

Public Document Pack



To: Councillor Boulton, Chairperson; and Councillors Duncan and Mason.

Town House,
ABERDEEN 23 September 2020

LOCAL REVIEW BODY OF ABERDEEN CITY COUNCIL

The Members of the **LOCAL REVIEW BODY OF ABERDEEN CITY COUNCIL** are requested to meet in **Virtual - Remote Meeting on WEDNESDAY, 30 SEPTEMBER 2020 at 10.00 am.**

FRASER BELL
CHIEF OFFICER - GOVERNANCE

In accordance with UK and Scottish Government guidance, meetings of this Committee will be held remotely as required. In these circumstances the meetings will be recorded and thereafter published on the Council's website at the following [link](#)

B U S I N E S S

1.1 Procedure Notice (Pages 5 - 6)

COPIES OF THE RELEVANT PLANS / DRAWINGS ARE AVAILABLE FOR INSPECTION IN ADVANCE OF THE MEETING AND WILL BE DISPLAYED AT THE MEETING

MEMBERS PLEASE NOTE THAT THE FOLLOWING LINK WILL TAKE YOU TO THE LOCAL DEVELOPMENT PLAN.

[Local Development Plan](#)

TO REVIEW THE DECISION OF THE APPOINTED OFFICER TO REFUSE THE FOLLOWING APPLICATIONS

PLANNING ADVISER - GAVIN EVANS

2.1 **34 Seaview Place - Change of Use from Amenity Land to Garden Ground - 200162 (Presentation) (Pages 7 - 24)**

2.2 Delegated Report, Original Application Form, Decision Notice and Letters of Representation (if there are any) (Pages 25 - 44)

Members, please note that all plans and supporting documents relevant to the review can be viewed online [here](#) and by entering the application reference number 200162.

2.3 Planning Policies Referred to in Documents Submitted (Pages 45 - 46)

2.4 Notice of Review with Supporting Information Submitted by Applicant / Agent (Pages 47 - 64)

Members, please note that all plans and supporting documents relevant to the review can be viewed online [here](#) and by entering the application reference number 200162.

2.5 Determination - Reasons for Decision

Members, please note that reasons should be based against Development Plan policies and any other material considerations.

2.6 Consideration of Conditions to be Attached to the Application - if Members are Minded to Over-Turn the Decision of the Case Officer

3.1 **Land at International Gate, Dyce - Formation of Car Parking with Access Barrier Including Change of Use and Associated Works - 191456 (Presentation) (Pages 65 - 84)**

3.2 Delegated Report, Original Application Form, Decision Notice and Letters of Representation (if there are any) (Pages 85 - 110)

Members, please note that all plans and supporting documents relevant to the review can be viewed online [here](#) and by entering the application reference number 191456.

3.3 Planning Policies Referred to in Documents Submitted (Pages 111 - 112)

3.4 Notice of Review with Supporting Information Submitted by Applicant / Agent (Pages 113 - 186)

Members, please note that all plans and supporting documents relevant to the review can be viewed online [here](#) and by entering the application reference number 191456.

3.5 Determination - Reasons for Decision

Members, please note that reasons should be based against Development Plan policies and any other material considerations.

3.6 Consideration of Conditions to be Attached to the Application - if Members are Minded to Over-Turn the Decision of the Case Officer

4.1 **25 Westfield Terrace - Erection of Garage Extension to Side and Front and Associated Alterations to Boundary Wall and Formation of Hand Surface Access/Driveway; and Formation of Two Windows to Rear - 191897 (Presentation) (Pages 187 - 222)**

4.2 Delegated Report, Original Application Form, Decision Notice and Letters of Representation (if there are any) (Pages 223 - 250)

Members, please note that all plans and supporting documents relevant to the review can be viewed online [here](#) and by entering the application reference number 191897.

4.3 Planning Policies Referred to in Documents Submitted (Pages 251 - 252)

4.4 Notice of Review with Supporting Information Submitted by Applicant / Agent (Pages 253 - 288)

Members, please note that all plans and supporting documents relevant to the review can be viewed online [here](#) and by entering the application reference number 191897.

4.5 Determination - Reasons for Decision

Members, please note that reasons should be based against Development Plan policies and any other material considerations.

4.6 Consideration of Conditions to be Attached to the Application - if Members are Minded to Over-Turn the Decision of the Case Officer

Website Address: www.aberdeencity.gov.uk

Should you require any further information about this agenda, please contact Mark Masson on mmasson@aberdeencity.gov.uk / tel 01224 522989

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LOCAL REVIEW BODY OF ABERDEEN CITY COUNCIL

PROCEDURE NOTE

GENERAL

1. The Local Review Body of Aberdeen City Council (the LRB) must at all times comply with (one) the provisions of the Town and Country Planning (Schemes of Delegation and Local Review Procedure) (Scotland) Regulations 2008 (the regulations), and (two) Aberdeen City Council's Standing Orders.
2. In dealing with a request for the review of a decision made by an appointed officer under the Scheme of Delegation adopted by the Council for the determination of "local" planning applications, the LRB acknowledge that the review process as set out in the regulations shall be carried out in stages.
3. As the first stage and having considered the applicant's stated preference (if any) for the procedure to be followed, the LRB must decide how the case under review is to be determined.
4. Once a notice of review has been submitted interested parties (defined as statutory consultees or other parties who have made, and have not withdrawn, representations in connection with the application) will be consulted on the Notice and will have the right to make further representations within 14 days.
Any representations:
 - made by any party other than the interested parties as defined above (including those objectors or Community Councils that did not make timeous representation on the application before its delegated determination by the appointed officer) or
 - made outwith the 14 day period representation period referred to abovecannot and will not be considered by the Local Review Body in determining the Review.
5. Where the LRB consider that the review documents (as defined within the regulations) provide sufficient information to enable them to determine the review, they may (as the next stage in the process) proceed to do so without further procedure.
6. Should the LRB, however, consider that they are not in a position to determine the review without further procedure, they must then decide which one of (or combination of) the further procedures available to them in terms of the regulations should be pursued. The further procedures available are:-
 - (a) written submissions;
 - (b) the holding of one or more hearing sessions;
 - (c) an inspection of the site.

7. If the LRB do decide to seek further information or representations prior to the determination of the review, they will require, in addition to deciding the manner in which that further information/representations should be provided, to be specific about the nature of the information/representations sought and by whom it should be provided.
8. In adjourning a meeting to such date and time as it may then or later decide, the LRB shall take into account the procedures outlined within Part 4 of the regulations, which will require to be fully observed.

DETERMINATION OF REVIEW

9. Once in possession of all information and/or representations considered necessary to the case before them, the LRB will proceed to determine the review.
10. The starting point for the determination of the review by the LRB will be Section 25 of the Town and Country Planning (Scotland) Act 1997, which provides that:-

“where, in making any determination under the planning Acts, regard is to be had to the Development Plan, the determination shall be made in accordance with the Plan unless material considerations indicate otherwise.”
11. In coming to a decision on the review before them, the LRB will require:-
 - (a) to consider the Development Plan position relating to the application proposal and reach a view as to whether the proposal accords with the Development Plan;
 - (b) to identify all other material considerations arising (if any) which may be relevant to the proposal;
 - (c) to weigh the Development Plan position against the other material considerations arising before deciding whether the Development Plan should or should not prevail in the circumstances.
12. In determining the review, the LRB will:-
 - (a) uphold the appointed officers determination, with or without amendments or additions to the reason for refusal; or
 - (b) overturn the appointed officer’s decision and approve the application **with or without appropriate conditions.**
13. The LRB will give clear reasons for its decision. The Committee clerk will confirm these reasons with the LRB, at the end of each case, in recognition that these will require to be intimated and publicised in full accordance with the regulations.

LOCAL REVIEW BODY

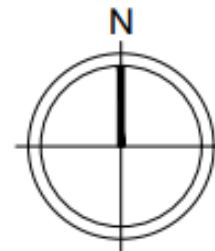


200162/DPP – Appeal against refusal of planning permission for:

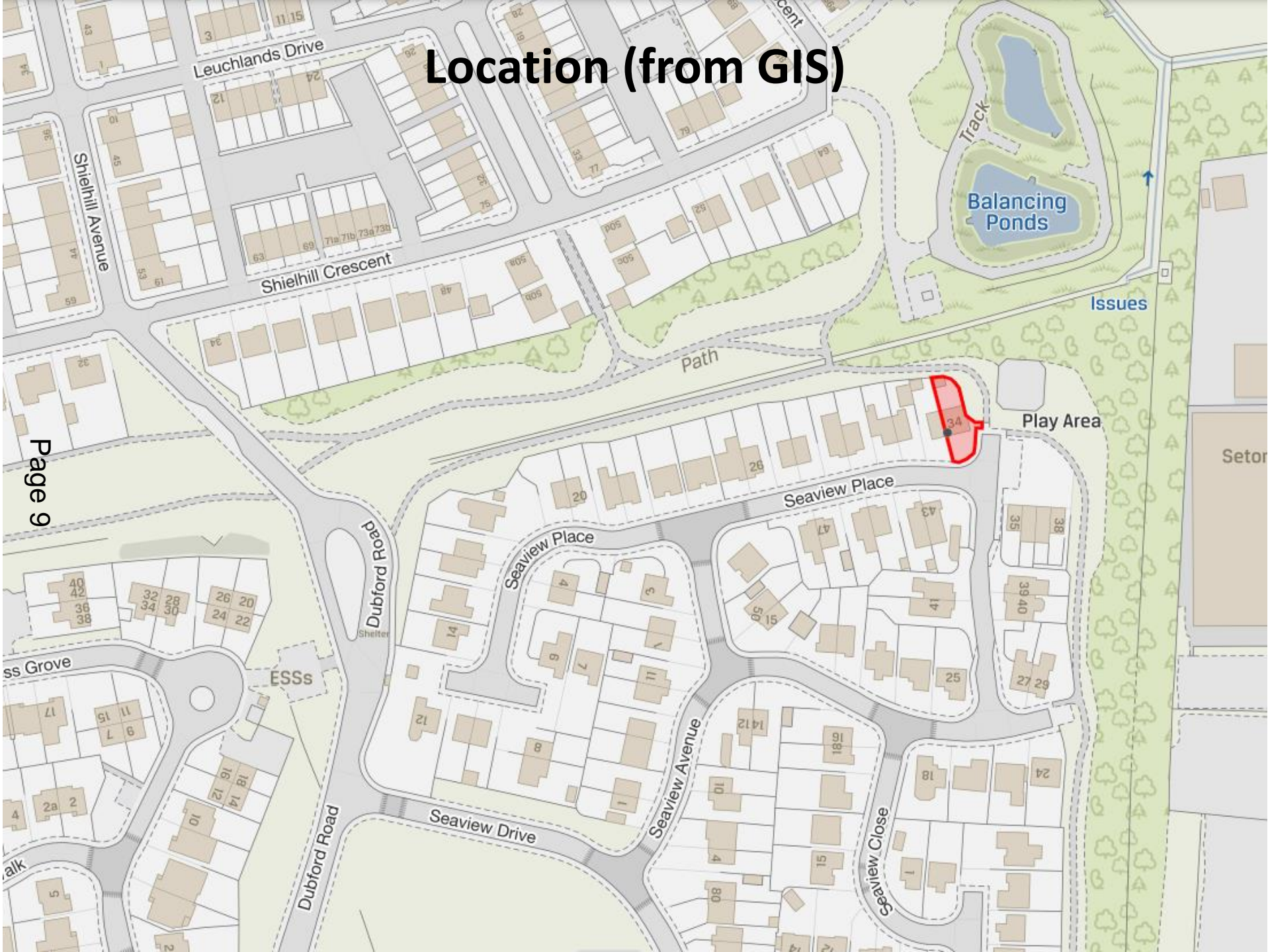
‘Change of use from amenity land to garden ground’

at 34 Seaview Place, Aberdeen

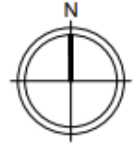
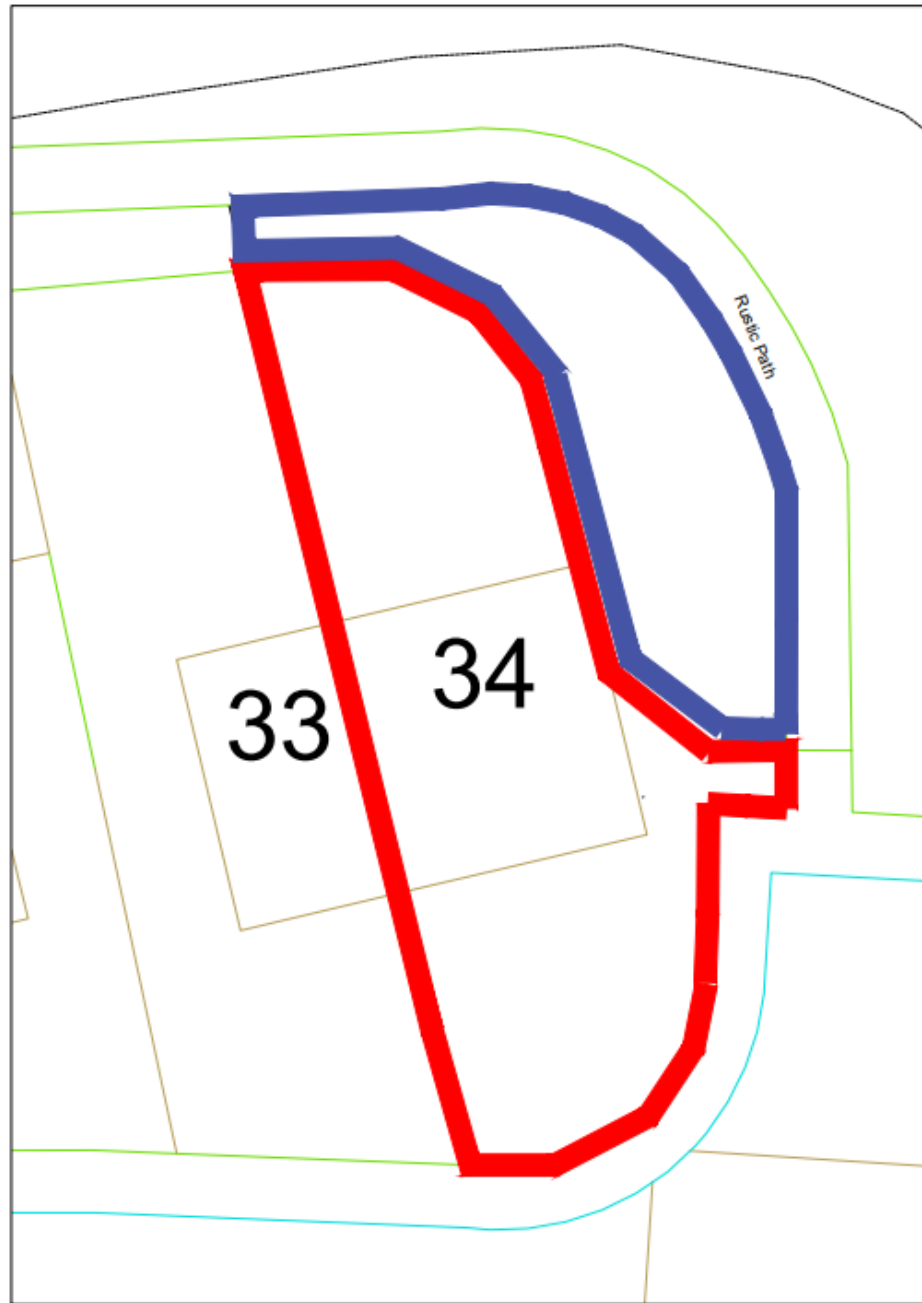
Location Plan



Location (from GIS)

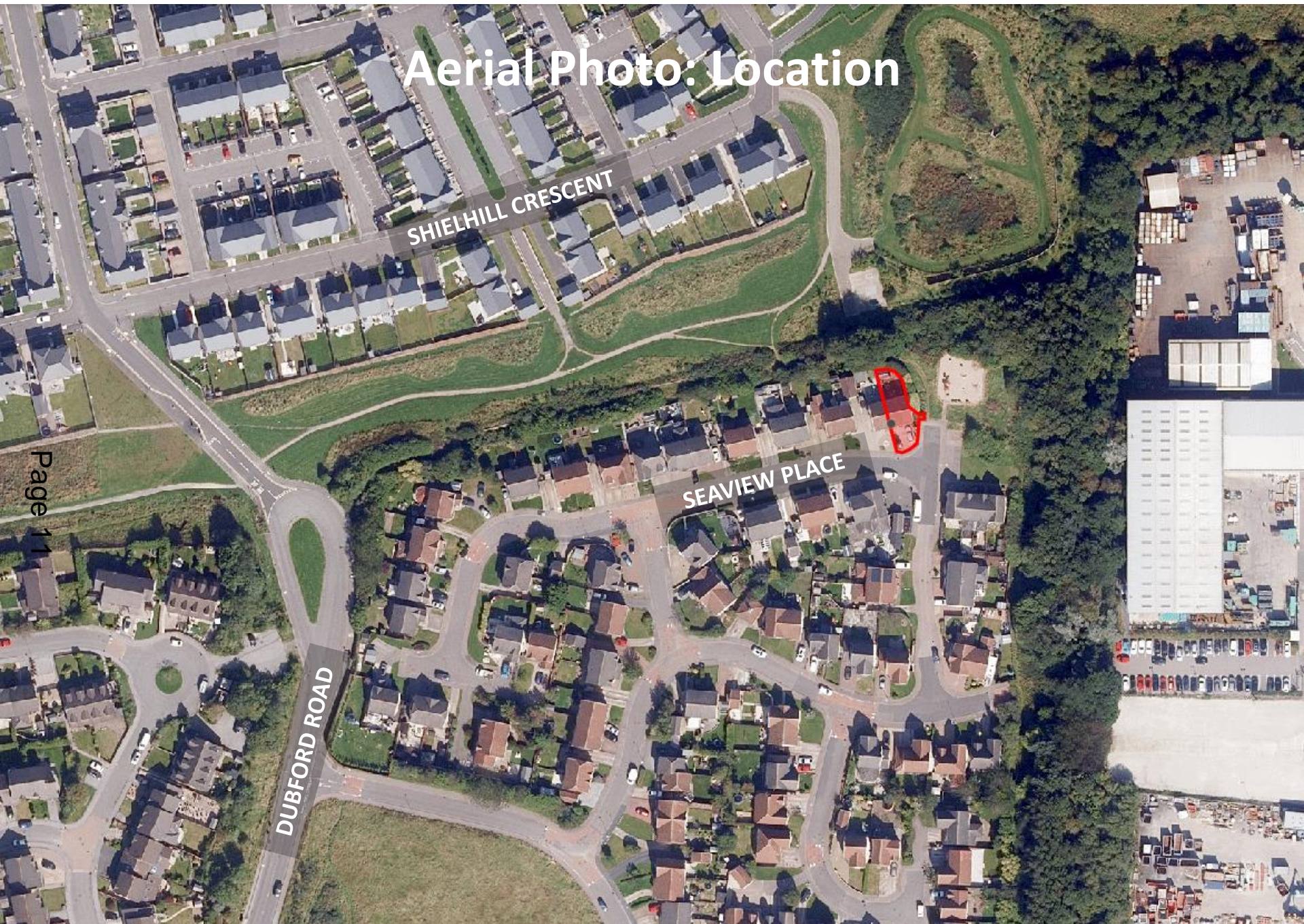


Proposed Block Plan



Block Plan
Scale 1:200

Aerial Photo: Location



Site Photos



Site Photos



Site Photos



Site Photos



Photograph No. 1. Existing front/side fence of 34 Seaview Place.



Photograph No. 2. Proposal ground at the side of 34 Seaview Place.



Photograph No. 7 Path at rear of 34 Seaview Place



Photograph No. 8 Over grown path rear of 29 Seaview Place



Photograph No. 3. Proposed ground, path and play park.



Photograph No. 4 Proposal ground at the side of 34 Seaview Place.



Photograph No. 9 Over grown path rear of 29 Seaview Place.



Photograph No. 10 Over grown path rear of 29 Seaview Place.



Photograph No. 5 Proposed ground at side / Rear of 34 Seaview Place



Photograph No. 6 Path at rear of 34 Seaview Place



Photograph No. 11 Wall at 1 Seaview Close



Photograph No. 12 Curved wall at 18 Seaview Avenue

Site Photos



Photograph No 13 Wall at 25 Seaview Avenue



Photograph No. 14 Wall at 48 Seaview Place

Reasons for Refusal

- Results in loss of a valuable area of green space, which was included in 2010 Open Space audit and scored highly in terms of biodiversity
- Would result in fragmentation of a larger area of open space which contributes to the character, biodiversity and amenity of the area
- Would result in an irregular northern boundary extent and to the east the boundary would be irregularly close to a public footpath, making the path less attractive to pedestrians
- Potential to set unwelcome precedent – cumulative effect of similar proposals must be considered
- Conflict with Householder Development Guide and Green Space Network and Open Space SG documents
- Conflict with Policies H1, NE3, and D1 of ALDP, as well as equivalents in Proposed ALDP

H1: Residential Areas

- Is this overdevelopment?
- Would it have an *'unacceptable impact on the character and amenity'* of the area?
- Would it result in the loss of open space?
- Does it comply with Supplementary Guidance?

(e.g. Householder Development Guide SG)

D1: Quality Placemaking by Design

All dev't must *“ensure high standards of design and have a strong and distinctive sense of place which is a result of context appraisal, detailed planning, quality architecture, craftsmanship and materials”*.

Proposals will be assessed against the following six essential qualities:

- Distinctive
- Welcoming
- Safe and pleasant
- Easy to move around
- Adaptable
- Resource-efficient

NE3: Urban Green Space

- Permission will not be granted to redevelop parks, playing fields, sports pitches, woods, allotments or all other areas of urban green space for any use other than recreation and sport.
- Exceptions made where equivalent alternate provision is to be made locally
- In all cases, development only acceptable provided:
 - No significant loss to landscape character and amenity;
 - Public access maintained or enhanced;
 - Site is of no significant wildlife/heritage value;
 - No loss of established/mature trees;
 - Replacement green space of same or better quality is provided;
 - No adverse impact on watercourses, ponds, wetlands;
 - Proposals to develop outdoor sports facilities should also be consistent with SPP

SG: Householder Dev't Guide

- Should not adversely affect spaces which make a worthwhile contribution to the character and amenity of an area;
- Proposals should not fragment or, if replicated, be likely to erode larger areas of open space or landscaping.
- Should not worsen or create a deficiency in recreational open space
- Should not result in loss of visual amenity – including loss of, or incorporation into private garden of, existing trees/landscaping


Points for Consideration

- Zoning: Does the proposal satisfy the criteria of policy H1?
- Design: Is the proposal of sufficient design quality (D1) - *having regard for factors such as scale, siting, footprint, proportions relative to original, materials, colour etc?* In particular, would the proposal be ‘welcoming’, ‘safe and pleasant’ and ‘easy to move around’?
- NE3: is the loss of urban green space consistent with policy NE3?
- Supplementary Guidance: does it fragment an area of open space? If repeated, would this be likely to erode a larger area of open space? Would there be an adverse visual impact as a result of the works? Is any alternative area laid out in compensation?

Decision-making

- **1. Does the proposal comply with the Development Plan when considered as a whole?**
- **2. Are there any material considerations that outweigh the Development Plan in this instance?**
- Decision – state clear reasons for decision, making reference to the Development Plan, its policies and any other material considerations of weight
- Conditions? (if approved – Planning Adviser can assist)

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 <p>ABERDEEN CITY COUNCIL</p>	<h2 style="margin: 0;">Strategic Place Planning</h2> <hr/> <p style="margin: 0;">Report of Handling</p>
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Site Address:	34 Seaview Place, Aberdeen, AB23 8RL,
Application Description:	Change of use from amenity land to garden ground
Application Ref:	200162/DPP
Application Type:	Detailed Planning Permission
Application Date:	12 February 2020
Applicant:	Mr Philip Nicol
Ward:	Bridge of Don
Community Council:	Bridge of Don
Case Officer:	Roy Brown

RECOMMENDATION

Refuse

APPLICATION BACKGROUND

Site Description

The application site comprises a c.102sqm area of amenity open space to the west of 34 Seaview Place, a two-storey semi-detached dwelling, in a residential area.

The space predominantly contains soft landscaping by way of semi-mature shrubs and grass. The space forms part of a larger area publicly accessible open space containing a play area, a footpath and grass surrounded by vegetation and trees. There is no discernible boundary between the application site and the wider open space. The play area is bounded by a c.1m high fence.

The application site is bounded immediately to the east and north by a public footpath which links with the footpaths of the open spaces serving Dubford to the north. The play area is located approximately c.4m to the east of the application site. The open space forms part of a large network of open spaces that surround Seaview Place, Seaview Close and Seaview Crescent and connects to the open spaces of Dubford to the north. These are linked by formal and informal public footpaths. The open space surrounding the site is located within the Green Space Network.

Relevant Planning History

Planning permission was granted in 2003 for the two-storey side extension on 34 Seaview Place which currently exists.

Several applications for the change of use from amenity open space to domestic garden ground and the erection of a boundary fence were determined in 2017 in the wider area:

App No	Address	Decision Date	Summary of Reasons for Decision
171309/DPP	<u>9 Seaview Place</u> Site set several metres away from public road and the proposal was to extend garden to align with boundaries of the adjacent properties.	30 th November 2017 (Approved)	No impact to the established landscape features of the corridor of open space in the immediate vicinity between the space and the road. Negligible impact to the landscape setting and character of the surrounding area. Resulted in regular boundary layout as the proposal would extend garden only as far as the established boundary fence line of the adjacent properties. The site itself did not have significant biodiversity, recreation and sport value. It would not have set a precedent given future proposals would likely result in irregular boundary layouts and result in the loss of significant landscaping.
170693/DPP	<u>12 Seaview Place</u> Prominent site on road junction which beyond established boundary lines. Fence would be set 1.5m back from the footway.	21 st July 2017 (Refused) (Decision upheld by Local Review Body)	Significant detrimental impact to visual amenity of the surrounding area by the incorporation of the public open space into a private garden; the removal of established shrubs and trees which contributed to local landscape character, and the prominence and siting of the fence. Adverse impact to road safety as a result of the fence affecting visibility splay of a road junction. The proposal would set a precedent which would result in further erosion of the design and quality and visual amenity of the wider housing area, and beyond.
170328/DPP	<u>52 Seaview Drive</u> Site adjacent to sub-station and separated from the wider open space by a dry-stone dyke.	29 th June 2017 (Approved)	No significant loss of landscape character and amenity. The site was not considered to have significant wildlife or heritage value. There was no loss of established trees. The proposed use would facilitate outdoor activities. No impact with respect to flooding and drainage. Given the unique features of the site and its location, a precedent would not be set. It is unlikely that the site would have been an intended area of open space for the original development, but rather a space left for the sub-station that was never utilised.
170257/DPP	<u>12 Seaview Place</u> Same site as 170693/DPP but the fence in this proposal was	13 th April 2017 (Refused)	The reasons were the same as those in 170257/DPP.

	located directly on the edge of the footway.		
161787/DPP	<u>29 Seaview Avenue</u> Site adjacent to public footpath, but was not prominent from the wider area and not near public play area.	13 th June 2017 (Overturned by LRB)	At review, not considered to conflict with Policy NE3 and not result in significant loss of character and amenity in the surrounding area. The development would enhance amenity by tidying up an unkempt piece of amenity land. There be no significant erosion of amenity provision.

APPLICATION DESCRIPTION

Description of Proposal

Planning permission is sought for the change of use of the site from amenity space to domestic garden ground, which would be associated with 34 Seaview Place.

No physical development is proposed. This application considers the principle of use as residential curtilage. Land ownership and use rights are a separate legal matter for any parties concerned.

Supporting Documents

All drawings and the supporting statement can be viewed on the Council's website at:

<https://publicaccess.aberdeencity.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=Q5A41IBZFJB00>

Report to Support Planning Application (Prepared by all Design (Scotland) Ltd)

Statement setting out why the applicant's agent considers the proposal would comply with planning policies and guidance. It contains supplementary photographs.

CONSULTATIONS

Bridge of Don Community Council – No response received.

REPRESENTATIONS

None

MATERIAL CONSIDERATIONS

Legislative Requirements

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

National Planning Policy

Scottish Planning Policy

Aberdeen City and Shire Strategic Development Plan (2014) (SDP)

The purpose of the SDP is to set a spatial strategy for the future development of the Aberdeen City and Shire. The general objectives of the plan are promoting economic growth and sustainable

economic development which will reduce carbon dioxide production, adapting to the effects of climate change, limiting the use of non-renewable resources, encouraging population growth, maintaining and improving the region's built, natural and cultural assets, promoting sustainable communities and improving accessibility.

From the 29 March 2019, the Strategic Development Plan 2014 will be beyond its five-year review period. In the light of this, for proposals which are regionally or strategically significant or give rise to cross boundary issues between Aberdeen City and Aberdeenshire, the presumption in favour of development that contributes to sustainable development will be a significant material consideration in line with Scottish Planning Policy 2014.

The Aberdeen City Local Development Plan 2017 will continue to be the primary document against which applications are considered. The Proposed Aberdeen City & Shire SDP may also be a material consideration. The Proposed SDP constitutes the settled view of the Strategic Development Planning Authority (and both partner Councils) as to what should be the final content of the next approved Strategic Development Plan. The Proposed SDP was submitted for Examination by Scottish Ministers in Spring 2019, and the Reporter has now reported back. The Scottish Ministers will consider the Reporter's Report and decide whether or not to approve or modify the Proposed SDP. The exact weight to be given to matters contained in the Proposed SDP in relation to specific applications will depend on whether –

- these matters have been subject to comment by the Reporter; and
- the relevance of these matters to the application under consideration.

Aberdeen Local Development Plan (ALDP) (2017)

Policy D1 - Quality Placemaking by Design

Policy H1 - Residential Areas

Policy NE3 - Urban Green Space

Policy NE9 - Access and Informal Recreation

Proposed Aberdeen Local Development Plan (2020)

The Proposed Aberdeen Local Development Plan (Proposed ALDP) was approved at the Council meeting of 2 March 2020. The Proposed ALDP constitutes the Council's settled view as to what the final content of the next adopted ALDP should be, and is now a material consideration in the determination of planning applications. The Aberdeen Local Development Plan 2017 will continue to be the primary document against which applications are considered. The exact weight to be given to matters contained in the Proposed ALDP (including individual policies) in relation to specific applications will depend on whether –

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

The foregoing can only be assessed on a case by case basis. The following policies are of relevance in the assessment of this application:

Policy D1 - Quality Placemaking

Policy H1 - Residential Areas

Policy NE2 – Green and Blue Infrastructure

Supplementary Guidance

Householder Development Guide (HDG)

Green Space Network and Open Space

EVALUATION

Aberdeen City and Shire Strategic Development Plan (SDP)

In terms of assessment against the Strategic Development Plan, due to the small scale of this proposal the proposed development is not considered to be strategic or regionally significant, or require consideration of cross-boundary issues and, therefore, does not require detailed consideration against the SDP.

Principle of the Change of Use

The application site is located within a residential area, under Policy H1 – Residential Areas of the adopted ALDP and relates to the change of use of the site as amenity land to domestic garden ground. For this proposal to comply with Policy H1 in principle, the change of use should not have an unacceptable impact on the character and amenity of the surrounding area, it should not result in the loss of valuable and valued open space, and it should comply with the Supplementary Guidance. In this instance, the Supplementary Guidance: 'The Householder Development Guide' and 'Green Space Network and Open Space' are relevant in the assessment of this application.

The application site itself serves as a soft landscaped buffer in a prominent public location between the residential boundary of 34 Seaview Place, the public footpath and the play area, just to its east, and the wider open space. It was included in the Open Space Audit 2010. The space has high biodiversity value, and this can be demonstrated by its high biodiversity score in this Open Space Audit. It is surrounded by and connects to the Green Space Network.

The site also has value in that it forms part of a larger area of publicly accessible open space within the Green Space Network which, just a few metres from the site, contains a play area, vegetation and grass. This connects to a very large network of open spaces in and around the residential areas of Seaview Place, Seaview Close, Seaview Crescent and the residential areas of Dubford to the north. Beyond their function for the purposes of access and irrespective of how often they are used as such, these green spaces and green corridors contain a variety of vegetation, trees and shrubs, which not only play an important role to the character and amenity of the surrounding area visually but also contribute to the natural environment in terms of the local habitat and biodiversity of the surrounding area. Both the site itself and the site as part of the larger network of open space are valued and valuable areas of open space which contribute to the character and amenity of the surrounding area, contribute to the natural environment, and have recreational and access value.

The change of use would therefore result in the loss of publicly accessible open space which makes a worthwhile contribution to the character and amenity of the area, in conflict with the HDG.

Policy NE3 states that permission will not be granted to redevelop areas of urban green space (including smaller spaces not identified on the Proposals Map) for any use other than recreation and sport. Whilst the size of the space likely limits the function of the space for formal recreation and sport purposes, it nevertheless could be used for informal recreational purposes, as part of the larger area of open space to the east of the site. The proposal would conflict with Policy NE3 – Urban Green Space of the ALDP in that it would result in the loss of an area of publicly accessible green space. The HDG states that proposals should not fragment or, if replicated, be likely to incrementally erode larger areas of public open space or landscaping. The change of use would fragment a large area of open space that contributes significantly to the character and amenity of the surrounding area.

In conflict with the HDG, the proposal would result in an irregular boundary layout whereby the northern boundary of the site would extend beyond the northern boundary line of the curtilage of the adjacent properties along Seaview Place. It would also result in the boundary of the residential boundary becoming irregularly close to the path and the play area to the east. The resulting boundary layout would not correspond with the established pattern of development in the

surrounding area and reflect local urban form, in conflict with the qualities of placemaking referred to in Policy D1 of the ALDP.

It is recognised that no physical development is proposed with this application. However, the change of use of the site to domestic garden ground could result in domestic development being erected on the site within the provisions of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992, as amended.

This would have a negative impact on the adjacent public footpath for two reasons.

Firstly, the HDG states that the proposal *'should not result in the narrowing of footpath corridors'*. The residential boundary of 34 Seaview Place would become irregularly close to the play area; and would reduce the effective width of the public footpath between the resulting boundary and the play area. Development along the proposed boundary would result in the loss of the space as a buffer between the wider open space and the application property.

Secondly, the HDG also states that these proposals should not *'lead to a loss of important views along such footpaths, making them less inviting or safe to use.'* Given the proposed site boundary would immediately bound the public footpath, any physical development on this boundary as a result of the grant of the change of use could result in the loss of the important view into the path from the south which would make it less inviting and safe to use, in conflict with the HDG. This path is currently informal in its appearance in that it is not formally hard surfaced. It is nevertheless visible as a route from Seaview Place to the north and directly connects into the path network in the Dubford development to the north. Development immediately adjacent to the path would make it appear unclear from the road and discourage its usage as a public way which connects with the Dubford development to the north.

The reduction in the effective width of the footpath corridor and impact to the adjacent footpath which could result as a direct consequence of the change of use would adversely affect the access and recreation value of the wider open space, in conflict with Policies D1 and H1 of the ALDP.

Notwithstanding every planning application is assessed on its own merits, the proposal could give rise to the setting of a precedent, which would make it difficult to resist similar proposals in the future given there are a significant number of residential properties which are bounded by areas of open space in the surrounding area. Unlike the three sites which were granted a change of use in the wider area in 2017 at 29 Seaview Avenue, 52 Seaview Drive and 9 Seaview Place, the application is in a significantly more prominent and usable position adjacent to both a public play area and footpath. Additionally, the proposal would extend beyond the established curtilage boundary at the north of the site. Whilst every planning application is assessed on its own merits, the grant of planning permission for the change of use of the path to extend beyond the existing north boundary would be highly likely to set a precedent for other properties along the north of the site to similarly extend to the north. Over time the cumulative impact of the loss of separate areas of ground could lead to the gradual erosion of open space, which would not be in the public interest and could have a significant adverse impact on the character and amenity of the surrounding area, in conflict with Policies H1 and D1 of the ALDP; and the HDG.

Scottish Planning Policy states that NPF3 aims to significantly enhance green infrastructure networks, particularly in and around our cities and towns and that green infrastructure and improved access to open space can help to build stronger, healthier communities. The Supplementary Guidance: Green Space Network and Open Space recognises that access to good quality green infrastructure will contribute to a greener, healthier, smarter, safer, stronger, wealthier and fairer city. The proposal would result in the loss of an area of valuable amenity open space which in itself and as part of the larger area of open space, makes a worthwhile contribution to the character and amenity of the area. The proposal could set a precedent for the loss of the wider open space. The

proposal would therefore conflict with the principles of Scottish Planning Policy, Policies H1 – Residential Areas, NE3 – Urban Green Space and D1 – Quality Placemaking by Design of the Aberdeen Local Development Plan; the Supplementary Guidance: ‘The Householder Development Guide’ and ‘Green Space Network and Open Space’.

Proposed Aberdeen Local Development Plan

In relation to this particular application, the relevant policies in the Proposed Aberdeen Local Development Plan 2020 (ALDP) substantively reiterate those in the adopted Local Development Plan and the proposal is unacceptable in terms of both Plans for the reasons previously given.

Matters Raised in the Supporting Statement

The supporting statement notes that the path at the rear of Seaview Place has fallen into dis-use and is overgrown. This is only true for the section of the path to the immediate north of properties 16-30 Seaview Place where there is junction between said path and the recently formed paths at Dubford. The path bounding the application site is not in a state of dis-use. It is used and connects directly to the formalised paths to the north. The connections of the existing path network into the recently constructed paths were approved as part of the Dubford development. As noted above, beyond the usage of the paths for access, the surrounding open spaces and green corridors also contribute to the surrounding area both visually and to the natural environment with respect to biodiversity and habitat.

The application site as an area of open space is not considered to be a health hazard. It is a publicly accessible area of open space which forms part of a much wider area of open space.

It is suggested in the supporting statement that the proposal should be considered on its own merits and not included within a broad-brush approach. The change of use of the application site both in itself, and in terms of the incremental erosion of a much larger area of public open space is considered on its own merits to have a detrimental impact to the character and amenity of the surrounding area, and to conflict with the relevant national and local planning policies and guidance.

RECOMMENDATION

Refuse

REASON FOR RECOMMENDATION

The proposed change of use from amenity land to garden ground would result in the loss of valued and valuable open space, which was included in the Open Space Audit 2010 and scored highly with respect to biodiversity. It would also result in the fragmentation of a large area of open space that contributes to the character, biodiversity and amenity of the surrounding area.

The proposal would adversely affect the wider open space in that it would result in an irregular residential boundary whereby the northern boundary of 34 Seaview Place would extend beyond the established northern boundary line of the adjacent residential properties; it would extend to the east so that it would be irregularly close to the public footpath and play area. Domestic development along the boundary could result in the footpath being less inviting to use, which would detract from the access and recreational value of the wider open space.

The proposal could give rise to the setting of a precedent would make it difficult to resist similar proposals in the future which cumulatively could result in the gradual erosion of the open space, which would have a significant adverse impact on the character and amenity of the surrounding area.

The proposal would therefore conflict with the principles of Scottish Planning Policy; Policies D1 –

Quality Placemaking by Design, H1 – Residential Areas and NE3 – Urban Green Space of the adopted Aberdeen Local Development Plan; the Supplementary Guidance: ‘The Householder Development Guide’ and ‘Green Space Network and Open Space’; and Policies D1- Quality Placemaking, H1 – Residential Areas and NE2 – Green and Blue Infrastructure of the proposed Aberdeen Local Development Plan. There are no material planning considerations that warrant the grant of planning permission in this instance.



Marischal College Planning & Sustainable Development Business Hub 4, Ground Floor North Broad Street Aberdeen AB10 1AB Tel: 01224 523 470 Fax: 01224 636 181 Email: pi@aberdeencity.gov.uk

Applications cannot be validated until all the necessary documentation has been submitted and the required fee has been paid.

Thank you for completing this application form:

ONLINE REFERENCE 100231915-001

The online reference is the unique reference for your online form only. The Planning Authority will allocate an Application Number when your form is validated. Please quote this reference if you need to contact the planning Authority about this application.

Type of Application

What is this application for? Please select one of the following: *

- Application for planning permission (including changes of use and surface mineral working).
- Application for planning permission in principle.
- Further application, (including renewal of planning permission, modification, variation or removal of a planning condition etc)
- Application for Approval of Matters specified in conditions.

Description of Proposal

Please describe the proposal including any change of use: * (Max 500 characters)

change of use from amenity land to garden ground

Is this a temporary permission? * Yes No

If a change of use is to be included in the proposal has it already taken place?
(Answer 'No' if there is no change of use.) * Yes No

Has the work already been started and/or completed? *

No Yes – Started Yes - Completed

Applicant or Agent Details

Are you an applicant or an agent? * (An agent is an architect, consultant or someone else acting on behalf of the applicant in connection with this application)

Applicant Agent

Applicant Details

Please enter Applicant details

Title:	<input type="text" value="Mr"/>	You must enter a Building Name or Number, or both: *	
Other Title:	<input type="text"/>	Building Name:	<input type="text"/>
First Name: *	<input type="text" value="Philip"/>	Building Number:	<input type="text" value="34"/>
Last Name: *	<input type="text" value="Nicol"/>	Address 1 (Street): *	<input type="text" value="Seaview Place"/>
Company/Organisation	<input type="text"/>	Address 2:	<input type="text"/>
Telephone Number: *	<input type="text" value="REDACTED"/>	Town/City: *	<input type="text" value="Aberdeen"/>
Extension Number:	<input type="text"/>	Country: *	<input type="text" value="Scotland"/>
Mobile Number:	<input type="text"/>	Postcode: *	<input type="text" value="AB238rl"/>
Fax Number:	<input type="text"/>		
Email Address: *	<input type="text" value="REDACTED"/>		

Site Address Details

Planning Authority:	<input type="text" value="Aberdeen City Council"/>
Full postal address of the site (including postcode where available):	
Address 1:	<input type="text" value="34 SEAVIEW PLACE"/>
Address 2:	<input type="text"/>
Address 3:	<input type="text"/>
Address 4:	<input type="text"/>
Address 5:	<input type="text"/>
Town/City/Settlement:	<input type="text" value="ABERDEEN"/>
Post Code:	<input type="text" value="AB23 8RL"/>

Please identify/describe the location of the site or sites

Northing	<input type="text" value="812299"/>	Easting	<input type="text" value="394310"/>
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Pre-Application Discussion

Have you discussed your proposal with the planning authority? *

Yes No

Site Area

Please state the site area:

0.10

Please state the measurement type used:

Hectares (ha) Square Metres (sq.m)

Existing Use

Please describe the current or most recent use: * (Max 500 characters)

Not used

Access and Parking

Are you proposing a new altered vehicle access to or from a public road? *

Yes No

If Yes please describe and show on your drawings the position of any existing. Altered or new access points, highlighting the changes you propose to make. You should also show existing footpaths and note if there will be any impact on these.

Are you proposing any change to public paths, public rights of way or affecting any public right of access? *

Yes No

If Yes please show on your drawings the position of any affected areas highlighting the changes you propose to make, including arrangements for continuing or alternative public access.

How many vehicle parking spaces (garaging and open parking) currently exist on the application Site?

0

How many vehicle parking spaces (garaging and open parking) do you propose on the site (i.e. the Total of existing and any new spaces or a reduced number of spaces)? *

0

Please show on your drawings the position of existing and proposed parking spaces and identify if these are for the use of particular types of vehicles (e.g. parking for disabled people, coaches, HGV vehicles, cycles spaces).

Water Supply and Drainage Arrangements

Will your proposal require new or altered water supply or drainage arrangements? *

Yes No

Do your proposals make provision for sustainable drainage of surface water?? *
(e.g. SUDS arrangements) *

Yes No

Note:-

Please include details of SUDS arrangements on your plans

Selecting 'No' to the above question means that you could be in breach of Environmental legislation.

Are you proposing to connect to the public water supply network? *

- Yes
 No, using a private water supply
 No connection required

If No, using a private water supply, please show on plans the supply and all works needed to provide it (on or off site).

