

Public Document Pack



To: Councillor Milne, Convener; and Councillors Boulton, Cameron (substituting for Councillor Corall), Finlayson, Grant, Greig (substituting for Councillor Delaney), Jaffrey, Lawrence, MacGregor, McCaig, Jean Morrison MBE and Thomson.

Also (as local members):- Councillors Crockett, Malik, Malone and Samarai.

Town House,
ABERDEEN, 22 August 2013

DEVELOPMENT MANAGEMENT SUB COMMITTEE (VISITS)

The Members of the **DEVELOPMENT MANAGEMENT SUB COMMITTEE (VISITS)** are requested to meet at the Town House on **THURSDAY, 29 AUGUST 2013 at 9.00am.**

JANE G. MACEACHRAN
HEAD OF LEGAL AND DEMOCRATIC SERVICES

B U S I N E S S

WHERE THE RECOMMENDATION IS ONE OF APPROVAL

- 1 Hopetoun Grange, Land to North of Bucksburn - Proposed development for No.65 residential houses including infrastructure and landscaping (Pages 1 - 64)
- 2 Land adjacent to North Deeside Road, Pittengullies Brae - Erection of 32No. unit residential development with ancillary site works and landscaping (Pages 65 - 96)
- 3 Land adjacent to North Deeside Road, Pittengullies Brae - Erection of 8No. unit residential development with ancillary site works and landscaping (Pages 97 - 122)

- 4 Edgehill House, North Deeside Road, Milltimber - Replacement of existing house and construction of 5No. additional dwellings with associated infrastructure, improved accesses and tree protection works (Pages 123 - 150)

Note: (One) The Planning Officials in attendance on the visits can be contacted by mobile phone, the number is :- 07802 323986.
(Two) The transport for the visits will depart the Town House from the Broad Street entrance at **9.00am** prompt.

Should you require any further information about this agenda, please contact Martin Allan, tel. (52)3057 or email mallan@aberdeencity.gov.uk or Martyn Orchard, tel. (52)3097 or email morchard@aberdeencity.gov.uk

Agenda Item 1

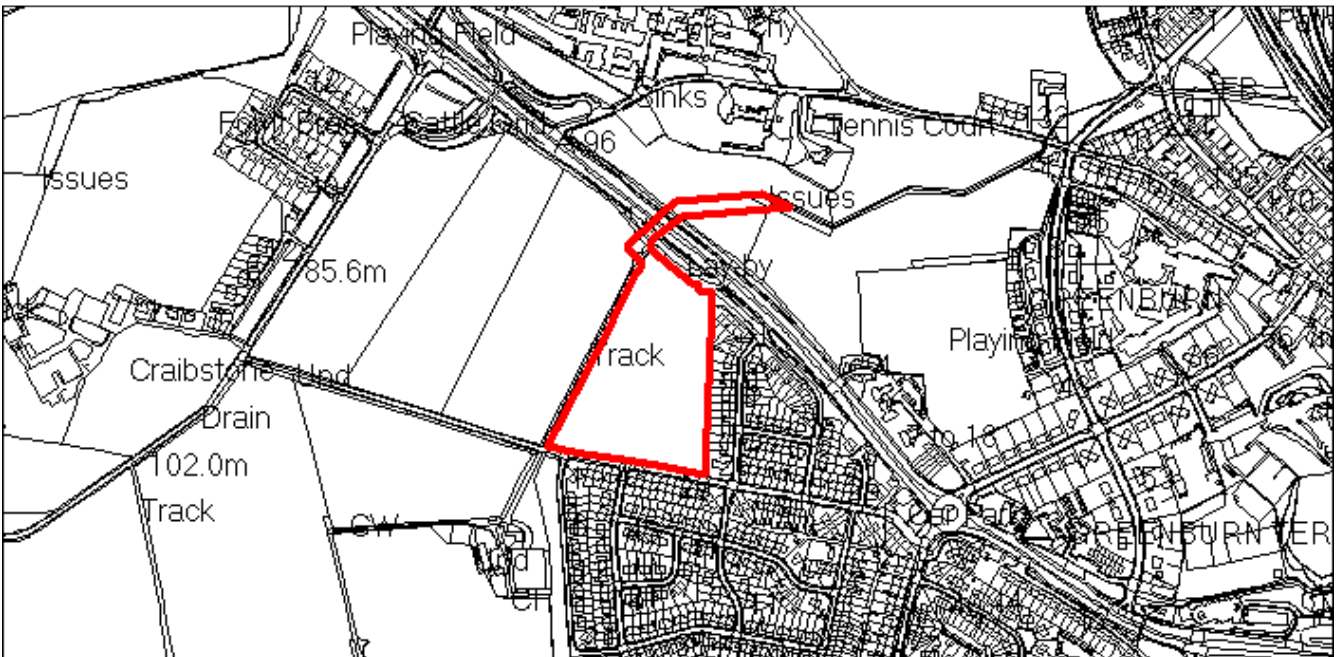
HOPETOUN GRANGE, "LAND TO NORTH OF"BUCKSBURN

PROPOSED DEVELOPMENT FOR 65 RESIDENTIAL HOUSES INCLUDING INFRASTRUCTURE AND LANDSCAPING

For: Persimmon Homes & Rowett Research Institute

Application Type : Detailed Planning Permission
Application Ref. : P130029
Application Date: 09/01/2013
Officer: Jane Forbes
Ward : Dyce/Bucksburn/Danestone(B Crockett/G Lawrence/N MacGregor/G Samarai)

Advert : Can't notify neighbour(s)
Advertised on: 23/01/2013
Committee Date: 22 August 2013
Community Council :



RECOMMENDATION:

Willingness to approve, subject to conditions, but to withhold the issue of the consent document until the applicant has entered into a legal agreement with the Council to secure the identified developer contributions towards primary education, community facilities, recreation, core path networks and the strategic transport fund.

DESCRIPTION

The application site lies immediately to the west of Hopecroft Avenue and to the north of Hopetoun Grange, with the main A96 (Aberdeen/Inverurie Trunk Road), lying some 90 metres north of the northern site boundary. The site, which slopes downwards from south to north, with a 15 metre change in gradient levels, extends to an area of 3.3 hectares and comprises land which has previously been in agricultural use but is currently lying fallow. There are mature deciduous trees (mainly beech), all subject to a Tree Preservation Order (TPO 19), along the southern and western boundaries, which, along with the eastern boundary, are delineated by traditional drystone dykes. An unsurfaced track which is currently overgrown in part, lies just beyond the western boundary of the site, and extends the length of the site from north to south, providing a pedestrian link between the A96 and Hopetoun Grange. The surrounding area is characterised by residential properties immediately to the south and east, along Hopetoun Grange and Hopecroft Avenue respectively. Immediately to the north of the site is a grass bank of between 8 to 10 metres in width, and beyond this and at a lower ground level is a lay-by of approximately 125 metres in length which is accessed directly from the northbound carriageway of the A96. To the west of the site, and beyond the aforementioned unsurfaced track lies an area of agricultural land extending to some 106 hectares, identified in the Aberdeen Local Development Plan as an Opportunity Site (OP30) for 1940 homes.

RELEVANT HISTORY

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

Ref 12/1283 – Proposal of application notice acknowledged on 18 September 2012 for the 'erection of residential units including roads, infrastructure and landscaping'.

Ref 12/1578 – An Environmental Impact Assessment (EIA) screening opinion request for proposed residential development at Hopecroft, on land to the north of Hopetoun Grange, was responded to on 5 December 2012, outlining that an EIA would not be required for the proposed development.

PROPOSAL

Detailed planning permission is sought for the construction of a residential development comprising 65 dwellings on a site which extends to some 3.3 hectares and includes 2 storey detached and 2 storey cottage flatted properties with associated infrastructure and landscaping. The proposal is categorised as a major development in terms of the 'Hierarchy of Development' Regulations.

There would be 5 detached 3 bedroom houses, 18 detached 4 bedroom houses, 18 detached 5 bedroom houses, 8 detached 6 bedroom houses and 16 flats (2 bedroom) which are accommodated within blocks of 4 properties. The 16 flats would provide a level of 25% affordable housing on site.

A variety of house types are proposed but all would be two storeys in height. External materials would be a variety of stone and dry dash render with colours to be agreed. Roof coverings would be of Redland slate grey roof tiles.

The main vehicular access to the site would be taken from Hopetoun Grange with houses largely located around the perimeter of the site, but with the exception of a small group of houses lying adjacent to a central area of open space which extends to an area of approximately 1180m². A shared surface loops around this central area, with some of the houses being served by shared driveways. 12 of the 13 houses located along Hopetoun Grange would front onto this road, with 3 shared driveways serving the 12 houses. A footpath/cycle corridor would provide an access link from Hopetoun Grange into the site, and would continue across the open space area and beyond to the northern end of the site, providing the opportunity to link with existing pedestrian routes to the east and west of the site.

The proposal includes arrangements for the treatment of surface water arising from the development, through the provision of a sustainable urban drainage system (SUDS) basin within the north-western corner of the site.

Supporting Documents

All drawings and the supporting documents listed below relating to this application can be viewed on the Council's website at -

<http://planning.aberdeencity.gov.uk/PlanningDetail.asp?ref=130029>

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

- Design and Access Statement
- Drainage Impact Assessment
- Pre-application Consultation Report
- Transport Assessment
- Tree Survey
- Tree Protection Plan and Proposed Landscaping
- Habitat Survey
- Road and Air Traffic Noise Report

A Planning Brief was also submitted in respect of the Hopecroft (OP20) site. The Planning Brief was initially presented to Development Management Subcommittee on 6 December 2012. The Committee approved the recommendations to (a) approve the Hopecroft Planning Brief as interim planning advice; and (b) for officers to implement the process to ratify the Planning Brief as Supplementary Guidance, with this process including a 4 week public consultation. A total of 12 representations were received during the consultation period and these were addressed in a summary of representations included as part of the subsequent report submitted to Development Management Sub-

Committee on 15 February 2013, at which point it was approved with the following additions (a) that the airport noise contours should be based on Guidance released in 2011 and (b) to note that detailed concern expressed by local residents will be taken into account once individual planning applications are received by the Planning Authority. The Hopecroft Planning Brief was finally ratified by the Scottish Government on 14 June 2013, and at this point was formally adopted by this planning authority as Supplementary Guidance.

The main issues raised within the representations received related to density, impact on green belt, vehicular access off Hopetoun Grange, creation of wildlife corridors, traffic generation, noise, impact on trees, boundary treatments, possible loss of access to existing lane, need to improve cycle/pedestrian access.

These issues have all been addressed through the evaluation of this detailed planning application.

PRE-APPLICATION CONSULTATION

A proposal of application notice for the proposed development was submitted in September 2012 (Ref 12/1283), resulting in pre-application consultation being undertaken between the applicant and the local community, as required for applications falling within the category of major developments as defined in the 'Hierarchy of Development Regulations'. The consultation involved a meeting with Newhills & Bucksburn Community Council on 27 September 2012 and public meetings which took place in the Beacon Community Centre on 17 October 2012 and 20 November 2012.

The main issues raised by the Community Council related to:

- *Connectivity with existing adjoining development.* Vehicle and pedestrian/cycle links have been incorporated into the development.
- *Footpath fronting onto Hopetoun Grange.* A new footpath extending the length of the southern boundary of the development has been included in the proposal.
- *Impact of noise from the A96 on the northern boundary from the A96.* An acoustic fence and natural screening are proposed along the northern boundary which faces onto A96 and acoustically attenuated ventilators fitted to the properties fronting the northern boundary.
- *Retention of existing trees.* As outlined below, whilst trees will be lost as a result of the proposed development, a condition requiring an appropriate level of replanting has been attached to this application.

A total of 27 people attended the initial public event on 17th October, with none attending the follow-up meeting on 20th November. The main issues raised and how these issues have been addressed is detailed below:

- *Concerns regarding proposed link between Hopecroft Drive and the proposed development.* These concerns related primarily to vehicular access, and in this respect the potential for linking the proposed site is for pedestrians or cyclists.

- *Concerns about introducing access from individual dwellings onto Hopetoun Grange.* Whilst this access arrangement remains part of the proposal, the Roads Projects Team raised no concerns with this aspect of the development.
- *Important link along lane lies to the west of the site which should be retained, and potentially improved.* A condition has been attached to the granting of consent for this application which secures the upgrading of this existing path.
- *Possibility of existing bus route servicing the area.* The Transport Statement has demonstrated that public transport links are adequately provided for the proposal.
- *Concerns regarding loss of trees along Hopetoun Grange.* Whilst approval of the application will lead to the loss of trees on site, a tree survey has highlighted the poor condition of some of the trees on site, and it is felt that appropriate conditions have been attached which will secure a satisfactory level of replanting.
- *Introduction of "stand-off" area with trees and shrubs between Hopecroft Avenue and proposed development which may lead to access and safety issues.* This narrow strip of ground incorporates landscaping, which once mature, will very much reduce ease of access.
- *Concerns relating to the impact of noise from road and aircraft on proposed development, and insufficient assessment of these issues.* A road and aircraft traffic noise report has been submitted with the application, and accepted by Environmental Services. Conditions have been attached which ensure road noise issues are sufficiently addressed, and for additional survey measurements to be undertaken and appropriate noise attenuation incorporated into the fabric of the buildings, if the survey results deem this to be necessary.

REASON FOR REFERRAL TO SUB-COMMITTEE

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

CONSULTATIONS

Roads Project Team – No objection to the application. Request that appropriate conditions be applied including in relation to vehicular access, pedestrian and cycle access, upgrading of existing bus stops, drainage and appropriate strategic transport fund contribution. Their comments can be summarised as follows:

- The site is proposed to have one vehicular access from Hopecroft Grange. Under normal circumstances it would be a requirement for a site of this size to provide two accesses. However the layout of the site is such that there are two routes to the majority of dwellings. The main access road from Hopetoun Grange into the development will be constructed to a sufficient width to allow a fire tender to pass parked vehicles. The applicant has also agreed to construct the combined foot and cycleway with greater than normal strength in order to allow emergency service vehicles to make use of it should that be necessary.

- Driveways have been located on Hopetoun Grange in line with junction spacing requirements.
- A new footway will be constructed along the site boundary to Hopetoun Grange to an adoptable standard. At the same time, a uniform carriageway width will be provided on Hopetoun Grange matching that on the rest of the street to the east. Pedestrian access into the site from Hopetoun Grange will be delivered in two locations, both of which will be constructed to be combined foot and cycleways. The infrastructure along the access road will extend to the site boundary linking in the future to the development in the west.
- Pedestrian access to the A96 to the north is important and the applicant has agreed to upgrade the lane to the west of the site to an adoptable standard between the A96 and the point that it interacts with what will become the spine road to the future development to the west.
- Parking should be provided in accordance with the Councils parking standards. All previously highlighted concerns with regard to the positioning of car parking spaces have been resolved.
- Reference is made within the Transport Statement (TS) to the public transport services on Sclattie Park and the A96, although the TS shows the site to be better connected by public transport than it actually is. No consideration has been given to public transport journeys other than those on direct routes from the development.
- The provision of the pedestrian and cycle access to the A96 along the lane to the west of the site is essential in residents being able to gain access to the public transport services on the A96. Cycle accessibility has not been accurately assessed, and a cycle isochrone has not been provided which would show the area that would be considered to be within cycle accessibility. The residential streets within Hopetoun and Hopcroft would be considered to be acceptable for cycling. Access to the cycle route on the north side of the A96 would be achievable from the crossing point on the A96 close to the junction with Sclattie Park. While the services on Sclattie Park are outwith the 400m walk distance stipulated in national guidance they will still form an important connection.
- As the proposed development is within an area allocated for residential or mixed use within the Aberdeen City Local Development Plan a contribution will be required to the Strategic Transport Fund (STF).
- The current drainage proposals require access under the trunk road to connect the surface water and under third party land to connect the foul sewage. I would ask that conditions requiring these permissions to be in place prior to work commencing.

Environmental Health – No objection to the application. Request that conditions be applied to any consent to (a) protect the residents of certain properties from traffic noise; and (b) undertake a noise measurement assessment over no less than 3 days on site (Monday to Friday) in order to establish whether material adjustments need to be incorporated into the development build in order to address aircraft noise.

Enterprise, Planning & Infrastructure (Flooding) – Response received - no objections provided the following comments are addressed:

- The basin is constructed as per the proposed design and capable of retaining flows up to and including the 1 in 200 year storm event plus climate change
- The discharge rate does not exceed the greenfield flows as per the design calculations
- Aberdeen City Council Flooding is consulted during the construction of the connection into the watercourse to allow inspection work to be carried out if required

Education, Culture & Sport (Archaeology) – Response received. Request condition relating to implementation of archaeological works.

Developer Contributions Team – Appropriate level of affordable housing secured on site (25%), in addition to agreement having been reached on contributions for primary education, community facilities, recreation, core path networks and the strategic transport fund.

Community Council – No response received.

SEPA – Response received. No objections to the proposal provided the Drainage Assessment Issue 1 (dated 4 July 2013), which includes information on the construction phase SUDS, is approved as part of the planning consent.

Aberdeen International Airport – Response received. No objection to the proposal provided the following conditions were applied:

- Controlling the height of cranes operating on site;
- The submission of a detailed soft and water landscaping scheme with attention to species choice with the aim of discouraging birds to the proposed tree and shrub planting;
- Submission of details on the SUDS scheme including measures to avoid the attraction of birds;
- Ensuring any proposed lighting scheme, including for lighting to be utilised during construction, is of an appropriate design, with no light spill above the horizontal.

Aberdeen International Airport also commented that based on the 2011 noise contours, part of the area of the proposed development fell within the 57db LEQ contour and would be subjected to aircraft noise during the day and night, and on this basis the application should be considered against Policy H8 in the Local Development Plan. In addition to this, they drew attention to the Aberdeen International Airport Master Plan, published in January 2013, which details future indicative noise contours for 2020 and 2040.

Transport Scotland – Response received. No objections to the proposal provided the following conditions are applied:

- There shall be no means of direct vehicular access to the trunk road. Pedestrian access to the trunk road shall be restricted to the existing footpath immediately to the west of the site.

- The Applicant shall liaise with Transport Scotland and its Operating Company in regard to the timing, traffic management and standard of construction required for the pipeline crossing under the trunk road.

Scottish Water – Response received. No objections.

REPRESENTATIONS

A total of 24 letters of representation have been received. 18 letters were submitted within the original consultation response period, and 6 further letters submitted as a result of an extended period of consultation on the Transport Statement. An additional period of 14 days of consultation was afforded to all those who had commented on transport issues within their original letter of representation, allowing them to raise any issues specifically relating to the detail contained within the Transport Statement which had not been available to view on the planning website during the initial consultation period. The objections raised have been summarised below and relate to the following matters:-

- Overdevelopment of the site
- Adverse impact on existing road network which is already congested
- Unacceptable level of car parking provision
- Impact on existing busy junction at Hopetoun Terrace
- Inaccuracies in the Transport Statement including in relation to public transport accessibility
- Impact on road and pedestrian safety as a result of increased traffic generation and manoeuvring
- Adverse impact on future residents as a result of aircraft and road noise
- Location of proposed SUDS would adversely impact on existing dwellings as a result of its proximity and likely generation of unpleasant odours
- Proposed house design is not in-keeping with that of existing properties within the surrounding area
- Inaccuracy and uncertainty concerning the eastern boundary line of the site
- Overshadowing of existing properties located on Hopecroft Drive
- House types are too large and would lead to overlooking
- Impact on existing views
- Proposed development would have an adverse impact on local services
- Effect on school capacity
- Loss of protected trees and other natural habitat
- Adverse impact of proposed development on existing tree roots and canopies
- Adverse impact on wildlife
- Inadequate consultation process
- Proposal ignores results of Public Enquiry of 2006
- Proposed development would lead to destruction of the Green Belt

PLANNING POLICY

National Policy and Guidance

Scottish Planning Policy (SPP) – This is the statement of Scottish Government policy on land use planning, and includes the Government’s core principles for the operation of the planning system and concise subject planning policies. The general policy relating to sustainable development and subject policies relating to Open Space and Physical Activity, Landscape and Natural Heritage, Transport and Housing are all relevant material considerations.

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

Designing Streets (A Policy Statement for Scotland) is a relevant material consideration which seeks to promote pedestrian friendly developments.

PAN 77 (Designing Safer Places) highlights the positive role that planning can play in helping to create attractive, well-managed environments which help to discourage anti-social behaviour. It aims to ensure that new development can be located and designed in a way that deters such behaviour as poorly designed surroundings can create feelings of hostility, anonymity and alienation and can have significant social, economic and environmental costs.

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

PAN 65 (Planning and Open Space) provides advice on the role of the planning system in protecting and enhancing open spaces and providing high quality new spaces.

PAN 1/2011 (Planning and Noise). This Planning Advice Note (PAN) provides advice on the role of the planning system in helping to prevent and limit the adverse effects of noise.

Aberdeen City and Shire Structure Plan

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

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

Accessibility - to make sure that all new development contributes towards reducing the need to travel and encourages people to walk, cycle or use public transport by making these attractive choices.

Aberdeen Local Development Plan

Policy I1 (Infrastructure Delivery and Developer Contributions)

Development must be accompanied by the infrastructure, services and facilities required to support new or expanded communities and the scale and type of developments proposed. Where development either individually or cumulatively will place additional demands on community facilities or infrastructure that would necessitate new facilities or exacerbate deficiencies in existing provision, the Council will require the developer to meet or contribute to the cost of providing or improving such infrastructure or facilities.

Policy T2 (Managing the Transport Impact of Development)

New developments will need to demonstrate that sufficient measures have been taken to minimise the traffic generated.

Transport Assessments and Travel Plans will be required for developments which exceed the thresholds set out in the Transport and Accessibility Supplementary Guidance. Planning conditions and / or legal agreements may be imposed to bind the targets set out in the Travel Plan and set the arrangements for monitoring, enforcement and review.

Maximum car parking standards are set out in Supplementary Guidance on Transport and Accessibility and detail the standards that different types of development should provide.

Policy D1 (Architecture and Placemaking)

To ensure high standards of design, new development must be designed with due consideration for its context and make a positive contribution to its setting. Factors such as siting, scale, massing, colour, materials, orientation, details, the proportions of building elements, together with the spaces around buildings, including streets, squares, open space, landscaping and boundary treatments, will be considered in assessing that contribution.

Policy D2 (Design and Amenity)

In order to ensure the provision of appropriate levels of amenity certain principles will be applied, including:

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

Policy D3 (Sustainable and Active Travel)

New development will be designed in order to minimise travel by private car, improve access to services and promote access to services and promote healthy lifestyles by encouraging active travel. Development will maintain and enhance permeability, ensuring that opportunities for sustainable and active travel are both protected and improved. Access to, and movement within and between, new and existing developments will prioritise transport modes in the following order – walking, cycling, public transport, car and other motorised vehicles.

Street layouts will reflect the principles of Designing Streets and will meet the minimum distances to services as set out in Supplementary Guidance on Transport and Accessibility, helping to achieve maximum levels of accessibility for communities to employment, essential services and areas of recreation.

Existing access rights, including core paths, rights of way and paths within the wider network will be protected and enhanced. Where development proposals impact on the access network, the principle of the access must be maintained through the provision of suitable alternative routes.

Policy D6 (Landscape)

Development will not be acceptable unless it avoids:

- significantly adversely affecting landscape character and elements which contribute to, or provide, a distinct 'sense of place' which point to being either in or around Aberdeen or a particular part of it;
- disturbance, loss or damage to important recreation, wildlife or woodland resources or to the physical links between them;
- sprawling onto important or necessary green spaces or buffers between places or communities with individual identities, and those which can provide opportunities for countryside activities.

Policy H1 (Residential Areas)

The site has been zoned under Policy H1 (Residential Area), where the Council seeks to retain the residential character and amenity of the area. Proposals for new residential development and householder development will be approved in principle, provided it

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

Policy H4 (Housing Mix)

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

Policy H8 – Housing and Aberdeen Airport

Applications for residential development under or in the vicinity of aircraft flight paths, where the noise levels are in excess of 57dB LAeq (using the summer 16-hour dB LAeq measurement) will be refused, due to the inability to create an appropriate level of residential amenity, and to safeguard the future operation of Aberdeen Airport.

Policy H3 (Density)

The City Council will seek an appropriate density of development on all housing allocations and windfall sites. All residential developments of over one hectare must:

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

Policy NE4 (Open Space Provision in New Development)

The City Council will require the provision of at least 2.8 hectares per 1000 people of meaningful and useful public open space in new residential development. Communal or public open space should be provided in all residential developments, including those on brownfield sites.

Policy NE5 (Trees and Woodlands)

There is a presumption against all activities and development that will result in the loss of or damage to established trees and woodlands that contribute significantly to nature conservation, landscape character or local amenity, including ancient and semi-natural woodland which is irreplaceable.

Policy NE6 (Flooding and Drainage)

Where more than 10 homes or greater than 100m² floorspace is proposed, the developer will be required to submit a Drainage Impact Assessment. Surface water drainage associated with development must:

- be the most appropriate available in terms of SUDS; and
- avoid flooding and pollution both during and after construction.

Policy NE9 (Access and Informal Recreation)

New development should not compromise the integrity of existing or potential recreational opportunities including access rights, core paths, other paths and rights of way. Wherever appropriate, developments should include new or improved provision for public access, permeability and/or links to green space for recreation and active travel.

Policy R7 (Low and Zero Carbon Buildings)

States that all new buildings, in order to meet with 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.

Supplementary Guidance

The Hopecroft Planning Brief was ratified by the Scottish Government on 14 June 2013 resulting in its formal adoption as Supplementary Guidance from this date.

The following supplementary guidance documents are also of relevance:

- Delivering Identified Projects through a Strategic Transport Fund (December 2011)
- Affordable Housing (March 2012)
- Low and Zero Carbon Buildings (March 2012)
- Transport and Accessibility (March 2012)
- Waste Management Requirements in New Developments (March 2012)
- Infrastructure and Developer Contributions Manual (March 2012)

EVALUATION

Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 (as amended) require that where, in making any determination under the planning acts, regard is to be had to the provisions of the development plan and that determination shall be made in accordance with the plan, so far as material to the application, unless material considerations indicate otherwise.

Principle of Residential Use

The Aberdeen Local Development Plan (ALDP) identifies the application site as Policy H1 (Residential Areas) and as an opportunity site (OP20) for 30 homes. The proposal is for a development of 65 dwellings on the site, and as such is in accordance with the local development plan allocation of the site for residential use, albeit at a higher density. The Hopecroft Planning Brief, which was based on the principle of the site being developed for residential use with a capacity for around 65 units was approved by the Development Management Sub-Committee with the request that the following additions be made: (a) that the airport noise contours should be based on Guidance released in 2011; and (b) to note that detailed concern expressed by local residents will be taken into account once individual planning applications are received by the Planning Authority. The Planning Brief was subsequently ratified as Supplementary Guidance to the Aberdeen Local Development Plan by the Scottish Government on 14 June 2013.

Policy H1 (Residential Areas) states that a proposal for new development will be approved in principle if it does not constitute over development; does not have an unacceptable impact on the character and amenity of the surrounding area; and does not result in the loss of valuable and valued areas of open space. The application site was previously in agricultural use, and is now allocated for residential use, and as a result would not be categorised as open space for the purposes of this policy. On this basis alone, as the proposal would have no impact on existing open space, the principle of residential development is acceptable. In terms of assessing any likely impact which the proposed development may have on the character and amenity of the surrounding area and whether the proposal would constitute overdevelopment, these matters are examined below.

Density

Part of the criteria for establishing whether a development proposal complies with Policy H1 (Residential Areas) is based on whether such a proposal constitutes over-development. Taking into account existing policy expectations in terms of density of development outlined in both the Aberdeen City and Shire Structure Plan and Aberdeen Local Development Plan (Policy H3: Density), which state that all residential development of over one hectare should achieve a minimum density of 30 dwellings per hectare, whilst also taking into consideration the average density of the surrounding area, where a density of 20-35 units per hectare is typical, it is found that the 65 residential units proposed for this 3.3ha site, equating to 20 units per hectare, would not constitute over development.

Notwithstanding the above, it is worth noting that in establishing whether a proposed density of development is appropriate and may be considered acceptable for a specific site, the minimum levels sought through Policy H3 (ie 30 units per hectare) cannot be applied in isolation. There is a clear need for the level of proposed development on a site to be considered within the context of the surrounding area and its particular characteristics, and matters such as the relationship between buildings and the level of open space provision on site are also relevant considerations in establishing this. So whilst it is acknowledged that the 65 residential units proposed for the development is well above the current site allocation for 30 homes, this level of development is nevertheless considerably below policy expectations. However, on the basis that the suggested figure of 30 units for this site was allocated at a time when the impact of the airport noise contour line level meant there were more stringent restrictions on the development capacity of the site, and these restrictions have now been significantly reduced as a result of a change to this noise contour line, with it now just clipping the very extremity of the site, it is considered that the 65 units being proposed for the site, which was also the level of development supported by the Planning Brief for the site, is a level of development which is both appropriate in terms of the context of the site and sufficiently compliant with the relevant policy.

Layout, Design, Scale and Form of Development

'Designing Places' is a statement which sets out the Government's expectations of the planning system in delivering high standards of design, and outlines the criteria which it considers necessary to achieve a successful place, including being 'distinctive', 'safe and pleasant', 'easy to get to and move around' and 'welcoming'. The layout and design of the proposed development demonstrate that these criteria have been suitably addressed, with the result that a relatively high quality design and layout has been achieved.

The original layout proposed for the site, which largely met with the expectations of the indicative layout of the Planning Brief, has been amended since the initial submission of the planning application, as a direct result of consultation responses and officer discussion. This has largely resulted in a block of residential units being set further back from the northern boundary of the site; a change in location of the SUDS basin to the north-western corner of the site; and the reconfiguration of the open space area in order to increase the number of dwellings fronting onto this area.

The proposed development layout is such that along the southern boundary it fronts onto existing dwellings along Hopetoun Grange, thus creating an appropriate link between existing and new development, and a welcome and open frontage onto this main access road. Proposed access to the site will allow ease of movement, with openings for both pedestrian and vehicular access created along the southern boundary, and the upgrading of an existing pedestrian link to the north of the site and the A96. An area of open space extending to approximately 1180m² is proposed within a central location of the site, with dwellings fronting onto this open space and footpaths providing appropriate pedestrian access both from within the site and beyond, ensuring the delivery of a safe and pleasant area, in accordance with PAN 77 (Designing Safer Places). In addition to this, less formal areas of open space have been introduced throughout the site. These include an area lying to the north of the site within which the SUDS basin will be located, and where this wider area of open space extends across the full width of the northern boundary of the site to a depth of between 15 to 55 metres. In this respect the proposal is considered to be in accordance with PAN 65 (Planning and Open Space) and Policy NE4 (Open Space Provision in New Development), and also with Policy NE9 (Access and Informal Recreation) which seeks the inclusion of new or improved provision of public access in new developments, and also to improve existing permeability or links to green space for recreation and active travel.

The proposed development achieves an acceptable mix of house types and sizes, with a total of 11 house types being accommodated on site, ranging in size from the 2 bedroom cottage flatted properties which constitute the affordable housing contribution, to 6 bedroom detached family dwellings. The proposal is considered to be in accordance with Policy H4 (Housing Mix), which seeks to encourage a range of sizes and house types for development proposals exceeding 50 units.

Although the proposed development may not be particularly distinctive, the design and layout are nevertheless considered to be appropriate in terms of the surrounding residential area. Given that the existing dwellings in this neighbourhood are mainly dating from the 1960's and 1970's, the design detail of the proposed development will undoubtedly complement rather than match that of the existing properties, however the layout and form of development has generally taken account of existing development and is considered appropriate in this regard, with suitably spaced development, and well proportioned garden ground. Amendments to the original proposed finish of the dwellings which included a brick facing to many of the properties have been secured, thus ensuring more appropriate materials are incorporated into the build, including dry dash render and walls, gables or other small-scale features in stone. Conditions have been attached to deal with the detail of the boundary treatments and the landscaping of the site. Taking the above into account it is considered that the proposal is generally compliant with Policy D1 (Architecture and Placemaking).

The proposed development is deemed to be in accordance with Policy D2 (Design and Amenity). The layout and design of the proposed dwellings includes the provision of private garden ground to the rear of all properties within the site. The properties located along the northernmost section of the site front

northwards, thus achieving optimal sunlight within their private garden ground which lies to the south. The orientation of the remaining development on site is generally considered to be appropriate, allowing for properties to benefit from an acceptable level of sunlight. The layout of the site is such that all properties achieve a public frontage onto either a street or footpath/cycleway, along with a private face to a garden, and have incorporated boundary enclosures, the detail of which is to be submitted and agreed through conditions. A condition has also been attached which seeks suitable external lighting provision within the site, with the detail taking into account any restriction to such lighting as a result of the proximity of the site to Aberdeen International Airport.

Although specific information on the installation of low and zero-carbon generating technology which will adequately reduce the predicted carbon dioxide emissions has not been submitted by the developer, an appropriate condition has been attached requiring the installation of such technology, and this would need to be compliant with Policy R7 (Low and Zero Carbon Buildings).

Visual Impact of the Development

The application site which was previously in agricultural use, is currently lying fallow. Whilst the loss of views for existing residents within the surrounding area is not a material planning consideration, it is nevertheless apparent that the proposed development which comprises 2 storey dwellings across the site will have a significant visual impact, given its previous use and zoning within the green belt. However, the overall visual impact of the proposed development will be somewhat reduced as a result of the drop in ground levels between the southern and northern boundaries, with the 2 storey properties lying towards the northern section of the site lying at a significantly lower level than those towards the south, due to the 15 metre drop in ground levels between the southern and northern boundaries.

The site does currently benefit from screening, with a mix of mature trees, hedges and drystone dykes along all four boundaries. Whilst the proposed layout of development and access to the site will lead to the loss of some of the trees and a section of dyke to the south, this will nevertheless allow for the new development to better connect with existing dwellings along Hopetoun Grange, and appropriate landscaping will be introduced along this boundary. All existing trees will remain along the northern boundary, thus ensuring a suitable level of screening is retained between the development and the A96, with additional screening measures including an acoustic fence and additional planting being introduced along this same boundary. Whilst there will be some tree loss along the western boundary, it is considered that an acceptable level of mature trees will remain, and an appropriate level of replacement planting has been secured as part of the landscaping scheme, all of which will ensure that in time, the development will blend more successfully into its setting, ensuring that the general character of the area is retained.

Impact on Trees

As outlined above, the site is bound by mature trees, mainly along the northern, southern and western boundaries. All trees within the application site are currently protected under Tree Preservation Order No 19. A tree survey report

was submitted in support of the application and the Council's arboricultural planner accepted the conclusions of this report. It has been found that whilst the loss of 40 out of a total of 80 protected trees on site is unfortunate, it is clear that given the poor condition of many of the trees, as identified in the tree survey report, that a certain number would require removal regardless of the proposed development. Taking this into account, what has been considered to be important in evaluating the proposed development, given that the site has been identified as suitable for residential development, is the need to ensure that the treed nature of the locality is adequately maintained and where possible enhanced through the use of appropriate replacement and new tree planting, and that development is sited in such a manner as to limit the impact on existing trees. A 15 metre building line offset has been incorporated along the full length of the western boundary, which not only ensures an appropriate separation distance between the proposed dwellings and the retained and replacement trees along this site boundary, thus dealing in part with concerns relating to development impacting on tree root protection areas and canopies, but also allows the introduction of a wildlife corridor to the rear of these properties. So whilst acknowledging that the proposal may not be fully compliant with Policy NE5 (Trees and Woodland) of the ALDP, in terms of the loss of trees on site, it is considered that the conditions applied will ensure sufficient protection of the mature trees which can be retained on site, and that an appropriate level of replacement planting and landscaping is secured across the site, with a suitable focus on native species which is in accordance with Scottish Planning Policy on 'Landscape and Natural Heritage'.

Traffic Impacts, Access Arrangements and Car Parking

The proposed development will have one vehicular access off Hopetoun Grange, but will include a second loop road within the internal layout of the site. The main access road will terminate midway along the western boundary of the site, however the proposed layout is such that it will allow for this road to be continued beyond the application site to the west, should there be a requirement for such a connection as a result of future development proposals for the neighbouring opportunity site (OP 30). Whilst concerns have been raised with regards the likely traffic impact of linking this neighbouring site (OP30) with the application site, it should be noted that it is not possible at this stage, in the absence of any formal application for development within the aforementioned site, to consider what the future traffic implications of linking this road to the west may be.

The internal layout of the site allows for a suitable level of vehicular and pedestrian movement, with shared surfaces having been incorporated into the road layout thereby promoting a safe environment for pedestrian use; and a clear pattern of footpaths/cycle-ways linking throughout the site and beyond to the surrounding area, encouraging connections to the wider area. Attention has been given to ensuring permeability to the north and south of the site, thereby enabling access to a range of alternative transport modes other than the car, including walking, cycling and public transport.

Whilst concerns have been raised with regards creating the main access into the site off Hopetoun Grange, in addition to introducing driveway accesses to residential properties along this stretch of road, and the resulting traffic

generation and safety implications, it should be noted that the Roads Projects Team have raised no objection with regards traffic generation as a result of the proposed development, on the basis that the road network is deemed capable of accommodating the additional traffic, and are satisfied that the small number of direct driveway accesses onto Hopetoun Grange which are being proposed road can be utilised without introducing any safety issues, and that the car parking provision for the site is of an acceptable level which meets the appropriate car parking standards.

