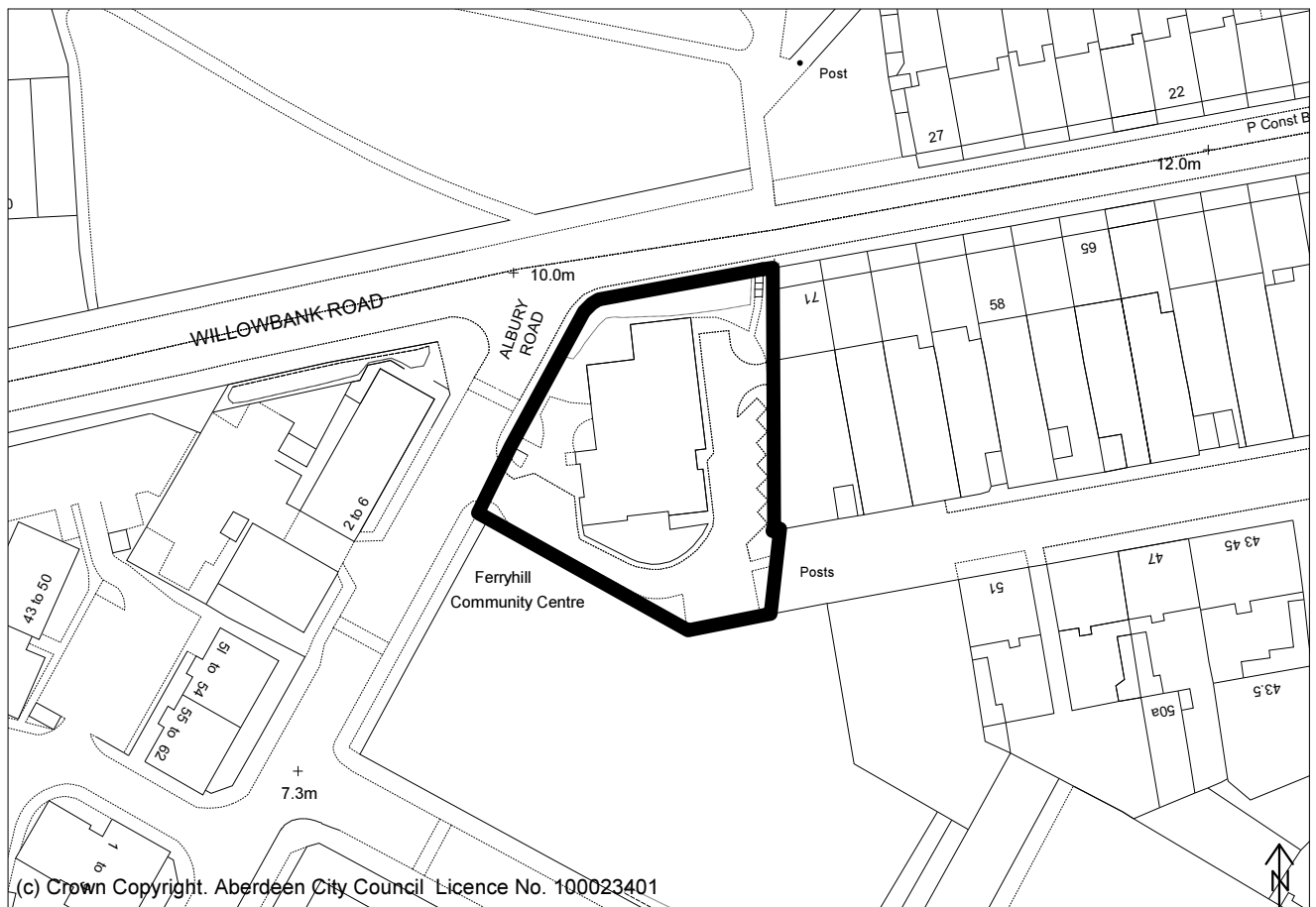
Agenda Item 2.6

ALBURY ROAD, ABERDEEN

EXTENSION OF EXISTING BUILDING

For: Ferryhill Community Centre, Mrs
Maureen West

Application Ref.	: P120328	Advert	:
Application Date	: 02/03/2012	Advertised on	:
Officer	: Matthew Easton	Committee Date	: 24 May 2012
Ward: Torry/Ferryhill (Y Allan / G Dickson / A Donnelly / J Kiddie)		Community Council	: No response received



RECOMMENDATION: Approve subject to conditions

DESCRIPTION

The site is the Ferryhill Community Centre situated on the corner of Albury Road and Willowbank Road. The building is predominately two storeys in height with a lower single storey portion facing Albury Road. There is a car park which is accessed from Albury Road and provides six parking spaces at the rear of the building.

To the south is a playing field, to the north across Willowbank Road is Bon Accord Terrace Gardens which is a public park, to the west across Albury Road are 2½ storey flats and to the east on Springbank Road are 2½ storey terraced dwellings which are category C(S) listed.

The site is within Conservation Area 3 (Bon Accord Crescent / Crown Street).

HISTORY

- Planning permission (92/2402) for the erection of the community centre was granted in July 1993 by the Secretary of State after the Planning Committee gave a willingness to approve an application.
- Planning permission (A7/2501) was granted by delegated powers in March 2008 for a small extension to the front of the community centre. The extension has since been constructed and is complete.

PROPOSAL

It is proposed to construct a small single storey extension to the existing community centre. It would be positioned on a small area of landscaping adjacent to the existing entrance at the front of the property, facing Albury Road.

It would measure 4.4m x 6.5m and 4m in height with a pitched slate roof. The external walls would be finished in synthetic blockwork and brown PVCu windows would be installed.

REASON FOR REFERRAL TO SUB-COMMITTEE

The application has been submitted to the sub-committee as it falls outwith the Scheme of Delegation by virtue of the Councils ownership of the community centre.

CONSULTATIONS

ROADS SECTION – No observations.

ENVIRONMENTAL HEALTH – No observations.

COMMUNITY COUNCIL – No response received.

REPRESENTATIONS

None received.

PLANNING POLICY

Aberdeen Local Development 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, colours, 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 D5 (Built Heritage) – Proposals affecting conservation areas or listed buildings will only be permitted if they comply with Scottish Planning Policy.

Policy H1 (Residential Areas) – Within existing residential areas, proposals for non-residential uses will be refused unless (1) they are considered complementary to residential use; or (2) it can be demonstrated that they use would cause no conflict with, or any nuisance to, the enjoyment of existing residential amenity.

Policy NE5 (Trees and Woodland) – Appropriate measures should be taken for the protection and long term management of existing trees and new planting both during and after construction.

National Guidance

Scottish Planning Policy (Conservation Areas) – A proposed development that would have a neutral effect on the character or appearance of a conservation area (i.e. does no harm) should be treated as one which preserves that character or appearance. The design, materials, scale and siting of new development within a conservation area, and development outwith the conservation area that will impact on its appearance, character or setting should be appropriate to the character and setting of the conservation area.

Planning permission should normally be refused for development, including demolition, within a conservation area that fails to preserve or enhance the character or appearance of the area.

EVALUATION

- The building is a community facility within a residential area. The extension is relatively small scale given the size of the existing facility and it is not considered that the expansion of the premises would cause any conflict with, or any nuisance to the enjoyment existing residential amenity of the area. It is considered that the proposal complies with Policy H1.

- Although the extension would project forward of the main building it would not appear unduly prominent in the street scene due to its small size and the building's setback from the street. The proposed materials would match the existing building in appearance. The character of the conservation area would be maintained and the setting of the nearby C(S) listed buildings on Springbank Terrace would be unaffected. The proposal complies with policies D1 and D5.
- A small area of landscaping which features bushes and shrubs would be removed to allow the construction of the extension. Whilst this is unfortunate, the site is relatively tight and there is little scope for extending on any of the other elevations of the building and there is little scope of replacement. It is considered that the removal of the landscaping would have an insignificant effect upon the area.
- No trees would be removed for the development however there is a large deciduous tree in a landscaped area between the front of the building and Albury Road. As the canopy of this tree is fairly close to the site of the extension a condition has been attached which requires the developer to contact the planning authority to agree any works which are required to the tree prior to work taking place.

RECOMMENDATION

Approve subject to conditions

REASONS FOR RECOMMENDATION

The proposed extension would have no adverse impact upon neighbouring properties or the amenity of the area, the character of the conservation or the setting of nearby listed buildings.

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

(1) 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.

Dr Margaret Bochel

Head of Planning and Sustainable Development

Agenda Item 2.7

3 WHITEHALL ROAD, ABERDEEN

PROPOSED VARIATION TO CONDITION 1
OF PLANNING PERMISSION REF P111438
TO ALLOW INSTALLATION OF 4 PLATE
ELECTRIC OVEN

For: Wood Floor Centre Mr Steven Gardner

Application Ref. : P120324
Application Date : 14/03/2012
Officer : Jennifer Chalmers
Ward: Hazlehead/Ashley/Queen's Cross(M
Greig/J Stewart/R Thomson/J Corall)

Advert : Section 34 -Proj. Pub.
Concern
Advertised on : 28/03/2012
Committee Date : 24th May 2012
Community Council : No response received



RECOMMENDATION: Approve subject to conditions

DESCRIPTION

The site forms the north side of the premises which currently comprises the Wood Floor Centre and Tree House. The property is a Category 'C' listed building and located within the Albyn Place and Rubislaw Conservation Area.

HISTORY

P101980 – Unconditional approval granted on 25th March 2011 for 'New partitions to be formed internally and formation of new velux window at roof level'.

P101670 – Unconditional approval granted on 25th March 2011 for 'Existing retail shop to be changed to 3 bedroom flatted property with mezzanine'.

P111438 – Conditional approval granted on 3rd November 2011 for the 'Partial change of use from retail shop to coffee shop'.

PROPOSAL

Detailed planning permission is sought to vary Condition 1 of planning permission ref P111438 to allow the installation of a 4 plate electric oven.

Condition 1 wording within P111438:

(1) that no cooking / frying operations or hot food preparation shall be carried out on the premises other than the re-heating and hot holding of soups, etc, teas, coffees and Panini's and preparation of sandwiches, unless the planning authority has given prior written approval for a variation - in order to prevent the creation of nuisance by the release of odours and to protect the amenity of the residents on the upper floors of the application premises.

REASON FOR REFERRAL TO SUB-COMMITTEE

The planning application was advertised as a Section 34 (Project of Public Concern) under Development Management Procedure Regulations 2008 – Schedule 3. 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 objection provided conditions attached in relation to: no deep fat frying, details given in relation to proposed means of filtering, extracting and disposing of cooking fumes, sound attenuation, deliveries / uplifts hours and refuse disposal.

COMMUNITY COUNCIL – No observations received

REPRESENTATIONS

One letter of representation has been received. The objection relates to:

- The plans not showing where the extract venting is located outside the building.

The observations in relation to the internal positioning of the proposed oven are not a material consideration.

PLANNING POLICY

Aberdeen Local Development Plan: Policy H1 (Residential Areas) – this policy states that it is important to retain the character and 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 suggest otherwise.

This application refers to the proposal to vary Condition 1 of planning permission P111438 in order to allow for the installation of a 4 plate electric oven. The considerations for this application relate to the possible impact on the amenity through the release of odours from the premises as a result of installing the electric oven.

The Council's Environmental Health Officer has no objections to the proposal provided conditions are attached to the application, as written below. The proposal would link up to an existing roof vent and would therefore not require the creation of further external venting.

Overall, it is not considered that the proposal would have a detrimental impact on the character or amenity of the surrounding area. The proposal accords with the Aberdeen Local Development Plan.

RECOMMENDATION

Approve subject to conditions

REASONS FOR RECOMMENDATION

That the proposed variation to Condition 1 of planning permission Ref P111438 to allow for the installation of 4 plate electric oven would not have a detrimental impact on the character or amenity of the surrounding area as conditions have been attached to deal with any potential for odour nuisance to occur from the use of the cooking equipment. The proposal accords with the Aberdeen Local Development Plan.

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

(1) that no deep fat frying is undertaken on the premises, unless the planning authority has given prior written approval for a variation - in order to prevent the creation of nuisance by the release of odours.

(2) 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.

(3) that the building hereby granted planning permission shall not be used for the sale of hot food unless it has been adapted to provide sound attenuation against internally generated noise. Such a scheme shall ensure that the internal noise level in residential properties above and adjacent to the hot food shop is not greater than 45 dB[A] during the day and 35 dB[A] at night in each habitable room, all in accordance with details submitted to and approved in writing by the planning authority before development commences, unless the planning authority has given prior written approval for a variation - in order to preserve the amenity of the neighbourhood.

(4) that the premises shall not operate other than during the hours from 8.00 am until 11.00 pm on any day, unless the planning authority has given prior written approval for a variation - in order to preserve the amenity of the neighbourhood.

(5) that, except as the Planning Authority may otherwise agree in writing, no deliveries shall take place:

(a) outwith the hours of 7.00am to 7.00pm Mondays to Saturdays inclusive, or

(b) outwith the hours of 10.00am to 4.00pm Sundays,

- in the interests of residential amenity

(6) 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, along with a systems of regular maintenance 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 - in order to preserve the amenity of the neighbourhood.

Dr Margaret Bochel

Head of Planning and Sustainable Development.

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 3/30/2012 3:07 pm
Subject: Planning Comment for 120324

Comment for Planning Application 120324
Name : Michael J Walker
Address : 7 Desswood Place
Aberdeen

Telephone :

Email :

type :

Comment : As far as I am aware the original application was conditional upon there being no cooking on the premises. The drawings submitted for the variation do not appear to provide a correct location for the proposed oven in as much as it appears to be sited at the access to the property on Whitehall Road/Price Arthur Street. It does not show where the extract venting is located outside the building and how this will impact the amenity of neighbouring residential properties. If the location on the submitted drawing is the current access does this mean that the only entrance to the whole property will be the door at the junction of Whitehall Road/Desswood Place.

I look forward to hearing from you regarding these points.