Assessment of Flood Risk

Is the site within an area of known risk of flooding? *

Yes No Don't Know

If the site is within an area of known risk of flooding you may need to submit a Flood Risk Assessment before your application can be determined. You may wish to contact your Planning Authority or SEPA for advice on what information may be required.

Do you think your proposal may increase the flood risk elsewhere? *

Yes No Don't Know

Trees

Are there any trees on or adjacent to the application site? *

Yes No

If Yes, please mark on your drawings any trees, known protected trees and their canopy spread close to the proposal site and indicate if any are to be cut back or felled.

Waste Storage and Collection

Do the plans incorporate areas to store and aid the collection of waste (including recycling)? *

Yes No

If Yes or No, please provide further details: * (Max 500 characters)

in garden

Residential Units Including Conversion

Does your proposal include new or additional houses and/or flats? *

Yes No

All Types of Non Housing Development – Proposed New Floorspace

Does your proposal alter or create non-residential floorspace? *

Yes No

Schedule 3 Development

Does the proposal involve a form of development listed in Schedule 3 of the Town and Country Planning (Development Management Procedure (Scotland) Regulations 2013) *

Yes No Don't Know

If yes, your proposal will additionally have to be advertised in a newspaper circulating in the area of the development. Your planning authority will do this on your behalf but will charge you a fee. Please check the planning authority's website for advice on the additional fee and add this to your planning fee.

If you are unsure whether your proposal involves a form of development listed in Schedule 3, please check the Help Text and Guidance notes before contacting your planning authority.

Planning Service Employee/Elected Member Interest

Is the applicant, or the applicant's spouse/partner, either a member of staff within the planning service or an elected member of the planning authority? *

Yes No

Certificates and Notices

CERTIFICATE AND NOTICE UNDER REGULATION 15 – TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (SCOTLAND) REGULATION 2013

One Certificate must be completed and submitted along with the application form. This is most usually Certificate A, Form 1, Certificate B, Certificate C or Certificate E.

Are you/the applicant the sole owner of ALL the land? *

Yes No

Is any of the land part of an agricultural holding? *

Yes No

Certificate Required

The following Land Ownership Certificate is required to complete this section of the proposal:

Certificate A

Land Ownership Certificate

Certificate and Notice under Regulation 15 of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

Certificate A

I hereby certify that –

(1) - No person other than myself/the applicant was an owner (Any person who, in respect of any part of the land, is the owner or is the lessee under a lease thereof of which not less than 7 years remain unexpired.) of any part of the land to which the application relates at the beginning of the period of 21 days ending with the date of the accompanying application.

(2) - None of the land to which the application relates constitutes or forms part of an agricultural holding

Signed: Mr Philip Nicol

On behalf of:

Date: 06/02/2020

Please tick here to certify this Certificate. *

Checklist – Application for Planning Permission

Town and Country Planning (Scotland) Act 1997

The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

Please take a few moments to complete the following checklist in order to ensure that you have provided all the necessary information in support of your application. Failure to submit sufficient information with your application may result in your application being deemed invalid. The planning authority will not start processing your application until it is valid.

a) If this is a further application where there is a variation of conditions attached to a previous consent, have you provided a statement to that effect? *

Yes No Not applicable to this application

b) If this is an application for planning permission or planning permission in principal where there is a crown interest in the land, have you provided a statement to that effect? *

Yes No Not applicable to this application

c) If this is an application for planning permission, planning permission in principle or a further application and the application is for development belonging to the categories of national or major development (other than one under Section 42 of the planning Act), have you provided a Pre-Application Consultation Report? *

Yes No Not applicable to this application

Town and Country Planning (Scotland) Act 1997

The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

d) If this is an application for planning permission and the application relates to development belonging to the categories of national or major developments and you do not benefit from exemption under Regulation 13 of The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013, have you provided a Design and Access Statement? *

Yes No Not applicable to this application

e) If this is an application for planning permission and relates to development belonging to the category of local developments (subject to regulation 13. (2) and (3) of the Development Management Procedure (Scotland) Regulations 2013) have you provided a Design Statement? *

Yes No Not applicable to this application

f) If your application relates to installation of an antenna to be employed in an electronic communication network, have you provided an ICNIRP Declaration? *

Yes No Not applicable to this application

g) If this is an application for planning permission, planning permission in principle, an application for approval of matters specified in conditions or an application for mineral development, have you provided any other plans or drawings as necessary:

- Site Layout Plan or Block plan.
- Elevations.
- Floor plans.
- Cross sections.
- Roof plan.
- Master Plan/Framework Plan.
- Landscape plan.
- Photographs and/or photomontages.
- Other.

If Other, please specify: * (Max 500 characters)

Provide copies of the following documents if applicable:

- | | |
|--|--|
| A copy of an Environmental Statement. * | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| A Design Statement or Design and Access Statement. * | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| A Flood Risk Assessment. * | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| A Drainage Impact Assessment (including proposals for Sustainable Drainage Systems). * | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| Drainage/SUDS layout. * | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| A Transport Assessment or Travel Plan | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| Contaminated Land Assessment. * | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| Habitat Survey. * | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| A Processing Agreement. * | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |

Other Statements (please specify). (Max 500 characters)

Declare – For Application to Planning Authority

I, the applicant/agent certify that this is an application to the planning authority as described in this form. The accompanying Plans/drawings and additional information are provided as a part of this application.

Declaration Name: Mr Philip Nicol

Declaration Date: 06/02/2020

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DECISION NOTICE

The Town and Country Planning (Scotland) Act 1997

Detailed Planning Permission

All Design (Scotland) Limited
Unit 22, James Gregory Centre
Campus 2, Aberdeen Innovation Park
Balgownie Drive
Aberdeen
AB22 8GU

on behalf of **Mr Philip Nicol**

With reference to your application validly received on 12 February 2020 for the following development:-

**Change of use from amenity land to garden ground
at 34 Seaview Place, Aberdeen**

Aberdeen City Council in exercise of their powers under the above mentioned Act hereby **REFUSE PLANNING PERMISSION** for the said development in accordance with the particulars given in the application form and the following plans and documents:

<u>Drawing Number</u>	<u>Drawing Type</u>
AD 1345 - 01	Location Plan
AD1345 - 02 REV A	Site Plan (Proposed)

REASON FOR DECISION

The reasons on which the Council has based this decision are as follows:-

The proposed change of use from amenity land to garden ground would result in the loss of valued and valuable open space, which was included in the Open Space Audit 2010 and scored highly with respect to biodiversity. It would also result in the

fragmentation of a large area of open space that contributes to the character, biodiversity and amenity of the surrounding area.

The proposal would adversely affect the wider open space in that it would result in an irregular residential boundary whereby the northern boundary of 34 Seaview Place would extend beyond the established northern boundary line of the adjacent residential properties; it would extend to the east so that it would be irregularly close to the public footpath and play area. Domestic development along the boundary could result in the footpath being less inviting to use, which would detract from the access and recreational value of the wider open space.

The proposal could give rise to the setting of a precedent would make it difficult to resist similar proposals in the future which cumulatively could result in the gradual erosion of the open space, which would have a significant adverse impact on the character and amenity of the surrounding area.

The proposal would therefore conflict with the principles of Scottish Planning Policy; Policies D1 - Quality Placemaking by Design, H1 - Residential Areas and NE3 - Urban Green Space of the adopted Aberdeen Local Development Plan; the Supplementary Guidance: 'The Householder Development Guide' and 'Green Space Network and Open Space'; and Policies D1- Quality Placemaking, H1 - Residential Areas and NE2 - Green and Blue Infrastructure of the proposed Aberdeen Local Development Plan. There are no material planning considerations that warrant the grant of planning permission in this instance.

Date of Signing 11 May 2020



Daniel Lewis
Development Management Manager

IMPORTANT INFORMATION RELATED TO THIS DECISION

DETAILS OF ANY VARIATION MADE TO ORIGINAL PROPOSAL, AS AGREED WITH APPLICANT (S32A of 1997 Act)

None.

RIGHT OF APPEAL THE TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997

If the applicant is aggrieved by the decision of the planning authority –

- a) to refuse planning permission;
- b) to refuse approval, consent or agreement required by a condition imposed on a grant of planning permission;

- c) to grant planning permission or any approval, consent or agreement subject to conditions,

the applicant may require the planning authority to review the case under section 43A(8) of the Town and Country Planning (Scotland) Act 1997 within three months from the date of this notice. Any requests for a review must be made on a 'Notice of Review' form available from the planning authority or at www.eplanning.scot.

Notices of review submitted by post should be sent to Strategic Place Planning (address at the top of this decision notice).

SERVICE OF PURCHASE NOTICE WHERE INTERESTS ARE AFFECTED BY A PLANNING DECISION

If permission to develop land is refused and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development that would be permitted, the owners of the land may serve on the planning authority a purchase notice requiring the purchase of the owner of the land's interest in the land in accordance with Part 5 of the Town and Country Planning (Scotland) Act 1997.

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Aberdeen Local Development Plan (ALDP)

- Policy D1 - Quality Placemaking by Design
- Policy H1 - Residential Areas
- Policy NE3 - Urban Green Space
- Policy NE9 - Access and Informal Recreation

Supplementary Guidance

Householder Development Guide

<https://www.aberdeencity.gov.uk/sites/default/files/2.1.PolicySG.HouseHoldDesignGuide.pdf>

Green Space Network and Open Space

<https://www.aberdeencity.gov.uk/sites/default/files/6.4.PolicySG.OpenSpace.pdf>

Other Material Considerations

Aberdeen City and Shire Strategic Development Plan (2020) (SDP)

Proposed Aberdeen Local Development Plan (2020)

<https://www.aberdeencity.gov.uk/services/planning-and-building/local-development-plan/aberdeen-local-development-plan/aberdeen-local-development-plan-review#3678>

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Marischal College Planning & Sustainable Development Business Hub 4, Ground Floor North Broad Street Aberdeen AB10 1AB Tel: 01224 523 470 Fax: 01224 636 181 Email: pi@aberdeencity.gov.uk

Applications cannot be validated until all the necessary documentation has been submitted and the required fee has been paid.

Thank you for completing this application form:

ONLINE REFERENCE 100290012-001

The online reference is the unique reference for your online form only. The Planning Authority will allocate an Application Number when your form is validated. Please quote this reference if you need to contact the planning Authority about this application.

Applicant or Agent Details

Are you an applicant or an agent? * (An agent is an architect, consultant or someone else acting on behalf of the applicant in connection with this application)

Applicant Agent

Agent Details

Please enter Agent details

Company/Organisation:	All Design (Scotland) Limited		
Ref. Number:	<input type="text"/>	You must enter a Building Name or Number, or both: *	
First Name: *	PAUL	Building Name:	James Gregory Centre,
Last Name: *	WALBER	Building Number:	<input type="text"/>
Telephone Number: *	01224 701576	Address 1 (Street): *	Campus 2
Extension Number:	<input type="text"/>	Address 2:	Bridge of Don
Mobile Number:	<input type="text"/>	Town/City: *	Aberdeen
Fax Number:	<input type="text"/>	Country: *	United Kingdom
		Postcode: *	AB22 8GU
Email Address: *	paul@all-design.co.uk		

Is the applicant an individual or an organisation/corporate entity? *

Individual Organisation/Corporate entity

Applicant Details

Please enter Applicant details

Title:	<input type="text" value="Mr"/>	You must enter a Building Name or Number, or both: *	
Other Title:	<input type="text"/>	Building Name:	<input type="text"/>
First Name: *	<input type="text" value="Phil and Tracy"/>	Building Number:	<input type="text" value="34"/>
Last Name: *	<input type="text" value="Nicol"/>	Address 1 (Street): *	<input type="text" value="Seaview Place"/>
Company/Organisation	<input type="text"/>	Address 2:	<input type="text" value="Bridge of Don"/>
Telephone Number: *	<input type="text" value="01224 701576"/>	Town/City: *	<input type="text" value="Aberdeen"/>
Extension Number:	<input type="text"/>	Country: *	<input type="text" value="Aberdeen City"/>
Mobile Number:	<input type="text"/>	Postcode: *	<input type="text" value="AB23 8RL"/>
Fax Number:	<input type="text"/>		
Email Address: *	<input type="text" value="paul@all-design.co.uk"/>		

Site Address Details

Planning Authority:	<input type="text" value="Aberdeen City Council"/>
Full postal address of the site (including postcode where available):	
Address 1:	<input type="text" value="34 SEAVIEW PLACE"/>
Address 2:	<input type="text"/>
Address 3:	<input type="text"/>
Address 4:	<input type="text"/>
Address 5:	<input type="text"/>
Town/City/Settlement:	<input type="text" value="ABERDEEN"/>
Post Code:	<input type="text" value="AB23 8RL"/>

Please identify/describe the location of the site or sites

Northing	<input type="text" value="812299"/>	Easting	<input type="text" value="394310"/>
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Description of Proposal

Please provide a description of your proposal to which your review relates. The description should be the same as given in the application form, or as amended with the agreement of the planning authority: *
(Max 500 characters)

The proposal was for the change of use of amenity land into garden space. Application was refused.

Type of Application

What type of application did you submit to the planning authority? *

- Application for planning permission (including householder application but excluding application to work minerals).
- Application for planning permission in principle.
- Further application.
- Application for approval of matters specified in conditions.

What does your review relate to? *

- Refusal Notice.
- Grant of permission with Conditions imposed.
- No decision reached within the prescribed period (two months after validation date or any agreed extension) – deemed refusal.

Statement of reasons for seeking review

You must state in full, why you are seeking a review of the planning authority's decision (or failure to make a decision). Your statement must set out all matters you consider require to be taken into account in determining your review. If necessary this can be provided as a separate document in the 'Supporting Documents' section: * (Max 500 characters)

Note: you are unlikely to have a further opportunity to add to your statement of appeal at a later date, so it is essential that you produce all of the information you want the decision-maker to take into account.

You should not however raise any new matter which was not before the planning authority at the time it decided your application (or at the time expiry of the period of determination), unless you can demonstrate that the new matter could not have been raised before that time or that it not being raised before that time is a consequence of exceptional circumstances.

We are seeking a review and we believe the Planning Officer failed in his duty to execute the application correctly. He stated that this application should not create a precedent, ignoring the fact that precedent had already been set. We have a letter that will be added as supplementary information advising all of the concerns that we have.

Have you raised any matters which were not before the appointed officer at the time the Determination on your application was made? *

Yes No

If yes, you should explain in the box below, why you are raising the new matter, why it was not raised with the appointed officer before your application was determined and why you consider it should be considered in your review: * (Max 500 characters)

Please provide a list of all supporting documents, materials and evidence which you wish to submit with your notice of review and intend to rely on in support of your review. You can attach these documents electronically later in the process: * (Max 500 characters)

Letter of Review 34 Seaview Place Report to Support Planning Application Rev A Location Plan AD 1345 / 01 Block Plan AD 1345 / 02 Rev A

Application Details

Please provide the application reference no. given to you by your planning authority for your previous application.

200162 / DPP

What date was the application submitted to the planning authority? *

06/02/2020

What date was the decision issued by the planning authority? *

11/05/2020

Review Procedure

The Local Review Body will decide on the procedure to be used to determine your review and may at any time during the review process require that further information or representations be made to enable them to determine the review. Further information may be required by one or a combination of procedures, such as: written submissions; the holding of one or more hearing sessions and/or inspecting the land which is the subject of the review case.

Can this review continue to a conclusion, in your opinion, based on a review of the relevant information provided by yourself and other parties only, without any further procedures? For example, written submission, hearing session, site inspection. *

Yes No

Please indicate what procedure (or combination of procedures) you think is most appropriate for the handling of your review. You may select more than one option if you wish the review to be a combination of procedures.

Please select a further procedure *

By means of inspection of the land to which the review relates

Please explain in detail in your own words why this further procedure is required and the matters set out in your statement of appeal it will deal with? (Max 500 characters)

The Planning Officer over exaggerated the worth and value of the land when compared to the local open space. Only a site inspection can truly show how small the piece of land is, how the proposal will enhance the area by removing an unsightly patch of ground, and that the land is of no value to the local character, amenity, recreation and biodiversity.

In the event that the Local Review Body appointed to consider your application decides to inspect the site, in your opinion:

Can the site be clearly seen from a road or public land? *

Yes No

Is it possible for the site to be accessed safely and without barriers to entry? *

Yes No

Checklist – Application for Notice of Review

Please complete the following checklist to make sure you have provided all the necessary information in support of your appeal. Failure to submit all this information may result in your appeal being deemed invalid.

Have you provided the name and address of the applicant?. *

Yes No

Have you provided the date and reference number of the application which is the subject of this review? *

Yes No

If you are the agent, acting on behalf of the applicant, have you provided details of your name and address and indicated whether any notice or correspondence required in connection with the review should be sent to you or the applicant? *

Yes No N/A

Have you provided a statement setting out your reasons for requiring a review and by what procedure (or combination of procedures) you wish the review to be conducted? *

Yes No

Note: You must state, in full, why you are seeking a review on your application. Your statement must set out all matters you consider require to be taken into account in determining your review. You may not have a further opportunity to add to your statement of review at a later date. It is therefore essential that you submit with your notice of review, all necessary information and evidence that you rely on and wish the Local Review Body to consider as part of your review.

Please attach a copy of all documents, material and evidence which you intend to rely on (e.g. plans and Drawings) which are now the subject of this review *

Yes No

Note: Where the review relates to a further application e.g. renewal of planning permission or modification, variation or removal of a planning condition or where it relates to an application for approval of matters specified in conditions, it is advisable to provide the application reference number, approved plans and decision notice (if any) from the earlier consent.

Declare – Notice of Review

I/We the applicant/agent certify that this is an application for review on the grounds stated.

Declaration Name: Mr PAUL WALBER

Declaration Date: 05/08/2020

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4th August 2020

Strategic Place Planning,
Aberdeen City Council,
Business Hub 4
Marischal College
Broad Street,
AB10 1AB

Dear Sirs,

Project: Proposed Development at 34 Seaview Place, Bridge of Don, Aberdeen, AB23 8RL

Planning Application Reference: 200162/DPP

Our Reference: AD 1345

Review of Planning Refusal

This letter forms additional supporting evidence relating to for the planning application 200162 / DPP validated on 12th February 2020, and the supplementary report submitted 22nd April 2020. Planning application refused the 11th May 2020.

This response to the points raised by the Planner is structured in the same order as the Decision Notice and the Report of Handling Document.

Note all text in italics are the points raised by the planner in the Decision Notice or the Report of Handling

Decision Notice

- *Not have an unacceptable impact on the character and amenity of the surrounding area*
The applicant and the author do not believe that the proposal has any impact on the character and amenity of the surrounding area. The use of the area is limited due to its size and location and the far easier accessible welcoming rustic paths associated with the New Shielhill development.
- *It should not result in the loss of valuable and valued open space.*
The site area is small and could not be considered as valued open space. In fact, due to its size and location it is debatable if the area could reasonable defined as open space, being that it is bounded by a residential wall lined with common shrubs and an under used rustic path.
- *Should comply with the supplementary guidance*
The guidance clearly states that small incremental pieces of land can be changed from amenity land to garden space, and therefore, does comply with the aspirations of the Supplementary guidance.

All Design (Scotland) Limited

Unit 22, James Gregory Centre, Campus 2, Aberdeen Innovation Park, Balgownie Drive, Bridge of Don, Aberdeen AB22 8GU

t: 01224 701576 e: info@all-design.co.uk

www.all-design.co.uk

Extracts from the Report of Handling

“The application site itself serves as a soft landscaped buffer in a prominent public location between the residential boundary of 34 Seaview Place, the public footpath and the play area.”

The application site (amenity land) does act as a buffer to the path. However, the Planner’s description of the site and adjacent area as boundary wall, buffer zone, path, park. This is a misleading statement. The actual area should be described boundary wall, buffer zone, path, buffer zone, park. It is important to note that there exists a buffer zone between the path and the park. This has been ignored by the planner, although it is essential as the buffer zone between the path and the park is maintained.

“The space has high biodiversity value, and this can be demonstrated by its high biodiversity score in this Open Space Audit.”

With respect to the Planner’s conclusion, the above statement is at best an over exaggeration of the proposal site area. The site has common shrubs (adjacent to the application site boundary) which are abundant within the Seaview Development area, and grass! In general, the whole of the Seaview area could well score high for biodiversity, however to state that this small patch of ground adds to the biodiversity of the whole area is simply not true. There are no unique features, animals or vegetation adding to the biodiversity of the habitat of the application site.

“It is surrounded by and connects to the Green Space Network.”

Again, this simply is an over exaggeration of the importance of the rustic path. Originally the path ran the whole length of the rear of Seaview Place. However, since the new development at Shielhill (Phase 1), the path has been superseded by the open green area and rustic path between Shielhill development and Seaview. The path at the rear of Seaview Place is overgrown and naturally blocked for approximately 80% of its length. More detail will be provided later in the letter.

“The site also has value in that it forms part of a larger area of publicly accessible open space within the Green Space Network which, just a few metres from the site, contains a play area, vegetation and grass.”

This is a generalised comment and could apply to any number of properties in the Seaview area, which bound the corridors, paths both rustic and formal, and the park areas. The site does form part of a publicly accessible open space, but just by its presence and position does not by definition make the site of value. There is no doubt that the green areas of the whole Seaview development add value to the wellbeing of the residents and those visiting the area, but there is serious doubt that anybody who is aware of the proposal site would state that the site has or adds value to the whole Seaview development. This is a serious overstatement by the planner of the value the site, and when seen in context to the Seaview Development area as a whole. The site is of no value whatsoever.

“Beyond their function for the purposes of access and irrespective of how often they are used as such, these green spaces and green corridors contain a variety of vegetation, trees and shrubs, which not only play an important role to the character and amenity of the surrounding area visually but also contribute to the natural environment in terms of the local habitat and biodiversity of the surrounding area.”

As stated previously the site contains common shrubs and grass, and does not add to the biodiversity of the wider Seaview Development. The site itself has no character, and does not add to the amenity or the visual aspects of the surrounding area. Again, this is an overstatement by the planner of the value, worth and impact the site has in the area.

“Both the site itself and the site as part of the larger network of open space are valued and valuable areas of open space which contribute to the character and amenity of the surrounding area, contribute to the natural environment, and have recreational and access value.”

The first sentence above, is a reiteration of the previous statements, and has therefore been responded to above. The site area does not add to the natural environment in any shape whatsoever, and is an embroidery of the true worth of the site. The true worth being, the site provides no diversity in terms of habitat, vegetation or diverse animal species.

The site is so small, and is “L” shaped that no recreational activities are carried out, or could be carried out on the land. It is a false statement by the planner, to say that the site has recreational value. No recreation can or has ever been carried out on the site.

The proposal in no way effects the access around the Seaview Development site. The path itself has started to green over due to the of lack of use.

“The change of use would therefore result in the loss of publicly accessible open space which makes a worthwhile contribution to the character and amenity of the area, in conflict with the HDG.”

The space does not in any way provide a worthwhile contribution to the character and amenity of the area. This statement by the Planner is severely compromised. The site simply does not add to the character or amenity of the area due to its extremely small size, position within the Seaview development, the path itself has fallen in to dis-repair as other more accessible attractive recreational paths have predominantly replaced the path behind and adjacent to Seaview Place, and the sites unkempt appearance. A site visit would clearly show that the value of the site has been drastically overinflated and does not provide a worthwhile contribution to the area, and therefore it would be a reasonable conclusion that the statement by the Planner *“the change of use is in conflict with the HDG”* is in fact incorrect. There is no possible conclusion that the site adds value in character and amenity, and therefore by definition the proposal is, and therefore **cannot** be in conflict with HDG. The proposal would in fact enhance the immediate area, removing an overgrown, and poorly maintained grass.

“Policy NE3 states that permission will not be granted to redevelop areas of urban green space (including smaller spaces not identified on the Proposals Map) for any use other than recreation and

sport. Whilst the size of the space likely limits the function of the space for formal recreation and sport purposes, it nevertheless could be used for informal recreational purposes, as part of the larger area of open space to the east of the site. The proposal would conflict with Policy NE3 – Urban Green Space of the ALDP in that it would result in the loss of an area of publicly accessible green space. The HDG states that proposals should not fragment or, if replicated, be likely to incrementally erode larger areas of public open space or landscaping. The change of use would fragment a large area of open space that contributes significantly to the character and amenity of the surrounding area.”

This statement regarding the use of the site for recreational purposes is simply inexcusable.

The planner states that *“the space likely limits the function of the space for formal recreation”*, and then goes on to state *“...could be used for informal recreational purposes”*

The use of the words *“likely”* and *“could”* are a weak assertion that recreation could be carried out on the site. There are no possible recreational uses for the site area. The applicant who has lived at the site address since the house was built, and the author of this report who has lived in the Seaview Development for 15 Years, can both categorically confirm that no recreational activities have ever been carried out on the site, and the likelihood that recreational activities will ever be carried out on the site is zero. The use of the unambiguous words, are clearly aimed to add weight to the argument that the proposal is out of step with Policy NE3. This is just not the case. The land is small, *“L”* shaped and has never been or will ever be used for recreation, and therefore the proposal is **not** in conflict with Policy NE3.

The proposal in no way fragments the existing open space. The proposal site is adjacent to the boundary of 34 Seaview Place would be incorporated within the garden space of the house. The rustic path will be retained and the open space of the Seaview Development area will not be fragmented by this proposal.

“In conflict with the HDG, the proposal would result in an irregular boundary layout whereby the northern boundary of the site would extend beyond the northern boundary line of the curtilage of the adjacent properties along Seaview Place. It would also result in the boundary of the residential boundary becoming irregularly close to the path and the play area to the east. The resulting boundary layout would not correspond with the established pattern of development in the surrounding area and reflect local urban form, in conflict with the qualities of placemaking referred to in Policy D1 of the ALDP.”

Again, the above statements are not entirely correct. It is a fact that by incorporating the amenity space at the rear of 34 Seaview Place the boundary wall with 33 Seaview Place will be irregular. However, the rear boundary of Seaview Place is not regular as the Planner implies.

“The proposal would push the line of the boundary past the line of the properties at the north of Seaview Place”.

The Planner has been conservative with his words implying that the existing boundary line at the rear of Seaview Place is straight and regular. This is not the case. The boundary line changes at 27 Seaview Place, then again at 21 Seaview Place, and then again at 18/19 Seaview Place. It is not the case that the existing boundary walls to the rear of Seaview Place are regular. In fact the existing boundary walls are irregular along the walls length.

Irregular boundaries are not uncommon in the Seaview Development:

- 39 Seaview Place (15 seconds walk from the application site)
- 24 Seaview Avenue (20 seconds walk from the application site)
- 3 Seaview Close (25 seconds walk from the application site)
- 7 Seaview Close (30 seconds walk from the application site)

29 Seaview Close originally had an irregular boundary, however this was straightened up, after review and planning permission was granted.

The existing boundary wall of the application site is almost parallel with the rustic path at the side (East), and therefore the proposal at to the East of the site would be almost identical in form as the existing boundary.

The Planner's statement "*The resulting boundary layout would not correspond with the established pattern of development in the surrounding area*" is simply not correct. There are numerous examples within the Seaview Development where the boundary lines are not regular, and therefore not in conflict with the established pattern of the development, due to the fact that there are no defined patterns within the development. The proposal therefore **cannot** be in conflict with the qualities of Policy D1 of the ALDP, due to the numerous examples of irregular boundaries, stated above, within the Seaview Development area.

"It is recognised that no physical development is proposed with this application. However, the change of use of the site to domestic garden ground could result in domestic development being erected on the site within the provisions of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992, as amended."

The Planner clearly states that no physical development is proposed within the application, yet then produces three paragraphs of statements which incorporates two reasons why in relation to General Permitted Development rights, that the applicant may construct boundary walls. The two paragraphs do not relate to or have any bearing on this this application as boundary walls do not form part of this application as clearly stated by the planner, and therefore should not be considered as part of this review.

"Notwithstanding every planning application is assessed on its own merits, the proposal could give rise to the setting of a precedent, which would make it difficult to resist similar proposals in the future.."

The supplementary guidance is clear on this. All applications should be considered on their own merits, and that past and future applications should have no bearing on an application being considered. During the planning process, as agent and author of this letter, we specifically refused to enter into the debate with the planner regarding the precedent of providing examples of other sites within the Seaview Development. It is our belief as stated within the Supplementary Guidance, all applications should be considered on its own merits. However, the planner has chosen to use precedent, and in particular its use defending 3 previous planning approvals and 2 refusal (all identified on pages 2 and 3 on the Report of Handling), we would comment as follows:

9 Seaview Place – Approval. No impact on the established landscape or features of the corridor. Negligible impact to the landscape setting and character. Regular boundary formed. The site did not have significant biodiversity. Would not set precedent for future developments.

34 Seaview Place – There is no impact on the established landscape, features or setting. The planner states the loss of the buffer between the residential boundary and the path, but fails repeated to identify that a buffer exists between the path and the park. The proposal site is only 1-minute walk from 9

Seaview Place, yet biodiversity is considered not significant. The area around 9 Seaview Place is bounded by trees, several variations of shrubs and grass, significantly more than 34 Seaview Place, where the biodiversity is considered as significant. There seems no logic to the conclusion of the biodiversity around and relating to 34 Seaview Place when compared to 9 Seaview Place.

12 Seaview Place – refused and upheld by LRB. Removal of established trees and shrubs. Adverse impact on road safety at road junction.

34 Seaview Place – The site area does not contain any trees, and is only bounded by common shrubs and unkempt grass. There are no road safety issues due to the site not bounding a road.

52 Seaview Drive – Approved. No significant loss of landscape character and amenity. Not considered to have significant wildlife or heritage values. No impact to flood or drainage. No precedent set.

It should be noted that 52 Seaview Drive bounds the major open space of the Seaview Development site and the Seaview Play Park. The play park is significantly further away from 52 Seaview Drive, than 34 Seaview Place is from the park it is adjacent to.

34 Seaview Place – Again no significant loss of character/amenity as above. No loss of wildlife or heritage values. No drainage issues.

29 Seaview Avenue – Refused overturned by LRB. The planner states on page 6, paragraph 6 of The Report of Handling that the change of use was approved for this site, giving the impression that the application was approved. As stated earlier, the application was initially refused by the planners, with the refusal being overturned by the LRB. The reasons for approval.

Application not in conflict with Policy NE3 resulting in no significant loss of character and amenity. The development would enhance the amenity by tidying up an unkempt piece of amenity land. No significant erosion of amenity provision.

34 Seaview Place – Both sites are very similar in appearance. Both bound a rustic path at the side. The site areas are not used for any form of recreation, and both have no significant impact on the landscape or character of the area. As with 29 Seaview Avenue, the area at the side of 34 Seaview Place is unkempt, overgrown and is used by dogs who foul the area. The result of bringing the area into garden space will remove the unsightly unkempt area that is currently at the side of the rustic path.

“Whilst every planning application is assessed on its own merits, the grant of planning permission for the change of use of the path to extend beyond the existing north boundary would be highly likely to set a precedent for other properties along the north of the site to similarly extend to the north”.

No change of use has been requested for the path. The path will remain un-altered.

“Scottish Planning Policy states that NPF3 aims to significantly enhance green infrastructure networks, particularly in and around our cities and towns and that green infrastructure and improved access to open space can help to build stronger, healthier communities. The Supplementary Guidance: Green Space Network and Open Space recognises that access to good quality green infrastructure will contribute to a greener, healthier, smarter, safer, stronger, wealthier and fairer city. The proposal would result in the loss of an area of valuable amenity open space which in itself and as part of the larger area of open space, makes a worthwhile contribution to the character and amenity of the area. The proposal could set a precedent for the loss of the wider open space. The proposal would therefore conflict with the principles of Scottish Planning Policy, Policies H1 – Residential Areas, NE3 – Urban Green Space and D1 – Quality Placemaking by Design of the Aberdeen Local Development Plan; the Supplementary Guidance: ‘The Householder Development Guide’ and ‘Green Space Network and Open Space’.”

The section of land in question is small and in no way could it help to build a stronger, healthier community. We fully support the aspirations of the Scottish Government and the Local Council in providing good quality open spaces, but there is no way that this small inconsequently piece of land could ever hope to meet these aspirations. The land is small, unkempt, and offers no possibility for any form of recreation, or adds to the character or heritage of the Seaview Development. As stated for 52 Seaview Avenue, this site is unique and due to this could not set a precedent for future developments. 34 Seaview Place, is almost identical to 29 Seaview Avenue, and if precedent is being used for not allowing the application, then by definition, 29 Seaview Avenue already sets the precedent and as such, the reason for accepting the later should be applied to the former.

“Proposed Aberdeen Local Development Plan

In relation to this particular application, the relevant policies in the Proposed Aberdeen Local Development Plan 2020 (ALDP) substantively reiterate those in the adopted Local Development Plan and the proposal is unacceptable in terms of both Plans for the reasons previously given.”

The Planner states that in his opinion the proposal does not comply with the Aberdeen Local Development Plan. However, the Planner fails to advise that within the Supplementary Guidance: The Sub-division and re-development of Residential Curtilage states in 3.1.11 that *"In most circumstances the amenity ground will make a contribution, however sometimes small incidental areas of ground make little contribution to the appearance of the neighbourhood"*. These areas can be considered as acceptable to be incorporated into a garden space. There are few qualifications to this, however these would be identical to those relating to 29 Seaview Avenue ie not visible from a road or footpath. The proposal is identical to both these applications and it would therefore follow, that the Planner is adamant the application for 34 Seaview Place should not set a precedent, unfortunately the precedent has already been set at 29 Seaview Avenue, and therefore as such, because the application sites are so similar the same considerations should be applied to 34 Seaview Place as well as being applied to 29 Seaview Avenue.

"Matters Raised in the Supporting Statement

The supporting statement notes that the path at the rear of Seaview Place has fallen into dis-use and is overgrown. This is only true for the section of the path to the immediate north of properties 16-30 Seaview Place where there is junction between said path and the recently formed paths at Shielhill."

This statement by the Planner trivialises the dis-repair that the path has fallen into. The house numbers that back on to the path relate to number 16 to number 34 Seaview Place inclusive. This relates to 19 properties, of which the path is now **inaccessible** behind 14 properties. Approximately 80% of the path is now inaccessible and it is not an unrealistic assumption that the path will become totally overgrown in the next few years.

"The path bounding the application site is not in a state of dis-use."

The statement above by the planner is incorrect. The start of the path at the front of Seaview place has already begun to green over due to its lack of use. Please see photographs 1, 2, 3 and 4 at the end of this letter. This is due to the lack of use, and the newer paths of the Shielhill development being used for recreation. The section of the path to the rear of Seaview Place that is still passable, is muddy and is un-passable during wet periods.

"The application site as an area of open space is not considered to be a health hazard. It is a publicly accessible area of open space which forms part of a much wider area of open space."

The only activity that the land is being used for, is dog fouling, and due to some irresponsible owners, the dog waste is not being removed. The applicant is happy to verify this. Dog waste is a health hazard and is adjacent to the play park. As stated earlier, by bringing the ground into the garden, the unkempt area will be tidied up as part of the proposal.

"It is suggested in the supporting statement that the proposal should be considered on its own merits and not included within a broad-brush approach. The change of use of the application site both in itself, and in terms of the incremental erosion of a much larger area of public open space is considered on its own merits to have a detrimental impact to the character and amenity of the surrounding area, and

to conflict with the relevant national and local planning policies and guidance.”

During the planning process the Planner stated in the “Report of Handling” document that “...the land has value.” Representation was requested from the Planner as to how he valued the land. (Note, we specifically asked him not to respond in broad strokes but with specific reference to the site.) The Planner’s stated responses includes:

- *“It is open space connected to the wider open space”* – no explanation has been offered from the Planner as to how this is achieved.
- *“It has character and amenity for the surrounding area”* – no explanation has been offered from the Planner as to how the amenity and the surrounding area is affected, and how the proposal site adds to the character and amenity of the surrounding area
- *“It has recreational use”* – no explanation has been offered from the Planner how the land could be used for recreational purposes.

The above three points are broad stroke responses and could be applied to almost all planning applications relating to Change of Use. They are not as requested – site specific. The Supplementary Report submitted as part of the planning submission went in part to answer the Planner’s concerns however, we have never received specific examples, as requested, as to why the application does not meet the guidance.

No explanation has been given with regard to the statement regarding biodiversity, and how this small insignificant piece of land is so diverse that it has significant impact on the surrounding habitat, especially when other proposal sites have been determined to offer no significant biodiversity to the whole Seaview Development area.

The Planner has failed to explain how the character and amenity will be affected by the proposal.

To fully assess the proposal, we would recommend that a site visit be carried out as part of the review process. It is believed that the proposal does not fail to comply with Policy as stated by the Planner. We have where appropriate provided evidence supporting the application detailing where the proposal aims to comply with, not just the actual policy statements but the aspirations of both national and local policies.

Photographs to provide additional support.



Photograph Number 1



Photograph Number 2



Photograph Number 3



Photograph Number 4

The photographs clearly show that the path is beginning to green over due to lack of use. It is almost impossible to determine where the edges of the path are. Photographs 2, 3 and 4 also show the buffer zone between the path and the park. (Right hand side of the path).

Summary

The application relates to a small, inconsequential piece of land at the side of 34 Seaview Place.

- The land is small, unused and unkempt.
- The proposal from the applicant will improve and enhance the area, and there will be no fragmentation of the wider area.
- The site does not have any special or diverse biodiversity, character or amenity.
- The site cannot be used for any form of recreation.
- The existing rustic path has started to green over due to the lack of use.
- The existing path / Boundary wall at the rear of Seaview Place, is neither regular along its length, and the path has become impassable along 80% of its length.
- A buffer zone exists between the rustic path and the park.

If you have any queries regarding the above please do not hesitate to contact me on Tel 01224 701576.