The Roads Projects Team have raised no objection to the proposed development, but have nevertheless requested that conditions be attached to any planning approval which would include the upgrading of an existing lane to the west of the site and the upgrading of bus stop facilities on the A96 and Sclattie Park.

Taking the above into account, it is considered that the proposal is in accordance with the general principles of 'Designing Streets', a government statement which seeks to promote pedestrian friendly developments, and also accords with Scottish Planning Policy (SPP), both in relation to 'Transport' policy for new development, and 'Landscape and Natural Heritage' policy through securing improved access opportunities, with new footpath/cycleway links and the upgrading of an existing path. The proposal is meeting the expectations of the Structure Plan in terms of ensuring an appropriate level of accessibility for the site; and is found to be compliant with Policy D3 (Sustainable and Active Travel) and Policy T2 (Managing the Transport Impact of Development).

Site Drainage and Flooding

An amended layout for the site has resulted in the SUDS basin moving from the north-east to the north-west corner of the site and to a minimum distance of 50 metres from existing dwellings on Hopcroft Drive, which should address concerns raised by neighbouring residents along this road in relation to its proximity. Scottish Water raised no objection to the proposal, and based on the detail of the amended Drainage Impact Assessment submitted, SEPA agreed to the proposal. The Roads Projects Team had no objection to the proposed drainage arrangements on site but requested that a condition be attached which ensured appropriate access arrangements were in place for the drainage proposals prior to the commencement of development on site. Similarly, the Flooding Team raised no objection provided the drainage arrangements on site were in accordance with the detail included in the amended Drainage Impact Assessment.

Noise

A report on road and air traffic noise was submitted in support of the planning application. Based on the findings of that report the Council's Environmental Services Team did not object to the proposal, accepting the basic principle of residential development as being appropriate for the site. They did however raise concerns about the potential impact on prospective residents of the development from road and aircraft noise sources, and have recommended that 2 conditions be applied to any planning approval which would (a) require the installation of acoustically attenuated ventilators to the lounge accommodation of

all cottage flatted properties, in order to mitigate road traffic noise ; and (b) require the submission of a 3 day noise measurement survey of aircraft noise on the site which would establish whether material adjustments should be incorporated into the construction of the dwellings (eg triple glazing, alternative insulation methods) which would mitigate noise issues arising from the results of this additional survey. The proposal incorporates the erection of an acoustic fence along the northern boundary of the site which will serve as additional mitigation for noise generated from the adjacent A96 trunk road.

The Planning Brief had identified the key constraints for the site and the proposed development to include the airport noise contour boundary. The original site layout submitted as part of this planning application identified the north-eastern corner of the site as falling within the flight path of Aberdeen International Airport, where noise levels would be in excess of 57dB LAeq, based on the Aberdeen Airport 2006 (actual) noise contours.

However, prior to the Planning Brief being submitted to Development Management Sub-committee on 15 February 2013 it had been established that the airport noise contours applied to the proposal were incorrect, as more up-to date guidance had been issued by the airport in 2011. The Planning Brief was subsequently approved by Members on the proviso that the airport noise contours be amended in accordance with those issued by Aberdeen International Airport in 2011, and has since been ratified by the Scottish Government on that basis. This change has resulted in the 57 dB LAeq contour line which had previously cut across the north-eastern edge of the site falling back to a level where it just clips the extremity of the site boundary, and subsequently no longer directly impacts on the residential development proposed for the site, with none of the residential units falling within the affected area.

Aberdeen International Airport raised no objections to the proposed development and whilst commenting that part of the application site fell within the 57dB LAeq contour and would be subjected to aircraft noise during the day and night, stated that the proposal should be considered against Policy H8 in the local development plan. They also drew attention to Aberdeen International Airport Masterplan, published in 2013, which details future indicative noise contours for 2020 and 2040. The indicative contours bring the north-eastern section of the site back within the 57dB contour line, however in terms of assessing this planning application, these levels are based on predicted aircraft movement and cannot in themselves form the basis of limiting current development proposals.

It is particularly relevant in terms of assessing this application that the abovementioned change to the area of the site directly affected by the noise contour line is taken into consideration and on this basis the proposal is considered to be compliant with Policy H8 (Housing and Aberdeen Airport) of the Aberdeen Local Development Plan. Furthermore, should the Council's Environmental Team deem that additional noise attenuation is necessary, following receipt of a 3 day noise measurement survey, then such noise attenuation measures will be implemented through appropriate construction specification.

Whilst acknowledging that the north-eastern extremity of the site lies within Aberdeen International Airport's flight path and the northern boundary fronts onto a busy trunk road, with evident noise implications for the residential development as a result, it is nevertheless considered that the proposal for residential development in this instance is in accordance with the proposed local development plan allocation for the site and compliant with Policy H8 (Housing and Aberdeen Airport), and suitable mitigation measures have been incorporated and may be further amended depending on the results of the above-mentioned survey.

Ecological Impact

An ecological survey was initially undertaken during October 2012 (Extended Phase 1 Habitat Survey), with additional survey work undertaken during December 2012 (Extended Phase 1 Habitat Survey Addendum). These surveys found no evidence of significant species on site (ie bats, otters, water vole, badgers and red squirrels), and whilst acknowledging the presence of other mammals within the vicinity of the site (eg foxes), in addition to nests in some of the more mature trees, it was established that there was no requirement for any protected species licence. The proposed landscaping, which includes replacement tree planting and the creation of a natural wetland habitat around the proposed SUDS basin will provide suitable habitats for wildlife, and will serve to mitigate any adverse impact on existing wildlife likely to arise as a result of the proposed development on site.

Impact on Residential Character and Amenity

The surrounding area is very much characterised by residential development, mainly comprising 1½ storey, semi-detached dwellings in a fairly typical 1960's/1970's design, with these properties accessed along relatively narrow street layouts. The proposed development comprises a majority of 2 storey, detached dwellings within what is perhaps a more open street layout, but which is more in keeping with the principles of 'Designing Streets', where shared surfaces are predominant and a more pedestrian friendly layout is sought. Whilst the character and design of the proposed development is similar in many respects to that of many contemporary residential developments, the surrounding area within which the development will lie is nevertheless typical of its time, and on this basis the proposed development will perhaps not appear to be particularly in-keeping with its surroundings. However, it is considered that the design, form and layout of the proposed development is appropriate for the site and that sufficient attention has been paid to linking the proposed development with existing dwellings, in particular along Hopetoun Grange.

The proposed development will introduce 12 dwellings along the eastern boundary of the site, 9 of which will have their rear elevations facing east across their private garden ground towards the rear gardens of existing residential properties on Hopcroft Avenue, however with a separation distance of some 27 to 30 metres between the properties it is considered that an acceptable degree of privacy can be maintained. For the 3 remaining properties which are proposed along the eastern boundary, these have their gable ends facing the gable end of the property at 26 Hopetoun Grange, the rear elevations of properties between 23-25 Hopcroft Drive and the rear and gable end of the property at No 27

Hopecroft Drive, and will lie at a distance of between 5 and 12 metres from their respective common boundaries. Whilst a single gable-end window will be incorporated into the design of these 3 properties at 1st floor level, these windows serve the upper landings of the properties and will therefore not introduce any significant impact on existing privacy in terms of overlooking of the above-mentioned properties and their gardens from habitable rooms such as bedrooms.

A distance of approximately 12 metres will separate the gable end of No 26 Hopetoun Grange and the gable end of the nearest neighbouring property proposed along Hopetoun Grange, whilst an average of closer to 25 metres will separate the remaining properties along the eastern boundary of the site with those on Hopecroft Avenue and Hopecroft Drive. These separation distances will ensure that any overshadowing introduced as a result of the proposed development would be minimal, and certainly within an acceptable level. Although daylighting to surrounding properties would not be affected by the development, given the separation distances highlighted above, there is the potential for a small number of residential units located along the eastern boundary of the application site to cast some shadow into rear gardens for limited periods, but once again, such impact is considered to be within an acceptable level.

Taking the above into account, it is considered that the proposed development would not have an unacceptable impact on the character or amenity of the surrounding area, and as such the proposal would not be contrary to Policy H1 (Residential Areas). Furthermore, the proposal would appear to be in accordance with Scottish Planning Policy (SPP) on housing, in terms of its location next to existing residential development, its density which compares favourably with that of the surrounding area, and its character and layout, which has taken full account of the setting. The 25% of affordable housing being proposed on site, as detailed below, matches the benchmark figures set by SPP.

Relevant Planning Matters Raised in Written Representations

A range of matters raised in the representations submitted have been addressed in the appropriate sections above, including issues relating to design, noise, impact upon residential amenity, trees, access, traffic, car parking and road safety. Although certain matters raised are not material considerations, such as the likely financial gains of the developer in submitting this planning application, any remaining matter which has not been previously dealt with is addressed below.

- It has been suggested that some of the supporting documents submitted were inadequate and/or insufficient in terms of their content, and whilst this was perhaps the case with regards some of the information received when the application was initially submitted, following the necessary assessment of the proposal additional information was requested and submitted, including as a result of consultee responses and comments. Comments were also made in relation to the likely independent nature of the supporting documents submitted, however in this respect the planning authority must assume, unless there is clear evidence to the contrary, that an appropriate level of professional competency and integrity is maintained by those providing the supporting documents.

- Concerns have been raised in relation to the likely adverse impact which the proposed development will have on existing local amenities, including shops and schools. In terms of the impact of the proposal on local shops, which include a general store, a butcher and chip shop, these local amenities are likely to benefit from increased trade as a result of the proposed development, thereby helping to maintain the vitality of the existing community, rather than having a negative impact. The impact of the proposed development on local education facilities has been assessed by the Council's education service, and an appropriate level of developer contribution secured through legal agreement which takes into account existing school capacities.
- Concerns have been raised regarding local residents not being adequately notified of the proposed development, either at pre-application consultation stage or once the formal planning application was lodged. Similar concerns were also raised in relation to notifying local residents of the planning brief process. However, it is considered that an appropriate level of public consultation took place with regards all 3 stages of the development proposal. Following submission of the Proposal of Application Notice, a meeting with the community council and 2 public events were arranged by the developers. The public events were advertised in the local press and in several local shops, as recommended by this planning authority. The statutory neighbour notification was then undertaken in terms of the formal planning application, in addition to the proposal being advertised in the press. With regards the planning brief process, a public exhibition was held in October 2012 and was attended by 30 people. In addition to this, following the planning brief being presented to Development Management Sub-committee on 6 December 2012, a 4 week period of public consultation took place in January 2013.

Affordable Housing/ Developer Contributions

The proposed development is deemed to comply with the principles outlined in PAN 2/2010 (Affordable Housing and Housing Land Audits) which seeks to facilitate the development of affordable housing in order to secure sustainable, mixed communities. The proposal is in accordance with Policy H5 (Affordable Housing) which seeks 25% of the total number of units to be provided as affordable housing, with the developer having included 16 no. 2 bedroom flatted properties on site. In terms of Policy I1 (Infrastructure Delivery and Developer Contributions) a legal agreement is required in order to secure planning gain contributions to be used for off-setting the impact of the development on education, community facilities, recreation, core path network and the Strategic Transport Fund.

RECOMMENDATION

Willingness to approve, subject to conditions, but to withhold the issue of the consent document until the applicant has entered into a legal agreement with the Council to secure the identified developer contributions towards primary education, community facilities, recreation, core path networks and the strategic transport fund.

REASONS FOR RECOMMENDATION

Planning legislation requires that planning applications are determined in accordance with the development plan unless material considerations indicate otherwise. The site is identified as an Opportunity Site (OP20) for residential development in the Aberdeen Local Development Plan, and on this basis the principle of the proposed development is considered acceptable.

The proposal is deemed suitably compliant with relevant national and local plan policy and guidance, including Scottish Government policy statements on 'Designing Places' and 'Designing Streets'; Aberdeen City and Shire Structure Plan objectives for new development, which seek to create sustainable mixed communities with appropriate access; and a range of local plan policy, including Policy H1 (Residential Areas), Policy D1 (Architecture and Placemaking), Policy D2 (Design and Amenity), Policy H8 (Housing and Aberdeen Airport), and Policy H3 (Density). Whilst the proposal is perhaps not strictly compliant with Policy NE5 (Trees and Woodland), as a result of the loss of mature trees on a site which is covered by a tree preservation order, it has been established and accepted that the poor condition of some of these trees would lead to their loss regardless of the proposed development, and securing an appropriate level of replacement planting and landscaping throughout the site will mitigate such loss.

The proposal has also been deemed acceptable in terms of its compliance with a range of supplementary guidance, including securing affordable housing on site at a level of 25%, and ensuring an appropriate level of developer contributions is secured which will contribute to primary education, community facilities, recreation, core path networks and strategic transport fund, through the signing of a legal agreement. The Hopecroft Planning Brief which identified the site as being suitable for a residential development of around 65 units was ratified by the Scottish Government in June this year and subsequently formally adopted as supplementary guidance, and on this basis now forms a material consideration in the determination of this application.

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

CONDITIONS

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

(1) that the Dollar flatted properties proposed as part of the residential units of the development hereby approved shall not be occupied unless acoustically attenuated ventilators have been installed within the lounge accommodation of these aforementioned properties - in the interests of residential amenity

(2) that no development pursuant to this planning permission shall take place unless there has been submitted to and approved in writing for the purpose by the planning authority, report on three days of noise measurements, to be undertaken at a representative location in the vicinity of the development. These measurements should be weekday LAeq 1 hour or 15 minute readings and calculated to obtain 18 hour LAeq (23:00 - 07:00). Whilst these measurements may be unmanned, short term measurements when helicopters are in flight

overhead should also be taken. If the noise measurement assessment report demonstrates the need for noise attenuation to be incorporated into the fabric of the residential units of the development hereby approved, then such attenuation measures as may be recommended by the planning authority shall be implemented in full prior to occupation of any residential unit - in the interests of residential amenity.

(3) that the SUDS basin is constructed as per the detail included in the Drainage Assessment Issue 1 by Fairhurst dated 4 July 2013, and is capable of retaining flows up to and including the 1 in 200 year store event plus climate change - in order to ensure that the development can be adequately drained.

(4) that the discharge rate, as outlined in the Drainage Assessment Issue 1 by Fairhurst dated 4 July 2013, does not exceed the greenfield flows as per the design calculations - in order to safeguard water qualities in adjacent watercourses and to ensure that the development can be adequately drained.

(5) that no development shall take place unless there has been submitted to and agreed in writing by the planning authority detailed plans showing the visibility splays for all new road junctions, including for the 3 no. driveways accessing onto Hopetoun Grange, and thereafter the junctions shall be constructed in full accordance with the approved plans - in the interests of road safety and public safety

(6) that the development hereby granted planning permission shall not be occupied unless the lane to the west of the site between the A96 and the point that it interacts with what will become the spine road to the future development to the west is upgraded to an adoptable standard for pedestrians and cyclists. Notwithstanding that the phasing of construction on site may impact on when safe access and use of the path by pedestrians may be available, details of the proposed upgrading work to the path must nevertheless be submitted to and approved by the planning authority, and the upgrading work must be completed prior to any residential unit being occupied - in order to ensure that the proposed development offers access to more sustainable forms of travel to and from the development

(7) that the development hereby granted planning permission shall be completed in full accordance with Drawing No DL002 Rev H which demonstrates the provision of a service strip between the street and residential dwellings along the proposed shared surface road, and that no future development takes place within the aforementioned service strip - in the interests of public safety and the free flow of traffic

(8) that no part of the development hereby approved shall be occupied unless a schedule of work relating to upgrading of bus shelters, seating, lighting, timetable information and boarding kerbs for bus stops on the A96 and on Scattie Park identified in the Transport Statement (Issue 2 Rev 3 by Fairhurst) has been submitted to and approved by the planning authority, and subsequently the upgrading work has been implemented prior to the occupancy of any residential unit implemented - in order to encourage more sustainable forms of travel to and from development

(9) that no development pursuant to this planning permission shall take place unless formal approval has been secured for access under the trunk road (A96) and under a section of 3rd party land lying immediately to the east of the site to provide connection to the proposed surface water drainage and public sewer - in order to ensure that the proposed development can be adequately drained and that no significant alteration is necessary to the development layout should the proposed sewer connection not be achievable

(10) that no development pursuant to this planning permission shall take place, nor shall any part of the development hereby approved be occupied, unless there has been submitted to and approved in writing by the planning authority, a detailed scheme of site and plot boundary enclosures for the entire development hereby granted planning permission, which scheme shall include no boundary enclosure above a maximum height of 1 metre being permitted to the front of any residential unit within the development hereby approved. None of the buildings hereby granted planning permission shall be occupied unless the said scheme has been implemented in its entirety - in order to preserve the amenity of the neighbourhood and in the interests of road and public safety

(11) that no development pursuant to the planning permission hereby approved shall be carried out unless there has been submitted to and approved in writing for the purpose by the planning authority a further detailed scheme of landscaping for the site, which scheme shall include both soft and water landscaping, 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 shall also clearly identify the locations where root barrier protection shall be implemented. The scheme shall include the proposed areas of trees/shrub planting including details of numbers, densities, locations, species, sizes and stage of maturity at planting, with all replacement planting on site undertaken on the basis of 2 for 1 for every tree removed. Such landscaping scheme shall include a high percentage of native species both in terms of the proposed trees (eg Sessile oak, Scots pine, Field maple and aspen) and the hedgerows, whilst also taking into account that the choice of species should discourage bird activity (feeding/roosting) which may present a bird strike threat to aircraft operating at Aberdeen International Airport - in the interests of the amenity of the area and to avoid endangering the safe movement of aircraft and the operation of Aberdeen International Airport through the attraction of birds.

(12) that all planting, seeding and turfing comprised in the approved scheme of landscaping shall be carried out in the first planting season following the completion of the development and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a size and species similar to those originally required to be planted, or in accordance with such other scheme as may be submitted to and approved in writing for the purpose by the planning authority - in the interests of the amenity of the area.

(13) that no development shall take place unless a plan showing those trees to be removed and those to be retained and a scheme for the protection of all trees to be retained on the site during construction works has been submitted to, and approved in writing by, the Planning Authority and any such scheme as may have

been approved has been implemented - in order to ensure adequate protection for the trees on site during the construction of the development.

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

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

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

(17) that no construction work pursuant to the planning permission hereby approved shall be undertaken by crane or scaffolding of a height greater than 8.2 metres above ground level without prior consultation and approval of Aberdeen International Airport - in order to avoid endangering the safe movement of aircraft and the operation of Aberdeen International Airport

(18) that no development pursuant to the planning permission hereby approved shall take place 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 the developer's commitment to managing the risk of attracting birds to the site during excavation activities, and the measures in place for the safe dispersal of birds and thereafter the agreed measures shall be implemented in full - to avoid endangering the safe movement of aircraft and the operation of Aberdeen International Airport through the attraction of birds

(19) that no development shall take place unless details of all measures for deterring birds from the proposed Sustainable Urban Drainage System scheme have been submitted to and approved in writing by the planning authority. Such details shall outline the measures being put in place to avoid endangering the safe operation of aircraft through the attraction of birds and thereafter such measures should be implemented in complete accordance with the approved details – in order to avoid endangering the safe movement of aircraft and the operation of Aberdeen International Airport through the attraction of birds.

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

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

(22) That no development pursuant to the planning permission hereby approved shall take place unless detailed plans showing lighting schemes required during construction and for the completed development are submitted and approved in writing by the planning authority. Such lighting schemes shall incorporate flat glass, full cut off design with horizontal mountings, and shall ensure that no light spill occurs above the horizontal - to avoid endangering the safe operation of aircraft through confusion with aeronautical ground lights or glare.

(23) that no development shall take place unless a scheme detailing compliance with the Council's 'Low and Zero Carbon Buildings' supplementary guidance has been submitted to and approved in writing by the planning authority, and any recommended measures specified within that scheme for the reduction of carbon emissions have been implemented in full. Thereafter no building shall be occupied unless the recommended measures specified within that scheme for the reduction of carbon emissions have been implemented in full - to ensure that this development complies with requirements for reductions in carbon emissions specified in the City Council's relevant published Supplementary Guidance document, 'Low and Zero Carbon Buildings'.

(24) that no development pursuant to this development shall take place unless further detailed specification has been submitted to and approved in writing by the planning authority clearly demonstrating that the load-bearing capacity of the proposed combined cycleway/footpath is capable for use by emergency service vehicles - in the interests of road safety and public safety.

(25) that no development pursuant to the planning permission hereby approved shall be carried out unless a method statement for the use of no-dig road and path construction within the root protection areas of retained trees has been submitted to and approved in writing for the purpose by the planning authority - in the interests of the amenity of the area.

(26) that no development pursuant to the planning permission hereby approved shall be carried out unless drawings showing specific finished ground levels, finished road levels, and finished ground floor levels of dwellings across the site have been submitted 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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16 Hopetoun Road
Bucksburn
Aberdeen
AB21 9QZ
29 January 2013

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

Persimmon Application OP20

Ref: 13/0029

Dear Sir

The Reporters to the Public enquiries said that the field known to planners as OP20 should be subject to no more than thirty houses and the fields beyond the lane known as 'Lover's Lane' should remain part of the Green Belt and this was agreed by Aberdeen City Council. Nothing has changed around the fields or the objections.

1. The road system - in particular, Hopetoun Grange, is more than congested in peak times (over 250 journeys per hour at morning rush hour). This would only be exacerbated by the addition of (estimated) 100+ cars from this site
2. The 57dB contour was shown by the 2011 Airport Noise Report to have retreated to the northeast corner of the field and is projected to return to cut off the northeast quadrant of the field by 2020. This review was carried out without noise meters being placed on site
3. The trees facing on to Hopetoun Grange are protected.

The recent tree survey condemning all the mature trees facing the field on Hopetoun Grange is suspect after the previous survey taken a couple of years ago found no reason to condemn them. Persimmon's plan to uproot the trees and replace them with new ones is NOT in the spirit of 'protection'. The houses would still have to be more than twenty metres from the tree line (and the Lover's Lane tree line). The proposed road ending at this second tree line pre-supposes that the road will be extended into the Green Belt fields and further trees will be lost.

Persimmon do not seem to have allocated enough space on site for cars.

The examples shown of housing types for the site are of brick and do not conform to the Materials used in the existing houses in the Hopetoun and Hopecroft estates

Yours Sincerely



Alastair Williamson

30 JAN 2013

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 04/02/2013 16:12
Subject: Planning Comment for 130029

Comment for Planning Application 130029

Name : Mrs Lorna Burnett
Address : 27 Hopecroft Drive
Bucksburn
Aberdeen
AB21 9RJ

Telephone : [REDACTED]
Email : [REDACTED]
type :

Comment : I wish to make you aware of the strong objections I have regards the proposed development to land North of Hopetoun Grange which is immediately adjacent to my property.

My specific objections are as follows -

I am particularly concerned about the close proximity of the SUDS which I believe could possible create unpleasant odours. If this is the case it would limit the enjoyment I get out of my back and side gardens, also as my property is nearest to this development you will appreciate my anxiety.

The boundary of the Hopecroft scheme and the land next to it is divided by a raised area bordered on each side by a dyke which at the time of purchase 48 years ago was half owned by the Rowett Institute and the residents but according to the plans the boundary line seems to be more in favour of the developer.

First plans issued showed no more than 30 houses to be built on this land and now the amount has more than doubled showing 65 houses which also threats for more congestion of traffic on Hopetoun Grange adding to the problems we already face trying to get out of Hopecroft Drive during the morning rush hour with cars exceeding the speed limit taking a short cut off Forrit Brae.

I would be very grateful if you would take my objections in to consideration.

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 29/01/2013 17:45
Subject: Planning Comment for 130029

Comment for Planning Application 130029

Name : Jacqueline Bell
Address : 45 Hopetoun Grange
Bucksburn
Aberdeen
AB219RE
Scotland

Telephone : [REDACTED]

Email : [REDACTED]
type :

Comment : Déar Sir/Madam I am writing to object to the proposal for 65 houses on the land North of Hopetoun Grange, Bucksburn, Aberdeen (application number 130029) My main objection to this development is the impact it will have on traffic in the area. The road which leads off of Forrit Brae is used as a short cut by many people already and even as early as 7am there can be a considerable number of commuters using this through fare. 65 homes may not sound a lot but with the potential for a minimum of 2 cars at each, many of whom I predict will be leaving at peak commuting times this is an additional number of vehicles which this area could well be done without.

On a second point I find it interesting to find what a poor condition the beech tree population is in. It seems highly convenient that it is being pursued as a recommendation that now they should be removed. If they are that unsafe it makes one wonder why nothing has been suggested prior to this application. We were lead to believe that if trees were removed there was an agreement they would be replaced. I hope the existing boundary is left in place to give room for the growth of new trees. Also it appears the trees which have been replanted to replace the culled trees have not grown in fact most look dead. Will anyone be replacing these?

I will close my objection with a point of preference the site may be arable however it has it's own scenic beauty and personally I have witnessed a variety of animals, foxes, woodpeckers, owls, deer, bats, at the far side near the duel carriage way a pair of buzzards as well as more common birds-robins, blue tits, wood pigeons, blackbirds and sparrows. I hope that the adjoining hedge rows and trees are left as undisturbed as possible. I recently saw on a news item a council official commenting on the importance of maintaining hedgerows for the benefit of existing wildlife and protecting our local environment. Many people walk along the avenue up to Forrit Brae and enjoy this natural area. It would be extremely disappointing to lose this area all for the sake of commercial profit.

Your faithfully Jacqueline Bell

Mr Patrick Doris
21 Hopecroft Drive
Bucksburn
Aberdeen
AB21 9RJ

5th February, 2013

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

FAO Jane Forbes

Dear Madam,

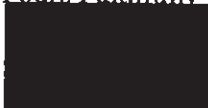
Proposed development for 65 residential houses including infrastructure and landscaping – Reference Number 130029

With regard the above Planning Application I would like the following observations taken into consideration;

1. 65 Units is more than double the number of units that was approved by the Scottish Office in 2007, why should this be allowed?
2. The design of the proposed houses is incompatible with the existing houses in the surrounding area.
3. The extra traffic that this development brings will mean more delays on the already busy roads. There are already hold-ups exiting from Hopetoun Grange to Sclattie Park and on to the A96. Hopetoun Grange is also a rat run at peak times.
4. The local amenities will be further stretched. There is 1 General Store .1 Butcher and a Chip Shop locally
5. This area is already blighted by noise from the Airport, more so now that they have 24 hour opening. Traffic on the A96 has also increased considerably in recent years, as has the pollution.

I realise that development is inevitable but urge you to keep it at a sustainable level and consider my observations when making your decisions

Yours Faithfully



Patrick Doris

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 29/01/2013 20:09
Subject: Planning Comment for 130029

Comment for Planning Application 130029

Name : Kenneth Ross

Address : 130E Great Western Road, AB10 6QE

Telephone : [REDACTED]

Email [REDACTED]

type :

Comment : As the owner of a property at no. 25 Hopetoun Grange, AB21 9RD, I wish to submit comment on the planning application P130029. The proposed development of 65 residential units is on land, currently used for agricultural purposes, directly opposite my property. I strongly believe that Hopetoun Grange cannot sustain any extra traffic volume that such a development would create, as it is currently a cut-through used by commuters on the A96 via Forrit Brae. Further increases in traffic would undoubtedly have a detrimental impact on residents of the street and surrounding streets. Furthermore, the proposed access driveways from the development onto Hopetoun Grange would be likely to compound traffic issues and subsequently impact road safety. On a second point, removal of trees and other natural habitat from the site will have a negative impact on birds and wildlife. I believe that Aberdeen City Council should scrutinise thoroughly the suggestion made in tree reports - instructed by the applicant, regarding the life-span of the established beech trees which line Hopetoun Grange. In summary, I conclude that I am opposed to the application - my main objection being regarding traffic and natural environmental impact.

Regards, Kenneth Ross

3 Hopetoun Green, Bucksburn, Aberdeen, Scotland AB21 9QX

Planning Applications – representations.
Masterplanning, Design and Conservation Team,
Planning and Sustainable Development,
Enterprise, Planning and Infrastructure,
Aberdeen City Council,
Business Hub 4, Ground Floor North,
Marischal College,
Broad Street,
Aberdeen AB10 1AB

8th February 2013

Dear Sir/Madam,

**Incorrect copy of
Representation about Planning Application number 130029, OP20: Hopecroft
delivered previously**

Yesterday I delivered my Representation about the above Planning-Application by hand to Marischal College.

I have found an error in an important paragraph in it; under 'Issue 5' on page 9; I had written 'South' instead of 'North' about the position of a noise-contour in relation to the proposed new housing development.

Also, I found a page three after posting the Representation to you on 7th January; possibly the copy you already have lacks the original page three.

I should grateful therefore if you could please, if possible, discard all of the pages of text (pages 1 to 18) that I delivered to you on 7th January and use the enclosed complete and correct text (pages 1 to 18) that I now enclose. The Diagram and Photograph that you already have are correct. They should go with this enclosed replacement copy of the text.

I thought that it would be simpler for you to replace the whole text (and covering letter) with the enclosed correct version and throw away all of the pages of the text that I delivered previously, rather than to look for individual pages.

Also on 7th January, I emailed my text, diagram and photo to PiPi@aberdeencity.gov.uk as three attachments. I have, today, emailed replacements for all three of those files, even though the error was in the text file only.

With many apologies for taking up your time further with these mistakes.

Yours faithfully,



Dr Richard Johnson

Enclosure: Replacement text (printed pages 1-18 plus a copy of the original covering letter).

replacement pages (all) PJ

From Dr Richard Johnson, 3 Hopetoun Green, Bucksburn, Aberdeen, Scotland AB21 9QX


Masterplanning, Design and Conservation Team,
Planning and Sustainable Development,
Enterprise, Planning and Infrastructure,
Aberdeen City Council,
Business Hub 4, Ground Floor North,
Marischal College,
Broad Street,
Aberdeen AB10 1AB

6th February 2013

Dear Sir/Madam,

**Representation about the Planning Application number 130029, OP20: Hopcroft,
to Aberdeen City Council (ACC) by Persimmon Homes.**

I should be grateful if you would consider my representation, enclosed, about this Planning Application.

A main concern has been, and is, that Site OP20 is too noisy to provide a satisfactory environment for new homes. I fear that the Council may sidestep that inconvenient truth, as previously, especially under current pressures to build new houses. The impact, assessment and control of aircraft and other noise-nuisance are obscured by technical details. This is a complicated issue. The details are important, including those that I have placed in Footnotes.

I am concerned that if the **Report on Road and Air Traffic Noise**, dated 30th October 2012, that is part of this Planning Application, is deemed inadequate, as I believe it is, then a replacement for it might be too late for public inspection and comment, as happened with the planning consent that Aberdeen City Council gave for this site in 2006. I provide an account of planning decisions for houses on this site in my Footnote (8).

I am concerned, also, that the **Transport Statement** by Fairhurst, dated January 2013, has not, so far as I could discover, been available with the other documents for this Planning Application on Aberdeen City Council's web site. I did not know that it was available until I found it attached to the other paper documents when I inspected them at Marischal College on 4th February.

Some of what I write here was included also in the 'View' that I submitted for the Planning Brief. I have summarised my Views on the Brief in my Footnote 9. Confusingly, there has been an almost simultaneous public consultation for the Planning Brief and the Planning Application (and its related Reports). The Brief was not Notified to Neighbours and was not associated with the Application on the Council's web site. I found the invitation to submit views on it by accident via Google, 22 items down in the Council's online News', a week after the consultation for the Brief had opened.

Yours faithfully,



Richard Johnson

Enclosures: Representation plus one aerial photograph and one diagram of noise measurements.

**PLANNING APPLICATION NUMBER 130029, OP20: HOPECROFT,
SUBMITTED TO ABERDEEN CITY COUNCIL (ACC) BY PERSIMMON HOMES, TO
BUILD 65 HOUSES THERE.**

Representation from
Dr Richard Johnson, 3 Hopetoun Green, Bucksburn, Aberdeen AB21 9QX
5th February 2013

Previous documents:

An EIA Screening opinion request, (P121578) 05/11/2012.

A **Design and Access Statement by Persimmon Homes**, dated December 2012, appears as part of the **Planning Application**. The first eight lines of **Section 5.1 of that Statement hold the key to the validity or otherwise of the Planning Application** (sections or section numbers of that Statement may be missing between 5.2 & 7.0 ?).

The **Planning Brief** was approved as an interim planning device by ACC's Development Management Sub-Committee on 06/12/2012; **Report number EPI/12/279**. That **Report** outlines the Brief. **Section 5.4 of the Policy Summary in that Report** states that '*The Reporters Report on the previous plan (i.e. ALDP 2008) highlighted two key site constraints which needed to be addressed, (1) existing trees and (2) the airport noise contour boundary.*' No discussion of the Brief was minuted.

I append in Footnote 9 a summary of the main Views, on the Brief, that I submitted to ACC.

TABLE OF CONTENTS

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|--|-----------------|
| 1. Outline summary of Issues, 1 to 14: | Pages 1 to 2. |
| 2. Issues 1 to 14 in detail: | Pages 3 to 13. |
| 3. Footnotes to Issues: | Pages 13 to 19. |
| 4. Attachments: (a) One Aerial Photograph to show Site OP20 in relation to Aberdeen Airport. | |
| (b) One Diagram to compare the results of a previous noise assessment for OP20. | |

I provide a history of planning applications for OP20 Hopcroft in Footnote 8, Page 16.

I provide details of my own background in Footnote 10, Page 17.

The evidence to be evaluated contains much essential detail. I seek to make at least some that detail available to those who wish to examine the fine print.

1. OUTLINE SUMMARY OF ISSUES

Issue 1. THIRTY HOUSES ONLY WERE ORDAINED PREVIOUSLY FOR THIS SITE ON THE BASIS OF GOOD EVIDENCE:

Inquiry Reporters agreed, prior to ADLPs 2008 and 2012, that the part of the Site near the A96 is too noisy. They concluded that only 30 new houses should be built, at the South end of the site only, and kept well clear of the beech trees. If their conclusions are to be overridden, it is essential to do so on the basis of comprehensive, adequate and clear impact Assessments or Reports, previously available and adequately advertised to the Public for comment.

Issue 2. ACC's POLICY H8 (2012) AND THE POSITION OF THE 57 dB LAeq,16 AIRCRAFT NOISE-CONTOUR FOR EXCLUDING NEW HOUSES.

Policy H8 (2012) states that Applications for residential development under or in the vicinity of aircraft flight paths, where noise levels exceed 57 dB LAeq,16 will be refused. The Government maintains that 57 dB LAeq,16 marks the approximate 'onset of community annoyance' but that people outside it may also be affected. Other Agencies set that level lower. Aberdeen International Airport Ltd's map of noise contours for 2006 ('actual') is unclear. A recent map, for 2011 ('actual'), shows the 57 dB contour to have retreated slightly so that it now 'clips' the North East corner of OP20.

Issue 3. ARE FLIGHT TRACKS OF HELICOPTERS OVER HOPECROFT INCLUDED IN NOISE CONTOURS FOR ABERDEEN AIRPORT?

The 57 dB LAeq,16 contour for 2011 shows large extensions Eastward that relate to helicopter flight paths, but not over Hopecroft. Does the Civil Aviation Authority include the numerous helicopter flight-tracks over Hopecroft in their maps of noise contours for Aberdeen?

Issue 4. THE 'REPORT ON ROAD AND AIR TRAFFIC NOISE' ATTACHED TO THE PLANNING APPLICATION.

The Report is inadequate. The Report was made for the layout of Site OP20 shown in the Brief. The layout is different in the Planning Application. The Report extrapolates about three hours of measured road-noise to cover 18 hours and also night-time noise. It does not measure any other noise at the Site. It relies on the aircraft noise-contour map for 2006.

Issue 5. AIRCRAFT NOISE IS PREDICTED TO INCREASE OVER OP20 HOPECROFT.

Maps of aircraft-noise contours for 2020 and 2040 in Aberdeen Airport International Ltd's **Airport Draft Master Plan 2013 (final version)**, drawings 2 & 3, show that aircraft noise is predicted to increase over Site OP20 Hopecroft and will cover almost a third of its area by 2040.

Issue 6. HOW LOW DO HELICOPTERS FLY OVER OP20 HOPECROFT?:

The true number flight tracks and impact of these low over-flights has been underestimated previously by the Council, and possibly in the Airport's maps of noise contours. They were not shown on a map of helicopter flight paths referred to by planning officers.

Issue 7. NOISE FROM GROUND RUNNING AT THE AIRPORT.

Noise from ground running is often intrusive at Hopecroft. It is not included in Aberdeen International Airport's noise contours.

Issue 8. 'NOISE 'MITIGATION'.

The **Report on Road and Air Traffic Noise** misses the point that 57 dB LAeq,16 applies to the outside of houses. People expect reasonable tranquillity in streets and gardens. They like to open their windows. Double glazing does not necessarily reduce annoyance.

Issue 9. ABERDEEN CITY COUNCIL'S PLANS TO BUILD NEW HOUSES WHERE THEY WOULD BE OVER-FLOWN BY LOW-FLYING AIRCRAFT ARE OUT OF ALIGNMENT WITH THE CAA'S RULES OF THE AIR.

If aircraft are not supposed to fly within 1000 feet of 'congested areas' then new congested areas should not be built within 1000 feet of where many aircraft must fly.

Issue 10. ROAD TRAFFIC ON HOPETOUN GRANGE.