Mike Walker

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Agenda Item 3.1

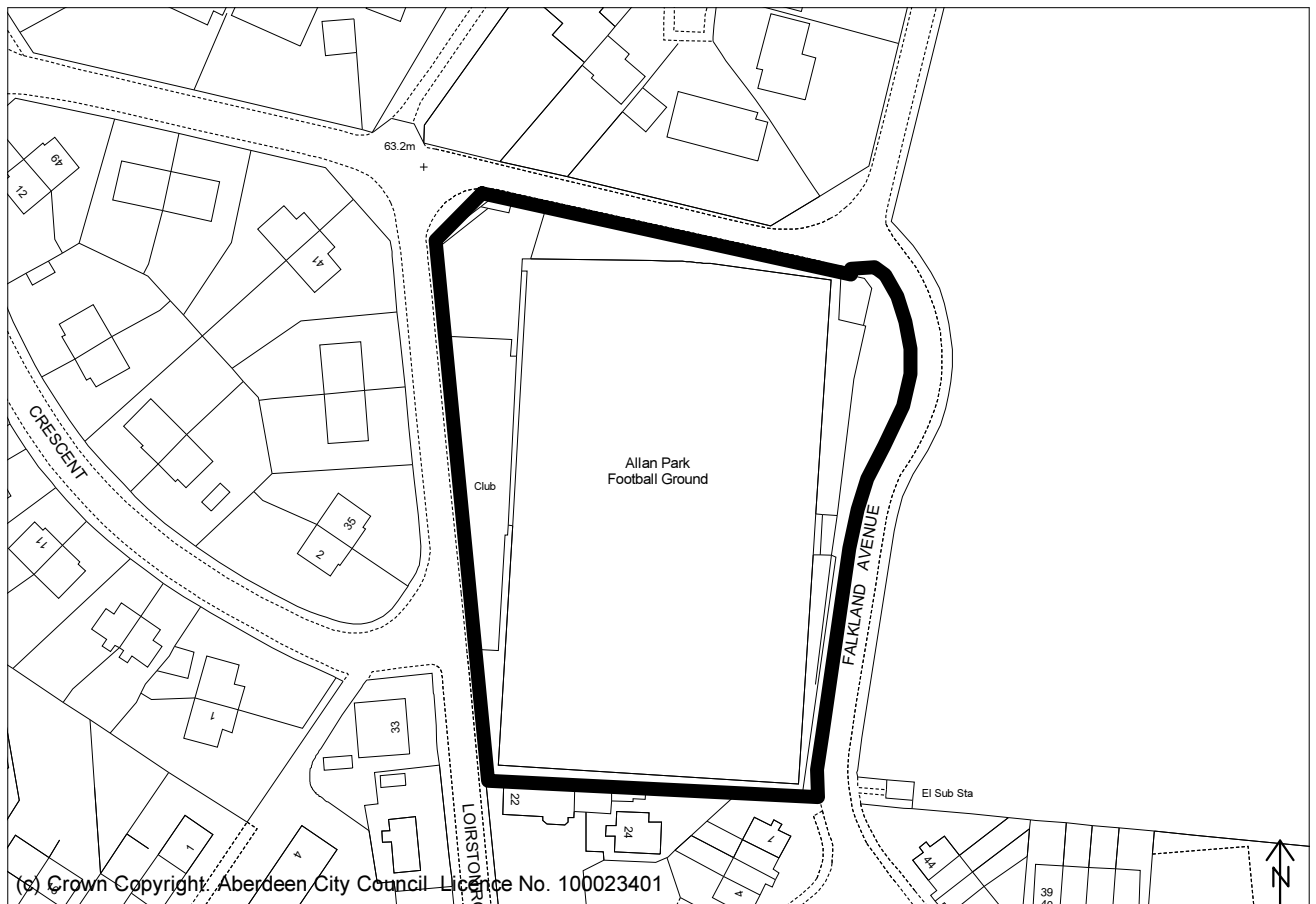
ALLAN PARK, LOIRSTON ROAD, COVE

ERECTION OF 60 NO.DWELLING
HOUSES AND FLATS AND ASSOCIATED
WORKS

For: Stewart Milne Homes

Application Ref. : P120215
Application Date : 14/02/2012
Officer : Lucy Greene
Ward: Kincorth/Loirston (N Cooney/C
McCaig/A Finlayson)

Advert : Full Notify not poss.
(neighbours)
Advertised on : 07/03/2012
Committee Date : 24th May 2012
Community Council : Comments



RECOMMENDATION: Refuse

DESCRIPTION

The application is the existing Cove Rangers football ground and is approximately 0.846 hectares in size.

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

Three sides of the site are bounded by streets, with Loirston Road, the busiest road, to the west, Coast Road to the north and Falkland Avenue to the east.

Out side the site, there are fields, the railway and the sea is visible to the east. Areas of housing surround the site on all other sides.

The north side of Coast Road is bounded by a granite wall which forms the ends of rear gardens to houses on Loirston Manor. There are large mature trees within the rear gardens of these houses along much of the length of Coast Road. The houses in Loirston manor are mostly two storeys in height, although the nearest house is a single storey with a conservatory to the rear. The distance between the conservatory and the boundary wall of the existing pitch is approximately 12m.

On the west side of Loirston Road, there are semi detached single and two storey houses fronting on to the road.

On the south side, two houses at the south west corner of the pitch abut the boundary of the application site and one of these has windows that currently overlook the pitch. These are one / one and a half storey traditional cottages.

There is a fall of approximately 4m east - west across the site with the east side being lower; there is a much less pronounced change in levels north – south; the north east corner is the lowest point of the site and the north west corner the highest.

A Design and Access Statement, Drainage Assessment and a Transport Statement have been submitted with the application.

PRE-APPLICATION CONSULTATION

In accordance with the statutory requirements for major applications pre-application consultation was undertaken with the local community. This was based on a plan that showed similar type of development, but with the units located along the east and west sides of the site.

A public event took place and the attendance list indicates that 31 people attended, the report indicates that 11 feedback forms were received and copies of these are included within the report.

Following receipt of feedback, changes were made to the proposals in terms of the vehicular entrance being moved, the numbers of units was reduced and more open space introduced, flats are in one corner of the site only and views to the sea maximised, no over looking of existing houses and landscaping has been introduced including tree lined roads.

HISTORY

None

PROPOSAL

The application proposal is for the erection of 54no. two storey dwellinghouses and 6no. flats in a three storey block, these would consist of:

44no. 2 bed houses

10no. one bed houses

6no. 2 bed flats – affordable units

These would be in blocks of ten or eight houses, in a format where the mid terrace houses are single aspect and back to back with each other.

The houses would be located around the perimeter of the site, fronting onto the existing streets and into the site; the flats would be located in the north east corner – where ground levels AOD (above ordnance datum) are at their lowest.

There would be 95no. parking spaces. This equates to 0.8 space per flat, 1 space per one bed house, 1.5 spaces per 2 bed house and an additional 14 no. spaces.

The buildings would be finished in white coloured drydash with reconstituted stone feature panels and basecourses in buff black. The roofs would be finished in grey concrete tiles, finished would be white UPVC, woodwork would be stained white and rainwater goods would be black upvc.

An area of open space with seating would be provided on the Loirston Road side of the site. This would be approximately 20m by 30m in size. Approximately 50no. trees would be planted in the open space, amenity areas and within the car park.

None of the houses would have private gardens, however, all would have small areas of grass in front, ranging from 2m by 4.5m to 4m by 4.5m.

Communal cycle and bin stores would be provided.

REASON FOR REFERRAL TO SUB-COMMITTEE

The determination falls outside the Council's scheme of delegation as there are more than five objections and an objection from a statutory consultee.

CONSULTATIONS

ROADS SECTION – requests additional details relating to site drainage that could be dealt with via a condition; refuse collection arrangements acceptable subject to confirmation with the Waste Management Unit; although there is a shortfall in parking in relation to parking standards this is acceptable due to the nature of the development and the good public transport links; the Traffic Regulation Order set up for the football stadium may have to be removed and the cost borne by the applicant.

In line with the adopted Aberdeen City and Shire Structure Plan, proposed developments within the strategic growth area and of certain threshold may be required to make financial contributions towards the Strategic Transport Fund. The proposed development is more than 5 dwellings and as such a financial contribution will be required to be made towards the Strategic Transport Fund (STF). An estimate of the required contribution is given below and the granting of planning approval should be conditional on an appropriate legal agreement being in place with regards to the payment of the STF contribution. Although the proposal is for the redevelopment of a site which has an existing use, no adjustment to the contribution has been made as it is deemed that the site's current impact on the strategic transport network is out-with peak times.

Residential STF Contribution Estimate			
<i>Unit size</i>	<i>Contribution per unit</i>	<i>Dev. units</i>	<i>Sub Total</i>
1 bedroom	£1,239	10	£12,390
2 bedrooms	£1,652	50	£82,600
3 bedrooms	£2,064	-	-
4 bedrooms	£2,477	-	-
5 bedrooms or more	£2,890	-	-
Total			£94,990

ENVIRONMENTAL HEALTH – Recommends attachment of conditions relating to hours of construction and refuse disposal.

COMMUNITY COUNCIL – Objects to the application, making the following points:

- Allan Park is not a brownfield site, nor is it identified as such in the local plan;
- Allan Park is Urban Green Space and Policy NE3 applies;
- Allan Park is not identified as a site for development in the local plan;
- The proposal for 60 houses is over development of the site;
- The number of affordable houses is not in accordance with the local plan;
- The height of the buildings should be in keeping with the surrounding area and limited to 2 storeys;
- There should be adequate parking spaces to avoid parking on surrounding streets;
- The Coast Road will require to be upgraded;
- A traffic impact assessment will be required; and,
- Planning Gain is not identified.

PLANNING GAIN TEAM – Contributions required in the form of affordable housing, and towards community facilities, recreation, library and core paths.

SPORTSCOTLAND – No objection providing that there is a robust mechanism in place for delivering the replacement facilities: either a suspensive condition requiring that the replacement facilities are provided and are fully available for use prior to the commencement of development or a legal agreement covering the delivery of the replacement facilities.

SEPA – No objection provided that conditions are attached relating to: SUDS and a construction environmental management plan to minimise pollution and impacts on amenity

SCOTTISH WATER – No objection

REPRESENTATIONS

Eight letters of representation were received, these raised the following issues:

- that the land should be used for something other than more housing;

- insufficient parking spaces and additional parking on-street would cause problems; double yellow lines should be considered;
- blocks to the northern end of the site are crammed close together and too close to the stone wall at the back of Loirston Manor; there is a disproportionate amount of development in this area of the site;
- the three storey block is out of character with Cove, where there are no three storey buildings;
- the development lacks character, is visually unappealing and is out of keeping with Cove;
- that contributions should be made towards local facilities such as the swimming pool, supermarket or sports centre;
- some green space should be provided on the site;
- that the Coast Road to the north of the site requires widening and would not be able to accommodate the extra traffic from the site;
- facilities in Cove are not adequate for additional housing;
- the need for traffic calming and extra crossings due to children playing the area;
- a traffic impact assessment should be carried out;
- over development, no gardens would be provided;
- that crime and vandalism may result;
- retaining walls would be required;
- that subsidence may be caused to existing houses;
- back gardens in Falkland Avenue sometimes flood as they are at a lower level than the existing pitch and changes in levels may exacerbate this;
- frogs and newts inhabit some gardens and building work may effect them;
- in terms of scale the relationship of proposed houses to those existing is unclear;
- a wall should be retained along the Coast Road and trees planted in the gardens of the houses;
- the plans differ from those shown pre-application which did not have development along Coast Road, nor did they show a three storey block;
- the open space is located poorly as it would be adjacent to the main road with its pollution

PLANNING POLICY

The development plan consists of the Structure Plan 2009 and the Aberdeen Local Development Plan 2012.

Aberdeen City and Shire Structure Plan 2009

One of the objectives of the Structure Plan is to help create sustainable mixed communities and the associated infrastructure. Targets also include 40% of development being on brownfield sites, development on sites over 1ha to be at a density of over 30 dwellings per hectare.

In section 5 – ‘Putting this plan into practice’ the Structure Plan highlights the needs for developers to make contributions towards infrastructure.

Supplementary Guidance has been ratified in support of the structure plan: Delivering Identified Projects through a Strategic Transport Fund.

The Aberdeen City and Aberdeenshire Cumulative Transport Appraisal (CTA) demonstrates that new development across the north-east will have an impact on transport infrastructure and that movements rely on a network of road, rail and public transport.

A package of defined transport projects are identified by the CTA to mitigate the impacts of new development and the purpose of the SG is to provide a mechanism for securing contributions from development to fund the delivery of this infrastructure. The areas covered by this supplementary guidance are the strategic growth areas (SGAs) within the Aberdeen Housing Market Area (AHMA). All housing, business, industrial, retail and commercial leisure developments (subject to criteria) allocated to meet the structure plan allowances within these areas will be expected to make a contribution to strategic transport projects. However, any appropriate proposal on an unallocated site within the AHMA will be liable to make a contribution. The requirements of this guidance in relation to this application are described in the comments from the Roads Section above.

Aberdeen Local Development Plan 2012

Policy H1 'Residential Areas' – the site is zoned under this policy. The policy states that new development will be approved in principle if it, *inter alia* :

1. does not constitute over development;
2. does not have an unacceptable impact on the character or amenity of the surrounding area; and,
3. does not result in the loss of open space as defined in the Open Space Audit 2010.

Policy H3 – Density – appropriate density of development will be sought on all windfall sites.

Policy H4 – Housing Mix – Developments of larger than 50 units are required to achieve an appropriate mix of dwelling types and sizes.

Policy H5 – Affordable Housing – Housing developments of more than 5 units should contribute no less than 25% as affordable housing.

Policy D1 – New development to be designed with due consideration for context and make a positive contribution to its setting.

Policy D2 – Design and Amenity – in the interests of amenity:

- privacy to be designed in;
- residential development to have a public face to the street and a private face to an enclosed garden or court;
- all residents to have access to sitting out areas;
- parking must not dominate private courts – guideline 50%;
- layout to take advantage of views and sunlight;
- measures to design out crime and design in safety;
- external lighting to take into account amenity.

Policy NE3 – Urban Green Space (this policy also relates to small areas not included in the Proposals Map)

Permission will not be granted to redevelop any sports pitches unless an equivalent area is provided, with various criteria also applying.

Policy NE4 – Open Space Provision in New Development

Communal or public open space should be provided in all residential developments, including those on brownfield sites.

Policy R7 – Low and Zero Carbon Buildings

Refers to Supplementary guidance (SG) for level at which predicted carbon emissions must be reduced by the use of low and zero carbon generating equipment.

SG on Low and Zero Carbon Buildings 2012

Circular 1/2010 Planning Agreements (paragraph 18) states that:

“Planning agreements must be related in scale and kind to the proposed development. In assessing any contributions planning authorities may take into account the cumulative impact of development over time. The effect of such infrastructure investment may be to confer some wider community benefit but contributions should always be proportionate to the scale of the proposed development.”

EVALUATION

The application shall be determined in accordance with the development plan unless material considerations indicate otherwise.

The issues are the principle of the residential use on the site in question; the appropriateness of the design and layout proposed; car parking; and, the other policy issues and matters raised in representations, including planning gain.

Residential Use

The application site consists of Cove Rangers stadium, this was assessed in the Open Space Audit 2010 and scored very low. There is no access for the public to use the pitch for recreational purposes and there is very little wildlife or biodiversity value. Cove Rangers are planning to move to new facilities in the area and the development of their existing ground would help to fund the move. Sportscotland have also commented that there is no objection to the application, subject to there being some means of ensuring that Cove Rangers new facilities are delivered. This could be by condition or by legal agreement.

The Open Space Audit reports that Cove is relatively well catered for in terms of parks and greenspaces, with a large neighbourhood park (Earns Heugh Road) running through the centre of the residential area, pockets of amenity open space, a local park to the south west (Catto Park) and a play facility at Charleston Road.

In terms of the policies relating to residential areas and to urban green space (Policies H1 and NE3 respectively), there is no conflict with policy as the pitch will be replaced, and it is not of high value as an open space.

It is therefore considered that, in principle, residential use is considered acceptable on the site, subject to the replacement facilities for Cove Rangers being included in a legal agreement.

Design and Layout

Lengthy negotiations with the planning authority have resulted in a reduction in the number of units from those previously included at the pre-application stage and in the layout now proposed. This attempts to balance the requirements of providing a satisfactory residential environment, adequate parking spaces and areas of green space and landscaping. The development as proposed would not turn its back on the surrounding streets. From the surrounding streets the houses, in terms of their scale, massing and elevational design would look not dissimilar from some existing houses within Cove. The three storey building housing the flats is located on the lower part of the site and not directly facing existing houses. Due to the contours of the land, the height to ridge level is less than 2m higher than the adjacent houses to the west.

The layout, design, scale and massing of the proposal is considered acceptable on the site and in keeping with the surrounding residential areas. The proposal therefore complies with Policy D1.

In terms of Policy D2, there would be no significant adverse impact on the privacy of existing residents nearby as a result of the proposal and privacy would be designed into the new development. The front elevation of the houses on Coast Road would be approximately 22m from the main rear elevation of the nearest existing house on Loirston Manor. This house has a conservatory of approximately 4m in length, resulting in the end of the conservatory being approximately 18m from the nearest house, with trees in between. This relationship is considered acceptable as 18m is used as a general guideline for the acceptable distance between opposite windows.