Yours sincerely,
For All Design (Scotland) Limited



Paul Walber
Director

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LOCAL REVIEW BODY

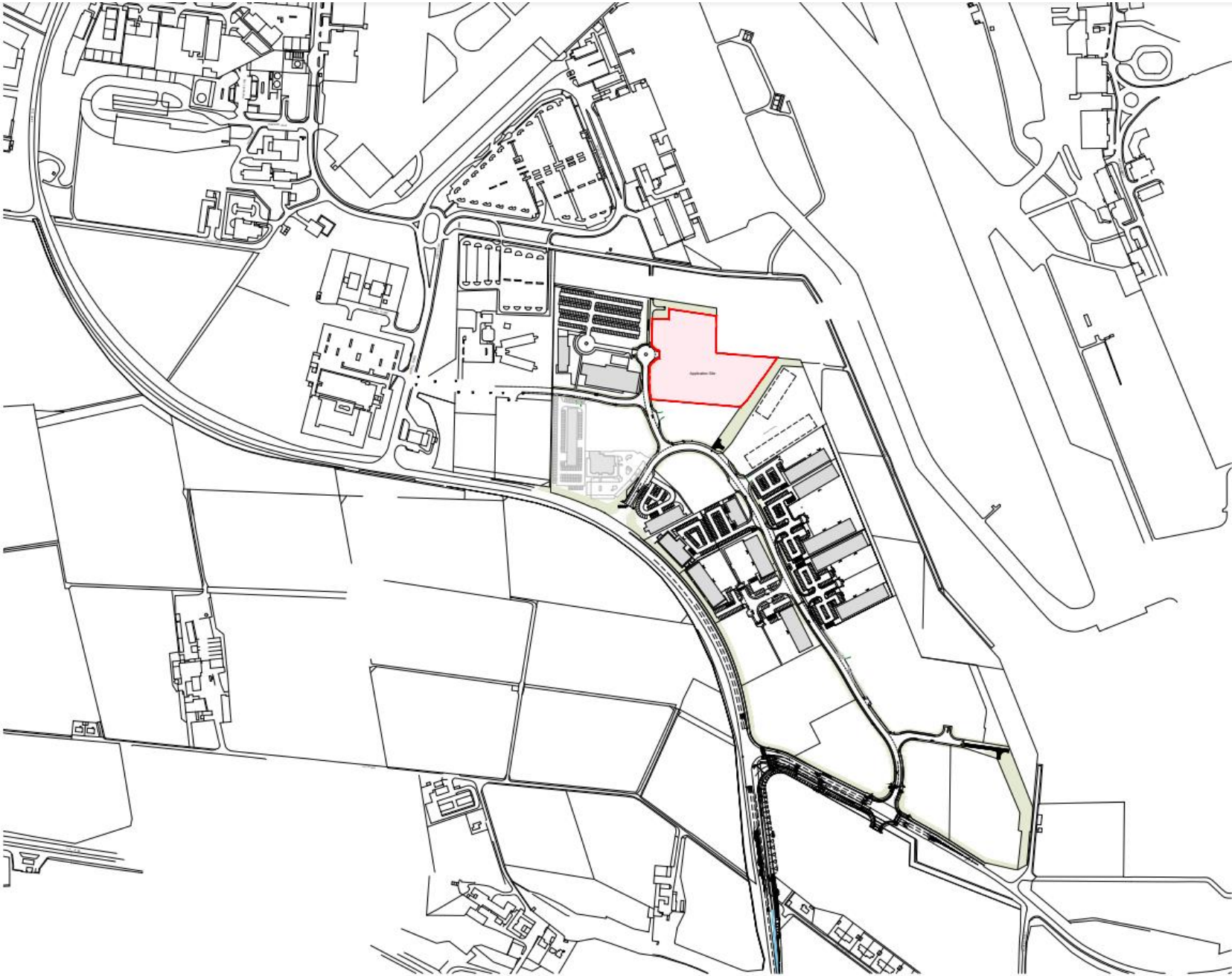


191456/DPP– Review against refusal of planning permission for:

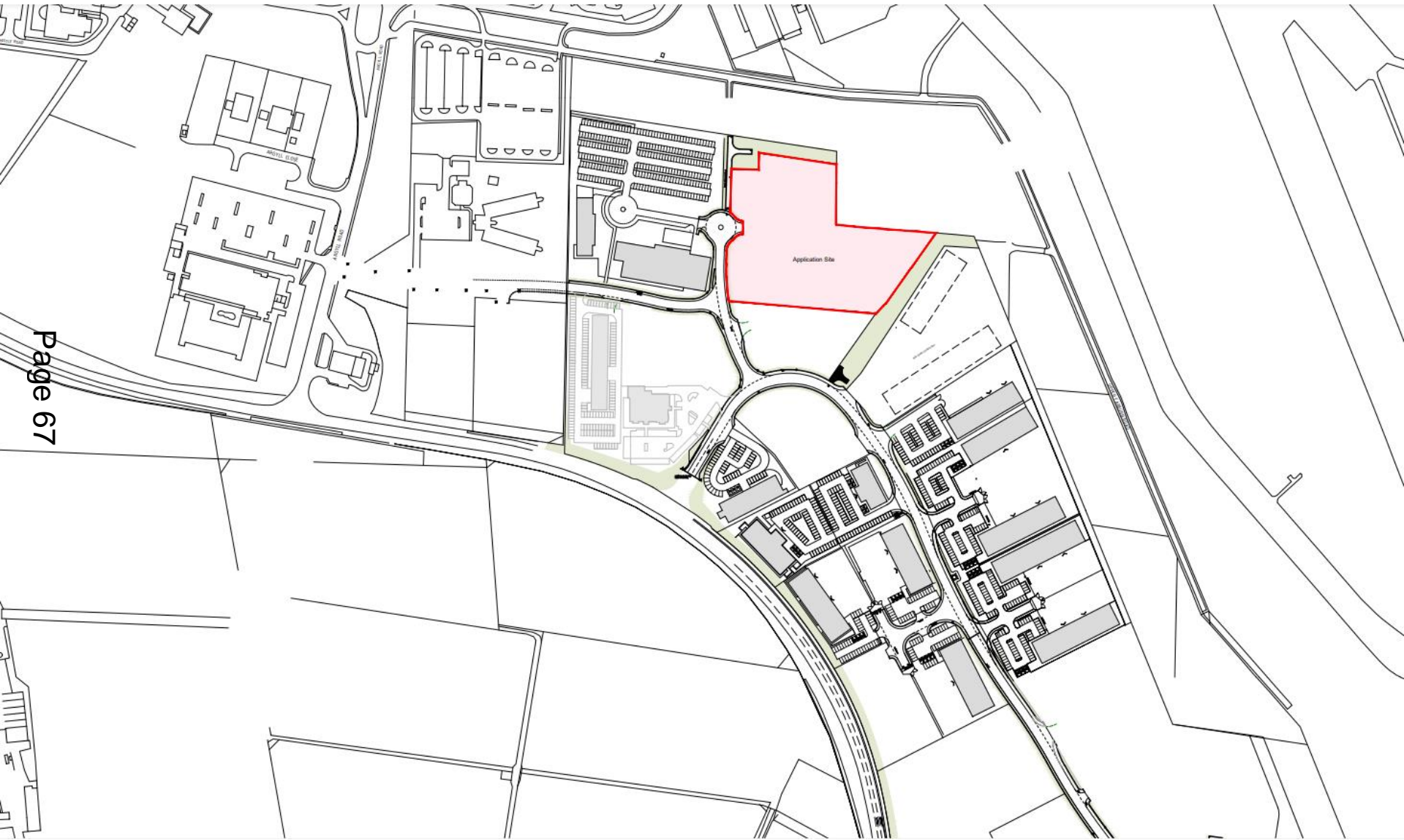
Formation of car parking with access barrier including change of use and associated works

At: Land At International Gate Dyce Aberdeen

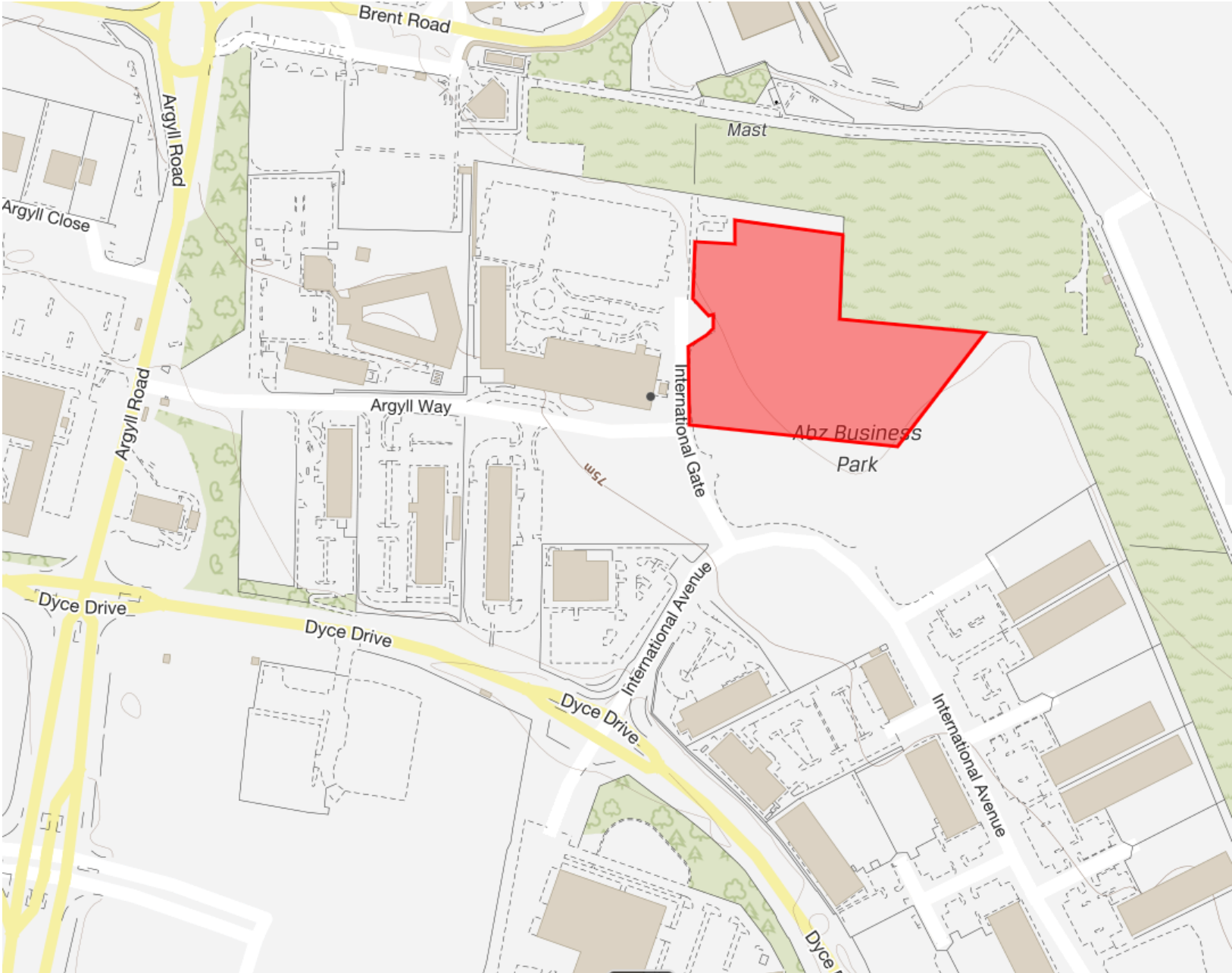
Location Plan



Location Plan



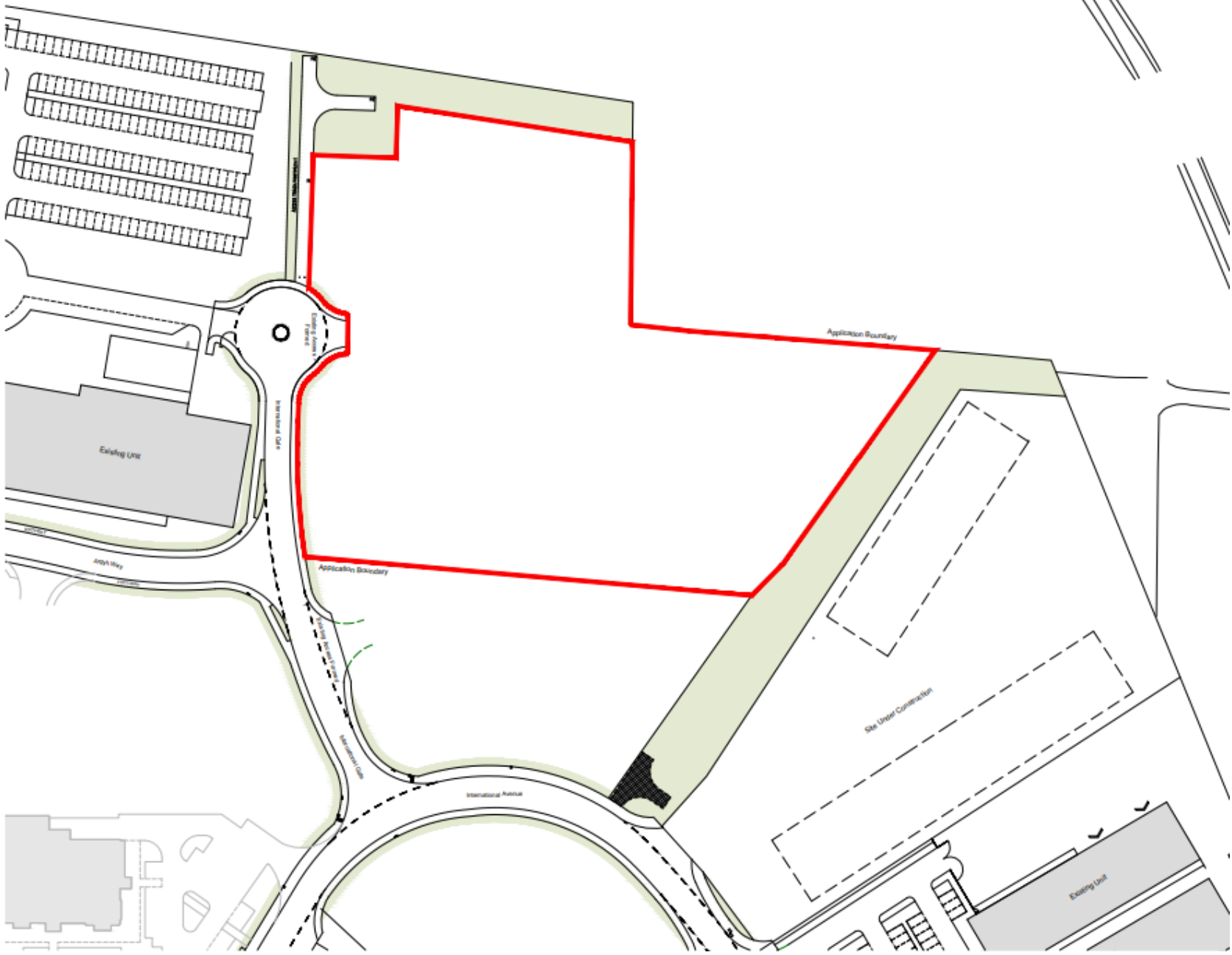
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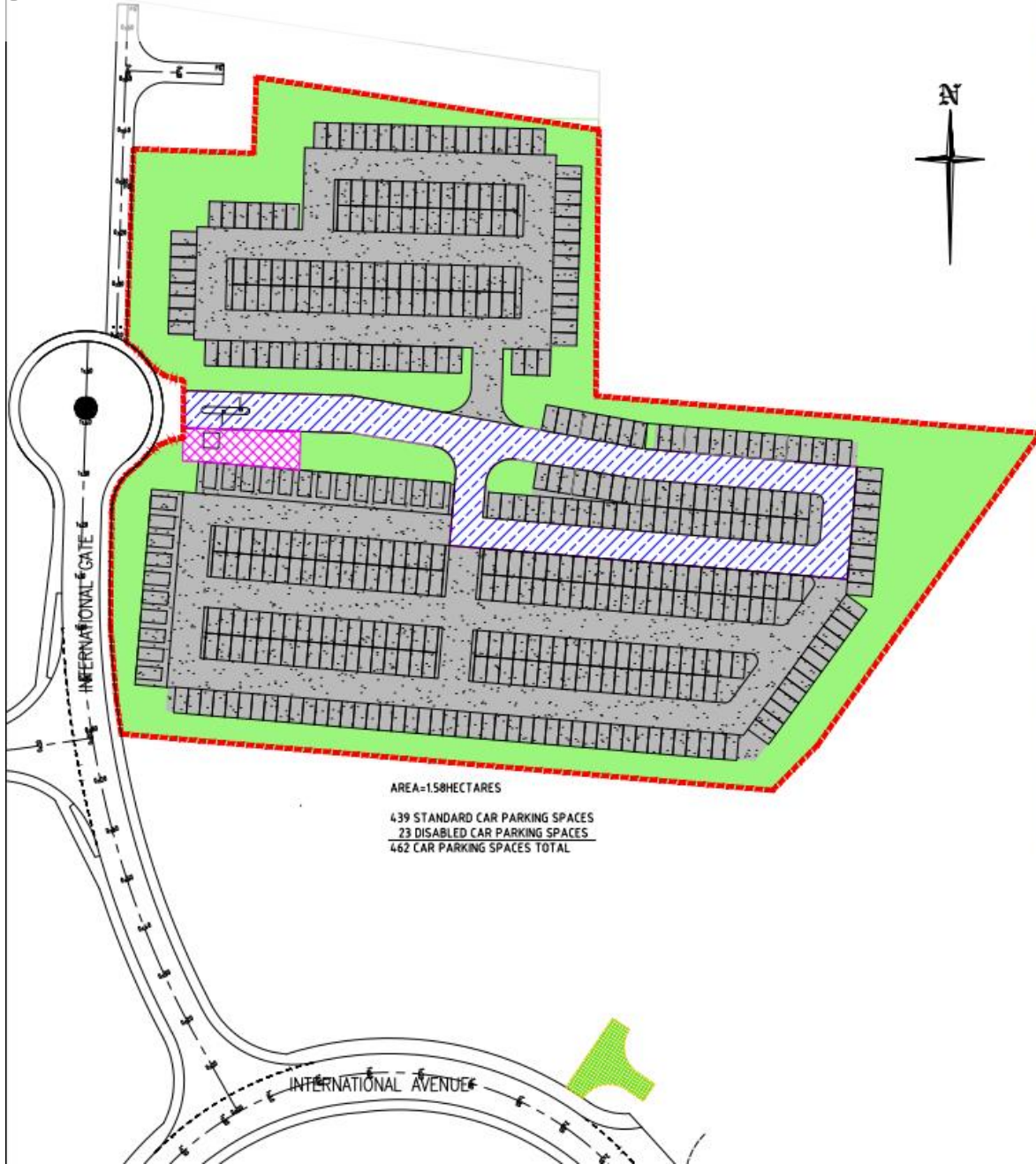
Location: Aerial Photo



Existing Site Plan



Proposed Site Plan



HEAVY DUTY ROAD CONSTRUCTION (BINDER COURSE)



HARDCORE SURFACING



HEAVY DUTY ROAD CONSTRUCTION (SURFACE COURSE), HARDCORE SURFACING & KERBING



RAISING ARM BARRIER

Neigate or equal raising arm barrier, installed with foundations tight to the back of the kerb as illustrated in strict accordance with manufacturer recommendations.

Colour: Red pedestal with red and white arm as manufacturer standard

Lighting layout plan



Legend

- Street lighting
- Area lighting
- Wall lighting
- Landscape lighting

Notes

1. All lighting fixtures shall be of the type specified in the schedule and shall be of the type specified in the schedule.
2. All lighting fixtures shall be of the type specified in the schedule and shall be of the type specified in the schedule.
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Lighting Fixtures

- Street lighting:
- Area lighting:
- Wall lighting:
- Landscape lighting:

Lighting Fixtures

- Street lighting:

Notes

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Reasons for Decision

Decision Notice included in agenda pack. Reasons for refusal:

- The initial proposal was for a car park that would be available for use by a range of users, unrelated to any new development. Such a proposal would be a clear conflict with the Transport and Accessibility Supplementary Guidance and therefore in that regard the proposal would not be acceptable in principle.
- The proposal has also been considered on the basis that it could potentially be for airport users only however it is considered that the provision of additional car parking capacity near the airport would hinder the ability to encourage modal shift towards the use of public transport. There is no evidence that there are capacity issues with the existing level of parking available to those using the airport and additional supply is likely to make driving to and parking at the airport more attractive. This would be inconsistent with the aims of Scottish Planning Policy, the Regional Transport Strategy, Local Transport Strategy and Policies T2 (Managing the Transport Impact of Development) and T3 (Sustainable and Active Travel) of the Aberdeen Local Development Plan.

Policy B1 (Business and Industrial Land)

Policy B1 - Business and Industrial Land

Aberdeen City Council will in principle support the development of the business and industrial land allocations set out in this Plan.

Land zoned for business and industrial uses on the Proposals Map, including already developed land, shall be retained for Class 4 (Business), Class 5 (General Industrial) and Class 6 (Storage and Distribution) uses and safeguarded from other conflicting development types. Other uses which may be suited to a business and industrial location, such as car showrooms and bus depots, shall be treated on their own merits. The expansion of existing concerns and uses within these locations will be permitted in principle.

Where business and industrial areas are located beside residential areas we will restrict new planning permissions to Class 4 (Business). Buffer zones, which are appropriately sized and landscaped, may be required to separate these uses and safeguard residential amenity. Low amenity 'bad neighbour' uses must have regard to surrounding uses and their potential impact on the environment and existing amenity. In all cases, conditions may be imposed restricting levels of noise, hours of operation and external storage.

New business and industrial land proposals shall make provision for areas of recreational and amenity open space, areas of strategic landscaping, areas of wildlife value and footpaths, in accordance with the Council's Open Space Strategy, Supplementary Guidance and any approved planning briefs or masterplans. Within existing business and industrial areas, there shall be a presumption in favour of retaining existing open space.

Facilities that directly support business and industrial uses may be permitted where they enhance the attraction and sustainability of the city's business and industrial land. Such facilities should be aimed primarily at meeting the needs of businesses and employees within the business and industrial area.

- To be retained for uses in classes 4, 5 and 6 (business; general industrial; and storage and distribution) and safeguarded from other conflicting development types
- Other uses suited to a business and industrial location, such as car showrooms and bus depots, shall be treated on their own merits
- Proposals shall make provision for amenity open space, strategic landscaping, footpaths etc. in accordance with ACC Open Space SG

Policy B4 (Aberdeen Airport)

- Airport safeguarding map requires consultation with Aberdeen Airport Safeguarding Team
- Proposed developments must not compromise safe operation of the Airport
- Matters such as height of buildings, external lighting, landscaping, bird hazard management and impact on communications/navigation equipment will be taken into account in assessing any potential impact.
- Consultation response from Aberdeen Airport Safeguarding Team states no objection, subject to a condition being applied to any consent requiring the approval and implementation of a Bird Hazard Management Plan

Policy NE6 (Flooding, Drainage and Water Quality)

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;
 3. Adequate provision is not made for access to waterbodies for maintenance
 4. It would require the construction of new or strengthened flood defences that would have a significantly damaging effect on the natural heritage interests within or adjacent to a watercourse
- 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 T2 (Managing the Transport Impact of Development)

Policy T2 - Managing the Transport Impact of Development

Commensurate with the scale and anticipated impact, new developments must demonstrate that sufficient measures have been taken to minimise traffic generated and to maximise opportunities for sustainable and active travel.

Transport Assessments and Travel Plans will be required for developments which exceed the thresholds set out in Supplementary Guidance.

The development of new communities should be accompanied by an increase in local services and employment opportunities that reduce the need to travel and include integrated walking, cycling and public transport infrastructure to ensure that, where travel is necessary, sustainable modes are prioritised. Where sufficient sustainable transport links to and from new developments are not in place, developers will be required to provide such facilities or a suitable contribution towards implementation.

Further information is contained in the relevant Supplementary Guidance which should be read in conjunction with this policy.

Policy T3 (Sustainable and Active Travel)

Policy T3 - Sustainable and Active Travel

New developments must be accessible by a range of transport modes, with an emphasis on active and sustainable transport, and the internal layout of developments must prioritise walking, cycling and public transport penetration. Links between residential, employment, recreation and other facilities must be protected or improved for non-motorised transport users, making it quick, convenient and safe for people to travel by walking and cycling.

Street layouts will reflect the principles of Designing Streets and meet the minimum distances to services as set out in the Supplementary Guidance.

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 at all times by the developer through provision of suitable alternative routes.

Recognising that there will still be instances in which people will require to travel by car, initiatives such as like car sharing, alternative fuel vehicles and Car Clubs will also be supported where appropriate.

- Emphasis on encouraging active and sustainable travel (e.g. walking, cycling, public transport)
- Need to protect existing links and form new ones where possible
- Scope to also encourage car sharing and low-emissions vehicles, with associated infrastructure

Policy D1 (Quality Placemaking by Design)

Policy D1 - Quality Placemaking by Design

All development must ensure high standards of design and have a strong and distinctive sense of place which is a result of context appraisal, detailed planning, quality architecture, craftsmanship and materials. Well considered landscaping and a range of transportation opportunities ensuring connectivity are required to be compatible with the scale and character of the developments.

Places that are distinctive and designed with a real understanding of context will sustain and enhance the social, economic, environmental and cultural attractiveness of the city. Proposals will be considered against the following six essential qualities;

- **distinctive**
- **welcoming**
- **safe and pleasant**
- **easy to move around**
- **adaptable**
- **resource efficient**

How a development meets these qualities must be demonstrated in a design strategy whose scope and content will be appropriate with the scale and/or importance of the proposal.

- Does the proposal represent a high standard of design and have strong and distinctive sense of place?

Transport and Accessibility SG

5.1

Adequate parking can maintain and improve the economic vitality of town centres, enhance the attractiveness of an area for development and is required to prevent overspill parking into surrounding areas. The over-provision of parking spaces can however be a wasteful use of land, lead to increased land prices, reduce building densities and increase distances people must walk between adjacent land uses. Overprovision of parking can also reduce travel by alternative forms of transport through the promotion of car use, resulting in the worsening of congestion and air quality problems.

There will be a presumption against the creation of freestanding publicly-accessible car parks (aside from those required for office, residential or Park and Ride use), especially in city centre locations, as this would undermine efforts to encourage the use of alternative forms of transport.

Scottish Planning Policy (SPP)

93. The planning system should.. *“promote business and industrial development that increases economic activity while safeguarding and enhancing the natural and built environments as national assets”*;

270. The planning system should support patterns of development which:

- optimise the use of existing infrastructure;
- reduce the need to travel;
- provide safe and convenient opportunities for walking and cycling for both active travel and recreation, and facilitate travel by public transport;
- enable the integration of transport modes; and
- facilitate freight movement by rail or water.

271. Development plans and development management decisions should take account of the implications of development proposals on traffic, patterns of travel and road safety.

279. Significant travel-generating uses should be sited at locations which are well served by public transport, subject to parking restraint policies, and supported by measures to promote the availability of high-quality public transport services.

284. Planning authorities, airport operators and other stakeholders should work together to prepare airport masterplans and address other planning and transport issues relating to airports. Relevant issues include public safety zone safeguarding, surface transport access for supplies, air freight, staff and passengers, related on- and off-site development such as transport interchanges, offices, hotels, car parks, warehousing and distribution services, and other

Regional Transport Strategy (refreshed Jan 2014)

Recognises the importance of improving surface connections between Aberdeen Airport and the key economic centres across City and Shire as the airport develops

Notes recent improvements in accessibility and potential (at time of writing) offered by the AWPR and associated link road to improve access from across the north east

Nestrans recognises the role of the airport in serving a wide catchment, and will ensure that surface access options are available from key towns and settlements, park and ride sites and via interchange to enable better access generally.

Strategic objectives include

- To make the movement of goods and people within the NE and to/from the area more efficient and reliable
- reducing the proportion of journeys made by cars, especially single occupant cars
- To reduce the environmental impact of transport, in line with national targets
- Reducing growth in vehicle KM travelled
- To achieve sustained cost and quality advantages for public transport relative to the car

Local Transport Strategy (2016-2021)

Sets out 5 high-level aims for the strategy:

1. A transport system that enables the efficient movement of people and goods.
2. A safe and more secure transport system.
3. A cleaner, greener transport system.
4. An integrated, accessible and socially inclusive transport system.
5. A transport system that facilitates healthy and sustainable living.

Commits to supporting the development of the airport through delivery of the Aberdeen International Airport Masterplan

Notes that surface access to the Airport has improved significantly via new bus services between Dyce railway station and the airport, dedicated high-frequency airport bus from Aberdeen City Centre, installation of a bus/cycle/taxi lane on Argyll Road, improved walking and cycling infrastructure on Dyce Drive and construction of a new multi-storey car park with dedicated bicycle and motorcycle storage.

Includes an objective to increase public transport patronage by making bus travel an attractive option to all users and competitive with the car in terms of speed and cost.

Points for Consideration:

Zoning: Do members consider that the proposed use is permitted by the terms of policy B1 – i.e. would this development be incompatible with business or industrial uses? To what extent would it preclude the siting of business or industrial uses in this location?

Roads impact: Does the proposal satisfy the terms of policies T2 and T3, which include a requirement that development minimise traffic generated and maximise opportunity for sustainable and active travel?

Is there any conflict with policies B4 and NE6, in relation to flood risk/drainage and Aberdeen Airport?


Design: Is the proposal of sufficient design quality (D1)

1. Does the proposal comply with the Development Plan when considered as a whole?

2. Do other material considerations weigh for or against the proposal? Are they of sufficient weight to overcome any conflict with the Development Plan? (e.g. Local and Regional Transport Strategy, SPP)

Decision – state clear reasons for decision

Conditions? (if approved – Planning Adviser can assist)

 <p>ABERDEEN CITY COUNCIL</p>	<h2 style="margin: 0;">Strategic Place Planning</h2> <hr/> <p style="margin: 0;">Report of Handling</p>
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Site Address:	Land at International Gate, Dyce, Aberdeen, AB21 0BH
Application Description:	Formation of car parking with access barrier including change of use and associated works
Application Ref:	191456/DPP
Application Type:	Detailed Planning Permission
Application Date:	30 September 2019
Applicant:	GSS Developments (Aberdeen) Ltd
Ward:	Dyce/Bucksburn/Danestone
Community Council:	Dyce and Stoneywood
Case Officer:	Matthew Easton

RECOMMENDATION

Refuse

APPLICATION BACKGROUND

Site Description

The application relates to an undeveloped plot within ABZ Business Park. It extends to 1.58 hectares and comprises rough ground with scrub vegetation. It is located at the northern end of the business park, to the east of the Crowne Plaza and Holiday Inn Express hotels, with the road known as International Gate separating the site and the hotels.

To the north beyond an area of vacant ground outwith the business park, is Aberdeen International Airport. To the south and east are further vacant plots within the business park.

Relevant Planning History

The initial planning permission in principle for the development of ABZ Business Park was granted in 2011. Subsequent applications allowed for the construction of the roads and services infrastructure and over several years fifteen industrial, warehouse, office hotel and restaurant buildings have been constructed.

A valid planning permission in principle (161724) still applies to the business park.

APPLICATION DESCRIPTION

Description of Proposal

Detailed planning permission is sought for the construction of a 462-space car park. It would

predominately be finished in gravel hardcore, with the more heavily trafficked routes being a more typical road construction. Access and egress would be via a new junction onto the turning circle at the north end of International Gate. 439 parking spaces would be standard spaces and 23 allocated for disabled users. A landscape buffer strip would be provided around the perimeter of the site and in the section dividing the two main parking areas.

The applicant has advised that the car park would be made available to a 'range of users' although it is understood that it would be aimed at airport passengers. The applicant has said they would accept a condition restricting the use of the car park to airport passengers

Supporting Documents

All drawings and supporting documents listed below can be viewed on the Council's website at:

<https://publicaccess.aberdeencity.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=PYAHQFBZJOH00>

- Planning Statement an Addendum
- Transportation Statement

CONSULTATIONS

Aberdeen International Airport – No objection. The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to a condition requiring a bird hazard management plan to be agreed and implemented.

ACC - Roads Development Management Team – Object to the proposal.

- The site is located in the outer city and not within an area of any form of controlled parking.
- After discussion with the ACC Transport Strategy Team and NESTRANS, collectively the opinion is that the proposal is contrary to policies aimed at reducing private vehicular trips and undermines the viability of alternative sustainable transport modes. There are current targets (in the Regional Transport Strategy 2019 Monitoring Report)) to increase the proportion of passengers accessing Aberdeen International Airport by public transport to 15% by 2021 and the proposal would harm the potential for achieving this aspiration.
- Additionally, although the applicant has provided a supporting statement, beyond referencing a need for airport related parking there is no actual evidence or sufficient justification to confirm such a claim.
- Construction of the access junction would require to be designed to Aberdeen City Council standards. The site shall retain private drainage arrangements which is acceptable.

Dyce and Stoneywood Community Council – Support the proposal. The community council agree that the proposed car parking is consistent with Policy B4 (Aberdeen Airport) and that it does not diverge unacceptably from Policy B1 (Business and Industrial Land) given the lack of demand and oversupply of industrial and commercial space.

Notwithstanding, the community council are not altogether convinced that the car park would be a sustainable travel option, although it would be convenient for users being within walking distance of

the airport terminal. The relevance of Policy D1 (Quality Placemaking by Design) is questioned.

REPRESENTATIONS

None

MATERIAL CONSIDERATIONS

Legislative Requirements

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

National Planning Policy and Guidance

- Scottish Planning Policy (SPP)

Aberdeen City and Shire Strategic Development Plan (2014) (SDP)

The purpose of the SDP is to set a spatial strategy for the future development of the Aberdeen City and Shire. The general objectives of the plan are promoting economic growth and sustainable economic development which will reduce carbon dioxide production, adapting to the effects of climate change, limiting the use of non-renewable resources, encouraging population growth, maintaining and improving the region's built, natural and cultural assets, promoting sustainable communities and improving accessibility.

From the 29 March 2019, the Strategic Development Plan 2014 will be beyond its five-year review period. In the light of this, for proposals which are regionally or strategically significant or give rise to cross boundary issues between Aberdeen City and Aberdeenshire, the presumption in favour of development that contributes to sustainable development will be a significant material consideration in line with Scottish Planning Policy 2014.

The Aberdeen City Local Development Plan 2017 will continue to be the primary document against which applications are considered. The Proposed Aberdeen City & Shire SDP 2020 may also be a material consideration.

Aberdeen Local Development Plan (2017)

- Policy B1 (Business and Industrial Land)
- Policy B4 (Aberdeen Airport)
- Policy NE6 (Flooding, Drainage and Water Quality)
- Policy T2 (Managing the Transport Impact of Development)

Proposed Aberdeen Local Development Plan (2020)

- Policy B1 (Business and Industrial Land)
- Policy B3 (Aberdeen International Airport and Perwinnes Radar)
- Policy NE4 (Our Water Environment)
- Policy T2 (Sustainable Transport)
- Policy T3 (Parking)

Supplementary Guidance and Technical Advice Notes

- Transport and Accessibility

Other Material Considerations

- Regional Transport Strategy
- Local Transport Strategy

EVALUATION

Principle of Development

The site is within an area zoned as business and industrial land, where Policy B1 applies. The policy states that “*Land zoned for business and industrial uses, including already developed land, shall be retained for Class 4 (Business), Class 5 (General Industrial) and Class 6 (Storage and Distribution) uses and safeguarded from other conflicting development types.*” The proposed use as a car park, predominately for airport passengers, does not fall within Class 4, 5 or 6 and therefore is not considered a business or industrial use in terms of the policy.

The policy however goes onto say that “*Other uses which may be suited to a business and industrial location, such as car showrooms and bus depots, shall be treated on their own merits.*” Although car parks are not included in the list of examples, it is considered that a car park could be consistent with the general purpose of the policy. A car park is not a sensitive use which could be affected by surrounding industrial uses or noise generated by the airport. The use would sit comfortably alongside the existing uses in the area.

In terms of the wider context and location within the city, the proposed use relies heavily on being in a convenient location in relation to the airport which it serves in order to be successful. It would therefore not be unusual or unreasonable to find such a use within a business park adjacent to an airport

Transportation

Sustainable Transport

Scottish Planning Policy indicates that planning authorities, airport operators and other stakeholders should work together to prepare airport masterplans and address other planning and transport issues relating to airports. Including surface transport access for passengers and related on- and off-site development such as transport interchanges, and car parks. Aberdeen International Airport has a masterplan which was published in 2013, however it has not been adopted as supplementary guidance forming part of any Aberdeen Local Development Plan and therefore carries no weight in terms of planning decision making.

Regional Transport Strategy (RTS) has at its core, a commitment to reducing the dependence on the use of the private car, and especially single occupancy car trips. The RTS also recognises the role of the airport in serving a wide catchment and seeks to ensure that surface access options are available from key towns and settlements, park and ride sites and via interchange to enable better access generally. Similarly, the central theme of the Local Transport Strategy (LTS), is to promote sustainable transport and increase the amount of active travel within Aberdeen to help to reduce congestion and improve the environment. Both the RTS and LTS, see increasing the use of public transport usage to and from the airport as desirable. In recent years, access to the airport by public

transport has been significantly improved through the introduction of the Jet 727 service, providing a frequent link into the city centre and areas between it and the airport. In 2019 the introduction of the 747 and 757 services allow a direct connection to the airport from Ellon, Newtonhill, Portlethen Stonehaven and Montrose by utilising the recently opened bypass.

Policy T2 (Managing the Transport Impact of Development) states that commensurate with the scale and anticipated impact, new developments must demonstrate that sufficient measures have been taken to minimise traffic generated and to maximise opportunities for sustainable and active travel.

Policy T3 (Sustainable and Active Travel) although focusing on the development of new communities and developments, follows a similar theme, indicating that opportunities for active and sustainable travel (particularly walking, cycling and public transport use) increase the range of transport options available to users, offering a cheaper alternative than car-based travel. Such opportunities also support the development of sustainable communities by reducing the need to travel by car, promote physical and mental health and wellbeing, contribute towards tackling environmental problems, and contribute to economic development by reducing congestion and ensuring road space is prioritised for essential movements.

The Transport and Accessibility Supplementary Guidance (SG) states that the over-provision of parking spaces can be a wasteful use of land, lead to increased land prices, reduce building densities and increase distances people must walk between adjacent land uses. Overprovision of parking can also reduce travel by alternative forms of transport through the promotion of car use, resulting in the worsening of congestion and air quality problems. There will be a presumption against the creation of freestanding publicly accessible car parks (aside from those required for office, residential or Park and Ride use), especially in city centre locations, as this would undermine efforts to encourage the use of alternative forms of transport.

The initial proposal was for a car park that would be available for use by a range of users, unrelated to any new development such as new industrial or office space. On that basis there would be clear conflict with the Transport and Accessibility SG and the proposal would not be acceptable in principle.

The applicant later indicated they would accept a condition restricting the use of the car park passengers using the airport only. It is accepted that airport car parking is somewhat unique in how it operates and can often be found located out with airport boundaries. Therefore, it is considered there would be a difference between it and mainstream parking and necessary to consider it separately to determine whether a car park operated in such a manner would be acceptable.

In applying the above transport policy principles to the proposal on the basis that it would be airport parking only it is considered that increasing car parking capacity at the airport is at odds with national, regional and local transport policy as it in effect encourages passengers to drive to the airport. As extra supply is made available, to attract customers from one another, operators will typically reduce their prices to make their offer more attractive than their competitors. This reduced cost could make driving to and parking at the airport a more attractive option for passengers compared to other more sustainable options, contrary to the transport policies identified above.

Alternatively, there is an argument that in theory additional car parking could divert passengers from being dropped off at the airport and therefore reduce the number of trips to the airport (two for someone parking vs four for someone being dropped off on departure and collected on arrival). However, no evidence has been provided that there is any lack of capacity in existing long stay car parks which may be encouraging passengers towards being dropped off rather than parking.

If there are capacity problems, then there are more sustainable options available for increasing it. For example, the 747-airport bus picks up at Craibstone and Kingswells Park and Ride sites. These

sites, particularly Craibstone which has 999 spaces, are currently underutilised and NESTRANS is currently reviewing its Park and Ride Strategy to encourage and promote greater use of Park and Ride both within the city and shire. Therefore, it would be best to try to more effectively utilise existing parking provision close to the airport, rather than provide more capacity. This would be consistent with SPP which indicates that the planning system should support patterns of development which optimises the use of existing infrastructure (para 270).

It is acknowledged that the location of the site would be convenient in terms of its proximity to the airport main terminal. Whilst there would still likely be a shuttle bus service offered, it is likely it would be quicker to walk between the car park and terminal, with the 500m walk door to door, largely being via existing covered walkways. Compared to the existing airport car parks it is in a more convenient location, with the long-stay car park at Montrose Road being around 650m walk away and the route being more convoluted whilst the Park and Depart at Wellheads Drive is over 1km away. Notwithstanding, there is the potential that these positive benefits actually encourage people to drive to the airport due to the convenience, therefore the location close to the terminal cannot be seen as an entirely positive aspect of the proposal.

It is understood that Aberdeen Air Park with around 750 spaces located beside Kirkhill Industrial Estate for the last 17 years closed permanently in March 2020. Whilst ostensibly the proposal would offer an opportunity for the lost capacity to be replaced, at this point in time it is not clear as to whether that lost capacity continues to be required and, therefore, without any evidence to the contrary it is considered this would not lend weight to approving the application. As the use of the Air Park as an airport car park would still be lawful, it is also a possibility that the Air Park reopens under different management.

In summary, although in a convenient location, the proposals would be inconsistent with policies designed to encourage the use of public transport.

Traffic

The submitted transport assessment expects that vehicle arrivals and departures to be spread throughout the day rather than being focused on AM and PM peak hours typical of business park.

The resulting peak hour vehicle trips is therefore expected to be less than what would be generated by business use. The resulting traffic impact on the wider road network during the AM and PM peak periods is therefore expected to be less than what would be expected from any business use development that could be developed on the site under the existing planning consent. No improvements are therefore required to the road network.

Drainage

Policy NE6 (Flooding, Drainage and Water Quality) requires surface water proposals to be the most appropriate available in terms of SuDS and avoid flooding and pollution both during and after construction.

It is proposed that surface water drainage for the parking area, access road and turning area would drain through porous hardcore/gravel and then disperse into the ground. There are no facilities on site that will require a foul drainage connection and no identified risk of flooding.

The drainage proposals are considered acceptable and would provide the necessary treatment of surface water in accordance with Policy NE6.

Aviation Safeguarding

The site lies within the Aberdeen International Airport safeguarded area and Policy B4 (Aberdeen Airport) requires that within safeguarded areas development not compromise the safe operation of the airport. The airport has been consulted and confirm there would be no objection to the development proceed, subject to a condition requiring the approval and implementation of a bird hazard management plan.

The site is also within the NATS Perwinnes Radar safeguarded area but does not exceed the height threshold for triggering a consultation.

Proposed Strategic Development Plan

Due to the small nature of the proposal there are no strategic or regionally significant matters which require further detailed consideration against the SDP.

Proposed Aberdeen Local Development Plan

In relation to this particular application the Proposed Aberdeen Local Development Plan 2020 substantively reiterate those in the adopted Local Development Plan. However, Policy T3 (Parking) indicates that proposals for car parking that are not directly related to new developments will not be supported. As no new development is proposed and the level of parking would be increased without any evidence to justify it, it is considered that the proposal would be inconsistent with this policy. Notwithstanding, as a draft policy it is only possible to afford limited weight to this part of the proposed plan at this stage. It is considered that there is sufficient tension with the adopted plan to warrant refusal of the application, without relying on the proposed plan.

RECOMMENDATION

Refuse

REASON FOR RECOMMENDATION

The initial proposal was for a car park that would be available for use by a range of users, unrelated to any new development. Such a proposal would be a clear conflict with the Transport and Accessibility Supplementary Guidance and therefore in that regard the proposal would not be acceptable in principle.

The proposal has also been considered on the basis that it could potentially be for airport users only however it is considered that the provision of additional car parking capacity near the airport would hinder the ability to encourage modal shift towards the use of public transport. There is no evidence that there are capacity issues with the existing level of parking available to those using the airport and additional supply is likely to make driving to and parking at the airport more attractive. This would be inconsistent with the aims of Scottish Planning Policy, the Regional Transport Strategy, Local Transport Strategy and Policies T2 (Managing the Transport Impact of Development) and T3 (Sustainable and Active Travel) of the Aberdeen Local Development Plan.

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Marischal College Planning & Sustainable Development Business Hub 4, Ground Floor North Broad Street Aberdeen AB10 1AB Tel: 01224 523 470 Fax: 01224 636 181 Email: pi@aberdeencity.gov.uk

Applications cannot be validated until all the necessary documentation has been submitted and the required fee has been paid.

Thank you for completing this application form:

ONLINE REFERENCE 100180842-001

The online reference is the unique reference for your online form only. The Planning Authority will allocate an Application Number when your form is validated. Please quote this reference if you need to contact the planning Authority about this application.

Type of Application

What is this application for? Please select one of the following: *

- Application for planning permission (including changes of use and surface mineral working).
- Application for planning permission in principle.
- Further application, (including renewal of planning permission, modification, variation or removal of a planning condition etc)
- Application for Approval of Matters specified in conditions.

Description of Proposal

Please describe the proposal including any change of use: * (Max 500 characters)

Formation of Car Park and Associated Works

Is this a temporary permission? * Yes No

If a change of use is to be included in the proposal has it already taken place?
(Answer 'No' if there is no change of use.) * Yes No

Has the work already been started and/or completed? *

No Yes – Started Yes - Completed

Applicant or Agent Details

Are you an applicant or an agent? * (An agent is an architect, consultant or someone else acting on behalf of the applicant in connection with this application)

Applicant Agent

Agent Details

Please enter Agent details

Company/Organisation:	Halliday Fraser Munro		
Ref. Number:		You must enter a Building Name or Number, or both: *	
First Name: *	Halliday Fraser Munro	Building Name:	
Last Name: *	Planning	Building Number:	8
Telephone Number: *	01224 388700	Address 1 (Street): *	Victoria Street
Extension Number:		Address 2:	
Mobile Number:		Town/City: *	Aberdeen
Fax Number:		Country: *	Scotland
		Postcode: *	AB10 1XB
Email Address: *	planning@hfm.co.uk		

Is the applicant an individual or an organisation/corporate entity? *

Individual Organisation/Corporate entity

Applicant Details

Please enter Applicant details

Title:	Other	You must enter a Building Name or Number, or both: *	
Other Title:		Building Name:	per agent
First Name: *		Building Number:	
Last Name: *		Address 1 (Street): *	per agent
Company/Organisation	GSS Developments (Aberdeen) Ltd	Address 2:	
Telephone Number: *		Town/City: *	per agent
Extension Number:		Country: *	per agent
Mobile Number:		Postcode: *	
Fax Number:			
Email Address: *			

Site Address Details

Planning Authority:

Aberdeen City Council

Full postal address of the site (including postcode where available):

Address 1:

Address 2:

Address 3:

Address 4:

Address 5:

Town/City/Settlement:

Post Code:

Please identify/describe the location of the site or sites

Land At International Gate
Dyce
Aberdeen
AB21 0BH

Northing

811866

Easting

387874

Pre-Application Discussion

Have you discussed your proposal with the planning authority? *

Yes No

Site Area

Please state the site area:

1.58

Please state the measurement type used:

Hectares (ha) Square Metres (sq.m)

Existing Use

Please describe the current or most recent use: * (Max 500 characters)

Vacant plots within ABZ Business Park.

Access and Parking

Are you proposing a new altered vehicle access to or from a public road? *

Yes No

If Yes please describe and show on your drawings the position of any existing. Altered or new access points, highlighting the changes you propose to make. You should also show existing footpaths and note if there will be any impact on these.

Are you proposing any change to public paths, public rights of way or affecting any public right of access? * Yes No

If Yes please show on your drawings the position of any affected areas highlighting the changes you propose to make, including arrangements for continuing or alternative public access.

How many vehicle parking spaces (garaging and open parking) currently exist on the application Site?

How many vehicle parking spaces (garaging and open parking) do you propose on the site (i.e. the Total of existing and any new spaces or a reduced number of spaces)? *

Please show on your drawings the position of existing and proposed parking spaces and identify if these are for the use of particular types of vehicles (e.g. parking for disabled people, coaches, HGV vehicles, cycles spaces).

Water Supply and Drainage Arrangements

Will your proposal require new or altered water supply or drainage arrangements? * Yes No

Do your proposals make provision for sustainable drainage of surface water?? * Yes No
(e.g. SUDS arrangements) *

Note:-

Please include details of SUDS arrangements on your plans

Selecting 'No' to the above question means that you could be in breach of Environmental legislation.

Are you proposing to connect to the public water supply network? *

Yes

No, using a private water supply

No connection required

If No, using a private water supply, please show on plans the supply and all works needed to provide it (on or off site).

Assessment of Flood Risk

Is the site within an area of known risk of flooding? * Yes No Don't Know

If the site is within an area of known risk of flooding you may need to submit a Flood Risk Assessment before your application can be determined. You may wish to contact your Planning Authority or SEPA for advice on what information may be required.

Do you think your proposal may increase the flood risk elsewhere? * Yes No Don't Know

Trees

Are there any trees on or adjacent to the application site? * Yes No

If Yes, please mark on your drawings any trees, known protected trees and their canopy spread close to the proposal site and indicate if any are to be cut back or felled.

Waste Storage and Collection

Do the plans incorporate areas to store and aid the collection of waste (including recycling)? * Yes No

If Yes or No, please provide further details: * (Max 500 characters)

Not applicable - car parking area proposed.

Residential Units Including Conversion

Does your proposal include new or additional houses and/or flats? *

Yes No

All Types of Non Housing Development – Proposed New Floorspace

Does your proposal alter or create non-residential floorspace? *

Yes No

Schedule 3 Development

Does the proposal involve a form of development listed in Schedule 3 of the Town and Country Planning (Development Management Procedure (Scotland) Regulations 2013) *

Yes No Don't Know

If yes, your proposal will additionally have to be advertised in a newspaper circulating in the area of the development. Your planning authority will do this on your behalf but will charge you a fee. Please check the planning authority's website for advice on the additional fee and add this to your planning fee.

If you are unsure whether your proposal involves a form of development listed in Schedule 3, please check the Help Text and Guidance notes before contacting your planning authority.