Hopetoun Grange is narrow. It carries 200 or more cars in the rush hour already. The **Transport Statement** attached to the paper version of the Application concludes that '*the development can be accommodated on the proposed site.*' It appears to ignore lack of parking space, 200 cars per hour in the early morning and congestion at the East end of Hopetoun Grange. The **Transport Statement** was not available on-line.

Issue 11. THE STYLE OF HOUSES.

Some of the proposed houses are to have brick facings. They are not in keeping with the style of nearby houses at Hopcroft. Houses like them can be seen from the railway all the way down to London.

Issue 12. AIR QUALITY. Have planning officers considered air quality at Site OP20 and nearby areas, including measurements of nitrogen compounds and particulates (Nox, NO₂, PM₁₀, PM_{2.5} etc)?

Issue 13. THE LINES OF BEECH TREES ROUND THE SITE.

Why does Persimmon Homes' tree survey condemn so many trees for immediate removal although a survey was done in March 2009 and tree surgeons inspected and treated the trees then? 15 metres is not far enough to separate the houses from the trees.

Issue 14. SPECIAL PLEADING?

Are the financial gains of the applicants and/or their co-applicants to be accepted as valid reasons for granting planning permission?

2. ISSUES IN DETAIL (Footnotes follow on page 13 to 18)

Issue 1. THIRTY HOUSES ONLY WERE ORDAINED FOR THIS SITE ON THE BASIS OF GOOD EVIDENCE:

Site OP20 consists of one field. It was previously part of OP1 that contained three other fields also, now designated as greenbelt. Development of new houses on OP20 was discussed during two recent Public Inquiries prior to Aberdeen Local Development Plans ALDP 2008 and ALDP 2012.

Persimmon Homes' Planning Application requires a departure from conclusions that Aberdeen City Council accepted following Public Inquiries ALDP 2008 and ALDP 2012. The main reasons for the Reporter's decisions are still valid:

The Reporters for the first Inquiry (held in 2006) decided, for well-researched reasons, that no more than 30 houses should be built on Site OP20. The 30 houses were to be restricted to the south end of the Site because that is less noisy than other parts of it. They were to be kept well away from the beech trees there, which are under a Preservation Order. The Reporter for the more recent inquiry, prior to ALDP 2012, continued that decision.

The 'Officer Response' in **Appendix 1: Officer Evaluation and Recommendation** regarding the Issues received to the Proposed Modifications to the Finalised Aberdeen Local Plan (published for Issue on 18 January 2008) PM No. 52.01 Issue Ref: 79.01, page 24 was:

'In order to avoid the part of the [Hopecroft] site close to the dB 60 contour where the noise environment is unsatisfactory, development should be restricted to the southern, less noisy part of the site following a Noise Impact Assessment to be considered in conjunction with any planning application on the site.'*

*[Note: The Council's limiting aircraft-noise contour prior to Policy H8 (2012) was the 60 dB contour; it was changed to 57dB in ALDP 2012 at the insistence of the Inquiry Reporter; see Footnote (2). Policy H8 is the only development plan policy relating to noise issues.]

Following the Officer's Response to the Reporters' analysis after the Public Inquiry prior to ALDP 2012, the Reporter's *Conclusions* about OP20 were:

'OP20: (6). This site is allocated for housing in the adopted local plan and on the evidence before me I do not consider that circumstances have changed since its previous allocation. I acknowledge the concerns expressed about traffic issues, aircraft noise, affordable housing, the design of any future housing and existing trees, wildlife and pedestrian links. However there are in my view adequate safeguards contained within the natural environment, design, housing, transport and other policies proposed in the local development plan, to ensure that these concerns can be adequately addressed at the planning application stage. I therefore do not propose any amendment to the existing allocation. (See also issue 112 – Housing and Aberdeen airport).'

The Reporter's '*adequate safeguards*' depend on reliable and adequate Environmental Reports and Impact Assessments. Planners have stated repeatedly that the issue of noise is '*best addressed*' by a Noise Assessment. It will not be satisfactory if the Reporter's decision is lost through uncritical acceptance of an inadequate noise assessment, or in a fog of references to ALDPs, or Structure Plans, or other Plans that are not based on detailed site-specific evidence. Noise, or other assessments should be available to the Public for comment before they lead to planning decisions.

In their Design and Access Statement (5.2. Site Context & Density) dated December 2012, Persimmon Homes say that

*'Initial discussions were held with Aberdeen City Council (ACC) during 2012 to discuss the potential of increasing the allocation from 30 homes by addressing the concerns previously raised relating to existing landscape elements and noise issues. These have now been addressed** through a Tree Report (Donald Roger Associates) & a report on Air Traffic and Road Noise (Charlie Fleming Associates).'*

**[Those concerns may have been 'addressed' but they have not been resolved; see Issues 4 & 13.]

The **Report on Road and Air Traffic Noise**, submitted with the Planning Application, is unsatisfactory. I provide reasons why that is so in Issue 4 below.

Issue 2. ACC's POLICY H8 (2012) AND THE POSITION OF THE 57 dB LAeq,16 AIRCRAFT NOISE-CONTOUR FOR EXCLUDING NEW HOUSES:

Policy H8 (2012) states that new houses should not be built within the Airport's 57 dB LAeq,16 aircraft-noise contour; see Footnote (2). The '16' denotes the hours between 07.00 and 23.00 hours over which the noise is averaged and thus does not include noise at night. Note that the Government defines the 57 dB LAeq,16 contour, controversially, to indicate a '*level of community annoyance*'. It has been criticised because it takes insufficient account of individual flights. LAeq,(hrs) is a physical measure but is used to match the annoyance responses of people round Heathrow and other places. LAeq,(hrs) is used to describe the '*noise climate*' round an airport.

Aberdeen Airport's noise contours recognise aircraft noise only. They do not include noise from ground running (see Issue 7) nor from roads. Also, as described above, the noise-nuisance 'metric' LAeq,16 does not include the noise of night flights (23.00 to 07.00).

Also, LAeq,16 'A-weights' noise to bring the measurements into line with the characteristics of human hearing; A-weighting discounts frequencies below about 200 Hz and thus neglects the low frequency vibrations and impulsive banging noises that make helicopters so annoying for many people. Also, dB LAeq,16 doesn't represent over-flights by individual aircraft or any other brief but annoying 'noise events' effectively because it averages noise over 16 hours.

Note that, in **Aircraft Noise Model Validation – How Accurate Do We Need To Be?**; Jopson, I., Rhodes, D. & Havelok, P., UK Civil Aviation Authority, comment that:

'As noise modeling outputs are often used as a tool to aid airport policy formation - - - it is vital that they accurately represent the local situation. Inaccuracies in the modeling process can lead to policy being set incorrectly and a mismatch between the expectations of local communities and actual experience.'

Page xvii in 'Aviation Policy for the UK' states that:

'When there is a reasonable possibility that public health will be endangered, even though scientific proof may be lacking, action should be taken to protect the public health, without awaiting the full scientific proof.' See Footnote (6).

I describe the derivation and use of aircraft-noise contours more fully in Footnote (3).

Maps of aircraft noise contours for OP20 Hopecroft are not all clear:

Persimmon Homes' Planning Brief states that *'Due to the coarse grained nature of the mapping available which identifies the Aberdeen Airport 57dB Leq Noise Contour, it has only been possible to plot an approximate line on the development principles diagram.'* The position of that contour is labelled as 'Approximate' in the Planning Brief, but the word 'Approximate' is omitted in their Planning Application.

Planning officers, Persimmon Homes and the author of the **Report on Noise from Road and Air Traffic** appear to have relied on the indistinct map of noise contours for 2006 ('actual') that appears in **Aberdeen Airport Noise Action Plan 2008-2013**. ACC planning officers have said, mistakenly for the 2006 map, that the 57 dB contour 'clips' the North East corner of Site OP20. In fact, it 'clips' the corner of the next field Westward. Perhaps they will consider other, more clear and more up-to-date maps, including the recently produced map of aircraft-noise contours for 2011 ('actual'); see below on this page and Footnote (3).

My interpretation of the unclear map for 2006 (by superimposing a clearer semi-transparent map over it) is that the 57 dB LAeq,16 contour (2006 'actual') cuts across Site OP20 further South and encloses part of the Site. I sent my reasons for that interpretation to ACC planning officers on 16/12/12. My conclusion was subsequently confirmed when Aberdeen International Airport Ltd emailed me a clearer map (.pdf) for 2006 ('actual'), on 22/01/2013.

Also on 22/01/2013, Aberdeen International Airport Ltd sent me a map of noise contours for 2011 ('actual'). The 57 dB contour has retreated slightly Eastwards to 'clip' the N. East corner of OP20, as interpreted mistakenly for 2006 ('actual').

The, recently issued, **Aberdeen International Airport Draft Master Plan 2013 (final version, Diagram 1)** still presents the indistinct contour-map for 2006 ('actual');

<http://www.aberdeenairport.com/about-us/master-plan>

However, Aircraft noise at Hopecroft is expected to increase again with the planned growth of Aberdeen Airport: Aberdeen International Airport Ltd's maps of noise contours predicted for 2020 and 2040 show that in future the 57 dB contour will move Westwards again at Site OP20; see **Issue 5** below.

Issue 3. ARE FLIGHT TRACKS OF HELICOPTERS OVER HOPECROFT INCLUDED IN NOISE CONTOURS FOR ABERDEEN AIRPORT?

Did the Civil Aviation Authority (CAA) and Aberdeen Airport Ltd include the many flight tracks of helicopters over OP20 Hopecroft when they computed the noise contours for Aberdeen Airport? Compare the 57 dB contour for Aberdeen Airport 2006 ('actual') with that for 2011 ('actual'): The 57 dB LAeq,16 noise-contour for 2011 ('actual') shows large extensions Eastwards that coincide with helicopter flight-paths there. Conversely, the 57 dB contour for 2011 over Site OP20 Hopecroft has moved slightly inwards from its position given for 2006; it shows little or no outwards bulge to indicate the frequent flights of helicopters low over Hopecroft.

I have asked the CAA and Aberdeen Airport Ltd about that apparent lack and discrepancy, but have had no answer yet (Footnotes 4 & 5); Perhaps the Council should look into it? In what way are these frequent flights over Hopecroft recognised in the maps of noise contours?

Issue 4. THE 'REPORT ON ROAD AND AIR TRAFFIC NOISE' ATTACHED TO THE PLANNING APPLICATION:

The Northern boundary of Site OP20 overlooks the main A96 Road to Inverness that also carries traffic to the Airport and nearby Industrial Estates. The Site is next to a much used lay-by and a stretch of road where traffic accelerates away from the 40 mph speed limit. Traffic noise provides a constant background at Site OP20 and beyond the Hopetoun Grange end of it.

Also, Site OP20 is only about 1000 metres away from the South end of Aberdeen Airport's main runway and 400 metres away from the line of the main flight path (see the attached photograph).

Site OP20 is frequently over-flown, at around 500 feet, by helicopters approaching or departing from the airport. Sometimes they circle round the airport repeatedly while training. **The Report on Road and Air Traffic Noise**, submitted with the Planning Application, considers noise from road and air traffic separately (except in its paragraph 7.5 where it attempts to combine them). It is well written and arranged. It contains welcome advice on soundproofing houses and has a good Appendix on the Basic Principles of Acoustics, but the issue of noise At OP20 Hopecroft is not 'best addressed' in it. The Report is inadequate for the following reasons; A(1) to A(7) & B(8) to B(10):

A. Measurement, in the Report, of Road Traffic Noise from the A96 main road

(1). **The Site layout in the Planning Brief differs from the Site layout in the Planning Application.** Figure 2 in the Report ('Location of Measurement Position') refers to a site-layout that was proposed in the Planning Brief. A different layout is proposed in the Planning Application (e.g., compare the *Foundation Zoning Plan* in the Application with *Plan 6. Development principles diagram* on page 17 in the Brief.).

(2). **The position of the (single) microphone** was chosen to be at the elevation of the house that would be nearest to the A96 as shown in the Planning Brief; i.e., the elevation of the house that was then expected to be exposed to the most noise. But, the microphone was not in the right place for the Planning Application because that shows some of the houses in a different position, closer to the A96 and lay-by.

The use of only one measurement position does not provide convincing information about the road-traffic (and other) noise that is prevalent in other places round the Site; compare with the attached Diagram. The Planning Brief refers to the slope of the site and 'extensive views' from it. Line of sight means line of hearing also.

For comparison, my Diagram is of actual noise measurements of road and aircraft noise combined, as recorded for a previous noise-assessment for OP20 in January 2006, at two positions on Site OP20, over one arbitrarily chosen day and night of about 24 hours (see microphone sites 3 & 4 in the Diagram). As you may see, the noise levels in on that day in 2006, measured at positions near both

ends of the Site, were between about 57 and 63 dB LAeq,16. Parts of the night-time period, between 05:00 and 07:00 were also over 57 dB LAeq,hrs (night-time noise is not included in LAeq,16).

A diagram of real measurements like those would have been informative, if done for the present **Report on Road and Air Traffic Noise**, even if only done for an arbitrarily chosen period of 24 hours.

(3) **Noise was calculated rather than measured:** The **Report on Road and Air Traffic Noise** states that *'The daytime levels can be calculated very accurately based on measurements of the noise made over three consecutive one-hour periods'*. It considers noise that was measured for a period of only three hours [or three and a half hours? – see paragraph B(4) below] on one day only, between about 10.00am and 13.30 am (11/10/2012): **Thus, the Report does not include real measurements of noise at Site OP20 at other times of day or night; e.g., in the rush hours.** The Report invokes a mathematical formula and a *'measurement technique'* to extrapolate those three hours of measurements so as to cover a period of 18 hours, as described in paragraphs 43 and 44 of the Department of Transport's document *'Calculation of Road Traffic Noise'*, HMSO 1988.

According to the Report (Paragraph 1.4), *'This technique has been used before in Aberdeen, the results accepted by its council's officers, and so it has been used in this case'*. That *'technique'* relies on mathematical short cuts and fudge-factors applied to noise levels extrapolated from other roads in other places where the circumstances may have been different, possibly 25 years ago. The results are not site-specific and are not adequate. Noise measurements are needed over reasonably convincing periods of time and for days known to be typical for noise.

(4) **The Report does not address individual noise events.**

(5) **Discrepancy in Table 1 of the Report.** If you examine Table 1 on page 8 of the Report, you may notice that the lengths of time between the *Start of Measurement* and *End of Measurement*, given in the first two columns for each of the three time periods, are longer than the *'Duration of measurement'* given in the third column. The first two columns in the Table say that the overall measurement time was almost three and a half hours, not three hours as stated in the third column. It is not clear what effect that discrepancy may have had on the noise levels if they were averaged over three and a half hours. If a noise is averaged for longer than it lasts it will appear less. Table 1 contains the only measurements of road noise shown in the Report.

(6) **The Report calculates a sound level for road-traffic noise at night, apparently without having measured it:** Paragraph 4.5 says that

'At night, the external noise level, L_{Aeq} (23.00 hrs to 07.00 hrs), will be around 52dB(A)⁵.

Reference ⁵ is to **Highways Agency, Design Manual for Roads and Bridges: Volume 11 Environmental Assessment, Section 3, Part 7, paragraph 3.7.** Paragraph 3.7 in reference 5, appears on page 3/1. It is not about night-time noise: It says:

'3.7 Where sensitive receptors are identified during the Scoping Assessment at which exceeding the threshold values for noise or vibration are possible at such an early stage, it may be appropriate to move directly to a Detailed Assessment. However, caution should be applied to such an approach as at the Scoping Assessment sufficient data may not always be available to make this decision. Before such an approach is adopted, the Overseeing Organisation should be consulted.'

(7) **The Report does not mention the noise from ground running at the Airport (see Issue 7).**

B. Measurement, in the Report, of Noise from Air Traffic

(8) **The Report does not mention that Site OP20 is overflowed frequently by helicopters,** sometimes at heights around 500 feet. Nor does it consider that helicopter noise contains low frequencies and impulses that are discounted by the 'A-weighting' and averaging that are applied in

the noise 'metrics' LAeq and Lden. The 'noise climate' round Hopecroft is unusual because Aberdeen Airport contains the largest Heliport in Europe.

(9) **The Report does not include any measurements of aircraft noise.** They were edited out of the periods of noise that were recorded, to leave road traffic noise only. Instead, the Report relies on the position of the 57 dB LAeq,16 aircraft noise-contour that is specified in ACC's Policy H8 (2012) as a limit for new housing. It determines the position of that contour over Site OP20 by referring to the indistinct version of a map of noise contours for 2006 ('actual') shown in **Aberdeen Airport Noise Action Plan 2008-2012**. The Report reproduces that map as its Figure 4.

Possibly, the Report misinterprets the position of the 2006 ('actual') 57 dB contour in its Figure 4 (see Issue 2).

However, paragraph 6.2 of the Report states that '

*What figure 2 shows is that most of the land [see ** below] on which it is proposed to build the houses is outside the 57 dB(A) contour. This can be taken as an indication that noise will not disturb the residents of the houses.*

That figure 2 is a map of the site layout as proposed in the Planning Brief, but not as proposed in the Application.

[**] 'Most of the land'? But how close would any proposed houses to the 57dB contour be? ACC's Policy H8 says that '*Applications for residential development under or in the vicinity of aircraft flight paths, where the noise levels are in excess of 57 dB LAeq - - - - will be refused, due to the inability to create an appropriate level of residential amenity - - -*'. '57 dB LAeq,16' is used currently to represent the '*onset of annoyance in the community*'. That is not necessarily the same as the disturbance of individual residents; see the Government's recent caveats quoted in Footnote (6).

Paragraph 6.2 of the Report continues '*The most exposed part of the development is subject to 58 dB(A). This is the daytime LAeq(07.00hrs to 23.00 hrs)*'. It is not clear to me how that 58 dB(A) was obtained.

Although the measurements were for three hours only (or three and a half?), the Report states confidently (paragraph 7.5) that '*- - - the road traffic noise level during the day was 62 dB(A), with that of the air traffic being 58 dB(A). The total of these noise levels is 64dB(A), 2dB(A) greater than the traffic noise on its own. This does not change the level of significance.*' However, that does put the calculated total noise level above 57 dB!

(10) **The Report discusses various methods for sound-proofing the proposed houses.**

Soundproofing is a good thing, especially at night, but the Report appears to miss the point that the 57 dB LAeq,16 contour applies to sound out of doors (See Issue 8 'Mitigation'). People should be able to enjoy reasonably tranquil conditions in their gardens and in areas round their houses – as pointed out by the World Health Organisation amongst others. See Issue 8, Noise Mitigation.

My conclusions about this Report on Road and Air Traffic Noise:

I think that, either this Planning Application should be denied, or a more comprehensive and reliable Noise Report should be obtained with more real measurements and more awareness that 'absence of evidence is not evidence of absence' (e.g., see Paragraph 5.13, paragraph 2 of the Report). The inadequacies and omissions that I have listed above should be 'addressed'. If a further Noise Report is obtained, it should be advertised to the public for inspection and comment before a decision is made about planning permission.

ACC should decide whether it is to consider aircraft noise contours and other noise separately, or added together. Should dB of road noise be added to the 57 dB noise contour of Policy H8? ACC should also consider whether it wants draw conclusions from real measurements or synthesised data.

Issue 5. AIRCRAFT NOISE IS PREDICTED TO INCREASE OVER OP20 HOPECROFT:

Recently, Aberdeen International Airport Ltd has obtained newly computed contours, for 2011 ('actual') from the CAA. They kindly emailed a map of them to me on 22/01/13. I called the attention of planning officers to it. That latest 57 dB contour does 'cut' the North East corner of Site OP20; (see Issue 2).

Maps in Aberdeen International Airport Draft Master Plan 2013 (final version), Diagrams 2 & 3, show that aircraft noise is predicted to increase over Site OP20 Hopecroft with an increase in passenger numbers of about 1 million between 2020 and 2040. The noise maps show (clearly) that the contours predicted for 2020 and 2040 will move out Westward over Site OP20 Hopecroft.

If you look at those maps, for 2020 and 2040, you will see that the 57 dB LAeq,16 noise contour of Policy H8 is set to move out again, Westwards, to cut across Site OP20 in 2020. It will enclose a substantial portion of the East side of the Site by 2040 and part of the Site at its North Western corner.

An expert at Aberdeen International Airport has told me recently that those two sets of noise contours, for 2020 and 2040, were computed at the same time as the new contour map for 2011 ('actual'). In other words, those maps are the latest predictions for aircraft noise at OP20: Aircraft noise at OP20 Hopecroft is predicted to increase as a result of the expansion planned for the Airport, not reduce.

Issue 6. HOW LOW DO HELICOPTERS FLY OVER OP20 HOPECROFT?:

The Site is only about 1000 metres from the south end of the Airport's main runway and about 400 metres from the main southern flight path.

How low do helicopters fly over Hopecroft?

The Airfield Manager wrote, in a letter to me of 2nd March 2005:

'I note your comments that you live approximately 1 mile from the end of the runway. Any aircraft flying an instrument or visual approach will be approximately 300 feet altitude at that point. This 300 feet altitude is in reference the ground level of the airfield therefore given that Bucksburn is on higher ground than the airfield the clearance height over Bucksburn is less'.

Similarly, in a letter to me dated 02/08/2006, the Airfield Manager wrote

'I have again consulted with Air Traffic Control and would advise that the 500-700 feet you estimate helicopters to be flying at is rather high in your locality. We expect helicopters to be circa 400 feet when correctly aligned to the 3° glide slope which they follow when making an approach to the southern runway. Any helicopters passing your house are operating as part of the scheduled services to the North Sea or those which have been on their training routine returning from the Loch of Skene area. As stated in previous correspondence Air Traffic control have the ability to monitor the altitude of each aircraft as they come and go from Aberdeen therefore we can confidently state that any helicopters passing over your residence are at the correct altitude for making an approach or departure. - - - it is common practice for helicopters to join from left or right of the centreline at a point one to two miles from touch down..'

More recently (14/11/2012), the Airside Delivery Manager at the Airport wrote

'Air Traffic Control have confirmed that the Bristow helicopter over your house was at the 500ft min. above ground level height.'

The true number and impact of these over-flights has been underestimated previously by the Council (and perhaps in Aberdeen Airport's maps of noise contours also (see Issues 2 & 3). They were not shown on a map of helicopter flight paths referred to previously by planning officers; Footnote (6).

No houses should be built on site OP20: It is not only subject to the noise of aircraft arriving and

departing at the south end of the main runway, but also to the noise of helicopters arriving and departing from Aberdeen Airport that fly over it frequently and often low; i.e., at 500 feet or less.

Issue 7. NOISE FROM GROUND RUNNING AT THE AIRPORT:

Site OP20 and other areas round the airport are subject to noise from the ground running of helicopters (mainly low frequency noise from their rotors) and fixed-wing aircraft (often turbo-props). It often lasts for periods of over an hour. Noise from ground-running is intrusive all round the Airport. Aberdeen Airport Ltd confirmed to me that it is not included in the maps of noise-contours, used by Aberdeen City Council in relation to Policy H8 2012; Footnote (7).

I have been assured, in a letter from a planning officer (11/12/12) that *'Environmental Health is aware of the intrusive nature of the noise generated by the ground running of aircraft engines and helicopters.'* A survey has been commissioned by 'BAA'[?]. *'Officers will be meeting with representatives from BAA later this month to discuss the survey report and actions that may be available'*.

Issue 8. NOISE 'MITIGATION'.

Report on Road and Air Traffic Noise appears to miss the point that the limit of 57 dB LAeq,16 set by Policy H8 applies to noise levels 'in gardens and patios' and, presumably, in streets.

Paragraph 5.12 of the **Report** suggests that *'- - - it is also borne in mind that there are not many days in the year when it is necessary to open windows to cool down properties in Scotland'*. There are probably many people in Scotland who like to open their windows, whether it is necessary or not. Paragraph 4.8 says *'- - the control of noise outside them (the proposed flats) is not important'*.

'Aircraft noise annoyance/exposure is measured in the summer time, when people tend to have their windows open'. (Peter Brooker, **The UK Aircraft Noise Index Study: 20 Years On**; Proceedings of the Institute of Acoustics, Vol 26. Pt.2. 2004).

Double Glazing: Social surveys suggested that double-glazing did not have a significant effect on the extent to which people were annoyed by aircraft noise (see CAA DORA Report 9023, The use of Leg as an aircraft noise index, 2.4.5, page 1):

'In none of the analyses did the incorporation of this variable (i.e. double glazing) lead to a significantly higher correlation with the disturbance data - the only confounding factor which did so was airport-related employment. The reasons why double glazing had such a little effect are not clear.'

Possibly because people like to sit in their gardens, talk in the streets and live in a tranquil area?

Issue 9. ABERDEEN CITY COUNCIL'S PLANS TO BUILD NEW HOUSES WHERE THEY WOULD BE OVER-FLOWN BY LOW-FLYING AIRCRAFT ARE OUT OF ALIGNMENT WITH THE CAA'S RULES OF THE AIR:

According to the Director of Airspace Policy Environmental Information Sheet No.2 (CAA); see http://www.caa.co.uk/docs/7/EIS_02.pdf

'Aircraft, including helicopters are not permitted to fly over a congested area of a city, town or settlement below a height of 1000 feet above the highest fixed obstacle within a horizontal radius of 600 metres of the aircraft or below such height as would enable it, in the event of a power unit failure, to make an emergency landing without causing danger to persons or property on the surface.'

Away from congested areas, aircraft, including helicopters, are not permitted to fly closer than 500 feet to any person, vessel, vehicle or structure (Note: this is a minimum distance, not a minimum height: the distance of 500 feet is measurable in any direction, not just the vertical).

Accordingly, I made the following suggestion (updated here) in my submissions to the Inquiries prior to Local Plans 2008 and 2012:

“The legal requirement for height does not apply close to airports, but if ‘ - - - Aircraft, including helicopters are not permitted to fly over a congested area of a city, town or settlement below a height of 1000 feet above the highest fixed obstacle within a horizontal radius of 600 metres [1968 feet] of the aircraft - - - ’, then Aberdeen City Council will irresponsible if it allows new residential developments to be built where the more general height requirement of 1000 feet cannot be maintained.”

Site OP20 is only about 1000 metres (about 3300 feet) from the south end of the Airport’s main runway and about 400 metres (about 1300 feet) from the line of the main Southern flight path (see the attached photograph).

If aircraft are not supposed to fly within 1000 feet (or 500 feet?) of ‘congested areas’ then new congested areas should not be built within 1000 feet of where many aircraft must fly.

I emphasised that proposal in an additional submission, about BAA’s **Aberdeen Airport Noise Action Plan 2008-2013**, that the Reporters asked for in relation to ALDP 2012. Neither the Reporters nor Aberdeen City Council’s Responding Officer mentioned or commented on my suggestion in their written responses. A planning officer has said (03/11/12) that I might promote that idea for a change of policy in a forthcoming review of the ALDP this year.

If that suggestion is unreasonable, I should like to know why.

Issue 10. ROAD TRAFFIC ON HOPETOUN GRANGE:

The Planning Brief mentions a ‘**Transport Impact Assessment (TIA)**’. I could not find that or anything else about road traffic in relation to the Site in the online documents for the Planning Assessment or Brief except a small paragraph ‘5.3.4 Existing Street Network’, on page 15 of the Brief. So far as I can discover, the **Transport Statement by Fairhurst**, dated January 2013, has not been placed with the other documents for this Planning Application on Aberdeen City Council’s web site. I did not know that it was available until I found it attached to the other paper documents when I inspected them at Marischal College on 4th February.

Hopetoun Grange is narrow and has ‘20 is Plenty’ traffic calming (widely ignored). It is the primary distribution road for Hopetoun and Hopcroft. It serves about 300 houses already. It is also a ‘rat run’ for cars from the direction of Foritt Brae. Recently a neighbour counted more than 200 vehicles per hour on Hopetoun Grange in the early morning (similar to the numbers he counted in 2005). Traffic backs up at the East end of the road. There it conflicts with other traffic trying to enter the 4-Mile roundabout and cars or pedestrians entering or leaving the small car park in front of the shops there. The 65 new houses would probably add about 100 more cars, one way or the other.

Vehicles from the four new shared house-entrances and the new road that are proposed to open onto Hopetoun Grange from the proposed development would meet traffic already on it.

Also, the ‘hammer-head’ parking arrangements shown in front of those new houses are clearly inadequate for the numbers of vehicles that might need to use them, some of which might not fit into the garages provided. Already, moving vehicles and parked cars are in conflict or block lines of sight on Hopetoun Grange and neighbouring streets.

The Transport Statement by Fairhurst concludes that '*Hopetoun Grange provides good access from both east and west.*' And that '*--- the development can be accommodated on the proposed site with no detrimental impact on the existing transportation network.*'

My Conclusion about the road traffic:

A more evidence-based Road Traffic report is needed before the Planning Application goes further. It should be advertised for the public to see and to comment on before this Planning Application proceeds further through the planning process.

Issue 11. THE STYLE OF HOUSES:

Some of the proposed houses are to have brick facings. They are not in keeping with the style of surrounding houses. Houses like them can be seen from the railway all the way down to London.

According to the Design and Access Statement: '*Decoration and appearance of the proposed properties have been designed to fit in with the local urban house types sympathetically.*' After looking at the plans and the drawings of the proposed houses, I do not think that they will.

Issue 12. AIR QUALITY:

From time-to-time, Site OP 20 and the rest of Hopecroft is subjected to the smell of partly burnt aviation fuel. It appears to depend on the air conditions. It is sometimes strong enough to sting one's nose, especially when there is light wind from the North. Also, Site OP20 is close to the A96 main road.

A SEA Environmental Report (25/01/12) for the ALDP by ACC mentions 'Air Quality' about 160 times, but mentions noise only six times. Has the Council considered air quality at Site OP20 and nearby areas, including measurements of nitrogen compounds and particulates (NO_x, NO₂, PM₁₀, PM_{2.5} etc)?

Issue 13. THE LINES OF BEECH TREES ROUND THE SITE:

These trees are subject to a preservation Order. They are an historic feature of the area and are a much-appreciated amenity for residents, as are the birds that perch or nest in them or flock beyond them. The trees are undoubtedly old. Prior to the present Tree Survey, they were surveyed and treated by a tree surgeon in March 2009. Some trees were removed, some were lopped and some replacement beech trees were planted.

Therefore, it is strange that the Tree Survey done last November on behalf of Persimmon Homes, for their Planning Application, now places a death sentence on most of these trees. Even more strange that all the trees that are in the way of Persimmon Homes' along the South side of the Site are to be cut down while no others are marked for immediate destruction in the Planning Brief or Application.

Previously, similar rows of beech trees once extended all the way down to the bottom of Hopetoun Grange. Some were removed when Binnie Bros. built the present houses in the 1960s. Some were replaced then with smaller species of trees. Since then, nearly all of those trees have been removed, including their replacements, mainly because houses were allowed to be built too close to them.

The proposed houses along 'Lover's Lane', those on the opposite side of the Site and especially those in the North West corner of the Site (e.g., see the Site Plan) are shown far too close to trees, replacement or not. Most of the trees that are proposed to replace the beech trees would be taken out within a few years, as previously, unless they are very small species.

My conclusion about the trees.

To destroy them and the open space between and beyond them would remove a significant amenity and rural freshness from the present residents of Hopecroft/Hopetoun. The trees, the wild life they

attract and the feeling of space behind them are needed all the more since the loss of the open area now occupied by Bucksburn Academy.

The specified 15 metres is not a sufficient distance from houses to safeguard large beech trees or even smaller species of tree. I think that a second opinion is needed about the trees that have been scheduled for immediate removal.

Issue 14. SPECIAL PLEADING?

Are the financial gains of planning applicants and/or their co-applicants acceptable as valid reasons for granting planning permission?

I raise this matter because I should like to know whether the following special pleading, or repetition of it, for a planning application to build houses on the present Site, has any influence in support of the present planning Brief and Application. If so, is that in order?

During the Conjoined Hearing** held before Aberdeen City Planning Committee on 12/12/2005 in connection with the planning applications (A5/1536) for 40 houses on the Site OP1 (now OP20: Hopecroft) made by Bett Homes, the Bett Homes' Land Director spoke and advised that he saw Hopecroft as a flagship site which would enable the company to provide continuity of employment for their directly employed staff and local contractors.

Also, the Deputy Director of the Rowett Institute (owners of the land on which the houses were to built; i.e., the present Site OP20) explained that the Institute was a charity with very little money. Research buildings were now outdated and needed to be replaced. He went on to outline in some detail the nature and importance of the research work carried out by the Rowett and to emphasise the urgency of generating a capital receipt from the sale of the land in order to upgrade the existing buildings at Bucksburn and, together with the University of Aberdeen, to construct in the City the only UK centre of Excellence in Preventative Medicine for Non-Communicable Diseases in Humans. The building improvements were required to be carried out by 2008. Also that without the capital receipt from the sale of the land at Hopecroft the Institute would not be able to fund its immediate needs in respect of the unique Centre of Preventive Nutrition which would maintain the Rowett and the University at the cutting edge of nutrition research. He referred to the importance of the Centre not only for Aberdeen but for Scotland and as a means of securing the reputation of the Rowett and the University world-wide. He also stated that the opportunity to establish the Centre would be lost if there was any delay in the grant of planning permission for development of Hopecroft.

**See the Minute of that Conjoined Hearing.

One may sympathise with the Rowett and Aberdeen University's financial needs, but these should not influence the planning decision.

FOOTNOTES

FOOTNOTE (1): A PREVIOUS CALL-IN.

A special session of the first Inquiry was devoted to Site OP1, to hear the views of the Hopetoun/Hopecroft Action Group (a group of local residents) and ACC planning officers about development on OP1. I spoke at that session. It was convened because a Planning Application, by Bett Homes/Ryden, granted by ACC in January 2006, had been called in by Scottish Ministers; see Footnote (8).

FOOTNOTE (2): ACC's POLICY H8 (2012):

Policy H8 - Housing and Aberdeen Airport (Aberdeen Local Plan 2012) states that:

'Applications for residential development under or in the vicinity of aircraft flight paths, where the noise levels are in excess of 57dB LAeq (using the summer 16-hour dB LAeq measurement) will be refused, due to the inability to create an appropriate level of residential amenity, and to safeguard the future operation of Aberdeen Airport.'

However, the World Health Organisation uses 55 dB LAeq,16, not 57 dB, for similar levels of annoyance. Aberdeen International Airport Ltd's noise-contour maps do not even show the 55 dB contour, or the more logical 54 dB contour.

ANASE (Oct. 2007) 'Attitudes to Noise from Aviation Sources in England' (Executive Summary) Section 1.4.1 concludes that 'However, for a given LAeq, there is a range of reported annoyance indicating that annoyance is not determined solely by aircraft sound as measured by LAeq'.

The Government, in its Draft Aviation Policy Framework, Annex D: Noise Descriptors (July 2012) says:

'D.6 The Government acknowledges that the balance of probability is that people are now relatively more sensitive to aircraft noise than in the past. We recognise that people living outside the 57 dB LAeq,16h contour are also affected by aircraft noise and that, for some, the annoyance may be significant. Indeed, many complaints about aircraft noise come from outside the 57 dB LAeq,16h contour.'

D.7 As there is no conclusive evidence on which to base a new level, for the present time we are minded to retain the 57 dB LAeq,16h contour as the average level of daytime aircraft noise marking the approximate onset of significant community annoyance. However, to facilitate monitoring to provide more information about noise impacts we would welcome views on whether it would be useful to ensure that the contour maps produced annually to show noise exposure around the designated airports are drawn in future to a lower level. We consider that there are two measurement options. One is to use Lden and produce contours down to 55 dB(A). This aligns with the level to which airports are required to map noise exposure under the END. The other alternative is to continue to use LAeq,16h but to map down to 54 dB(A), which is the next logical step down from the current 57 dB LAeq,16h contour along with the concurrent production of night noise contours (LAeq,8h).'

See: <https://www.gov.uk/government/consultations/draft-aviation-policy-framework>

ACC should recognise that flicker of doubt and ' - - that people living outside the 57 dB LAeq,16h contour are also affected by aircraft noise and that, for some, the annoyance may be significant.' Note the Government's use of 'approximate'. Aberdeen International Airport Ltd should adopt those measurement options. A 54 dB contour is needed to place the 57 dB contour in relation to the range of noise and community annoyance beyond it.

FOOTNOTE (3): Aircraft-noise contours are produced in a computer model. They are not constructed from continuous measurements round the Airport.

I have placed the word 'actual' in inverted commas throughout this Representation, as in "Noise contours for 2006 ('actual')", because Aberdeen International Airport Ltd's noise contours are computed, via the Civil Aviation Authorities ANCOM computer model, from measurements of noise from standard types of aircraft, weather conditions, flying heights, flight paths, terrain and numbers of flights. They are not made up from real-time measurements.

I asked an expert at Aberdeen Airport whether the Airport ' - - have a real-noise monitoring position/apparatus to the South West of the main runway, beneath where helicopters turn in or out to the West'. He replied (25/01/13) 'There are no permanent noise monitoring locations'.

The unsuitability of dB LAeq,16 for measuring noise from helicopters:

An ACC planning officer agreed (in 2005) that the 'noise metric' dB LAeq,16 used to measure aircraft noise is unsuitable for measuring noise from helicopters (see *Appendix 1, Response to Local Plan Issues (page 12) of the Report on The Finalised Local Plan: Green Spaces - New Places: Response to Issues*, placed before ACC's Development Plan Sub Committee on 03/03/05).