The wording of the Policy D2 does not specifically refer to this type of layout where single aspect houses are proposed, by its nature some of the houses face into the site and some face north, however, account has been taken of views and sunlight, by, for example, placing wider grassed areas in front of the houses that face south. However, this type of housing has been granted planning permission in the City already, in both Cove and Kingswells and it is considered that the principle and this particular layout do not conflict with the policy.

Affordable Housing

The application proposes 6 no. flats as affordable housing. This equates to 10% of the development as affordable housing which does not comply with the LDP requirement in Policy H5. As negotiations on the development have been ongoing for some time, during which the numbers of units have been reduced and taking into account the particular type of units proposed, in this particular set of circumstances, it is considered reasonable to accept the affordable housing provision proposed.

Car Parking and Transport

In terms of car parking, the Council's Roads Section does not object to the proposal, it is considered adequate parking has been provided for the development. Although these units are houses, they are more akin in size to flats, on that basis it is considered that the level of parking is acceptable. A Transport Statement has been submitted in respect of the proposal, this shows that the proposed development would have no significant impact on the local road network and that the proposed development has good accessibility to sustainable modes of travel.

The proposed development is for more than 5 dwellings and as such a financial contribution will be required to be made towards the Strategic Transport Fund, in accordance with the ratified Supplementary Guidance. The developer is expected to make a contribution of £94,990 towards the STF and the granting of planning approval should be conditional on an appropriate legal agreement being in place with regards to the payment of the STF contribution. In response to the requirement to pay the STF, the applicant has argued that the STF should not be paid due to the length of time over which discussions have been taking place on the site, the revisions to the proposal that have reduced numbers of units on the site, the request being made well after the applicant had been lodged and the view of the applicant that the STF is unspecific and does not target improvements in the local vicinity.

In response: the proposal was amended in order for it to be acceptable in terms of policies in the LDP, this process is common especially in relation to a major application. Previous versions of the proposal would have been likely to have been recommended for refusal for reasons relating to the design of the layout. The LTF was raised in the initial response from the Roads Section to the consultation on the application, as well as in comments from the Planning Gain Team. However, the applicant has been involved, as a company, in consultations and discussions on the SG that relates to the STF and would have been aware of it prior to receiving comments from the Roads Section.

The cumulative impact of granting permission for development without contribution towards the STF would be that infrastructure required across the City to support the users of additional development would not be provided, to the detriment of sustainable economic development in the area.

Drainage

In terms of any potential for water run-off from the site onto the gardens of houses nearby, a drainage impact assessment has been submitted and the details of the sustainable urban drainage system (SUDS) would be the subject of a condition on any permission granted.

Objections

The issues raised by objectors have been dealt with in the paragraphs above.

In conclusion, the development is considered acceptable in respect of the LDP policies described above, however, it does not comply with Supplementary Planning Guidance relating to the Structure Plan 2009 due to the lack of contribution towards the STF. This would set a precedent for other similar developments, the cumulative impact of which would have an adverse impact on the delivery of infrastructure in the City to the detriment of sustainable economic development.

Should Members resolve to approve the application contrary to recommendation, it is recommended that planning permission be withheld pending the signing of a legally binding agreement for the payment of contributions towards planning gain, and to secure the provision of affordable housing; and, that conditions be attached, including relating to those matters raised by statutory consultees. The conditions should relate to: SUDS, laying out of car parking, delivery of replacement facilities for Cove Rangers (this could also be dealt with via the legal agreement), low and zero carbon equipment, refuse disposal, landscaping, tree planting, a Construction Environmental Management Plan, hours of construction work and materials

RECOMMENDATION: Refuse

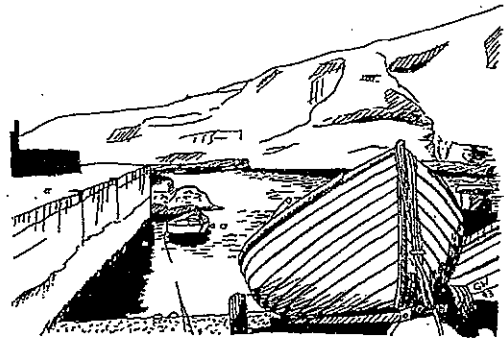
REASONS FOR RECOMMENDATION

That the application proposal does not comply with Supplementary Planning Guidance: Delivering Identified Projects through a Strategic Transport Fund, as no contribution would be made towards the fund and the development would not therefore mitigate its wider impact on the strategic road network. This would set a precedent for other similar developments, the cumulative impact of which would have an adverse impact on the delivery of infrastructure in the City to the detriment of sustainable economic development.

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
Tel: _____



Web Site: www.cove-bay.com

28 March 2012

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

Dear Sirs,

Planning Application Ref. No. 120215
Proposed Housing Development – Allan Park – Cove Bay
General Comments on Scheme as Submitted

In addition to our letter objecting to Planning Application Ref. No. 120215 we would make the following comments concerning the scheme as submitted:-

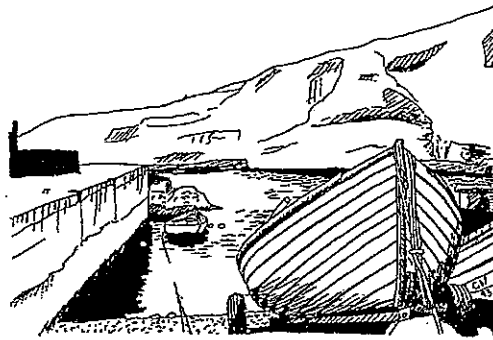
1. The proposal for 60 dwelling houses is overdevelopment of the site.
2. The number of affordable houses is not in accordance with the current local plan.
3. The maximum height of buildings, should, in keeping with the surrounding area, be limited to 2 storeys
4. There should not be a lesser number of parking spaces allocated for the affordable houses
5. There should be adequate parking spaces provided to avoid parking in surrounding streets.
6. The coast road will require to be upgraded.
7. A traffic impact assessment will be required.
8. Planning Gain is not identified.

Yours faithfully _____

A W Finlayson _____
pp Cove and Altens Community Council

COVE AND ALTENS COMMUNITY COUNCIL

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1 Partan Skelly Avenue
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28 March 2012

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

Dear Sirs,

Planning Application Ref. No. 120215
Proposed Housing Development – Allan Park – Cove Bay

Cove and Altens Community Council wish to formally object to the above Planning Application. The reasons for our objection are as follows:-

1. Allan Park is not, as suggested in the Developers Design and Access Statement, a Brownfield Site [see definition on page 224 of current Local Plan].
2. Allan Park is not identified as a Brownfield Site in the current Local Plan [Appendix 1].
3. Allan Park is Urban Green Space. This is defined in Paragraph 3.67 and Policy NE3 in the current Local Plan.
4. Allan Park is not identified as a site for development in the current Local Plan.

We therefore request that this Application be refused.

Yours faithfully,

A W Finlayson
pp Cove and Altens Community Council

>>> 3/4/2012 1:12 pm >>>

I want to severely protest to the Planning permission made by Stewart Milne to build sixty houses on the Cove Rangers football ground.

Firstly the schools, medical facilities and shopping can not handle the housing at the moment and there are more being built else where. Presently I am retired have heart problems and Asbestosis and if I want to see my own Doctor I have to wait 5-6 weeks. Secondly this ground deal is a scam made by three top business men in Aberdeen on the scale of the Glasgow Rangers, to me they are feathering each others nests and should be stopped. I look forward to hearig from you that my protest has been accepted.

Jim Morrison

From: heather gordon
To: "pi@aberdeencity.gov.uk" <pi@aberdeencity.gov.uk>
Date: 15/03/2012 08:36
Subject: application 120215

To Whom it may concern,

I am the home owner of 40 Loirston Manor, Cove Bay. I am emailing you with my objections on the proposed development Allan Park application no. 120215, the following are my concerns:

1. The three storey building which was never in the original plans. This building is not in keeping with the surrounding environment, my knowledge of this area is that there are no three storeys. This three storey will also encroach on the privacy of the already existing buildings ie home dwellings. I am almost sure that there is a law that exists about invading others privacy and blocking daylight hours. The original plan had lots of green trees to stop invasion of privacy.
2. There will also in my opinion be too many houses on this plot of land, with insufficient parking,(proposed parking spaces are 1.4), most households these days have 2 cars. This will lead to cars parking on local roads outside of the development.
3. The already overworked coastal road will yet be subjected to even more traffic and even more frustrations with drivers. This road is a small coastal road and unable to deal with this amount of traffic. Especially if the station fields project goes ahead.
4. Also the overload of children that would be attending the local school which is already at full capacity.

This development would be better served to the local community as a childs sports centre, with all the facilities exciting to do so, it would also create more jobs for the future instead of yet more housing.

I would also like to point out that the plans we reviewed at Marshall College were not to scale.

All in all there has been no consideration taken into the local area to enhance or provide better living conditions for the community that already exists

This letter is written without prejudice

Many Thanks for you time
RSVP would be appreciated

Heather Gordon Watt

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 25/02/2012 15:34
Subject: Planning Comment for 120215

Comment for Planning Application 120215

Name : ian stark
Address : greenarbour
old coast road
cove bay
aberdeen

Telephone :

Email :

type :

Comment : i object to the application because i feel the ground could be used for something else other than more housing for stewart milne profits.i am sure stewart milne homes have made plenty money out of building houses on every available space in cove.surely they could be asked to contribute something to cove such as sports centre ,swimming pool, supermarket or leave some green space at cove rangers site

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 15/02/2012 11:03
Subject: Planning Comment for 120215

Comment for Planning Application 120215

Name : Scott Lawrie
Address : 5 Cassie Close
Cove Bay
Aberdeen

Telephone :

Email :

type :

Comment : I would like to ask Stewart Milne to make sure that this development includes the widening of the road that currently runs down the side of Allan Park past the turnstile entrances to the ground, and links to the coast road. This has clearly been acknowledged by ACC as when they have installed road calming measures ie speed bumps they have only put in single central ones rather than the standard two, one for each direction

This road is currently very narrow and would not be able to accomodate the extra traffic travelling both ways, that this development would generate.

Thanks

From: "Kirstin McKenzie"
To: <pi@aberdeencity.gov.uk>
Date: 20/03/2012 08:58
Subject: planning application queries - 120215
Attachments: ole0.bmp

Lucy Green - planner dealing with application
 tel - 522378

queries:

Single road, will it cope with added traffic (Cove Road, Falkland Avenue)? Didn't find anything to say this had been looked at - a little about how the type of street layout within the development means that street calming happens automatically with people driving slowly - but nothing to relate to impact of extra cars onto existing roads - 60 x2 bedroom flats may mean up to 120 more cars.

Will there be extra crossings put in for safety? Lots of children in area - historically play in those streets due to hardly any traffic and it is a dead end, are speed bumps being extended?

Development seems quite a lot in the space: no gardens to speak of, where will people/children play? - Vandalism in area/crime?

Levels of surrounding houses: retaining walls needed can't see anything mentioned on the plans - there is a new one within the site but nothing between the site and houses next door - level change is quite dramatic.

Worried that building work may impact on house (and garden): subsidence.

Flooding: Cove Rangers water their grass in summer, Falkland Avenue back gardens can flood and changing the levels may make this worse

Newts and frogs in the back garden when we moved in because it stays at a constant wet level, bit of a shame if they all move out with the building work going on

How does it look in relation to rest of street - no photos of existing street houses to scale with new houses drawn on. Plans look like footprint of 2 bed houses in Falkland Avenue, but doubled (new blocks have single aspect house, backed onto each other), may over scale existing development

Parking in driveway - problem getting into driveway at present if people start to park in street nearby, with more traffic in the area, may not be able to use driveway at all

pi@aberdeencity.gov.uk

planning query

application number@ 120215

date:28/02/2012

address: Allan Park, Cove, Aberdeen, AB12 3PA

Details: 60 flats development

Applicant: Stewart Milne

Kirstin McKenzie
 24 Loirston Road
 Cove Bay
 Aberdeen
 AB12 3NR

<<Picture (Device Independent Bitmap)>> Please consider the environment before printing this email

0-----0

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 19/03/2012 19:36
Subject: Planning Comment for 120215

Comment for Planning Application 120215

Name : Mr & Mrs Barrow
Address : 38 Loirston Manor
Cove Bay
Aberdeen

Telephone :

Email :

type :

Comment : My objections are as follows:

1. According to plans the flats B, C and D are crammed so close together are almost bang up against the stone wall overlooking Loirston Manor it is obvious no deep thought has been given to the environment.
2. Block D which is 3 storeys is one off in Cove and can only be described as UGLY.
3. Together the whole design of the planned housing seems to me to be total mish-mash and is out of character in Cove bay. I considered Cove to be fairly attractive village but this new housing development does not blend in at all.
4. There are normally 2 cars per household in these modern times and I don't believe that this has been considered looking at the number of parking spaces.
5. The access roads were not built to cope with the amount of traffic /congestion that this new development will create.
6. There are already a lack of conveniences e.g. sports centres for youngsters in Cove and new developments do not take this into consideration.
7. Would Stewart Milne accept a new development next to his new house at Cults? Ask the question?

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 3/17/2012 4:20 pm
Subject: Planning Comment for 120215

Comment for Planning Application 120215

Name : MR.JAMES MACNEIL
Address : 37 LOIRSTON MANOR,
COVE BAY
ABERDEEN
AB12 3HD

Telephone :

Email

type :

Comment : My objections to the planning application No. 120215 are as follows:

• The number of house squeezed in down the Coast Road is disproportionate with regard to the remainder of the development. This will have severe impact on the rear of Loirston Manor housing acting as a visual blot. Also the houses have been pushed tight near the roadside with little consideration to the privacy of Loirston Manor residents.

• There are ~60 car spaces for 60 houses. It is common for most households to have 2 cars. Where are the excess cars going to park as the local roads are narrow width and not suitable for parking. The number of houses should be reduced based on this basis. If no reduction in houses then double yellow lines will need to be considered for all local roads to prevent car accidents through congestion. Also concerned that parking will then overflow into neighbouring streets.

• From an architectural point of view the designs lack character and more effort should have been put into making it blend in with the cottage theme of Loirston Road.

• The 3 storey Block D and Back to Back housing are totally out of character with local housing. The designs appear to be crammed in and visually unappealing. Maximising housing in such a small piece of land shows little respect for the area. It does not fit in with enhancing the image of Cove.

• The road entrance should have been through Loirston Road and not Falkland Avenue. This is due to the Coast Road being too narrow to cope with increased commuter traffic. A traffic safety impact assessment should be carried out as there is a possibility of both congestion and accidents. Maybe the developer should pay towards fully widening the Coast Road to a proper two lane road.

• A wall of some sort should be retained down the Coast Road in keeping with what is there now. Also trees should be planted in the gardens along the Coast Road in keeping with trees across the road in Loirston Manor. Would also enhance privacy for all residents.

Without prejudice
14th March 2012

My objections to the planning application No 120215 are as follows,

1. My objection to the erection of 60 dwelling houses, flats and associated works is because it does not represent the Plans that were displayed to the general public at Cove library last year. I am amazed that the City planners allow themselves to be hoodwinked by the applicant submitting a spurious plan to allay an outcry from the residents of Cove at the aforesaid Public viewing. The parking areas have been totally re-organised to allow Blocks 'B' and 'C' to be accommodated. This was not shown in the original concept; it means that the new dwellings are now intrusive to existing buildings in Loirston Manor.
2. My next objection is to the construction of Block 'D' a three-storey building. This is completely out of character with the housing and to the best of my knowledge there are no three-storied properties in Cove, Altens and Charleston; I would like to know why this premise is being allowed.
3. 84 car spaces for 60 dwelling houses, flats and associated works equates to 1.4 vehicles per dwelling, this I find to be on the low side, it is generally accepted that 2 vehicles per household is the norm. If this is so where will the excess vehicles be parked? The existing roads are narrow and roadside parking will create a danger to young and old, it will also lend itself to bottlenecks to an already increased number of commuters using the Coast road.
4. The original Entrance/Exit sited on Loirston road according to the new plans is to be moved to Falkland Avenue, this seems to be more a cosmetic gambit as the Loirston Manor Entrance/Exit is on Loirston Road and to my knowledge there has been no traffic accidents major or minor over the past 25 years. The sitting area sited as to where the Entrance/Exit should be is in my mind environmentally unsound as it will be sited abutting a main commuting, lorry and bus route. Obviously a high Carbon monoxide risk.
5. Architecturally the proposed plan seems to be engineered towards profit for the developer and lack of thought to the incoming occupants and the existing occupiers of adjoining properties.