Planning Service Employee/Elected Member Interest

Is the applicant, or the applicant's spouse/partner, either a member of staff within the planning service or an elected member of the planning authority? *

Yes No

Certificates and Notices

CERTIFICATE AND NOTICE UNDER REGULATION 15 – TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (SCOTLAND) REGULATION 2013

One Certificate must be completed and submitted along with the application form. This is most usually Certificate A, Form 1, Certificate B, Certificate C or Certificate E.

Are you/the applicant the sole owner of ALL the land? *

Yes No

Is any of the land part of an agricultural holding? *

Yes No

Certificate Required

The following Land Ownership Certificate is required to complete this section of the proposal:

Certificate A

Land Ownership Certificate

Certificate and Notice under Regulation 15 of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

Certificate A

I hereby certify that –

(1) - No person other than myself/the applicant was an owner (Any person who, in respect of any part of the land, is the owner or is the lessee under a lease thereof of which not less than 7 years remain unexpired.) of any part of the land to which the application relates at the beginning of the period of 21 days ending with the date of the accompanying application.

(2) - None of the land to which the application relates constitutes or forms part of an agricultural holding

Signed: Halliday Fraser Munro Planning

On behalf of: GSS Developments (Aberdeen) Ltd

Date: 23/09/2019

Please tick here to certify this Certificate. *

Checklist – Application for Planning Permission

Town and Country Planning (Scotland) Act 1997

The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

Please take a few moments to complete the following checklist in order to ensure that you have provided all the necessary information in support of your application. Failure to submit sufficient information with your application may result in your application being deemed invalid. The planning authority will not start processing your application until it is valid.

a) If this is a further application where there is a variation of conditions attached to a previous consent, have you provided a statement to that effect? *

Yes No Not applicable to this application

b) If this is an application for planning permission or planning permission in principle where there is a crown interest in the land, have you provided a statement to that effect? *

Yes No Not applicable to this application

c) If this is an application for planning permission, planning permission in principle or a further application and the application is for development belonging to the categories of national or major development (other than one under Section 42 of the planning Act), have you provided a Pre-Application Consultation Report? *

Yes No Not applicable to this application

Town and Country Planning (Scotland) Act 1997

The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

d) If this is an application for planning permission and the application relates to development belonging to the categories of national or major developments and you do not benefit from exemption under Regulation 13 of The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013, have you provided a Design and Access Statement? *

Yes No Not applicable to this application

e) If this is an application for planning permission and relates to development belonging to the category of local developments (subject to regulation 13. (2) and (3) of the Development Management Procedure (Scotland) Regulations 2013) have you provided a Design Statement? *

Yes No Not applicable to this application

f) If your application relates to installation of an antenna to be employed in an electronic communication network, have you provided an ICNIRP Declaration? *

Yes No Not applicable to this application

g) If this is an application for planning permission, planning permission in principle, an application for approval of matters specified in conditions or an application for mineral development, have you provided any other plans or drawings as necessary:

- Site Layout Plan or Block plan.
- Elevations.
- Floor plans.
- Cross sections.
- Roof plan.
- Master Plan/Framework Plan.
- Landscape plan.
- Photographs and/or photomontages.
- Other.

If Other, please specify: * (Max 500 characters)

Provide copies of the following documents if applicable:

- | | | |
|--|---|---|
| A copy of an Environmental Statement. * | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> N/A |
| A Design Statement or Design and Access Statement. * | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> N/A |
| A Flood Risk Assessment. * | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> N/A |
| A Drainage Impact Assessment (including proposals for Sustainable Drainage Systems). * | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> N/A |
| Drainage/SUDS layout. * | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> N/A |
| A Transport Assessment or Travel Plan | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> N/A |
| Contaminated Land Assessment. * | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> N/A |
| Habitat Survey. * | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> N/A |
| A Processing Agreement. * | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> N/A |

Other Statements (please specify). (Max 500 characters)

Declare – For Application to Planning Authority

I, the applicant/agent certify that this is an application to the planning authority as described in this form. The accompanying Plans/drawings and additional information are provided as a part of this application.

Declaration Name: . Halliday Fraser Munro Planning

Declaration Date: 23/09/2019

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DECISION NOTICE

The Town and Country Planning (Scotland) Act 1997

Detailed Planning Permission

Halliday Fraser Munro
8 Victoria Street
Aberdeen
AB10 1XB

on behalf of **GSS Developments (Aberdeen) Ltd**

With reference to your application validly received on 30 September 2019 for the following development:-

**Formation of car parking with access barrier including change of use and associated works
at Land At International Gate, Dyce**

Aberdeen City Council in exercise of their powers under the above mentioned Act hereby **REFUSE PLANNING PERMISSION** for the said development in accordance with the particulars given in the application form and the following plans and documents:

Drawing Number	Drawing Type
TUV-MZ-XX-PL-EX-001 Rev P1	Site Layout (Other)
11502 - HFM - ZZ - XX - DR - A - L(00) - 001	Location Plan
131210/2600 Rev A	Site Layout (Proposed)

REASON FOR DECISION

The reasons on which the Council has based this decision are as follows:-

The initial proposal was for a car park that would be available for use by a range of users, unrelated to any new development. Such a proposal would be a clear conflict with the Transport and Accessibility Supplementary Guidance and therefore in that regard the proposal would not be acceptable in principle.

The proposal has also been considered on the basis that it could potentially be for airport users only however it is considered that the provision of additional car parking capacity near the airport would hinder the ability to encourage modal shift towards the use of public transport. There is no evidence that there are capacity issues with the existing level of parking available to those using the airport and additional supply is likely to make driving to and parking at the airport more attractive. This would be inconsistent with the aims of Scottish Planning Policy, the Regional Transport Strategy, Local Transport Strategy and Policies T2 (Managing the Transport Impact of Development) and T3 (Sustainable and Active Travel) of the Aberdeen Local Development Plan.

Date of Signing 18 May 2020



Daniel Lewis
Development Management Manager

IMPORTANT INFORMATION RELATED TO THIS DECISION

DETAILS OF ANY VARIATION MADE TO ORIGINAL PROPOSAL, AS AGREED WITH APPLICANT (S32A of 1997 Act)

None.

RIGHT OF APPEAL THE TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997

If the applicant is aggrieved by the decision of the planning authority –

- a) to refuse planning permission;
- b) to refuse approval, consent or agreement required by a condition imposed on a grant of planning permission;
- c) to grant planning permission or any approval, consent or agreement subject to conditions,

the applicant may require the planning authority to review the case under section 43A(8) of the Town and Country Planning (Scotland) Act 1997 within three months from the date of this notice. Any requests for a review must be made on a 'Notice of Review' form available from the planning authority or at www.eplanning.scot.

Notices of review submitted by post should be sent to Strategic Place Planning (address at the top of this decision notice).

SERVICE OF PURCHASE NOTICE WHERE INTERESTS ARE AFFECTED BY A PLANNING DECISION

If permission to develop land is refused and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any

development that would be permitted, the owners of the land may serve on the planning authority a purchase notice requiring the purchase of the owner of the land's interest in the land in accordance with Part 5 of the Town and Country Planning (Scotland) Act 1997.

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MEMO



To	Matthew Easton Planning & Infrastructure	Date	16/10/2019
		Our Ref.	191456/DPP
From	Michael Cowie		
Email	micowie@aberdeencity.gov.uk		
Dial	01224 523671		
Fax			

Strategic Place Planning
Aberdeen City Council
Business Hub 4
Ground Floor North
Marischal College
Aberdeen
AB10 1AB

Tel 03000 200 291
Minicom 01224 522381
DX 529451, Aberdeen 9
www.aberdeencity.gov.uk

Planning Application No. 191456/DPP – Formation of car parking with access barrier including change of use and associated works at Land at International Gate, Dyce, Aberdeen AB21 0BH.

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

1 Development Proposal

- 1.1 I note that the application is for a proposed change of use of site within International Gate to provide a car park to serve the nearby airport.
- 1.2 I note the site is located in the outer city and not within an area of any form of controlled parking.
- 1.3 As part of this consultation for this application, the Roads Development Team have reached out to the Council's Transport Strategy Team and NESTRAN's, collectively we are all of the same opinion that such a proposal goes against current Council Policies in reducing private vehicular trips and undermines the viability of alternative sustainable transportation. There is current targets to increase the proportion of passengers accessing Aberdeen International Airport by public transport to 15% by 2021, as such this derails such aspirations.
- 1.4 Additionally, although the applicant has provided a Planning Statement and Transportation Note, beyond referencing a need for airport related parking there is no actual evidence or suffice justification to confirm as such. This would be required even if this application was to be re-considered.

2 Development Access / Construction Consent

- 2.1 The access junction will requires to be designed to Aberdeen City Council standards. Although currently International Gate is not adopted as yet this road is proposed for adoption, there come time if any development is required it shall be subject to a Section 56 Roads Construction Consent procedure.

3 Drainage Impact Assessment

- 3.1 I note that a drainage assessment has been submitted as part of this application and can confirm that the site shall retain private drainage procedures and therefore acceptable.

4 Construction Consent

5 Conclusion

- 5.1 For the reasons stated above with regard to this proposal being contrary to current Council policies and sustainable transport initiatives it is recommend this application for refusal.

Michael Cowie
Engineer
Roads Development Management

Comments for Planning Application 191456/DPP

Application Summary

Application Number: 191456/DPP

Address: Land At International Gate Dyce Aberdeen AB21 0BH

Proposal: Formation of car parking with access barrier including change of use and associated works

Case Officer: Matthew Easton

Customer Details

Name: Dr Bill Harrison

Address: 16 Summer Place Dyce Aberdeen

Comment Details

Commenter Type: Community Councillor

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I am writing on behalf of Dyce and Stoneywood Community Council as their Planning Officer. We support this application. Reasons: we agree with the applicant that the proposed land use (car park) is consistent with policy B4 (Aberdeen Airport) of the Aberdeen Local Development Plan and it does not diverge unacceptably from policy B1 (business and industrial land) given the lack of demand for industrial/commercial units and oversupply elsewhere in the City. We are not altogether convinced that an airport car park is a "sustainable travel option" or was what the planners had in mind re policy D1 (quality placemaking by design) but at least the users of the car park can walk to the main terminal.

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FAO Matthew Easton
Aberdeen City Council

Via Email

ABZ Ref: ABZ2844

24th October 2019

Dear Matthew

**Town and Country Planning (Scotland) Act 1997 (as amended)
Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military
Explosives Storage Areas) (Scotland) Direction 2003
Re: P160824 Replacement/Reconstruction of existing building and ancillary storage (Renewal
of Planning Permission Ref P130704) at Hill of Tramaud (Adj. Site) Mundurno Bridge of Don
Aberdeen**

I refer to your consultation request received in this office on 1st October 2019.

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

1. Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Planning Authority in consultation with Aberdeen Airport. The submitted plan shall include details of:
 - Earthworks, soil stripping and excavation works
 - Monitoring of any standing water within the site whether temporary or permanent

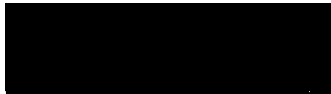
Reason: It is necessary to manage the development in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Aberdeen Airport.

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



It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Aberdeen Airport, or not to attach conditions which Aberdeen Airport has advised, it shall notify Aberdeen Airport, the Civil Aviation Authority and the Scottish Ministers as per Circular 2/2003: Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) (Scotland) Direction 2003.

Yours Sincerely



Kirsteen MacDonald

Safeguarding Manager
Aberdeen Airport
07808 115 881
abzsafeguard@aiairport.com

Aberdeen Local Development Plan (ALDP)

- Policy B1 (Business and Industrial Land)
- Policy B4 (Aberdeen Airport)
- Policy NE6 (Flooding, Drainage and Water Quality)
- Policy T2 (Managing the Transport Impact of Development)

Supplementary Guidance

- Transport and Accessibility

<https://www.aberdeencity.gov.uk/sites/default/files/5.1.PolicySG.TransportAccessibility.pdf>

Other Material Considerations

- Aberdeen City and Shire Strategic Development Plan (2020) (SDP)
- Proposed Aberdeen Local Development Plan (2020)
<https://www.aberdeencity.gov.uk/services/planning-and-building/local-development-plan/aberdeen-local-development-plan/aberdeen-local-development-plan-review#3678>
- Regional Transport Strategy
[https://www.nestrans.org.uk/regional-transport-strategy/#:~:text=The%20Nestrans%20Regional%20Transport%20Strategy%20\(RTS\)%20sets%20out%20the%20challenges,how%20we%20will%20address%20them.&text=Our%20current%20adopted%20strategy%20is,details%20can%20be%20found%20below.](https://www.nestrans.org.uk/regional-transport-strategy/#:~:text=The%20Nestrans%20Regional%20Transport%20Strategy%20(RTS)%20sets%20out%20the%20challenges,how%20we%20will%20address%20them.&text=Our%20current%20adopted%20strategy%20is,details%20can%20be%20found%20below.)
- Local Transport Strategy
<https://www.aberdeencity.gov.uk/sites/default/files/Local%20Transport%20Strategy%20%282016-2021%29.pdf>

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Marischal College Planning & Sustainable Development Business Hub 4, Ground Floor North Broad Street Aberdeen AB10 1AB Tel: 01224 523 470 Fax: 01224 636 181 Email: pi@aberdeencity.gov.uk

Applications cannot be validated until all the necessary documentation has been submitted and the required fee has been paid.

Thank you for completing this application form:

ONLINE REFERENCE 100293112-001

The online reference is the unique reference for your online form only. The Planning Authority will allocate an Application Number when your form is validated. Please quote this reference if you need to contact the planning Authority about this application.

Applicant or Agent Details

Are you an applicant or an agent? * (An agent is an architect, consultant or someone else acting on behalf of the applicant in connection with this application)

Applicant Agent

Agent Details

Please enter Agent details

Company/Organisation:	Halliday Fraser Munro		
Ref. Number:		You must enter a Building Name or Number, or both: *	
First Name: *	Halliday Fraser Munro	Building Name:	
Last Name: *	Planning	Building Number:	8
Telephone Number: *	01224 388700	Address 1 (Street): *	Victoria Street
Extension Number:		Address 2:	
Mobile Number:		Town/City: *	Aberdeen
Fax Number:		Country: *	Scotland
		Postcode: *	AB10 1XB
Email Address: *	planning@hfm.co.uk		

Is the applicant an individual or an organisation/corporate entity? *

Individual Organisation/Corporate entity

Applicant Details

Please enter Applicant details

Title:	<input type="text" value="Other"/>	You must enter a Building Name or Number, or both: *	
Other Title:	<input type="text"/>	Building Name:	<input type="text" value="per agent"/>
First Name: *	<input type="text"/>	Building Number:	<input type="text"/>
Last Name: *	<input type="text"/>	Address 1 (Street): *	<input type="text" value="per agent"/>
Company/Organisation	<input type="text" value="GSS Developments (Aberdeen) Ltd"/>	Address 2:	<input type="text"/>
Telephone Number: *	<input type="text"/>	Town/City: *	<input type="text" value="per agent"/>
Extension Number:	<input type="text"/>	Country: *	<input type="text" value="per agent"/>
Mobile Number:	<input type="text"/>	Postcode: *	<input type="text"/>
Fax Number:	<input type="text"/>		
Email Address: *	<input type="text" value="planning@hfm.co.uk"/>		

Site Address Details

Planning Authority:	<input type="text" value="Aberdeen City Council"/>
Full postal address of the site (including postcode where available):	
Address 1:	<input type="text"/>
Address 2:	<input type="text"/>
Address 3:	<input type="text"/>
Address 4:	<input type="text"/>
Address 5:	<input type="text"/>
Town/City/Settlement:	<input type="text"/>
Post Code:	<input type="text"/>

Please identify/describe the location of the site or sites

Northing	<input type="text" value="811879"/>	Easting	<input type="text" value="387851"/>
----------	-------------------------------------	---------	-------------------------------------

Description of Proposal

Please provide a description of your proposal to which your review relates. The description should be the same as given in the application form, or as amended with the agreement of the planning authority: *
(Max 500 characters)

Formation of Car Park and Associated Works

Type of Application

What type of application did you submit to the planning authority? *

- Application for planning permission (including householder application but excluding application to work minerals).
- Application for planning permission in principle.
- Further application.
- Application for approval of matters specified in conditions.

What does your review relate to? *

- Refusal Notice.
- Grant of permission with Conditions imposed.
- No decision reached within the prescribed period (two months after validation date or any agreed extension) – deemed refusal.

Statement of reasons for seeking review

You must state in full, why you are seeking a review of the planning authority's decision (or failure to make a decision). Your statement must set out all matters you consider require to be taken into account in determining your review. If necessary this can be provided as a separate document in the 'Supporting Documents' section: * (Max 500 characters)

Note: you are unlikely to have a further opportunity to add to your statement of appeal at a later date, so it is essential that you produce all of the information you want the decision-maker to take into account.

You should not however raise any new matter which was not before the planning authority at the time it decided your application (or at the time expiry of the period of determination), unless you can demonstrate that the new matter could not have been raised before that time or that it not being raised before that time is a consequence of exceptional circumstances.

Please see Appeal Statement provided as a Supporting Document

Have you raised any matters which were not before the appointed officer at the time the Determination on your application was made? *

Yes No

If yes, you should explain in the box below, why you are raising the new matter, why it was not raised with the appointed officer before your application was determined and why you consider it should be considered in your review: * (Max 500 characters)

Please provide a list of all supporting documents, materials and evidence which you wish to submit with your notice of review and intend to rely on in support of your review. You can attach these documents electronically later in the process: * (Max 500 characters)

Appeal Statement, Transportation Note, Planning Statement, Proposed Site Plan and Materials, Location Plan, Existing Site Layout Plan, Lighting Plan, Drainage Assessment, Planning Statement - Additional Information, Report of Handling

Application Details

Please provide the application reference no. given to you by your planning authority for your previous application.

191456/DPP

What date was the application submitted to the planning authority? *

23/09/2019

What date was the decision issued by the planning authority? *

18/05/2020

Review Procedure

The Local Review Body will decide on the procedure to be used to determine your review and may at any time during the review process require that further information or representations be made to enable them to determine the review. Further information may be required by one or a combination of procedures, such as: written submissions; the holding of one or more hearing sessions and/or inspecting the land which is the subject of the review case.

Can this review continue to a conclusion, in your opinion, based on a review of the relevant information provided by yourself and other parties only, without any further procedures? For example, written submission, hearing session, site inspection. *

Yes No

Please indicate what procedure (or combination of procedures) you think is most appropriate for the handling of your review. You may select more than one option if you wish the review to be a combination of procedures.

Please select a further procedure *

By means of inspection of the land to which the review relates

Please explain in detail in your own words why this further procedure is required and the matters set out in your statement of appeal it will deal with? (Max 500 characters)

To understand the surrounding context and proximity to the airport.

In the event that the Local Review Body appointed to consider your application decides to inspect the site, in your opinion:

Can the site be clearly seen from a road or public land? *

Yes No

Is it possible for the site to be accessed safely and without barriers to entry? *

Yes No

Checklist – Application for Notice of Review

Please complete the following checklist to make sure you have provided all the necessary information in support of your appeal. Failure to submit all this information may result in your appeal being deemed invalid.

Have you provided the name and address of the applicant?. *

Yes No

Have you provided the date and reference number of the application which is the subject of this review? *

Yes No

If you are the agent, acting on behalf of the applicant, have you provided details of your name and address and indicated whether any notice or correspondence required in connection with the review should be sent to you or the applicant? *

Yes No N/A

Have you provided a statement setting out your reasons for requiring a review and by what procedure (or combination of procedures) you wish the review to be conducted? *

Yes No

Note: You must state, in full, why you are seeking a review on your application. Your statement must set out all matters you consider require to be taken into account in determining your review. You may not have a further opportunity to add to your statement of review at a later date. It is therefore essential that you submit with your notice of review, all necessary information and evidence that you rely on and wish the Local Review Body to consider as part of your review.

Please attach a copy of all documents, material and evidence which you intend to rely on (e.g. plans and Drawings) which are now the subject of this review *

Yes No

Note: Where the review relates to a further application e.g. renewal of planning permission or modification, variation or removal of a planning condition or where it relates to an application for approval of matters specified in conditions, it is advisable to provide the application reference number, approved plans and decision notice (if any) from the earlier consent.

Declare – Notice of Review

I/We the applicant/agent certify that this is an application for review on the grounds stated.

Declaration Name: . Halliday Fraser Munro Planning

Declaration Date: 17/08/2020

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HALLIDAY FRASER MUNRO

CHARTERED ARCHITECTS & PLANNING CONSULTANTS

PLANNING APPEAL STATEMENT

Appeal to Aberdeen City Local Review Body

Formation of Surface Airport Car Park

International Gate

ABZ Business Park, Dyce, Aberdeen

for GSS Developments (Aberdeen) Ltd



HALLIDAY FRASER MUNRO
CHARTERED ARCHITECTS & PLANNING CONSULTANTS

Contents

- 1. Introduction**
- 2. The Site & Proposed Development**
- 3. Planning Context**
- 4. Grounds of Appeal**
- 5. Planning Policy**
- 6. Conclusion**

Supporting Documents

Appendix 1 – A New Approach, Aberdeen International Airport Masterplan 2013

Appendix 2 – Energy Voice News Article

Appendix 3 - 2019 Nestrans Monitoring Report – Extract Section 6 *Air*

Appendix 4 - Nestrans 2040 Regional Transport Strategy for the North East of Scotland (Draft for Consultation) August 2020 – Extract *External Air and Sea Connections*



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CHARTERED ARCHITECTS & PLANNING CONSULTANTS



HALLIDAY FRASER MUNRO

CHARTERED ARCHITECTS & PLANNING CONSULTANTS

1. Introduction

1.1. This planning appeal statement has been prepared by Halliday Fraser Munro, Chartered Town Planning Consultants, on behalf of GSS Developments (Aberdeen) Ltd, in support of their application for Planning Permission for a car parking facility at International Gate, ABZ Business Park, Dyce, Aberdeen.

1.2. This appeal is against the refusal of the planning application by Aberdeen City Planning Authority on 18th May 2020. The reasons given for refusal are:

1.2.1. The initial proposal was for a car park that would be available for use by a range of users, unrelated to any new development. Such a proposal would be a clear conflict with the Transport and Accessibility Supplementary Guidance and therefore in that regard the proposal would not be acceptable in principle.

1.2.2. The proposal has also been considered on the basis that it could potentially be for airport users only however it is considered that the provision of additional car parking capacity near the airport would hinder the ability to encourage modal shift towards the use of public transport. There is no evidence that there are capacity issues with the existing level of parking available to those using the airport and additional supply is likely to make driving to and parking at the airport more attractive. This would be inconsistent with the aims of Scottish Planning Policy, the Regional Transport Strategy and Policies T2 (Managing the Transport Impact of Development) and T3 (Sustainable and Active Travel) of the Aberdeen Local Development Plan.

1.3. We set out more fully our grounds of appeal in the remainder of the Statement. In summary, however, we maintain that planning permission should be granted in respect of the application for the following reasons:

- The proposal will directly support Aberdeen International Airport which the LDP recognises as a strategic transport hub which is vital to the success of the North East economy and employment in the area.
- The proposal is supported by National Planning Framework 3 (NPF3) and Scottish Planning Policy (SPP) as an enhancement to an airport;
- The proposal complies with Policy B1 – Business & Industrial Land as it would sit comfortably alongside existing uses, Policy B4 Aberdeen Airport, being a compatible airport use with a functional requirement for being located there and with Policy T2 – Managing the Transport Impact of Development as it will result in no net detriment on the transport network; and
- The proposal will improve Aberdeen Airport's long-stay car parking offer with a car park within walking distance of the terminal that provides electric vehicle charging points that are presently limited in availability. This provision will subsequently increase options for more sustainable travel options related to electric vehicle (EV) use.



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1.4. This statement will outline the planning background and provide justification in relation to the grounds of appeal.

2. The Site & Proposed Development

- 2.1. A planning application for a car parking facility was submitted to Aberdeen City Council on 23rd September 2019. The proposed site extends to 1.58ha and lies within the ABZ Business Park adjacent to Aberdeen International Airport (AIA). The site on International Gate lies between the existing cluster of hotels on Argyll Way to the west (Moxy / Crowne Plaza / Marriot / Premier Inn / Holiday Inn Express) and Dyce Farm pub restaurant to the west, and the office and business uses to the west and south on International Avenue. To the north is the Aberdeen International Airport, to the north west is a car hire facility.
- 2.2. The site is ideally placed to accommodate an Airport Car Park within walking distance to the terminal and reduce the need for those using it to require additional vehicular transfer trips.
- 2.3. The flat site is presently vacant with unmaintained landscaping and low visual quality. SUDs infrastructure and a foul drainage pumping station are present on the eastern and northern site boundaries respectively. There is a single existing access / egress point off the existing roundabout on International Gate. Despite attempts to market the site there has been no demand for any business related uses and the site has been vacant since 2012.



Figure 1 – Proposed Car Park location highlighted in red



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2.4. A total of 462 parking spaces are proposed. These are set out on the proposed layout plan, figure 2 below:



Figure 2 – Indicative Car Park layout.



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- 2.5. The car park surface will be finished in hardcore, over a variety of road construction methods related to proposed usage and amount of traffic. The car park will have in / out access / egress controlled by barriers. A shelter is proposed close to the main entrance. The airport terminal building is 500m, or approximately 5 minutes' walk, from the car park pay station. Given that luggage trolleys can be made available the car park is in easy walking distance along existing established footpaths to the AIA terminal building. This makes it extremely accessible to pedestrians. The car park facility will be available to airport users at a reasonable price and offers an improved car park offering for Aberdeen Airport including the provision of EV charging points.

3. Planning Context

- 3.1. The LDP attaches great weight to the success of Aberdeen International Airport. It also endorses the Airport's ambitious plans, set out in its 2013 Masterplan (APP1), to expand and upgrade its facilities to meet demand from growing passenger numbers. The LDP highlights the fact that the Airport directly supports thousands of jobs and helps to ensure that Aberdeen remains a competitive, attractive and well-connected location for business (LDP paras 3.66 and 3.67). The appeal proposal will directly contribute towards the improvement of the Airport and the wider economic benefits which flow from this.
- 3.2. The appeal site is part of the OP23 B1 'Business and Industry' zoning in the Aberdeen Local Development Plan 2017. This applies to the wider ABZ Business Park, hotels and the D2 Business Park to the west. The site is part of the ABZ commercial development that is subject to a number of planning approvals. These stem from the original Planning Permission in Principle A6/0566 for Use Classes 4, 5 and 6, dated 20/12/2011.
- 3.3. The Planning Officer confirmed in the Report of Handling the proposed car park is an acceptable use in relation to Policy B1 by stating "it is considered that a car park could be consistent with the general purpose of the policy. A car park is not a sensitive use which could be affected by surrounding industrial uses or noise generated by the airport. The use would sit comfortably alongside the existing uses. [...] **It would therefore not be unusual or unreasonable to find such a use within a business park adjacent to an airport**" (191456/DPP Report of Handling p.4).
- 3.4. The PPP consent 06/0566 has subsequently been 'reminded', following amendments under site wide Section 42 applications to alter road infrastructure requirements and increase the amount of hotel accommodation permitted (P130070 / 130660 / P141793 / P151094 / 161724) generally within the ABZ Business Park. The approval of 'Matters Specified in Conditions' of A6/0566 for the 'site wide' details was granted through permission 120316. This applies to the car park site.
- 3.5. In summary the car park site benefits from an industrial and business zoning in the LDP, Planning Permission in Principle for Use Classes 4, 5 and 6, and the approval of site wide details (Matters Specified in Conditions) including roads, drainage and landscaping.



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- 3.6. The eastern section of the site previously benefitted from a detailed planning permission (ref A8/1690) for the construction of an airport related surface car park. That approval has now expired but suggests that the use of the site for airport parking has historically been accepted by Aberdeen City Council

4. Grounds of Appeal

- 4.1. The first reason for refusal refers to the “initial proposal” which was a general parking facility, however, at the time of determination it had clearly been agreed that the car park would be used exclusively for airport parking. **The proposal is therefore for airport related parking only.** The Appellants would be happy for this to be controlled by planning condition. We therefore consider that this reason for refusal was not relevant to the proposal as it stood at the time of determination; the planning authority were fully aware by then that the proposal was no longer intended for general parking but have failed to reflect this in this ground of refusal. **There is no policy basis for refusing the application for this first reason.**
- 4.2. The second reason for refusal concerns parking capacity, the need for the facility and the possibility for it to encourage less sustainable forms of transports. These will each be addressed in turn.

Parking Capacity

- 4.3. We consider this should be assessed both quantitatively and qualitatively having regard not only to parking numbers but also the quality of the parking available. To set the scene of current parking arrangements at Aberdeen Airport Figures 3 and 4 detail the location of official car parks, number of spaces, distance to the airport and whether the car parks are dependent on a shuttle bus.



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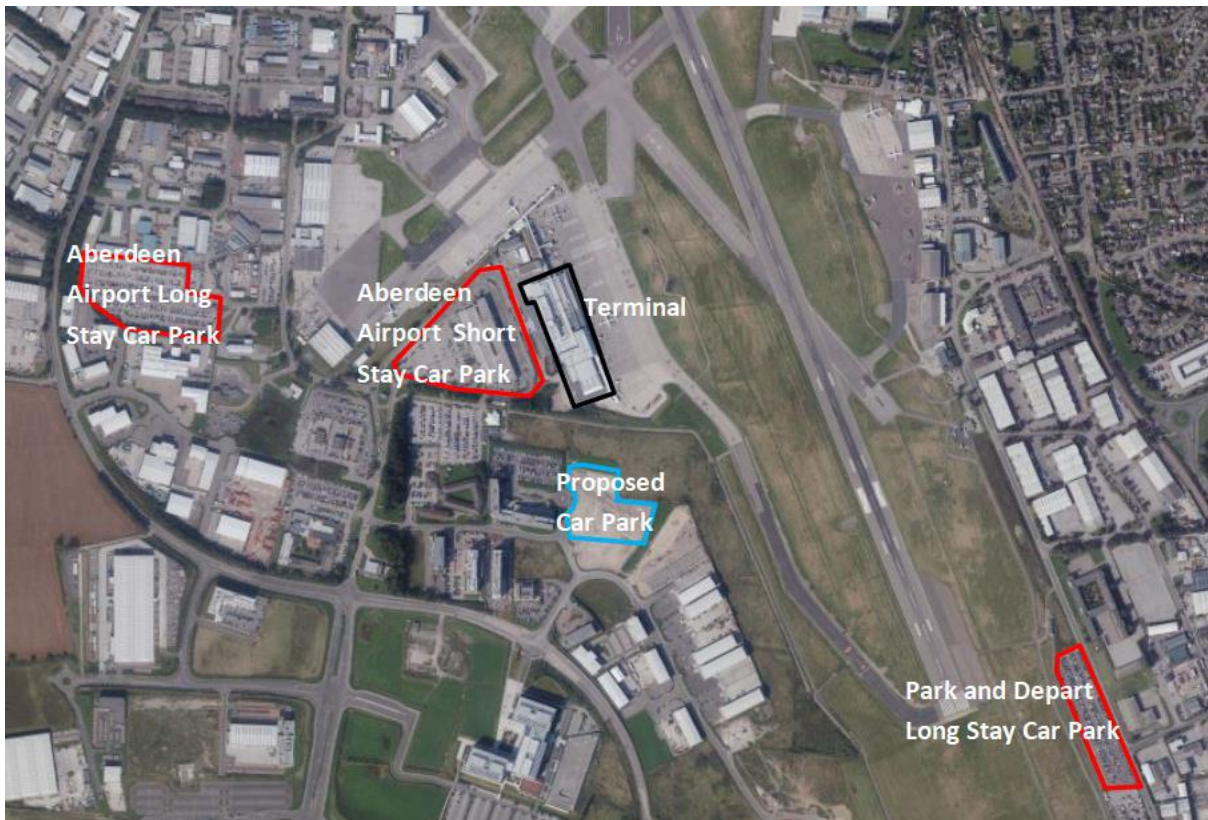


Figure 3 Location of Proposed and Current Airport Car Parking

ABERDEEN AIRPORT PARKING							
Car Park	Airport/Private	Long Stay/Short Stay	Spaces	EV Charging Points	Shuttle Bus	Distance to Terminal (metres)	
Aberdeen Airport Park & Depart	Private	long	530	0	Yes	2800	
Aberdeen Airport Long Stay	Airport	long	1007	0	Yes	850	
Aberdeen Airport Short Stay	Airport	short	1247	6	No	150	
			2784				

Figure 4 Current Car Parking Arrangements



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- 4.4. On 30th March 2020 Aberdeen Airpark long stay car park announced its permanent closure (APP2 Energy Voice News Article). When it was in operation it provided parking for up to 750 vehicles and its closure is a significant quantitative loss of airport parking provision. The appeal proposal will help address this reduction in formal parking provision to serve the Airport.
- 4.5. The parking capacity at the airport has also been affected by the Covid-19 pandemic with the Park and Depart car park at Wellheads Drive currently closed to parking and it is operating as a coronavirus testing site, whilst this use is likely temporary, it is unknown how long the temporary use will be in place for. This car park has approximately 530 spaces so in the past 6 months the airports parking capacity has reduced by 1280 spaces. The Park and Depart car park also requires shuttle bus transfers to and from the airport making it a less sustainable airport parking option that that proposed in this appeal.
- 4.6. The location of the proposed car park gives it a unique advantage when compared to the other long-stay airport car parks as its proximity to the terminal building means that those using it can park and walk rather than parking and then accessing the terminal via a shuttle bus service. The proposed car park is 500 metres from the terminal and can be reached on foot via existing paths. The official Aberdeen Airport long-stay car park and the Park and Depart car park both rely on shuttle buses.
- 4.7. Evidence as to the quantitative and qualitative deficiencies of parking provision serving Aberdeen International Airport may be gleaned from other sources. The most recent comprehensive analysis of travel patterns to and from Aberdeen Airport is contained in the 2019 Nestrans Monitoring Report (APP3). The report reveals that over 60% of those accessing the airport are dropped off either by friends/family or by taxi. This is compared to just 8% driving and parking at the airport. The unusually high percentage relying on drop off or taxi use supports the conclusion that both bus services and parking provision for private vehicles are currently deficient. We consider that those travelling to the airport want easy and convenient access to the terminal and at present this is best achieved through the charged drop off facility at the airport terminal from where you can walk straight into the departures area. The outlying long-stay car parks do not provide this, they are poorly located and not well placed to meet customers' needs. The proposed car park would provide a park and walk option that is not currently on offer from any of the long-stay car parks.
- 4.8. The proposed car park includes electric vehicle (EV) charging facilities which could vastly improve the capacity at the airport. Out of approximately 2250 parking spaces at Aberdeen Airport there are only six EV charging points and these are within the short stay car park with no EV spaces in the long-stay car parks. This application proposed to deliver up to an additional 12 EV charging points more than doubling the current provision and with potential to greatly increase the level of provisions as demand increases.



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4.9. Aberdeen Airport has ambitious growth plans as set out in the Aberdeen Airport Masterplan which was approved in 2012. The masterplan has driven recent improvements including the runway extension and terminal improvements. The plans for growth and airport improvements reflect the Airports position as a key part of the transport infrastructure serving north east Scotland. The annual passenger number forecasts (Figure 5) are contained in the Masterplan.

Year	Passenger (m)
2011 (actual)	3.10
2020	4.00
2040	5.09
Average Growth	2.0%

Figure 5 – Actual and Forecast Annual Aberdeen Airport Passenger Numbers. Source Aberdeen International Airport Masterplan 2013

<https://www.aberdeenairport.com/media/r2xjn5xr/aial-final-master-plan-2013.pdf>

4.10. Aberdeen Airport has had very ambitious plans but recent figures suggest that these have stalled (<https://www.transport.gov.scot/publication/scottish-transport-statistics-no-38-2019-edition/chapter-8-air-transport-in-scotland/> cited in Nestrans 2019 Monitoring Report). The airport appears not to be in particularly good economic health (if passenger numbers are anything to go by) and all efforts being made to expand, improve or upgrade its facilities and supporting infrastructure should be supported. Easy and convenient access from the surrounding rural hinterland as well as Aberdeen City would make an important contribution towards securing the existence and future growth of the Airport.

4.11. The region has a very high propensity to fly, a result of longer distances to key markets and destinations and the requirements of the oil and gas industry. Many business travellers in the north east are reliant on connections to hub airports such as Heathrow. Nestrans recognise that these fundamentals mean that the airport and the flight options from it are an important part of the transport mix for the regional economy (APP4 Nestrans Regional Transport Strategy 2040 p.63 August 2020 <https://www.nestrans2040.org.uk/wp-content/uploads/2020/08/Nestrans-2040-Draft-for-Consultation.pdf>). For the airport to increase passenger numbers, attract new airlines with new destinations and continue to provide a high standard of service, facilities and services which support its successful operation need to be provided. High quality parking is an essential requirement and we consider Aberdeen City Council, in line with the Council's economic development strategies and transport strategies, should be taking decisions which support Aberdeen Airport and approve development that allows the airport to improve its passenger offering and in turn increase its attractiveness to travellers.

4.12. The Nestrans 2040 Regional Transport Strategy for the North East of Scotland (draft for consultation) reports that the opening of the AWPR and the upgraded road network in and around Dyce have made a significant contribution to improving the attractiveness for Aberdeen Airport and have increased the catchment within an hour's drivetime to over 500,000 people. This is great progress in making Aberdeen Airport an attractive option for a significantly larger number of people, however this alone will not give Aberdeen



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Airport competitive advantage over rival airports such as Edinburgh and Inverness, it needs to be supported by quality, convenient and affordable car parking such as that which would be provided by the proposed car park.

- 4.13. Statistics on car parking capacity at the airport are not available due to commercial sensitivity (the airport operate their car parks as private commercial car parks, so these are not public facilities with associated public information), however, photographs reveal indiscriminate parking at surrounding airport hotel car parks which elude to a shortfall of available parking spaces to support the airport (Figure 3).
- 4.14. Anecdotally, we understand that surrounding car parks at the Holiday Inn Express and Crowne Plaza hotels are being improperly used for airport parking. Since the decision was issued on 18th May, we have undertaken further investigations to understand the extent of overflow parking at the hotel car parks neighbouring the appeal site. A site visit took place on 9th June and time lapse cameras were set up to track car parking use over a two month period between June and August. This was undertaken over the Covid-19 lockdown period when hotel use and travel were reduced, yet there is still a clear demand for parking and an obvious undersupply. The images below demonstrate the hotel car parks are regularly full to overflowing with vehicles parked on verges and in unmarked spaces. This points to a clear undersupply of parking at this location even during the current pandemic. The images also demonstrate that the car parks are being used for long stay parking. Multiple cars remain parked in the exact same location for the full two weeks between 22nd July and 5th August. That type of evidence is clear across the whole 2 months that the parking has been monitored.
- 4.15. Our own investigations, subsequent to the Council's decision to refuse the application support the conclusion that hotel car parks are being heavily and improperly used by airport traffic. We would maintain that this supports the view that the existence of car parking in close proximity to, and within walking distance of, the terminal building is currently deficient and is a need which the current appeal proposal would address. The hotel car parks are in the same location as the appeal site and also within walking distance of the terminal. The volume of cars parked in the hotel car parks clearly show a demand for a park and walk service but at present there is not enough car parking capacity to meet this demand. The proposed car park presented in this appeal is a solution to this problem.



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Figure 6 Images of Crowne Plaza and Holiday Inn Express Car Parks (Note: multiple instances of the same cars parked in the same location across the latter two photographs)



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- 4.16. In summary, Aberdeen Airport has lost 750 long-stay parking spaces at Aberdeen Airpark and temporarily lost (for an undetermined period) 530 more spaces at Aberdeen Airport Park and Depart car park in the past six months. The 462 spaces proposed on this appeal site would help make up some of that loss, but the airport would still suffer a net loss of long-stay parking spaces. Given the importance of the airport to the local economy and the airport's own masterplan that loss, without the additional parking provision proposed, could impact negatively on the future operation of the airport to the detriment of the City's economy. The photographic evidence demonstrates a clear undersupply of parking in this location.
- 4.17. The long stay car park locations, with the exception of that operated by the airport, are limited in site area and therefore capacity, are not particularly well located and require additional shuttle bus transfers to the airport adding inconvenience and additional trips to the network. This proposed modern airport related car park is close enough to walk to the airport once parked, will offer modern EV charging options (introducing new EV long-stay charging that presently doesn't exist) and reduce the need for additional shuttle transfers.

Public Transport

- 4.18. The second reason for refusal also relates to public transport and the potential for additional car parking capacity to hinder the ability to encourage a modal shift towards the use of public transport. We do not consider this to be the case.
- 4.19. The first point to stress is that existing public transport use to and from the Airport is currently at or around target levels. An aim in the Nestrans Regional Transport Strategy (2014) is for 15 per cent of journeys to the airport to be made on public transport by 2021. The Planning Authority having consulted the roads department were of the opinion that additional car parking would have a negative impact on reaching that target. However, in 2018 14 per cent of passengers were arriving at Aberdeen Airport by bus/coach and in fact in 2017 over 16 per cent of passengers were arriving by bus/coach.

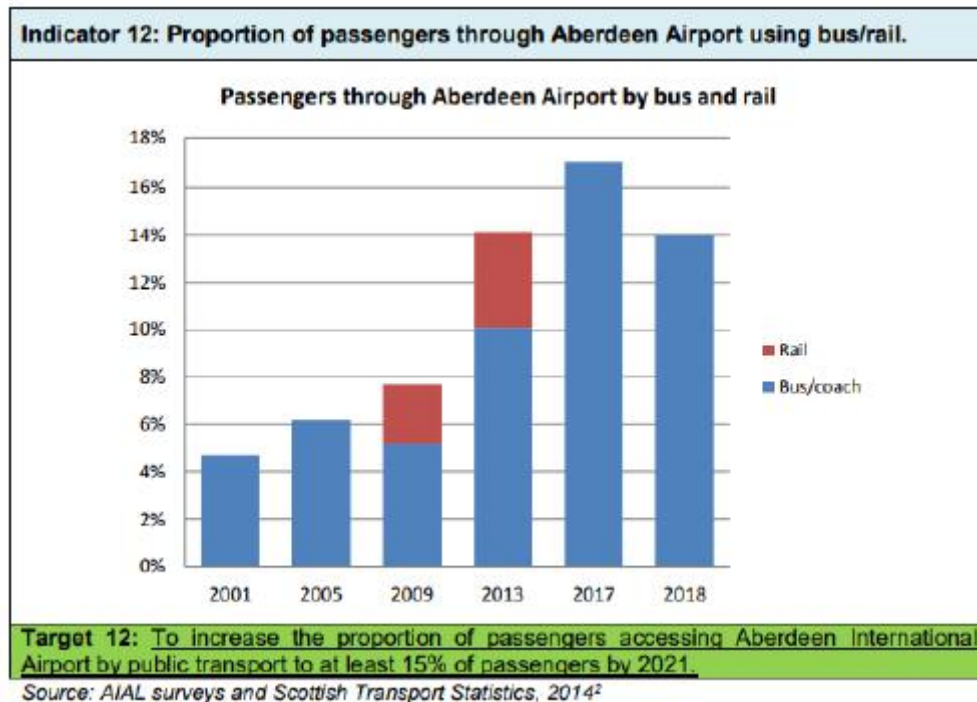


Figure 7 Passengers through Aberdeen Airport using Bus/Rail (source: Nestrans Monitoring Statement 2019)

- 4.20. From 2001 to present there has been a significant modal shift towards public transport access to the airport from less than 5 per cent in 2001 to 14 per cent (<https://www.nestrans.org.uk/wp-content/uploads/2019/06/Monitoring-report-2019.pdf>). Much of this will be down to the improvement of bus services introduced to give travellers the choice between public transport use and use of private motor cars (see below). If no bus services exist, modal shift to this form of travel will not increase no matter what constraints are applied to the provision of car parks to serve the Airport.
- 4.21. These increases in public transport use have taken place despite a new multi-storey short stay car parking opening during that period and a new offsite (shuttle bus reliant) long-stay car park on Wellheads Drive completed in 2015. This demonstrates that an increase in the number of airport related car parking spaces does not necessarily result in less people using public transport to access the airport. Indeed, in the last few years an average of 15 per cent had been using public transport to access the airport according to Nestrans' own monitoring report. It's worth noting that those figures were produced when the 750 long-stay spaces at Aberdeen Airpark were still operational.