The Council continues to use dB LAeq,16. **The Council could, however, apply some compensatory latitude when applying its Policy H8, to accommodate the obvious inadequacies of LAeq,16 (see Issue 2, paragraphs 4 & 5 above).**

FOOTNOTE (4): Perhaps flight tracks of helicopters over Hopcroft are not included in Aberdeen Airport's noise contours?

In a letter to me of 2nd March 2005, the Airfield Manager wrote:

'Aberdeen Airport does not record the lateral scatter of flight paths, however as Mr Havelock from the CAA stated within his reply, the production of noise exposure contours of Aberdeen Airport is based upon realistic assumptions about flight paths and track dispersion'

FOOTNOTE (5): Sources of Environmental advice about aircraft.

Some time ago, I asked the Airfield Manager at Aberdeen Airport;

'What is Aberdeen Airport Management's attitude to proposals to build yet more houses under where aircraft currently fly below 1500 feet [now reduced to 1000 feet] on approach or landing or when doing circuits?'

In his letter of reply he said that:

'Aberdeen Airport is unable to comment on this and whether the proposed housing scheme proceeds is purely a council planning issue - - -'

It is not in Aberdeen International Airport Ltd's interest to call attention to the effects of its own environmental nuisance.

Aberdeen Airport Noise Action Plan 2008-2013 contains a table of proposed actions. Most of them are about community relations. The **Aberdeen Airport Noise Action Plan 2008-2013** is very much a public relations exercise. As described above, the map of noise contours in it is 'not fit for purpose'. The Lden contours (a genuflection towards EU regulations) in the Plan are even more difficult to relate to the landscape features beneath them than the contours of dB LAeq,16.

Aberdeen International Airport Ltd belongs to Heathrow Holdings Ltd, which belongs to Ferrovial, a Spanish transport company. BAA ceased to be an 'authority' when it became a plc. It is strange that a commercial enterprise is still allowed to be a main source of information about its own environmental nuisance. Even the CAA is funded by *'those that it provides services for'*.

A more independent body is needed.

FOOTNOTE (6): Do planning officers recognise that helicopters fly low and often over Site OP20: Hopcroft?

In a letter to me dated 24th January 2005, an ACC planning officer wrote to me: *'I have no knowledge of records kept by this Authority of helicopter flight paths over the proposed site [i.e., Hopcroft]'*.

On 23rd August 2006, at the Public Inquiry prior to ALDP 2008, two ACC Planning Officers told the Reporter (Mr Maslin) that they *'had no knowledge of'* the frequent helicopter flights that occur over the Hopcroft and other areas to the West of the airport. One of the Officers produced a map of flight paths that did not show flight paths of helicopters to the West of Aberdeen Airport.

Later, in an email to me of 05/10/2006, he wrote

'Hopecroft is not on the recognised Helicopter Flight paths, which are identified in Figure 7.5 of the BAA Aberdeen-Enviros Environmental Impact Assessment and also in a Committee Report of the former City of Aberdeen District Council about Flight Paths and dated 1984. - - - - I accepted later in evidence that helicopters do not always stick to their allotted flight paths and will consequently fly over Hopecroft and that is why helicopter noise was required to be taken into account in the noise impact assessment for Hopecroft'*

[*It was not taken into effective account in that assessment; see the attached Diagram. RJ]

However, in a letter to me of 11/12/12, another planning officer wrote *'We are aware of the general flight paths and that Helicopters fly routinely over the Hopecroft area'*.

FOOTNOTE (7). NOISE FROM GROUND RUNNING AT THE AIRPORT:

Site OP20 is about 60 feet higher at its South end than the airport runway and slopes down towards it; (see p. 14 in the Planning Brief). The slope (*'expansive views'*) increases its exposure to ground running.

Noise from ground running should also be added to road-traffic noise and to the noise from aircraft in the air and taxiing. They should be considered in addition to the 57 db LAeq,16 cut-off level for new houses specified in the Council's Policy H8 (2012).

Aberdeen Airport Noise Action Plan 2008-2013 refers to ground running of aircraft engines:

'To ensure that the environmental impact of aircraft engine running on the local community is kept to a minimum, aircraft operators with maintenance commitments at the airport are expected [sic!] to plan their schedule to avoid the need for ground running of engines at night. Night for these purposes is defined as the period between 22.30 – 06.15 hours local time.'

FOOTNOTE (8). RECENT HISTORY OF PROPOSALS TO BUILD HOUSES ON SITE OP20:

On 19th January 2006, Aberdeen City Council granted Planning permission in detail (subsequently withdrawn) for Bett Homes/and the Rowett Institute to build 40 houses on this site (Application numbers A4/2292 & A5/1536). No adequate noise-impact assessment for the site OP1 had been available at the Departure Hearing on 12th Dec. 2005 at which I and other local residents spoke. Two previous noise assessments had been rejected by environmental health officers as inadequate prior to that Departure Hearing. A member of the Committee expressed concern that *'consideration of the application was somewhat premature in the absence of all supporting information requested from the applicants'*.

Planning Permission for application A5/1536 was granted by the Planning Committee on 19th January 2006. A Noise Assessment was done, but only after the Departure Hearing. Planning permission was granted on 19th January 2006. The noise assessment was "stamped and attached" to the Planning Application. Thus no noise assessment was available to the public before they had made their representations.

That planning application/consent was called in by Scottish Ministers on 21st April 2006 after an appeal by the Hopecroft/ Hopetoun Action Group (a group of local residents). Subsequently, by general agreement, the call-in was sisted, i.e. put on-hold, pending discussion at the forthcoming Public Inquiry into the Local Plan 2008; Footnote (1). The call-in was not revived even though some Issues made to support the call-in were not addressed by the Inquiry

Three noise assessment reports had been submitted for that planning application. Planning officers rejected the first two as inadequate. The third attempt at a noise assessment 'done on behalf of the applicants' was not available to objectors until after the planning permission had been granted (RMP Acoustic Consultants' Noise Assessment Technical Report G/3624B/05 of 11th January 2006). A planning officer kindly copied that Noise Impact Assessment to me. Measurements were presented

in it obscurely, as tables of numbers, and covered an arbitrary period of 24 hours only, between 4th and 5th January 2006. I constructed a diagram to show the measurements of the January 2006 Report more clearly (Diagram attached to this Representation).

I did not receive the Noise Assessment in time to re-present it as diagram before the closing date for written submissions to the 2006 Public Inquiry into Aberdeen Local Development Plan (ALDP 2008). For that reason, the Hopcroft/Hopetoun Action Group was not able to include that diagram in its written submission to the Public Inquiry. Some of my neighbours and I spoke at the Inquiry. I asked the Reporter, Mr. Maslin, if he would look at the diagram then, but he said no, on the reasonable grounds that to do so would be unfair to other contributors-in-writing. I think that the Reporter, Mr Maslin, may not have been fully aware of the extent of the noise at this Site when he came to his decision to allow 30 houses on it.

Subsequently, the Inquiry recommended that only 30 houses could be built on the Site (now OP20), at the south end of it only and well away from the beech trees there. The remaining three fields were to be kept as greenbelt. Aberdeen City Council agreed to those constraints in ALDP 2008. They were considered again and continued for ALDP 2012.

A Proposal of Application Notice was submitted on 16 December 2011, again by Bett Homes, for the erection of 65 units on Site OP20 comprising semi-detached and detached housing with associated access, infrastructure and public open space provision. Following a marketing campaign by J & E Shepherd on behalf of the University of Aberdeen, Bett Homes Ltd were appointed preferred bidders. Their proposal appeared in the Aberdeen Local Development Plan Action Programme 18th May 2012, p. 34. It was abandoned.

FOOTNOTE (9): SUMMARY OF MY MAIN VIEWS ON THE PLANNING BRIEF SENT TO ACC PREVIOUSLY.

(1) The conclusion of the Reporters Report on the Public Inquiry prior to Aberdeen Local Development Plan (ALDP) 2008, that only 30 houses should be allowed on this site, was based on clear evidence. That conclusion was repeated in the Reporter's Report prior to ALDP 2012 and was again accepted by Aberdeen City Council. The Reporters reached that conclusion because the site is noisy; it is close to Aberdeen Airport and it adjoins the A96. Also, the Reporters sought to avoid placing houses too close to rows of beech trees that are under a Tree Preservation Order.

(2) An adequate new Noise Impact Assessment and a convincing Tree Survey are essential if the Reporter's conclusions are to be over-ridden. It will not be satisfactory if the Reporter's conclusions are diverted into a fog of references to Structure or other Plans that are not based on the detailed, site-specific evidence that was before the Reporters. Neither will it be satisfactory if Aberdeen City Council (ACC) side-steps the Reporter's conclusions by accepting inadequate Reports.

(3) If further Reports or Surveys are produced, they should be advertised for public consultation for an adequate period of time to allow comment before the planning process proceeds.

(4) I commented on the position of the 57 dB LAeq,16 aircraft noise contour over Site OP20 Hopcroft in relation to ACC's Policy H8 (2012) and on the confusing representation of the map of noise contours for 2006 ('actual') in Aberdeen Airport Ltd's Noise Action Plan 2008 - 2013. I emphasised that Hopcroft is only about 400 metres from Aberdeen Airport's main flight path and that it is over-flown frequently by low-flying helicopters. Those frequent flights over Site OP20 Hopcroft do not appear to be acknowledged in the shape of the 57 dB LAeq,16 noise contour for 2011 ('actual').

(5) I concluded that a second opinion should be obtained for the Tree Survey.

(6) I commented on the pervasive noise from the A96, the congestion of traffic on Hopetoun Grange and that the Brief does not show enough parking spaces for the properties it proposes to open onto

Hopetoun Grange. I could not find a Traffic Survey amongst the online Reports submitted with the Planning Application.

FOOTNOTE (10): WHY DO I THINK THAT I CAN COMMENT USEFULLY ON THE PROBLEM OF AIRCRAFT NOISE?

My house is about 40 metres from the South side of Site OP20 and is frequently over-flown, sometimes at less than 500 feet, by helicopters that cause my house to vibrate. Conversation in my garden and in the streets near my house is interrupted and sometimes stopped by aircraft noise.

In 1975 I wrote to the Scottish Office to point out that the (then) Aberdeen Council, when attaching planning permission for night flights to planning permission for the new airport-terminal, had contravened a condition of the Town & Country Planning (Scotland) Act 1972. That letter resulted in the 1976 Public Inquiry and the subsequent planning condition that banned night flights from the airport for the following 30 years.

I was a member of Aberdeen Airport Consultative Committee for two years, 1975-6. I helped to negotiate BAA's grants for double windows and mechanical ventilators in bedrooms at Hopecroft.

I am a retired University Senior Lecturer. I have two higher degrees in scientific research (Ph.D, D.Sc) and more than 40 years experience in analysing the results and claims of scientific papers.

END

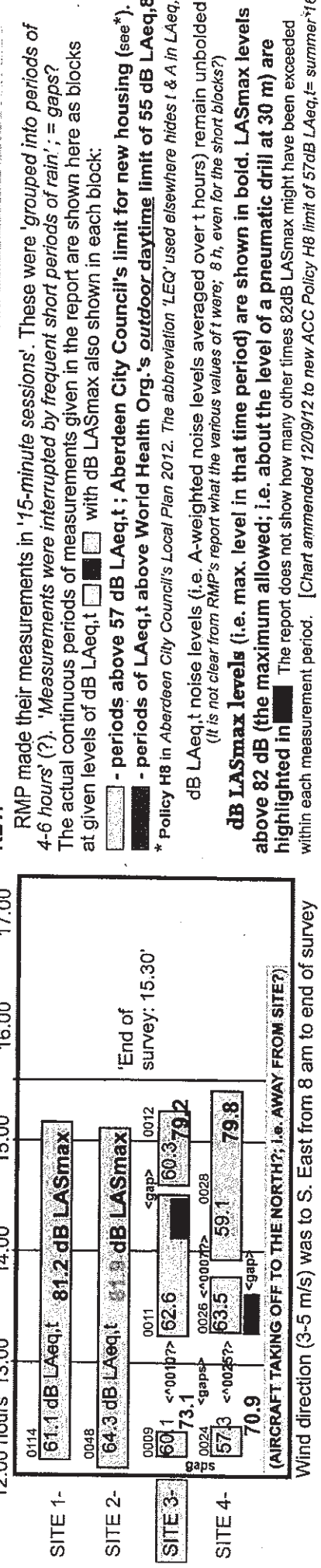
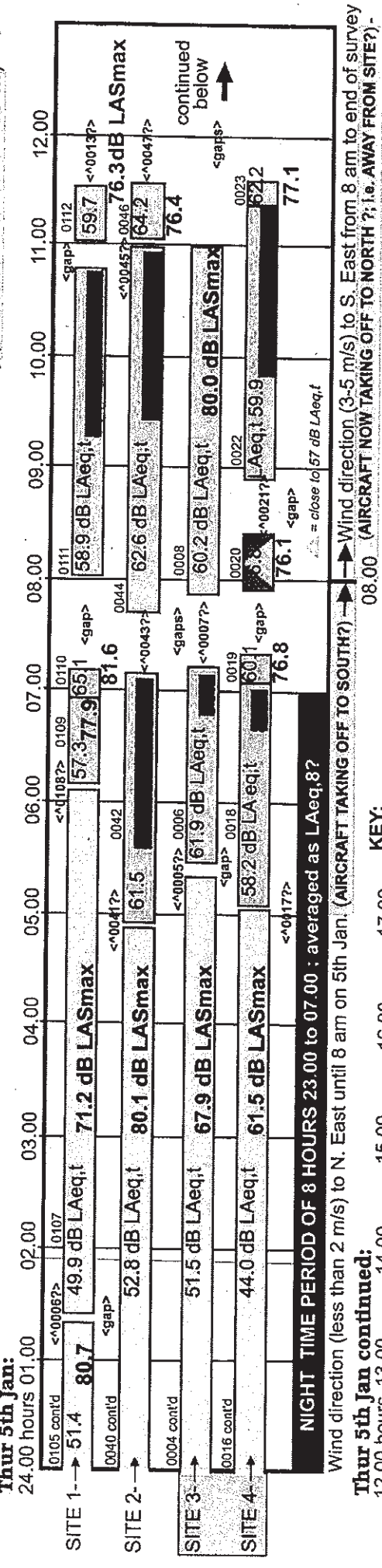
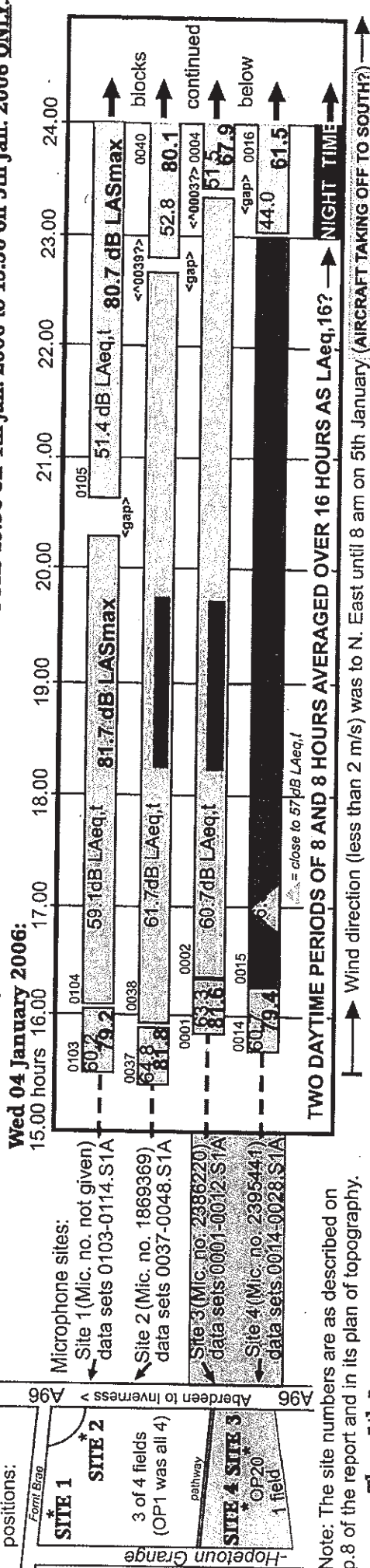
Richard Johnson 6th February 2013



To show Site OP20 Hopecroft in context

THIS DIAGRAMATIC ASSESSMENT FOR A, NOW WITHDRAWN, PLANNING APPLICATION FOR PREVIOUS SITE OP1, SHOWS WHERE NOISE LEVELS WERE HIGHER THAN THE LIMIT OF 57 dBAeq,t NOW SET FOR NEW HOUSING BY ACC'S POLICY H8 - Housing and Aberdeen Airport (Local Plan 2012).

NOISE DATA FOR THE HOPECROFT OP1 SITE: RMP ACOUSTIC CONSULTANTS' NOISE ASSESSMENT TECHNICAL REPORT G/3624B/05 OF 11TH JANUARY 2006
The Measurements were made by RMP Consultants DURING THE 24 HOURS 15.30 on 4th Jan. 2006 to 15.30 on 5th Jan. 2006 ONLY.



KEY:

RMP made their measurements in '15-minute sessions'. These were 'grouped into periods of 4-6 hours' (?). 'Measurements were interrupted by frequent short periods of rain'; = gaps?
 The actual continuous periods of measurements given in the report are shown here as blocks at given levels of dB LAeq,t [] with dB LASmax also shown in each block:

- periods above 57 dB LAeq,t
- periods of LAeq,t above World Health Org.'s outdoor daytime limit of 55 dB LAeq,8.

* Policy H8 in Aberdeen City Council's Local Plan 2012. The abbreviation 'LEQ' used elsewhere hides t & A in LAeq,t).
 dB LAeq,t noise levels (i.e. A-weighted noise levels averaged over t hours) remain unbolded. (It is not clear from RMP's report what the various values of t were; 8 h, even for the short blocks?)

dB LASmax levels (i.e. max. level in that time period) are shown in bold. LASmax levels above 82 dB (the maximum allowed; i.e. about the level of a pneumatic drill at 30 m) are highlighted in [] The report does not show how many other times 82dB LASmax might have been exceeded within each measurement period. [Chart amended 12/09/12 to new ACC Policy H8 limit of 57dB LAeq,t = summer '16hr]

PI - Proposed Development at Hopetoun Grange. Bucksburn.

From: [REDACTED]
 To: "pi@aberdeencity.gov.uk" <pi@aberdeencity.gov.uk>
 Date: 31/01/2013 20:36
 Subject: Proposed Development at Hopetoun Grange. Bucksburn.

Dear Sirs,

In response to the Notice I received to the above Planning Application as a Notifiable Neighbour please find attached my formal response. I have also copied the councillors for my Ward and the Chairperson of the Local Community Council for their information.

Yours sincerely

Mhorag Simpson

9 Hopcroft Avenue, Aberdeen, AB21 9RN
 29th January 2012

Dear Sirs,

Planning Application 130029 Dated 17 January 2012

Proposed development at Land to North of Hopetoun Grange, Bucksburn, Aberdeen

I write with reference to the above Planning Application ("the Application").

I have been resident in Hopcroft Avenue for 29 years. The rear of my property - and those of all the properties on the eastern side of Hopcroft Avenue - currently faces directly over the proposed development and views that I have enjoyed during the time I have lived in my house will be destroyed by it. I have studied the Council's Guide to Commenting on Planning Applications and I am aware that loss of view is not deemed by the Council to be, in itself, a valid reason to object to a planning application, however I would very much ask the Council to consider this in addition to the more material considerations that I wish to point out in objecting to the Application.

My reasons to object to the Application are as follows:

Impact of access to the proposed development from Hopetoun Grange

I understand from the Hopetoun Grange Planning Brief of 26 November 2012 that primary access to the proposed development will be from Hopetoun Grange. Hopetoun Grange is an area of great amenity to the local community. It is particularly popular with dog walkers and other residents who use it as a pleasant walking area. Siting the primary access to the proposed development on Hopetoun Grange will not only lead to material loss of amenity to those people but, by increasing the amount of traffic in both directions on Hopetoun Grange (a very narrow road), would undoubtedly create safety issues for pedestrian road users.

Aircraft Noise

I read in the Planning Brief that due consideration has been given by the Applicants to the impact of noise on the proposed development from Aberdeen International Airport. As a resident of Hopcroft Avenue I have experienced at first hand the effect of increased noise from the Airport over the last few years. I find it extremely hard to believe that noise from the airport is within acceptable levels on a regular basis and I would encourage the Council to ensure that the developers demonstrate without doubt that noise levels are within the 57dB limit at all parts of the proposed development prior to any approval of planning permission.

Effect on Local Schools

Local schools in the Bucksburn area are already very stretched. I was therefore extremely surprised to read in the Planning Brief (Section 8.7.1) recognition from the Applicants that the proposed development would only increase this pressure. The Applicants' solution to this is that 'detailed discussions between the developer and the Council's Education Service will be required as part of the planning application process'. This hardly provides assurance that the issue will be adequately resolved prior to any development commencing.

Effect on Trees in the area

I understand that there is a protection order in place on many of the trees in the Hopetoun Grange/Inverurie Road/Forrit Brae area. I assume that the reason for this protection order is to protect the amenity that is provided by these beautiful trees. The Applicants claim in the Planning Brief that the majority of these trees are in 'very poor and declining condition' and 'with a very limited life expectancy'. The Applicants then state that the trees are 'likely' to need to be removed in the next 10-20 years. Another way of looking at this – should the Applicants' claims be accurate – is that many of the trees will survive for a further period of up to 20 years. This hardly generates a compelling need to fell these trees. I am therefore concerned that healthy trees in the area will be felled to make way for the proposed development leading to significant loss of amenity for the current residents. Any new trees planted by the Applicants would take many years to grow to the stature of the current trees which would only serve to add to the loss of amenity.

I trust that the Council will give due consideration to the above objections to the Application and I look forward to its response

Yours sincerely
[Sent by e-mail]
Mrs Mhorag Simpson

P&SD Letters of Representation		
Application Number: 130029		
RECEIVED 01 FEB 2013		
Nor	Sou	MAp
Case Officer Initials: JAF		
Date Acknowledged: 06/02/13		

→ North

Mr Alan Cromar
23 Hopcroft Drive
Bucksburn
Aberdeen
AB21 9RJ

5th February, 2013

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

FAO Jane Forbes

Dear Sirs,

Proposed development for 65 residential houses including infrastructure and landscaping - Reference Number 130029

With regard to the above Planning Application I would like to make the following comments and objections for your consideration;

1. Site OP20 (Hopcroft) as identified in the Aberdeen Local plan sets out an expected level of development of 30 units, this level of development has been established under a policy where all development, whether on brownfield or greenfield sites, must comply with policies which seek to achieve the objectives of creating a sustainable city. The developer has proposed a substantially and unacceptably higher level of development at 65 units. Many of the issues raised here and undoubtedly by other neighbours could be addressed by proposing a reduced and more acceptable level of units. The developer has used the density levels of surrounding areas, Hopetoun, Scattie and Wagley as justification, however these housing areas were developed in the 1950's and 60's and do not take cognisance of modern 'Designing For Streets' policies.
2. The house identified as Plot 41 on the Site Plan is particularly close to my property and that of my neighbours and there is a very real concern that our privacy will be compromised and that there may be a risk of over-looking and possibly over-shadowing. The area that contains houses from Plot 41 to 47 appear to over-designed and a lesser density would resolve this issue.

3. With the SUDS pond being located in close proximity to our existing properties there is a concern that we may be affected by unpleasant odours. What is to be put in place to ensure that the facility is properly maintained for effective operation.
4. The design of the houses are not in keeping with the surrounding area, being generally storey and a half. These new house types are shown as full 2 storey and none of these houses are stretching the boundaries of modern/ good design but more of a 'same old, same old' approach.
5. The proposal for 65 units will put extreme pressure on the local infrastructure, in and particular Hopetoun Grange. This flies in the face of '....creating a sustainable city..' and where the reality of the situation will mean the local residents having to endure longer periods of traffic congestion. This roads network is already badly abused by speeding traffic using the route as a 'rat run' and heavy congestion at the 4 mile roundabout means that traffic find it nearly impossible to access the A96 at periods of peak traffic. As a starting point, the yellow hatching of the roundabout at the 4 mile on the A96 is without doubt essential.
6. There is a great deal of dubiety over the accuracy of the boundary between the proposed site and the existing Hopecroft housing development in particular relating to the existing raised embankment between the sites. There is some history of correspondence on this matter with the Rowett Institute but the question over ownership still remains.
7. The Development Plan in Habitat Survey is different from the Site Layout drawing DL-001

I sincerely hope that the above is taken into consideration when determining this application and please do not hesitate to contact me should you require further information.

Yours Faithfully



Alan Cromar

P&SD Letters of Representation		
Application Number: 130079		
RECEIVED - 8 FEB 2013		
Nor	Sou	MAp
Case Officer Initials: JAF		
Date Acknowledged: 12/08/12		

Math

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 03/02/2013 19:16
Subject: Planning Comment for 130029

Comment for Planning Application 130029

Name : Steven & Elaine McLenan
Address : 25 Hopcroft Drive
Bucksburn
Aberdeen
AB21 9RJ

Telephone : [REDACTED]

Email : [REDACTED]

type :

Comment : We wish to make you aware of a number of strong objections that we have with regard to the proposed development for 65 residential houses on land to North of Hopetoun Grange, Bucksburn, Aberdeen. As an immediate neighbour to the site of the proposed development, we are of the view that the proposed development will have a serious impact on our standard of living.

Our specific objections are as follows:

The house on plot 41 of the site plan will directly overlook our rear garden. Since the property will be built on land higher than ours the close proximity combined with the height of the house will mean that our back garden will be substantially overshadowed. The closeness of the property would also cause an invasion of our privacy. I note from the plans for this type of house that a window on the gable end is optional but this would look straight in to our property. We feel we have the right to have enjoyment of a private, quiet & peaceful garden as it is at the moment.

As marked on the plans a raised area currently divides the houses in Hopcroft from the site of the new development. This raised earthwork is approximately 10 feet and 6 inches wide with a dry stone dyke at each side & no definite visual boundary. The area is currently maintained by us. In accordance with measurements in the feu disposition dated 15th November 1965 our property measures 140 feet & 8 inches in length. According to the boundary measurements we own 7 feet and 6 inches of the raised earthwork area & the Rowett owns the remaining 3 feet. We think the boundary line shown on the site plan is incorrect as it shows that most of this area of land will be in the new development. We have discussed this with Persimmon Homes who advised that they are unsure who owns this piece of land & at this point do not know if the raised area will be left in place or taken out. We are sure you will agree that this is something that should have been decided before the plans were lodged. We would like to see a definite border being put in place.

We are also concerned about the close proximity of the SUDs to our property in particular the possibility of unpleasant odours. This could mean a limitation of our enjoyment of our back garden due to the quality of air. We have enjoyed sitting in our back garden for the last 12 years. We are also concerned that the area may become unsightly & be a potential safety issue particularly for children. Also will adequate maintenance regimes be put in place to make sure the SUDs operate sufficiently.

We are also concerned about road safety & the extra traffic that the extra 65 houses will bring to the area. This is made much worse with the many people who are not residents of the area coming from Forrit Brae down Hopetoun Grange in the rush hour to avoid the tailbacks at the roundabouts. Most of the time they are travelling in excess of the speed limit. We feel that this is something that needs to be looked at closely when the planning application is considered.

The Aberdeen Local Development Plan showed that no more than 30 houses should be built on the site. The site plan shows that 65 houses will be built which we feel is an unacceptable high density & overdevelopment of the site. Persimmon Homes have used historical density values from Hopcroft, Hopetoun, Sclattie & the Wimpey houses at Newhills which we feel are no longer applicable at this point in time. We feel that reducing the densities would resolve many of the above issues. The design & appearance of the new houses are also not in keeping with the surrounding

area which are predominantly one and a half storey's high.

We would be grateful if you could take our objections in to consideration when determining the application. We would also be happy for a representative of the planning department to meet us at our property to allow them to see our objections first hand.

P&SD Letters of Representation		
Application Number: 130029		
RECEIVED - 4 FEB 2013		
Nor	Sou	MAp
Case Officer Initials: JAF - North		
Date Acknowledged: 08/02/13		

37 Hopetoun Grange,
Bucksburn,
Aberdeen.
AB21 9RD

1st February, 2013.

Planning and Sustainable Development,
Marischal College,
Broad Street
Aberdeen

Dear Sir,

REF: Application no. 130029 Proposed Development at Land to North of Hopetoun Grange by Persimmon Homes.

I have examined the documents published in support of the above named development and wish to make representations as follows.

As a member of the Hopetoun Action Group that took part in the Public Enquiry in 2006 I consider that the application has largely ignored the results of this enquiry in several aspects and would ask why conduct a Public Enquiry if the conclusions are to be ignored?

The Enquiry agreed that the field was suitable for 30 houses, not the 65 proposed. Access to the development would be off Hopetoun Grange and houses would have no private drives giving direct access to Hopetoun Grange.

There would be a 15metre gap between the trees on Hopetoun Grange and the rear of the new houses. Additional planting would take place in a zone behind the trees on Hopetoun Grange and behind the existing houses on Hopecroft Avenue to provide "wildlife corridors".

When we highlighted the lack of maintenance of the trees surrounding the site over the previous 40 years an undertaking was made to remove dead branches, cut down trees that were passed their best and to plant replacement saplings. This work was done in 2009 and although some of the saplings have subsequently died largely due to neglect, the fact remains that this work was carried out.

The Tree condition report carried out for Messrs Persimmon is I believe an exaggeration of the present position in order to tie in with the developer's plans.

Our concerns about the increase in traffic caused by the overdevelopment of the site have not been addressed, as there is no Traffic Assessment Report among the published documents. Our own assessment is that some 200 additional vehicles would need to be catered for, causing increased problems in the lower part of Hopetoun Grange an area where conflict between neighbours has already occurred as competition for road space increased.

The area in the upper part of Hopetoun Grange where, if the development is allowed, single private driveways serve some three four bedroom house, the competition for space will result in vehicles parking on the road as the private cars find that the private area in front of the houses inadequate. This situation will lead to congestion on the road at particular times of day.

The Design and Access Statement states that "Decoration and appearance of the proposed properties have been designed to fit in with the local urban types sympathetically". Where in the local area may I ask are houses constructed with facing brick? The documents do not say what colour these bricks are, so how can we judge if they are "sympathetically designed" or not. Could it be that this is the cheapest form of finish they could choose?

The Design and Access Statement also states "The design principles for the development site have primarily followed the requirement as set out in the Local Plan". I would disagree with this statement, since the number of houses has more than doubled, houses are allowed private drives to Hopetoun Grange, all mature trees are to be felled, the need for wildlife corridors ignored and the houses have not been sympathetically designed, but rather packed together to maximise the developer's profit.

I am disappointed that the developer has been allowed to produce what I believe is an unattractive and out of place proposal for this site and ask that my observations given above are considered carefully.

Yours faithfully

Mr. Ronald McIntosh

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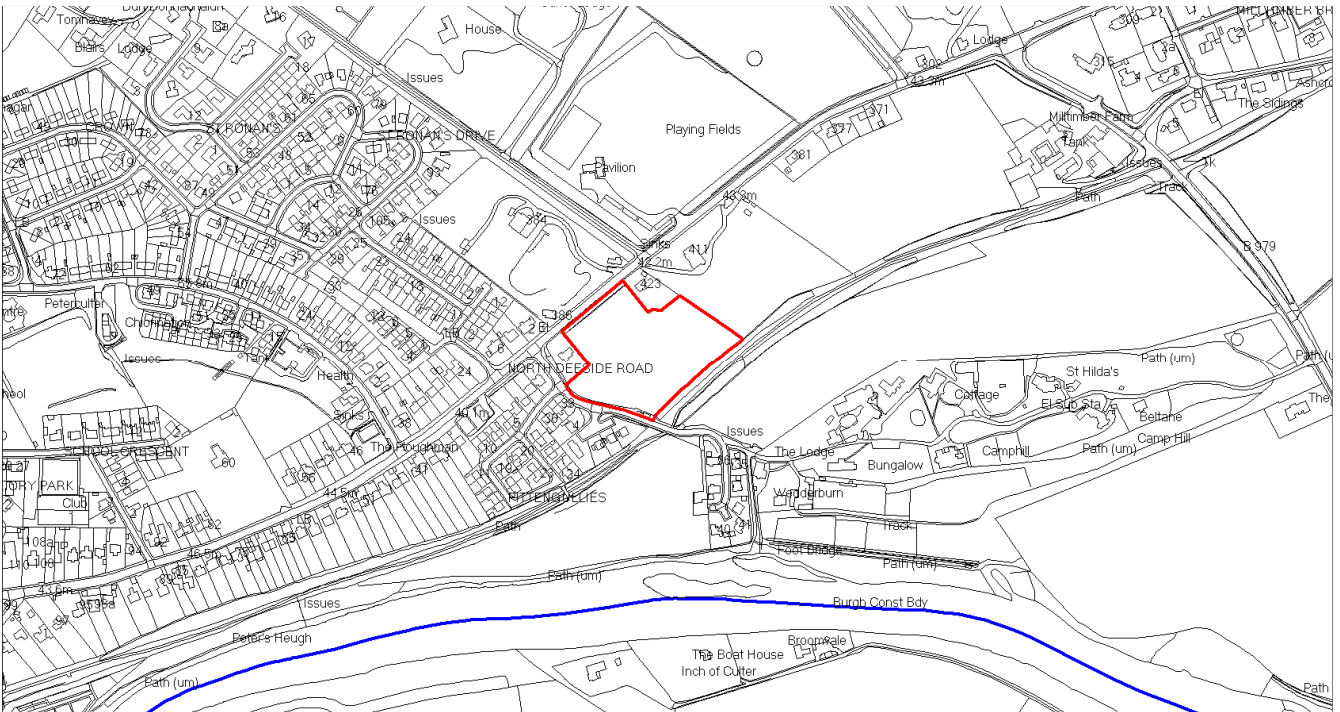
Agenda Item 2

LAND ADJ TO NTH DEESIDE ROAD,
PITTEGULLIES BRAE, PETERCULTER

ERECTION OF 32 NO.UNIT RESIDENTIAL
DEVELOPMENT WITH ANCILLARY SITE
WORKS AND LANDSCAPING

For: Bancon Developments Ltd

Application Type : Planning Permission in Advert : Can't notify neighbour(s)
Principle Advertised on: 13/03/2013
Application Ref. : P130230 Committee Date: 22 August 2013
Application Date: 21/02/2013 Community Council : Comments
Officer: Donna Laing
Ward : Lower Deeside (M Boulton/A Malone/M
Maik)



RECOMMENDATION:

Willingness to approve, subject to conditions, but to withhold the issue of the consent document until the applicant has made a payment to the Council to secure the identified developer contributions towards affordable housing units, provision of community facilities and recreation, library, core path improvements, healthcare and strategic transport fund.

DESCRIPTION

The application site, which extends to some 1.72 hectares is located to the south of North Deeside Road, and abuts Pittengullies Brae. The site sits immediately on the eastern outskirts of Peterculter. The site is zoned within the Aberdeen Local Development Plan 2012 as an opportunity site. The opportunity site, OP59: Peterculter East, is noted within the local development plan as being capable of providing a development of 25 homes.

At present the site is a field, used for the grazing of horses. At the North Deeside Road, north west of the site, there are two existing dwelling houses, these sit out with the site boundary but influence the shape of the development site. These two houses, due to the lie of the land, sit below North Deeside Road with the roof of each premises visible.

The site has an undulating nature and slopes down approximately 18m from North Deeside Road towards the South Deeside line, which form the south eastern boundary of the site. There are mature trees sitting out with the site on its north east and south east boundary, with the canopy of these trees spreading onto the site. The boundary enclosure along the tree line comprises a stone dyke, with a wire fence running beside this. The boundary enclosure to Pittengullies Brae is a wire fence, while on North Deeside Road there is a mixture of stone wall, shrubbery and timber fencing

RELEVANT HISTORY

The site was rezoned in the Aberdeen Local Development Plan 2012 from green belt to OP59: Peterculter east and rezoned as land release policy, for the development of 25 homes.

P130229 – erection of 8 no. unit residential development with ancillary site works and landscaping – pending. There is a current detailed planning permission for the development of 8 units within the boundary of the Planning Permission in Principle Site.

P130845 – Signage application – pending

PROPOSAL

This application seeks Planning Permission in Principle (PPiP) for the construction of dwelling houses. The site would take access from two points; firstly 8 no. units would be accessed from North Deeside Road while the remainder of the site would be accessed from Pittengullies Brae. A new road would be routed through the site, and a path would be created linking the 8 units closest to North Deeside Road with the remainder of the site. A play park would be created for the site, located in the northern corner. At this stage, the applicant seeks to establish only the general principle of development at the scale proposed on the application site, and so detailed design proposals do not form part of this application. Such detailed design proposals would require to be the subject of a further application, relating to Matters Specified in Conditions (MSC), in the event that members are minded to approve this application.

It should also be borne in mind that a detailed planning application (P130229) has been submitted for 8 units on the site.

Supporting Documents

All drawings and the supporting documents listed below relating to this application can be viewed on the Council's website at - <http://planning.aberdeencity.gov.uk/PlanningDetail.asp?130230>

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

A tree report and a drainage impact assessment have been submitted for this site.

REASON FOR REFERRAL TO SUB-COMMITTEE

The application has been referred to the Sub-committee because a total of 9 letters of objection have been received, along with a letter of objection from the statutory community council, Cults, Bielside and Milltimber Community Council. Accordingly, the application falls out with the scope of the Council's Scheme of Delegation.