Yours sincerely



G. B. Strachan

Agenda Item 3.2

4 BAYVIEW ROAD, ABERDEEN

DEMOLITION OF EXISTING GARAGE AND
OUTHOUSE AND FORMATION OF 2 BED
DWELLING WITH ASSOCIATED PARKING

For: Mrs Ainslie Scott

Application Ref. : P120238
Application Date : 16/02/2012
Officer : Lucy Greene
Ward: Hazlehead/Ashley/Queen's Cross(M
Greig/J Stewart/R Thomson/J Corall)

Advert : Section 60/65 - Dev
aff LB/CA
Advertised on : 07/03/2012
Committee Date : 24 May 2012
Community Council : Comments



RECOMMENDATION: Refuse

DESCRIPTION

The application site consists of an existing semi detached house within a plot of 617m² in total. The site lies within the Albyn Place / Rubislaw Conservation Area. In common with others in Bayview Road, it is two and half storeys in height and built in natural stone with a slate roof. Along the side boundary and to the rear the boundary of the plot is defined by approximately 1.8m high stone walls and a double garage. To the south of the plot is Spademill Lane, a rear lane providing access to the rear of properties along surrounding streets. To the east side of the plot is a gated lane that provides access to a number of garages as well as the rear of properties on the east side of Bayview Road, including access to the garage that occupies the eastern / rear end of the application site. To the north is the adjoining semi detached house and to the west is Bayview Road, with other residential properties of traditional design on the opposite side.

Although originally a rear lane, and along most of its length are garages within the rear gardens of properties fronting onto surrounding streets, there are properties fronting onto Spademill Lane. These include a row of residential properties within relatively close proximity of the application site within an area that was originally part of plot of a property on Queens Road and another property on the north side of Spademill Lane.

HISTORY

A similar application for planning permission (ref. 111510) was refused Development Management Sub-Committee in December last year. The reason for refusal was:

The proposal would be contrary to Policies 1 and 40 of the Aberdeen Local Plan and the Council's supplementary guidance; 'The Subdivision & Redevelopment of Residential Curtilages'. The proposal represents a form of backland development which would create a tandem building line fronting onto a rear lane which would be at odds with the pattern and the overall density in the locality, with an inadequate area of garden ground being provided for the proposed house. Proposed materials would not be in keeping with the character of the surrounding buildings or the conservation area, and there would be a likely adverse impact upon the amenity, sunlight and daylight levels of 6 Bayview Road. Approval of such a proposal would set an undesirable precedent for future applications of a similar nature, which, if replicated, could result in the creation of a second building line behind existing dwellings and fundamentally erode residential amenity and the character of the conservation area.

The difference between the previous proposal and the current application:

- the house proposed under this application is smaller with the house being approximately a maximum of 10.5m long by 5.0m wide, whereas the previous house was approximately a maximum of 12.6m long by 5.9m wide. The overall plot size is larger under the current proposals with the plot proposed to be 153m² as compared to the previous 147m². The plot now proposes additional garden ground to the south west side of the proposed house, with a commensurate smaller area being left for the existing house. The house is approximately 0.5m less in height than that previously proposed.

PROPOSAL

The application proposal is to split the residential plot and to erect a new one and a half / two storey house on the eastern portion of the plot. The existing house would retain 474m² in total with the proposed house having a plot of 153m². The footprint size of houses would be 158m² and 51m² respectively, each therefore covering approximately 33% of their plot. The proposed house would be single aspect - with its frontage to the south. The proposal would involve completely removing two 5.5m lengths of the boundary wall and reducing the height of the remaining length of wall along the Spademill Lane boundary and a 1.5m stretch of the east boundary, with a 1m wall remaining with railings installed on top of the reduced height wall to the same overall height as the existing wall.

The proposed house would be elevated in split faced fyfestone in slate colour, with precast floor level course; the roof would be covered in grey concrete roof tiles with ornamental terracotta coloured ridge tiles; the windows would be timber sliding sash and there would be 2no.velux roof lights on the north elevation of the roof.

The roof ridge would run east-west, so that there would be an eaves height wall along the boundary with the neighbouring house to the north, 6 Bayview Road. Compared to the ground level to the north, the eaves height is shown proposed to be approximately 3.1m above ground level, with the ridge height being 5.7m. The submitted drawings show the ridge height of the proposed house to be 0.815m above the roof of the garage in the rear garden of no. 6 Bayview Road – the house to the north.

The plot coverage of the existing house is approximately one quarter, this would reduce to approximately one third site coverage under the proposal, whilst the proposal house would result in an approximately one third site coverage of its plot.

A Design Statement was submitted with the application. This includes, inter alia, the following:

- the proposed house would not detract from the area and would result in the removal of an unattractive garden wall;
- there have been a number of developments on the south side of the lane, the pavement has been widened and lighting installed. The proposed development on the north side of the lane would complete this;
- the proposal would improve natural surveillance;
- the site has a unique location and would not set a precedent;
- the positioning of the house is akin to a gatehouse;
- materials mirror those used on new developments in the vicinity;
- due to the levels, the proposed house would sit significantly lower and would not obstruct daylight.
-

REASON FOR REFERRAL TO SUB-COMMITTEE

The application falls outwith the scope of the Scheme of Delegation due to the number of representations and the objection from the Community Council.

CONSULTATIONS

ROADS SECTION – Satisfied with the proposal.

ENVIRONMENTAL HEALTH – No comments

COMMUNITY COUNCIL – Objects on the following basis:

- adverse impact on the Conservation Area;
- adverse impact on visual amenity and neighbours;
- in terms of its height and footprint the development would be imposing and would adversely impact neighbours in terms of daylight and sunlight;
- concern relating to pedestrian access and vehicle movements resulting in a hazard in the narrow Spademill Lane;
- proposed materials do not reflect those in the area;
- loss of the natural stone boundary wall;
- the construction of some modern buildings in the back lane is a matter of regret and should not be a precedent;
- the proposal is contrary to the Supplementary Guidance on splitting residential plots in terms of the construction of houses in rear gardens;
- allowing this proposal would set a damaging precedent.

REPRESENTATIONS

Twenty letters of objection were received. The issues raised in objections were as follows:

- that the proposal would represent over development;
- that the proposal is of little architectural merit;
- further danger for vehicles accessing the lane to the rear of Bayview Road, exiting onto Spademill Lane (21 users). Traffic on Spademill Lane has increased due to offices using it to access rear car parks;
- the proposed house would block sunlight to gardens to the north and to the lane, making the lane more icy;
- impact on the character of the conservation area due to proposed building and loss of granite wall;
- the proposal would set a precedent for development of rear gardens;
- the proposal would significantly reduce the garden of the existing house and would have inadequate garden itself;
- proposed house would be out of keeping in terms of scale, with the existing;
- proposal is not designed with due consideration for its surroundings and is contrary to Policy 1 in the adopted local plan;
- proposal would front onto a rear lane in contravention of Council guidance;
- in view of the above, the proposal would be contrary to policy relating to residential areas and supplementary guidance, Scottish Planning Policy; and,
- a recent refusal for two houses on Spademill Lane (ref. 110848) raised many similar concerns and there should be consistency.

PLANNING POLICY

Aberdeen Local Development Plan 2012

Local Plan Zoning: Policy H1 allows for development if, inter alia, the proposal complies with Supplementary Guidance on Curtilage Splits and does not have an unacceptable impact on the surrounding area

Policy D1: states that new development must be designed with due consideration for its context and make a positive contribution to its setting.

Factors such as scale, massing, colour, materials, details, the proportions of building elements and landscaping will be considered.

Policy D4: Aberdeen's Granite Heritage: Permission will not be granted for the removal of granite boundary walls in conservation areas.

Supplementary Guidance (SG)

The Sub-Division and Redevelopment of Residential Curtilages: new development shall be assessed against the following criteria; privacy, amenity space, daylight and sunlight, design and materials, density, pattern/scale of development, trees and garden ground, pedestrian and vehicular safety, car parking and precedent.

Further Guidance

Scottish Historic Environment Policy: SHEP & Historic Scotland's Technical Guidance: new development should be designed to preserve and/or enhance the character of the conservation area.

EVALUATION

The application shall be determined in accordance with the development plan unless material considerations indicate otherwise.

The site lies within an area zoned residential and residential use is therefore considered acceptable in principle, however, subject to other considerations including amenity, siting, design and appearance, landscaping and public safety. The SPG on splitting residential plots provides detailed guidance. The impact on the Conservation Area is also a key issue.

Considering the matters raised by the SPG:

- There are no privacy issues, as the proposed house would have windows only to the south, towards Spademill Lane.
- The proposal has been amended to increase visibility for vehicles exiting the site, and the Roads Section do not object to the proposal. It is also located close to the Bayview Road end of Spademill Lane and there is a narrow path on one side. It is not considered that public safety is a reason for refusal.
- In terms of amenity space, there would be approximately 65m² of garden ground, located to the side and front of the property. There would be some degree of privacy due to the existing boundary wall. Although not unacceptable in terms of the amenity of future residents, the size of plots provided for the proposed and existing house would not be in keeping with those in the area in general.
- The design, proportions and appearance would not be in keeping with other buildings, either along the main road frontages or within the rear lanes, nor would the proposed materials, match the natural stone and slate prevalent in the area. The application site lies within the Conservation Area where it is the duty of the planning authority to have regard to the impact on the character of the area.

The proposal would not preserve or enhance the character of the Conservation Area, due to the loss of the granite boundary wall along Spademill Lane, the loss of enclosure and proposal to install modern railings; the design, proportions and proposed materials of the proposed house would not be in keeping with the traditional buildings in the area.

- In terms of plot coverage, the footprint of the existing and proposed houses would cover approximately one third of their sites, which is not representative of the houses fronting onto the main roads. On Bayview Road, houses typically cover approximately one quarter of the site area. Although, the proposed house would not be dissimilar from others along the rear lane, these few properties were erected some time ago and should not be taken to be representative of a form of development that accords with current policies. Approving planning permission for a further house within the rear lanes in this area, could set a precedent for houses within the rear gardens along Spademill Lane to the detriment of the Conservation Area and the amenity of the area in general.
- In terms of the impact on daylighting and sunlighting, the proposal would have some impact on the end portion of the garden to no. 6 Bayview Road, the adjacent house. There is a garage at the end of the garden which would reduce the impact to some extent, however, the proposed house would be to the south, higher than the existing double garage on the site, and on the boundary. Whilst there would be some effect on the neighbouring garden, this issue alone would not be sufficient to warrant refusal of the application. The proposed house is lower in height by approximately 0.5m than that previously refused.

The matters raised in objections have largely been addressed above. There was a recent refusal of two houses that would have fronted onto Spademill Lane within the rear garden 43 Rubislaw Den South and this raised very similar issues.

In conclusion, the proposal is considered to be unacceptable, as it would be out of keeping with the layout and density of the surrounding area, detrimental to the character of the conservation area in terms of the design, appearance and materials and would not comply with the SPG on the splitting of residential plots in terms of these criteria.

Should Members wish to approve the application, it is recommended that careful consideration be given to the use of materials, and that conditions be attached including relating to materials, the proposed railings, to ensure that the parking is provided and hours of construction.

RECOMMENDATION

Refuse

REASONS FOR RECOMMENDATION

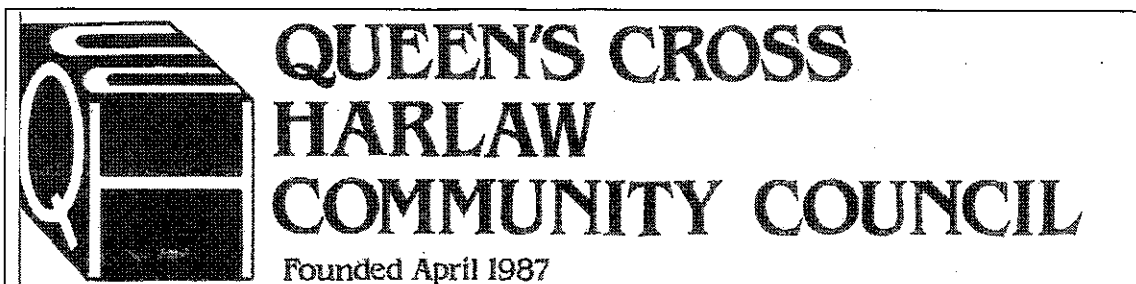
The proposal would be contrary to Policies H1, D1 and D4 of the Aberdeen Local Development Plan 2012 and the Council's supplementary guidance: 'The Subdivision & Redevelopment of Residential Curtilages'. The proposal

represents a form of backland development which would create a tandem building line fronting onto a rear lane which would be at odds with the pattern and the overall density in the locality. Proposed materials would not be in keeping with the character of the surrounding buildings or the conservation area, and the loss of a natural stone garden wall would also detract from the character of the Conservation Area. Approval of such a proposal would set an undesirable precedent for future applications of a similar nature, which, if replicated, could result in the creation of a second building line behind existing dwellings and fundamentally erode residential amenity and the character of the conservation area.

Dr Margaret Bochel

Head of Planning and Sustainable Development.

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Ms Lucy Greene,
Planning and Sustainable Development,
Aberdeen City Council,
Marischal College,
Aberdeen.

Andrew H.R. Goldie,
276 Union Grove,
Aberdeen AB10 6TQ
4th April 2012
Tel.:

Application 120238: Demolition of Garage and Outhouse, and Erection of New Dwelling with Frontage on to Spademill Lane.

Dear Ms. Greene,

Further to our recent telephone conversations, I am writing on behalf of Queen's Cross & Harlaw Community Council in connection with the above proposal. Following approaches from concerned residents and subsequent discussion within the Community Council, we consider the proposed development to be unsatisfactory in a number of areas, and wish to register objection accordingly.

We note that the above proposal follows a previous development application for a dwelling on the same site. This previous application was refused by committee several months ago; and although the present application is based on an altered design, the view of the community council is that most of the grounds of objection previously raised still apply to the present case.

Our comments are as follows:-

1. This property is located within Conservation Area 4. Protection afforded by such status applies not only to property frontages, but also to rear elevations, rear gardens and associated access lanes. This proposed development would stand out as an aberration to the established building pattern, and would have an adverse effect on both neighbours and general visual amenity. Furthermore, the development (and others that would follow) would incrementally increase both building and population density, thereby altering the character of the area. As it would neither enhance nor preserve the Conservation Area setting, the proposed development is therefore at odds with conservation principles and should be rejected accordingly.