4.22. The pie chart below shows the split of transport modes employed by those accessing Aberdeen Airport. It quite clearly shows that over 60 per cent are dropped off at the airport either by friends/family or by taxi.

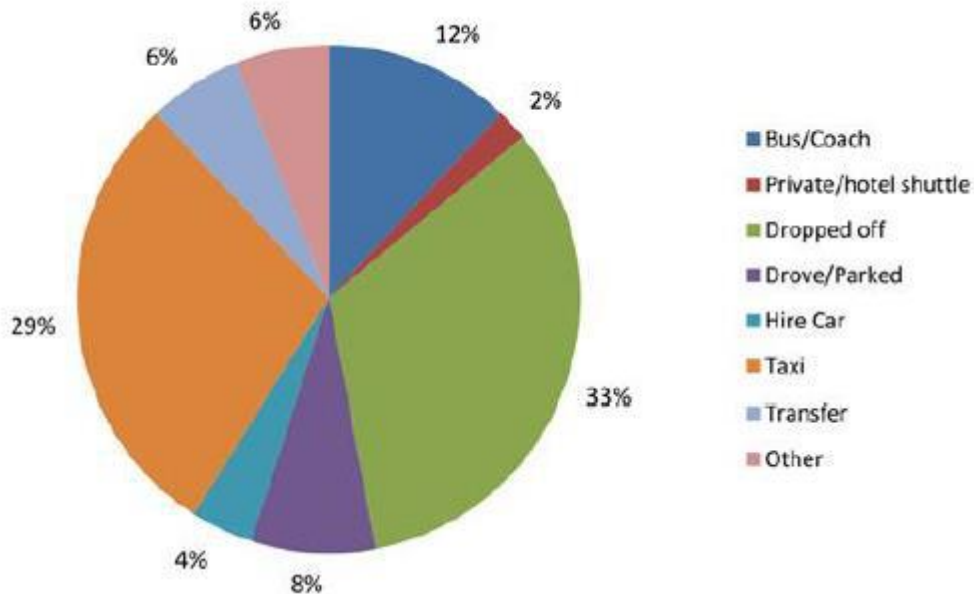


Figure 8 – Current Modal Split of Passengers Arriving at Aberdeen Airport (Source: Aberdeen International Airport Survey 2018)

4.23. Taxis and private drop off are the two forms of airport transportation which share the highest percentage of trips to and from the airport. In 2018, 29 per cent were dropped off by taxi and 33 per cent by friends and family. These make up 62 per cent of journeys to and from the airport versus just 8 per cent for those driving and parking. Drop off access to the airport has a double impact as after being dropped off the taxi or friends/family leave the airport and make a second onward journey or travel home. Compare this to those parking at the airport where there is only a single journey to the airport and a single journey home. Replacing drop off and taxi trips with private car use by airport users could therefore materially reduce traffic volumes related to the Airport, rather than generate traffic. Approached in this way, securing modal shift from drop-off/taxi use to private car use should be considered to be a lower carbon option. This is especially the case when those parking can walk 500 metres to the airport rather than requiring a shuttle bus as is the case with the long-stay car parks currently in place.

4.24. Airport parking is a necessity for effective airport operations and effective airport operations are at the centre of regional, Council and Nestrans strategies. These considerations strongly support the appeal proposal being approved.



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- 4.25. As already noted, the frequency and convenience of existing bus services are directly relevant. The single largest impact in terms of trips to and from the airport is created by drop-off and pick-up trips. These should be the target for future strategies to increase public transport use rather than a limited increase in parking to serve the airport. We consider that the majority of passengers who are being dropped off are doing so because the availability of public transport and their specific routes do not align with the locations people are travelling from and the times at which they are travelling, convenience is a key factor when considering options and a car park which you can walk to the terminal from is convenient.
- 4.26. There are two dedicated airport bus services, Jet 727 from Aberdeen City Centre and the 747 which serves Montrose, Stonehaven, Kingswells Park and Ride, Ellon Park and Ride and Peterhead. Nestrans report that these services have seen strong patronage growth since their introduction and have resulted in an increase in the mode share of public transport in travel to and from the airport. We consider that this shows that the critical intervention that will help increase public transport use to the airport is the improvement of the public transport offering. The 727 and 747 provide for those living in the City and in limited locations to the north and south of the airport but there is little or no direct public transport provision for those to the west.
- 4.27. Aberdeen Airports passenger catchment area includes Aberdeenshire, Angus and Moray and, when considered in a Scottish context, could easily include much of Scotland north of Perth. These are rural areas with widely dispersed populations where it is difficult to provide efficient and frequent public transport options and for many accessing the airport by private car will be the only way to guarantee that they arrive on time.
- 4.28. The table below (Figure 9) demonstrates the journey times to Aberdeen Airport from a variety of locations across Aberdeenshire, Moray and Angus by public transport and car. This demonstrates the vast difference in journey times. We do not consider it realistic to expect people to choose to use public transport to access the airport if it is going to in some cases more than double their journey time. To increase the percentage of those using public transport from these more remote locations the public transport services themselves need to be improved. Restricting car parking at the airport is not going to enable more people to access the airport by public transport. Officers were of the view that additional car parking “is likely to make driving to the airport more attractive”, we consider that given the sample of journey times below driving to the airport is the only practical option and that additional car parking capacity is necessary for these airport users and will not result in a significant shift away from public transport use.



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Origin Destination	Public Transport Minimum Journey Time to Aberdeen Airport (calculated using Traveline Scotland)	Car Journey Time to Aberdeen Airport (calculated using Google Maps)
Turriff	1hr34min	42min
Keith	1hr55min	55min
Alford	1hr45min	44min
Banchory	2hr2min	27min
Ballater	2hr43min	56min
Laurencekirk	1hr28min	36min
Brechin	2hr52min	46min

Figure 9 – Sample of Airport Journey Times

- 4.29. The airport Masterplan reports that “convenient and reliable access by a range of transport modes is of fundamental importance to the operation and success of any airport”, it goes on to expand this further by noting that “good access is not only important from the airport perspective [...] Aberdeen Airport plays a key role in supporting the nation’s economy and is an important source of employment. The ability of the airport to maintain and enhance this role is undoubtedly linked with the quality and performance of the surface access network which connects the airport with the rest of the country”. Improving surface access to the airport is therefore of great importance for the development of the airport, not just for the airport itself but also for the economy. Improving the parking offer at the airport can play a role in this. A survey for the Department of Transport, cited in the Masterplan (p.40), identifies that people “generally regarded getting to and from airports as integral to their overall experience with a significant potential to affect satisfaction, mood and stress levels”. The journey times given in Figure 6 above do not suggest that the public transport experience is one which would give a high level of satisfaction and ultimately result in passengers having a negative airport experience. The complete absence of public transport options in the right places or right times would render travellers even more dis-satisfied with the experience of using the Airport and leaves no realistic option but to use private cars or the less sustainable taxi or drop-off options.
- 4.30. It is also important to bear in mind the medium to longer term implications of the appeal proposal and the extent to which current concerns with private vehicle use and carbon reduction will become far less relevant as electric vehicles become more widely used. The Scottish Government has set out its ambition to phase out the need for new petrol and diesel cars and vans by 2032 (<https://www.gov.scot/policies/renewable-and-low-carbon-energy/low-carbon-transport/>). It is therefore not necessarily the case that car travel is going to decrease, rather it will become more environmentally friendly as the switch is made to electric vehicles. Indeed, the Aberdeen Local Development Plan Policy T3 – Sustainable and Active Travel acknowledges that there are instances when people will require to travel by car. We consider that travelling to an airport may well be one of those instances and especially when journey times by car are significantly shorter than on public transport.



5. Planning Policy

5.1. National Planning Framework 3

The National Planning Framework 3 (NPF3) identifies a requirement for planning to address the development requirements of businesses and enable key opportunities for investment to be realised. Planning can support sustainable economic growth by providing a positive policy context for development that delivers economic benefits.

5.2. Scottish Planning Policy (2014)

The provisions of NPF3 are supported by policies set out in Scottish Planning Policy (SPP). Paragraph 93 of SPP states that “the planning system should promote business and industrial development that increases economic activity while safeguarding and enhancing the natural and built environments.

The long-stay airport car park proposal represents the continued development of the Business Park, but in a more diversified manner, reflecting the currently reduced market demand for typical commercial units and yards at Dyce. This is to the benefit of the surrounding area through the use of currently vacant land and provision of a new facility to benefit users of the airport. It will support Aberdeen Airport's growth ambitions to increase passenger numbers and will enhance the general passenger experience. It brings a vacant site into a beneficial use and will support direct and indirect economic opportunities.

Paragraph 5.23 of SPP reports that “*Given Scotland’s location in Europe and the importance of wider global markets, **maintaining and enhancing air connectivity is essential***” acknowledging that Scotland’s five main airports are key economic drivers and gateways into Scotland. SPP directly supports the enhancement of airports. We consider Aberdeen City Council need to support and should consider the proposed car park to be a logical and essential enhancement to Aberdeen Airport and will help support a more positive and sustainable future

5.3. Aberdeen Local Development Plan 2017

The Aberdeen Local Development Plan 2017 (ALDP) was adopted in 2017 and remains the extant Plan for the area. The Proposed Local Development Plan was published in May 2020, but this holds limited materiality at this time. This section will consider the relevant policies in more detail.

As stated above, the land is allocated in the LDP for commercial use as part of site OP23. Relevant key LDP policies are summarised here:



5.3.1 Policy B1 – Business and Industrial Land

Policy B1 states that:

‘Aberdeen City Council will in principle support the development of the business and industrial land allocations set out in this Plan. Land zoned for business and industrial uses on the Proposals Map, including already developed land, shall be retained for Class 4 (Business), Class 5 (General Industrial) and Class 6 (Storage and Distribution) uses and safeguarded from other conflicting development types.’

‘Facilities that directly support business and industrial uses may be permitted where they enhance the attraction and sustainability of the city’s business and industrial land. Such facilities should be aimed primarily at meeting the needs of businesses and employees within the business and industrial area.’

Being regarded as ‘sui generis’ in terms of The Town and Country Planning (Use Classes) (Scotland) Order 1997, the proposed car park does not directly align with Use Classes 4, 5 and 6, however it can be described as both ‘ancillary’ and ‘complementary’ to those existing and proposed commercial uses and will improve the attractiveness of these.

The Planning Authority acknowledged in the Report of Handling that a car park use would sit comfortably alongside the existing uses in the area and that it would not be unusual or unreasonable to find a car park within a business park adjacent to an airport.

There is an overprovision of employment land in Aberdeen City and the development of this site as a car park will not have a negative impact on the availability of employment land. The 2017/2018 Aberdeen City and Aberdeenshire Council Employment Land Audit identifies that the targets for marketable employment land in both Aberdeen City and Aberdeenshire continue to be exceeded and the overall employment land provision is generous. Additionally, the car park could be easily redeveloped for alternative employment uses in the future if there was market demand to do so.

5.3.2 Policy B4 – Aberdeen Airport

Policy B4 primarily refers to land zoned for airport uses, outwith but adjacent to the application site. This states that:

*‘There will be a presumption in favour of compatible uses which are required for the effective and efficient operation of the airport, and which have a functional requirement to be located there. This may include administrative offices, warehousing, distribution facilities, car hire facilities and **carparks**.’*

The proposed car park is fully in line with this policy aspiration, on land immediately adjacent to the land specifically zoned for airport uses. Taking a practical approach then, the use as a car park has been accepted within the existing land use zoning and the site sits immediately adjacent to land where airport car parks are identified as a specifically welcomed use.



At point 3.67 the LDP notes Aberdeen Airports ambitious growth plans to meet demand from growing passenger numbers and notes that the majority of future growth will be on land already in use by the airport. We would however highlight that at p.37 of the Masterplan it is reported that *“Additional long-stay car parking will continue to be provided by third party off-airport operators”*, therefore additional land for this is required and the parking to be provided by this proposal is readily available to deliver this requirement.

We do not consider there will be any issues in terms of Airport safeguarding with the proposed car park use. Aberdeen International Airport Limited was consulted on the application and they had no aerodrome safeguarding objection to the proposal providing that before development commenced a Bird Hazard Management Plan was submitted to and approved in writing by the Planning Authority in consultation with Aberdeen Airport. A condition in these terms could easily be imposed on any approval granted.

5.3.3 Policy T2 - Managing the Transport Impact of Development

Policy T2 requires that new developments demonstrate sufficient measures have been taken to minimise traffic generated and maximise opportunities for sustainable and active travel. The proposed car park is situated within the established ABZ Business Park area and is well-related to Aberdeen Airport terminal building which is within 500m walking distance. We do not consider Policy T2 to be directly relevant to the appeal proposal as the policy is clearly seeking to tackle a quite separate issue, namely, minimising traffic generation and increasing sustainable and active travel associated with the primary form of development under consideration (be that business, commercial or whatever). By definition, a proposal involving the use of land for car parking cannot reasonably be assessed against a policy seeking to minimise car use, particularly in circumstances where the use is supported by other policies in the LDP, e.g. Policy B4, which provides specific support for car park use in certain circumstances.

Note too that the aim and likely consequence of the appeal proposal is not the generation of new or additional traffic – i.e. what policy T2 aims to prevent - but its reduction through the replacement of drop-off trips and the substitution of unsustainable two-way taxi journeys. The airport generates the traffic, the car park caters for that traffic in a more sustainable way.

5.3.4 Policy T3 – Sustainable and Active Travel

Policy T3 requires new developments to be accessible by a range of transport modes however this policy is generally related to new communities and new developments and therefore it is difficult to apply in this circumstance. We do however see merit in highlighting that the proposed car park will deliver up to 12 EV charging points, with scope to increase this should demand require and that the car park will be the only long-stay car park at the airport where passengers can walk to the terminal. Its sustainability credentials are therefore greater than the other airport car parks and it would present a more environmentally friendly car parking option.



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The policy also recognises that in some instances travel by car will be required. We consider travel to airports is one such instance especially with regard to Aberdeen Airport as the passenger catchment area includes large swathes of rural countryside.

5.3.5 Policy D1: Quality Placemaking by Design

Policy D1 states that:

'All development must ensure high standards of design and have a strong and distinctive sense of place which is a result of context appraisal, detailed planning, quality architecture, craftsmanship and materials. Well considered landscaping and a range of transportation opportunities ensuring connectivity are required to be compatible with the scale and character of the developments.'

The proposed car park will be of a straightforward, functional design, using appropriate hardcore surfacing materials and a simple shelter design. The proposal will contribute to the overall existing hotel and business commercial character of the area. We consider this to be fully in line with Policy D1.

6. Conclusion

- 6.1. The primary justification for the appeal proposal is that it helps address a quantitative and qualitative deficiency in the provision of convenient modern car parking to serve Aberdeen International Airport. By doing so, it helps protect the Airport's status as a strategic transport hub vital to the success of the North East economy. The proposal supports the LDP's aspiration to protect and enhance Aberdeen's status as an important business location and the employment associated with that.
- 6.2. The proposed long-stay car parking facility seeks to meet an identified need for airport related parking and to diversify the commercial offering of ABZ Business Park to address the reduced take up of Class 4, 5 and 6 accommodation.
- 6.3. The facility will offer a sustainable, accessible and affordable facility for airport passengers. It will improve the car parking offer at the airport by providing a convenient long-stay car park that allows people to park and walk 500m rather than having to rely on a shuttle bus. The facility will also more than double the number of electric vehicle charging points at Aberdeen Airport and would be the first to provide charging points in any of the long-stay car parks.
- 6.4. The proposal was supported by the Dyce and Stoneywood Community Council who agreed that the proposed car parking is consistent with Policy B4 (Aberdeen Airport) and that it did not unacceptably diverge from Policy B1 (Business and Industrial Land) given the lack of demand and oversupply of industrial and commercial space.
- 6.5. The provision of improved parking will help reduce the dependence on unsustainable drop-off traffic and taxi journeys and is likely, as a consequence, to lead to a reduction



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in private vehicle use associated with the airport. Doing so should not be at the expense of bus use which has increased steadily in recent years in line with new bus services being introduced to serve the Airport. The Council have produced no evidence to support the view that constraining car park provision in the vicinity of the airport will encourage greater public transport use. The greater likelihood of inadequate parking provision, we would submit, would be the possible growth of drop-off and taxi journeys particularly by travellers having no convenient access to existing airport bus routes.

- 6.6. Nestrans own monitoring has suggested that during 2018 an average of 14% of airport users arrived by public transport, very close to meeting the required 15% target. Since then the Aberdeen Airpark long-stay car park has closed permanently losing 750 spaces. This proposal replaces some of those spaces but the airport will still be operating with less parking spaces than in 2018/2019. Given that net reduction in car parking spaces, in our professional opinion the proposed car park would have no material impact on public transport use.
- 6.7. Qualitatively, the existing long-stay car parks are less convenient than the proposed car park. Although now closed the 750 space Aberdeen Airpark car park and the existing 530 space Park and Depart car park both require a shuttle bus trip to access the airport. This is not only less convenient but less sustainable and increases road traffic and journey times. It is a far more effective and sustainable option to deliver a car park close to the terminal and reduce that additional transport requirement.
- 6.8. The proposed development would result in an improvement to this currently vacant site, complementing the surrounding development. The site has been vacant since 2012 with no interest for any other uses despite marketing attempts.
- 6.9. The site benefits from an LDP zoning and planning permission for commercial uses. The proposed car park would be complementary to these and presents no conflict with relevant planning policies.
- 6.10. The proposal is clearly for an airport car park and the appellant is willing to accept a condition to control that aspect. There is therefore no policy basis for the first reason for refusal.
- 6.11. There is no evidence to support the assertion that this proposed car park would result in a reduced use of Public Transport.
- 6.12. For these reasons we would respectfully urge the LRB to support the proposal and to grant planning permission.



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Supporting Documents

Appendix 1 – A New Approach, Aberdeen International Airport Masterplan 2013

Appendix 2 – Energy Voice News Article

Appendix 3 - 2019 Nestrans Monitoring Report – Extract Section 6 *Air*

Appendix 4 - Nestrans 2040 Regional Transport Strategy for the North East of Scotland (Draft for Consultation) August 2020 – Extract *External Air and Sea Connections*

a new approach

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Aberdeen International Airport Master Plan 2013
.....



**Aberdeen International
Airport**

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Foreword

For almost eight decades, Aberdeen Airport has played a pivotal role in the social and economic development of the North-East of Scotland.

In 2012, Aberdeen airport published its draft Master Plan outlining its 30 year vision for the future. It was an ambitious document, as you would expect from one of the UK's most strategically important airports.

It set out plans for significant investment in the physical capacity of the airport, including further enhancements to our terminal building, additional aircraft parking stands and taxiways, and space to further expand the runway so that we can – in time, and as demand requires – extend the airport's international reach.

As I said at the launch of our draft Master Plan, this investment – entirely funded by the airport – will ensure that Aberdeen International Airport is well placed to grow for the future and drive the region's economic success.

We consulted widely on our plans for growth. As a responsible airport operator, we understand that while many people welcome the employment and investment supported by the airport, and share our ambition to provide more choice of destinations for passengers, there are others who worry about the impact of more flights on their way of life. We have listened carefully to both sets of views, and published a revised Master Plan which, we believe, strikes a constructive balance between those differing views.

I stressed at the launch of our draft Master Plan that our forecasts for growth were realistic, achievable, but – above all – sustainable, and that remains our position today. We cannot grow Aberdeen airport without the broad support of local residents, politicians, businesses and passengers.

I am grateful to the many individuals and organisations who took the time to take part in our consultation, the most extensive ever undertaken by the airport.

Our consultation has shown that many people agree with the broad principles of the draft Master Plan, and welcome the clarity and transparency the document provides. This matters. We want to be open and clear about our plans for the future of the airport because, only by working in partnership with the local community, can we truly achieve our ambitions for the airport, the city and shire.

Aberdeen airport is a significant force in the UK aviation market – an ambitious, fast growing and increasingly well connected airport, the gateway to Europe's energy capital and Europe's busiest commercial heliport. We have emerged from the global downturn in a strong position, with a clear vision for the future and the confidence to realise that vision.

It is a shared vision, informed by the views of the many stakeholders who took part in our consultation; who, in doing so, helped us to better understand the airport's role in the local community, and the contribution it can make to the success of our region.

With almost 3,400 jobs supported by the airport across the north-east, Aberdeen International Airport is a vital economic driver for the region, contributing more than £110 million a year to the local economy.

The plans outlined in this revised document will ensure that we not only sustain, but also increase, the number of jobs supported by the airport. This, in turn, will generate an even greater economic dividend for the region.

But, growth must be achieved responsibly and sustainably, so this document also sets out our plans to strike a better balance that allows the airport to grow, but does so in a manner that minimises the impact of future growth on local residents and the local environment.

These are exciting times for Aberdeen International Airport. We have expanded our international route network with new destinations across Europe, and ambitions to reach even further afield. We continue to outperform many larger airports in terms of passenger growth. And our plans to create Scotland's first Airport City, with Aberdeen's airport at its heart, are taking shape, with a number of major commercial developments now underway around the airport that will transform the local economy and deliver enhanced facilities for local residents, businesses and, of course, our passengers.

I hope you find this document helpful and informative. We will continue to listen to the views of local people, and look forward to working with our partners in the coming years to achieve success for the airport, the city and shire.



Derek Provan,
Managing Director



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Executive Summary

Aberdeen Airport is integral to the economic success of the north-east of Scotland; both as a provider of quality jobs across the region and as a gateway for inbound tourism, an industry which is vital to Scotland's economy.

Aberdeen International Airport Limited (AIAL) is integral to the economic success of the north-east of Scotland; both as a provider of quality jobs across the region and as a gateway for inbound tourism, an industry which is vital to Scotland's economy. The airport's vision is to develop in a responsible and sustainable manner by investing in future capacity, delivering a better customer experience, and expanding the airport's international reach, providing improved connectivity for leisure travellers and the business community. This Master Plan sets out how we intend to achieve those ambitions.

The airport is an asset of strategic national importance, providing employment for nearly 5,000 people across Scotland and generating over £125 million annually for the economy. As the airport grows, so too will the substantial contribution it makes to Scotland's economic success. By developing the airport's route network, Scotland's position as a world class tourist destination, an attractive business location and a great place to live will be further strengthened. This document sets out long term forecasts for growth, and the airport infrastructure required to handle this growth at 2020 and 2040, including terminal and runway capacity. It also considers the economic role of the airport and highlights the strategic transport improvements needed to support a successful airport.

Context

The 2003 UK Government White Paper, the Future of Air Transport, provides the framework for the future development of UK aviation. It requires airports such as Aberdeen to set out their long term development plans and publish a Master Plan following public consultation. Aberdeen's first Master Plan was published in 2006 following the largest consultation ever undertaken by the airport. This Master Plan refreshes the document released in 2006.

Today's Airport

Aberdeen airport handled 3.1 million passengers in 2011, with approximately 20 airlines flying to around 40 destinations and a high percentage of business use (56%) supporting the north east economy. This Master Plan uses the timeframe up to 2020, and from 2020 to 2040, to provide an indication of the development required to meet forecast demand.

The Forecasts

Passenger numbers are forecast to grow to 4 million in 2020 and to 5.09 million in 2040. These figures are derived from econometric models produced by AIAL which are similar to independent forecasts prepared by the Department for Transport. Analysis of passenger numbers in recent years shows an underlying growth of around 2.5% per annum. Future forecasts predict an underlying growth of 2.8% per annum until 2020. Based on current levels of employment and the predicted passenger growth forecasts, an additional 1,110 jobs are expected to be created by 2030, generating an additional £42 million GVA for the Scottish economy.

Land Use to 2020

Up to 2020, development of the airport will focus on making best use of current facilities and alterations to existing infrastructure to meet capacity requirements. It is unlikely that the airport will need to develop outwith the current land under our ownership to facilitate this. The recently acquired land to the south will provide space for ancillary and airfield use.

Land Use to 2040

Beyond 2020 it is more difficult to pinpoint specific developments but it is likely that more substantial alterations to the terminal building and the provision of additional aircraft stands will be required. When considering airport development needs to 2040 it is envisaged that only limited additional land from outwith the existing boundary will be required and there is no requirement for land which has not already been identified in the 2006 Aberdeen Airport Master Plan.

Sustainable Development and the Environment

The Master Plan outlines a series of commitments on the environment. AIAL is committed to reducing energy use across the campus and has undertaken research to establish the airport's carbon footprint. The airport will also investigate the feasibility of using renewable energy technologies to meet its energy requirements. Action to tackle the issue of aircraft noise is also planned and includes developing a workable ground noise mitigation plan for residents to the east of the airfield.

Surface Access

Convenient and reliable access by a range of transport modes is of fundamental importance to the operation and success of any airport. The airport is prone to heavy traffic congestion at peak times and there is a high level of dependence on private cars and taxis for access to and from the airport. AIAL will continue to work with Transport Scotland, NESTRANS, local authorities and others to improve access to the airport, including the delivery of the AWPR and link road projects.

Summary

The Master Plan review has highlighted that Aberdeen airport is well placed to accommodate the predicted growth in passenger numbers within its existing footprint. It is only towards the end of the period reviewed that further consideration will need to be given to possible runway extensions and the corresponding land requirements. The review has also confirmed the economic importance of the airport and provided an opportunity for the airport to consider how its growth can be delivered in a sustainable way.

Introduction

Background to the Master Plan

Aberdeen airport's first Master Plan¹ was published in 2006 following the largest public consultation exercise in the airport's history. The original Master Plan has proved to be an invaluable document for many airport stakeholders, providing concise information on the operation and development of the airport and about the strict regulatory regime under which all UK airports operate.

In line with its undertakings in the 2006 Master Plan, Aberdeen International Airport Limited has invested more than £54 million developing and improving the airport over the past five years, at no cost to the taxpayer. The main capital investment projects arising for the period up to 2015 from the Master Plan were:

- A £10 million extension to the north end of the main runway
- A £5 million extension to the international arrivals areas and a redevelopment of the northern elevated walkway
- The provision of up to 850 additional car parking spaces
- The provision of seven additional aircraft parking stands

With the exception of the aircraft parking stands, (of which three have been built to match current growth and the changing airline fleet mix), all of the above investments have been completed at this time.

Aberdeen airport's first Master Plan was prepared in response to the requirements of the 2003 White Paper, 'The Future of Air Transport'², which provides a strategic framework for the development of airport capacity in the UK up to 2030. The White Paper required certain airport operators, including Aberdeen Airport, to produce master plans to reflect the objectives of the White Paper and to explain how they proposed to take forward the development of airport facilities. The UK Government is currently reviewing the 2003 White Paper and intends to publish a revised policy for consultation in 2012. The Government has confirmed that aviation policy continues to be based on the provisions and recommendations of the 2003 White Paper until any new policy is published.

The Future of Air Transport Progress Report³ was published in December 2006. The report provides an update of progress against the strategic objectives first published in the White Paper. It recognises that the criticality of aviation to the health of the national economy is increasing due to the continuing spread of business globalisation, rising disposable incomes, increasing numbers of UK residents and foreign visitors to the UK, together with the UK's continued role as an international hub.

With regard to environmental issues, the Progress Report notes the on-going development of an EU Emissions Trading Scheme (EU ETS) which encompasses aviation emissions. It also notes the establishment of the aviation industry's Sustainable Aviation Initiative (of which AIAL is a member), which seeks to improve the environmental performance of the aviation industry.

The guidance issued by the DfT in 2004⁴ on the content of Airport Master Plans recommended that they should be reviewed every five years and that the short to medium term period should be considered in a greater level of detail, with the longer term period being more indicative. This Master Plan follows these principles, but will look out to 2020 as the short to medium term and 2040 as the longer term time horizon.

The Master Plan has been informed by the 12 week consultation which took place following publication of a draft Master Plan in April 2012. The consultation was carried out in accordance with the Guidance on the Preparation of Airport Master Plans and the principles of the Scottish Government's Planning Advice Note 3/2010: Community Engagement⁵. Some 1,912 copies were downloaded from the airport website and a further 300 hard copies distributed during this period. An independent report on the public consultation, including details of the responses received, is available on the airport website – www.aberdeenairport.com

In common with the previous Master Plan, the updated version is not a statutory planning document. However, Government has directed that planning and transport authorities must take account of airport master plans and the provisions of the White Paper in their guidance, strategies and decisions.

Objectives of the Master Plan

The vision of AIAL is to continue to work with airlines and other airport users to strengthen and grow Aberdeen airport as the key regional airport in the North East of Scotland.

AIAL's strategic aims for Aberdeen airport's future are:

- To run an operation that is safe, secure, reliable and resilient;
- To deliver an excellent customer service experience that makes our airport the preferred choice for travellers;
- To continually improve the cost efficiency of its operations;
- To design and deliver quality, predictable, value for money infrastructure;

- To achieve high standards of sustainability; and
- To respond proactively to the needs of our stakeholders.

The objectives of the Master Plan are informed by AIAL's vision, strategic aims and Government policy. They are:

- To provide a basis for engagement and informed discussion with our customers, neighbours and partners;
- To positively influence planning, transport and economic development policies and decisions by establishing a shared vision for the development of the airport;
- To develop a framework to maximise economic and social benefits provided by the airport whilst managing environmental effects;
- To set out the prospects for air traffic growth and an indication of the airport infrastructure required to handle this growth at 2020 and 2040;
- To identify the areas of land currently outside the airport's ownership which may be required to enable the airport to grow and accommodate the forecast increase in passenger numbers; and
- To highlight the strategic transport improvements – including public transport - needed to support the growth of the airport and surrounding area.

It is right that this Master Plan sets out how Aberdeen airport is expected to grow in the medium and long term to provide a basis for engagement and informed discussion with our customers, neighbours and partners. It is hoped that the Master Plan will also inform the timely provision of supporting infrastructure by others.

It should be noted, however, that the timescales referred to in the Master Plan for airport growth and supporting infrastructure are based on current passenger forecasts. Therefore, if passenger numbers grow more quickly than expected, development may be required sooner. Equally, if numbers grow less quickly than expected, individual developments may not be required until later or not at all.

¹ Aberdeen Airport Master Plan, Aberdeen Airport Limited, 2006.

² CM6046 The Future of Air Transport, Department for Transport, 2003.

³ In July 2012, the UK Government published a draft aviation framework policy for public consultation. The draft framework sets out the Government's vision for sustainable aviation growth. The results of the consultation, and the Government's response to it, were still awaited at the time of going to press.

⁴ CM6977 The Future of Air Transport Progress Report, Department for Transport, 2006.

⁵ Guidance on the Preparation of Airport Master Plans, Department for Transport, 2004.

Aberdeen Airport Today

Introduction

Aberdeen airport is located approximately seven miles north west of Aberdeen city centre. It is bounded to the north and south by open farmland, to the west by Kirkhill Industrial Estate and to the east by the village of Dyce. The airport is the north east of Scotland's principal transport gateway and it performs a critical function in Aberdeen's role as Europe's energy capital. Indeed, supporting this thriving industry has turned Aberdeen into the busiest commercial heliport in Europe.

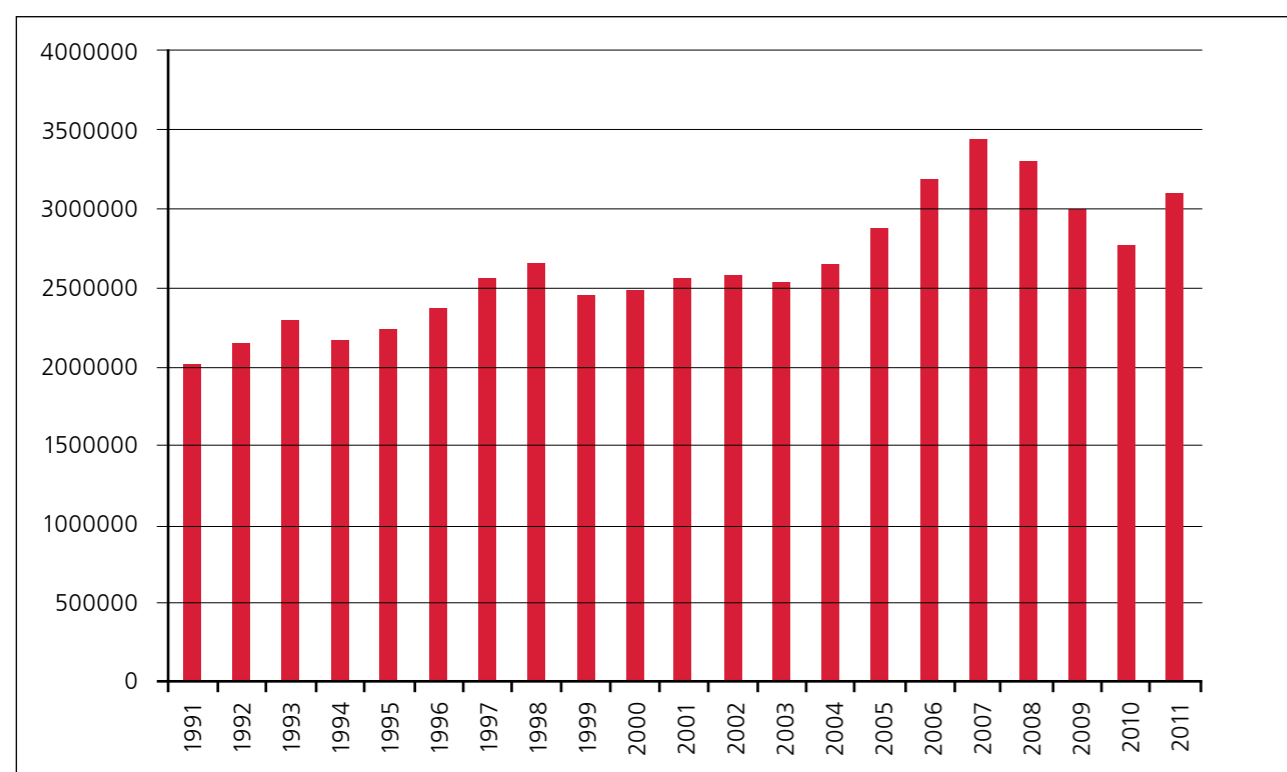
This chapter provides a description of facilities at Aberdeen airport and an overview of traffic characteristics.

History of the Airport

The history of Aberdeen airport dates from 1934, when land at Dyce was acquired for the development of a public aerodrome. During the Second World War the airport was primarily used as a military air base. Oil-related helicopter movements commenced in 1967 and the current main terminal and associated facilities were completed in 1977.

At the time of privatisation in 1987, Aberdeen Airport Limited handled 1.47 million passengers a year. Figure 1 illustrates the growth since 1991.

Figure 1: Annual passenger figures since 1991



Airport Facilities

Runway and Taxiway System

Taking into account the mix of fixed wing and helicopter operations there are four operational runways in use at Aberdeen today:

- **Runway 16/34** (the main runway) is designated by the CAA as a Code 4D runway, its dimensions being 1,952 metres long by 46 metres wide. It is equipped with a Category I instrument landing system (ILS). It generally lies in a North to South alignment and is used for all fixed wing operations. Under normal operations, it can accommodate any aircraft up to and including the Boeing 767 or Airbus 321.
- **Helicopter Runway 05/23** is a visual runway measuring 513 metres and has a North-East to South-West alignment.
- **Helicopter Runway 14/32** is a visual runway, 590 metres in length and lies in a North-West to South-East alignment.
- **Helicopter Runway 36** is a visual runway measuring 580 metres and has a North to South alignment.

The main runway is complemented by a Code D parallel taxiway system which allows for a peak hourly movement capacity of 36 take-offs or landings per hour.

Aircraft Aprons and Parking Stands

Aberdeen airport currently has up to 24 designated passenger aircraft parking stands depending on the configuration used (see Table 1). Of the passenger stands, two can accommodate larger aircraft such as the Boeing 767. Of the 24, 18 stands are 'contact', which means they are located within walking distance of the terminal. The airport also has other parking areas remote from the terminal which are used to park additional aircraft during peak periods.

Table 1: Aberdeen Airport Aircraft Stands

	Small	Medium	Large	TOTAL
Stands (min*)	12	9	2	23
Stands (max**)	14	10	0	24

* Assumes use of the centreline on multi use stands

** Assumes use of "L" and "R" centrelines on multi use stands

Passenger Terminal Facilities

The majority of passenger facilities are located in and around the main terminal, located on Brent Road. There are also four smaller passenger terminals including three for helicopter operations. The main terminal building has been extensively redeveloped and improved since 1977 and an extended departure lounge was opened in 2008. Recent developments have included a £5 million extension to international arrivals, refurbishing the security search area and providing new shops and restaurants. It is important to note that, with airport operators under significant pressure to maintain competitive charges, income derived from retail, catering and other 'non-aeronautical' uses plays an increasingly important role in enabling investment in the airport while maintaining competitive landing charges.

Internally, the main terminal building is organised such that arrival facilities are generally situated at the southern end of the building. Check-in and baggage facilities are located in the northern part of the building with security search and the departure lounge occupying the centre.

The main passenger terminal has 20 check-in desks with 100% hold baggage screening and a number of self-service check-in kiosks. There is one domestic and one international baggage reclaim belt.

As a direct consequence of the 2007 terrorist attack on Glasgow airport, £2 million was invested to enhance forecourt security and improve passenger drop-off facilities. A secure, dedicated public transport corridor for buses and taxis is now provided in front of the main terminal.

Car Parking

There are two public car parking areas within the airport, including the 500 space car park deck. Together, these provide a total of 2,254 spaces. There are 425 staff car parking spaces on the airport campus provided in a dedicated and secure staff car park. Table 2 shows the number of parking spaces by type.

Table 2: Car Parking at Aberdeen Airport

	No. of Spaces
Short Stay	1,247
Long Stay	1,007
Staff	425

Cargo and Mail

Cargo facilities occupy approximately 0.8 hectares of land, the majority of which is located off Ninian Road. Facilities here include 1,600m² of warehousing served by a dedicated cargo apron. DHL also have an 800m² cargo facility to the south of the main terminal.

Aberdeen's cargo business includes cargo flown on passenger services (belly hold), dedicated cargo flights and cargo transported by road to other major freight airports such as Heathrow. In the 12 months to the end of 2011, 6,191 tonnes of cargo were handled through Aberdeen airport and this represents an increase of 20% over the previous year.

Aircraft Maintenance

Aircraft maintenance facilities occupy approximately 17 hectares across 12 aircraft hangers providing 27,000m² of floor space. This is largely occupied by three helicopter companies each having significant rotary wing (helicopter) maintenance, repair and overhaul (MRO) facilities, as well as fixed wing (aeroplane) facilities for BMI Regional, Caledonian Airborne Engineering and Eastern Airways.

Air Traffic Control and Airspace

The air traffic control tower was built in 1977. This iconic 21 meter high building is located between the main taxiway and CHC helicopter base and commands an uninterrupted view across the airfield.

Airspace directly surrounding Aberdeen Airport is managed on behalf of the airport by National Air Traffic Services Limited (NATS). Outside of this zone airspace is managed by NATS En Route Limited (NERL) from the Scottish Air Traffic Control Centre at Prestwick.

Chapter 2

Ancillary Facilities

A number of ancillary facilities are also required to support the operation of the airport. Such uses usually have a locational need to be within or in close proximity to the airport boundary, either for operational, regulatory or efficiency reasons. Some of the key ancillary facilities at Aberdeen airport include:

- Airport fire station - AIAL has its own airport fire service which is operational 24 hours a day. The fire station is located to the East of the airfield off Wellheads Drive. The airport's fire training ground is located to the North West of the airfield off Forties Road;
- Fuel farm – The fuel farm covers an area of approximately 0.5 hectares and is located at Montrose Road. There are four surface level tanks with a combined capacity of approximately 1.5 million litres for the storage of Jet A1 and Avgas aviation fuels. On-site accommodation includes offices, training and staff welfare facilities. Fuel is delivered by road tanker to the fuel farm and then by bowser to the aircraft.
- Car hire facilities – These include a building housing the customer service desks (due to open in Spring 2013), ready return spaces, where passengers pick up and drop off cars and back up areas (incorporating vehicle wash, fuelling areas and office accommodation); and
- Hotels – There are two hotels located on the airport campus, a third under construction, and planning permission has been gained for a fourth.

Other ancillary airport facilities include:

- general/business aviation area;
- in-flight catering units;
- aircraft sanitation unit;
- motor transport facilities;
- engineering workshops;
- snow base;
- contractors compounds;
- office accommodation;
- police station;
- taxi feeder rank;
- petrol filling station; and
- flying club.

Traffic Characteristics

Aberdeen airport is an important gateway to the north of Scotland with 20 airlines providing links to over 40 destinations. It is the third busiest airport in Scotland, handling 3.1 million passengers in 2011. This represents an increase of 11.8% in passenger numbers from 2010. Although Aberdeen suffered some decline in passenger numbers since a peak in 2007, this was less marked than it was at other airports in the UK, and with passenger growth returning, Aberdeen was, in fact, the fastest growing UK airport in 2011. Aberdeen airport's market share within Scotland rose from 11.7% in 2004 to 13.3% in 2011.

The airport hosts a wide range of scheduled services, around half of which are to major UK cities, including London, Manchester, Leeds and Bristol, Cardiff and Belfast, as well as the Scottish Highlands and Islands. These routes are operated by airlines such as British Airways, bmi, Eastern Airways, easyJet, Flybe and Loganair.

Aberdeen also provides access to a number of key international hubs including Dublin, Paris, Amsterdam, Copenhagen and the new Frankfurt service operated by Lufthansa. The airport also provides links to a range of destinations that relate to Aberdeen's position as Europe's oil capital, including Bergen and Stavanger. This role as the energy gateway also makes Aberdeen Europe's busiest commercial heliport and results in the airport having a higher proportion of business passengers (56%) than most other UK airports.

Table 3 shows passenger numbers (split by international and domestic), Passenger Air Transport Movements (PATMs) and average passenger load per passenger aircraft between 1999 and 2011.

Table 3: Historical Passenger Air Traffic Data (1999 - 2011)

	Annual Domestic Passengers	Annual International Passengers	Annual Total Passengers	Annual FW PSTMs	Average Flight Load (Passengers)
1999	2006729	457288	2464017	48487	50.8
2000	2044724	442214	2486938	47357	52.5
2001	2129885	446182	2576067	49459	52.1
2002	2039812	546748	2586560	46325	55.8
2003	1911553	622362	2533915	47016	53.9
2004	2027260	628032	2655292	49556	53.6
2005	2176423	700349	2876772	55037	52.3
2006	2348760	842343	3191103	60085	53.1
2007	2476909	964791	3441700	63710	54.0
2008	2358903	962526	3321429	61099	54.4
2009	2190301	815969	3006270	59181	50.8
2010	2076295	705266	2781561	54340	51.2
2011	2283987	824184	3108171	58546	53.1

Aberdeen airport's catchment is dominated by the City of Aberdeen and Aberdeenshire. Around 63% of passengers were drawn from the City of Aberdeen and around 25% from Aberdeenshire. Moray (3%), Angus (2%), Highland (2%) and Perth and Kinross (1%) are the only other areas that provide any significant traffic.

Figure 2 shows that passenger demand is slightly greater during the summer months as leisure demand increases.

Figure 2: Monthly Passenger Distribution in 2011

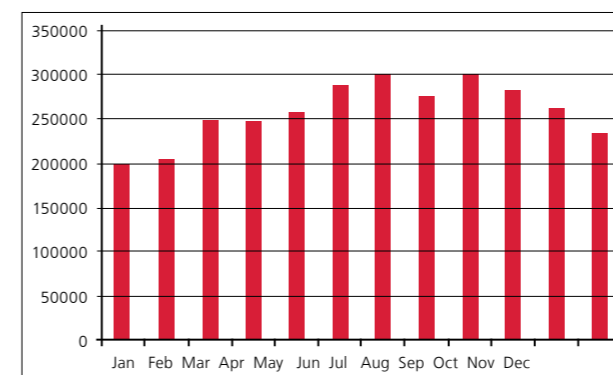
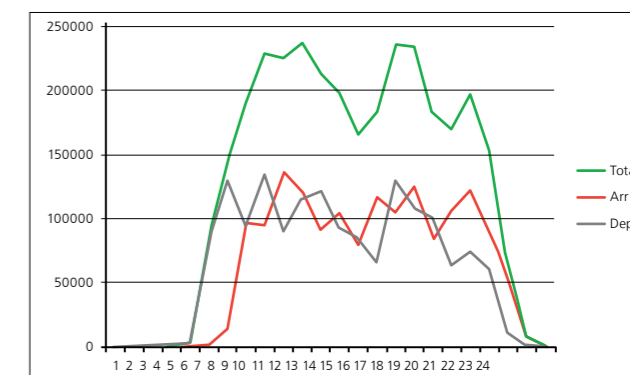


Figure 3 outlines total passenger demand by hour in 2011 and shows that, although departures are busy in the early morning and arrivals last thing at night, the periods between 10am and 11am and 4pm and 5pm are the busiest times for all passengers at Aberdeen airport.