CONSULTATIONS

Roads Project Team – response received – no objection yet requested a number of conditions were added relating to access, upgrading of sustainable transport methods and flood routing.

Environmental Health – no response received.

Developer Contributions Team – response received - contributions are also sought towards the provision of affordable housing units, provision of community facilities and recreation, library, core path improvements, healthcare and strategic transport fund.

Enterprise, Planning & Infrastructure (Flooding) – Response received – satisfied with the drainage impact assessment and the SUDS pond. A condition has been requested to provide a condition survey, preferable through CCTV, of the culverted watercourse adjacent to the development and in the immediate downstream, to clarify the suitability of the connection of the drainage layout to this watercourse.

Education, Culture & Sport (Archaeology) – response received - No development shall take place until the 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.

Scottish Environment Protection Agency – response received – conditions should be attached on the submission of a construction management plan and refuse segregation, storage, collection and management of residential waste.

Community Council – response received

- There has been a lack of consultation with the community council on this application, the applicant has engaged with Culter Community Council but not Cults, Bielside and Milltimber Community Council.
- The OP59 Peterculter site is zoned for 25 units, we object to the proposal exceeding this threshold
- There is concern regarding traffic turning onto and from the site directly onto North Deeside Road, especially traffic turning out into North Deeside Road in an easterly direction. All traffic should be directed to Pittengullies Brae first

- SUDS planning for application 130229 and 130230 should be considered for the whole site as one. There are existing drainage and sewage overflow issues and jointly with Culter Community Council we ask that these be resolved via planning gain for this OP site.

REPRESENTATIONS

8 letters of objection have been received. The objections raised relate to the following matters.

1. Infrastructure

Traffic

The existing difficult access and egress from Pittengullies Brae would be increased,

Congestion and queuing would increase in the village

All traffic should be directed to Pittengullies Brae first.

The creation of cul-de-sacs is not acceptable. The site should be redesigned with the creation of a circular route off Pittengullie Brae. The upper section of the site will then be at a lower level than proposed.

The increase in traffic on Pittengullie Brae will be dangerous for the children of Camphill and would impact negatively upon the experience and safety of pedestrians (including children with special needs) using Camphill Estates western entrance. This entrance would become more important after the construction of the Aberdeen Western Peripheral Route

Services

The infrastructure cannot cope as it is – public transport, council services, schools, health services

Drainage

SUDS planning for application 130229 and 130230 should be considered for the whole site as one. There are existing drainage and sewage overflow issues; we ask that these be resolved via planning gain for this OP site.

2. Impact on Amenity

Impact on view and attractiveness of Peterculter

Building on this site will spoil the view of the valley as you come into Peterculter

Disappointed the SR4 zoning has been lost; ribbon development and loss of open space/parkland will reduce the attractiveness of Peterculter

A retaining wall and 6 ft fence should be erected on the south east boundary of 423 North Deeside Road to provide a degree of privacy, prevent overlooking and reduce visual/noise impact from the play park

Construction noise and visual effects

The increase in proposed numbers from 25 units to 33 units would add to the scale and possible duration of noise and visual effects during construction, and subsequently during winter months where the screening effects of the trees between the development site and Camphill Estate is reduced.

The proposal would raise serious concerns for the Camphill Communities due to the potential impact.

There will be a visual impact from the site on those using the South Deeside Line, and this would be compounded by the increase in numbers from 25 units to 33 units. The noise from the building works will cause huge trauma to the children attending Camphill School and limit their quality of life.

Ground levels

The ground levels will be raised significantly and the proposed dwellings would completely overpower the existing houses in close proximity to the site. The earth works to raise plots 5 and 8 are extensive and would not allow plots 1 and 4 to enjoy the view from the naturally sloping site

Trees

The large Ash tree would be required to be removed to accommodate the footpath in plot 9. The footpath should be re-routed. The Hawthorne tree at the north of plot 4 should be retained as it provides a level of privacy and reduces noise from the North Deeside Road

The type and placement of any trees should be considered as they would have the potential to obscure the outlook of 423 North Deeside Road should they grow too tall

Facilities

The play area should be bigger and should cover proposed plot 22. A retaining wall and 6 ft fence should be erected on the south east boundary of 423 North Deeside Road to provide a degree of privacy, prevent overlooking and reduce visual/noise impact from the play park.

3. Intensification of site

The number of units, 33, does not comply with the 25 allocated within Aberdeen Local Development Plan.

4. Other

The 30mph speed limit should be relocated past Avondow to the corner before Kippie Lodge.

PLANNING POLICY

Scottish Planning Policy

Paragraph 66 of the Scottish Planning Policy outlines there is a commitment from the Scottish Government to increase the supply of new homes and the planning system should contribute to raising the rate of new house building by identifying a generous supply of land for the provision of a range of housing in the right places.

Strategic Development Plan

Aberdeen City and Shire Structure Plan

Sets strategic growth and policy areas for the City and Shire and outlines by 2030 there are to be 36,000 new homes proposed for Aberdeen City. The land allocations are set out within the local development plan.

Sustainable Mixed Communities section – page 22 - For all housing development of over one hectare in strategic growth areas to be in line with approved supplementary guidance and generally have no less than 30 dwellings per hectare.

Aberdeen Local Development Plan

Policy LR1: Land Release Policy

Part A – Phase 1 Release Development: Housing 2007 -2016; and employment 2007 -2023

Housing and employment development on sites allocated in Phase 1 will be approved in principle within areas designated for housing or employment. Development on an allocated site or in close proximity to an allocated site that jeopardises the full provision of the allocation will be refused.

Policy I1: Infrastructure Delivery and Developer Contributions

Development must be accompanied by the infrastructure, services and facilities required to support new or expanding communities and the scale and type of developments proposed. Where development either individually or cumulatively will place additional demands on community facilities or infrastructure that would necessitate new facilities or exacerbate deficiencies in existing provision, the Council will require the developer to meet or contribute to the cost of providing or improving such infrastructure or facilities.

New infrastructure will either be provided by the developer or through financial contributions.

Policy T2: Managing the Transport Impact of Development

New developments will need to demonstrate that sufficient measures have been taken to minimise the traffic generated.

Maximum parking standards for a number of modes of transport are set out in Supplementary Guidance on Transport and Accessibility and details the standards that different types of development should provide.

Policy D1: Architecture and Placemaking

To ensure high standards of design, new development must be designed with due consideration for its context and make a positive contribution to its setting. Factors such as siting, scale, massing, colour, materials, orientation, details, the proportions of building elements, together with the spaces around buildings, including streets, squares, open space, landscaping and boundary treatments, will be considered in assessing that contribution.

Policy D2: Design and Amenity

Policy D2 sets out a series of criteria for new development, intended to ensure that an appropriate level of amenity can be secured for residents of both that new development and neighbouring land and buildings.

Policy D3: Sustainable and Active Travel

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

travel. Development will maintain and enhance permeability, ensuring that opportunities for sustainable and active travel are both protected and improved. Access to, and movement within and between, new and existing developments will prioritise transport modes in the following order – walking, cycling, public transport, car and other motorised vehicles.

Policy D6: Landscape

Development will not be acceptable unless it avoids:

1. significantly adversely affecting landscape character and elements which contribute to, or provide, a distinct 'sense of place' which point to being either in or around Aberdeen or a particular part of it;
2. obstructing important views of the City's townscape, landmarks and features when seen from busy and important publicly accessible vantage points such as roads, railways, recreation areas and pathways and particularly from the main city approaches;
3. disturbance, loss or damage to important recreation, wildlife or woodland resources or to the physical links between them;
4. sprawling onto important or necessary green spaces or buffers between places or communities with individual identities, and those which can provide opportunities for countryside activities.

Development should avoid significant adverse impacts upon existing landscape elements, including linear and boundary features or other components, which contribute to local amenity, and provide opportunities for conserving, restoring or enhancing them.

Policy H3: Density

The Council will seek an appropriate density of development on all housing allocations and windfall sites. All residential development of over one hectare must:

1. meet a minimum density of 30 dwellings per hectare (net). Net dwelling density includes those areas which will be developed for housing and directly associated uses, including access roads within the site, garden ground and incidental open space;
2. have consideration of the site's character and those of the surrounding area;
3. create an attractive residential environment and safeguard living conditions within the development; and

Policy H5: Affordable Housing

Housing developments of five units or more are required to contribute no less than 25% of the total number of units as affordable housing.

Policy NE4: Open Space Provision in New Development

The City Council will require the provision of at least 2.8 hectares per 1,000 people of meaningful and useful public open space in new residential development.

Communal or public open space should be provided in all residential developments.

Policy NE5: Trees and Woodlands

There is a presumption against all activities and development that will result in the loss of or damage to established trees and woodlands that contribute significantly to nature conservation, landscape character or local amenity, including ancient and semi-natural woodland which is irreplaceable. 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:

- 1 it would increase the risk of flooding:-
 - a) By reducing the ability of the functional flood plain to store and convey water;
 - b) Through the discharge of additional surface water; or
 - c) By harming flood defences.
- 2 it would be at risk itself from flooding

Where more than then 10 homes or greater than 100m² floorspace is proposed, the developer will be required to submit a Drainage Impact Assessment. Surface water drainage associated with development must:

- 1 be the most appropriate available in terms of SUDS; and
- 2 avoid flooding and pollution both during and after construction.

Policy NE9: Access and Informal Recreation

New development should not compromise the integrity of existing or potential recreational opportunities including access rights, core paths, other paths and rights of way. Wherever appropriate, developments should include new or improved provision for public access, permeability and/or links to green space for recreation and active travel.

Policy R6: Waste Management Requirements for New Development

Housing developments should have sufficient space for the storage of residual, recyclable and compostable wastes. Details of storage facilities and means of collection must be included as part of any planning application for development which would generate waste.

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.

Supplementary Guidance

Infrastructure and Developer Contributions Manual

The purpose of this Infrastructure and Developer Contributions Manual is to provide clear guidance on the methodology used to identify infrastructure requirements and the criteria that should be used to calculate developer contributions to support new development.

Transport and Accessibility Supplementary Guidance

The guidance examines a number of transport and accessibility issues that may have to be considered as part of a planning application.

Affordable Housing

Outlines affordable housing provision and the delivery of this on site or by securing a contribution.

Open Space

Outlines the different types of open space and the ratios required for different sizes of development

Trees and Woodlands

Outlines policy and legislation on trees and protection measures required during construction periods and outlines the requirements within a tree survey.

Drainage Impact Assessment

The guidance provides information on the requirements on the submission of Drainage Impact Assessment and emphasises the requirements for SUDS.

Waste Management

Developments should provide enough space for the storage and collection of waste access to such facilities.

Low and Zero Carbon Buildings

The purpose of this supplementary guidance is to provide the methodology for developers to demonstrate compliance with Aberdeen Local Development Plan policy R7.

EVALUATION

Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 (as amended) require that where, in making any determination under the planning acts, regard is to be had to the provisions of the development plan and that determination shall be made in accordance with the plan, so far as material to the application, unless material considerations indicate otherwise.

Principle of Development

Scottish Planning Policy outlines a commitment to increase the supply of new housing and the Aberdeen City and Shire Structure Plan outlines by 2030 there are to be 36,000 new homes proposed for Aberdeen City. The land allocations are set out within the local development plan. The principle of residential development on this site will, in the first instance, be established by considering how it relates to the zoning of the site, Policy LR1: Land Release Policy. The site is zoned Opportunity Site 59: Peterculter East for the development of 25 homes within the first phase of development from 2007 to 2016. Therefore, housing development on this site will be approved in principle, with the detail of the application being assessed through both this application and subsequent applications.

Scale and pattern of development, design and amenity

Scale and pattern of development

As this application seeks Planning Permission in Principle (PPiP), the application is to establish the acceptability of a proposal without having to develop the detailed proposal. The applicant is not required to submit full details of any new dwellings. Such details can be secured as part of a later application relating to Matters Specified in Conditions (MSC).

The original indicative layout submitted has been amended due to concerns regarding the possible of overshadowing on the site from the mature trees surrounding the site. There were concerns the overshadowing would have a detrimental impact on amenity of some of the indicative plots. The number of houses shown in the indicative plan is now 32 and is not likely to change.

As the proposed site sits to the eastern edge of Peterculter the pattern of development surrounding the site is, for the most part, one of large plots and a high degree of open space. The zoning surrounding the north east and south east edges of the site are Policy NE2: Green Belt and Policy NE1: Green Space Network. To the north west and south west of the site the zoning is Policy H1: Residential. The historic pattern of development to the eastern edge of Peterculter along the southern side of North Deeside Road, comprises plots with houses in close proximity to North Deeside Road and large gardens running down to the South Deeside Line. This pattern of development has been broken by the creation of Pittengullies Brae/Circle, to the west of the proposed site, in which the pattern of development is much smaller plots and one and two storey detached and semi-detached properties. The indicative layout would follow the pattern of development of Pittengullies Circle more than the historic pattern of development. Point 2 of Policy H3: Density of the Aberdeen Local Development Plan states development must have consideration of the site's character and those surrounding it. The indicative design would be comparable to the modern pattern of development at Pittengullies Circle.

The local development plan outlines the opportunity site could accommodate 25 homes. The increase in number from units from 25 is acceptable. Consideration should be given to Policy H3: Density of the Aberdeen Local Development Plan and the Aberdeen City and Shire Structure Plan which outline for housing developments over 1 hectare a minimum density of 30 dwelling per hectare (net)

must be met. The provision of 32 units for a 1.72 hectare site therefore would not comply with policy which would require 51 houses be developed. The proposed density in the surrounding area is approximately 28 units per hectare. The provision of 32 units, which would equate to approximately 19 units per hectare would not constitute over development.

The density of the proposed site as requested by policy Policy H3: Density of the Aberdeen Local Development Plan cannot be applied in isolation. There is a clear need for the level of proposed development to be considered within the context of the surrounding area and the particulars of the site itself, give a better measure of a sites capacity. From the detail supplied within the indicative plans it would be noted that the density of the site falls below this as the site occupies 1.72 ha, however, due to the nature of the site this is to be expected.

Design and amenity

The indicative layout of the houses would appear to follow the criteria as outlined in Policy D2: Design and Amenity of the Aberdeen Local Development Plan. The houses would have public face to the street and a private face to an enclosed garden, with residents having access to sitting out areas, either private or communal gardens. As there is no requirement within a PPIP application to submit full details of the proposed dwellings, proper consideration of Policy D2: Design and Amenity of the Aberdeen Local Development Plan and Policy D1: Architecture and Placemaking of the Aberdeen Local Development Plan cannot be undertaken until full design proposals are submitted at the Matters Specified in Condition stage.

Open space

Open space provision has been included within the proposal through the inclusion of a play park to the north of the application site. The open space audit has deemed that for every 1000 residents there should be approximately 2.8 ha of open space. The open space provision is to be calculated on a ratio of this requirement, therefore the approximate open space requirement would be 0.3ha. As the site layout is indicative the layout of the openspace would be dealt with at a later date through Matters Specified in Conditions applications and at this stage consideration with Policy NE4: Open space provision in new development and the supplementary guidance: open space can be undertaken.

Landscape and Trees and Woodlands

The landscape character of the site is noted for its undulating nature and the prominence of mature trees which are located out with the site boundary, and in particular those trees on the north east and south east sides of the development. The development would not lead to the disturbance, loss or damage to important recreation, wildlife or woodland resources or to the physical links between them. The existing use of the site does not relate to these categories, however, the North Deeside Line does run to the south east of the site, and the proposed development would be in close proximity to this recreational area. There are other sections of the South Deeside Line where the gardens of premises and the premises themselves are in close proximity to the North Deeside Line. The impact on landscape character and sense of place would not be fully assessed until detail of the proposed houses is finalised through the Matters Specified in

Conditions applications, however, it should be noted that the application would lead to a substantial change in the character of the site, as at present the site is a field. The principle of development has identified on this site by its allocation as an opportunity site through the Aberdeen Local Development Plan 2012. The indicative drawings aim to maintain the sloping characteristic of the site and the tree belts beyond the boundary of the sites, therefore some of the landscape character and elements which create a sense of place are to be retained with the information known to date. The proposal would not sprawl into a green space buffer. The proposal therefore would accord with the principles of Policy D6: Landscape of the Aberdeen Local Development Plan.

The applicant has provided a tree survey in support of this application. This identifies a total of four trees for removal as a result of poor condition. The majority of the existing trees and woodland would be retained. The Council's Arboriculture Planner has stated no objection to the proposed development, and has requested that certain conditions be attached to any grant of planning permission, relating to landscaping/tree planting and measures for the protection during construction of those trees to be retained. Taking these matters into account, the proposal is considered to accord with the relevant provisions of Policy NE5: Trees and Woodlands of the Aberdeen Local Development Plan and the Trees and Woodlands Supplementary Guidance.

Drainage/Flood Risk

A drainage impact assessment has been submitted for the site, which includes SUDS pond details. This has been assessed by the Council's Flooding Team and by the Council's Roads Project Team. The flooding team is satisfied with the drainage impact assessment and SUDS pond. A condition has been requested to provide a condition survey, preferable through CCTV, of the culverted watercourse adjacent to the development and in the immediate downstream, to clarify the suitability of the connection of the drainage layout to this watercourse. The Roads Project Team has also assessed the application and have requested a condition be attached relating to flood routing.

Scottish Environment Protection Agency (SEPA) was consulted on the application and have stated that they would not object to the application provided conditions are attached to any approval relating to the submission of an environmental management plan and details provided on the segregation storage, collection and management of residential waste. The drainage impact assessment and the SUDS pond elements of the proposal have also been assessed by SEPA. Policy NE6: Flooding and Drainage of the Aberdeen Local Development Plan and the supplementary guidance: Drainage Impact Assessments have been satisfied through the production of the drainage impact assessment and by conditions attached relating to the condition survey of the culvert and the production of a construction management plan.

Transport and Access

The indicative layout proposes access into the site from two points, one from the north west of the site onto North Deeside Road and the other to the south west of the site onto Pittengullies Brae. The proposal has been assessed by the

Council's Roads Project Team who have no objection to the proposed development, noting a number of conditions to be attached relating to upgrading of bus stops, provision of a link path to the South Deeside Line, refuse collection and visibility splays and will be determined through a Matters Specified in Conditions application.

The footpaths surrounding the site are proposed to be widened to 2m and a footpath is proposed to run along Pittengullies Brae close to the opening of the South Deeside Line. Access to public transport has also been addressed and upgrading of the bus stop. Taking these matters into account, it is considered that the proposal demonstrates accordance with Policy T2: Managing the Transport Impact of Development of the Aberdeen Local Development Plan with further consideration required of the Transport and Accessibility supplementary guidance through the Matters Specified in Conditions application.

There are 2 core paths in close proximity to the site, core path 66: Deeside Way (South Deeside Line) runs to the south of the site and core path 76: Culter House Road to River Dee runs to the west of the site. The upgrade of the footway on Pittengullies Brae will improve access to these core paths thereby improving provision for public access and links to green space for recreation and active travel, thereby complying with Policy NE9: Access and Informal Recreation of the Aberdeen Local Development Plan and with Policy D3: Sustainable and Active Travel of the Aberdeen Local Development Plan.

Developer Contributions

The site has been assessed by the Developer Obligations Team who has advised, in order to comply with Policy I1: Infrastructure Delivery and Developer Contributions of the Aberdeen Local Development Plan, Policy H5: Affordable Housing of the Aberdeen Local Development Plan, Infrastructure and Development Contributions supplementary guidance and the Affordable Housing supplementary guidance, there are a number of areas where financial contributions should be sought from the developer, in addition to the addressing the need for affordable housing. These obligations include the provision of 8 affordable housing units, provision of community facilities and recreation, library, core path improvements, healthcare and strategic transport fund. Agreement in principle has been reached with the applicant and a legal agreement is required in order to ensure that this is appropriately controlled. It is recommended that permission is withheld pending the conclusion of a legal agreement in relation to developer contributions/affordable housing provision.

Low and Zero Carbon Buildings

The application does not include details of how Low and Zero Carbon Generating Technologies will be incorporated into the proposed development, however, such details can be obtained as part of a future application through the use of an appropriate condition. The proposal cannot be assessed against Policy R7: Low and Zero Carbon Buildings of the Aberdeen Local Development Plan and the Low and Zero Carbon Buildings Supplementary Guidance at this stage.

Waste

Policy R6: Waste Management Requirements for New Developments and the Waste Management supplementary guidance cannot be assessed at this stage, however, such details can be obtained as part of a future application through the use of an appropriate condition.

Material Planning Considerations raised by objectors

General Statement

The application is for Planning Permission in Principle and seeks to establish only the general principle of development at the scale proposed on the application site. The details of many of the issues raised by objectors are to be dealt with at a further application stage.

Infrastructure

Traffic impact

Is it likely that due to the development there may be an increase in traffic from and to the site. The developer has tried to mitigate this through the provision of two access and egress points. The application has been subject to consultation with the Council's Roads Projects Team who has deemed they have no objection to the proposal. The site is located within walking distance to amenities within the Peterculter District Centre and is located next to a bus stop, to which improvement are proposed, a cycle route and to Core Paths which will encourage more sustainable modes of transport. A footway is also proposed to run alongside the site, thereby providing a footway on both sides of Pittengullies Brae, rather than just on one side as it is at present. There are a number of core paths surrounding the site therefore it is expected that there is already a high percentage of movement along the boundary of the site. Access to the core paths and to the site itself may increase with the additional housing in this area, however, Pittengullies Brae does sit within a 30 mph speed limit zoning and due to the layout of the road with corners cars would be expected to be driving at the speed limit if not lower. The additional housing in the area may make car drivers more aware that they are in a built up area and that they are required to drive accordingly, and to the conditions presented to them.

Services

Has been discussed under the section titled Developer Contributions

Drainage

The drainage has been discussed under the section titled Drainage/Floodrisk

Impact on Amenity

Construction noise and visual effects

The site is well screened and buffered from the Camphill Estate by the trees, the bunding of the South Deeside Line and the distance of 84m from the edge of the site to the edge of Camphill Estate. The proposal aims to retain the boundary feature of the trees but also there would be a condition attached requiring landscaping, therefore there is the possibility of an increase in the screening due to the proposal. There are other sections of the South Deeside Line whereby there is housing in close proximity therefore this pattern of development is not alien to this setting. The construction noise from the development of the site

would be short term and buffered by the distances involved and screening from trees. The increase in housing numbers is discussed within the report already under the section entitled Scale and pattern of development

Impact on view and attractiveness of Peterculter

The views and impact on landscape character were discussed under the section of the report titled landscape and trees and woodlands. The zoning of the site has been discussed under the section Principle of Development.

Ground levels

The ground levels are shown by a cross section drawing of the site. These do show areas where land is to be built up and there is a substantial difference in height between some plots. As the details of the individual houses are not yet known, nor is the details of the landscaping, the boundary features et cetera the relationship between the proposed and existing dwellings and between the proposed dwellings would be addressed through a further application for Material Specified in Condition.

Trees

The tree report highlights the Ash tree (tree number 23) as being retained. The Hawthorne tree (number 19) is to be retained. The drawings of the site are indicative therefore the layout of the path may be changed from what is shown on the drawings at present if the trees is viewed as an important landscape and character feature

Facilities

The play area has been discussed under the section entitled open space. The boundary treatment will also be conditioned.

3. Intensification of site

The intensification of units has been discussed above in the section scale and pattern of development.

4. Other

The repositioning of the 30mph sign is not a material planning consideration.

Material Planning Considerations raised by Community Council

The applicant is not obliged to consult with the community council as this is not a major application.

The number of units has been discussed under the section scale and pattern of development.

The application has been assessed the Council's Roads Project Team and traffic concerns have been discussed under the heading transport and access.

The SUDS issues have been addressed under the section titled Drainage/Flood Risk

Summary

In summary, this application proposes an appropriate type of development in an area zoned under the land release policy for the erection of 25 homes. The use of the site on principle would be acceptable. There are a number of issues that

require to be addressed though condition and further applications are expected through Materials Specified in Conditions. The site is located in close proximity to public transport facilities, local amenities, core paths, and recreation space. The landscape character and impact on trees has been assessed, and further information has been submitted regarding these features, again these aspects are to be subject to condition. The drainage and SUDS arrangements have been assessed by the relevant Council and statutory bodies who have deemed these to be satisfactory. Further detail is required of the condition of the culvert and flood routing, which will be achieved through condition

RECOMMENDATION

Willingness to approve, subject to conditions, but to withhold the issue of the consent document until the applicant has made a payment to the Council to secure the identified developer contributions towards affordable housing units, provision of community facilities and recreation, library, core path improvements, healthcare and strategic transport fund.

REASONS FOR RECOMMENDATION

The development hereby approved is of an appropriate type for the land use zoning, LR1: Land Release Policy of the Aberdeen Local Development Plan. The proposal has been assessed by Developer Contributions who have outlined a number of financial and physical contributions required, the proposal would therefore accord with Policy I1: Infrastructure Delivery and Developer Contributions of the Aberdeen Local Development Plan, Policy H5: Affordable Housing of the Aberdeen Local Development Plan, Infrastructure and Development Contributions supplementary guidance and the Affordable Housing supplementary guidance. The proposal would accord with the principles of Policy D6: Landscape of the Aberdeen Local Development Plan and with the relevant provisions of Policy NE5: Trees and Woodlands of the Aberdeen Local Development Plan and the Trees and Woodlands Supplementary Guidance. The proposal is subject to a condition relating to the condition survey of the culvert and the production of a construction management plan, yet the indicative drainage layout and the SUDS proposal would accord with Policy NE6: Flooding and Drainage of the Aberdeen Local Development Plan and the supplementary guidance: Drainage Impact Assessments. Access arrangements are subject to assessment against Policy T2: Managing the Transport Impact of Development of the Aberdeen Local Development Plan with further consideration required of the Transport and Accessibility supplementary guidance, Policy NE9: Access and Informal Recreation of the Aberdeen Local Development Plan and Policy D3: Sustainable and Active Travel of the Aberdeen Local Development Plan. Further information would be required to comply with Policy R7: Low and Zero Carbon Buildings of the Aberdeen Local Development Plan and Low and Zero Carbon Building supplementary guidance and also with Policy R6: Waste Management Requirements for New Developments and Waste Management Supplementary Guidance. The proposal accords with the relevant provisions of the Development Plan. No matters raised in representations or through consultation have been of sufficient weight to warrant determination other than in accordance with the Development Plan.

CONDITIONS

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

(1) that this planning permission in principle shall lapse on the expiration of 2 years from the approval of matters specified in conditions being obtained (or, in the case of approval of different matters on different dates, from the requisite approval for the last such matter being obtained) unless the development to which the permission relates is begun before that expiration - - in order to comply with Section 59 of the Town and Country Planning (Scotland) Act 1997, as amended by the Planning etc. (Scotland) Act 2006.

(2) that this planning permission in principle shall lapse unless a further application for approval of the matters specified in condition(s) attached to this grant of planning permission in principle has been made before whichever is the latest of the following;

(i) the expiration of 3 years from the date of this grant of planning permission in principle;

(ii) the expiration of 6 months from the date on which an earlier application for the requisite approval of matters specified in conditions was refused;

(iii) the expiration of 6 months from the date on which an appeal against such refusal was dismissed;

- in order to comply with Section 59 of the Town and Country Planning (Scotland) Act 1997, as amended by the Planning etc. (Scotland) Act 2006.

(3) that no development pursuant to the planning permission in principle hereby approved shall be carried out until such time as a further application has been made to the planning authority for approval of the matters specified in this condition and such approval has been granted; these matters being details of the

(i) means of access,

(iii) layout of development,

(iii) design and external appearance of the building(s) and

(iv) the landscaping of the site

- in order to comply with Section 59 of the Town and Country Planning (Scotland) Act 1997, as amended by the Planning etc. (Scotland) Act 2006.

(4) that no development shall take place unless details of the siting, layout, and materials of the dwellings have been submitted to, and approved in writing by, the planning authority. Thereafter the dwellinghouses shall not be occupied unless built in full accordance with details so approved - in order to ensure that the development demonstrates due regard for its context and makes a positive contribution to its setting, as required by policy D1: Architecture and Placemaking

of the Aberdeen Local Development Plan - in order to comply with Section 59 of the Town and Country Planning (Scotland) Act 1997, as amended by the Planning etc. (Scotland) Act 2006.

(5) notwithstanding the drainage plan submitted, that no development shall take place within the application site until the applicant has carried out and submitted to, and been approved in writing by, the planning authority (i) a condition survey, preferably through CCTV, of the culverted watercourse adjacent to the development and in the immediate downstream; and (ii) an assessment of flood routing; and, if required, an updated drainage impact assessment, Sustainable Urban Drainage System and outline any flood routing mitigation measures required. Thereafter the development shall not be occupied unless built in full accordance with the details approved - in order to clarify the suitability of connection to the watercourse, to safeguard water qualities in adjacent watercourses, to ensure that the proposed development can be adequately drained and to ensure that the 200 year rainfall event flooding can be accommodated.

(6) that at least two months prior to the commencement of the development, a full site specific Construction Environmental Management Plan (CEMD) shall be submitted to and approved in writing by the planning authority in consultation with SEPA and thereafter all works associated with the development shall be carried out in accordance with the approved CEMD - in the interests of pollution prevention.

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

(8) that no development pursuant to the planning permission hereby approved shall be carried out unless there has been submitted to and approved in writing for the purpose by the planning authority a further detailed scheme of landscaping for the site, which scheme shall include indications of all existing trees and landscaped areas on the land, and details of any to be retained, together with measures for their protection in the course of development, and the proposed areas of tree/shrub planting including details of numbers, densities, locations, species, sizes and stage of maturity at planting - in the interests of the amenity of the area and to minimise the visual impact of the buildings.

(9) that all planting, seeding and turfing comprised in the approved scheme of landscaping shall be carried out in the first planting season following the completion of the development and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a size and species similar to those originally required to be planted, or in accordance with such other scheme as may be submitted to and approved in writing for the purpose by the planning authority - in the interests of the amenity of the area.

(10) that no development shall take place unless a plan showing those trees to be removed and those to be retained and a scheme for the protection of all trees to be retained on the site during construction works has been submitted to, and approved in writing by, the Planning Authority and any such scheme as may have been approved has been implemented - in order to ensure adequate protection for the trees on site during the construction of the development.

(11) 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.

(12) 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.

(13) That no development shall be undertaken unless provision has been made within the application site for the segregation, storage, collection and disposal of residential refuse 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.

(14) that no development pursuant to this grant of planning permission shall be undertaken unless a scheme detailing compliance with the Council's 'Low and Zero Carbon Buildings' supplementary guidance has been submitted to and approved in writing by the planning authority, and any recommended measures specified within that scheme for the reduction of carbon emissions have been implemented in full – to ensure that this development complies with requirements for reductions in carbon emissions specified in the City Council's relevant published Supplementary Guidance document, 'Low and Zero Carbon Buildings'.

(15) that no development pursuant to the planning permission shall take place, nor shall any part of the development hereby approved be occupied, unless there has been submitted to and approved in writing by the Planning Authority, a detailed scheme of site and plot boundary enclosures for the entire development hereby granted planning permission. None of the buildings hereby granted planning permission shall be occupied unless the said scheme has been implemented in its entirety – in order to preserve the amenity of the neighbourhood.

(16) that no dwellings hereby granted planning permission shall be occupied unless the area/areas of public open space including the play area as identified on Drawing No. OPL-01C of the plans hereby approved (or such other drawing as may be subsequently approved) have been laid out in accordance with a

scheme which shall be submitted to and approved in writing by the Planning Authority. No development pursuant to this planning permission shall take place unless such a scheme detailing the manner in which the open space is to be managed and maintained has been submitted to and approved in writing by the planning authority. Such scheme shall include provision for a play area comprising at least five items of play equipment and a safety surface. The said area shall not thereafter be used for any purpose other than as a Play Area - in order to preserve the amenity of the neighbourhood and to ensure the timely provision of play facilities

(17) That no development shall take place unless there has been submitted to and agreed in writing by the planning authority a scheme for the provision of public footpaths along the road frontages of the site and the provision of a footpath on the south side of the site to the east of Pittengullies Brae linking to the South Deeside Line. Thereafter the public footpaths shall be constructed in full with the scheme submitted and by the occupation of the first unit - in the interests of public road safety and the encouragement of sustainable transport.

(18) that no part of the development shall be occupied unless a schedule of work relating to the upgrading of bus shelters, which may include seating, lighting, shelter, raised kerbs and timetable provision for the bus stops on the westbound and eastbound bus stop has been submitted to, and approved in writing by the planning authority, and subsequently the upgrading work has been implemented prior to the occupancy of any residential unit implemented - in the interests of sustainability and to encourage a reduction in the level of private car trips generated by the development

(19) that no development shall take place unless there has been a submitted to and agreed in writing by the planning authority detailed plans showing visibility splays for all new road junctions, including driveways on to Pittengullies Brae, and thereafter the junctions shall be constructed in full accordance with the approved plans. Further to this the layout of internal roads and the front garden spaces of the properties be developed without obstruction - in the interest of road safety and public safety.

(20) that no development shall take place unless there has been a submitted to and agreed in writing by the planning authority detailed plans showing measure to reduce speeds in the internal road layout - in the interest of road safety and public safety.

Dr Margaret Bochel
Head of Planning and Sustainable Development.

CULTER COMMUNITY COUNCIL



Peterculter
Aberdeen
AB14 0PX

25th March 2013

Ms Donna Laing
Enterprise Planning and Infrastructure
Marischal College
Broad Street
Aberdeen AB10 1BW

Dear Ms Laing,

P130229 for 8 houses on the North Deeside Road adjacent to Pittengullies Brae (Detailed)
P130230 for 33 residential units on Pittengullies Brae (Planning in Principle)

The Culter Community Council planning sub-group met to discuss this application. We are considering these two applications together, as they form the development OP 59 Peterculter East in the Local Development Plan. We comment as follows:

1. We note that the allowance for 25 homes on site OP59 in the LDP has been exceeded in these two applications. A total of 33 units is now proposed. 25 houses are being put forward *plus* an additional 8 affordable housing units. We see no reason to split this application except to increase the number of units proposed. We object to the number of houses being increased from the agreed allowance in the LDP.
2. Application P130229 is built entirely on built-up land, to raise the site up to access the North Deeside Road. This takes ground level adjacent to the existing house, Robin's Cot, at the corner of Pittengullies Brae, approximately 3.2 metres higher than currently. The ridgeline of the adjacent new house will be 12 metres above existing ground level and will completely overpower the existing 1½ storey house. Robin's Cot should be shown on the proposed sections and elevations, as it is surrounded on two sides by the development.
3. The area in which these two proposals are sited is an area of very considerable concern to Culter Community Council, with particular regard to significant **existing** drainage and sewage overflow problems. (* See details at the end of this letter). These have been raised with Scottish water, ACC, SEPA, Camphill Estates and our local Councillors. Building on this site adjacent to Pittengullies Brae cannot safely take place unless these drainage problems are addressed beforehand and included as part of the "planning gain" for the whole development.
4. Permission should not be granted in detail for 8 houses at the top of this sloping site, where the drainage needs to flow into a scheme below, which is not at detailed planning stage and may not even be constructed. The SUDS pond will be required for the whole site and is not part of the detailed application P130229. We would ask that these two applications must be considered together, and that the developer includes the significant drainage infrastructure improvements needed to solve existing overflow and sewage back-up and to prevent further serious problems. (* See details at the end of this letter)

Now is the time to provide drainage infrastructure that will serve any future development of this whole area, following the construction of the AWPR. Bancon Homes have previously submitted plans for more housing further down Pittengullies Brae, which would be seriously affected if a comprehensive drainage plan is not implemented with this development.

5. We would also comment that splitting the application into two parts means that both developments are now dead-end roads. Access from the cul-de-sac for eight large houses directly onto the North Deeside Road is not acceptable. It is immediately opposite a bus stop. This section of road is very busy, with traffic frequently queuing in both directions, with congestion from the nearby BP Garage and Marks and Spencers shop. The proposed traffic lights at the AWPR crossing will generate even more congestion.

We would suggest that access for both applications should be via a circular route off Pittengullies Brae, with access to the upper part of the site taken around the southern boundary of Robins Cot. The upper part of the site can then be at a lower level in relation to the North Deeside Road and the new houses will not overpower and ruin the amenity of Robin's Cot. This follows the pattern of other roads below the North Deeside Road, in Culter and other parts of Deeside such as Bielside and Cults. Traffic lights will then be required at the top of Pittengullies Brae.

6. We finally note that a significant large Ash tree on will have to be removed to accommodate the new footpath in Plot 9 of the lower Planning in Principle application. This tree should be retained and the footpath re-routed around it.

*** Notes on Existing Drainage Issues:**

The gap in the Deeside railway embankment at Pittengullies Brae is a funnel for water drainage from eastern Peterculter.

- An existing closed culvert takes water from north of the North Deeside Road, as well as another hidden drain from Coronation Road. The culvert currently runs down the eastern side of Pittengullies Brae to emerge as an open culvert below the railway, which repeatedly overflows in heavy rain.
- This then flows across the road and seriously erodes the Old Ferry Road down to the Dee. The existing culvert down Pittengullies Brae is damaged along the boundary of the proposed developments and will leak into the proposed SUDS pond.
- Across the Brae from the site, at the uphill side of the railway embankment, the water seeps permanently out of the ground and flows down the surface of the road. This then flows into an area above the existing sewage expansion tank for the main Deeside sewer.
- This expansion tank for the main Deeside sewer backs up in heavy rain and raw sewage overflows directly into the River Dee.