2. In terms of both height and footprint, the proposed development is considerably larger than the buildings it will replace, and will be a prominent visual intrusion from the rear perspective of neighbouring properties on Bayview Road. In particular, no. 6 Bayview Road would be affected by overshadowing, visual intrusion and blocking of sunlight; but the aspect of other adjacent sites would also suffer a loss of general amenity by having such a large, dominating structure imposed upon the rear aspect of the properties.
3. In common with previous applications for housing on this site, there is concern with pedestrian access and the potential for conflict with traffic using the access lane. While there is a short stretch of pavement at the very top of Spademill Lane, it is on the opposite side of the lane from the proposed development; and there does not appear to be provision for any additional pedestrian access in the plans as submitted. Presumably, the narrowness of this section of the lane makes it impossible to improve pedestrian access without restricting the lane to a single carriageway. Inevitably, this leaves pedestrians in contention with vehicular traffic in the lane, and thus constitutes a hazard to both pedestrians and passing traffic.
4. Within the Conservation Area, the majority of buildings are of traditional granite construction, and most retain original stone boundary walls, which also define the access lanes to the rear. The proposed building however, does not conform to the granite tradition. Instead, the walls are to be finished in concrete-grey Fyfe-stone (a manufactured product), and topped with grey concrete roof tiles. Apart from the raspberry ribbon of terracotta ridge tiles, the proposed build is in aesthetic terms, a study in concrete. As such, it is out of keeping with, and unsympathetic to, the special character of this conservation area and should be refused accordingly.
5. There has unfortunately, been some development of modern buildings on the south side of Spademill Lane within the large, curtilages to the rear of properties on Queen's Road. The view of the Community Council however, is that the construction of these modern buildings has undermined the Conservation Area, and that the previous granting of planning permission for such buildings must now be looked on as a matter for regret. The existence of such buildings should not provide sufficient precedent to justify similar desecration of the north side of Spademill Lane.
6. Council policy (as detailed in *Supplementary Guidance: The Sub-division and Redevelopment of Residential Curtilages*) on developments in rear-garden areas that front onto lanes rather than a public road is that "there will be a general presumption against the construction of new dwellings in rear garden ground". It is quite clear that the current proposal is in direct contradiction of policy; and planning permission should therefore be refused as a matter of routine.
7. The rear boundary of 4 Bayview Road (and hence the proposed development) faces onto a gated avenue of garages, one of which is to be demolished as part of this proposal. Allowing this development would set a precedent for other property owners in Bayview Road to make similar applications to develop housing to the rear of their properties; and ultimately, the current gated avenue

of garages could develop into a secondary, back-land avenue of additional housing. Similarly, granting approval for the current application would provide encouragement to owners of properties in Rubislaw Den South who may wish to capitalise on their extensive rear gardens by building residential properties fronting onto Spademill Lane. In short, approval of this application would make it more difficult for the Council to adhere to approved policy and resist the flood of similar applications that would inevitably follow.

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 our comments due weight in the determination of this application. We are of the firm belief that this planning application should be rejected for the reasons outlined above. Should Committee Members feel in any way inclined to doubt our assessment however, then we recommend that a site visit be undertaken to resolve matters.

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.



Bayview Ed
Evised 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

Aberdeen City Council
Planning & Infrastructure
Enterprise, Planning and Infrastructure
St Nicholas House
Broad Street
Aberdeen
AB10 1BW

20 March 2012

Dear Dr Bochel

P120238 – Spademill Lane rear of 4 Bayview Road

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

As with the previous application for this site, the Society feel that the proposal is of inappropriate design, particularly for a Conservation Area and would further exacerbate the over-use of an inadequate lane without footpaths which would be prejudicial to public safety. We would respectfully suggest that, as per the previous decision, this area should not be subject to further development.

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

Yours sincerely

Alastair Struthers

From: Bruce Cochrane
To: <pi@aberdeencity.gov.uk>
Date: 20/03/2012 12:23
Subject: Second Planning application 4 Bayview Road Aberdeen

Dear Sirs

I wish to object to the above planning application for 4 Bayview Road Aberdeen ref 120238

The first application has already been rejected and I see no reason that the changes made to the design should change this position

- 1 The application is an overdevelopment of the site
- 2 The plan requires 4 new vehicular dangerous openings onto Spademill Lane No 4 already has access through the communally owned garage space to the rear of the house
- 3 There is no pavement on the north side of Spademill Lane
- 4 The proposed two story house hard on the north boundary would block light from number 6 house and garden
- 5 The area is a conservation area and the materials and design are inappropriate to the surrounds

yours sincerely

T Bruce Cochrane
11 Bayview Road

Bayview

From: "Thomson, Les"
To: <pi@aberdeencity.gov.uk>
CC: "Allison Skinner"
Date: 3/19/2012 2:58 pm
Subject: Objection to: Application number 120238, dated 28 February 2012, Proposed development of new dwelling house and associated parking, at the rear of 4 Bayview Road.
Attachments: Objection to No.4b.doc

Please Pass this letter of objection to - Lucy Greene, Planning Reception, Planning and Sustainable Development, Marischal College Reception, Broad Street, Aberdeen, AB10 1AB by 20 March 2012. Thanks very much.

<<Objection to No.4b.doc>>

Talisman Energy (UK) limited, incorporated in England and Wales (Company number 825828) having its registered office at 20-22 Bedford Row, London WC1R 4JS.
Please follow the attached link for legal and corporate information on the sender of this email:

Dear Sir/Madam,

Re; Application number 120238, dated 28 February 2012, Proposed development of new dwelling house and associated parking, at the rear of 4 Bayview Road, Aberdeen AB15 4EY.

We refer to the above application and want to let you know that we object to the proposal. We also note that this proposal is but a slightly modified version of the previous development proposal No 111510, which has already been rejected by the planning and sustainable development department.

Our objections are as follows:-

The proposed development is within the designated Conservation Area 4 - as defined by Aberdeen Council. The designation is made "in order to protect, and where possible, enhance their architectural character" of the conservation area. This development proposal is in conflict with these objectives.

In addition to not meeting the council's conservation objectives, the proposal would result in leaving a large family home with no back garden. We are concerned that the next development proposal that you are likely to receive from the incumbents, will be to divide the family home into apartments. This would have an even more negative impact on the amenity and character of the area in which we live. The gate, to this very predictable outcome, should not be opened.

We object to the fact that the proposal does not give due consideration to the site's context or make a positive contribution to its setting in the conservation area. Both the design and choice of materials for this development are incompatible with the existing architectural style and character of the area.

The development will impact the privacy of a number of dwellings in the area. There is a short stretch of public footpath at the top of Spademill Lane, on the opposite side from the proposed development. Pedestrians have to share the lane with vehicles, many of which use the lane to access the rear car parks of offices on Queens Road – this is a safety hazard.

The proposed development would create an undesirable precedent for future applications of a similar nature to develop garden ground. Three other similar applications involving development in the rear portion of a back garden in established Aberdeen areas were recently considered at Appeal and all three were refused.

Bayview Road is our long term home and we wish to object in the strongest possible terms to this kind of speculative development in a conservation area. If permission to proceed is granted, then a very destructive precedent will have been set. Everyone with a garden backing onto Spademill Lane, could reasonably expect to be allowed to build large homes at the bottom of their gardens. This outcome would clearly not comply with the council's desire to protect the character of the area – through the conservation process. If the decision is

made to grant this planning permission then the council should declare that the local plan for the west end of Aberdeen has changed and make it clear that instead of having "conservation area 4 status", the back garden spaces have been reclassified as housing development areas. We have contacted our various political representatives and conservation organisations to describe what could happen and to seek their support to ensure that the conservation status of the area is protected.

Please keep us fully informed during the various stages of your development assessment process. We are anxious to make our representations, in person, at any meetings that you may plan to have.

Yours faithfully,

R. L. Thomson and A.A Thomson

7 Bayview Road

25/10/11

City Development Services Letters of Representation	
Application Number	120238
RECEIVED	19 MAR 2012
Dev. (North)	Dev. (South)
Case Officer Initials:	CCG
Date Acknowledged:	22/03/12

From: Sandra McIntosh
To: "pi@aberdeencity.gov.uk" <pi@aberdeencity.gov.uk>
CC: "jastewart@aberdeencity.gov.uk"
Date: 20/03/2012 16:43
Subject: Planning application no. 120238

Dear Sir,

Ref. 4 Bayview Road
Application no. 120238

We am writing to object to the planning application submitted by the owners of 4 Bayview Road in respect of a dwelling to be built in the rear garden.

We are owners and residents of 14 Bayview Road and have a garage in our back garden accessed off Spademill Lane. We regularly use the rear lane access so are familiar with the area and the impact of this planning application.

We have several points which we would like to draw to the attention of the planning committee.

- Bayview Road is in a conservation area and as such the new building would not be constructed using materials sympathetic to other properties in the street. This would have a detrimental visual impact in a conservation area.

- This is an over-development of a rear garden reducing the garden area to no. 4 and demolishing the garage. Whilst the proposed plan does include car parking space at no. 4 the access is likely to be so awkward that this parking area will not be used and cars will park on Bayview Road further impacting that road.

- The house design of the proposed plan is at complete odds with that of no. 4 Bayview Road and all others on that street. To grant this application could be seen as a precedent which would spoil this very attractive conservation area.

- The property will impact on the neighbours at no. 6 as well as those across Spademill Lane as they will be overlooked.

- The garage area to the rear of Bayview Road is used on a daily basis by the garage owners and having a property immediately to the side of this entry and exit would cause access and vision problems.

- Spademill Lane is a narrow lane and any extra traffic should be discouraged. The access to the rear properties of Queens Road are directly opposite this proposed application and would cause traffic congestion.

- We would strongly urge you to reject this application on the basis of it being an over-development in a conservation area causing possible traffic congestion. We should be proud of the heritage of beautiful granite properties we have in the west end of Aberdeen and seek to preserve that rather than spoil this area.

Yours faithfully,
Alaister and Sandra McIntosh
14 Bayview Road,
Aberdeen AB15 4EY

Tell

Duplicate

From: Lucy Greene
To: PI
Date: 20/03/2012 09:48
Subject: Fwd: FAO Lucy Greene - Objection to planning application reference 120238
Attachments: Objection to planning app ref 120238.pdf

Hi

This may duplicate an objection already received by PI, but if not please could you book into APP
Thanks,
Lucy

>>> The McCallums | _____ 20 March 2012 09:39 >>>
Hi Lucy

Further to our conversation, here is our objection. Hopefully you will already have it but just to make doubly sure!

As this is a forwarded message, please can you check that the attachment opens ok?

Kind regards
Yvonne

Sent from my iPhone

Begin forwarded message:

From: Andrew McCallum | _____
Date: 18 March 2012 18:49:04 GMT
To: pi@aberdeencity.gov.uk
Cc: Andrew McCallum | _____
Subject: FAO Lucy Greene - Objection to planning application reference 120238

Dear Ms Greene

We are the owner-occupiers of 6 Bayview Road, Aberdeen.

We object to the application (120238) that has been submitted by Mrs Ainslee Scott for the following reasons:

<!--[if !supportLists]--> <!--[endif]-->The proposal does not comply with the Aberdeen Local Plan 2012 in terms of Policies D1, NE3, D2 and D4.

<!--[if !supportLists]--> <!--[endif]-->The proposal does not comply with Supplementary Guidance "The Subdivision and Redevelopment of Residential Curtilages" in that it represents a form of backland development fronting onto a lane which is out of keeping with the character, setting and overall density of the conservation area. It may also create a potential pedestrian and driver safety hazard.

<!--[if !supportLists]--> <!--[endif]-->Similar applications have been refused by Aberdeen City Council and at Appeal and approval would create an undesirable precedent
Please find attached our detailed objection to the proposed development.

Yours sincerely

Mr and Mrs Andrew McCallum

18 March 2012

Ms Lucy Greene
Senior Planner
Planning and Sustainable Development
Aberdeen City Council
Marischal College
Aberdeen
AB10 1AB

Dear Ms Greene

PLANNING APPLICATION REFERENCE: 120238

**DEMOLITION OF EXISTING GARAGE AND outhouse AND
FORMATION OF TWO BED DWELLING WITH ASSOCIATED PARKING AT
4 BAYVIEW ROAD, ABERDEEN**

We are the owner-occupiers of 6 Bayview Road, Aberdeen. We object to the application that has been submitted by Mrs Ainslee Scott for the following reasons:

- ∞ The proposal does not comply with the Aberdeen Local Plan 2012 in terms of Policies D1, NE3, D2 and D4.
- ∞ The proposal does not comply with Supplementary Guidance "The Subdivision and Redevelopment of Residential Curtilages" in that it represents a form of backland development fronting onto a lane which is out of keeping with the character, setting and overall density of the conservation area. It may also create a potential pedestrian and driver safety hazard.
- ∞ Similar applications have been refused by Aberdeen City Council and at Appeal and approval would create an undesirable precedent.

1. Aberdeen Local Plan 2012

- a. Policy D1 of the Aberdeen Local Plan 2012 (ALP 2012) requires new development to be designed with due consideration for its context and make a positive contribution to its setting. The site is within the designated Conservation Area 4 as defined by Aberdeen City Council. The objective of the designation is to protect and where possible, enhance the architectural character of the area.

The density of development surrounding the site is relatively high, comprising detached and semi-detached dwellings. The large, rear gardens of the properties provide valuable open space, which contribute to both residential amenity and the quality of the environment.

The proposed development will erode the rear garden of 4 Bayview Road to create car parking. Furthermore a considerable proportion of the garden for the proposed new dwelling will be assigned to car parking. That is entirely out of keeping with the surrounding properties and consumes valuable green space.

The proposal does not give due consideration to the site's context or make a positive contribution to its setting, particularly given the fact it is in a conservation area.

- b. Policy NE3 confirms existing areas of landscaped or amenity urban green space – including smaller spaces such as private gardens – shall not be considered as brownfield sites for new development.

Development will only be acceptable provided there is: (1) no significant loss to the landscape character and amenity of the site and adjoining areas; (2) access is either maintained or enhanced; (3) the site is of no significant wildlife or heritage value; and (4) there is no loss of established or mature trees.

There will be a significant loss to the landscape character and amenity of the site given the removal of urban green space in favour of the proposed dwelling itself and car parking for both it and the existing dwelling at 4 Bayview Road.

- c. Policy D2 sets out criteria for design and amenity. It is noted that all residential development is required to have a public face to a street and a private face to an enclosed garden or court.

The proposed development would have its public face to Spademill Lane, which is, in essence, simply a service road primarily giving access to the rear car parks of office buildings on Queens Road.

- d. Policy D4 – Aberdeen's Granite Heritage – states that consent will not be given for the demolition of granite-built garden or other boundary walls in conservation areas.

Point 10 in the notes on the 'Proposed Elevation' drawings within the application clearly indicates that the "existing boundary wall (will be) demolished and rebuilt with random rubble to match ex. with red brick coping and black pointed steel fence and gates".

The demolition of the granite wall, which will largely be replaced with steel railings and gates, is incompatible with Policy D4, Aberdeen's Granite Heritage.

2. Supplementary Planning Guidance

The ALP 2012 states all development is expected to be designed with regard to Aberdeen City Council's published Supplementary Guidance. The guidance on "The Subdivision and Redevelopment of Residential Curtilages" applies and the following paragraphs of the Supplementary Guidance are relevant:

The guidance establishes criteria for privacy, residential amenity, daylight and sunlight. While we remain concerned about privacy, of more immediate concern is residential amenity, daylight and sunlight.

- a. The guidance states gardens of dwellings up to two storeys in height should have an average length of at least nine metres.

While it appears that the proposed development may marginally meet this requirement, both its garden and particularly the rear garden to the existing dwelling at 4 Bayview Road are much smaller than those of all other properties on Bayview Road.

- b. The guidance states that parking within a private court must be located to the rear of any development, not between the street frontage and the public road.

The proposed development does not comply as the car parking clearly dominates the space and is located at the front of the property.

- c. The guidance states that developments must not adversely affect the daylight and sunlight of adjacent or surrounding properties.

The proposed development is of a height and width that is intrusive and will significantly affect daylight and sunlight at 6 Bayview Road.

- d. The guidance states that the design and external finishes of any new dwellings should complement those of the surrounding area, although high quality contemporary or modern design that enhances the appearance of the area will be encouraged.

The ALP 2012 states that the use of granite has declined and that existing granite heritage should be conserved and the use of granite in new development should be encouraged.