Figure 3: Hourly passenger distribution in 2011





Policy and Legislation Context

Introduction

Aberdeen airport operates within a framework of policy and legislation which regulates the operation and development of airports. Key topics include transport, planning, economic development, the environment, airport design and future airport growth. Various local, national and international authorities have responsibility for different topics, and this chapter sets out relevant policy and legislation and how it relates to the airport. Environmental policies and legislation relevant to the airport are explored in chapter 6.

Aviation Policy

The Airports Act 1986 established a legal framework for the private ownership of airports in the UK and provides specific controls on their use and operation. The status of Aberdeen International Airport Limited (AIAL) as a relevant airport operator and as a relevant airport is conferred by Section 57 of that Act.

The Future of Air Transport White Paper, published in 2003, provides a strategic framework for the development of airport capacity in the UK up to 2030. Whilst aviation is a matter reserved to Westminster, the (then) Scottish Executive worked in collaboration with the Department for Transport to prepare the Scottish elements of the White Paper. The White Paper seeks to achieve a balanced approach to airport growth and in terms of Scotland it states that:

“Overall, the forecasts show demand for air travel increasing from around 20 million passengers per annum (mppa) today to close to 50mppa by 2030. A sizeable proportion of this demand is expected to arise at airports in the Central Belt.”

The main conclusions of the White Paper in respect of Aberdeen airport are:

- existing terminal to be developed incrementally to reflect increased traffic;
- land to be safeguarded for a possible extension of the main runway; and
- surface access links to be improved by the Aberdeen Western Peripheral Route.

The current UK Government has stated its intentions to replace the 2003 White Paper by 2013 and recently published a scoping document⁶ for consultation. Aberdeen airport provided a response to the consultation and will continue to engage with the UK Government and DfT as the new policy is developed to promote the creation

⁶ Developing a Sustainable Framework for UK Aviation: Scoping Document, Department for Transport, 2011.

of a new aviation policy framework which recognises the important role of Aberdeen airport and supports the development of the airport and supporting infrastructure.

In order to safeguard its licence to operate an aerodrome in the UK, Aberdeen airport must satisfy and continually adhere to CAA standards. These standards are contained within the CAA publication CAP168, and are subject to on-going revision to reflect changes such as the introduction of new aircraft.

Aerodrome Safeguarding and Public Safety Zones

Aberdeen airport is situated at the centre of a series of obstacle limitation surfaces which define maximum acceptable heights for buildings and other structures, such as telecommunications masts and wind turbines. The protection of these surfaces is undertaken as part of the Aerodrome Safeguarding process. This is undertaken by AIAL's Safeguarding Manager, in consultation with AIAL's Development team. Local Planning Authorities are issued with safeguarding maps which enable them to identify those planning applications on which the airport must be consulted.

Government targets for renewable energy generation have resulted in a large number of proposals for on-shore wind farms being brought forward in the last few years. AIAL supports Government objectives to increase the amount of energy generated by renewable sources; however this must be achieved without compromising the safe and efficient operation of aircraft and airports and the economic and social benefits these bring.

Wind turbines can be a cause for concern, both in terms of physical obstruction and their impact on radar navigation systems. Furthermore, poorly located wind farms can reduce airspace capacity and result in additional fuel burn as aircraft take longer routes around them.

AIAL will continue to work proactively with Government, Air Traffic Control providers and developers in this area.

The risk of air accidents occurring within, or in close proximity to airports, is the subject of Government policy which defines Public Safety Zones (PSZs) extending outward from the ends of a runway. PSZs identify areas where the risk of an aircraft accident, while extremely low, may be such as to merit restrictions on the use of land. The Department for Transport (DfT) are responsible for PSZ policy and Local Planning Authorities are responsible for ensuring PSZ policy is adhered to.

The current PSZs were calculated and formally adopted in 2011. The basic policy objective is that there should be no increase in the number of people living, working or congregating in PSZs and that, over time, the number should be reduced as far as circumstances allow.

Land Use Planning

National Planning Policy

Planning in Scotland is a devolved matter overseen by the Scottish Government. The second National Planning Framework⁷ (NPF2) was laid before Parliament in June 2009. NPF2 sets out the strategic national development priorities to guide the country's development up to 2030 and is intended to support the Scottish Government's central purpose of achieving sustainable economic growth.

The key aims of NPF2 are:

- to contribute to a wealthier and fairer Scotland by supporting sustainable economic growth and improved competitiveness and connectivity;
- to promote a greener Scotland by contributing to the achievement of climate change targets and protecting and enhancing the quality of the natural and built environments;
- to help build safer, stronger and healthier communities, by promoting improved opportunities and a better quality of life; and
- to contribute to a 'smarter' Scotland by supporting the development of the 'knowledge economy'.

The main difference between NPF2 and the first National Planning Framework is that NPF2 is a statutory document which is subject to parliamentary scrutiny. Furthermore, it designates 'national developments' which are considered essential to Scotland's long-term development. Designation as a 'national development' does not remove the need for planning permission. It does however establish the acceptance of the principle of development, leaving the assessment process to consider issues of detail such as design and environmental impact.

While the main purpose of NPF2 is to provide overarching co-ordination of policies with a spatial or land use dimension, it is also intended to inform the investment priorities of public agencies. Planning Authorities must take NPF2 into account when preparing development plans and determining planning applications.

Aberdeen airport has been designated as a national development (within Strategic Airport Enhancements) in recognition of the vital role it performs in the North-East

⁷ National Planning Framework for Scotland 2, Scottish Government, 2009.

and UK economies. Elements covered by the designation include:

- improvements in access by public transport;
- improvements to terminal facilities; and
- new parking arrangements.

NPF2 highlights a number of key challenges the country must address. With regard to air transport, paragraph 23 states:

“While the expansion of direct air links has dramatically improved Scotland's international connectivity in recent years, air travel is making a growing contribution to greenhouse gas emissions. A key issue over the next 25 years will be how to maintain and enhance this connectivity, with all the economic and other benefits that this will bring, while tackling the challenge of climate change.”

This statement highlights the importance of ensuring that the growth of Aberdeen airport is achieved in a sustainable and responsible manner.

Strengthening links with the rest of the world and the role this plays in supporting the economy is one of the main themes in NPF2 and paragraph 113 states:

“Economic success will depend on good connections with the rest of the United Kingdom and global markets. Scotland's position on the Atlantic seaboard makes it particularly important to respond to the changing geography of Europe and the development of European markets. We also need to strengthen links with North America and the growing economies of Asia.”

Domestic and international connectivity is particularly relevant given Aberdeen's relative peripherality and the region's economic future as an energy hub. The Framework also recognises that adequate investment in infrastructure is vital to the competitiveness of the country.

Paragraph 58 states:

“To ensure that Scotland is a good place to do business and an attractive tourism destination, we need to promote high quality environments and good transport interchange facilities at our air, rail and sea gateways.”

The Framework provides details of transport infrastructure developments which were committed to at the time of publishing, including the Aberdeen Western Peripheral Route (AWPR). In reflecting the position of the White Paper

Chapter 3

on supporting the growth of Aberdeen Airport, paragraph 116 highlights that:

"In promoting enhancements at our airports, the Scottish Government is placing emphasis on measures which improve surface access by public transport."

The consolidated Scottish Planning Policy⁸ (SPP) was published in February 2010 and supersedes the previous range of topic based Scottish Planning Policies and National Planning Policy Guidelines. SPP is the statement of the Scottish Government's policy on nationally important land use planning issues.

Airports are considered under the heading of transport and the SPP recognises the importance of airports as economic generators and transport nodes. It also highlights the role of airports in supporting wider economic growth and a significant number of jobs.

Planning authorities and airport operators are encouraged to work together to address the Airport Master Plan and other related planning and transport issues. Other relevant issues to address include:

- public safety zone safeguarding;
- surface access; and
- airport related on and off site development such as transport interchanges, offices, hotels, car parking, warehousing etc.

Regional Planning Policy

Regional planning policy is provided by the Aberdeen City and Shire Structure Plan which was approved in by Scottish Ministers on 14 August 2009. The Structure Plan vision is that:

"By 2030, Aberdeen City and Shire will be an even more attractive, prosperous and sustainable European city region and an excellent place to live, visit and do business."

Proposals to deliver this vision include "Putting the Aberdeen airport masterplan into practice". The airport is located within the Aberdeen City Strategic Growth Area which is one of three areas where development will be focussed on up to 2030.

Economic growth is one of the objectives of the Structure Plan. Paragraph 4.4 states:

"Future development should not be allowed to limit the growth of the economy by making the region less attractive to business, particularly in relation to congestion and access to roads, ports, airports and rail facilities. This infrastructure needs to be protected and improved..."

This reinforces the objective to improve the essential strategic infrastructure necessary to allow the economy to grow over the long term. Transport infrastructure is one area where focus is required to bring the existing network up to a standard which will enable the economy of the North East to flourish. The Structure Plan highlights the Aberdeen Western Peripheral Route, Haudagain roundabout, new park and ride facilities and improvements to the A96 - all projects which AIAL endorse and wish to see delivered.

One of the key projects for the future economic success of the region is Energetica. The connectivity provided by Aberdeen airport is critical to the prospects of this project and AIAL welcomes efforts to develop it further.

Local Planning Policy is provided by the Aberdeen Local Development Plan which was adopted on 29 February 2012. The Local Development Plan reflects NPF2 by considering improvements to Aberdeen as essential to the delivery of the land use strategy. The importance of safeguarding business and industrial land around strategic sites including the airport, is highlighted with reference to maintaining the city's competitive position as a sustainable business location.

Local Planning Policy B14 refers specifically to Aberdeen airport and states:

"Within the operational land applying to Aberdeen Airport and Aberdeen Harbour there will be a presumption in favour of uses associated with the airport and harbour respectively."

Public Safety Zones have been established for Aberdeen Airport (shown on the Proposals Map) where there is a general presumption against certain types of development as set out in Scottish Governments Circular 8/2002. Due regard will be paid to the safety, amenity impacts on and efficiency of uses in the vicinity of the airport and harbour."

The Local Development Plan recognises that Aberdeen airport is a vital hub which provides a service for the region as a whole. It states that land within the airport operational area:

"...should be maintained for... respective related activities. This could include administrative offices, warehousing, car parking and possibly hotels."

The plan confirms the council's intention to maintain a night-time ban on helicopter movements except for emergency situations to protect residential amenity. Policy H8 also relates to residential amenity and states that:

"Applications for residential development under or in the vicinity of aircraft flight paths, where night time (23:00 to 07:00) noise levels in excess of 57dB LEQ or day-time noise levels in excess of 60dB LEQ are experienced, will be refused due to the inability to create an appropriate level of residential amenity, and to safeguard the future operation of Aberdeen Airport."

In parallel, AIAL will continue to monitor planning applications in and around the airport and to provide comments where appropriate.

A Planning Brief has also been prepared by Aberdeen City Council for land adjacent to the airport around Dyce Drive to provide a framework for investment decisions and to encourage the development of a high quality business park. Land owned by AIAL within the Planning Brief area is designated for airport operational and related uses.

Development Management

All major airports in Scotland have certain permitted development rights under the provisions of Part 14 of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992, as amended. This means that some types of development undertaken by Aberdeen airport (or its agents) on operational land can proceed following the submission of a prior notification, rather than a planning application, to the Planning Authority. Developments such as the construction or extension of a runway, hotels and development on non-operational land are not permitted development. Operational land is defined in the Town and Country Planning (Scotland) Act 1997 as land owned by the airport authority which is used for the purpose of carrying out the airport's undertaking.

Economic Development

Chapter 5 provides more detail on the economic impact of the aviation industry and Aberdeen airport specifically, but in a wider sense the airport has a significant role to play in supporting a number of economic development policy objectives. The key documents and policies in this area are summarised below.

A new Government Economic Strategy⁹ was published in 2011 to support the Government's stated priority of increasing sustainable economic growth. The Strategy highlights the importance of developing international trade and investment and improving physical infrastructure. Specifically in relation to transport, the Strategy notes:

An efficient transport system is one of the key enablers for enhancing productivity and delivering faster, more sustainable growth.

The Aberdeen City and Shire Economic Forum (ACSEF) published an Action Plan in 2008 to deliver an economic vision for the region, which is:

"We aim by 2025, for Aberdeen City and Shire to be recognised as one of the most robust and resilient economies in Europe with a reputation for opportunity, enterprise and inventiveness that will attract and retain world-class talent of all ages."

To become the location of choice for high value oil and gas and renewable energy organisations and a first choice for organisations of all sizes operating in other high value, quality and niche markets."

Our environment, our accessibility and our hospitality will make Aberdeen City and Shire one of the most interesting and enjoyable locations in the UK in which to visit, live, work and grow up."

One of the strategic priorities in this document is to deliver a fully integrated transport network where Aberdeen City and Shire is the best connected region in the UK with global connectivity.

⁸ Scottish Planning Policy, Scottish Government, 2010.

⁹ The Government Economic Strategy, Scottish Government, 2011.

Chapter 3

Transport

The National Transport Strategy (NTS) priority is to promote sustainable economic growth assisted through an efficient and effective national transport network. To achieve this, the NTS sets out a series of strategic priorities and outcomes. There are three key outcomes:

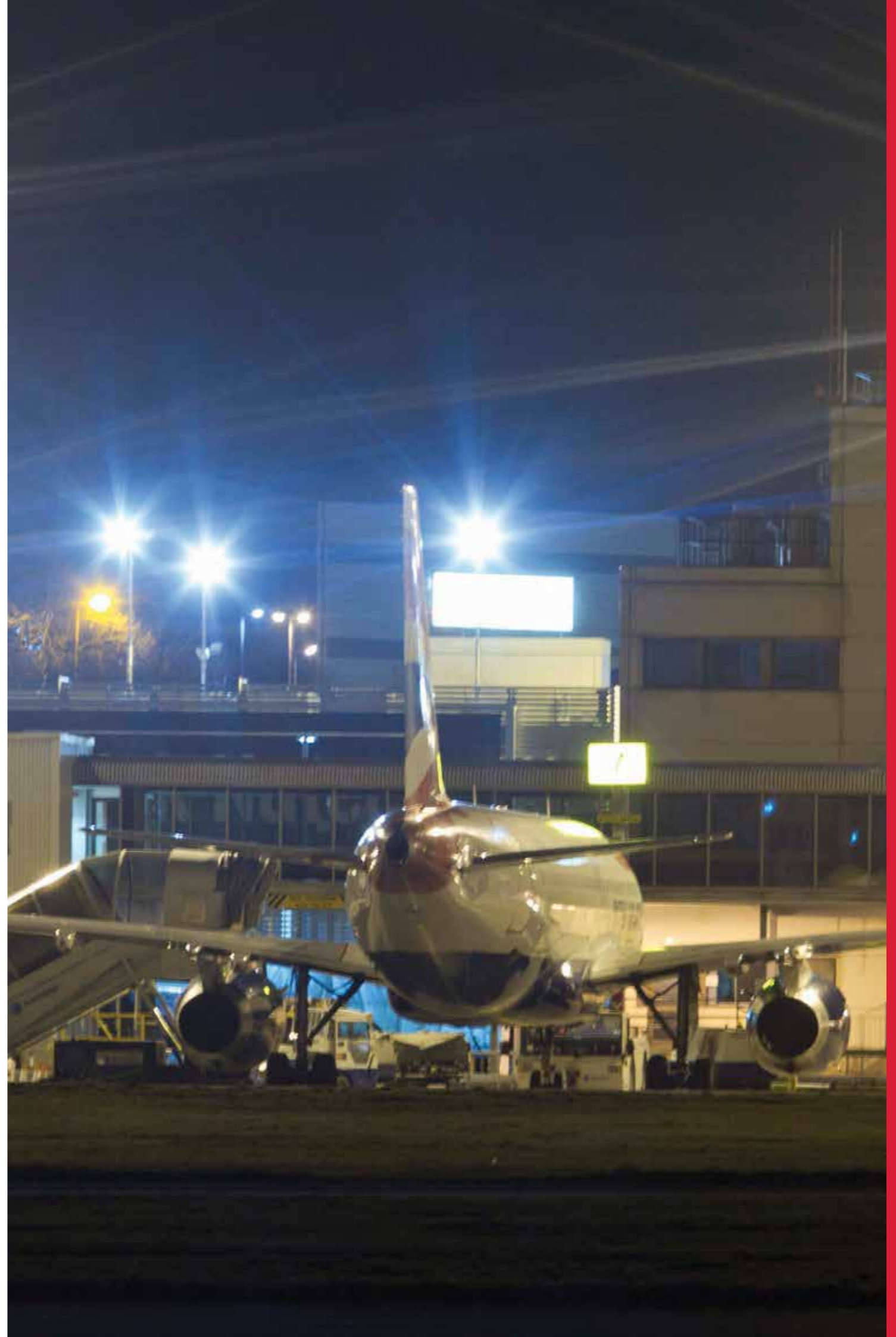
- improve journey times and connections;
- reduce emissions; and
- improve quality, accessibility and affordability.

The NTS makes reference to the Air Transport White Paper.

The Regional Transport Strategy¹⁰ (RTS) was approved by the Scottish Government in 2008 and sets out a vision for the region's transport infrastructure up to 2021. The RTS recognises the key role played by the airport in supporting the City and Shire economy, particularly as air is often the only feasible mode of transport for certain journeys due to Aberdeen's geographic position. It also notes that the AWPR is anticipated to improve access to the airport and to improve connectivity between the airport and key employment centres. The need to increase the number of people choosing to travel to the airport by bus and train is highlighted by the RTS, as is the partnership working between AIAL, NESTRANS and Aberdeen City Council.

The Local Transport Strategy for Aberdeen City¹¹ is the City Council's vision for transport. It seeks to work with AIAL to implement the Airport Surface Access Strategy, improve access to the airport and increase the range of destinations served by the airport.

¹⁰ National Transport Strategy, Scottish Government, 2006.
¹¹ Local Transport Strategy, Aberdeen City Council, 2008.



Forecast Demand

Introduction

This chapter presents various forecasts for the short to medium term – up to 2020 – and the longer term – up to 2040. AIAL has prepared forecasts to provide a basis from which to plan for future investment and development. It is important to emphasise that if traffic growth is stronger than predicted, development may need to be accelerated to meet demand, while if traffic grows more slowly than predicted, development may inevitably occur at a later date or not at all.

AIAL has calculated the figures using a standard air traffic forecasting model which incorporates various indicators. These include growth in UK and World Gross Domestic Product (GDP), the outlook for regional Gross Value Added (GVA) based on their historic relationships with UK GDP and Scottish GVA, the prospects for international trade, future trends in air fares, the degree of market maturity and the possible effects of rail and telecommunications competition. It is assumed that growth in air travel demand is driven mainly by economic growth and changes in the price of travel. Figure 4 demonstrates the impact on global passenger demand of various economic and geo-political events. Experience of previous setbacks suggests that demand will recover.

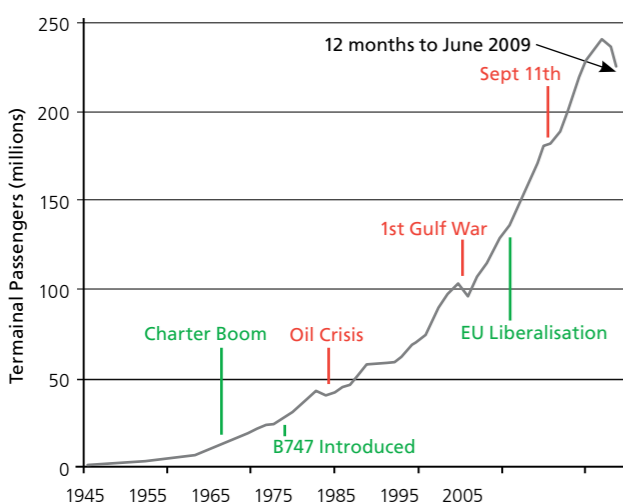


Figure 4: Growth in UK air passenger numbers 1945 – 2009, Aviation Trends, Q2 2009, and CAA

The forecasting model splits future passenger demand by geographical market, country of residence (whether Scottish, rest of UK or non-UK), and travel purpose (business/leisure, transfer/non-transfer). Informed by historic relationships and expectations about future trends, AIAL takes a view on the sensitivity of each passenger segment

to changes in the main factors influencing demand for air travel over the forecasting period.

Combining AIAL's view on the future trends of these key influencing factors with its judgement on the relationship between each of them and the growth in demand for air travel in each market segment, AIAL produces a projection of potential passenger demand for air travel.

An important area of judgement is the expected course of oil prices. In recent years we have seen a record increase in oil prices (to over \$130 a barrel) followed by a sharp decrease (to approximately \$40 a barrel), and a subsequent recovery to the current level of approximately \$80 a barrel. Looking forward, it has been assumed that oil prices will be lower (in today's prices) than the record high levels for the next decade or so, followed by a period of further moderate increase.

The forecasts incorporate an assumption of the effect on prices resulting from the recent increase in Air Passenger Duty and the inclusion of aviation in the EU ETS from 2012.

The following forecasts are considered in more detail:

- annual passenger forecasts;
- annual passenger air transport movement forecasts;
- peak hour runway movement forecasts;
- peak passenger aircraft stand demand forecasts;
- air cargo and mail forecasts; and
- car parking peak demand forecasts.

Annual Passenger Forecasts

The current Aberdeen airport forecast is illustrated in Table 4.

Table 4: Annual Passenger Forecasts

Year	Passenger (m)
2011 (actual)	3.10
2020	4.00
2040	5.09
Average Growth	2.0%

Average annual passenger numbers growth at Aberdeen airport from 1992 to 2007 was 3.5%. The forecasting model delivers average annual growth of approximately 3.0% up to 2020 and less than 2% between 2021 and 2040.

Annual Passenger Air Transport Movement Forecasts

Table 5: Annual Passenger Air Transport Movement Forecasts

	2011 (actual)	2020	2040
PATMs	58,546	67,000	81,400

Fixed wing aircraft movements are known as Passenger Air Transport Movements (PATMs) and effectively represent arriving and departing commercial aircraft with paying customers on board. Table 5 shows forecast PATMs for 2020 and 2040. These have been calculated by applying aircraft average loads to the passenger forecasts. Average loads have been divided into domestic, EU, and other international. Historic data in each category has demonstrated steadily increasing loads, and this is expected to continue during the forecast period. By 2040, the average load for Aberdeen is predicted to be 62.5 (up from 53 in 2011).

Peak Hour Runway Movement Forecasts

Table 6: Peak Hour Runway Movement Forecasts

	2011 (actual)	2020	2040
Peak Hour PATMs	26	28	33
Peak Hour ATMs	26	28	33

Peak hour runway movements have been forecast using a trend approach based on current and historic peak movement data. The 2040 figures have also been cross-checked with other UK airports handling similar traffic volumes. Table 6 sets out forecast peak hour runway movements for Passenger Air Transport Movements (PATMs) and total Air Transport Movements (ATMs), which include cargo, general aviation and positioning flights.

As discussed in chapter 2, Aberdeen's runway can handle up to 36 movements per hour during peak periods. The forecasts shown in Table 6 demonstrate that through to 2040, the existing runway and taxiway system will not require additional investment to handle the forecast throughput.

Peak Passenger Aircraft Stand Demand Forecasts

Table 7: Peak Passenger Aircraft Stand Demand Forecasts

	Small	Medium	Large	TOTAL
2011 (actual)	12	9	2	23
2020	13	11	2	26
2040	13	15	2	30

Stand forecasts were prepared by establishing utilisation trends for each size of aircraft, load factors, the likely future traffic mix (between international/domestic, long-haul/short-haul) and any known aircraft orders for airlines currently using Aberdeen. Peak stand demand tends to occur overnight due to the large number of aircraft based at Aberdeen. High demand is also experienced during the afternoon peak. The growth in international traffic can also result in increased demand for stands as international flights spend longer on the ground for re-fuelling etc. In contrast, low cost carriers often have very quick turn around times and may only use a stand for 20 minutes.

In line with market trends, it has been assumed that the number of larger aircraft using Aberdeen will increase over time as airlines replace older models, such as the BAe Jetstream and older Boeing B737 variants, with newer models. Therefore, when developing new facilities, design requirements to accommodate newer aircraft will be adhered to where possible in order to avoid constraining future operations. The current forecasts do not envisage large aircraft, such as the Airbus A340 or Boeing 747, using Aberdeen up to 2040 or beyond.

Table 7 shows that Aberdeen airport currently has sufficient aircraft parking capacity, with peak demand for 23 aircraft and 24 stands available. However, a detailed study of forecast stand demand and utilisation suggests that additional capacity will be required by 2020, and continue to be required through until 2040.

Air Cargo and Mail Forecasts

Table 8: Air Cargo and Mail Forecasts (tonnes)

	Air Cargo and Mail
2011 (actual)	6,191
2020	8,400
2040	9,200

Chapter 4

Aberdeen airport handled approximately 6,200 metric tonnes of air cargo and mail in 2011. This represents a small decrease from the 6,360 tonnes handled in 2005 at the time of the previous master plan. A number of factors have contributed to this decrease, including the collapse of flyglobespan (who carried large amounts of belly-hold cargo), as well as a general downturn in the air cargo market.

Cargo and mail forecasts have been calculated using Cargo Air Transport Movement (CATM) forecasts and PATM forecasts.

The majority of cargo at Aberdeen is transported as belly-hold on passenger flights. Going forward, this has been forecast to increase primarily due to the increase in passenger flights and also due to upgrades of existing aircraft types to larger aircraft which can hold more cargo and also are underpinned by the general growth in the oil business and local economy.

Peak Car Parking Demand Forecasts

Table 9: Public Car Parking Forecasts

	Short Stay	Long Stay
2011 (actual)	1,100	1,000
2020	1,300	1,300
2040	1,600	1,500

Table 9 shows peak car parking demand for long and short stay car parks. The long stay figures include peak demand for on-airport car parks and do not include other car parks some distance away and not operated by AIAL (currently around 1,000 spaces).

It is important to highlight two particular points in relation to public car parking provision. Firstly, in order to maximise the efficiencies (in terms of both land and transport), short stay car parking is best developed in a multi-storey format close to the airport terminal. These are planned to accommodate growth over a number of years such that capacity needs to be provided slightly ahead of demand.

Secondly, much of the anticipated growth in long stay parking capacity will continue to be provided by third party off-airport operators. However, as a significant volume of this capacity is provided on sites with temporary planning approvals (typically 3 – 5 years), AIAL will continue to play an important role in providing a secure, high quality supply

of long stay car parking within the airport campus to support the airport's operation and growth.

These forecasts have been developed from an analysis of trends in how passengers access Aberdeen airport.



The Economic and Social Impact of Aberdeen Airport

Airports and air travel play a massive role in the economic wellbeing of cities and countries. Arguably, this role is more pronounced in Aberdeen given the city's location and its status as the energy capital of Europe. AIAL is committed to working with the wider aviation sector, Government and others to maximise the benefits and minimise the disadvantages of airport growth. An integral part of this approach means identifying and understanding both the benefits and disadvantages associated with developing the airport.

This chapter provides details relating to the economic and social impact of Aberdeen airport and aviation in general. Chapter 6 considers the current environmental effects associated with the airport and mitigation measures in place and the way in which the airport intends to mitigate and manage environmental effects associated with future airport growth.

The Economic Impact of Aberdeen Airport

An Economic Impact Assessment of Aberdeen airport was commissioned jointly by AIAL and ACSEF in 2010. The final report, prepared by industry experts York Aviation, confirms the airport's key role in supporting the city's position as a centre for the oil and gas industry, but also its contribution to bringing visitors and investors to the area and providing jobs for thousands of people.

Over 2,000 people currently work at Aberdeen airport, the vast majority of whom (over 92%) are from Aberdeen City and Shire. The overall economic impact of the airport extends to 3,870 jobs and £126 million of GVA in Scotland as a whole. Of this, £114 million flows directly into the City and Shire. Based on current levels of employment and passenger growth forecasts, the number of jobs supported in Aberdeen City and Shire will rise to around 3,950 ftes and to around 4,490 ftes in Scotland in 2030.

The completion of a recent £10 million runway extension in October 2011 underlines the important economic impact of airport development. A study published in November 2011 measured the likely boost to economic output and tourism spend as a result of the runway extension. It forecasts a rise in passenger numbers as airlines introduce larger aircraft and expand their international route network. The report suggests that the new runway extension will:

- generate an additional 205,000 passengers by 2015.
- contribute an additional £20.3 million for the city and shire economy, and create an additional 110 jobs locally by 2015.
- lead to as many as 30,000 extra visitors to the region every year, spending up to £6.4 million annually

In summary, it is clear that Aberdeen airport currently operates within a region of Scotland that is vital to the long term prosperity of Scotland as a whole and is also a key component of the UK Energy Sector. Combined with Aberdeen's potential as a tourist destination and a growing business and conference destination, this means that Aberdeen airport should have a solid demand base from which to expand and that the regional economy will be increasingly reliant on its services.

Looking at the global aviation sector, a study conducted by Oxford Economics on behalf of the Air Transport Action Group (ATAG) found that the sector accounts for 31.9 million jobs around the world and has an economic impact estimated at \$3.6 billion, which is equivalent to 7.5% of the world's economy. From a social perspective, the ATAG study found that aviation:

- broadens people's leisure and cultural experiences via wide choice/affordable access to destinations across the globe;
- improves living standards and alleviates poverty through tourism;
- often serves as the only means of transportation to remote areas promoting social inclusion; and
- contributes to sustainable development by:
 - facilitating tourism and trade;
 - generating economic growth;
 - creating jobs; and
 - increasing tax revenues.

At the UK level, a study undertaken on behalf of the Airport Operators Association (AOA) highlighted that the aviation sector generated £18.4 billion, or 1.5% of the UK economy. The sector also supports 234,000 jobs across the UK.

Supporting Scotland's Economy

Scotland's geographic location on the periphery of Europe means that air links are vital to the country's global competitiveness. As the economy develops towards more knowledge based sectors and the country continues to promote itself as an attractive tourist and inward investment destination, the ability of people and goods to travel quickly and efficiently grows ever more important. This was recognised by the 2003 Air Transport White Paper and more recently NPF2.

Aberdeen has the largest concentration of energy businesses in Europe and the greatest concentration of subsea skills in the world. Moving forward, the Economic study found that the future direction and development of the energy industry in Aberdeen City and Shire will be crucially dependent on global connectivity if it is to continue

to be 'anchored' in the region. The importance of Aberdeen airport in supporting the continuing expansion of the energy industry in the region can hardly be overstated.

However, the airport is also vital for the growth of other sectors such as life technologies, food and drink and tourism. Tourism in particular is an important sector for the region, generating some £250m of income, with around 40% of this coming from overseas visitors to attractions such as Royal Deeside, the Cairngorms or the 'Granite City' itself. Golf tourism is also increasingly playing an important role.

The economic study found that around 268,000 visitors to Scotland either from the rest of the UK or from overseas, arrived via Aberdeen in 2009.

Based on the assessment of the monetary value of tourism during the year 2008, the study estimated that the regional spend associated with visitors using the airport in 2009 was around £51 million. Good air links are clearly important to the success of tourism, with overseas visitors in particular relying on air travel to visit Scotland.

Raising our Profile

Both Aberdeen City and the Shire as well as Scotland as a whole compete at a global level for jobs, investment and visitors. Being competitive requires the achievement of a positive international profile and the provision of a level of 'connectivity' that enables people to get to Scotland easily.

The unparalleled accessibility provided by air routes is a key part of the package. AIAL will continue to work in partnership with partners in the north east to maintain and grow Aberdeen's route network and stimulate inward investment and tourism. Links to hub airports, and Heathrow in particular, play a fundamental role in this regard. Research by Oxford Economics suggests that around £1 billion of Scottish goods were exported by air via a hub airport.

Sharing Our Success

Local community groups and good causes have benefited from thousands of pounds worth of funding from the Aberdeen International Airport Community Panel in recent years. Membership of the Community Panel is drawn from representatives from Aberdeen City and Shire Councils, Scottish Business in the Community, our local MSP alongside airport staff. This gives local communities more of a say in how we direct our funding. Some of the major projects of the past year include:

- VSA – Easter Anguston Farm: received £50,000 towards the complete redevelopment of their farm buildings and their education room.
- Banff Sailing Club: received £1,733 towards the

purchase of new sails, to allow more participation from youth groups in sailing.

- Aberdeen Ranger Service: received £2,500 towards a major tree planting scheme.

The Panel makes many smaller but equally effective donations, in total, donations to all causes are in excess of £80,000 each calendar year.

In 2011 we launched Runway, a community newsletter issued three times a year to around 10,000 homes in the Dyce, Bucksburn and Danestone area, to keep the airport's near neighbours up to date with the latest community and environmental news.

Capital Investment

Since 2002, more than £82 million has been invested in developing and improving Aberdeen airport to create an airport of which Aberdeen and Scotland can be proud. This is an on-going process which is being undertaken at no cost to the taxpayer. It is anticipated that more than £58 million will be invested over the next 10 years to further develop the airport and to enable full realisation of the benefits of previous development spending.

Tax

In 2011/12, air travellers contributed some £2.7 billion to the UK Exchequer through Air Passenger Duty. This burden is set to rise further, reaching £3.9 billion by 2016/17. AIAL maintains that APD is a blunt instrument that does not create incentives to improve environmental performance and may ultimately damage tourism and undermine Scotland's competitiveness.

A report recently commissioned by Scottish airports has warned that APD could cost Scotland more than two million passengers per year by 2016. The tax burden has increased by around 160% since 2007 for short haul travel, with long haul rates increasing by between 225% and 360%. Aberdeen alone is forecast to lose some 200,000 passengers. The report also suggests that APD will cost the Scottish economy up to £210 million a year in lost tourism spend. This in turn will have an impact on employment and investment in the tourism sector. We will therefore seek to work with the UK and Scottish Governments to review this tax, particularly in the context of the aviation being included in the EU Emissions Trading Scheme (EU ETS) in 2012.

Locally, AIAL pays nearly £1.65m every year in business rates to Aberdeen City Council and nearly £790,000 to Grampian Police. These amounts are over and above the airport's liabilities for all roads, lighting and waste management within the airport boundary.

Sustainable Development and the Environment

Introduction

Environmental effects associated with activities at Aberdeen airport can be considered at the local level (which includes air quality, noise, water quality and traffic levels), and the global level (climate change and greenhouse gas emissions). This chapter considers the current environmental effects associated with the airport, as well as current and future measures intended to mitigate and manage environmental effects.

Global Environment

At the global level, the need to reduce emissions and tackle climate change is a challenge in which we all have a part to play. AIAL is committed to fulfilling its role in meeting this challenge. Government at the Scottish and UK levels has established a framework to drive this agenda and this chapter sets out how AIAL can strike the required balance between managing the environmental effects of aviation and continuing to underpin Scotland's sustainable economic growth agenda.

The agreement of the Kyoto Protocol in 1997 raised public awareness of climate change and established national targets for the reduction of greenhouse gas emissions. As part of a larger airports group, AIAL has argued for a number of years for international aviation emissions to be incorporated within the Kyoto framework. At a European level, the Stern Report¹² recommended that aviation emissions should be included in the EU ETS. This scheme effectively sets a cap on carbon emissions and acts as an incentive for airlines and aircraft manufacturers to develop and operate more efficient aircraft. AIAL has long argued for this development and therefore welcomes the incorporation of aviation emissions into the EU ETS in 2012.

The Intergovernmental Panel on Climate Change estimates aviation's total impact to be around 3.5% of the total human contribution to climate change. It is estimated that this could increase to 5% by 2050, although scenarios range between 3.5% and 15%. At a UK level, the DfT estimates that UK aviation comprised around 6.4% of the UK's total CO₂ emissions (37.5 million tonnes of CO₂). Current DfT forecasts indicate that this could increase to around 60 million tonnes of CO₂ by 2050.

The 'Carbon Account for Transport'¹³ published by the Scottish Government monitors progress towards the National Transport Strategy objective of reducing transport emissions. It confirms that road transport is by far the largest source of transport emissions, contributing 69.6% of all Scottish transport emissions. Aviation in contrast comprised 12% of Scotland's transport emissions. Shipping accounted for 14.2% of Scotland's transport emissions.

The 'Carbon Account for Transport' notes that aviation has been the fastest growing sector between 1990 and 2007, albeit the only sector where emissions are disproportionately lower than in the UK as a whole. They also reduced by 1.7% between 2006 and 2007.

The UK Climate Change Act became law in 2008. The Act sets out a long-term, legally binding framework of targets to facilitate the reduction of UK greenhouse gas emissions by 26% by 2020 and 80% by 2050. The Climate Change (Scotland) Act 2009 received Royal Assent in August 2009. The Act is a key commitment of the Scottish Government, and is one of the most ambitious pieces of environmental legislation, in many ways putting Scotland at the forefront of tackling global climate change. The Scottish Government believe that reducing greenhouse gas emissions and making the transition to a low carbon economy will help create a more successful country. The legislation introduces a number of targets, including:

- reducing Scotland's greenhouse gas emissions by at least 80% by 2050;
- reducing greenhouse gas emissions by at least 42% by 2020;
- the establishment of a framework of annual targets; and
- the inclusion of emissions from international aviation and international shipping in the figures.

AIAL recognises that demand for air transport is forecast to grow both in North East Scotland and nationally and this will lead to some growth in aviation's carbon emissions. AIAL is a signatory to the UK aviation industry's sustainable aviation strategy. 'Sustainable Aviation' sets out the industry's vision for a sustainable future through a series of eight goals and 34 commitments, relating to economic, environmental and social aspects of aviation. Specifically, these include:

- limiting climate change impact by improving fuel efficiency and CO₂ emissions by 50% per seat kilometre by 2020 compared with 2000 levels;
- improving air quality by reducing nitrogen oxide (NO) emissions by 80% over the same period; and
- establishing a common system for the reporting of total CO₂ emissions and fleet fuel efficiency by the end of 2005, and pressing for aviation's inclusion in the EU ETS at the earliest possible date.

Fuel efficiency has a significant role to play, with aircraft fuel efficiency having already improved by some 70% over the last 40 years. A recent trial highlighted the potential benefits of more efficient operations across airport, airline and air navigation partners. Every factor within the journey of a British Airways flight from Edinburgh to Heathrow – from pushback from the stand and taxiing, to an optimised flight profile and Continuous Descent Approach – was calibrated to achieve minimal emissions and delay. The flight is understood to have saved up to a quarter tonne of fuel, equating to nearly one tonne of CO₂. In terms of sustainable alternatives to fossil fuels, a recent Progress Paper from sustainable Aviation¹⁴ states that several successful demonstration flights have been undertaken using bio fuels.

Emissions arise from three distinct sources which AIAL has varying degrees of control over:

- aircraft operations;
- the use of energy in airport buildings; and
- surface transportation.

Aircraft Operations

Aircraft operations are primarily influenced by airlines, air navigation service providers and aircraft manufacturers. AIAL will therefore continue to work with aviation sector partners through Sustainable Aviation and Aberdeen Airport's Airline Operators Committee to support the development of more efficient technologies and operational procedures. Practical measures such as Continuous Descent Approaches and the Aircraft on the Ground CO₂ Reduction Programme have already been adopted where possible.

The European Commission enacted legislation during 2008 that means that arriving and departing EU flights will be part of the EU ETS from 2012. The implications of emissions trading mean that the aviation sector will have to improve aircraft and operational efficiencies or purchase additional permits from companies who are reducing emissions. AIAL views action at a European level as an interim step towards integration in the global climate policy framework and we are working through our global trade association (ACI-World) to understand the principles and practicalities of emissions trading for aviation at an international level.

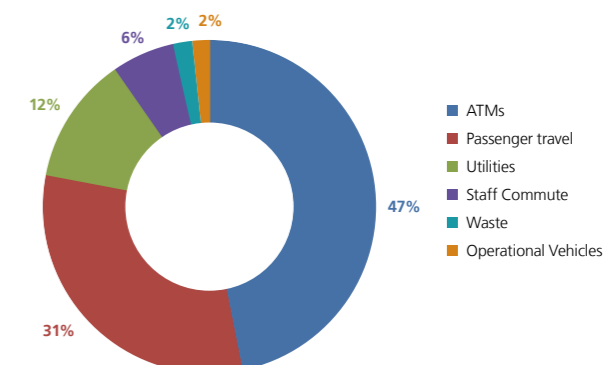
The Use of Energy at Airport Buildings

Demand for energy from the airport terminal and surrounding campus is the main source of emissions over which AIAL has direct control. A study was undertaken using energy demand data from 2008 to establish the airport's carbon footprint¹⁵. Aberdeen airport's carbon

footprint has been developed to be comprehensive and holistic and consistent with best practice. We therefore calculate not only emissions we directly control but also airport related emissions which are controlled by others and which we seek to guide and influence. These include for example, emissions from all passenger and staff journeys to the airport, emissions from fuel used in third party operational vehicles and emissions associated with aircraft landing and taking off at the airport up to a height of 3,000ft. Figure 5 summarises the breakdown of emissions in 2011.

Figure 5: Breakdown of Aberdeen Airport's 2012 Carbon Footprint

Aberdeen Airport 2010 emissions (tCO₂e) by activity



In order to reduce emissions directly attributable to the airport, a programme of energy efficiency measures has been implemented. This has resulted in a 2.7% reduction in 2011 electricity consumption against 2010 figures.

Surface Transportation

Figure 6 demonstrates the relatively significant contribution of passenger transport emissions. Chapter 9 sets out how AIAL will work with transport partners to improve accessibility to the airport, particularly by public transport. Such improvements will play an important role in reducing transport related emissions and enabling the airport to grow in a sustainable manner.

Local Environment

Noise

Noise associated with airports is often described as 'air noise' and 'ground noise'. Air noise refers to noise from aircraft in flight or on an airport runway during take-off or after landing. NATS is responsible for air traffic control in the UK, including Aberdeen airport, and noise preferential

¹² Stern Review on the Economics of Climate Change, HM Treasury, 2006.
¹³ Carbon Account for Transport No.2: 2010 Edition, Scottish Government, 2010.

¹⁴ Sustainable Alternative Fuels Progress Paper, Sustainable Aviation, 2010.
¹⁵ Aberdeen Airport Limited 2010 Carbon Footprint, Entec, 2011.

Chapter 6

guideline routes have been established for arriving and departing aircraft. AIAL will work with NATS to review the operation and impact of these routes.

Noise generated other than by aircraft in flight or taking-off or landing is known as 'ground noise'. The main sources of ground noise are:

- aircraft taxiing between runways and stands - this includes all holding, engine start-up and shut-down procedures during taxiing;
- Auxiliary Power Units (APUs) on aircraft for air conditioning the aircraft cabin while it is on stand, for supplying electrical power and other aircraft services and for engine start-up;
- ground running of aircraft engines during maintenance and testing;
- mobile ground equipment such as ground power units providing power supplies to parked aircraft;
- road vehicles, both on the airfield and travelling to and from the airport; and
- construction activities.

AIAL understands that airport related noise can be an issue for neighbouring communities. The airport has therefore developed a package of measures designed to minimise and mitigate the effects of aircraft noise. The Aberdeen Airport Noise Action Plan¹⁶ sets out a number of actions to manage and, where possible, reduce the impact of noise from aircraft at Aberdeen airport. The Noise Action Plan focuses on five key themes:

- Demonstrating our continuing commitment to managing aircraft noise impacts associated with Aberdeen airport's operations through the use of:
 - The quietest fleet practicable.
 - The quietest practicable aircraft operations, balanced against NO and CO₂ emissions.
 - Effective and credible noise mitigation schemes.
- Engaging with communities affected by aircraft noise in order to better understand their concerns and priorities.
- Influencing planning policy to minimise the number of noise sensitive properties around our airport.
- Organising ourselves to continue to efficiently and effectively manage aircraft noise.
- Building on our extensive understanding of aircraft noise and its effects in order to further inform our priorities, strategies and targets.