It is essential that these drainage issues are dealt with as part of this development, before adding any further run-off into the area.

[Redacted]

Chair, Culter Community Council

CC: Councillors Boulton, Malone, Malik

PCM: 25th March 2013

P&SU Letters of Representation		
Application Number	130229 & 130230	
RECEIVED	28 MAR 2013	
Nor	Sou	MAp
Case Office Initials:	DOL	
Date Acknowledged:	03/04/13	



290 North Deeside Road
Cults, Aberdeen
AB15 9SB

27th March 2013

Enterprise, Planning and Infrastructure
Marischal College
Broad Street
Aberdeen
AB10 1BW

Dear Ms Laing,

Re: Planning applications 13 0229 and 13 0230 relating to 'Land adj to Nth Deeside Road Pittengullies Brae, Peterculter, Aberdeen AB14 0QS:

- **Detailed Planning Permission - Erection of 8 No.unit residential development with ancillary site works and landscaping, and**
- **Planning Permission in Principle - Erection of 33 No.unit residential development with ancillary site works and landscaping**

I am writing on behalf of the Cults, Bielside and Milltimber Community Council (CBMCC) to comment on the above proposals for residential development. Despite the address of the proposals being in Peterculter the location is within the geographical area of focus of CBMCC according to the map published on the ACC website for CBMCC

<http://www.aberdeencity.gov.uk/nmsruntime/saveasdialog.asp?IID=45352&sID=20680>

So far the applicant has engaged with Culter Community Council and since CBMCC is a statutory consultee for this location we request that the above proposals are not determined by ACC until after such time as the applicant has consulted with CBMCC enabling CBMCC to conclude its comments to ACC.

As preliminary comments, CBMCC raises the following concerns:

- This location is described by ACC as OP59 Peterculter East in the Local Development Plan (LDP). We note that the LDP allows for 25 homes and therefore raise objection to the above proposals exceeding this threshold.
- We would not wish to see vehicle traffic from this site accessing the busy North Deeside Road directly, in particular we have concern about traffic turning out into North Deeside

Christine McKay, Planning Coordinator. 290 North Deeside Road, Cults, AB15 9SB

Road in an easterly direction. CBMCC recommends instead that all traffic from these proposals is directed first into Pittengullies Brae.

- We request that SUDS planning for the two proposals is considered for the whole site as one and that further details of the plan are produced prior to determination by ACC. This is in line with the recommendation from SEPA contained in their letter to you PCS/125630 dated 22nd March 2013. CBMCC is aware that existing drainage and sewage overflow issues have been reported to the authorities and join with Culter Community Council in requesting that these be resolved via 'planning gain' for this OP site.

We look forward to receiving acknowledgement of this letter from yourself plus confirmation of a revised deadline for our comments as a result of the absence of consultation by the applicant with CBMCC to date.

Yours faithfully

Christine McKay, Planning Coordinator

CC: Councillors Boulton, Malone, Malik

Christine McKay, Planning Coordinator, 290 North Deeside Road, Culter, AB15 9SB

From: Nick James [REDACTED]
To: "pi@aberdeencity.gov.uk" <pi@aberdeencity.gov.uk>
CC: "Aileen Falconer" [REDACTED]
Date: 27/03/2013 14:46
Subject: Application reference 130230: land adjacent to North Deeside Road and Pittengullies Brae
Attachments: Application reference 130230 Camphill Communities.docx

Dear Sir or Madam,

Please find attached a submission with respect to planning application reference 130230 on behalf of the Camphill Communities.

Regards,

Nick James

Nick James BA(hons) MPhil MRTPI
Principal Environmental Planner

[cid:image002.jpg@01CE2AF8.7DD8A890]+44 [REDACTED]
37 Otago Street, Glasgow, G12 8JJ
www.landuse.co.uk<http://www.[REDACTED].uk>

See our latest news here<[http://www.\[REDACTED\].uk/news](http://www.[REDACTED].uk/news)>

LUC (Land Use Consultants Limited) is registered in England (Registered Number 2549296)
Registered Office: 43 Chalton Street, London NW1 1JD
Please consider the environment before printing.

This email has been scanned by the Symantec Email Security cloud service.
For more information please visit <http://www.symanteccloud.com>

Application reference 130230: Application for Planning Permission in Principle for the Erection of 33 No. unit residential development with ancillary site works and landscaping on land adjacent to North Deeside Road and Pittengullies Brae, Peterculter, Aberdeen, AB14 0QS

Representation prepared on behalf of the Camphill Communities

Introduction

This written submission has been prepared on behalf of the Camphill Communities (Aberdeen City & Shire). It provides an overview of the work of the Camphill Communities within the Dee Valley and specifically on the Camphill Estate a short distance to the south of the proposed development site. The submission details concerns that the Camphill Communities raised in relation to the inclusion of this site within the Aberdeen City Local Development Plan. It describes the Camphill Communities concerns with the current application and which lead to the Communities registering an objection to the scheme.

The Camphill Communities

The Camphill Communities (Aberdeen City & Shire) have an historical relationship within the Dee Valley spanning some 70 years, serving a wide range of users of all ages (estimated in excess of 1800). Currently more than 700 people live and work within the communities.

Camphill is particularly valued as a resource for people with special needs¹. The Camphill communities provide a range of services and facilities for vulnerable children, young people and adults with special needs across a number of sites including the Camphill Estate at Milltimber.

Camphill works to create communities in which vulnerable children and adults can live, learn and work with others in a healthy social environment based on mutual care and respect.

Camphill communities are valued for the quality and effectiveness of their distinctive provision². Key contributing factors, based on the movement's philosophy, are:

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

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

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

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

The aim is to foster a safe, tranquil and nurturing setting in line with the environmental quality of the wider area in which the communities are situated. This provides the context for successful implementation of the therapeutic principles and practices which Camphill

¹ The term 'special needs' is used throughout to encompass individuals with learning disabilities, autistic spectrum disorder, mental health problems, social, emotional and behavioural needs, all of whom have additional support needs. Many are 'disabled' as defined by the Disability Discrimination Act 1995, amended 2005 where a disabled person is defined as someone who has 'a physical or mental impairment which has a substantial and long-term adverse effect on [their] ability to carry out day-to day activities'

² The value and effectiveness of Camphill's approach has been validated by external authorities, for example the Camphill School's HMIe/Care Commission Report 2007 and the National Autistic Society Autism Accreditation Report 2007, 2008.

has developed to enable each special needs individual to fulfil his/her potential.

Camphill School

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

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

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

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

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

Aberdeen Western Peripheral Route

The Camphill Estate is already experiencing environmental change as a consequence of the decision to construct the Aberdeen Western Peripheral Route which runs close to the eastern entrance of the estate. While the Camphill Communities are working closely with the scheme promoters in order to minimise the visual and aural impacts of the new road, and the substantial temporary impacts during construction, this development is likely to increase the sensitivity of the site and its users to further environmental change. Furthermore, it is likely that, as a consequence of the new dual carriageway road, the Estate will encourage children and other visitors to make greater use of the Estate's western entrance which exits onto Pittengullies Brae.

Planning history

This development site was put forward by the applicants during the Local Development Plan process. In submissions on the Main Issues Report and proposed Local Development Plan, the Camphill Communities raised the following concerns about the development of this site for housing:

- Noise and disruption during construction;
- Increase in vehicular traffic along Pittengullies Brae which provides pedestrian access to the western end of the Camphill Estate;
- Potential visual and noise impacts on the Camphill Estate, particularly during the winter months when the screening effect of broadleaf trees (along the Deeside Way

and the development site's southern boundary) is reduced;

- The potential for the effects of development of this site to combine with those of the Aberdeen Western Peripheral Route immediately to the east of the Camphill Estate.

Notwithstanding these concerns, the development site was included within the finalised Local Development Plan as site OP59. The Local Development Plan indicates the site can accommodate 25 houses.

Planning application ref 130230

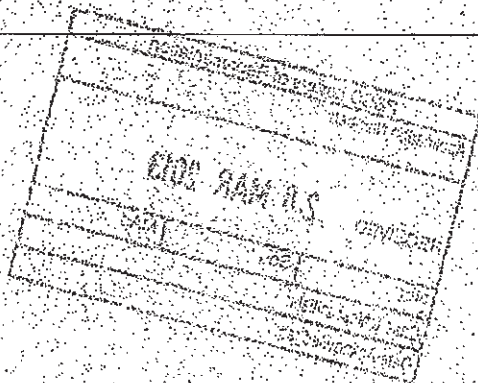
The current application for Planning Permission in Principle proposes a total of 33 houses for this site. Of these 25 would gain access from Pittengullies Brae, with the remained accessing the site from North Deeside Road.

The proposal raises serious concerns for the Camphill Communities due to potential impacts. In combination with those resulting from development of the Aberdeen Western Peripheral Route, on the Camphill School's Camphill Estate campus, and on its service provision for children and young people with special needs, including its therapeutic work. The Camphill Communities are particularly concerned about the intensification of development from 25 to 33 dwellings indicated by this proposal, and the suggestion that 25 households will access the site via Pittengullies Brae. This will add significantly to vehicle movements along this minor road, impacting negatively upon the experience and safety of pedestrians (including children with special needs) using the Camphill Estate's western entrance. As noted above, one of the effects of the Aberdeen Western Peripheral Route is that this western entrance will become more important for the estate, given proximity of the new dual carriageway road to its eastern entrance.

The intensification will also add to the scale and possible duration of noise and visual effects during construction, and subsequently during the winter months when the screening effect of trees between the development site and the Camphill Estate is reduced. It will also compound the visual impacts for people using the Deeside Walkway.

For these reasons, the Camphill Communities **object to the proposed development.**

Camphill Communities
March 2013



From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 15/03/2013 11:31
Subject: Planning Comment for 130230

Comment for Planning Application 130230

Name : Ms Lesley Murphy
Address : Ardbeck Cottage
386 North Deeside Road
Milltimber
Aberdeen
AB13 0AJ

Telephone : [REDACTED]
Email : [REDACTED]
type :

Comment : This application consists of a large number of houses which will impact heavily on the road conditions. North deeside Road is already a severely congested, busy road and additional site access (opposite my property and the bus stop) will create far more problems. The possible numbers of extra cars - especially at key commuter times - will have a very detrimental impact on access - onto and from North Deeside Road - creating road safety issues. Furthermore there will be a further detrimental impact on Amenities - there is already an inadequate infra structure with regard to public transport, schools, health services etc. which are already under extreme pressure trying to cope with the increasing number of residents - new flats etc. already being built in Peterculter also with access to and from North Deeside Road.

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 26/03/2013 20:21
Subject: Planning Comment for 130230

Comment for Planning Application 130230

Name : Janice Braithwaite
Address : 423, North Deeside Road
Milltimber
Aberdeen

Telephone : [REDACTED]

Email : [REDACTED]

type :

Comment : In 2002, the 9/16 Peterculter East site adjacent to North Deeside Road and Pittengullies Brae was regarded as SR4, an area the City Council would protect and enhance. We are disappointed that it has now lost its Green Belt Status and that development permission has been granted. Continued ribbon development and loss of open space/parkland will reduce the attractiveness of Peterculter.

Nevertheless, we recognise the efforts made by the architect to preserve some of the outlook currently afforded at 423, North Deeside Road. We also acknowledge the effort to provide play areas for the residents of the new estate. Overall, we would like to make the following representations:

1. In view of the proximity of the play area adjacent to our south east boundary, the footpath to our south boundary, and the raised ground level on the south west boundary, we would request a retaining wall around our property and a 6 ft fence (similar to that existing on our north east boundary). This would be required to provide a degree of privacy, prevent overlooking, and reduce the visual/noise impact so we can continue to enjoy our garden.
2. The Hawthorne tree at the north corner of Plot 4 provides considerable privacy and reduces noise from the North Deeside Road and harbours considerable wildlife. We would request that this be retained.
3. We would appreciate involvement in the type and placement of any trees that may have the potential to obscure our outlook should they grow tall in the future.
4. We would expect the children in the new estate to enjoy the play area and suggest that it is made bigger by extending it to cover the proposed Plot 22.
5. The earth works required to raise the level of plots 5 to 8 are extensive and would not allow plots 1 to 4 to enjoy the view from a naturally sloping site.
6. To reduce difficulties of joining North Deeside road from the proposed access we would like to ask the council to consider making the 30 MPH speed limit extend from Peterculter North East past Avondow to the corner before Kippie Lodge.

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 23/03/2013 13:08
Subject: Planning Comment for 130230

Comment for Planning Application 130230

Name : Colin Braithwaite
Address : 423, North Deeside Road
Milltimber
Aberdeen
AB13 0AD

Telephone: [REDACTED]
Email: [REDACTED]
type :

Comment : In 2002, the 9/16 Peterculter East site adjacent to North Deeside Road and Pittengullies Brae was regarded as SR4, an area the City Council would protect and enhance. We are disappointed that it has now lost its Green Belt Status and that development permission has been granted. Continued ribbon development and loss of open space/parkland will reduce the attractiveness of Peterculter.

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3. We would appreciate involvement in the type and placement of any trees that may have the potential to obscure our outlook should they grow tall in the future.
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6. To reduce difficulties of joining North Deeside road from the proposed access we would like to ask the council to consider making the 30 MPH speed limit extend from Peterculter North East past Avondow to the corner before Kippie Lodge.

PI - objection to planning application.

From: DOUGLAS MORRISON [REDACTED]
To: "pi@aberdeencity.gov.uk" <pi@aberdeencity.gov.uk>
Date: 27/03/2013 20:06
Subject: objection to planning application.

With reference to planning applications 130229 and 130230 submitted by Bancon Developments Ltd for building 8 and then 33 houses at the Pittengullies Brae site, I wish to lodge an objection on the grounds that traffic coming from Pittengullies Brae onto North Deeside Road already has great difficulty. The garage at the top of Pittengullies Brae which is now also an M&S shop already causes major traffic congestion with cars parking on Pittengullies Brae and on North Deeside Road. Trying to turn right onto North Deeside Road is at times almost impossible. Turning right from North Deeside Road into Pittengullies Brae at peak times is also difficult as traffic from Aberdeen will not give way and traffic is backed up through the village. Additional traffic will cause major problems.

I also object on the grounds that Camphill School is situated at the foot of Pittengullies Brae, very close to the proposed site. The noise from any building works will cause huge trauma to the children attending the school and limit their quality of life. Additional traffic on the Brae will also be very dangerous for the children from Camphill. From a more personal point of view, we have looked out to a green field and trees for the past 34 years .

The view down the valley as you come into Peterculter from Aberdeen will be totally spoiled if building is allowed to take place.

Douglas and Cherry Morrison.

Agenda Item 3

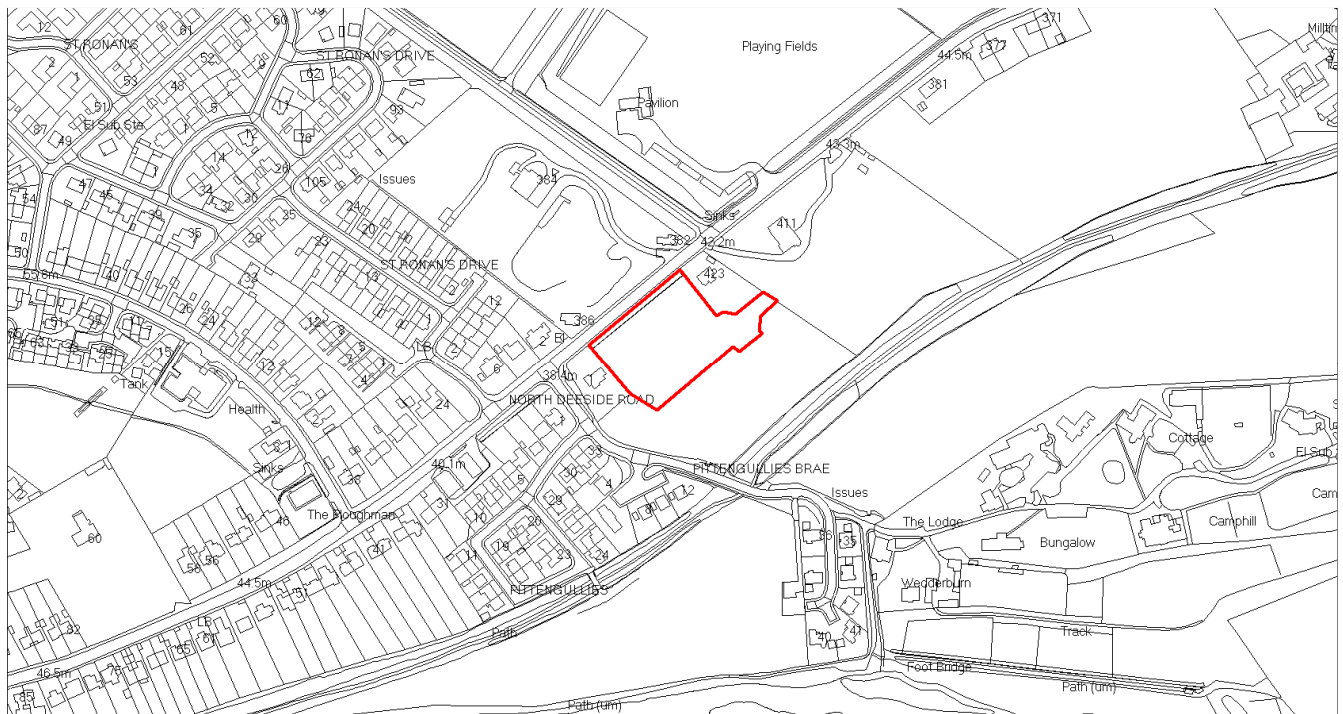
LAND ADJ TO NTH DEESIDE ROAD,
PITTEGULLIES BRAE, PETERCULTER

ERECTION OF 8 NO.UNIT RESIDENTIAL
DEVELOPMENT WITH ANCILLARY SITE
WORKS AND LANDSCAPING

For: Bancon Developments Ltd

Application Type : Detailed Planning Permission
Application Ref. : P130229
Application Date: 21/02/2013
Officer: Donna Laing
Ward : Lower Deeside (M Boulton/A Malone/M
Malik)

Advert : Can't notify neighbour(s)
Advertised on: 13/03/2013
Committee Date: 22 August 2013
Community Council : Comments



RECOMMENDATION:

Willingness to approve, subject to conditions, but to withhold the issue of the consent document until the applicant has made a payment to the Council of developer contributions towards affordable housing units, provision of community facilities and recreation, library, core path improvements, healthcare and strategic transport fund.

DESCRIPTION

The application site, which extends to some 0.65 hectares is located to the south of North Deeside Road, close to Pittengullies Brae. The site sits immediately on the eastern outskirts of Peterculter and forms part of opportunity site OP59: Peterculter East within the Aberdeen Local Development Plan 2012. The opportunity site, OP59: Peterculter East, extends to some 1.72 ha and is noted within the local development plan as being capable of providing a development of 25 homes.

At present the site is a field, used for the grazing of horses. At the North Deeside Road, north west of the site, there are two existing dwelling houses, these sit out with the site boundary but influence the shape of the development site. These two houses, due to the lie of the land, sit below North Deeside Road with the roof of each premise visible.

The site has an undulating nature and slopes down from North Deeside Road and beyond to the South Deeside line. The site is bound by the stone wall, shrubbery and timber fencing facing North Deeside Road, and the existing houses which sit on either side of it. Beyond the site boundary within the remainder of the opportunity site there are mature trees sitting out with the site boundary to the north east and south east, with the canopy of these trees spreading onto the site.

RELEVANT HISTORY

The site was previously zoned as Green Belt and Green Space Network in the 2008 Aberdeen Local Plan. This as rezoned as an opportunity site with the 2012 Aberdeen Local Development Plan.

P130230 – Planning Permission in Principle – erection of 32 no. unit residential development with ancillary site works and landscaping – pending

P130845 – Signage application – pending

PROPOSAL

It is proposed to erect 8 no. detached dwelling houses with associated works and landscaping on the site. The site would be accessed from North Deeside Road and would be laid out with four houses along the boundary with North Deeside Road and four houses being placed behind these. The houses would sit approximately 2m below the level of the North Deeside Road but would still be visible. The site has four different house types present. The building line of the houses closest to North Deeside Road would follow the building line of house belong the north west boundary of the site. The houses would be designed with a variety of materials, including render, timber, stone and grey roof tiles. Some would have detached garages and others would have garages incorporated within their build form. There would be garden space associated with each plot, ranging from a minimum of 505m² up to 780m². There would be a play area to the north east of the site, which would service the 8 dwelling houses and the new houses associated with the larger OP59 site.

Supporting Documents

All drawings and the supporting documents listed below relating to this application can be viewed on the Council's website at - <http://planning.aberdeencity.gov.uk/PlanningDetail.asp?130229>

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

A number of pieces of additional information have been received as part of this application including a tree report, Drainage Impact Assessment and a number of cross sections and photomontages.

REASON FOR REFERRAL TO SUB-COMMITTEE

The application has been referred to the Sub-committee because the Community Council has objected to the proposal. Accordingly, the application falls out with the scope of the Council's Scheme of Delegation.

Roads Project Team – response received – no objection to the application provided there are conditions relating to flood routing, bus stop upgrades and obstructions within visibility splays.

Environmental Health – no response received

Developer Contributions Team – response received - contributions are also sought towards affordable housing, provision of community facilities and recreation, library, core path improvements, healthcare and strategic transport fund.

Enterprise, Planning & Infrastructure (Flooding) – Response received – satisfied with the drainage impact assessment and the SUDS pond. A condition has been requested to provide a condition survey, preferable through CCTV, of the culverted watercourse adjacent to the development and in the immediate downstream, to clarify the suitability of the connection of the drainage layout to this watercourse.

Education, Culture & Sport (Archaeology) – response received - No development shall take place until the 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.

Community Council – response received

- There has been a lack on consultation with the community council on this application, the applicant has engaged with Culter Community Council but not Cults, Bieldside and Milltimber Community Council.
- The OP59 Peterculter site is zoned for 25 units, we object to the proposal exceeding this threshold
- There is concern regarding traffic turning onto and from the site directly onto North Deeside Road, especially traffic turning out into North Deeside Road in an easterly direction. All traffic should be directed to Pittengullies Brae first.
- SUDS planning for application 130229 and 130230 should be considered for the whole site as one. There are existing drainage and sewage overflow issues and jointly with Culter Community Council we ask that these be resolved via planning gain for this OP site.

REPRESENTATIONS

5 letters of objection have been received. The objections raised relate to the following matters

Infrastructure

Traffic

The existing difficult access and egress from Pittengullies Brae would be increased,

Congestion and queuing would increase in the village

All traffic should be directed to Pittengullies Brae first.

The creation of cul-de-sacs is not acceptable. The site should be redesigned with the creation of a circular route off Pittengullie Brae. The upper section of the site will then be at a lower level than proposed.

The increase in traffic on Pittengullie Brae will be dangerous for the children of Camphill.

Services

The infrastructure cannot cope as it is – public transport, council services, schools, health services

Drainage

SUDS planning for application 130229 and 130230 should be considered for the whole site as one. There are existing drainage and sewage overflow issues; we ask that these be resolved via planning gain for this OP site.

Impact on Amenity

Impact on view and attractiveness of Peterculter

Building on this site will spoil the view of the valley as you come into Peterculter

Disappointed the SR4 zoning has been lost; ribbon development and loss of open space/parkland will reduce the attractiveness of Peterculter

A retaining wall and 6 ft fence should be erected on the south east boundary of 423 North Deeside Road to provide a degree of privacy, prevent overlooking and reduce visual/noise impact from the play park

Noise

The noise from the building works will cause huge trauma to the children attending Camphill School and limit their quality of life.

Ground levels

The ground levels will be raised significantly and the proposed dwellings would completely overpower the existing houses in close proximity to the site. The earth works to raise plots 5 and 8 are extensive and would not allow plots 1 and 4 to enjoy the view from the naturally sloping site

Trees

The large Ash tree would be required to be removed to accommodate the footpath in plot 9. The footpath should be re-routed. The Hawthorne tree at the north of plot 4 should be retained as it provides a level of privacy and reduces noise from the North Deeside Road

The type and placement of any trees should be considered as they would have the potential to obscure the outlook of 423 North Deeside Road should they grow too tall

Facilities

The play area should be bigger and should cover proposed plot 22. A retaining wall and 6 ft fence should be erected on the south east boundary of 423 North Deeside Road to provide a degree of privacy, prevent overlooking and reduce visual/noise impact from the play park.

Intensification of site

The number of units, 33, does not comply with the 25 allocated within Aberdeen local development plan.

Other

The 30mph speed limit should be relocated past Avondow to the corner before Kippie Lodge.

PLANNING POLICY

National Policy and Guidance

Scottish Planning Policy

Paragraph 66 of the Scottish Planning Policy outlines there is a commitment from the Scottish Government to increase the supply of new homes and the planning system should contribute to raising the rate of new housebuilding by identifying a generous supply of land for the provision of a range of housing in the right places.

Strategic Development Plan

Aberdeen City and Shire Structure Plan

Sets strategic growth and policy areas for the City and Shire and outlines by 2030 there are to be 36,000 new homes proposed for Aberdeen City. The land allocations are set out within the local development plan.

Aberdeen Local Development Plan

Policy LR1: Land Release Policy

Part A – Phase 1 Release Development: Housing 2007 -2016; and employment 2007 -2023

Housing and employment development on sites allocated in Phase 1 will be approved in principle within areas designated for housing or employment. Development on an allocated site or in close proximity to an allocated site that jeopardises the full provision of the allocation will be refused.

Policy I1: Infrastructure Delivery and Developer Contributions

Development must be accompanied by the infrastructure, services and facilities required to support new or expanding communities and the scale and type of developments proposed. Where development either individually or cumulatively will place additional demands on community facilities or infrastructure that would necessitate new facilities or exacerbate deficiencies in existing provision, the Council will require the developer to meet or contribute to the cost of providing or improving such infrastructure or facilities.

New infrastructure will either be provided by the developer or through financial contributions.

Policy T2: Managing the Transport Impact of Development

New developments will need to demonstrate that sufficient measures have been taken to minimise the traffic generated.

Maximum parking standards for a number of modes of transport are set out in Supplementary Guidance on Transport and Accessibility and details the standards that different types of development should provide.

Policy D1: Architecture and Placemaking

To ensure high standards of design, new development must be designed with due consideration for its context and make a positive contribution to its setting. Factors such as siting, scale, massing, colour, materials, orientation, details, the proportions of building elements, together with the spaces around buildings, including streets, squares, open space, landscaping and boundary treatments, will be considered in assessing that contribution.

Policy D2: Design and Amenity

Policy D2 sets out a series of criteria for new development, intended to ensure that an appropriate level of amenity can be secured for residents of both that new development and neighbouring land and buildings.

Policy D3: Sustainable and Active Travel

New development will be designed in order to minimise travel by private car, improve access to services and promote healthy lifestyles by encouraging active travel. Development will maintain and enhance permeability, ensuring that opportunities for sustainable and active travel are both protected and improved. Access to, and movement within and between, new and existing developments will prioritise transport modes in the following order – walking, cycling, public transport, car and other motorised vehicles.

Policy D6: Landscape

Development will not be acceptable unless it avoids:

1. significantly adversely affecting landscape character and elements which contribute to, or provide, a distinct 'sense of place' which point to being either in or around Aberdeen or a particular part of it;
2. obstructing important views of the City's townscape, landmarks and features when seen from busy and important publicly accessible vantage points such as roads, railways, recreation areas and pathways and particularly from the main city approaches;
3. disturbance, loss or damage to important recreation, wildlife or woodland resources or to the physical links between them;
4. sprawling onto important or necessary green spaces or buffers between places or communities with individual identities, and those which can provide opportunities for countryside activities.

Development should avoid significant adverse impacts upon existing landscape elements, including linear and boundary features or other components, which contribute to local amenity, and provide opportunities for conserving, restoring or enhancing them.

Policy H5: Affordable Housing

Housing developments of five units or more are required to contribute no less than 25% of the total number of units as affordable housing.

Policy NE4: Open Space Provision in New Development

The City Council will require the provision of at least 2.8 hectares per 1,000 people of meaningful and useful public open space in new residential development.

Communal or public open space should be provided in all residential developments.

Policy NE5: Trees and Woodlands

There is a presumption against all activities and development that will result in the loss of or damage to established trees and woodlands that contribute significantly to nature conservation, landscape character or local amenity, including ancient and semi-natural woodland which is irreplaceable. 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:

- 1 it would increase the risk of flooding:-
 - a) By reducing the ability of the functional flood plain to store and convey water;
 - b) Through the discharge of additional surface water; or
 - c) By harming flood defences.
- 2 it would be at risk itself from flooding

Where more than then 10 homes or greater than 100m² floorspace is proposed, the developer will be required to submit a Drainage Impact Assessment. Surface water drainage associated with development must:

- 1 be the most appropriate available in terms of SUDS; and
- 2 avoid flooding and pollution both during and after construction.

Policy NE9: Access and Informal Recreation

New development should not compromise the integrity of existing or potential recreational opportunities including access rights, core paths, other paths and rights of way. Wherever appropriate, developments should include new or improved provision for public access, permeability and/or links to green space for recreation and active travel.

Policy R6: Waste Management Requirements for New Development

Housing developments should have sufficient space for the storage of residual, recyclable and compostable wastes. Details of storage facilities and means of collection must be included as part of any planning application for development which would generate waste.

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.

Supplementary Guidance

Infrastructure and Developer Contributions Manual

The purpose of this Infrastructure and Developer Contributions Manual is to provide clear guidance on the methodology used to identify infrastructure requirements and the criteria that should be used to calculate developer contributions to support new development.

Transport and Accessibility Supplementary Guidance

The guidance examines a number of transport and accessibility issues that may have to be considered as part of a planning application.

Affordable Housing

Outlines affordable housing provision and the delivery of this on site or by securing a contribution.

Open Space

Outlines the different types of open space and the ratios required for different sizes of development

Trees and Woodlands

Outlines policy and legislation on trees and protection measures required during construction periods and outlines the requirements within a tree survey.

Drainage Impact Assessment

The guidance provides information on the requirements on the submission of Drainage Impact Assessment and emphasises the requirements for SUDS.

Waste Management

Developments should provide enough space for the storage and collection of waste access to such facilities.

Low and Zero Carbon Buildings

The purpose of this supplementary guidance is to provide the methodology for developers to demonstrate compliance with Aberdeen Local Development Plan policy R7.

EVALUATION

Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 (as amended) require that where, in making any determination under the planning

acts, regard is to be had to the provisions of the development plan and that determination shall be made in accordance with the plan, so far as material to the application, unless material considerations indicate otherwise.

Principle of Development

Scottish Planning Policy outlines a commitment to increase the supply of new housing and the Aberdeen City and Shire Structure Plan outlines by 2030 there are to be 36,000 new homes proposed for Aberdeen City. The land allocations are set out within the local development plan. The principle of residential development on this site will, in the first instance, be established by considering how it relates to the zoning of the site, Policy LR1: Land Release Policy. The site falls within Opportunity Site 59: Peterculter East for the development of 25 homes within the first phase of development from 2007 to 2016. Therefore, housing development on this site will be approved in principle.

Scale and pattern of development, design and amenity

Scale and pattern of development

As the proposed site sits to the eastern edge of Peterculter the pattern of development surrounding the site is, for the most part, one of large plots and a high degree of open space. The zoning surrounding the north east and south east edges of the site are Policy NE2: Green Belt and Policy NE1: Green Space Network. To the north west and south west of the site the zoning is Policy H1: Residential. The historic pattern of development to the eastern edge of Peterculter along the southern side of North Deeside Road, comprises plots with houses in close proximity to North Deeside Road and large gardens running southwards, many towards and down to the South Deeside Line. This pattern of development has been broken through the creation of Pittengullies Brae and Pittengullies Circle, to the west of the proposed site, in which the pattern of development is one of much smaller plots with one and two storey detached and semi-detached properties. The two properties in closest proximity to the site also do not follow the expected pattern of development as the garden area associated with these two sites is square rather than long and linear and stretching southwards. The layout of the 8 units in this proposal would follow the modern pattern of development of Pittengullies Brae and Pittengullies Circle more so than the historic pattern of development. The houses would also sit at a lower level than the road, following the pattern of the two neighbouring properties in closest proximity to the site.

The relationship between the proposed 8 units on the site and the wider OP59 site has also been addressed through the provision of cross sections and photomontages which show that although there may be a height difference between the 8 units on this site and those indicative dwellings located within the OP59 site, there would not be significant concern regarding the dominance of these 8 units on the surrounding area, due to the orientation and design of the houses, the landscaping and the boundary treatment.

Design and amenity

The layout of the houses would follow the criteria as outlined in Policy D2: Design and Amenity of the Aberdeen Local Development Plan. The houses would have public face to the street and a private face to an enclosed garden, with residents

having access to sitting out areas. The design of the houses would ensure there is an open frontage along the street. The materials used are acceptable. The area of garden ground proposed with each dwelling is sufficient in area, with those units occupying plots 5-8 capturing the greatest sunlight due to their orientation. The boundary treatment surrounding the site comprise, to the North Deeside Road a 900mm high stonework wall with cope and 900mm high timber fence. The elevations of the houses facing the street would be open with 1.8m timber fencing starting typically mid way along the side elevations to create a sense of a public front and a private rear. To boundary treatment to the play areas again would comprise 1.8m timber fencing with the exception of the access to the link path with would have a 0.9m high timber fence. This, along with the open nature of the street elevation of the houses, would allow for passive surveillance along the path and to the play area. The proposal therefore accords with Policy D2: Design and Amenity of the Aberdeen Local Development Plan and Policy D1: Architecture and Placemaking of the Aberdeen Local Development Plan

Open space

Open space provision has been included within the proposal through the inclusion of a play park to the north of the application site. The open space audit has deemed that for every 1000 residents there should be approximately 2.8 ha of open space. The open space provision is to be calculated on a ratio of this requirement. With the house type's proposed and average number of people per dwelling it would be expected that up to 32 people could be living on site once completed. The expected outdoor space would therefore be approximately 0.0896m². The playarea occupies 0.0832m². Although there is a slight shortfall in open space the site is in close proximity to an area of recreational space, the South Deeside Line, therefore it is not considered that this small deficit in open space would cause significant concern. The proposal would therefore accord with Policy NE4: Open space provision in new development and the supplementary guidance: open space can be undertaken.

Landscape and Trees and Woodlands

The landscape character of the site is noted for its undulating nature and the prominence of mature trees which are located out with the site boundary, and in particular those trees on the north east and south east sides of the larger opportunity site area. The development of these 8 no. units would not lead to the disturbance, loss or damage to important recreation, wildlife or woodland resources or to the physical links between them. The existing use of the site does not relate to these categories, however, the South Deeside Line does run in close proximity to the site, approximately 65m, from the southern edge of the site. The enjoyment of the South Deeside Line would not be detrimentally impacted by the location of houses. The impact on landscape character and sense of place can be assessed through the cross sections and photomontages which have been submitted as part of the application. These show the relationship between the proposed houses, the gradient of the site and have provided indicative proposals for the remained of the OP59 site. These elements show the landscape character of the area would be altered due to the erection of the houses, yet not to the detriment of the sense of place as this would be maintained through the elevation levels of the site and the relationship between these differing levels. The

application would modify the view from the North Deeside Road and from the South Deeside Line however, the proposal would not obstruct important views of the City's townscape, landmarks and features. This is especially true during the growing season of the trees surrounding the site which would block views into the site. The proposal would not sprawl into a green space buffer, the principle of development has been outlined through the change in status of this area to an opportunity site through the Aberdeen Local Development Plan 2012. The proposal therefore would accord with Policy D6: Landscape of the Aberdeen Local Development Plan.

The applicant has provided a tree survey in support of this application, which also covers the whole OP59 site area. The majority of the existing trees and woodland would be retained. The Council's Arboriculture Planner has stated no objection to the proposed development, and has requested that certain conditions be attached to any grant of planning permission, relating to landscaping/tree planting and measures for the protection during construction of those trees to be retained. Taking these matters into account, the proposal is considered to accord with the relevant provisions of Policy NE5: Trees and Woodlands of the Aberdeen Local Development Plan and the Trees and Woodlands Supplementary Guidance.

Drainage/Flood Risk

A drainage impact assessment has been submitted for the site, which includes SUDS pond details. The SUDS pond located with this development would be out with the application boundary of the site but would be located within land under control of the applicant and would also be placed within the OP59 site and within the boundary of the Planning Permission in Principle application which also covers the land these 8 units are located on. The drainage impact assessment and SUDS proposal has been assessed by the Council's Flooding Team and by the Council's Roads Project Team. The flooding team is satisfied with the drainage impact assessment and SUDS pond. A condition has been requested to provide a condition survey, preferable through CCTV, of the culverted watercourse adjacent to the development and in the immediate downstream, to clarify the suitability of the connection of the drainage layout to this watercourse. The Roads Project Team has also assessed the application and have no objections.

Policy NE6: Flooding and Drainage of the Aberdeen Local Development Plan and the supplementary guidance: Drainage Impact Assessments have been satisfied through the production of the drainage impact assessment and by conditions attached relating to the condition survey of the culvert and the production of a construction management plan.

Transport and Access

The layout proposes access into the site from North Deeside Road. The proposal has been assessed by the Council's Roads Project Team who has no objection to the proposed development. The car parking provided has been deemed to be satisfactory and accords with the Council's Supplementary Guidance: Transport and Accessibility.