Both the design and choice of materials for this development are incompatible with the existing architectural style and character of the area. The area is dominated by granite / granite-faced buildings and the choice of Fyfe stone is clearly incompatible.

- e. The guidance states that the acceptability of a new dwelling will be dependent on the general form of development in the locality. Consideration must be given to the effect the dwelling or dwellings may have on the character of the area.

The proposed 2-bedroom, small development is completely out of character with the form of development in the locality. The area is characterised by large 5 & 6 bedroom detached and semi-detached houses with large rear gardens, all of which face the road.

The lack of garden ground is entirely out of keeping with the surrounding properties which all enjoy large rear gardens. That is entirely out of keeping with the surrounding properties and is alien to the established density, character and pattern of development.

- f. The guidance states sets out that "tandem" or backland development sets an undesirable precedent for future applications of a similar nature, which, if replicated, could result in the creation of a second building line behind existing dwellings and fundamentally erode the character and residential amenity of such areas.

It is undesirable to set any sort of precedent for development of rear gardens in this area of Aberdeen, being a conservation area.

- g. The guidance states that the provision of pedestrian and vehicular access to both the existing and new dwelling is essential. In every case there should be safe and convenient access from the dwelling to the public road and pavement, avoiding contrived situations. It will not normally be acceptable for pedestrian access to be shared with vehicles eg, where pedestrians have to walk on the carriageway of rear lanes or public roads to gain access to the development. This raises a number of issues:

There is only a short stretch of public footpath at the top of Spademill Lane. It is on the opposite side from the proposed development. Therefore, pedestrians would have to share the lane with vehicles, many of which use the lane to access the rear car parks of offices on Queens Road. Thus creating a hazard for both.

It will be difficult to achieve satisfactory visibility splays. Cars it would either have to reverse into the driveway or reverse out. There is no option of proceeding in and out in a forward gear as is often required. This presents safety issues for drivers and pedestrians.

3. Undesirable Precedent

- a. The proposed development would create an undesirable precedent for future applications of a similar nature to develop garden ground.**

If replicated, the residential amenity of the area and character of the conservation area would be eroded by the creation of second line buildings behind the existing dwellings.

- b. Aberdeen City Council has considered similar applications previously and refused those. We would urge the Council to refuse this application on the same grounds.**

An application to demolish an existing garage and erect two dwelling houses at Spademill Lane, at the rear of 43 Rubislaw Den South (Application Reference P110848) was refused on 18 August 2011. That application is very similar to the present proposal and raises almost identical issues.

- c. Three other similar applications involving development in the rear portion of a back garden in established Aberdeen areas were recently considered at Appeal and all three were refused.**

In each of those Appeals (references: P/PPA/100/415, P/PPA/100/429 and PPA-100-2019) the Reporters referred to Policies 1 and 8 of the ALP 2008 and found the proposals conflicted with the guidance on density and pattern of development in the Supplementary Guidance.

Against the above background and as a family with two young children looking forward to enjoying the benefits of living in a conservation area in a lovely part of the city, we would respectfully request that the current application is refused.

Yours sincerely

Mr and Mrs Andrew McCallum

6 Bayview Road
Aberdeen
AB15 4EY

Home: _____
Andrew: _____
Yvonne: _____

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 3/18/2012 10:02 pm
Subject: Planning Comment for 120238

Comment for Planning Application 120238

Name : Philip Eost

Address : 47 Rubislaw Den South

ABerdeen

AB15 4BD

Telephone _____

Email { _____

type : _____

Comment : I am writing to register my objection to the above application.

This is a development in a rear garden in a suburban residential area and will result in the construction of a dwelling house which does not front on to a main public road. This is not in accordance with the guidance given in Section 5.4 of the Aberdeen Local Development Plan Interim Supplemental Guidance document - The Subdivision and Redevelopment of Residential Curtilages (Sept 2011).

The design of the building has little architectural merit and the materials of construction proposed do not compliment those of the surrounding conservation area. In particular no use of granite is specified for any of the external walls.

Spademill Lane is narrow lane providing access to the carparks of office buildings on Queens Road. The proposed vehicular access to this proposed development does not provide safe sightlines for pedestrians or car drivers and would also require vehicles and pedestrians to share the same entrance to the property.

The area of the proposed development has a very low crime rate and access to the rear of properties on Bayview Road and Rubislaw Den South is already controlled by means of security gates. I refute any suggestion that construction of this development would reduce significantly the levels of crime in the general area.

For these reasons I object to planning permission being granted for the above application. If approved it would have a negative effect on the character of the conservation area and would inevitably create pedestrian and vehicular conflict. Approval of the proposal would also set an undesirable precedent for future similar developments in the immediate area or wider city. Previous comparable applications in the local area including one for this location have already been refused for these reasons.

12 Bayview Road
Aberdeen

13th March 2012

Aberdeen City Council,
Planning Department,
Marischal College,
Broad Street,
ABERDEEN

Dear Sirs,

Objection to Planning Application Reference ~~111510~~ 120238

I reside at 12 Bayview Road, Aberdeen and have resided there for over 25 years and I am aware of the character of the area and the amenities available. The proposed erection of a new dwelling in the rear garden of Number 4 would, in my view, be an over development of the site itself and would create a potential further danger to all those parties who own garages which are accessed by the lane at the rear of the gardens at the east side of Bayview Road. There are approximately 21 users of that lane for the purposes of garaging their cars and exiting the lane is already a dangerous manoeuvre as a result of the increased traffic on Spademill Lane which has developed in recent years as a result of planning applications having allowed increased access to the rear of office buildings which are now used as car parks despite the fact that the purpose of the lane was for accessing garages in residents rear gardens.

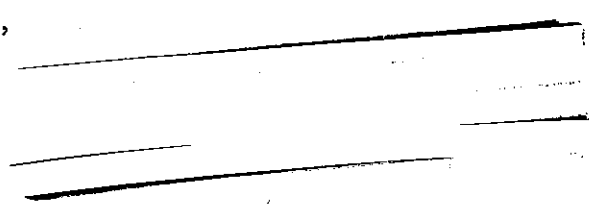
Further, the design and choice of materials proposed for this proposed development are incompatible with the existing architectural style and character of the area.

The development, if allowed, will impact on the privacy of a number of dwellings in the area and more particularly the safety of pedestrian and road users, who use the lane at the rear of the east side of Bayview Road and Spademill Lane.

In summary my main concerns are with regard to safety as a user of the rear lane and Spademill Lane both as a car driver and also as a pedestrian. This is a conservation area and there would be significant loss of amenity and the possibility of the setting of a precedent if this application were to be approved.

Lastly, it is disappointing that following upon the refusal of the last application that the Applicants have decided to lodge a further application when clearly the neighbourhood are against the proposal

Yours faithfully,

A handwritten signature in dark ink, appearing to read 'ALAN J. NICOLL', is written over three horizontal lines. The signature is slanted upwards from left to right.

ALAN J. NICOLL

From: "Robert Skidmore"
To: <pi@aberdeencity.gov.uk>
Date: 3/13/2012 2:15 pm
Subject: RE: Planning Application number 120238

Dear Sir

Re; Application number 120238, dated 16 February 2012, Proposed development of new dwelling and hard standing on Spademill Lane at rear of 4 Bayview Road, Aberdeen.

I write to object to the above planning application.

As you will probably be aware this application is a revision and modification to application number 111510 of 7.10.11 which was unreservedly rejected by yourselves on 8.12.11.

The new application appears to be little different from the rejected one. In outline the key difference seem to be that it says it is for a two bed dwelling rather than a three bed dwelling as in the earlier one, although I see from the plans that the new one includes two bedrooms and a "study", hence further reducing the differentiation between the two applications.

The earlier one was rejected by yourselves on numerous grounds including contravention of the policies in the Aberdeen Local Plan re subdivision and curtilages, inappropriate backland development, creation of duplicate building line, inadequate resultant ground for proposed and existing properties, out of keeping materials, adverse amenity impact and an undesirable precedent.

I do not believe any of these grounds have been eliminated in this new application and hence still believe this is a wholly inappropriate and offensive development for the area and the conservation area.

I would also like to reiterate my objection listed below made for the original application which are equally valid to this one.

Yours faithfully

Robert Skidmore

10 Bayview Road

Aberdeen

From: Robert Skidmore
Sent: 23 October 2011 18:44
To: 'pi@aberdeencity.gov.uk'
Subject: Planning Application number 111510

Dear Sir

Re; Application number 111510, dated 7 October 2011, Proposed development of new dwelling and hard standing on Spademill Lane at rear of 4 Bayview Road, Aberdeen.

I would like to record the following representations in objection to the above planning application;

1. The Aberdeen Local Plan of June 2008 has specific guidelines in section 3.12 and 3.13 with regard to buildings in rear lanes and retention of granite buildings and boundaries in order to protect and preserve the appearance of these areas, and hence support the continuity of their character in line with their conservation area status. This application appears to be a significant departure from these objectives. From a personal interpretation it would appear to be an unnecessary and inappropriate development.

2. Impact on road safety. Spademill Road is an access road and not a residential road and further development as proposed will increase the frequency of road traffic in the area and hence safety in a residential area.

This proposal is also positioned at what would be a potentially congested vehicle access point. There is already existing access opposite this site from the flatted developments to the rear of Queens Road properties, and from the existing additional rear lane that runs perpendicular to Spademill Lane, to the East of the rear of Bayview Road. Further development as proposed with up to 4 vehicles entering and leaving this development will cause significant safety and access problems, compounded by the poor line of sight for these vehicles evident from the plans.

It is perhaps noteworthy that other than the two long standing residential units, and the only two on the North side of Spademill Lane, which presumably were permitted and constructed well before appropriate attention was paid to road safety, other developments, notably the development of the former university lodgings on Queen's Road into residential units, very close to this proposed development, were not allowed vehicle access into Spademill road in order to prevent additional traffic movements.

3. Design, and Conservation Area location. The proposed development is within the designated Conservation Area 4 as defined by Aberdeen Council. The objective of this designation, to quote the councils information, is "in order to protect, and where possible, enhance their architectural character". I would have to question how this proposal and any development in this location conforms with these objectives.

On a minor point, and if these two latter major policy compliance points of protection and enhancement are overlooked, I would point to the inability to be able to provide natural light into the proposed dwelling, other than on the south elevation alone, as indicating how inappropriate this proposal is in this location.

4. Compatibility within the area. The area is a residential one, bordering on the commercial area of Queens Road, but throughout, both areas are dominated by large granite mansions, or flatted developments in a similar style, all supporting the aforementioned objectives of protecting and enhancing the appearance of the area. A development of this nature would be incongruous in the setting and a detriment not enhancement to the area and Conservation Area objectives.

Yours faithfully

Robert Skidmore

10 Bayview Road

Aberdeen

No virus found in this message.

Checked by AVG - www.avg.com

Version: 10.0.1411 / Virus Database: 1522/3967 - Release Date: 10/22/11

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 15/03/2012 18:28
Subject: Planning Comment for 120238

Comment for Planning Application 120238
Name : Mr Mrs C P Fletcher
Address : 72A Queens Road
Aberdeen

Telephone : _____

Email : _____

type :

Comment : We wish to register our objection to the proposed development behind 4 Bayview Road. Our objections are based on the negative effects the development would have on Spademill lane as a thoroughfare and the immediate neighbourhood.

Contrary to the architect's supporting letter, Spademill Lane is not, and should not be allowed to become, a 'main road'. Indeed the road it feeds onto (Bayview Road) can barely be considered one. This back lane is ill-equipped to support additional housing and traffic. While this plan is in some ways preferable to the previous application for this site, the increased urbanisation and traffic on the lane gives cause for concern. We are not convinced by the assurances in the supporting letter that granting this application would not constitute a precedent for more developments posing even greater threats to existing properties on the lane. We remain concerned that further development will lead to this back lane becoming a 'street', with increased traffic, and potential safety concerns eventually leading to calls for speed bumps which are dangerous, bad for the environment, and cause damage to adjacent properties.

From: Jill Hollis
To: <pi@aberdeencity.gov.uk>
Date: 11/03/2012 15:51
Subject: Planning Application 120238

Dear Sir/Madam

As the residents of 9 Bayview Road we are writing to oppose the planning application with reference number 120238 which has been lodged at 4 Bayview Road. We are opposed to the plans for a number of reasons which we have listed below.

1. The proposal does not give due consideration to the site's context or make a positive contribution to its setting, particularly given the fact it is in a conservation area
2. There will be a significant loss to the landscape character and amenity of the site given the removal of urban green space in favour of the proposed dwelling itself and car parking for both it and the existing dwelling at 4 Bayview Road
3. The proposed development would have its public face to Spademill Lane which is a service road primarily giving access to the rear car parks of office buildings on Queens Road.
4. Both the design and choice of materials for this development are incompatible with the existing architectural style and character of the area. The area is dominated by granite / granite-faced buildings and the choice Fyfestone is clearly incompatible.
5. The development will impact the privacy of a number of dwellings in the area
6. There is only a short stretch of public footpath at the top of Spademill Lane. It is on the opposite side from the proposed development. Therefore, pedestrians would have to share the lane with vehicles, many of which use the lane to access the rear car parks of offices on Queens Road. Thus creating a hazard for both.
7. It will be difficult to achieve satisfactory visibility splays. Cars would either have to reverse into the driveway or reverse out. There is no option of proceeding in and out in a forward gear as is often required. This presents safety issues for drivers and pedestrians.
8. The proposed development would create an undesirable precedent for future applications of a similar nature to develop garden ground.
9. Three other similar applications involving development in the rear portion of a back garden in established Aberdeen areas were recently considered at Appeal and all three were refused.

I hope that you will take the above points into consideration when reaching your decision.

Yours faithfully

Graham and Jill Hollis

41 Spademill Lane
ABERDEEN
AB15 4EZ

12 March 2012

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

Dear Sir

**PLANNING APPLICATION P120238
4 BAYVIEW ROAD, ABERDEEN
DEMOLITION OF EXISTING GARAGE AND OUTHOUSE AND
FORMATION OF 2 BED DWELLING WITH ASSOCIATED PARKING
MRS AINSLIE SCOTT**

My wife and I reside at 41 Spademill Lane which lies to the east of the application site at 4 Bayview Road.

We have carefully assessed the revised planning proposal for the creation of a new house. This is clearly contrary to the provisions of the Aberdeen Local Plan and Supplementary Planning Guidance and for the reasons set out below, the application should be refused.

The letter of support, dated 14th February 2012 which accompanied the application, fails to demonstrate that the proposal is acceptable in this location and it is clear that the application conflicts with established policies set out in the Development Plan. Specifically,

1. The proposed new house would not 'complete the development area' nor 'improve the look of this length of road'. In particular the meaning of the former phrase is unclear i.e. what the applicant means by 'a development area'. No such definition is contained in the Local Plan.
2. The question of surveillance/security is irrelevant in terms of the merits and assessment of the application. In any event, no greater 'security risk' or crime levels exist in this area compared to other parts of the city.

3. The proposal would result in the creation of a house plot of substandard and inappropriate dimensions at odds with the established urban form in this area. No comparable residential development of this design and character is present in the locality and approval would set an undesirable precedent.
4. Points in the statement regarding design, layout and orientation are irrelevant since the principle of a house on a small backland plot in this location is unacceptable.

In addition to these points, objections to the previous refusal (P111510) on this site remain relevant as listed below.

1. The proposal is for a detached house within the garden curtilage of a substantial house which fronts Bayview Road. If allowed, the proposal would significantly reduce the garden ground available to the existing house.
2. The scale and dimensions of the proposed house are totally at odds with the existing house and others in the locality.
3. The site lies within the Albyn Place/Rubislaw Conservation Area and the proposal is contrary to the aims and objectives of established Conservation Area Policy in that it is out of character and relates poorly in visual terms to surrounding houses.