The total amount of aircraft related noise that local communities may experience around an airport depends predominantly on the noise emitted by individual aircraft

and the total number of aircraft movements in a given period. A standard way of illustrating aircraft related noise exposure is by the use of noise contours. Updated noise contours have been prepared by the CAA for this Master Plan, detailing existing contours (drawing 1), indicative contours for 2020 (drawing 2) and indicative contours for 2040 (drawing 3). As stipulated in the planning permission granted for the extension of opening hours in 2005, the airport remains fully committed to ensuring that the total noise energy emitted around the airport continues to be monitored.

Specific measures in place to manage noise issues associated with the airport include a noise insulation scheme. Following a public consultation exercise carried out during 2010, the airport will continue to support noise insulation measures for residential properties within the 66 decibel contour area.

Aberdeen airport also adopts strict, DfT imposed day and night-time noise restrictions, which are legally required at larger airports such as Heathrow, but which have been adopted on a voluntary basis by AIAL. Noisier aircraft (referred to as 'Chapter 2 aircraft') have been banned for a number of years from landing at Aberdeen and the imposition of differential landing charges encourage airlines to operate quieter aircraft types.

Members of the public can register any noise queries or complaints via a dedicated, noise action line (01224 348420). The noise action line is monitored and all calls are investigated. The airport will continue to support and operate the Noise Action Line in accordance with best practice.

As well as introducing initiatives to manage the current noise environment, the airport will continue to monitor planning applications for development within or near the flight path to identify potentially inappropriate development or highlight the requirement for suitable noise insulation.

Air Quality

The quality of air is affected by chemicals and particles emitted into the atmosphere as a result of human activity. Certain types of emission are of concern in the context of potential health impacts, for example fine particulate matter (PM10) and nitrogen dioxide (NO₂).

However, airports represent a complex source of air pollutants, consisting of many individual mobile and stationary sources. The pollutants emitted from airport operations fall into three categories and relate to aircraft

operations, road vehicles and miscellaneous activities such as boilers.

The largest single contributor to ambient concentrations of these pollutants currently, is road traffic. Homes, workplaces and other buildings also produce emissions either locally (e.g. gas boilers) or elsewhere (electricity generation from fossil fuels). In order to protect public health and comply with EU directives, the Government has set objectives for air quality in the UK National Air Quality Strategy (NAQS). The strategy is based on ensuring that concentrations of certain pollutants do not exceed specified levels in the outdoor air.

While the noise emitted by aircraft is arguably the primary issue for people living close to airports, airport-related airborne emissions coming from aircraft engines and vehicles travelling to and from the airport can also give rise to public concern. Consideration of local air quality against NAQS objectives, which was carried out by the Government prior to the publication of the 2003 White Paper, indicated that the expansion of Aberdeen airport would not compromise air quality standards for NO₂ or PM10 in the period up to 2015 and beyond.

AIAL undertakes air quality monitoring surveys at locations around the airport campus. The results of the most recent survey showed that the concentrations of NO₂ at the majority of sites around the airport were comparable with or lower than, equivalent monitoring sites in Aberdeen city centre. Further surveys will be undertaken on a regular basis, the results of which will be shared with Aberdeen City Council and other key stakeholders.

Water Quality

Aberdeen airport discharges surface water run-off into the adjacent Farburn, Mains of Dyce and River Don waterways. Such discharges require the permission of the Scottish Environment Protection Agency (SEPA). The previous licensing regime is in the process of being replaced by the Water Environment (Controlled Activities) (Scotland) Regulations 2005, as part of the transposition of the European Water Framework Directive (WFD) into Scottish law. The WFD establishes a legal framework for the protection, improvement and sustainable use of the water environment by requiring member states to prevent deterioration of water bodies and reduce pollution.

There are a number of airport activities which have the potential to cause pollution of local water courses if not properly managed, including:

- de-icing of aircraft and airside areas;
- vehicle and aircraft washing;
- aircraft and vehicle maintenance;
- run-off from construction sites;
- aircraft refuelling;
- waste and cargo handling; and
- fire training activities.

In order to manage the risk of pollution arising from the above activities, the airport maintains a multi-layered assurance and inspection system. This includes regular inspection and independent auditing of equipment and processes. The airport also regularly monitors surface water quality and has constructed a significant drainage system. This includes a number of interceptors, systems within which detect and prevent pollution from entering the surrounding watercourses. A large surface water storage lagoon is utilised as part of the system to further aid the prevention of contamination in the environment arising out of aerodrome operations.

The airport will continue to work with SEPA to manage water quality in accordance with statutory requirements and best practice. In considering its requirements for surface water treatment, the airport will ensure that the potential for flooding is taken into account. Where feasible, the airport will incorporate the principles of establishing Sustainable Urban Drainage Systems (SUDS) into new developments.

Biodiversity

The Aberdeen Airport Biodiversity Action Plan (BAP) describes the airport site, the habitats represented and their importance. It aims to provide a context for development by allowing the airport to clearly identify areas of ecological importance to minimise the impact of any future developments. The plan defines a series of management actions to maximise the ecological potential within the constraints of airport operations.

Around and within the boundaries of the airport there are no specific areas designated for conservation. None of the sites at the airport are considered to be of outstanding wildlife value, either in a local or wider context.

Waste Management

Waste is generated from a number of sources at Aberdeen airport including aircraft, catering outlets, offices, shops (packaging) and construction activity and from vehicle and aircraft maintenance. Around 90% of waste at the airport is generated by companies and passengers using the airport, with AIAL directly generating around 10%. Such sources

¹⁶ Aberdeen Airport Noise Action Plan, Aberdeen Airport Limited, 2008.

Chapter 6

generate seven categories of waste, the handling and disposal of which is covered by extensive legislation:

- inert (soils, hardcore, concrete, glass etc);
- general non-putrescible (plastic, paper, cardboard etc);
- scrap metal;
- end of life vehicles;
- electrical and electronic equipment;
- general putrescible (food waste, vegetable matter, trees and bushes etc); and
- hazardous waste, including lamps, fluorescent tubes, used oils, flammable liquids and batteries.

In addition to meeting legal requirements, Aberdeen airport's strategy for waste is based on The Scottish Government's Zero Waste Plan. This plan sets out a vision of a zero waste Scotland where waste is treated as a valuable resource and not as a burden. It proposes a long term target of recycling 70% of all Scotland's waste requiring that waste is sorted into separate streams for recycling and reprocessing, leaving only limited amounts for residual waste treatment, such as energy recovery.

This Zero Waste Plan is intended to create a stable framework that will provide confidence for the investment necessary to deliver a zero waste Scotland over the next 10 years. It does this by setting out a Mission and Vision for the long term. Within that context the Plan sets strategic directions in the key areas of activity for the medium term up to 5 years, with specific actions setting out immediate priorities.

Aberdeen airport is committed to reducing the amount of waste sent to landfill sites from the airport's operation. From 2006 to 2012, the airport has nearly trebled the amount of waste diverted from landfill, from approximately 24.7% to over 70%, meaning a corresponding decrease in waste to landfill. The airport will continue to work with companies and business partners to decrease the amount of waste generated and increase the amount of waste recycled. The airport will also investigate other ways of managing waste which could also contribute to the airport's energy requirements.

Heritage

Historical records show that there are 17 defined archaeological sites and features within the airport boundary; however none are still visible in the existing landscape. Any future developments will give due consideration to this when excavating.

In addition there are two Grade C listed buildings within a 500m radius of Aberdeen airport

- Walton Farmhouse, located to the south-west, and
- Dyce War Memorial, located to the east

The Airport Master Plan is not considered to have any impact on either of these two sites.

Future Mitigation and Management of Environmental Effects

AIAL has adopted a comprehensive approach to the on-going management and mitigation of environmental effects associated with airport operations. However, it is also vital that the airport constantly reviews this approach to ensure its effectiveness and alignment with best practice. We will therefore continue to engage with our neighbours and partners in this regard to manage our performance across environmental areas.

Global Environment

Aberdeen airport sees the incorporation of aviation into the EU ETS as an interim step towards the development of a global emissions trading scheme. Aberdeen airport will liaise within the Airports Group, Sustainable Aviation and the world airport trade association (ACI-World) to understand the principles and practicalities of emissions trading for aviation at an international level.

The inclusion of Aberdeen airport in the Carbon Reduction Commitment Energy Efficiency Scheme (CRCEES) will be an on-going incentive to reducing energy use at the airport. New developments in particular provide an opportunity to build in energy efficiency and sustainable design and the airport is committed to adopting this approach to development planning. In addition, the airport will investigate the feasibility of developing renewable energy technologies, both off and on-site, to meet energy requirements.

As noted above, surface transportation also plays a significant role in generating emissions. Chapter 9 sets out the airport's strategic position on managing surface transportation as the airport grows.

Noise

In terms of ground noise, indicative development proposals up to 2020 are contained within the existing boundary of the airport and are therefore not expected to change the noise environment significantly. Beyond 2020, any significant development where an Environmental Impact Assessment is required will be accompanied by a noise assessment where appropriate.

Building on the progress that has already been made – modern aircraft are 74% quieter than those in the 1960s – the airport will work through Sustainable Aviation to encourage airlines, aircraft manufacturers and air navigation service providers to continue advances in technology and operational protocols which reduce noise emissions from aircraft. The airport will also continue to review its Noise Strategy on a regular basis and publish our performance on noise issues.

Other Environmental Issues

Other environmental issues will be considered in detail at the appropriate time as development requirements indicate.



Lufthansa Regional

F-HBLF


KLM

Operated by

CityLine

Airport Development to 2020

Introduction

Current forecasts predict that Aberdeen airport will be handling around 4.0 million passengers a year by 2020. This chapter provides details of the likely development requirements needed to accommodate the forecast growth. Development requirements up to 2020 can all be undertaken on land currently owned by Aberdeen International Airport Limited. Drawing 5 shows the indicative layout and extent of airport development at 2020.

Any development will take place incrementally, to ensure as far as possible that additional capacity closely matches passenger demand. It must be re-emphasised that timescales referred to in the Master Plan for airport growth and supporting infrastructure are based on current passenger forecasts. Therefore, if passenger numbers grow faster than expected, development may be required sooner. Equally, if numbers grow slower than expected, development may not be required until later. The exact nature and timing of the developments outlined in this chapter and chapter 8 will always be subject to detailed financial and environmental evaluation. Consequently, the precise location and configuration of capacity enhancements may change.

General Development Principles

The dynamic nature of the aviation sector and changing needs of passengers and airlines mean that the specific form and location of the developments anticipated below are subject to modification. However, a number of general development principles have been established to guide and inform new development as follows:

- The first phase of additional aircraft stands will be developed to the north of the existing northern stands;
- International departures and arrivals facilities will remain to the south of the main terminal building;
- New developments will be located so as to minimise vehicle movements where possible;
- The design of new buildings will follow best practice guidance for energy conservation and sustainable construction and be of appropriate architectural quality, and;
- Hard and soft landscaping will be maintained and enhanced (within the scope of aerodrome safeguarding criteria) to reflect the status of the airport as a key international gateway.

Runway and Taxiway System

As highlighted above in Chapter 4, forecasts for peak hour runway movements indicate that there will be no need to evaluate any means of increasing runway throughput capacity before 2020.

The southern taxiway from the terminal area to the main runway end will need to be rebuilt to maintain operational use and may be re-aligned.

Aircraft Aprons

Based on the forecasts in Chapter 4 it is proposed to invest in new aircraft parking stands on a phased basis as demand requires. This will ensure that we match our facilities to the current aircraft fleet and provide infrastructure to enable future growth. We believe that investment in these stands will be required in 2015, 2016, 2017 and again in 2020. The location of these stands will be opposite the current stands number 10 to 13. Prior to the building of these stands investment will be required to relocate the helicopter taxiway which currently occupies this area.

Passenger Terminal Facilities

The continuation of a major terminal refurbishment since 2005 has seen significant investment to the security search and departure lounge areas. They do, however, both reach their assessed capacity of 3.25m passengers before 2020, and will be developed accordingly.

The international arrivals area is physically constrained and requires to be upgraded to meet future needs. Passenger experience has been improved by recent investments in covered walkway facilities, with the final stage completed in early 2011. However, there is a need to provide additional domestic and international baggage reclaim capacity to meet demand at peak times. A programme of projects to replace and extend the reclaim belts commenced in 2012 to provide additional capacity in this area. There is a future major investment programme planned to ensure that the international arrivals area has sufficient capacity and delivers and enhanced customer experience. The scope of this development will be partially determined by future UK and European legislation.

The current check-in desks also have an assessed capacity of 3.25m fixed wing passengers each year. It is anticipated that desk capacity will become less critical over time as internet and self service check in technologies advance and become more widespread.

In the period up to 2020, it is planned to continue to upgrade and refurbish other parts of the main terminal building to provide a more efficient and attractive facility which meets the expectations of passengers and airlines. Projects will

include re-developing the landside layout and expanding and upgrading the airside retail area and departures lounge space. Some capacity enhancements may also be required to the northern walkway and boarding gates, including additional weather protection for passengers.

Car Parking

Some additional capacity for short stay car parking will be required before 2020 and will continue to be located in close proximity to the main terminal.

Analysis of the demand for long stay parking at the airport has indicated that current on-airport supply meets peak demand however it is expected to exceed supply around 2013. If demand continues to rise in line with predictions, AIAL would seek to provide additional long stay car parking, within the areas designated for ancillary use. Additional long stay car parking will continue to be provided by third party off-airport operators.

Cargo and Mail

New cargo developments will be undertaken only as a result of specific requests from cargo operators. Detailed plans would be prepared and brought forward should demand arise. As a general development principle, the airport is seeking to consolidate cargo and maintenance facilities away from the existing terminal area. Consolidating such facilities presents a significant opportunity to safeguard areas for development and should create a purpose built cargo cluster with excellent links to the taxiway and runway system. The airport will seek to work with Scottish Enterprise, ACSEF and others to better understand the opportunities in this market to facilitate the development of an air freight development strategy.

Aircraft Maintenance

Currently there is no known demand for any additional aircraft maintenance facilities. However as with cargo, land has been safeguarded should the need arise.

Air Traffic Control and Airspace

Airspace directly surrounding Aberdeen airport is managed on behalf of the airport by National Air Traffic Services Limited (NATS). Outside of this zone, airspace is managed by NATS En Route Limited (NERL) from the Scottish Air Traffic Control Centre at Prestwick. Aberdeen airport has assumed that the controlled capacity of Scottish and UK airspace will grow to accommodate the forecast growth in air traffic. The CAA has recently published a draft Future Air Strategy and the airport is keen to be fully involved in all future discussions on airspace capacity provision.

Ancillary Facilities

Many of the ancillary facilities noted in chapter 2 will need to expand in line with the forecast growth in passenger numbers. Where possible, and taking cognisance of the general development principles established by this Master Plan, existing facilities will be extended to provide the additional capacity. Where this is not possible or the site is required for other purposes, facilities may need to be re-located. Drawing 6 indicates areas suitable for ancillary uses.

As the airport develops, it is very important that the vast majority of ancillary facilities continue to be provided within the airport campus in close proximity to the operational areas for two key reasons:

- If support facilities and services are located remotely from the airport, a considerable number of additional road journeys would need to be made to service the operational facilities. This would add unnecessarily to road congestion and to CO2 emissions; and
- The additional vehicles, staff and time allowances required to undertake remote servicing would add significantly to the operational costs of the businesses providing support services to the airport.

Helicopter Facilities

The traffic demand forecasts for offshore helicopters, both passengers and ATMs are relatively level through to 2020 and it is anticipated that the current areas occupied by the helicopter companies remain as per today. Minor operational developments may however be required, and the airport will work with the helicopter operators and Aberdeen City Council where necessary.

Airport Development to 2040

Introduction

This chapter considers the longer term development requirements for Aberdeen airport to grow and meet air travel demand up to 2040. Current forecasts estimate that Aberdeen will handle around 5.0 million passengers a year by 2040. The DfT Guidelines on the preparation of airport master plans recognise that planning for airport growth over such a period of time presents challenges and acknowledges that:

“Proposals which will come to fruition so far in the future are likely to bring with them considerable uncertainties and that consequently there is likely to be little value in working them up in any great detail”.

The forecast of 5.0 million passengers per year has therefore been used for planning purposes to provide a broad indication of the layout and extent of the airport at 2040.

General Development Principles

As described in chapter 7, the dynamic nature of the aviation sector and changing needs of passengers and airlines mean that the specific form and location of development can be subject to change. This is even more so the case when planning for the longer term out to 2040. However, in addition to the 2020 development principles a number of general development principles have been established to guide and inform plans for the longer term growth of the airport as follows:

- The development and operation of the existing runway and taxiway system will be optimised to achieve maximum capacity within operational and safety constraints, and;
- If required, additional runway length will be provided at both ends to allow airlines to operate more efficiently.

Runways and Taxiways

Drawing 6 shows the indicative layout and extent of Aberdeen airport in 2040.

As with the 2020 layout, forecasts for peak hour runway movements indicate that there will be no need to evaluate any means of increasing runway throughput capacity before 2040.

In terms of runway length, the main runway was previously constrained at 1829m and was extended to 1952m during 2011. This has enabled airlines to operate at higher load factors and also allowed new routes to be developed, supporting growth in passenger numbers. It is anticipated

that additional runway extensions may be required in the period from 2020 to 2040 and drawing indicates potential options. As with the 2011 project, the exact additional length and timing of developments will be determined by airline fleets and commercial needs.

Additional runway length to the south requires land not currently owned by the airport at Stoneywood Cricket Club to be acquired. This land is required to allow realignment of the southern section of the taxiway in order to comply with aircraft separation distances and enable additional ‘hold points’ to be created. This will contribute to optimising the full runway length.

Future runway extensions in addition to the 300m consent already in place are likely to require a full planning application and environmental impact assessment. Should a runway extension be required AIAL will enter into consultation as early as possible with Aberdeen City Council and other partners.

Aircraft Aprons and Stands

Forecast peak stand demand for 2040 identifies the need for a total of 30 aircraft parking stands. It is proposed to invest in new aircraft parking stands as demand requires. This will ensure that we match our facilities to the current need and to provide infrastructure to enable future growth. The first new stands to be developed will be opposite the current stands number 14 to 17. Prior to the building of these stands investment will be required to relocate the helicopter taxiway which currently occupies this area. Land is already safeguarded for a further two additional aircraft stands towards the south of the main apron on recently acquired farmland.

Passenger Terminal Facilities

Further extensions and improvements to the terminal will be required to accommodate the 5.09 million passengers a year which AIAL is forecast to be handling by 2040. The terminal building itself will require extension to provide additional check-in, baggage handling, departure lounge and passenger circulation facilities. This is likely to be achieved by expanding to the West (currently the inner forecourt), and the South (currently international arrivals and service yards).

Cargo and Mail

As noted in chapter 7, cargo developments will only be undertaken in response to specific requests from cargo operators.

Aircraft Maintenance

While there is no quantifiable demand for additional maintenance facilities in the longer term, land is currently safeguarded for these uses.

Air Traffic Control and Airspace

As noted above in chapter 7, airspace directly surrounding Aberdeen airport is managed on behalf of the airport by National Air Traffic Services Limited (NATS). Outside of this zone, airspace is managed by NATS En Route Limited (NERL). Aberdeen airport has assumed that the capacity of the airspace managed by NERL will grow to accommodate the forecast growth in air traffic.

However, as the need and options for growth in runway length become clearer, more detailed analysis and modelling work will need to be undertaken in conjunction with NATS to understand what airspace changes, if any, will be needed. Where an airspace change proposal is identified then the CAA airspace change process will be followed. This process engages stakeholder organisations in consultation including, among others, local authorities, environmental groups, airport consultative committees and resident organisations. AIAL will support the CAA in following any airspace change process that is necessary.

Ancillary Facilities

The demand for ancillary facilities is inextricably linked to passenger and cargo volumes. Therefore, as passenger numbers increase to the forecast 5.09 million passengers per year in 2040, a significant amount of land will be required for ancillary uses to support the growth and operation of the airport, however this area is now within the airports ownership and so no further acquisitions of development land are anticipated.

Helicopter Facilities

The forecasts for offshore helicopter traffic show a decline from 2021 to 2040 as offshore oilfields mature and it is anticipated that the current areas occupied by the helicopter companies remain as per today. Minor operational developments may however be required, and the airport will work with the helicopter operators and Aberdeen City Council where necessary.

Surface Access and Transport

Introduction

Convenient and reliable access by a range of transport modes is of fundamental importance to the operation and success of any airport. Aberdeen airport is no different in this respect and is therefore committed to working with the appropriate planning and transport authorities to develop a range of convenient, attractive and sustainable options for people to travel to and from the airport. However, good access is not only important from the airport perspective. As the numerous policy documents discussed in chapter 3 recognise, Aberdeen airport plays a key role in supporting the nation's economy and is an important source of employment. The ability of the airport to maintain and enhance this role is undoubtedly linked with the quality and performance of the surface access network which connects the airport with the rest of the country. Research undertaken for the DfT states that:

"Respondents... generally regarded getting to and from airports as integral to their overall experience with a significant potential to affect satisfaction, mood and stress levels..."

The report goes on to suggest that:

"All other things being equal (i.e. availability and cost of flight permitting), most [passengers] said they preferred to use the airport that was easiest or more convenient for them to get to; often but not necessarily their nearest airport."

Increasing environmental awareness and the need to reduce emissions from transport is also a key consideration for surface access. As a responsible operator, it is important for Aberdeen airport and its partners to ensure that measures are being taken to manage traffic and promote environmentally sustainable transport choices.

The relationship between airport activity and the scale and patterns of demand for road, rail and other forms of transport is highly complex and influenced by a range of factors. These include journey time reliability, the purpose of travel (e.g. business/leisure), duration of travel and price. People travelling to and from the airport include passengers, airport/airline staff, people picking up or dropping off and those associated with cargo, maintenance and the airport's supply chain. Each of these groups can have differing and specific requirements for how they travel to and from the airport.

Aberdeen Airport Surface Access Strategy 2008 - 2012
The Airport Surface Access Strategy (ASAS) was published in 2008 and sets out a number of targets and actions to improve access to the airport and increase the use of more environmentally sustainable modes of transport. In terms of how the Master Plan and ASAS relate to each other, the Master Plan establishes the long term strategic objectives for improving surface access while the ASAS provides a more detailed tactical response to meeting these objectives.

The key objective of the ASAS is:

"To increasingly influence surface access journeys as the airport develops, and to support Government aims to increase public transport mode share."

A number of targets and actions are set out by the ASAS to achieve the key objective, notably:

"To increase the overall public transport modal share from 6.1% to 8.5% by 2012."

The ASAS was prepared by Aberdeen Airport Limited in consultation with members of the Airport Transport Forum (ATF). This body was established by the airport and is made up of transport related organisations such as bus operators, taxi companies, Transport Scotland and NESTRANS. The purpose of the ATF is to promote, monitor and co-ordinate improvements to the airport's accessibility by public transport in particular. AIAL has committed to review and reissue the ASAS in 2013.

Existing Strategic Transport Network

NESTRANS commissioned transport consultants to undertake a study to identify the strategic transport network which serves Aberdeen airport. The study also assessed the current and future performance of the network. The study identified the following issues:

- a high level of dependence on cars and taxis for access to and from the airport;
- that the airport is currently heavily dependent upon the strategic road network for access by staff and passengers;
- that there is evidence of congestion, delays and reduced operational efficiency on key parts of the strategic network serving Aberdeen airport which are predicted to be exacerbated over time as demand increases; and
- that there is limited scope to encourage modal shift to public transport without measures to make buses and trains more attractive to prospective users.

Road

Aberdeen airport is connected to the A96, A947 and A90 trunk roads via a local network that also serves the adjacent Kirkhill Industrial Estate and provides general access to Dyce and Aberdeen City.

In terms of the current performance of the road network serving the airport, many sections suffer from significant and recurring congestion during peak periods, particularly Dyce Drive, Wellheads Drive and Pitmedden Road.

Two projects are currently being constructed which will improve access to the airport by road. The Aberdeen Western Peripheral Route (AWPR) will reduce congestion and provide crucial links to Aberdeen and beyond. Journey times and reliability to all areas will be vastly improved.

The provision of the link road between Dyce drive and the A96 will complete the network between the airport and the AWPR. Again, this is expected to improve journey times and the reliability of travel times to the airport. Although preparatory work has begun, the handover of both these projects is a number of years away. Although there are no statutory planning issues associated with either the AWPR or the link road, the timing and delivery programme are key to meeting the forecast growth of both the region and airport.

Over 100 buses depart from Aberdeen airport every day. The bus route network is as follows:

- Jet 727 - Airport to Aberdeen city centre shuttle
- Jet 80 - Dyce railway station shuttle
- 220 - Aberdeen/Alford via Airport
- 27 - Aberdeen/Dyce via Airport
- 747 -Dyce/Ellon via Airport
- 777 -Oldmeldrum/Kingwells via Airport

Rail

The airport is not directly connected to the rail network. Dyce is the nearest railway station and is the main interchange for people using rail to access the airport. In recent years, Aberdeen airport has contributed towards the operation of the number 80 Dyce station shuttle bus. Also, AIAL has recently committed to provide land, currently within its ownership, to support the proposed development of Dyce railway station to accommodate proposed rail passenger growth and to improve customer service at the station. The delivery of this project is also key to providing capacity for growth.

Walking + Cycling

Accessing the airport on foot or by bicycle is not feasible for the majority of airport users and staff due to the practicalities of carrying luggage, shift patterns or the distance between the airport and peoples' point of origin. A number of locally based staff (and a very small number of passengers) however do choose one of these modes of transport, using the network of footpaths and the airport cycle route.

Footpaths link the airport with Dyce and cycle routes connect with National Cycle Network route 1. A number of cycle parking facilities are located throughout the airport campus.

Existing Passenger Transport Characteristics

Table 10 below shows how departing passengers chose to access Aberdeen airport in 2011.

Mode of Transport	Number of Passengers (%)
Private Car/Taxi	81.4
Bus/Coach	7.9
Other/Unknown	3.3
Rail	0.6
Transfer (arrived by aircraft)	6.8

Table 10: Passenger Modal Split (Source: 2011 BAA Retail Profiler Survey.)

The results shown in Table 10 represent an increase in the percentage of passengers travelling to the airport by bus or coach from 6.5% to 7.9% from 2005 to 2011. There is also a decrease in the percentage of passengers accessing the airport by car, from 86% down to 81.4%. The increase in bus usage is encouraging given the levels of investment the airport and its partners have made in improving public transport facilities and services.

Chapter 9

Table 11 details the areas of origin for departing passengers using Aberdeen airport in 2009.

Area	Number of Passengers (%)*
Aberdeen City	63.2
Aberdeenshire	24.7
Moray	3.4
Angus	2.2
Highland	1.9
Perth & Kinross	1.1
Dundee City	0.9
Glasgow City	0.5
South Lanarkshire	0.4
Falkirk	0.3
Fife	0.3
Rest of Scotland	0.7
England	0.2

Table 11: Origin of Departing Passengers (Source: 2009 CAA Passenger Survey.) *May not sum due to rounding.**Existing Staff Transport Characteristics****Table 12 below shows how staff chose to travel to work during 2008.**

Mode of Transport	Number of Staff (%)*
Private Car (driver)	88
Bus/Coach	3
Private Car (passenger)	4
Taxi	1
Motorcycle	1
Bicycle	2
Rail	0

Table 12: Staff Modal Split (Source: 2008 ASAS) *May not sum due to rounding.

Of all the staff who work at Aberdeen airport almost all live and travel from either Aberdeen City or Aberdeenshire with less than 1% travelling from outside these areas. Table 13 illustrates the areas where there are concentrations of more than 50 registered workers in residence.

Area	Number of Staff (%)
Northfield	5.3
Kintore & Oldmeldrum	4.4
Dyce	4.3
Newmachar	4.0
NE Aberdeen	3.8
Bankhead & Bucksburn	3.8
Westhill, Kirkton of Skene, Dunecht	3.6
Portlethen, Cove Bay	3.5
Inverurie	3.5
Torry & Harbour	2.4
Pitcaple & Kemnay	2.1
Ellon	2.1
Kingswells	2.0

Table 13: Staff concentrations by postcode districts. (Source: 2008 ASAS)**Surface Access Infrastructure 2020**

Achieving modal shift to more sustainable forms of transport is a priority for Government. This policy is explicit across a number of policy documents including the second National Planning Framework, Scottish Planning Policy, the National Transport Strategy and others. In addition to this, the Future of Air Transport White Paper makes improving surface access - and sustainable modes of travel in particular - a pre-requisite in order for future airport growth to be supported.

AIAL recognises the importance of achieving modal shift and is committed to working with partners to develop and deliver improvements. Improving accessibility to the airport enhances its attractiveness to businesses and tourists alike, and ultimately therefore contributes to the success of Scotland's economy. However, it must be recognised that many passengers and staff will continue to choose to access the airport by car for a variety of reasons and it is important that on and off-airport road infrastructure is improved and that a balanced and integrated approach is taken.

The previously mentioned AWPR and A96 link road projects both will greatly improve accessibility, will reduce and render journey times to the airport more predictable, and are key to the airport developing. The early implementation of these projects is crucial to accommodate the forecast passenger growth.

In terms of the internal airport road network, the investment of over £2.5 million since 2009 to improve traffic flow and passenger transport facilities has greatly reduced congestion on the forecourt areas of the airport. Traffic modelling indicates that the internal road network

has sufficient capacity and only minor works may be required as passenger demand increases to 2020.

In line with the target to double the number of staff who walk or cycle to work, the airport cycle network will be upgraded and improved facilities developed to provide functional and attractive routes.

In order to promote and encourage electric and hybrid vehicle use AIAL will provide charging points for public use and will also work with the car hire companies to introduce a more fuel efficient car hire fleet.

AIAL has also committed to provide land, currently within its ownership, to support the proposed development of Dyce railway station to accommodate proposed rail passenger growth and to improve customer service at the station.

Surface Access Infrastructure 2040

Surface access infrastructure improvements will be required both on and off airport to accommodate forecast passenger demand out to 2040. It is not possible at this stage to identify the exact improvements that will be required however AIAL will continue to work with transport authorities and operators to ensure that improvements are delivered in a timely manner to support the sustainable growth of the airport.

Chapter 10

Next Steps

Aberdeen International Airport's latest Master Plan is not the end of the process. It is the foundation upon which the AIAL team will progress to maximise the contribution a successful Aberdeen airport makes to our country. We will do this by: continuing to actively participate in the development of policies and legislation which affect the airport; continuing to engage with our customers, neighbours and partners; and continuing to develop Aberdeen airport in a sustainable and responsible manner.

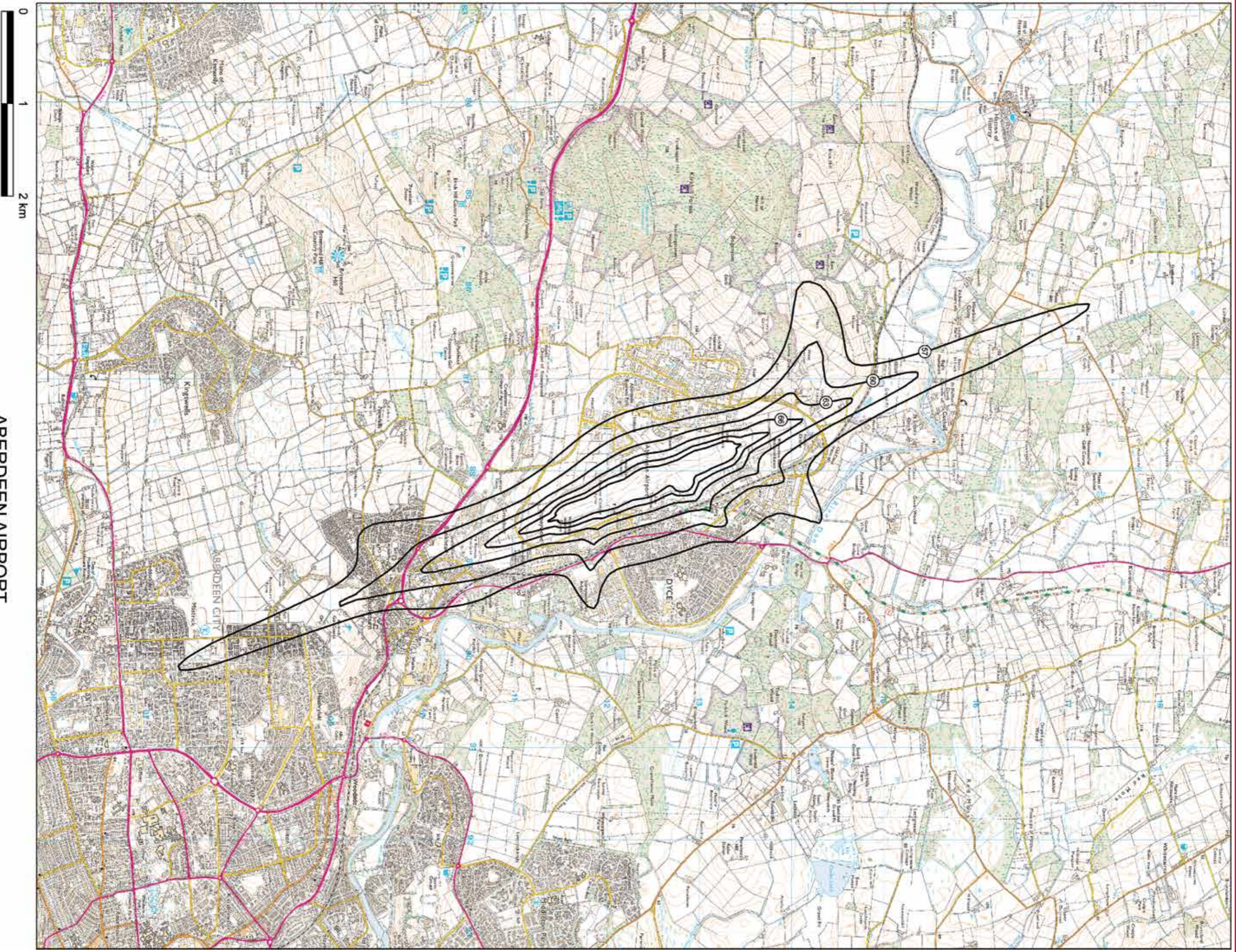
The Master Plan will be updated every five years in order to provide a current and accurate basis to guide airport development and enable informed and on-going dialogue to continue.



Glossary of Terms

AABAP	Aberdeen Airport Biodiversity Action Plan
AIAL	Aberdeen International Airport Limited
ASAS	Airport Surface Access Strategy
ACI World	Airports Council International
ACSEF	Aberdeen City and Shire Economic Future
ATF	Airport Transport Forum
ATM	Air Traffic Movement
AWPR	Aberdeen Western Peripheral Route
CAA	Civil Aviation Authority
DfT	Department for Transport
EU ETS	European Union Emissions Trading Scheme
FTE	Full Time Equivalents
FW	Fixed wing
GVA	Gross Value Added
Leq	Equivalent continuous noise level
NAQS	National Air Quality Strategy
NATS	National Air Traffic Services Limited
NERL	NATS En Route Limited
NPF2	National Planning Framework 2
NTS	National Transport Strategy
NESTRANS	Aberdeen City and Shire Transport Partnership
PATM	Passenger Air Traffic Movement
PSZ	Public Safety Zone
SEPA	Scottish Environment Protection Agency





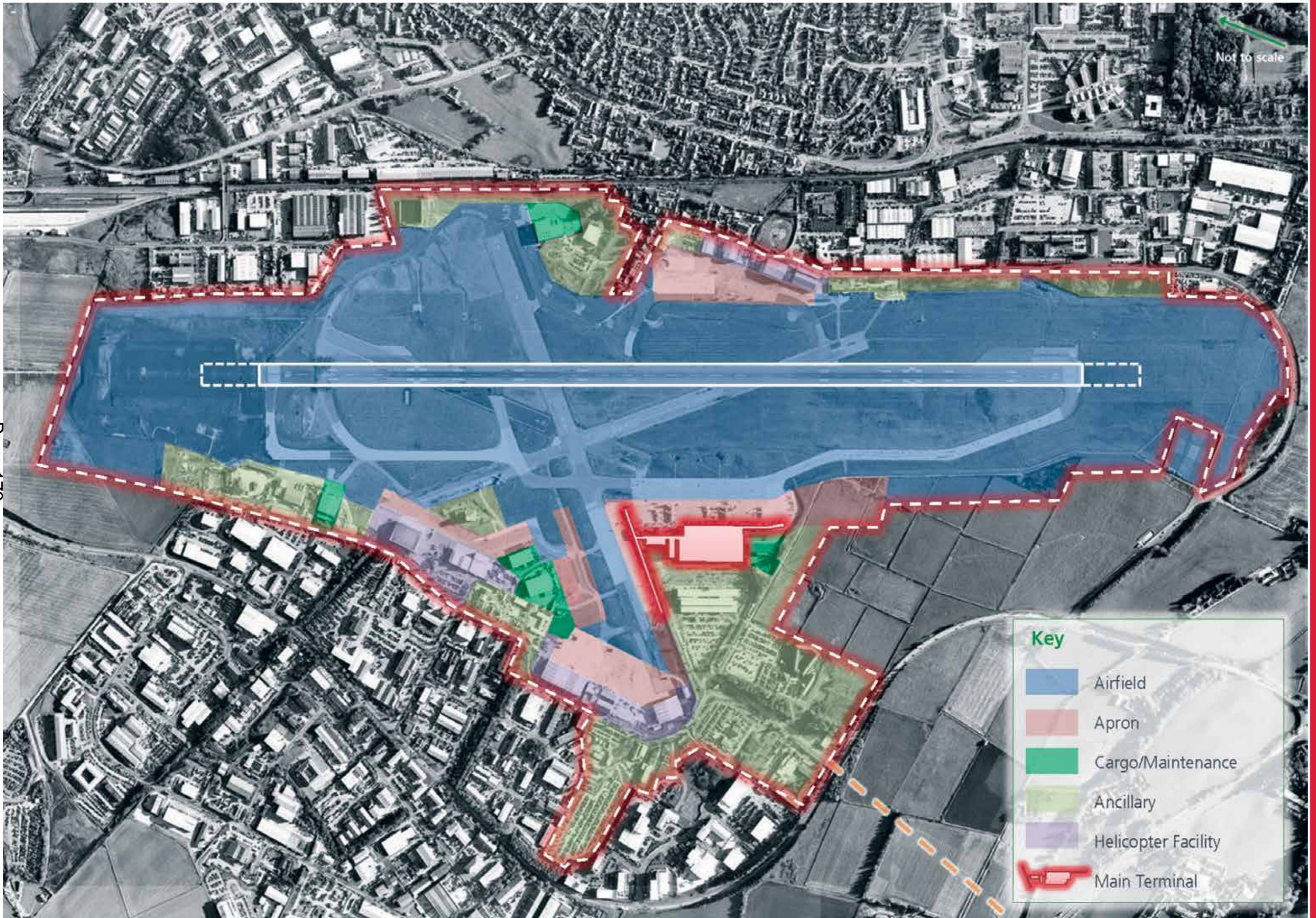
ABERDEEN AIRPORT
Forecast Year 2040 Leq Contours (Fixed-wing + Helicopters)
Modal splits: 52% rwy 16 / 48% rwy 34; 11% rwy H05 / 89% rwy H23

Scale 1:25,000









Aberdeen International Airport

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w: aberdeenairport.com

Aberdeen Airpark to close permanently after 17 years due to coronavirus impact

by [Allister Thomas](#) 30/03/2020, 7:10 am Updated: 30/03/2020, 7:58 am



A family-run Aberdeen business is facing closure this week due to the effects of the coronavirus on air travel.

Aberdeen Airpark in Dyce, set up by businessman Garry Macrae 17-and-a-half years ago, said the virus has brought a total halt to customers, including those who work offshore.

The 65-year-old, who was due to retire this year and owns the company with his wife, said they no longer have the means to pay the firm's 20 employees.

He said: "We've had to start turning people away in the last couple of weeks to be honest because the gates just have to be closed, it's as simple as that.

"We haven't got enough to pay the staff. What do you do?"

"Our customers have absolutely loved our service and most of them are really disappointed.

"We had one air hostess that has been parking with us for 17 years, she burst into tears."



Garry Macrae

The business, which can accommodate up to 750 vehicles, will shut its doors permanently on Tuesday.

Around a quarter of the firm's business comes from offshore oil and gas workers, which has also dried up due to platforms being downmanned with the oil price drop.

Mr Macrae said he has "tried so many avenues" to access government support in order to keep the facility running but "it all ends up in a dead end", adding, "I don't know where we stand now".

He said: "There's no point even trying to get this thing up and running, even if there was money, in the next three months, but if we did get government money then we could maybe start up again."

Anyone parked at the site at Cairn Industrial Park has been asked to collect their vehicle by April 9, although there will be arrangements to pick up cars thereafter.

Aberdeen Airport said its long-stay car park continues to serve offshore workers.



**Regional Transport Strategy
Monitoring Report**

June 2019

6. Air

Aberdeen Airport is crucially important to the regional economy, contributing millions of pounds directly into the local economy but also supporting business connections. The 2013 Aberdeen International Airport Masterplan states that 56% of passengers using Aberdeen Airport are business travellers, compared to around 30% at both Edinburgh and Glasgow.

Passenger numbers through Aberdeen Airport declined between 2014's peak of 3,723,000 passengers to 2016, although there has been some recovery through 2017 and 2018 as passenger numbers rose above 3 million passengers once again.

The airport is in its final phase of development with significant improvements currently being made to the terminal building to increase capacity and improve facilities for passengers. This project commenced mid-2016 and is due to be complete by Summer 2019.

Indicator 9: Number of passengers through Aberdeen Airport



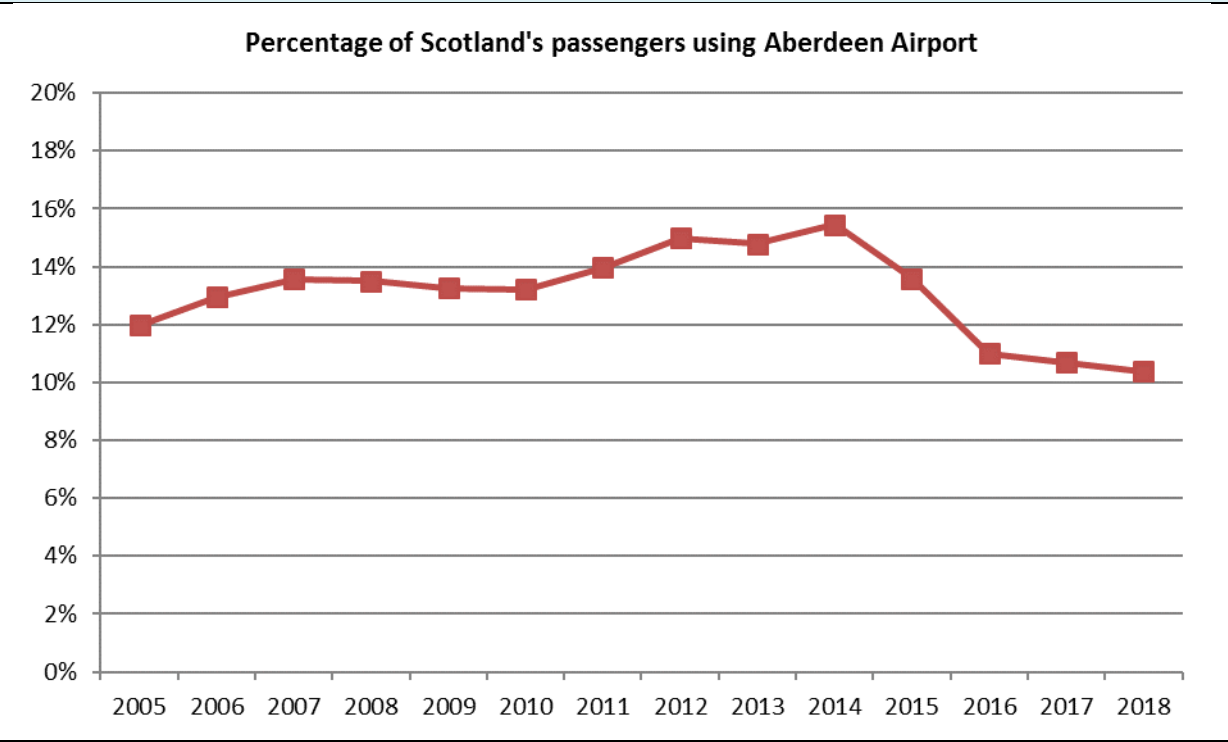
% change on 2005 baseline

+7.2%

Target 9: To increase the number of passengers through Aberdeen Airport by an average of 3% per year between 2010 and 2021, to more than 4 million by 2021.