The footpath within the site is proposed to join with the wider area of indicative development to the south of the site, which would once completed provide access to the South Deeside Line. Access to public transport has also been addressed and upgrading of the bus stop. Taking these matters into account, it is considered that the proposal demonstrates accordance with Policy T2: Managing the Transport Impact of Development of the Aberdeen Local Development Plan and with the Transport and Accessibility supplementary guidance.

There are 2 core paths in close proximity to the site, core path 66: Deeside Way runs approximately 80m from the south of the site and core path 76: Culter House Road to River Dee runs approximately 37m to the west of the site. The proximity of the site to the core path network would mean there is a noticeable choice of modes of movement to and from the site, and the ability of improving provision for public access and links to green space for recreation and active travel, thereby the proposal complying with Policy NE9: Access and Informal Recreation of the Aberdeen Local Development Plan and with Policy D3: Sustainable and Active Travel of the Aberdeen Local Development Plan.

Developer Contributions

The site has been assessed by the Developer Contribution Team who has advised, in order to comply with Policy I1: Infrastructure Delivery and Developer Contributions of the Aberdeen Local Development Plan, Policy H5: Affordable Housing of the Aberdeen Local Development Plan, Infrastructure and Development Contributions supplementary guidance and the Affordable Housing supplementary guidance developer contributions/affordable housing provision would be required. The development of the 8 units is tied to the legal agreement of the Planning Permission in Principle (P130230). Agreement in principle has been reached with the applicant and a legal agreement is required in order to ensure that this is appropriately controlled. It is recommended that permission is withheld pending the conclusion of a legal agreement in relation to developer contributions for affordable housing provision, community facilities and recreation, library, core path improvements, health care and strategic transport fund contributions.

Low and Zero Carbon Buildings

The application does not include details of how Low and Zero Carbon Generating Technologies will be incorporated into the proposed development, however, such details can be obtained through the use of an appropriate condition. The proposal cannot be assessed against Policy R7: Low and Zero Carbon Buildings of the Aberdeen Local Development Plan and the Low and Zero Carbon Buildings Supplementary Guidance at this stage.

Waste

Policy R6: Waste Management Requirements for New Developments and the Waste Management supplementary guidance cannot be assessed at this stage, however, such details can be obtained through the use of an appropriate condition.

Material Planning Considerations raised by objectors

1 Infrastructure

Traffic

Is it likely that due to the development of 8 units there would be a small increase in traffic from and to the site. The access to the site would be from North Deeside Road. It is not expected there would be an increase in traffic on Pittengullies Brae from the 8 unit development. The application has been subject to consultation with the Council's Roads Projects Team who has deemed they have no objection to the proposal. The site is located within walking distance to amenities within the Peterculter District Centre and is located next to a bus stop, to which improvement are proposed, a cycle route and to Core Paths which will encourage more sustainable modes of transport.

Services

These have been assessed by Developer Contributions and are discussed in the section Developer Contributions

Drainage

The drainage has been discussed under the section titled Drainage/Floodrisk

2 Impact on Amenity

Impact on views and attractiveness of Peterculter

The views and impact on landscape character were discussed under the section of the report titled landscape and trees and woodlands. The zoning of the site has been discussed under the section Principle of Development

Noise

The site is buffered from the Camphill Estate by the trees surrounding the Camphill Estate, the bunding and trees surrounding the South Deeside Line and there is a distance of distance, 116m from the edge of the site to the edge of Camphill Estate. The impact of noise is not a relevant planning consideration in determining the application. The principle of development has been established on the site through the land allocation. It is noted there would disturbance in the immediate vicinity of the site, yet it is the remit of environmental health to deal with issues of excessive noise. There would be a condition attached requiring landscaping, therefore there is the possibility of an increase in the screening due to the proposal.

Ground Levels

The ground levels are discussed under the section titled scale and pattern of development and Landscape and Trees and Woodlands.

Trees

The Ash tree is out with the red line boundary of this site and thus not affected by this development. The Hawthorne tree (number 19) is to be retained. The landscaping of the site is to be conditioned.

Facilities

The play area has been discussed under the section entitled open space. The boundary treatment has been discussed under design and amenity.

3. Intensification of site

The application is for 8 units not 33, the 33 units relates to application P130230 for planning permission in principle.

4. Other

The repositioning of the 30mph sign is not a material planning consideration.

Material Planning Considerations raised by Community Council

The applicant is not obliged to consult with the community council as this is not a major application.

The number of units proposed is 8 not 33, the 33 units relates to application P130230 for planning permission in principle.

The application has been assessed the Council's Roads Project Team and traffic concerns have been discussed under the heading transport and access.

The SUDS issues have been addressed under the section titled Drainage/Flood Risk

RECOMMENDATION

Willingness to approve, subject to conditions, but to withhold the issue of the consent document until the applicant has made a payment to the Council of developer contributions towards affordable housing units, provision of community facilities and recreation, library, core path improvements, healthcare and strategic transport fund.

REASONS FOR RECOMMENDATION

The development hereby approved is of an appropriate type for the land use zoning, LR1: Land Release Policy of the Aberdeen Local Development Plan. The proposal has been assessed by Developer Contributions who have outlined a number of financial and physical contributions required, the proposal would therefore accord with Policy I1: Infrastructure Delivery and Developer Contributions of the Aberdeen Local Development Plan, Policy H5: Affordable Housing of the Aberdeen Local Development Plan, Infrastructure and Development Contributions supplementary guidance and the Affordable Housing supplementary guidance. The proposal accords with Policy D1: Architecture and Placemaking of the Aberdeen Local Development Plan and with Policy D2: Design and Amenity of the Aberdeen Local Development Plan, as the materials, siting, orientation, and amenity space provided along with the separation of public and private space are deemed to be acceptable. The proposal would accord with the principles of Policy D6: Landscape of the Aberdeen Local Development Plan and with the relevant provisions of Policy NE5: Trees and Woodlands of the Aberdeen Local Development Plan and the Trees and Woodlands Supplementary Guidance. The proposal is subject to a condition relating to the condition survey of the culvert, yet the indicative drainage layout and the SUDS proposal would accord with Policy NE6: Flooding and Drainage of the Aberdeen Local Development Plan and the supplementary guidance: Drainage Impact Assessments. Access arrangements are subject to assessment against Policy T2: Managing the Transport Impact of Development of the Aberdeen Local Development Plan with further consideration required of the Transport and Accessibility supplementary guidance, Policy NE9: Access and Informal

Recreation of the Aberdeen Local Development Plan and Policy D3: Sustainable and Active Travel of the Aberdeen Local Development Plan. Further information would be required to comply with Policy R7: Low and Zero Carbon Buildings of the Aberdeen Local Development Plan and Low and Zero Carbon Building supplementary guidance and also with Policy R6: Waste Management Requirements for New Developments and Waste Management Supplementary Guidance. The proposal accords with the relevant provisions of the Development Plan. No matters raised in representations or through consultation have been of sufficient weight to warrant determination other than in accordance with the Development Plan.

CONDITIONS

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

(1) notwithstanding the drainage plan submitted, that no development shall take place within the application site until the applicant has carried out and submitted to, and been approved in writing by, the planning authority (i) a condition survey, preferably through CCTV, of the culverted watercourse adjacent to the development and in the immediate downstream; and (ii) an assessment of flood routing; and, if required, an updated drainage impact assessment, Sustainable Urban Drainage System and outline any flood routing mitigation measures required. Thereafter the development shall not be occupied unless built in full accordance with the details approved - in order to clarify the suitability of connection to the watercourse, to safeguard water qualities in adjacent watercourses, to ensure that the proposed development can be adequately drained and to ensure that the 200 year rainfall event flooding can be accommodated.

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

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

(4) 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. Further to this within plot 8 four heavy standard trees are to be planted in the southern corners of the site - in the interests of the amenity of the area and to minimise the visual impact to changes in the ground levels.

(5) 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.

(6) that no development shall take place unless a plan showing those trees to be removed and those to be retained and a scheme for the protection of all trees to be retained on the site during construction works has been submitted to, and approved in writing by, the Planning Authority and any such scheme as may have been approved has been implemented - in order to ensure adequate protection for the trees on site during the construction of the development.

(7) 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.

(8) that no materials, supplies, plant, machinery, spoil, changes in ground levels or construction activities shall be permitted within the protected areas specified in the 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.

(9) that on each house plot there shall be planted two trees of species to be agreed in writing with the Planning Authority. These trees are to be planted at half-standard size or larger. Planting shall take place in the first planting season after completion of each house and any trees 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 similar size and species unless the Planning Authority gives written consent to any variation - in order to preserve the amenity of the neighbourhood.

(10) 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.

(11) that the building hereby approved shall not be occupied unless a scheme detailing compliance with the Council's 'Low and Zero Carbon Buildings' supplementary guidance has been submitted to and approved in writing by the planning authority, and any recommended measures specified within that scheme for the reduction of carbon emissions have been implemented in full - to ensure that this development complies with requirements for reductions in carbon emissions specified in the City Council's relevant published Supplementary Guidance document, 'Low and Zero Carbon Buildings'.

(12) that no dwellings hereby granted planning permission shall be occupied unless the area/areas of public open space including the play area as identified on Drawing No. DPL-01B of the plans hereby approved (or such other drawing as may be subsequently approved) have been laid out in accordance with a scheme which shall be submitted to and approved in writing by the Planning Authority. No development pursuant to this planning permission shall take place unless such a scheme detailing the manner in which the open space is to be managed and maintained has been submitted to and approved in writing by the planning authority. Such scheme shall include provision for a play area comprising at least five items of play equipment and a safety surface. The said area shall not thereafter be used for any purpose other than as a Play Area - in order to preserve the amenity of the neighbourhood and to ensure the timely provision of play facilities unless the area/areas of public open space as identified.

(13) that no part of the development shall be occupied unless a schedule of work relating to the upgrading of bus shelters, seating, lighting, shelter, raised kerbs and timetable provision for the bus stops on the westbound and eastbound bus stop has been submitted to, and approved in writing by the planning authority, and subsequently the upgrading work has been implemented prior to the occupancy of any residential unit implemented - in the interests of sustainability and to encourage a reduction in the level of private car trips generated by the development

Dr Margaret Bochel

Head of Planning and Sustainable Development.

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CULTER COMMUNITY COUNCIL



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Peterculter
Aberdeen
AB14 0PX

25th March 2013

Ms Donna Laing
Enterprise Planning and Infrastructure
Marischal College
Broad Street
Aberdeen AB10 1BW

Dear Ms Laing,

P130229 for 8 houses on the North Deeside Road adjacent to Pittengullies Brae (Detailed)
P130230 for 33 residential units on Pittengullies Brae (Planning in Principle)

The Culter Community Council planning sub-group met to discuss this application. We are considering these two applications together, as they form the development OP 59 Peterculter East in the Local Development Plan. We comment as follows:

1. We note that the allowance for 25 homes on site OP59 in the LDP has been exceeded in these two applications. A total of 33 units is now proposed: 25 houses are being put forward *plus* an additional 8 affordable housing units. We see no reason to split this application except to increase the number of units proposed. We object to the number of houses being increased from the agreed allowance in the LDP.
2. Application P130229 is built entirely on built-up land, to raise the site up to access the North Deeside Road. This takes ground level adjacent to the existing house, Robin's Cot, at the corner of Pittengullies Brae, approximately 3.2 metres higher than currently. The ridgeline of the adjacent new house will be 12 metres above existing ground level and will completely overpower the existing 1½ storey house. Robin's Cot should be shown on the proposed sections and elevations, as it is surrounded on two sides by the development.
3. The area in which these two proposals are sited is an area of very considerable concern to Culter Community Council, with particular regard to significant existing drainage and sewage overflow problems. (See details at the end of this letter). These have been raised with Scottish water, ACC, SEPA, Camphill Estates and our local Councillors. Building on this site adjacent to Pittengullies Brae cannot safely take place unless these drainage problems are addressed beforehand and included as part of the "planning gain" for the whole development.
4. Permission should not be granted in detail for 8 houses at the top of this sloping site, where the drainage needs to flow into a scheme below, which is not at detailed planning stage and may not even be constructed. The SUDS pond will be required for the whole site and is not part of the detailed application P130229. We would ask that these two applications must be considered together, and that the developer includes the significant drainage infrastructure improvements needed to solve existing overflow and sewage back-up and to prevent further serious problems. (See details at the end of this letter).

Now is the time to provide drainage infrastructure that will serve any future development of this whole area, following the construction of the AWPR. Bancon Homes have previously submitted plans for more housing further down Pittengullies Brae, which would be seriously affected if a comprehensive drainage plan is not implemented with this development.

5. We would also comment that splitting the application into two parts means that both developments are now dead-end roads. Access from the cul-de-sac for eight large houses directly onto the North Deeside Road is not acceptable. It is immediately opposite a bus stop. This section of road is very busy, with traffic frequently queuing in both directions, with congestion from the nearby BP Garage and Marks and Spencers shop. The proposed traffic lights at the AWPR crossing will generate even more congestion.

We would suggest that access for both applications should be via a circular route off Pittengullies Brae, with access to the upper part of the site taken around the southern boundary of Robins Cot. The upper part of the site can then be at a lower level in relation to the North Deeside Road and the new houses will not overpower and ruin the amenity of Robin's Cot. This follows the pattern of other roads below the North Deeside Road, in Culter and other parts of Deeside such as Bieldside and Cults. Traffic lights will then be required at the top of Pittengullies Brae.

6. We finally note that a significant large Ash tree on will have to be removed to accommodate the new footpath in Plot 9 of the lower Planning in Principle application. This tree should be retained and the footpath re-routed around it.

*** Notes on Existing Drainage Issues:**

The gap in the Deeside railway embankment at Pittengullies Brae is a funnel for water drainage from eastern Peterculter.

- An existing closed culvert takes water from north of the North Deeside Road, as well as another hidden drain from Coronation Road. The culvert currently runs down the eastern side of Pittengullies Brae to emerge as an open culvert below the railway, which repeatedly overflows in heavy rain.
- This then flows across the road and seriously erodes the Old Ferry Road down to the Dee. The existing culvert down Pittengullies Brae is damaged along the boundary of the proposed developments and will leak into the proposed SUDS pond.
- Across the Brae from the site, at the uphill side of the railway embankment, the water seeps permanently out of the ground and flows down the surface of the road. This then flows into an area above the existing sewage expansion tank for the main Deeside sewer.
- This expansion tank for the main Deeside sewer backs up in heavy rain and raw sewage overflows directly into the River Dee.

It is essential that these drainage issues are dealt with as part of this development, before adding any further run-off into the area.

██████████
Chair, Culter Community Council

CC: Councillors Boulton, Malone, Malik
PCM 25th March 2013

P&SD Letters of Representation		
Application Number	130229 & 130230	
RECEIVED	28 MAR 2013	
Not	Sou <input checked="" type="checkbox"/>	MAP
Case Officer Initials:	DOL	
Date Acknowledged:	03/04/13	



290 North Deeside Road
Cults, Aberdeen
AB15 9SB

27th March 2013

Enterprise, Planning and Infrastructure
Marischal College
Broad Street
Aberdeen
AB10 1BW

Dear Ms Laing,

Re: Planning applications 13 0229 and 13 0230 relating to 'Land adj to Nth Deeside Road Pittengullies Brae, Peterculter, Aberdeen AB14 0QS:

- **Detailed Planning Permission - Erection of 8 No.unit residential development with ancillary site works and landscaping, and**
- **Planning Permission in Principle - Erection of 33 No.unit residential development with ancillary site works and landscaping**

I am writing on behalf of the Cults, Bieldside and Milltimber Community Council (CBMCC) to comment on the above proposals for residential development. Despite the address of the proposals being in Peterculter the location is within the geographical area of focus of CBMCC according to the map published on the ACC website for CBMCC

<http://www.aberdeencity.gov.uk/nmsruntime/saveasdialog.asp?IID=45352&SID=20680>

So far the applicant has engaged with Culter Community Council and since CBMCC is a statutory consultee for this location we request that the above proposals are not determined by ACC until after such time as the applicant has consulted with CBMCC enabling CBMCC to conclude its comments to ACC.

As preliminary comments, CBMCC raises the following concerns:

- This location is described by ACC as OP59 Peterculter East in the Local Development Plan (LDP). We note that the LDP allows for 25 homes and therefore raise objection to the above proposals exceeding this threshold.
- We would not wish to see vehicle traffic from this site accessing the busy North Deeside Road directly, in particular we have concern about traffic turning out into North Deeside

Christine McKay, Planning Coordinator. 290 North Deeside Road, Cults, AB15 9SB



Road in an easterly direction. CBMCC recommends instead that all traffic from these proposals is directed first into Pittengullies Brae.

- We request that SUDS planning for the two proposals is considered for the whole site as one and that further details of the plan are produced prior to determination by ACC. This is in line with the recommendation from SEPA contained in their letter to you PCS/125630 dated 22nd March 2013. CBMCC is aware that existing drainage and sewage overflow issues have been reported to the authorities and join with Culter Community Council in requesting that these be resolved via 'planning gain' for this OP site.

We look forward to receiving acknowledgement of this letter from yourself plus confirmation of a revised deadline for our comments as a result of the absence of consultation by the applicant with CBMCC to date.

Yours faithfully

Christine McKay, Planning Coordinator

CC: Councillors Boulton, Malone, Malik

Christine McKay, Planning Coordinator. 290 North Deeside Road, Culter, AB15 9SB

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 15/03/2013 11:53
Subject: Planning Comment for 130229

Comment for Planning Application 130229

Name: Lesley Murphy
Address : Ardbeck Cottage
386 North Deeside Road
Aberdeen
AB13 0AJ

Telephone : [REDACTED]

Email : [REDACTED]

type :

Comment : North Deeside Road is already a very congested, busy road and the large number of houses proposed (both these 8 and the future development planned) will have a severely detrimental impact on access onto and off the main Road. The new planned access road - immediately opposite my property and the bus stop will also have a negative impact on road safety - for pedestrians and drivers alike. The infrastructure of Peterculter is already inadequate and under great pressure due to the increasing number of residential properties being built with direct access on to North Deside Road, following previous planning permissions granted replacing commercial properties with residential ones. The added impact on already struggling amenities, such as public transport, council services, schools, health services will be excessive and ultimately hazardness to the well being and safety of current Peterculter residents.

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 23/03/2013 14:23
Subject: Planning Comment for 130229

Comment for Planning Application 130229

Name : Colin Braithwaite
Address : 423, North Deeside Road
Milltimber
Aberdeen

Telephone : [REDACTED]

Email : [REDACTED]

type :

Comment : In 2002, the 9/16 Peterculter East site adjacent to North Deeside Road and Pittengullies Brae was regarded as SR4, an area the City Council would protect and enhance. We are disappointed that it has now lost its Green Belt Status and that development permission has been granted. Continued ribbon development and loss of open space/parkland will reduce the attractiveness of Peterculter.

Nevertheless, we recognise the efforts made by the architect to preserve some of the outlook currently afforded at 423, North Deeside Road. We also acknowledge the effort to provide play areas for the residents of the new estate. Overall, we would like to make the following representations:

1. In view of the proximity of the play area adjacent to our south east boundary, the footpath to our south boundary, and the raised ground level on the south west boundary, we would request a retaining wall around our property and a 6-ft fence (similar to that existing on our north east boundary). This would be required to provide a degree of privacy, prevent overlooking, and reduce the visual/noise impact so we can continue to enjoy our garden.
2. The Hawthorne tree at the north corner of Plot 4 provides considerable privacy and reduces noise from the North Deeside Road and harbours considerable wildlife. We would request that this be retained.
3. We would appreciate involvement in the type and placement of any trees that may have the potential to obscure our outlook should they grow tall in the future.
4. We would expect the children in the new estate to enjoy the play area and suggest that it is made bigger by extending it to cover the proposed Plot 22.
5. The earth works required to raise the level of plots 5 to 8 are extensive and would not allow plots 1 to 4 to enjoy the view from a naturally sloping site.
6. To reduce difficulties of joining North Deeside road from the proposed access we would like to ask the council to consider making the 30 MPH speed limit extend from Peterculter North East past Avondow to the corner before Kippie Lodge.

From: DOUGLAS MORRISON
To: pi@aberdeencity.gov.uk
Date: 27/03/2013 20:06
Subject: Objection to planning application

With reference to planning applications 130229 and 130230 submitted by Bancon Developments Ltd for building 8 and then 33 houses at the Pittengullies Brae side, I wish to lodge an objection on the grounds that traffic coming from Pittengullies Brae onto North Deeside Road already has great difficulty. The garage at the top of Pittengullies Brae which is now also an M&S shop already causes major traffic congestion with cars parking on Pittengullies Brae and on North Deeside Road. Trying to turn right onto North Deeside Road is at times almost impossible. Turning right from North Deeside Road into Pittengullies Brae at peak times is also difficult as traffic from Aberdeen will not give way and traffic is backed up through the village. Additional traffic will cause major problems.

I also object on the grounds that Camphill School is situated at the foot of Pittengullies Brae, very close to the proposed site. The noise from any building works will cause huge trauma to the children attending the school and limit their quality of life. Additional traffic on the Brae will also be very dangerous for the children from Camphill.

From a more personal point of view, we have looked out to a green field and trees for the past 34 years. The view down the valley as you come into Peterculter from Aberdeen will be totally spoiled if building is allowed to take place.

Douglas and Cherry Morrison

From: <webmaster@aberdeencity.gov.uk>
 To: <pi@aberdeencity.gov.uk>
 Date: 26/03/2013 20:24
 Subject: Planning Comment for 130229

Comment for Planning Application 130229

Name : Janice Braithwaite
 Address : 423, North Deeside Road
 Milltimber
 Aberdeen
 AB13 0AD

Telephone: [REDACTED]
 Email: [REDACTED]
 type:

Comment : In 2002, the 9/16 Peterculter East site adjacent to North Deeside Road and Pittengullies Brae was regarded as SR4, an area the City Council would protect and enhance. We are disappointed that it has now lost its Green Belt Status and that development permission has been granted. Continued ribbon development and loss of open space/parkland will reduce the attractiveness of Peterculter.

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Agenda Item 4

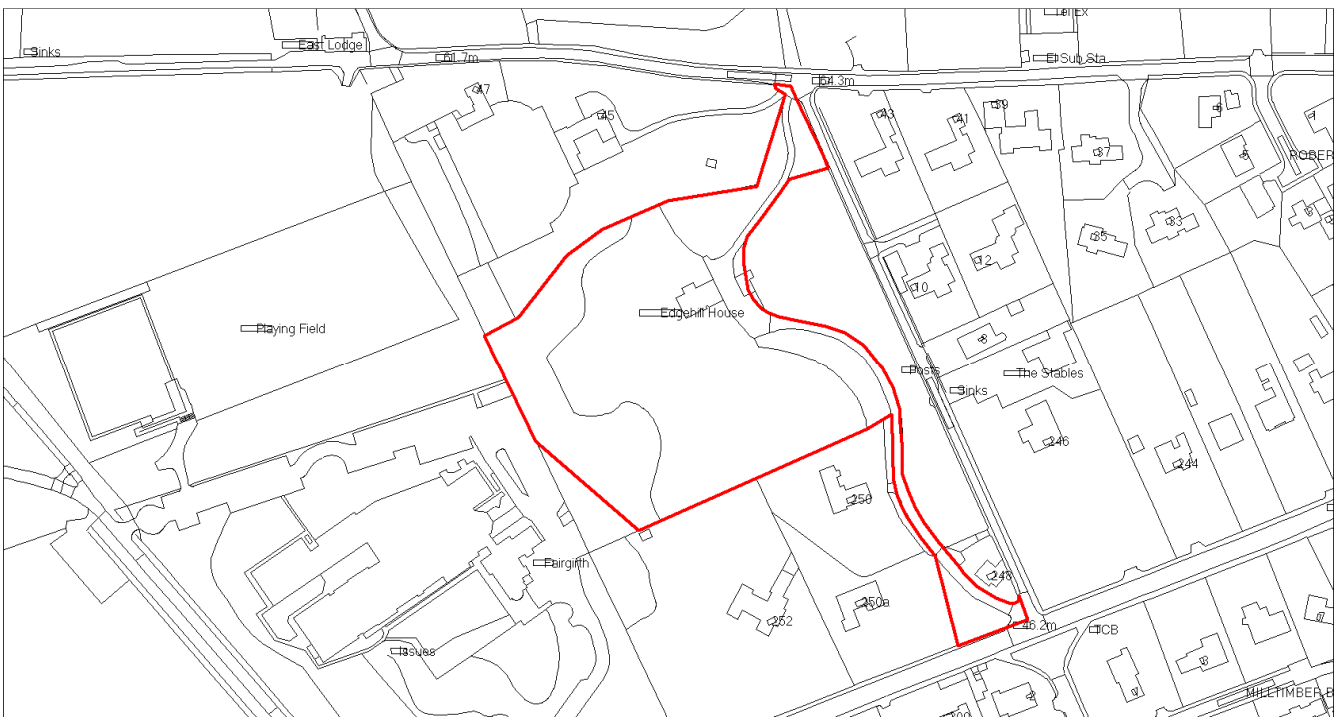
EDGEHILL HOUSE, NORTH DEESIDE ROAD,
MILLTIMBER

REPLACE EXISTING HOUSE AND
CONSTRUCT FIVE ADDITIONAL DWELLINGS
WITH ASSOCIATED INFRASTRUCTURE,
IMPROVED ACCESSES AND TREE
PROTECTION WORKS

For: Truedeal Securities Ltd

Application Type : Detailed Planning Permission
Application Ref. : P130211
Application Date: 19/02/2013
Officer: Gavin Evans
Ward : Lower Deeside (M Boulton/A Malone/M
Malik)

Advert : Can't notify neighbour(s)
Advertised on: 06/03/2013
Committee Date: 22 August 2013
Community Council : No response
received



RECOMMENDATION:

Willingness to approve subject to conditions, with consent being withheld pending satisfactory conclusion of a planning agreement relating to the payment of monies in connection with developer contributions and affordable housing provision

DESCRIPTION

The application site, which extends to some 1.7ha/17,000sqm, is located on the edge of the Milltimber settlement, to the west of Aberdeen in the Deeside valley. The site lies between Culter House Road, to the north, and North Deeside Road, to the south, and currently comprises a single detached dwellinghouse and associated detached garage, set within extensive grounds. The site can presently be accessed via a winding driveway which links the house to both Culter House Road and North Deeside Road. The majority of the site does not benefit from any direct road frontage, being set back behind other residential plots. To the north of the site lie 45 Culterhouse Road (Edgehill Cottage) and 47 Culterhouse Road (Gardenside), both detached residential properties set within generous plots. To the south, there are four detached dwellinghouses set between the application site and North Deeside Road, three of which are on the western side of the access driveway (250, 250A & 252) and one on the eastern side (248). To the east of the site, beyond the winding driveway, lies a further area of undeveloped woodland, which does not form part of the application site but is in the applicants' ownership. Beyond that woodland lies Bellenden Walk, a roughly surfaced road/track which runs between Culter House Road and North Deeside Road. Bollards at a central point prevent through access, with the properties arranged along Bellenden walk being accessed by one or other of North Deeside Road and Culter House Road. To the west of the application site lies land allocated as Green Belt in the Aberdeen Local Development Plan, including 'Fairgarth', the former home of the Aberdeen International School, which was subject to compulsory purchase in connection with the construction of the Aberdeen Western Peripheral Route, the path of which takes in land adjacent to the western site boundary.

The building within the application site itself is a large 1 ½ storey detached dwellinghouse, constructed in granite and cement and featuring a hipped roof with projecting pitched roof gables the upper sections of which are clad in hanging tiles. The existing dwellinghouse is understood to have been constructed in the late 1960s, occupying part of the footprint of the Victorian granite mansion that had previously been present. An area of the grounds immediately adjacent to the existing dwelling forms its principal garden grounds, and is distinct from the remainder of the site, being free of trees and more traditionally landscaped and laid to grass. Beyond a retaining wall, the wider site is less formally landscaped and features a number of established trees, particularly along the western and northern boundaries. Of the four dwellings to the south, the three on the western side of the access driveway were developed in the 1970s, the land having previously been part of the Edgehill House plot. The house on the eastern side of that driveway is Edgehill Lodge, a traditional granite cottage which was formerly part of the original Edgehill House site.

RELEVANT HISTORY

Application P110038, submitted in January 2011, proposed the demolition of the existing lodge, which lies to the south of the application site, adjacent to North Deeside Road, and the erection of a replacement dwelling. Planning permission was granted under the Council's scheme of delegation in March 2011. The replacement dwelling approved at that time is similar in its design and styling to that currently proposed.

PROPOSAL

This application proposes the demolition of the existing Woodbank House and the construction of 6 houses within the wider site. The proposed dwellings would be arranged around an extended part of the existing driveway, each inclined to face the turning circle which forms the centre of the space.

The dwellings themselves would be substantial 2-storey houses, set within generous plots ranging from 0.403 acres/1630sqm to 0.796 acres/3221sqm. Each of the houses would be predominantly finished in traditional wet-dash render, with smooth cement render also used alongside synthetic granite margins and entablature. Coursed granite stonework would be used in the construction of a central projecting feature of each house, which would sit proud of the face of the dwelling and incorporate the main doorway and an upper floor bedroom window. Windows would feature stained timber frames with lead astragals forming a cross-hatched fenestration pattern. Each of the dwellings would be constructed with a hipped natural slate roof, with painted timber fascias and soffits. Adjoining each dwelling would be a double garage, each of which would feature a hipped, slated roof.

Access to the site would be taken primarily from the south via North Deeside Road, with a new vehicular access constructed. The existing vehicular access from North Deeside Road would become a pedestrian only access, while the existing access from Culter House Road, to the north, would have bollards installed to close off vehicular access, thereby preventing a through route. A footway would be incorporated adjacent to the access point from North Deeside Road, but discontinued thereafter, giving way to a shared surface area. The access road would be single track, with passing places provided.

Supporting Documents

All drawings and the supporting documents listed below relating to this application can be viewed on the Council's website at - <http://planning.aberdeencity.gov.uk/PlanningDetail.asp?130211>
On accepting the disclaimer enter the application reference quoted on the first page of this report.

REASON FOR REFERRAL TO SUB-COMMITTEE

The application has been referred to the Sub-committee because a total of 6 letters of objection have been received. Accordingly, the application falls outwith the scope of the Council's Scheme of Delegation.

CONSULTATIONS

Roads Project Team – Accept parking provision in accordance with Council standards. Note and accept the proposals for access to the development site, provided that delivery of the visibility splay demonstrated at the access onto North Deeside Road be secured via a condition to attached to any consent. Also require that the relocation of an existing bus stop on the northern side of North Deeside Road be required by condition, in order that the visibility splay may be free of any obstruction. Highlight necessary contributions to the Council's

Sustainable Transport Fund (STF), which may be obtained through use of an appropriate legal agreement. The submitted Drainage Impact Assessment is noted, and it is requested that a condition be attached to prohibit development until such time as the drainage approach proposed has been agreed with Scottish Water and SEPA.

Environmental Health – No response received.

Developer Contributions Team – The development is required to make developer contributions commensurate with the scale and impact of the development proposed, and as set out in the Council's Infrastructure and Developer Contributions Manual. Contributions are required in relation to Affordable Housing, community facilities, sports and recreation, libraries, and core paths network.

Enterprise, Planning & Infrastructure (Flooding) - Require full details of surface water drainage proposals. This can be obtained through use of an appropriate condition attached to any consent.

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

Community Council – No response received.

REPRESENTATIONS

6 letters of representation have been received. The objections raised relate to the following matters –

1. The site is formerly green belt, and this green wedge between Milltimber and Peterculter would be compromised by development, increasing overall housing density.
2. The site makes an important contribution to the landscape setting of this part of the city by virtue of its woodland character.
3. The proposal to create a third access point, onto North Deeside Road, would create an increased public safety hazard. The existing access is hazardous due to inadequate sight lines at the junction with Bellenden Walk. Suggests that access be restricted to a single point, via Culter House Road. Bollards across the single-track access road could restrict through traffic.
4. The proposal represents overdevelopment of the site, as it exceeds the allocation specified in the ALDP.
5. Construction traffic should be restricted to the northern access, via Culterhouse Road, on safety and amenity grounds.
6. The site is partially covered by a Tree Protection Order. This should be extended across the entire site to allow statutory protection to the existing trees and woodland.
7. Members are urged to undertake a site visit.
8. Objection is stated in relation to the submitted tree report, as it fails to take into account the annoyance, loss of light and property damage caused by these trees. The removal of certain trees is requested, based on their impact on Bellenden walk.
9. The proposed development would contravene the City Council's presumption against feu splitting.
10. The trees to be retained should be protected by planning conditions and by clauses in the deeds for the properties or by Tree Protection Orders.

PLANNING POLICY

National Policy and Guidance

Scottish Planning Policy (SPP)

Paragraph 82 of SPP highlights the important contribution that infill sites within existing settlements can make to the supply of housing land. It further states that infill sites should respect the scale, form and density of the surroundings and enhance the character and amenity of the community.

Aberdeen Local Development Plan (ALDP)

Policy LR1: Land Release Policy

Housing and employment development on sites allocated in Phase 1 will be approved in principle within areas designated for housing or employment. Development on an allocated site or in close proximity to an allocation that jeopardises the full provision of that allocation will be refused.

Policy I1: Infrastructure Delivery and Developer Contributions

Sets out that development must be accompanied by the infrastructure, services and facilities required to support new or expanded communities and the scale and type of developments proposed. Where development either individually or cumulatively will place additional demands on community facilities or infrastructure that would necessitate new facilities or exacerbate deficiencies in existing provision, the Council will require the developer to meet or contribute to the cost of providing or improving such infrastructure or services.

Policy T2: Managing the Transport Impact of Development

New developments will need to demonstrate that sufficient measures have been taken to minimise the traffic generated.

Maximum car parking standards are set out in Supplementary Guidance on Transport and Accessibility and detail the standards that different types of development should provide.

Policy D1: Architecture and Placemaking

To ensure high standards of design, new development must be designed with due consideration for its context and make a positive contribution to its setting. Factors such as siting, scale, massing, colour, materials, orientation, details, the proportions of building elements, together with the spaces around buildings, including streets, squares, open space, landscaping and boundary treatments, will be considered in assessing that contribution.

Policy D2: Design and Amenity

Policy D2 sets out a series of criteria for new development, intended to ensure that an appropriate level of amenity can be secured for residents of both that new development and neighbouring land and buildings.

Policy H3: Density

States that the City Council will seek an appropriate density of development on all housing allocations. It is further stated that all residential developments of over one hectare shall meet a minimum density of 30 homes per hectare; have consideration of the site's characteristics and those of the surrounding area; and create and attractive residential environment and safeguard living conditions within the development.

Policy H5: Affordable Housing

States that developments of five units or more are required to contribute no less than 25% of the total number of units as affordable housing.

Policy NE1: Green Space Network

The City Council will protect, promote and enhance the wildlife, recreational, landscape and access value of the Green Space Network. Proposals for development that are likely to destroy or erode the character or function of the Green Space Network will not be permitted.

Policy NE5: Trees and Woodlands

There is a presumption against all activities and development that would 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. Buildings and services should be sited so as to minimise adverse impacts on existing and future trees and tree cover.

Policy NE8: Natural Heritage

Sets out the policy position as regards protected species and designated sites. Development that, taking into account any proposed mitigation measures, has an adverse effect on a protected species will only be permitted where it satisfies the relevant criteria in Scottish Planning Policy. This policy also sets out the requirement for surveys to be provided where development may have an adverse effect on a protected species.

Policy R7: Low and Zero Carbon Buildings

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

Supplementary Guidance

'Low and Zero Carbon Buildings'; 'Trees and Woodlands'; 'Transport and Accessibility' and 'Sub-division and Redevelopment of Residential Curtilages' documents are of relevance.

Other Relevant Material Considerations

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

EVALUATION

Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 (as amended) require that where, in making any determination under the planning acts, regard is to be had to the provisions of the development plan and that determination shall be made in accordance with the plan, so far as material to the application, unless material considerations indicate otherwise.

Zoning / Land Release & Principle of Development

The application site is allocated for residential development in the Aberdeen Local Development Plan, having been identified through the plan preparation process as being capable of accommodating a notional allocation of 5no dwellings. It is noted that the allocation figures are notional, based a broad estimate of the development potential of a site based on its area, and the stated allocation should not be taken to preclude a development for a greater number of units where it can be demonstrated that such development is otherwise accords with the provisions of the development plan. Policy LR1 sets out that Phase 1 housing allocations such as this will be approved in principle within areas designated for housing, and that development on or near an allocated site that would prejudice the full delivery of that allocation will not be permitted. In this instance, the application proposes delivery of the full allocation, and so there is no conflict with policy land release policy as expressed in policy LR1 of the ALDP.

Housing and employment development on sites allocated in Phase 1 will be approved in principle within areas designated for housing or employment. Development on an allocated site or in close proximity to an allocation that jeopardises the full provision of that allocation will be refused. Having been allocated for residential development, the principle of development of this type is established, and this application should be considered on the basis of the form in which that residential development is proposed.