In conclusion, the applicant has made minor alterations to the previous scheme which was refused by the Council in December 2011. The application remains contrary to a range of policies which aim to secure a high standard of new residential development which should harmonise with and be sympathetic to the established architectural form. The proposal is contrary to Policies 1 and 40 of the Aberdeen Local Plan in that it involves backland development, tandem building line which is out of context with the established pattern of residential development, provision of inadequate garden ground and would set an undesirable precedent.

The proposal clearly fails to meet Local Plan Policy guidelines and in order to ensure consistency relative to the most recent decision on the development of this site, the application should be refused.

We would be grateful if you could acknowledge receipt of this objection.

Yours faithfully

ALAN and MARY GARDNER

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 07/03/2012 22:07
Subject: Planning Comment for 120238

Comment for Planning Application 120238

Name : Isabella Ennis

Address : 3 Bayview Road

Aberdeen

AB15 4EY

Telephone : _____

Email : _____

type :

Comment : I should like to object to the application to demolish the existing garage and outhouse at 4 Bayview Road Aberdeen and replace it with a 2 bedroom dwellinghouse with parking for the following reasons:

1. This proposal for the erection of the dwellinghouse is almost identical in scale and nature to Planning Application reference number 111510. This planning application was refused. Whilst there are small differences in the two applications, the nature, size and character of the development proposed in this most recent application is of such similarity as to be materially the same. This application amounts to an appeal by a different route. The granting of this application would accordingly be a decision which no reasonable local planning authority would make in all these circumstances.

2. The proposal does not give proper consideration to the site's context as a rear garden of a Victorian granite house. The proposed development does not make any positive contribution to the area, particularly given the fact it is in a conservation area.

3. There will be a significant loss to the landscape character and amenity of the site given the removal of urban green space in favour of the proposed dwelling itself and car parking for both it and the existing dwelling at 4 Bayview Road.

4. The proposed development would front on to Spademill Lane. This is a narrow lane. It is not a main road. It has none of the characteristics of a main road. At its end with Bayview Road it is only just wide enough for two cars to pass. It takes a considerable volume of traffic using it as a "rat run" for cars avoiding Queens Road. It has only a very short pavement. It has a number of properties and a garaged area accessing off it, with cars turning in and out of it frequently at present. The lane provides a pedestrian route for many local residents walking up and down it, particularly with prams, avoiding the bumpy pavements! The proposed development would increase the traffic flow on this narrow lane, increase the number of cars turning on to and off it and decrease the amenity of the lane to existing road and pedestrian users.

5. The design and choice of materials for this development are incompatible with the existing architectural style and character of the area. The locality is dominated by granite / granite-faced buildings and the choice of Fyfe stone is clearly incompatible in this conservation area with many Grade C and above properties in the area.

6. The development will impact adversely upon the character of the lane and surrounding area. The demolition of a granite wall and the replacement of it with substantial railings is unsightly and out of character with the location. The erection of iron railings from almost the beginning of the lane on its north side, extending beyond the enclosed gated garages at present would be unsightly and not in keeping with the character of the lane. The visual impact of all of this fencing would be adverse.

7. The location of a dwellinghouse adjacent to the amenity of a public space enclosed by private gates impacts adversely upon the use made of this area by the residents.

8. This is a conservation area. It is one of low density development. Building upon garden ground increases the urban density which is not in keeping with the area. This property did not have a "gatehouse" originally as the Victorian feu would have been too small! The proposal for a dwellinghouse doubles the density of the site, developing it beyond that of any existing property in the area, to the detriment of the area.

The site is not unique on the lane. Whilst it alone has a linear garden running down the lane, many of the properties in Rubislaw Den South back on to the lane with substantially similar lengths of boundary wall along the north length of the lane. Development of this garden ground on to the lane sets a precedent for further development of these gardens also bounding the lane to the same extent.

9. The development of the original garden of this property detracts from the nature of the Victorian property and from that of the adjacent properties.

10. There is no positive benefit to the area from this development. The style of the proposed dwellinghouse has no aesthetic merit. The visual impact of the metal railings will be adverse, as has been noted above. The dwellinghouse will have little garden ground to mitigate against loss of existing garden ground, mature shrubs and trees and will substantial increase in the built environment, to the detriment of the area.

11. It will be difficult to achieve satisfactory visibility splays. Cars would either have to reverse into the driveway or reverse out. There is no option of proceeding in and out in a forward gear as is often required. This presents safety issues for drivers and pedestrians.

12. Three other similar applications involving development in the rear portion of a back garden in established Aberdeen areas were recently considered at Appeal and all three were refused.

City Development Services Letter of Representation	
120238	
RECEIVED 08 MAR 2012	
For (Name)	Dev. (Name)
Case Officer Initials.	LCG
Date Received	08/03/12

From: Lodewijk Van Wachem
To: <pi@aberdeencity.gov.uk>
CC: Lodewijk Van Wachem | Andrew McCallum
<aymcca...>
Date: 08/03/2012 15:54
Subject: objection to application number 120238

Dear Sir

Re; Application number 120238, dated Feb 2012, Proposed development of new dwelling at rear of 4 Bayview Road, Aberdeen.

I would like to record the following representations in objection to the above planning application;

1. The proposal does not give due consideration to the site's context or make a positive contribution to its setting, particularly given the fact it is in a conservation area
2. There will be a significant loss to the landscape character and amenity of the site given the removal of urban green space in favour of the proposed dwelling itself and car parking for both it and the existing dwelling at 4 Bayview Road
3. The proposed development would have its public face to Spademill Lane, which is, in essence, simply a service road primarily giving access to the rear car parks of office buildings on Queens Road.
4. Both the design and choice of materials for this development are incompatible with the existing architectural style and character of the area. The area is dominated by granite / granite-faced buildings and the choice Fyfestone is clearly incompatible.
5. The development will impact the privacy of a number of dwellings in the area
6. There is only a short stretch of public footpath at the top of Spademill Lane. It is on the opposite side from the proposed development. Therefore, pedestrians would have to share the lane with vehicles, many of which use the lane to access the rear car parks of offices on Queens Road. Thus creating a hazard for both.
7. It will be difficult to achieve satisfactory visibility splays. Cars it would either have to reverse into the driveway or reverse out. There is no option of proceeding in and out in a forward gear as is often required. This presents safety issues for drivers and pedestrians.
8. The proposed development would create an undesirable precedent for future applications of a similar nature to develop garden ground.
9. Three other similar applications involving development in the rear portion of a back garden in established Aberdeen areas were recently considered at Appeal and all three were refused.

Furthermore, we believe the new application does not change the main objections made to the previous application of this address, such as;

1. The Aberdeen Local Plan of June 2008 has specific guidelines in section 3.12 and 3.13 with regard to buildings in rear lanes and retention of granite buildings and boundaries in order to protect and preserve the appearance of these areas, and hence support the continuity of their character in line with their conservation area status. This application appears to be a significant departure from these objectives. From a personal interpretation it would appear to be an unnecessary and inappropriate development.

2. Impact on road safety. Spademill Road is an access road and not a residential road and further development as proposed will increase the frequency of road traffic in the area and hence safety in a residential area.

This proposal is also positioned at what would be a potentially congested vehicle access point. There is already existing access opposite this site from the flatted developments to the rear of Queens Road properties, and from the existing additional rear lane that runs perpendicular to Spademill Lane, to the East of the rear of Bayview Road. Further development as proposed with up to 4 vehicles entering and leaving this development will cause significant safety and access problems, compounded by the poor line of sight for these vehicles evident from the plans.

It is perhaps noteworthy that other than the two long standing residential units, and the only two on the North side of Spademill Lane, which presumably were permitted and constructed well before appropriate attention was paid to road safety, other developments, notably the development of the former university lodgings on Queen's Road into residential units, very close to this proposed development, were not allowed vehicle access into Spademill road in order to prevent additional traffic movements.

3. Design, and Conservation Area location. The proposed development is within the designated Conservation Area 4 as defined by Aberdeen Council. The objective of this designation, to quote the councils information, is "in order to protect, and where possible, enhance their architectural character". I would have to question how this proposal and any development in this location conforms with these objectives.

On a minor point, and if these two latter major policy compliance points of protection and enhancement are overlooked, I would point to the inability to be able to provide natural light into the proposed dwelling, other than on the south elevation alone, as indicating how inappropriate this proposal is in this location.

4. Compatibility within the area. The area is a residential one, bordering on the commercial area of Queens Road, but throughout, both areas are dominated by large granite mansions, or flatted developments in a similar style, all supporting the aforementioned objectives of protecting and enhancing the appearance of the area. A development of this nature would be incongruous in the setting and a detriment not enhancement to the area and Conservation Area objectives.

Yours faithfully

Susan and Lo van Wachem
20 Bayview Road
Aberdeen

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ABERDEEN CITY COUNCIL

COMMITTEE	Development Management Sub Committee
DATE	24 May 2012
LEAD HEAD OF SERVICE Margaret Bochel	DIRECTOR Gordon McIntosh
TITLE OF REPORT	Kingswells Prime 4 Business Park, Phases 2 and 3 Masterplan Report
REPORT NUMBER	EPI/12/126

1 PURPOSE OF REPORT

- 1.1 The purpose of this report is to seek approval of a Masterplan report for the Kingswells Prime 4 Business Park, detailing Phases 2 and 3 of the proposed development. The Masterplan report can be viewed by accessing the following link:

www.aberdeencity.gov.uk/masterplanning

- 1.2 A hard copy of the Masterplan report is also 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:

(a) Approve the Masterplan for Phases Two and Three Prime Four Business Park, Kingswells (OP40) as interim planning advice,

(b) Agree for officers to implement the process to ratify the Masterplan 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 Masterplan. The developers have met the cost of preparation of the Masterplan, 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 Masterplan reduces the risk of piecemeal and inappropriate development within the site, by setting out design principles, policies, opportunities and constraints up front.
- 4.3 Approving the Masterplan will contribute to efficiencies in determining future planning applications by giving clear guidance on planning and design matters.
- 4.4 In accordance with the Aberdeen Local Development Plan, Appendix 4, the Proposed Action Programme and the Infrastructure and Developer Contributions Manual, the previously approved and overarching Kingswells Business Park Development Framework and Phase One Masterplan document references the need for contributions to be made to these and the requirement for early discussions with the planning authority.
- 4.5 A Strategic Environmental Assessment has been undertaken on the Kingswells site as part of the preparation for the proposed Aberdeen Local Development Plan.

5 BACKGROUND/MAIN ISSUES

- 5.1 The site is located to the west of Kingswells on an area that has been identified within the Aberdeen Local Development Plan 2012 as OP40 for 50 ha of high quality business land suitable for company headquarters.
- 5.2 A Development Framework and Phase One Masterplan for the Kingswells Business Park were approved by the Enterprise, Planning and Infrastructure Committee on 13 September 2011 as interim planning advice. These will be taken forward as Supplementary Guidance to the Aberdeen Local Development Plan (2012).
- 5.3 The Development Framework sets out a clear vision: “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.”

Design Principles

- 5.4 The approved Development Framework sets parameters for site layout, landscape design and building form. These parameters will ensure a consistent approach is maintained throughout the lifetime of the development and ensure that the strong identity sought for the site is clearly defined from the start. The Masterplan further develops the

approach to design, landscape and access specific to Phases Two and Three of development and provides an update on Phase One. Design principles include further detail arising from Phase One and design guidance on the proposed Boulevard, Tree Belts and Woodland, Topography and Landscape, Green Space Network, Consumption Dyke, Character Zones, Development Clusters and Building Orientation.

Consumption Dyke

- 5.5 The consumption dyke which runs along the northern boundary of the site is both a Category B listed structure included in the statutory List of Buildings of Special Architectural or Historic Interest and a Scheduled Monument. It was formed in about 1850 to dispose of field boulders and is approximately 450m long, 10m wide and 2m high.

The need to carefully consider the dyke and its setting was highlighted during the consultation on the Aberdeen Local Development Plan process and the resultant masterplanning documents.

Following consultation on the Phases Two and Three Masterplan, Historic Scotland has welcomed the principles set out in the masterplan, but made it clear that the distance between the Dyke and any new development should be greater than the originally stated 120m until such time as further detail is known. In addition, Historic Scotland considered proposed shelter belts along field boundaries perpendicular to the consumption dyke to be inappropriate. These issues have been addressed in the Masterplan. A continuing dialogue with Historic Scotland will be undertaken during the detailed design stages for Phases Two and Three to ensure that an appropriate setting for the Dyke is maintained in any proposed development.

Public Consultation

- 5.6 Extensive public consultation has previously taken place during the preparation of the approved Development Framework. Consultation has continued from September 2011. As Masterplan proposals for Phases Two and Three have evolved, the local community have again played an important part in shaping the proposals for these areas. This process has been particularly important in developing proposals for a Hub in Phase Two which the community can have a sense of ownership over.

A detailed table of consultation is provided within Part One of the Masterplan Reports for Phases Two and Three, along with specific details of the public events which have been undertaken, and how feedback from such has informed the production of the Masterplan Report.

It is the intention to continue this collaborative approach to public consultation throughout the development of those remaining phases of the site.

6 IMPACT

- 6.1 The Masterplan document includes improved access to cycle and walking provision, links through to Kingswells and the Park and Ride to provide more sustainable travel options in line with Community Planning aspirations.
- 6.2 The Masterplan contributes to the following Single Outcome Priorities: 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 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, and the delivery of masterplans/development frameworks in line with the Aberdeen Masterplanning Process.
- 6.6 An Equalities and Human Rights Impact Assessment has already been prepared for the overarching Kingswells Business Park Development Framework and Phase One Masterplan document when the document was presented to EP&I Committee in September 2011.

7 BACKGROUND PAPERS

- 7.1 Aberdeen Local Development Plan (Feb 2012)
http://www.aberdeencity.gov.uk/Planning/ldp/pla_local_development_plan.asp
- 7.2 Aberdeen Masterplanning Process (July 2010)
<http://www.aberdeencity.gov.uk/masterplanning/>

- 7.3 Kingswells Business Park Development Framework and Phase One Masterplan
http://www.aberdeencity.gov.uk/planning_environment/planning/planning_sustainable_development/pla_masterplan_kingswells.asp

8 REPORT AUTHOR DETAILS

Sandy Beattie
Team Leader – Masterplanning, Design and Conservation
01224 (52) 2155
sbeattie@aberdeencity.gov.uk

Summary Document

OP40 - Kingswells

Phase Two and Three Masterplan

May 2012

Prepared by Halliday Fraser Munro on behalf of Drum Property Group Ltd



Preface

Development Framework

This summary document has been produced to provide a synopsis of a Masterplan Report which has been prepared to guide development with Phases Two and Three of the Prime Four Business Park / OP40 site to the west of Kingswells, Aberdeen. For a comprehensive understanding of the process, aims and outcomes of the masterplanning exercise, the document itself should be consulted.

The OP40 site is within the Aberdeen City Council local authority boundary, four miles to the west of Aberdeen city centre. Phases Two and Three would include the provision of a Community Hub and further office/employment development within this site.

The Masterplan has been produced following the adoption of an overarching Development Framework as Interim Planning Advice in September 2011. Officers of Aberdeen City Council now intend to progress this document to become Supplementary Guidance to the adopted Aberdeen Local Development Plan (ALDP). This Masterplan Report for Phases Two and Three should be read within the overall context of the Development Framework, the principles of which have been developed and expanded to relate to these areas of the site.

In tandem with the adoption of the Development Framework, a Masterplan to guide the development of high quality office accommodation within Phase One was approved, and detailed planning applications have subsequently been approved by Aberdeen City Council for the development of this area. Construction of this area will commence in the summer of 2012.