Existing Trees and Green Space Network Designation

It is noted that the application site features a significant number of established trees, and that the proposed development will require the removal of some of those trees. A total of 232 trees were surveyed and recorded within the supporting tree report, of which 29 trees are identified for removal. None of those 29 trees is identified for removal directly as a result of the development proposal, with all 29 being identified for removal due to their existing condition and for woodland management reasons. This has been accepted by the Council's Arboricultural Planner, who is confident that the removals proposed would not adversely affect the wooded character of this part of the site. On visiting the site, the Council's Arboricultural Planner noted that there appeared to have been a number of trees recently removed. On this basis, the replacement planting proposed is not considered to be sufficient, and should be enhanced to reflect those trees removed prior to submission of the planning application. An appropriate scheme of replacement planting, to the satisfaction of the planning authority, can be secured via an appropriate condition in the event of approval.

Parts of the woodland around the edges of the application site are included within the Council's designated Green Space Network. It is noted, however, that the

existing house and its formal garden, along with much of the space to the south, are not included in that designation. As noted above, there are no existing trees to be lost as a direct result of the proposed development. With the proposed development being centred on the footprint of the existing house and garden, any overlap with the Green Space Network would be minimal, and would be restricted to its subdivision for the formation of individual residential plots. On this basis, it is concluded that the proposed development would not represent any material threat to the character or function of the Green Space Network.

Protected Species

Given the woodland nature of the site, which provides good habitat for bats, a European Protected Species, it was necessary for the applicant to provide a bat survey in order to ascertain whether bats or their roosts were present on the site. The submitted survey demonstrated to the satisfaction of the Council's Environmental Planner that there was no evidence of bats using the building. In this regard, the proposal is not considered to result in any adverse impact on a protected species, and therefore accords with policy NE8 (Natural Heritage) of the Aberdeen Local Development Plan.

Roads & Access

The proposed access arrangements have been arrived at following liaison with the Council's Roads Projects Team, who have stated their satisfaction with the arrangements proposed, provided that appropriate visibility can be maintained at the access onto North Deeside Road. A design showing an acceptable access has been provided, and it will be necessary to ensure that the access is provided prior to any occupation of the dwellinghouses proposed, in order to ensure that a safe access is in place to serve the development. Appropriate levels of car parking have been provided to serve the development, in accordance with policy T2 (Managing the Transport Impact of Development) of the ALDP and the associated 'Transport and Accessibility' supplementary guidance.

Planning Gain & Affordable Housing

The proposed development has been subject to assessment by the Aberdeen City and Aberdeenshire Developer Contributions Team, with contributions payable as noted in the 'Consultations' section of this report, above. The applicants are aware of this requirement, and have intimated their agreement to enter into an appropriate agreement under section 75 of the planning act to regulate payment of those monies.

Design, Density & Quality of Environment

The proposed new dwellings are large, detached houses, set within generous plots in a semi-woodland setting. In this regard, the proposal reflects the character of the surrounding community, which is characterised by large detached dwellings of this nature. The application site is located towards the western periphery of the Milltimber settlement, with the land immediately to the west, between Milltimber and Peterculter, zoned as green belt. It is noted that there is considerable variety in the wider area in terms of architectural style, including both traditional granite properties such as those seen along North Deeside Road and at Edgehill Cottage, to the north, along with more modern house types such as those seen immediately to the south and west of the

application site. The use of vernacular material such as natural slate, timber windows and natural granite help to establish the relationship between the development and its surroundings. The proportions and styling are consistent across the six houses, and it is noted that the approach taken and materials used closely match those used in planning application P110038, which was granted planning permission for the construction of a new house in place of the existing Edgehill Lodge, to the south-east of the application site, adjacent to the access onto North Deeside Road. This consistent approach is welcomed, and helps to establish a distinct identity for this small pocket of Milltimber. The hipped-roof design of the dwellings is commonly seen in the surrounding area, while the principal elevations present a regular form and symmetry in detailing which is considered to make a positive contribution to the setting of these new buildings. In an area with no direct street frontage, and where dwellings are commonly set within large, well screened plots, there is no necessity to slavishly replicate the styling of an adjacent dwelling. As a standalone development site which will not be readily perceived from North Deeside Road, the proposed dwellings are considered to demonstrate due regard for their context and make a positive contribution to their setting, as required by policy D1 (Architecture and Placemaking) of the Aberdeen Local Development Plan. The proposal also demonstrates due accord with the general principles set out in the Council's published supplementary guidance entitled 'The Sub-division and redevelopment of Residential Curtilages'.

The density of the development is broadly consistent with the allocation of the OP61 site for a development of 5 homes, involving the replacement of one existing house and the construction of 5 additional dwellings. The low-density character of the development reflect the character of the area, which is characterised by large detached dwellings in large plots, and is in part driven by requirements to retain existing trees so far as is possible on the site, which is heavily wooded in parts, particularly along its boundaries. This density of development is considered to be appropriate to this site, in accordance with policy H3 of the ALDP. The minimum density target of 30 dwellings per hectare specified in policy H3 cannot readily be achieved on a site such as this, as it would risk threatening the woodland character of the site and fundamentally altering the character of the area by introducing a high density form of development in an area where it would appear incongruous. It is therefore concluded that the proposal demonstrates due regard for the terms of policy H3.

The generous plots, distance between the new dwellings and those present on adjacent site, and screening provided by existing tree cover are such that the proposed development would not raise any material concerns regarding direct impact on privacy and amenity afforded to residents of adjacent dwellings. The new dwellings would not have a direct street frontage onto North Deeside Road, however it is acknowledged that this is not possible on this particular site. In any case, the newly created shared access road, taken off the existing driveway at the centre of the site, would form the focal point of the development and each of the new dwellings would front onto this in the same manner as a street frontage. Each of the dwellings would benefit from extensive garden grounds, and would be afforded ample outdoor amenity space within a pleasant woodland setting.

Car parking associated with the development would not serve to dominate the site, and its woodland setting would be retained, creating a desirable residential environment for prospective residents.

Policy R7 (Low and Zero Carbon Buildings) and Associated Supplementary Guidance

The application does not include any details to demonstrate how Low and Zero Carbon Generating Technologies will be incorporated into the dwellings, or alternatively how the buildings could achieve deemed compliance with the Council's published 'Low and Zero Carbon Buildings' supplementary guidance. On this basis, it will be necessary to attach an appropriate condition to secure such information in the event that the application is to be approved.

Matters raised in representations

It should be highlighted that the site's former designation as green belt is of no relevance to determination of this application, which should focus on how the development proposal relates to the current development plan, in which the site is allocated for residential development. Any increase to overall housing density in the area would be minimal, with the generous plots of the new dwellings appropriately reflecting their surroundings and the densities commonly seen on comparable sites in the surrounding area. The site's contribution to the landscape setting of this part of Aberdeen is acknowledged in this report, and it is concluded that the woodland character of the site and its landscape setting value would not be compromised by the development, which is sited in such a way as to avoid any material tree removals.

It should be noted that, while a new access is to be created, this would act as the only vehicular access to the development, with other existing accesses being closed to vehicular traffic. This has been agreed with the Council's Road Projects Team, with acceptable visibility being demonstrated at the new junction. An existing bus stop on the north side of North Deeside Road would require to be re-sited in order to allow the necessary visibility, but this can be readily achieved through use of a condition attached to any grant of planning permission.

As noted earlier in this report, that the site is allocated for 5 dwellings in the ALDP should be seen as notional and indicative, and it is entirely appropriate to consider any proposal on its own merits based on what a given site can readily accommodate. In this instance, the proposal maintains the character of the surrounding area, with large detached houses set within generous plots in a semi-woodland environment. That the number of dwellings proposed exceeds that which the site is allocated for should not in isolation be seen as grounds for refusal of the application. Members may wish to consider also that making efficient use of the available land within and immediately adjacent to our existing settlements assists in maintaining a sustainable settlement pattern and avoiding urban sprawl. It is not considered necessary to restrict the means by which construction traffic may access the site, and it is questionable if this is a legitimate course of action, given that the site can presently be accessed by any vehicular traffic via North Deeside Road using the public road.

The statement made regarding the presence of a Tree Protection Order (sic) is not correct. There is no formal protection for the existing trees on this site, however the planning authority has a duty to ensure, whenever appropriate, that in granting planning for any development adequate provision is made, by the imposition of conditions, for the preservation or planting of trees. Appropriate conditions can require tree protection measures to be implemented during the construction phase, require replacement planting in mitigation for any trees removed, and to ensure that the developer is obliged to inform the authority of any additional tree works which may appear to become necessary during the construction phase. The making of any new Tree Preservation Order (TPO) is not a matter to be considered in assessment of this planning application, and utilises separate powers afforded to the planning authority. It is for members to decide if they wish to undertake a site visit if they deem it necessary.

Objection is stated to a number of trees being retained, based on their existing impact on adjacent properties and the amenity of those residing there. This is not relevant to the planning authority's consideration of the impact of the current development proposal, and will not be addressed further in this report. Culter Community Council, whose area does not include the application site, make reference to the development contravening the City Council's presumption against feu splitting, however there is no such presumption. The City Council has published supplementary guidance on this topic, entitled 'The Sub-division and Redevelopment of Residential Curtilages', which sets out a series of principles to guide development of that nature. It is by no means accurate to say that there is a general presumption against such development, but rather than any such proposals must demonstrate accordance with the guidance contained in the aforementioned document.

Summary

In summary, the proposed development relates to a site allocated in the current Aberdeen Local Development Plan for a residential development of 5 houses within the first phase of the plan. The proposal is therefore consistent with the zoning of the site in the ALDP. The density of the development is consistent with the surrounding area, and is guided by the presence of existing trees within the site. Appropriate access has been agreed with the Council's Roads Projects Team, with conditions required to ensure that the new access to serve the development is implemented in advance of occupation of any new dwelling. The design and form of the development, and its relationship with its surroundings, are considered to accord with the general principles set out in the Council's supplementary guidance relating to the splitting of residential curtilages. The impact of the development on existing infrastructure and services can be appropriately mitigated through developer contributions in accordance with the Council's published supplementary guidance on the topic, the payment of which can be controlled via a section 75 planning agreement. Compliance with the Council's Affordable Housing policy can be secured via the same means, with a commuted sum having been agreed in consultation with the Council's Developer Contributions Team. A bat survey has established that there is no evidence of bat activity on the site, as required by policy NE8 of the ALDP. Similarly, a tree survey has established the level of tree removal involved, which has been accepted by the Council's Arboricultural Planner. The extent of replacement

planting is currently insufficient, however additional planting can be secured via the use of an appropriate condition attached to any consent granted. The proposal is not considered to have any adverse impact on the character or function of the Green Space Network. Taking these matters into account, it is concluded that the proposal demonstrates accordance with the relevant provisions of the development plan, and that no material considerations have been identified that are of sufficient weight to warrant determination other than in accordance with that plan. It is therefore recommended that members express a willingness to approve this application subject to the following conditions, and subject also to the satisfactory conclusion of a legal agreement controlling the payment of developer contributions and a commuted sum in relation to affordable housing provision, as determined following consultation with the Council's Developer Contributions team. The consent document shall not be issued until such time as an agreement to that effect has been concluded and appropriately registered against the land.

RECOMMENDATION

Willingness to approve subject to conditions, with consent being withheld pending satisfactory conclusion of a planning agreement relating to the payment of monies in connection with developer contributions and affordable housing provision

REASONS FOR RECOMMENDATION

The proposed development is consistent with its residential zoning and its opportunity site designation in the Aberdeen Local Development Plan (ALDP), and provides an appropriate design, scale and form of development, in accordance with policies H1 (Residential Areas) and D2 (Design and Amenity) of the ALDP and the associated supplementary guidance document in relation to the Sub-division and Redevelopment of Residential Curtilages. The Green Space Network designation which applies to the site would not be adversely affected by the proposed development, and the development has been proposed in such a way as to avoid any significant impact on the existing trees and woodlands, in compliance with policies NE1 (Green Space Network) and NE5 (Trees and Woodlands) of the ALDP. An appropriate form of development is proposed, and supporting surveys indicate that there would be no resultant adverse impact on bats, a European Protected Species, in accordance with policies H3 (Density) and NE8 (Natural Heritage). The individual and cumulative impacts of the development identified through consultation with the Council's developer contributions team can be adequately mitigated through the payment of contributions calculated in accordance with the Council's published Infrastructure and Developer Contributions Manual.

CONDITIONS

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

(1) That no development shall be undertaken until such time as the existing bus stop on North Deeside Road has been relocated in accordance with drawing 96035/1001, or any other such drawing as submitted to and approved in writing

by the planning authority for this purpose - in the interests of safeguarding road safety by making provision for appropriate visibility at the main site access to/from North Deeside Road.

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

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

(4) that no development shall take place unless a scheme detailing all external finishing materials to the roof and walls of the development hereby approved has been submitted to, and approved in writing by, the planning authority and thereafter the development shall be carried out in accordance with the details so agreed - in the interests of visual amenity.

(5) that no development pursuant to the planning permission hereby approved shall be carried out unless there has been submitted to and approved in writing for the purpose by the planning authority a further detailed scheme of landscaping for the site, which scheme shall include indications of all existing trees and landscaped areas on the land, and details of any to be retained, together with measures for their protection in the course of development, and the proposed areas of tree/shrub planting including details of numbers, densities, locations, species, sizes and stage of maturity at planting - in the interests of the amenity of the area.

(6) 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.

(7) that no development shall take place unless a plan showing those trees to be removed and those to be retained and a scheme for the protection of all trees to be retained on the site during construction works has been submitted to, and approved in writing by, the Planning Authority and any such scheme as may have

been approved has been implemented - in order to ensure adequate protection for the trees on site during the construction of the development.

(8) 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.

(9) 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.

(10) that the dwellinghouse hereby approved shall not be occupied unless provision has been made within the site for the off-street parking of motor vehicles in complete accordance with Plan No. 1796-EHD-P03 or such other scheme as may be subsequently approved in writing by the planning authority - in the interests of road safety, the free flow of traffic and visual amenity.

(11) That the dwellings hereby granted planning permission shall be occupied unless provision has been made within the application site for refuse storage and disposal in accordance with a scheme which has been submitted to and approved in writing by the planning authority - in order to preserve the amenity of the neighbourhood and in the interests of public health.

(12) that the dwellings hereby approved shall not be occupied unless a scheme detailing compliance with the Council's 'Low and Zero Carbon Buildings' supplementary guidance has been submitted to and approved in writing by the planning authority, and any recommended measures specified within that scheme for the reduction of carbon emissions have been implemented in full - to ensure that this development complies with requirements for reductions in carbon emissions specified in the City Council's relevant published Supplementary Guidance document, 'Low and Zero Carbon Buildings'.

Dr Margaret Bochel

Head of Planning and Sustainable Development.

CULTER COMMUNITY COUNCIL



3, Station Brae
Peterculter
Aberdeen
AB14 0PX

4th March 2013

Mr Gavin Evans
Enterprise Planning and Infrastructure
Marischal College
Broad Street
Aberdeen AB10 1BW

Dear Mr Evans

Planning P130211 for 6 houses on the site of Edgehill House, North Deeside Road

The Culter Community Council planning sub-group met to discuss this application and comment as follows:

We note that the allowance for five houses on site OP61 in the Local Development Plan does not clearly state whether this includes the existing house being replaced. Thus there will actually be six houses on this site instead of five.

This development goes against the City Council policy of presumption against against feu splitting and granting this application would contravene this policy.

The remaining "green wedge" between Milltimber and Peterculter will be compromised by this development, by increasing the housing density.

The trees identified as being retained in the tree report should be protected by planning conditions and by clauses in the deeds for the properties or Tree Protection Orders.


Chair, Culter Community Council

Cc Councillors Boulton, Malone, Malik
PCM 4th March 2013

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 07/03/2013 19:52
Subject: Planning Comment for 130211

Comment for Planning Application 130211

Name : Keith Good
Address : 8 Bellenden Walk
Milltimber, Aberdeen

Telephone : [REDACTED]
Email : [REDACTED]
type :

Comment : I object to the application because of the tree report and plan for management of the trees, which does not sufficiently take into account the annoyance, loss of light and property damage caused by these trees. The trees bordering most of the length of Bellenden Walk have grown wild without any management for many years. Because of their close proximity to each other, they are unsightly because they are mis-shapen and extremely tall with many leaning eastwards over Bellenden Walk. The result of this is:-

1. A loss of sunlight from my house and garden after 3pm even in summer.
2. A huge quantity of leaves falling into Bellenden Walk (a private road, not maintained by the Council), requiring a massive effort each year from the owners to remove
3. Property damage to my house. Lack of sunlight causes huge moss problems on the roof - requiring moss clearing every year.
4. A number of trees are a danger to my property, since both the prevailing wind and the eastward lean of most of these very tall trees will conspire to make them fall onto my property

I therefore request that the tree report be modified to include the removal of:-

1. All trees whose canopy overhangs Bellenden Walk
2. All trees - both large and small within a 4 metre corridor of the bounding wall to Bellenden Walk
3. Trees causing the greatest danger and much of the loss of light to my property - marked as 055, 062 and 065.

I further request that the remaining trees be properly managed in future and good insurance be maintained by the future owner for the inevitable property damage that will at some time occur.

Keith Good

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 07/03/2013 11:23
Subject: Planning Comment for 130211

Comment for Planning Application 130211

Name : Alan Harding
Address : 10 Bellenden Walk
Milltimber
AB13 0EY

Telephone : [REDACTED]
Email : [REDACTED]
type :

Comment : I object to the application because of the tree report and plan for management of the trees, which does not sufficiently take into account the annoyance, loss of light and property damage caused by these trees. The trees bordering the length of Bellenden Walk have grown wild without any management for many years, Because of their close proximity to each other, they are unsightly because they are mis-shapen and extremely tall with many leaning eastwards over Bellenden Walk. The result of this is:-

1. A loss of sunlight from my house and garden after 3pm even in summer
2. A huge quantity of leaves falling into Bellenden Walk (a private road, not maintained by the council), requiring a massive effort each year from the owners to remove.
3. Property damage to my house. Even cleaning out the gutters 6 times a year is insufficient to keep them clear. Plus the lack of sunlight cause huge moss problems on the roof - requiring moss clearing every year.
4. A number of the trees are a danger to my property, since both the prevailing wind and the eastward lean of most of these very tall trees will conspire to make them fall onto the property.

I therefore request that the tree report be modified to include the removal of :-

1. All trees whose canopy overhang Bellenden Walk
2. All trees - both large and small within a 4 metre corridor of the bounding wall to Bellenden Walk.
3. Trees causing the greatest danger and much of the loss of light to my property - marked as 075, 076, 077, 078, 091 and 092

I further request that the remaining trees be properly managed in future and insured by the future owner against the inevitable property damage that will at some time occur.

Alan Harding

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 18/03/2013 23:33
Subject: Planning Comment for 130211

Comment for Planning Application 130211

Name : Claire Miller
Address : Edgehill View
250 North Deeside Road
Milltimber
Aberdeen
AB13 0DJ

Telephone : [REDACTED]

Email : [REDACTED]

type :

Comment : PLANNING APPLICATION REF: 130211 - PROPOSED ERECTION OF 6 HOUSES
AT EDGEHILL HOUSE, MILLTIMBER, ABERDEEN

Dear Dr Bochel

I have a notifiable interest in the above application which has only been brought to my attention by my neighbour Mrs Lesley Bell who only found out through a conversation with the current occupants of Edgehill House.

As the owner of Edgehill View I wish to lodge a formal objection to the above planning application Ref 130211.

Having taken legal advice notwithstanding the site's allocation in the Local Development Plan the proposals as submitted fail to take account of a number of important, relevant Planning issues, all of which, are material considerations.

1. The site which has historically always been within the City's Green Belt and remains an important Green wedge on the edge of Milltimber and its heavily treed policies contribute significantly to the landscape setting of this part of the City. They also are an important haven for wildlife including deer, red squirrel, owls etc and contribute positively to the amenity of the area and to the existing residents.

2. ACCESS AND PUBLIC SAFETY - The site is currently served by two access points. To the north from Culterhouse Road and from the South an access onto the A class North Deeside road at its junction with the privately owned Bellenden Walk. A single track access road through the site currently serves the four existing houses. The proposal to create a new third access point into the site from North Deeside road will create an increased public safety hazard. Access and egress from the site onto North Deeside Road is currently difficult and often hazardous. This is due to inadequate site lines and vehicle conflicts at the junction with Bellenden Walk.

The proposal, if implemented, will result in three vehicle access points onto North Deeside road within the space of 25 metres. There are also two bus stops one on each of the north and south sides of North Deeside road located within 30 metres of the proposed access. This will add to the already prevalent safety issues in accessing and egressing the site due to a heavy traffic flow during peak times.

I would suggest that if the development is to be approved access should be restricted to the north access from Culterhouse road. The construction of the WPR will result in Culterhouse road becoming a cul-de-sac with resultant low traffic flows.

The residents of the three properties to the south of the application site could then erect bollards across the single track access road thus preventing through traffic.

3. AMENITY ISSUES – I object to the erection of six houses (which was originally 3-4 houses). This is overdevelopment and in excess of the LDP allocation. The amenity of the existing

houses will be detrimentally affected by this scale of the development.

The families with children, currently enjoy a safe and peaceful environment. The single track access road has no pavements or lighting with numerous blind corners and its surface is shared by vehicles and pedestrians. The increased vehicular use if the six houses are approved will increase the danger to children and pedestrians.

Therefore all construction traffic must be restricted to the northern access from Culterhouse road on safety and amenity grounds.

4. LANDSCAPE AND TREES - The site contains many fine specimen trees including one planted by Sir Winston Churchill and marked by a plaque which is on my land and adjacent to the current road. There is a limited TPO and this should be extended over the whole site to provide statutory protection.

I would strongly urge the members of the planning committee to visit the site prior to determining the application. This would allow them to see firsthand the public safety issues arising from the three access points onto North Deeside road and the safety issues to children and pedestrians on the single track access road where visibility is compromised by trees and shrubs.

Yours respectfully

Mrs Claire Miller

P&SD Letters of Representation		
Application Number: 130211		
RECEIVED 19 MAR 2013		
Nor	Sou <input checked="" type="checkbox"/>	MAp
Case Officer Initials: GEE		
Date Acknowledged: 20/03/13		

Mrs Claire Miller
Edgehill View
250 North Deeside Road
Milltimber
Aberdeen
AB13 0DJ

Mob: [REDACTED]

Email: [REDACTED]

18th March 2013

Dr Maggie Bochel
Head of Planning & Environment
Aberdeen City Council
Marischal College
Broad Street Aberdeen

**PLANNING APPLICATION REF: 130211 - PROPOSED ERECTION OF 6 HOUSES
AT EDGEHILL HOUSE, MILLTIMBER, ABERDEEN**

Dear Dr Bochel

I have a notifiable interest in the above application which has only been brought to my attention by my neighbour Mrs Lesley Bell who only found out through a conversation with the current occupants of Edgehill House.

As the owner of Edgehill View I wish to lodge a formal objection to the above planning application Ref 130211.

Having taken legal advice notwithstanding the site's allocation in the Local Development Plan the proposals as submitted fail to take account of a number of important, relevant Planning issues, all of which, are material considerations.

1. The site which has historically always been within the City's Green Belt and remains an important Green wedge on the edge of Milltimber and its heavily treed policies contribute significantly to the landscape setting of this part of the City. They also are an important haven for wildlife including deer, red squirrel, owls etc and contribute positively to the amenity of the area and to the existing residents.

2. ACCESS AND PUBLIC SAFETY - The site is currently served by two access points. To the north from Culterhouse Road and from the South an access onto the A class North Deeside road at its junction with the privately owned Bellenden Walk. A single track access road through the site currently serves the four existing houses. The proposal to create a new third access point into the

site from North Deeside road will create an increased public safety hazard. Access and egress from the site onto North Deeside Road is currently difficult and often hazardous. This is due to inadequate site lines and vehicle conflicts at the junction with Bellenden Walk.

The proposal, if implemented, will result in three vehicle access points onto North Deeside road within the space of 25 metres. There are also two bus stops one on each of the north and south sides of North Deeside road located within 30 metres of the proposed access. This will add to the already prevalent safety issues in accessing and egressing the site due to a heavy traffic flow during peak times.

I would suggest that if the development is to be approved access should be restricted to the north access from Culterhouse road. The construction of the WPR will result in Culterhouse road becoming a cul-de-sac with resultant low traffic flows.

The residents of the three properties to the south of the application site could then erect bollards across the single track access road thus preventing through traffic.

3. AMENITY ISSUES – I object to the erection of six houses (which was originally 3-4 houses). This is overdevelopment and in excess of the LDP allocation. The amenity of the existing houses will be detrimentally affected by this scale of the development.

The families with children, currently enjoy a safe and peaceful environment. The single track access road has no pavements or lighting with numerous blind corners and its surface is shared by vehicles and pedestrians. The increased vehicular use if the six houses are approved will increase the danger to children and pedestrians.

Therefore all construction traffic must be restricted to the northern access from Culterhouse road on safety and amenity grounds.

4. LANDSCAPE AND TREES - The site contains many fine specimen trees including one planted by Sir Winston Churchill and marked by a plaque which is on my land and adjacent to the current road. There is a limited TPO and this should be extended over the whole site to provide statutory protection.

I would strongly urge the members of the planning committee to visit the site prior to determining the application. This would allow them to see firsthand the public safety issues arising from the three access points onto North Deeside road and the safety issues to children and pedestrians on the single track access road where visibility is compromised by trees and shrubs.

Yours respectfully

Mrs Claire Miller

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 19/03/2013 10:07
Subject: Planning Comment for 130211

Comment for Planning Application 130211

Name : Lesley Bell
Address : Edgehill Lodge
248 North Deeside Road
Milltimber
Aberdeen
AB13 0DJ

Telephone : [REDACTED]
Email : [REDACTED]

type :

Comment :

Dr Maggie Bochel
Head of Planning & Environment
Aberdeen City Council
Marischal College
Broad Street
Aberdeen
AB10 1AB

19th March 2013

PLANNING APPLICATION REF: 130211 - PROPOSED ERECTION OF 6 HOUSES
AT EDGEHILL HOUSE, MILLTIMBER, ABERDEEN

Dear Dr Bochel,

We have a notifiable interest in the above application as owner of Edgehill Lodge and as such we wish to lodge a formal objection to the above planning application Ref 130211.

Notwithstanding the site's allocation in the Local Development Plan the proposals as submitted fail to take account of a number of important, relevant Planning issues, all of which, are material considerations.

1. ACCESS AND PUBLIC SAFETY - Currently the site is served by two access points. To the north from Culterhouse Road and from the South an access onto the A class North Deeside road at its junction with the privately owned Bellenden Walk. A single track access road through the site currently serves the four existing houses. The proposal to create a new third access point into the site from North Deeside road will create an increased public and safety hazard. Access and egress from the site onto North Deeside Road is currently difficult and often hazardous. This is due to inadequate site lines and vehicle conflicts at the junction with Bellenden Walk.

If implemented, the proposal will result in three vehicle access points onto North Deeside road within the space of 25 metres. This adds to the safety issues in accessing and egressing the site. Additionally there are two bus stops one on each of the north and south sides of North Deeside road located within 30 metres of the proposed access.

We would suggest that if development is to be approved access should be restricted to the north access from Culterhouse road. The impending construction of the WPR will result in Culterhouse road becoming a cul-de-sac with resultant low traffic flows.

The residents of the three properties to the south of the application site could then erect bollards across the single track access road thus preventing through traffic.

2. AMENITY ISSUES - We object to the erection of six houses. This is overdevelopment and in

excess of the LDP allocation. The amenity of the existing houses will be detrimentally affected by this scale of development. As a family with a small child and dog, we currently enjoy a safe peaceful environment. The single track access road has no pavements and its surface is shared by vehicles and pedestrians. The increased vehicular use if the six houses are approved will increase the danger to not only our child but also our neighbours children and pedestrians.

We would request that construction traffic to the site must be restricted to the northern access from Culterhouse road on safety and amenity grounds.

3.LANDSCAPE AND TREES - The site contains many fine specimen trees including one planted by Sir Winston Churchill and marked by a plaque on our neighbours land. There is a limited TPO and this should be extended over the whole site to provide statutory protection. This landscape provides a fantastic environment for wildlife with deer, owls, red squirrels and badgers regularly seen close to my property and in the grounds of Edgehill House. This would be lost with the erection of these houses.

We would urge the members of the Planning Committee to visit the site at Edgehill prior to determining this application. This would allow them to see firsthand the public safety issues arising from the three access points onto North Deeside road and the safety issues to children and pedestrians on the single track access road where visibility is compromised by trees and shrubs.

Yours Sincerely

Lesley Bell

P&SD Letters of Representation		
Application Number: 130211		
RECEIVED 19 MAR 2013		
Nor	Sou <input checked="" type="checkbox"/>	MAp
Case Officer Initials: GEE		
Date Acknowledged: 20/3/13		

Mr & Mrs Bell
Edgehill Lodge
248 North Deeside Road
Milltimber
Aberdeen
AB13 0DJ

Mob: [REDACTED]

Dr Maggie Bochel
Head of Planning & Environment
Aberdeen City Council
Marischal College
Broad Street
Aberdeen
AB10 1AB

19th March 2013

**PLANNING APPLICATION REF: 130211 - PROPOSED ERECTION OF 6 HOUSES
AT EDGEHILL HOUSE, MILLTIMBER, ABERDEEN**

Dear Dr Bochel,

We have a notifiable interest in the above application as owner of Edgehill Lodge and as such we wish to lodge a formal objection to the above planning application Ref 130211.

Notwithstanding the site's allocation in the Local Development Plan the proposals as submitted fail to take account of a number of important, relevant Planning issues, all of which, are material considerations.

1. ACCESS AND PUBLIC SAFETY - Currently the site is served by two access points. To the north from Culterhouse Road and from the South an access onto the A class North Deeside road at its junction with the privately owned Bellenden Walk. A single track access road through the site currently serves the four existing houses. The proposal to create a new third access point into the site from North Deeside road will create an increased public and safety hazard. Access and egress from the site onto North Deeside Road is currently difficult and often hazardous. This is due to inadequate site lines and vehicle conflicts at the junction with Bellenden Walk.

If implemented, the proposal will result in three vehicle access points onto North Deeside road within the space of 25 metres. This adds to the safety issues in accessing and egressing the site. Additionally there are two bus stops one on each of the north and south sides of North Deeside road located within 30 metres of the proposed access.

We would suggest that if development is to be approved access should be restricted to the north access from Culterhouse road. The impending construction of the WPR will result in Culterhouse road becoming a cul-de-sac with resultant low traffic flows.

The residents of the three properties to the south of the application site could then erect bollards across the single track access road thus preventing through traffic.

2. AMENITY ISSUES - We object to the erection of six houses. This is overdevelopment and in excess of the LDP allocation. The amenity of the existing houses will be detrimentally affected by this scale of development. As a family with a small child and dog, we currently enjoy a safe peaceful environment. The single track access road has no pavements and its surface is shared by vehicles and pedestrians. The increased vehicular use if the six houses are approved will increase the danger to not only our child but also our neighbours children and pedestrians.

We would request that construction traffic to the site must be restricted to the northern access from Culterhouse road on safety and amenity grounds.

3.LANDSCAPE AND TREES - The site contains many fine specimen trees including one planted by Sir Winston Churchill and marked by a plaque on our neighbours land. There is a limited TPO and this should be extended over the whole site to provide statutory protection. This landscape provides a fantastic environment for wildlife with deer, owls, red squirrels and badgers regularly seen close to my property and in the grounds of Edgehill House. This would be lost with the erection of these houses.

We would urge the members of the Planning Committee to visit the site at Edgehill prior to determining this application. This would allow them to see firsthand the public safety issues arising from the three access points onto North Deeside road and the safety issues to children and pedestrians on the single track access road where visibility is compromised by trees and shrubs.

Yours Sincerely

A large black rectangular redaction box covering the signature of Lesley Bell.

Lesley Bell

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 19/03/2013 15:10
Subject: Planning Comment for 130211

Comment for Planning Application 130211
Name : william miller
Address : 461 great western road
aberdeen
ab10 6nl

Telephone :
Email : [REDACTED]
type :

Comment : I have a notifiable interest in the above application as co owner of 250 Northdeeside Rd AB13 0DJ

I can confirm that i received no notification of this planning application neither did the tennants at the above property (I let the property at present)

I wish to lodge a formal complaint to the planning application Ref 130211

Notwithstanding the sites allocation in the Local Development Plan as OP the proposals as submitted fail to take into account a number of very important and relevant Planning issues which are material considerations

A. The site which has historically always been within the Citys Green Belt and remains an important Green Wedge on the edge of Milltimber and its heavily treed policy contribute significantly to the landscape setting of this part of the city

They also are a very important haven for wildlife of various spices and contribute greatly to the amenity of the area and to the existing residents

B ACCESS AND PUBLIC SAFETY

The site is currently served by two access points . To the north from Culterhouse Road and from the south by the class A Northdeeside Road at its junction with the privately owned Bellenden Walk . A single track access road through the site currently serves the four existing houses . The proposal to create a new third access point into the site from Northdeeside Road will create an increased public safety hazard . Access and egress from the site onto Northdeeside Road is difficult enough at present and often hazardous. This is due to inadequate line of sight and vehicle conflicts at the jubction with Bellenden Walk

The proposal if implemented will result in three vehicle access points onto Northdeeside Road within the space of 25 meters .There are also two bus stops one on each of the north and south sides of Northdeeside Road located within 30 meters of the proposed access. This adds to the safety issues accessing and egressing the site

I would like to suggest that if the development is to be approved access should be restricted to the north access Culterhouse Road as with the construction of the AWPR Culterhouse road will become a cul-de-sac with a resultant low traffic flow and this must surly be the more logical choice

The residents of the three properties to the south of the application site could then erect bollards across the single track access road simmlar to the situation on Bellenden Walk

C AMENITY ISSUES I object to the erection of six houses. This in my opinion is overdevelopment and in excess of the LDP allocation. The amenity of the existing houses will be detrimentally affected by the scale of this development

The families with children currently enjoy a safe and peaceful environment . The increased vehicular use if six houses are approved will increase the danger to children and pedestrians

Construction traffic must be restricted to the north access at Cuklterhouse Road on safel and amenity grounds

C LANDSCAPE AND TREES The site contains many fine specimen trees including one planted by Sir Winston Churchill and marked by a plaque There is a limited TPO and this should be extended over the whole site to provide statutory protection

I would urge the members of the planning committee to visit the site prior to determining the application. This would allow them to see first hand the public safety issues arising from the three access points onto Northdeeside Road and the safety issues to children and pedestrians on the single track access road where the visibility is compromised by trees and shrubs

With the AWPR having gained planning consent I would hope that the disruption to my property caused by this will be taken into consideration when coming to a conclusion on this application

Mr W Miller

461 Great Western Road

Aberdeen

AB10 6NL

19/3/13

Dr Maggie Bochel

Head of Planning and Environment

Aberdeen City Council

Marischal Collage

Broad Street

Aberdeen

PLANNING APPLICATION REF : 130211- PROPOSED ERECTION OF 6 HOUSES AT EDGEHILL HOUSE, MILLTIMBER, ABERDEEN

I have a notifiable interest in the above application as co-owner of 250 North Deeside Road Aberdeen AB13 0DJ {although I received no notification of this planning application}

I wish to lodge a formal objection to the above planning application Ref 130211

Notwithstanding the sites allocation in the local development plan as OP the proposals as submitted fail to take into account a number of important and relevant planning issues all of which are material considerations

A : The site which has historically always been within the Cities Green Belt and remains an important Green wedge on the edge of Milltimber and its heavily treed policies contribute significantly to the landscape setting of this part of the City . They also are an important haven for a wide variety of wildlife and contribute positively to the amenity of the area and to the existing residents

B : ACCESS AND PUBLIC SAFETY – The site is currently served by two access points. To the north from Culterhouse Road and from the South an access onto the A class North Deeside Road at its junction with the privately owned Bellenden Walk . A single track access road through the site currently serves the four existing houses. The proposal to create a new third access point into the site from North Deeside Road will create an increased public safety hazard. Access and egress from the site onto North Deeside Road is currently difficult enough and often hazardous. This is due to inadequate site lines and vehicle conflicts at the junction with Bellenden Walk

The proposal if implemented will result in three vehicle access points onto North Deeside Road within the space of 25 meters not a very sensible solution I would suggest. There are also two bus stops one on the north side and one on the south side of North Deeside Road located within 30 meters of the proposed new access. This adds to the safety issues in accessing and egressing the site

I would suggest that if the development is approved access should be restricted to the north access from Culterhouse Road. The construction of the AWPR will result in Culterhouse Road becoming a cul-de-sac with resultant low traffic usage

The residents of the three properties to the south of the application site could then erect bollards {similar to the situation in Bellenden Walk} across the single track access road thus preventing through traffic

C : AMINITY ISSUES I object to the erection of six houses. This is overdevelopment and in excess to the LDP allocation. The amenity of the existing houses will be detrimentally affected by the scale of the development

The families with children resident in the immediate area currently enjoy a safe and peaceful environment. The increased vehicular use if the six houses were approved will increase the danger to children and pedestrians

Construction traffic must be restricted to the northern access from Culterhouse Road on safety and amenity grounds

D : LANDSCAPE AND TREES The site contains many fine specimen trees including one planted by Sir Winston Churchill and marked by a plaque. There is a limited TPO and this should be extended over the whole site to provide statutory protection to the area

I would urge the members of the planning committee to visit the site prior to determining the application. This would allow them to see first-hand the public safety issues arising from the three access points onto North Deeside Road and the safety issues to children and pedestrians on the single track access road where visibility is compromised by trees and shrubs

I would ask the members to consider the loss of amenity to the existing residents now that the AWPR has finally been approved when considering this application and my objections

Yours sincerely


W Miller 