This subsequent Masterplan document for Phases Two and Three has been prepared in the context of guidance prepared by Aberdeen City Council on the Masterplanning Process. It is the hope that the document will be adopted by Aberdeen City Council as Interim Planning Advice, to then progress to become Supplementary Guidance to the adopted Aberdeen Local Development Plan.

A Hub area allows the opportunity to provide additional local facilities currently lacking in Kingswells, and to serve as the heart of the Business Park site. Uses within this area might include a hotel, retail, café, restaurants, crèche etc. Consultation with the local community has informed a Community Led Vision for this area to promote a sense of ownership of this area.

The overarching Vision established for the Business Park site is not diluted within the Masterplan for Phases Two and Three, and it remains the developers main objective to ensure the confirmed demand from International energy companies for high quality accommodation can be met within Aberdeen City at this site.

The Masterplan document should be read as an extension to, and update of, the adopted Development Framework document, which was originally set out in five parts. Where required, these Parts have been updated within the Masterplan Report, and a new part introduced to order to outline the specific design principles for Phases Two and Three. The following provides a brief description of the key principles and guidance contained within this Report.

Part One.

Introduction

Part one of the Masterplan Reports for Phases Two and Three will serve as an update to Part 1 of the Development Framework and Phase One Masterplan Report in terms of updating the town planning and public consultation positions.

In considering town planning, the previous legislative context provided within the Development Framework has now, in part, been superseded with the adoption of the Aberdeen Local Development Plan in February 2012. This revised position is therefore provided in Part 1.2.

In Part 1.3 we then go on to discuss further consultation and community engagement which has occurred further to the adoption of the Development Framework in order to inform the Masterplan Report for Phases Two and Three. This section discusses in detail the consultation undertaken and the feedback received.

Consultation

Active consultation has continued from September 2011, and as Masterplan proposals for Phases Two and Three have evolved, the local community have again played an important part in shaping the proposals for these areas. This process has been particularly important in developing proposals for a Hub in Phase Two which the community can have a sense of ownership over.

A detailed table of consultation is provided within Part One of the Masterplan Reports for Phases Two and Three, along with specific details of the public events which have been undertaken, and how feedback from such has informed the production of the Masterplan Report.

It is the intention to continue this collaborative approach to public consultation throughout the development of those remaining phases of the site.

Photograph from consultation



Part One.

The 'Community Vision' for the Hub has been prepared following consultation is as follows:

"The Hub should be an inclusive, safe, area which is easily accessible from Kingswells, and complimentary to existing facilities within the village. It should be a well-managed, flexible and dynamic space. The Hub should include both leisure and social facilities and opportunities for exercise and recreation."

Consultation feedback forms

QUESTIONNAIRE & COMMENTS FORM **PRIMEFOUR**
kingswells : aberdeen

Name: _____
Address: _____

QUESTIONNAIRE & COMMENTS FORM **PRIMEFOUR**
kingswells : aberdeen

Name: _____

Welcome **PRIMEFOUR**
kingswells : aberdeen

Welcome to the Community Workshop sessions we are holding today to ascertain the views of local residents on future Phases and a Community Hub for the Prime Four Business Park at Kingswells.

Encouraging progress has been made during the past six months towards establishing the Park. Following an extensive consultation exercise last summer, a Development Framework and Phase One Masterplan for Prime Four was submitted to Aberdeen City Council and adopted by them in September 2011 as Interim Planning Advice. Following the adoption of the Local Development Plan this document will be progressed by Aberdeen City Council towards Supplementary Guidance status.

Since then we have submitted plans to invest £100 million in Phase One by creating state-of-the-art office complexes and global training facilities for Apache North Sea Limited, Nexen Petroleum UK Ltd and Transocean Drilling UK Limited.

Working with the City Council and Kingswells Community Council, we are now considering future office developments in Phases Two and Three of Prime Four as well as the make-up of a Community Hub proposed within the second phase.

The views of local residents are very important to us and will help in drawing up Masterplan Reports for these future phases of the Park.

The interactive sessions we are hosting today form part of the community consultation exercise for production of these Masterplan Reports. A questionnaire seeking preliminary views on the proposals has been available since 1st February at www.primefour.co.uk with residents encouraged to submit their views. This online consultation will run until the end of March.

We believe that the composition of the Community Hub, which was the subject of much discussion during last year's consultation, will be of particular interest to local residents. Suggestions last year ranged from small scale retail space to a hotel, restaurant and dental surgery and we are very keen to hear local views as the Hub presents a real opportunity to enhance the range of facilities available to the residents of Kingswells.

Prime Four has attracted supportive comments from the Scottish Government and a number of leading local and national business organisations, including Aberdeen and Grampian Chamber of Commerce, Aberdeen City and Shire Economic Forum, Aberdeen 1st and Oil and Gas UK, and has been described by the *Press and Journal* as an 'important vote of confidence in the North Sea'.

Thank you for attending today and for sparing the time to let us know your thoughts on the future Phases of the Park.

Yours sincerely,

Graeme Bone
Director, Drum Kingswells Business Park Ltd

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Part 4B.

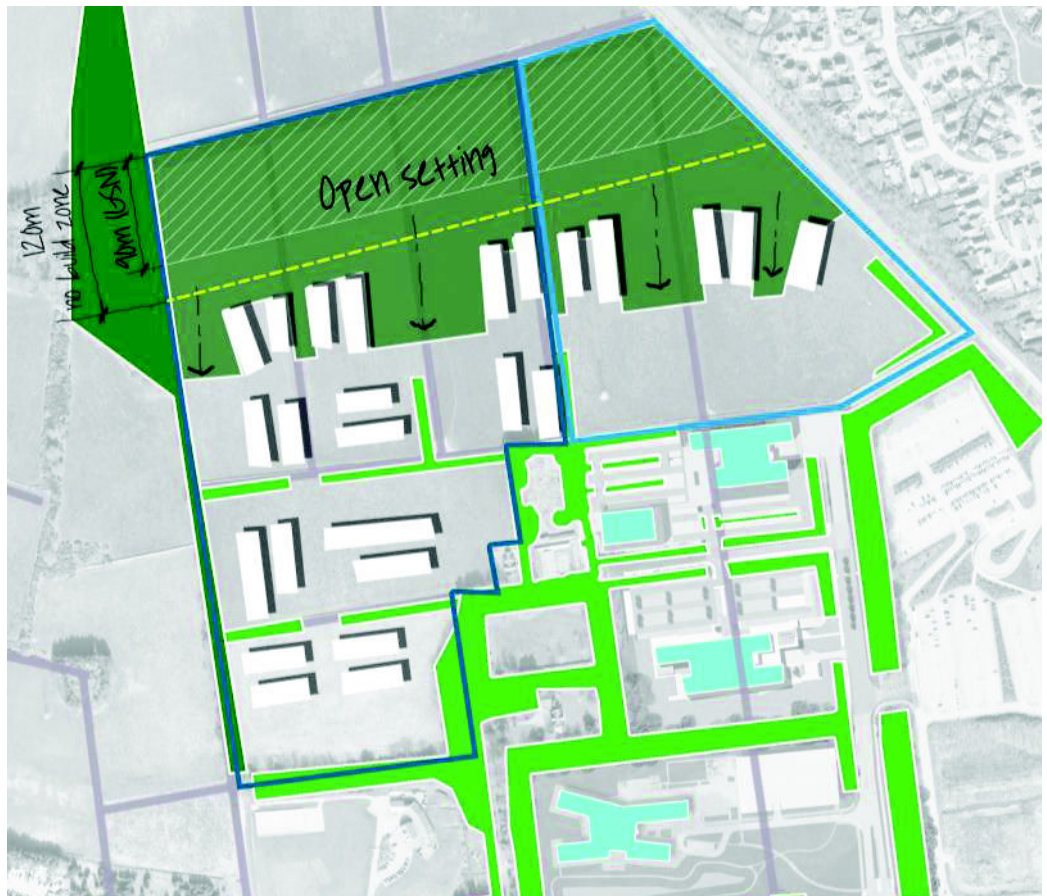
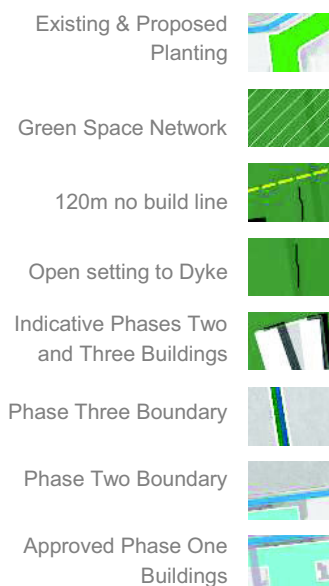
Phases Two + Three

Section 4B considers the Masterplanning principles for Phases Two and Three, particularly in terms of approach to design, landscape and access. An indicative Masterplan solution for these areas is therefore provided within this Section.

The Phase Two area covers the proposed Hub area, and so must be treated differently from other areas of the site to reflect its status as the 'heart' of the development site. The Phase Three area is similar to Phase One in that it will focus on the provision of further Office/Employment Development. This area does however have different site characteristics to consider from Phases One and Two, such as its relationship to the West Hatton Local Nature Conservation Site.

Part 4B also addresses technical aspirations such as accessibility, infrastructure and sustainability measures, which will then be assessed through future planning applications for this area.

Plan showing area of open setting to the Consumption Dyke



Part 4B.

Design Principles

Building on the 'Community Vision', and the parameters and overall Vision established in the Development Framework, Part 4B begins by setting out the design principles that will be incorporated within this phase of development.

External environments must be considered which enhance daily experiences, and provide space for socialising and recreation.

Buildings must, where possible, be set within the landscape and be sympathetic to the rural setting and the West Hatton Woodland.

In order to create a safe, permeable, environment for socialising and recreation, street design will consider place before movement.

Buildings must be of high quality design in order to reflect the status of Prime Four as a Business Park of international standard and appeal.

Parking areas must, where appropriate be discreet with careful consideration given to the positioning of surface car parking.

Buildings must address the Hub as they would a public square, and encourage opportunities for active frontages at pedestrian level.

The Hub will include opportunities for 'Landmark Buildings' to act as focal points.

The Hub will encourage a range and variety of services, spaces and facilities.

The Hub will be a flexible space in order to accommodate future needs and aspirations.

Within the Central Zone, Development Rooms will, where possible, be created and enclosed by tree planting.

Buildings within Phase Three must provide appropriate settings for Development Clusters to be established.

Buildings must be broken down where possible into smaller blocks, and gables orientated North / South.

Part 4B.

Design Principles

The Development Framework sets parameters on site layout, landscape design and building form. These parameters are to ensure a consistent approach is maintained throughout the lifetime of the development and ensure that the strong identity sought for the site is clearly defined from the start.

Part 4B further develops the approach to design, landscape and access specific to the phases two and three of development. Parameters set within the development framework relating to Phases two and three are set out in the context section of part 4B. These include the following items:

- | | | |
|------------------------------|---|-------------------------------------|
| Phase One | - | Approved Development |
| | - | Boulevard |
| Existing Features | - | Tree Belts |
| | | Topography |
| | | Existing Field Boundaries |
| | | Green Space Network / |
| | | Consumption Dyke |
| | | West Hatton LNCS / Ancient Woodland |
| Development Framework | - | Character Zones |
| | | Development Clusters |
| | | Building Orientation |

Plan showing character zones



Part 4B.

Indicative Masterplan

Part 4B concludes with an indicative Masterplan for Phases Two and Three

The image below illustrates one possible permutation of the Phases Two and Three, following the guidelines and strategies outlined earlier within Part 4B, essentially a series of 'Development Clusters' addressing the street, with narrow gables addressing the Green Space Network. It recognised that a second access into the Prime Four site will require to be considered as the development progresses. This access could be taken from the east (as indicated below), or from the south or west which would be investigated via a separate masterplanning exercise for Phase Four. A Transport Assessment will be undertaken, and will be assessed by Aberdeen City Council as Roads Authority via subsequent planning applications.

Indicative Phase Two + Three Masterplan



Indicative image showing the 'hub'



Part Five.

Moving Forward

An update to Part 5 of the Development Framework and Phase One Masterplan Report concludes the Phase Two and Three Masterplan report document by discussing strategies for the deliverability of these Phases, and a programme for moving forward.

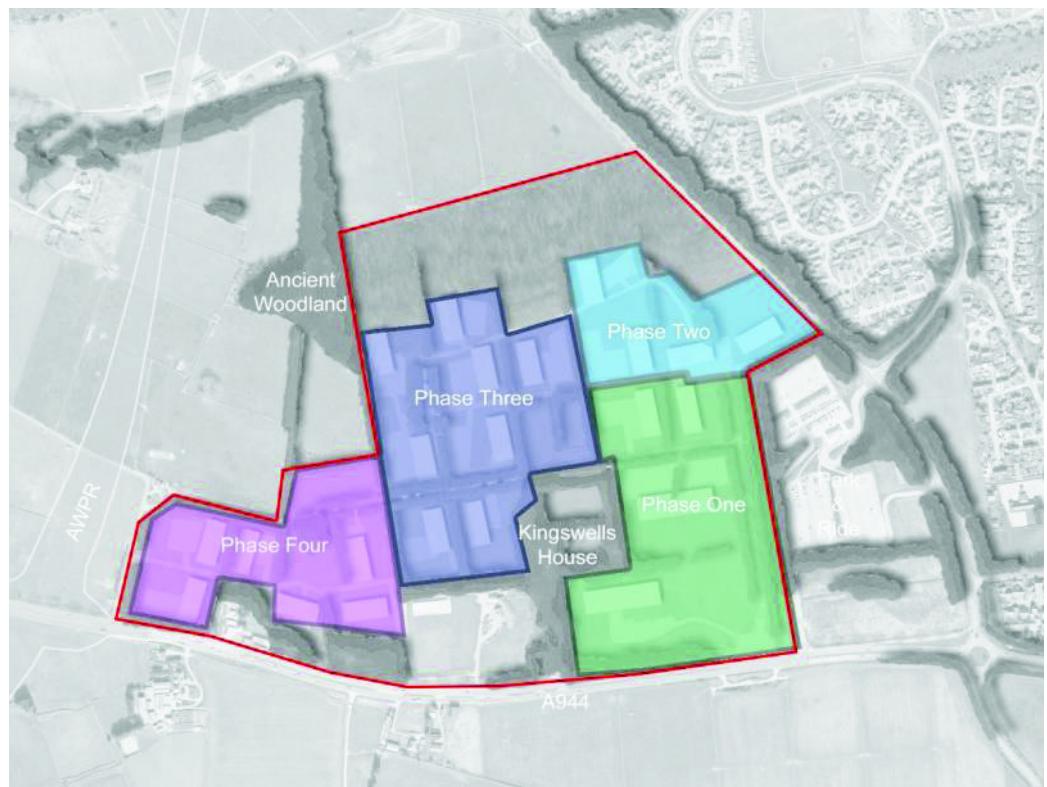
The Phasing Strategy shown in the Development Framework illustrated indicative boundaries for the 4.no development phases. Due to market demand, the Phase Three area has since been increased marginally to include additional development plots to the south.

There will be no definitive sequence to these phases. Phase Three could well be developed earlier than Phase Two. Furthermore the sequence of development within Phase Two will be determined by operator demand.

The Phasing Strategy allows for this, and does not require individual Phases to be completed prior to development commencing on another Phase. Throughout the development of the site, opportunities must be appropriately managed to ensure they are not prejudicial to overall growth.

A revised programme in this section updates the previous programme provided in the Development Framework, and provides a very high level idea of how future development of the site may progress. The speed at which development will continue across the rest of the site will largely be dictated by the market. Previous programmes suggested the development of the Phase Two area in 2014. Market demands have required this programme, and the programme for Phase Three, to be accelerated.

Phasing plan





HALLIDAY FRASER MUNRO



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