Source: Scottish Transport Statistics, Aberdeen Airport Masterplan, CAA

Indicator 10: Proportion of Scotland's air passengers using Aberdeen Airport



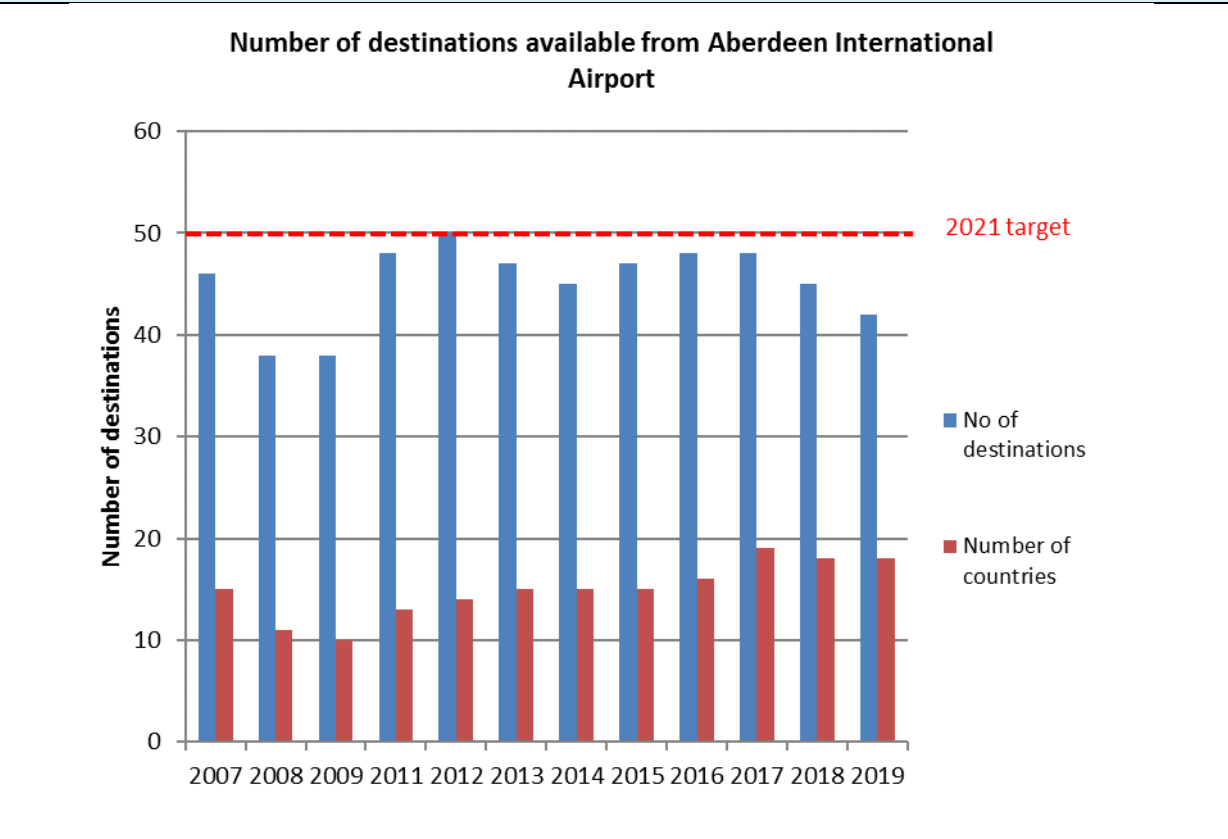
% change on 2005 baseline | -2% points

Target 10: To increase the proportion of Scotland's air passengers who pass through Aberdeen International Airport to at least 18% by 2021.

Source: Scottish Transport Statistics, CAA

Please note that the 2016 and 2017 figures for Scotland have been amended to include passenger numbers for Glasgow Prestwick, as these had previously been omitted.

Indicator 11: The number of destinations served direct from Aberdeen Airport



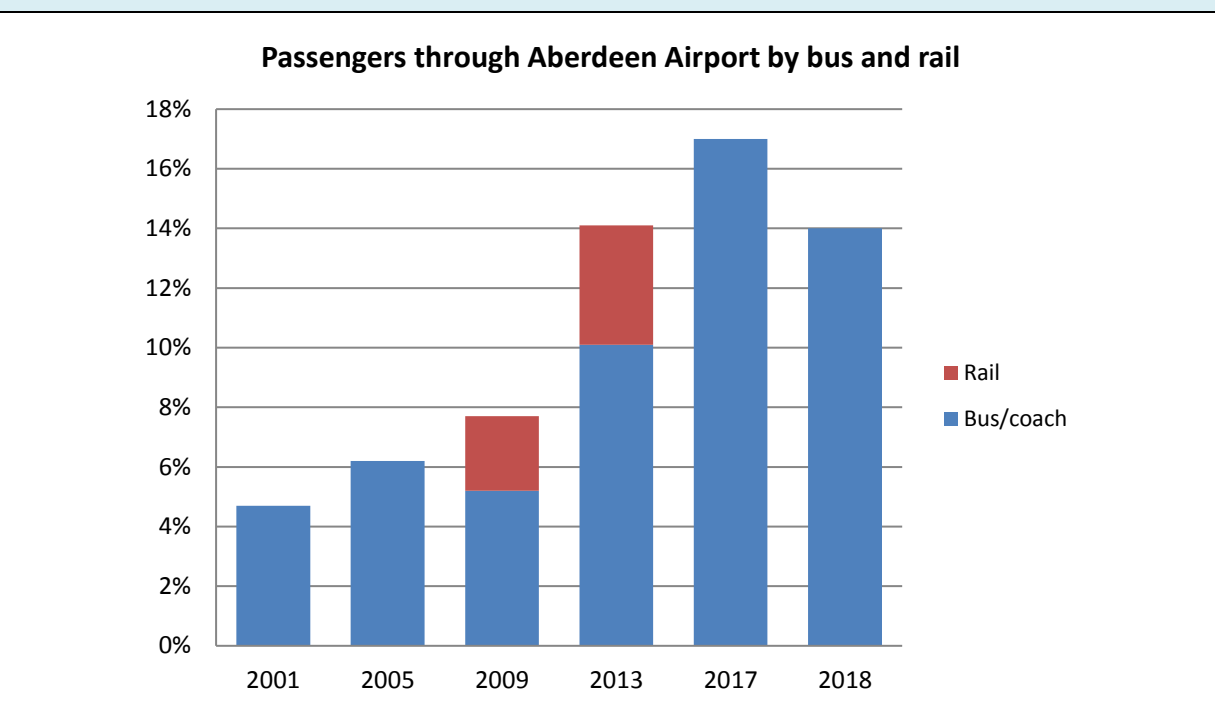
% change on 2007 baseline	Destinations: -9%	Countries: +20%
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Target 11: To increase the number of destinations served direct from Aberdeen International Airport to at least 50 by 2021.

Source: Aberdeen International Airport website, Spring 2019

Aberdeen International Airport currently (Spring 2019) has flights to 42 airports in 18 countries and is one of the best connected UK to UK airports with services to 20 other UK airports (including London connections). Whilst the number of countries served has seen an increase on the baseline, the number of unique destinations has had an overall decrease.

Indicator 12: Proportion of passengers through Aberdeen Airport using bus/rail.



Target 12: To increase the proportion of passengers accessing Aberdeen International Airport by public transport to at least 15% of passengers by 2021.

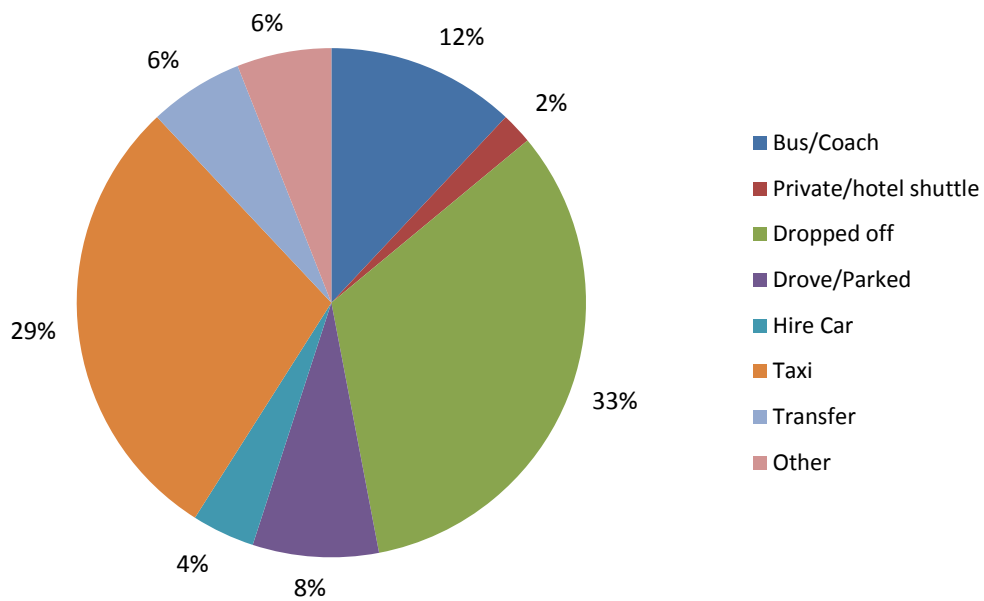
Source: AIAL surveys and Scottish Transport Statistics, 2014²

The Civil Aviation Authority undertakes passenger surveys at airports but the most recent update of this data in 2013, therefore surveys undertaken by Aberdeen Airport have been used, but use slightly different parameters. Surveys indicate that there has been significant modal shift towards public transport access at the airport from less than 5% in 2001 to over 14%. Loss of the shuttle bus between Dyce station and the airport is reflected in lower rail numbers in recent surveys.

In recent years, access to the airport by public transport has been significantly improved through the introduction of the Jet 727 service, providing a frequent link from Aberdeen. In 2019 the introduction of the 747 and 757 services allow a direct connection to Aberdeen Airport from Ellon, Newtonhill, Portlethen Stonehaven and Montrose by utilising the newly opened bypass.

² Data is collected by the CAA on a rolling basis. Scottish airports have not been included in the survey since 2013, so Aberdeen Airport surveys have been used for 2017 and 2018.

Mode Choice of Passengers through Aberdeen Airport, 2018



Source: Aberdeen International Airport Survey, 2018

nestrans | 2040

REGIONAL TRANSPORT STRATEGY
FOR THE NORTH EAST OF SCOTLAND
Draft for Consultation

August 2020



External air and sea connections (AS)

Desired outcomes

- AS (a) *Maintain and improve connections from the north east to key aviation hub airports.*
- AS (b) *A level playing field for the application of Air Passenger Duty at regional airports.*
- AS (c) *Increased range of connections and destinations available from Aberdeen Airport.*
- AS (d) *Continuation of Aberdeen as the key connection for northern isles ferry services.*

Policy Context

Aviation

10.140. Aberdeen Airport is key part of the transport infrastructure serving north east Scotland. The region has a very high propensity to fly, which is a reflection of longer distance to key markets and destinations, and the requirements of the oil and gas industry. There has always been a very high business element to Aberdeen International Airport's passenger base - many business travellers in the north east are reliant on connections to hub airports such as Heathrow. Despite recent challenges to aviation, these fundamentals will mean that the airport and the flight options provided from it, will continue to be an important part of the transport mix for the regional economy.

Aberdeen International Airport (Annual Passengers)
Source: Aberdeen Airport and Scottish Transport Statistics

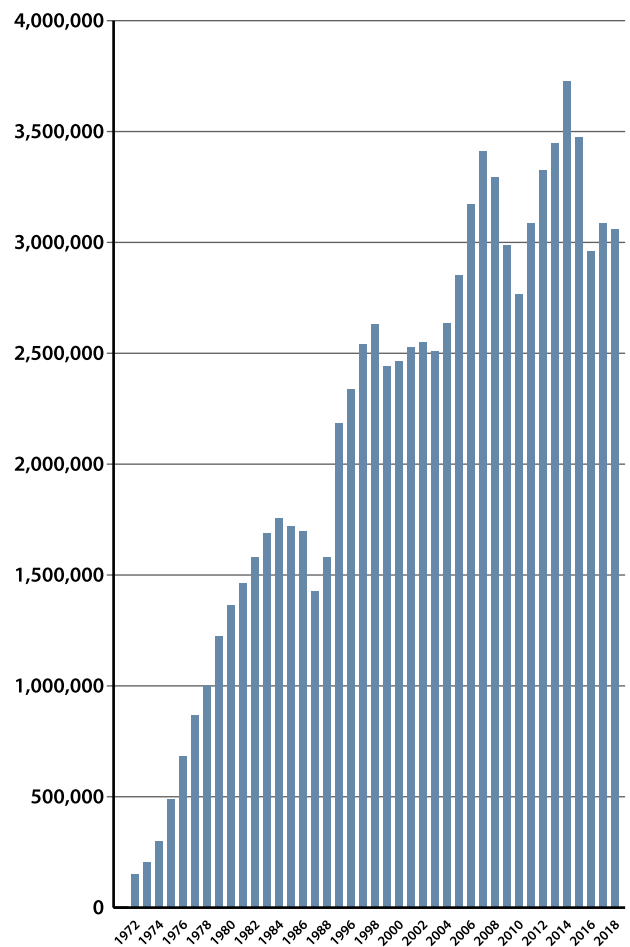


Figure 13: Airport Passenger Numbers, 1972 to 2018²⁴.

²⁴ Source: Nestrans Annual Monitoring Report

- 10.141. In 2018, 40% of all journeys were international, with around half of all journeys within the UK. The tourism industry is also a significant element of the business with aspirations that inward tourism to the region increases in the future, as set out in the Regional Economic Strategy. Around 12% of the airport's 3.1million passengers used helicopters to access offshore installations. Airport passenger figures have closely followed the levels of economic activity in the region, and in the past 10 years the airport has made an economic contribution of £52 million to the regional economy.
- 10.142. The aviation industry faces environmental challenges, and the Government's declaration of a Climate Emergency means that a balance will need to be found between reducing emissions, promotion of alternatives for internal trips within the UK, and promotion of the north east as a competitive place to live, work and invest. Reducing emissions from aircraft will need to be tackled by the industry both in terms of efficiencies and in technological advances. These are matters which cannot be addressed by Nestrans or indeed Aberdeen International Airport. The short-term impact of Covid-19 has been particularly severely felt by the global aviation industry, and it is likely that structural changes in the industry will be accelerated by the crisis in the short and medium term.
- 10.143. The airport will continue to be important for the connectivity of the region and to enable the regional development essential to support its long-term economic well-being.

Service and connections

- 10.144. It is important that we understand different markets and recognise which are key routes in terms of the Strategy's objectives. At present, these are seen to be:
- *Lifeline services, such as to the Northern Isles, will continue to be crucial as they provide access to health facilities as well as education, employment and trade;*
 - *Business flights to offshore oil and gas installation, both in terms of helicopter transport, fixed wing transfer via Shetland, and workers accessing Aberdeen to travel offshore;*
 - *Direct access to critical business destinations including London and Scandinavia, as well as key regional UK destinations;*
 - *Interlining opportunities through major hubs provide access to more distant markets such as the USA, Far East, Africa and South America which are unlikely to warrant direct flights from Aberdeen. Key hubs currently served are London Heathrow, Paris Charles de Gaulle and Amsterdam;*
 - *Leisure/tourism markets, particularly where opportunities exist for two-way demand including Poland, Germany, Netherlands and Scandinavia which can also open up city break and business opportunities; and*
 - *Holiday markets, which although predominantly seasonal, add to the desirability and liveability of the region and reduces leakage to competing airports such as Edinburgh, Glasgow and Manchester.*
- 10.145. The uneven playing field whereby some airports are effectively subsidised by being exempt from paying Air Passenger Duty has impacted on Aberdeen's ability to attract and retain some routes and this needs to be addressed by national Governments. Whilst acknowledging the requirement for Public Service Obligations to ensure lifeline routes are protected, others such as services to Amsterdam or Gatwick should not be being favoured when they are commercially operated.

Airport facilities

- 10.146. Facilities available at Aberdeen Airport have been upgraded in recent years and developments continue with the £20 million terminal transformation project set to complete

in 2020 that will see a 50% increase in the size of the terminal building. Improvements have already included additional baggage check areas, new retail opportunities and improved waiting lounges. The Aberdeen Airport Masterplan was approved in 2012 and has driven these changes including the already delivered runway extension and the recent terminal improvements.

Surface access to the Airport

- 10.147. The other key consideration for Nestrans in terms of the airport is the role of an Airport Surface Access Strategy. The opening of the AWPR and upgraded road network in and around Dyce have made a significant contribution to improving the attractiveness of Aberdeen Airport and have increased the catchment within an hour's drivetime to over 500,000 people. Public transport access however is less attractive. Despite rail improvements and new bus services directly to the terminal, just 14% of passengers currently arrive by public transport.
- 10.148. Nestrans wishes to work with Aberdeen International Airport and the operators of TECA/P&J Live, bus operators and others to produce an Airport Surface Access Strategy and develop a range of options for airport users. This should include targets for public transport access to the airport and include consideration of innovative or non-conventional links, along with options for rail enhancements and parking controls to encourage more sustainable travel and ensure that options are available for travellers coming from across the region. A Surface Access Strategy should also look at the role of and provision for taxis, pedestrians and cyclists as well as cars and public transport in getting both passengers and staff to the sites, bearing in mind its hours of operation.

Maritime

Infrastructure

- 10.149. The North East has a number of strategic harbours at Aberdeen, Peterhead, Fraserburgh and Macduff. Only Aberdeen Harbour currently caters for passenger ferries as well as providing berthing and handling facilities for freight, oil and gas and other sectors and is one of Scotland's key gateways. Peterhead is also identified as a key Scottish port in the Scottish Government's National Planning Framework 3 (NPF3), and in particular provides deep berth facilities for the offshore sector. Fraserburgh and Macduff harbours provide regionally important facilities for the fishing and other industries.
- 10.150. Substantial redevelopment at Peterhead Harbour has taken place in recent years and has included more than 800m of new quayside, deepening of the harbour and the opening of a new state-of-the-art fish market. The facilities at Peterhead also accommodate a number of cruise ship visits each year.
- 10.151. Fraserburgh Harbour Board also has significant plans for improvement and in 2019 published its Masterplan, setting out their ambitions for development and growth in order to overcome the capacity constraints that are currently experienced as well as constraints on operation resulting from the wave climate in the current harbour.
- 10.152. Construction is nearing completion on a £350 million development of Aberdeen South Harbour at Nigg Bay which is due to be completed in 2021. Identified as a National Development in NPF3, it will provide a step change in marine support facilities available in Scotland and significantly expand the capacity of Aberdeen Harbour as a whole, opening up previously untapped markets such as the cruise ship market. The opportunities that the cruise ship market can potentially bring will have significant transport implications, not

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LOCAL REVIEW BODY



191897/DPP– Review against refusal of planning permission for:

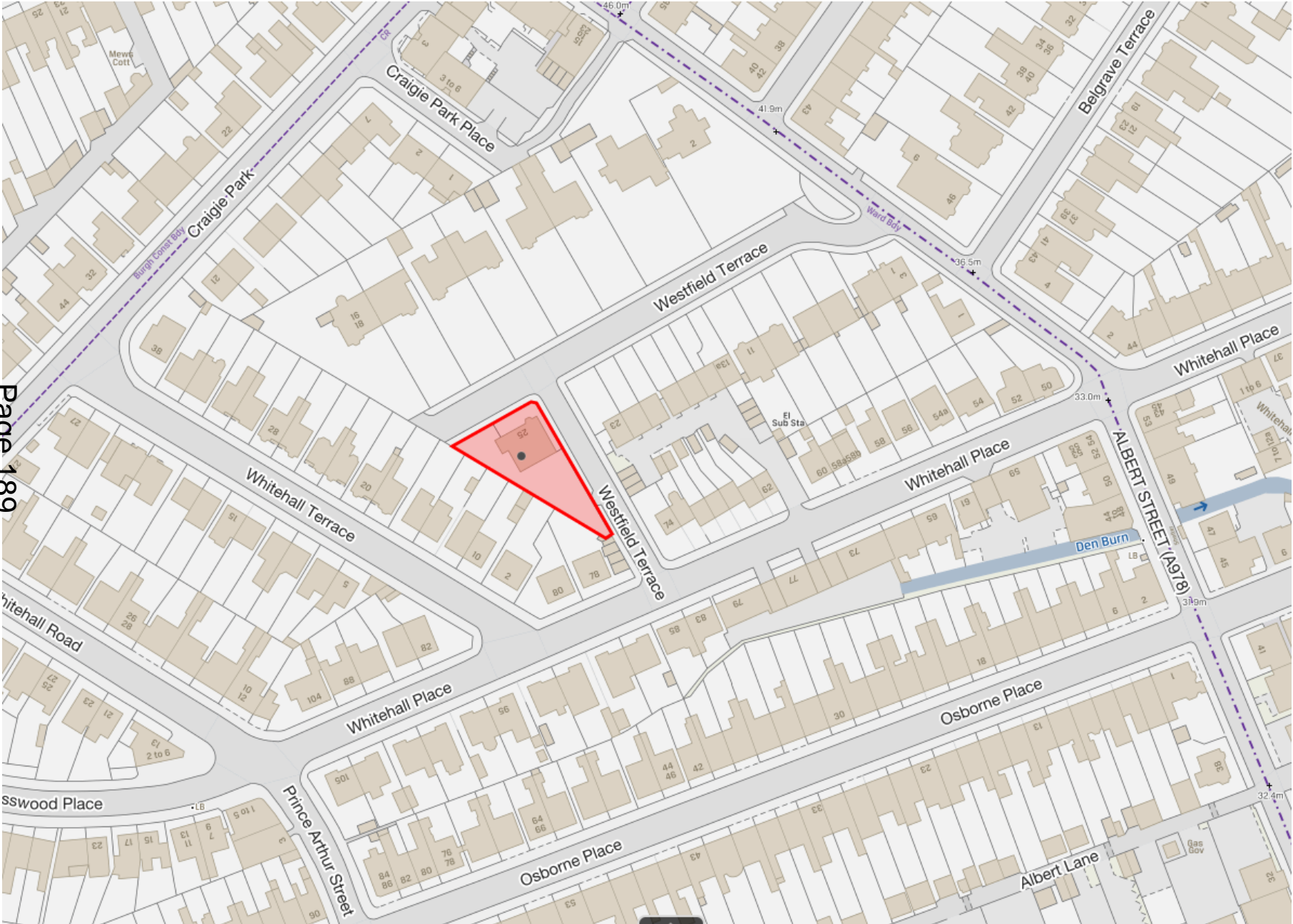
Erection of garage extension to side and front, and associated alterations to boundary wall and formation of hard surface access/driveway; and formation of 2 windows to rear

25 Westfield Terrace, Aberdeen

Location Plan



Location Plan



Location – Aerial Photo



Photo – front / East side

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Photo – front / West side



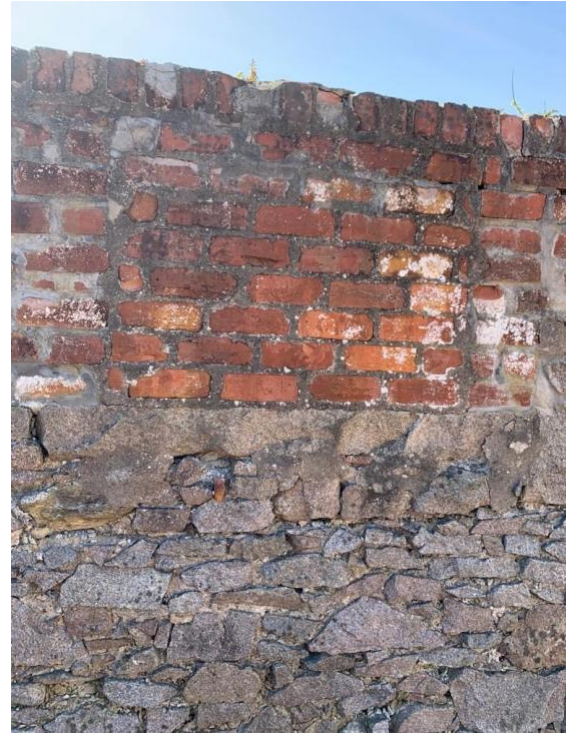
Photo – rear



Photo – area of proposed works



Photos – boundary wall



Photos – boundary wall

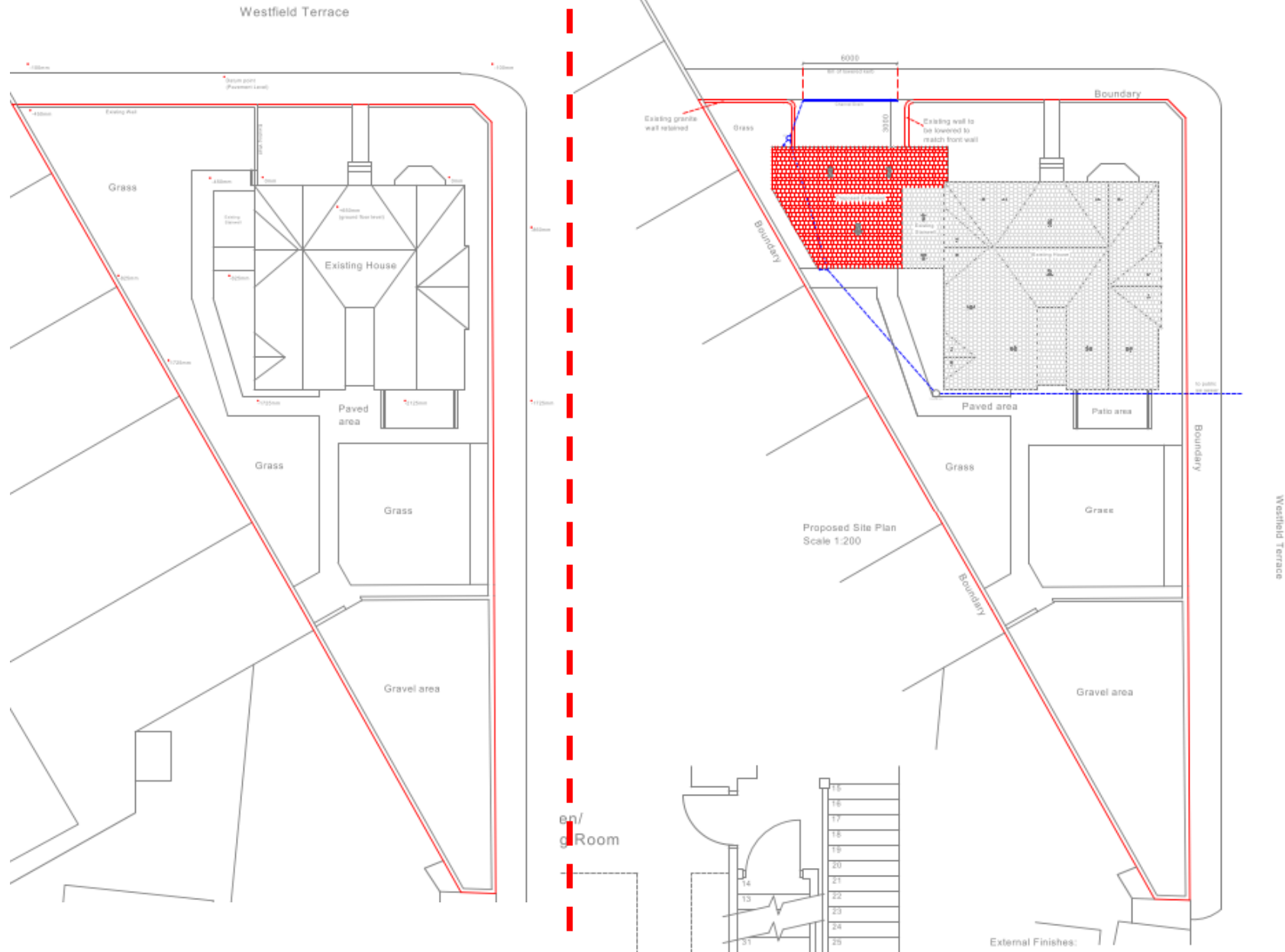
Page 196



Photos – boundary wall

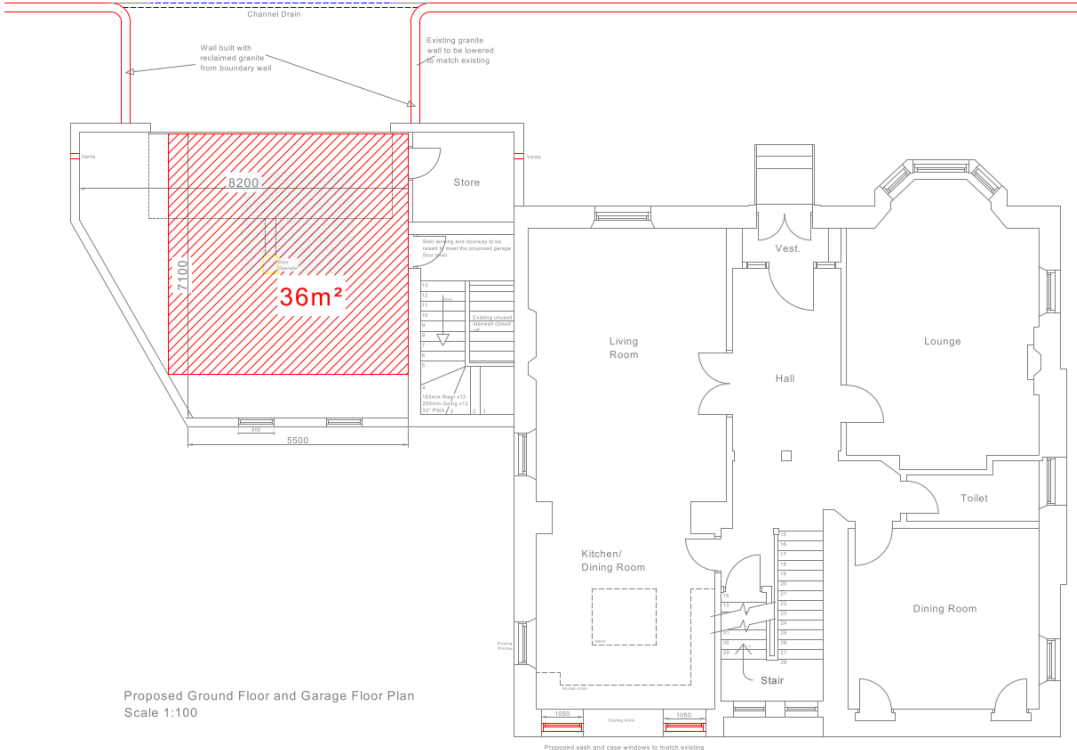
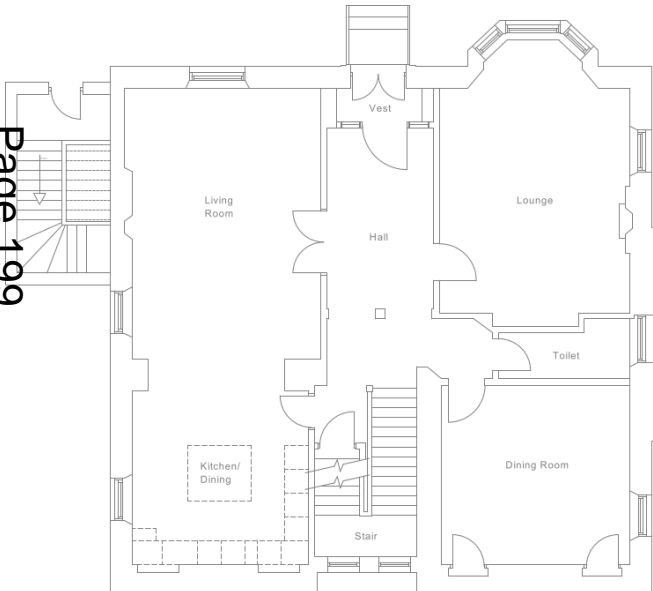


Existing and Proposed Site Plan



Existing & Proposed Ground Floor

Page 199

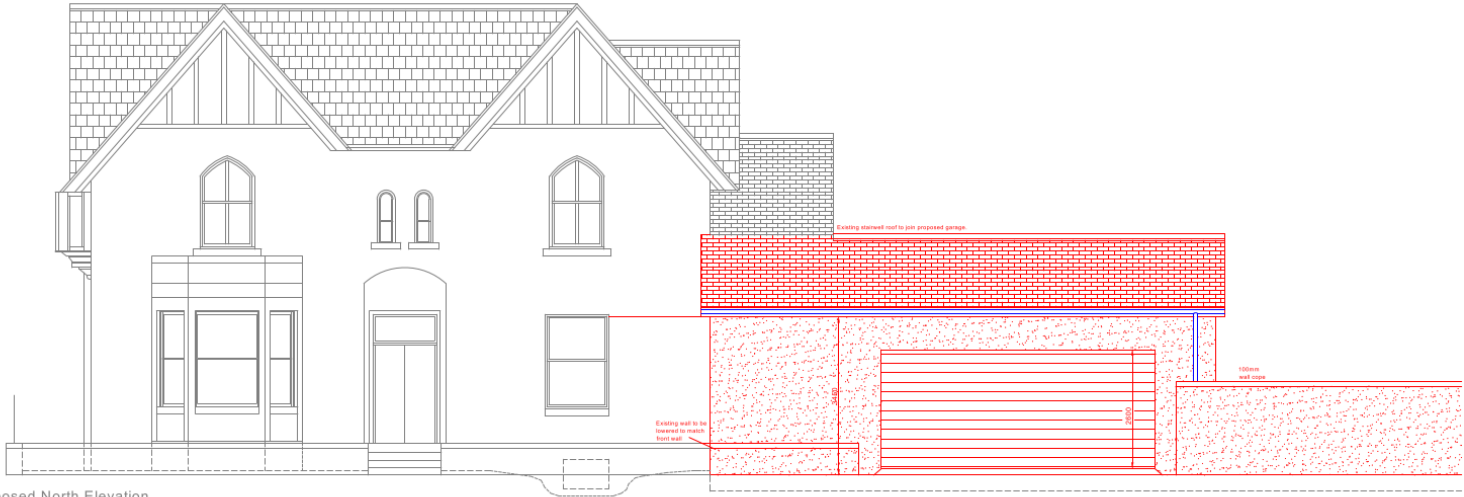
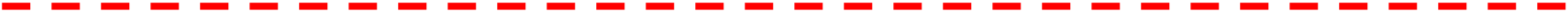


Proposed Ground Floor and Garage Floor Plan
Scale 1:100

Existing & Proposed Front Elevation



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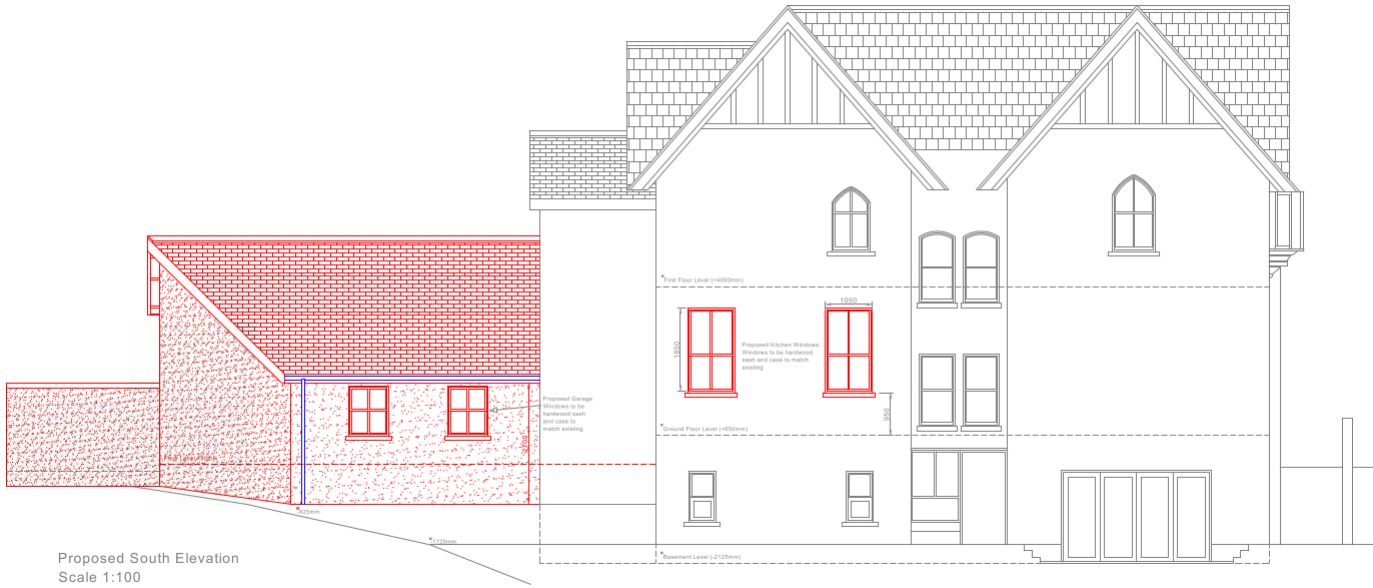
Proposed North Elevation
Scale 1:100

Existing & Proposed Rear Elevation

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Existing South Elevation
Scale 1:100



Proposed South Elevation
Scale 1:100

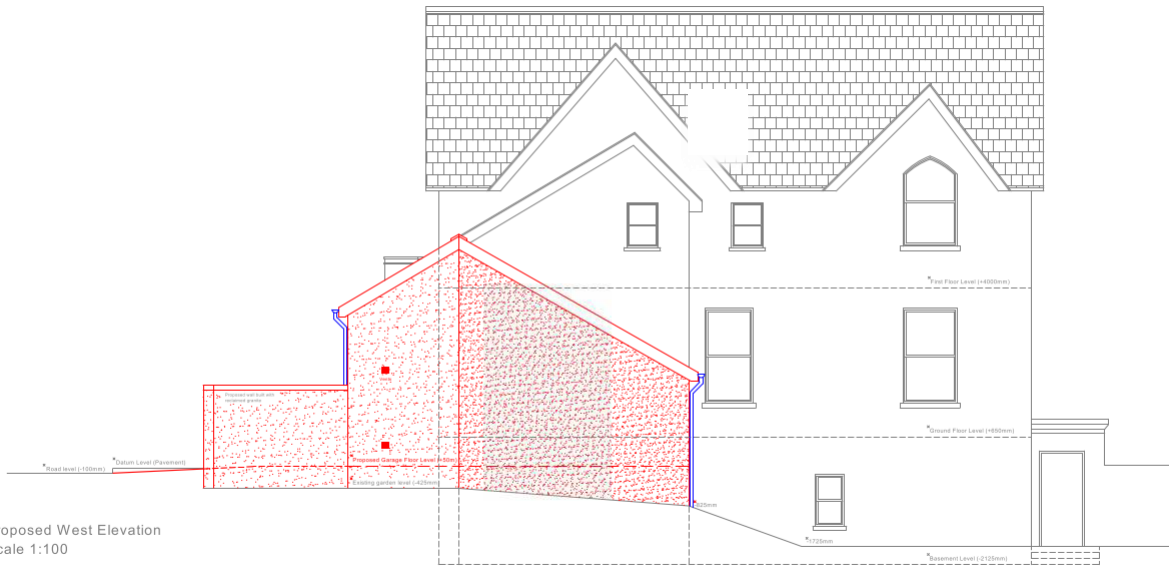
Existing & Proposed Side (E) Elevation



Existing & Proposed Side (W) Elevation

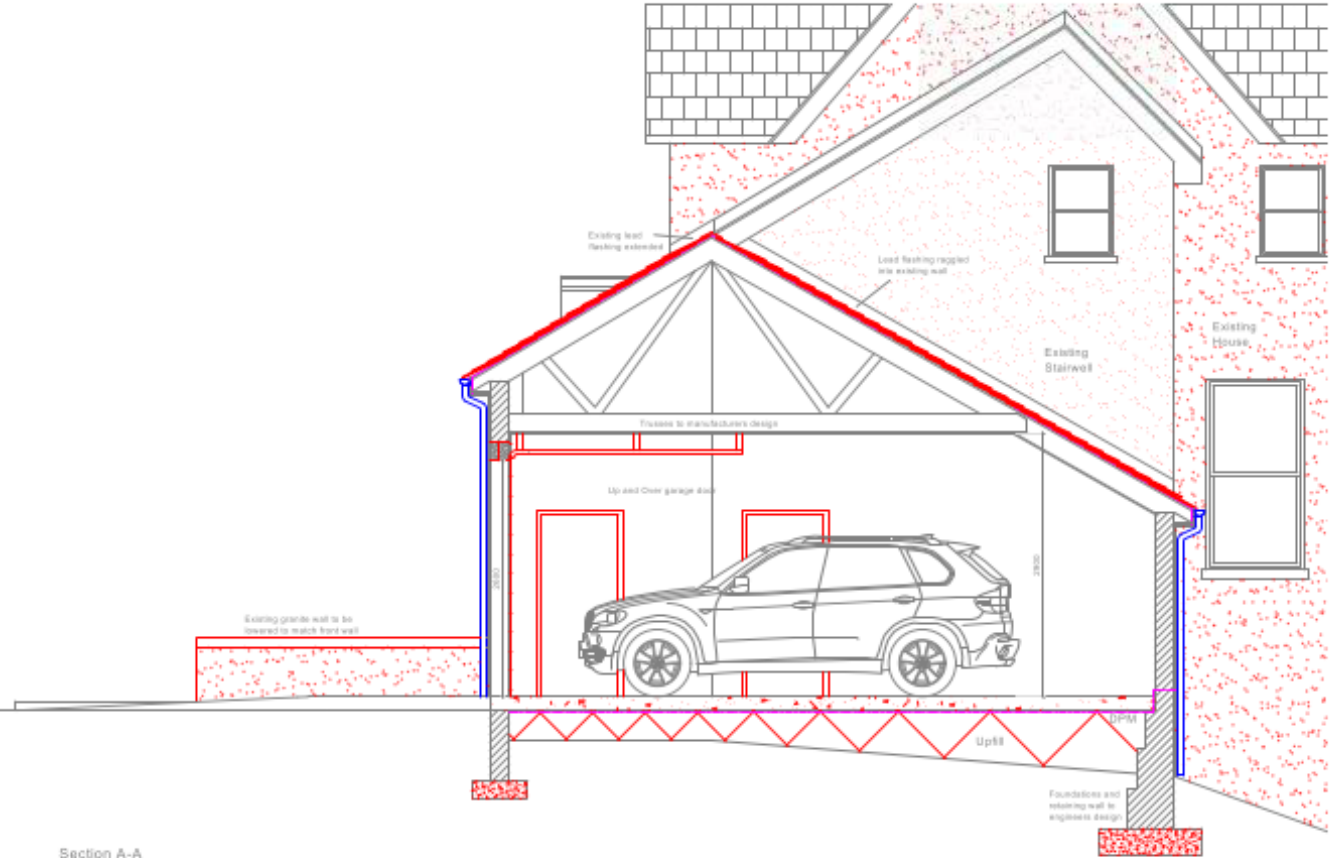


Existing West Elevation
Scale 1:100



Proposed West Elevation
Scale 1:100

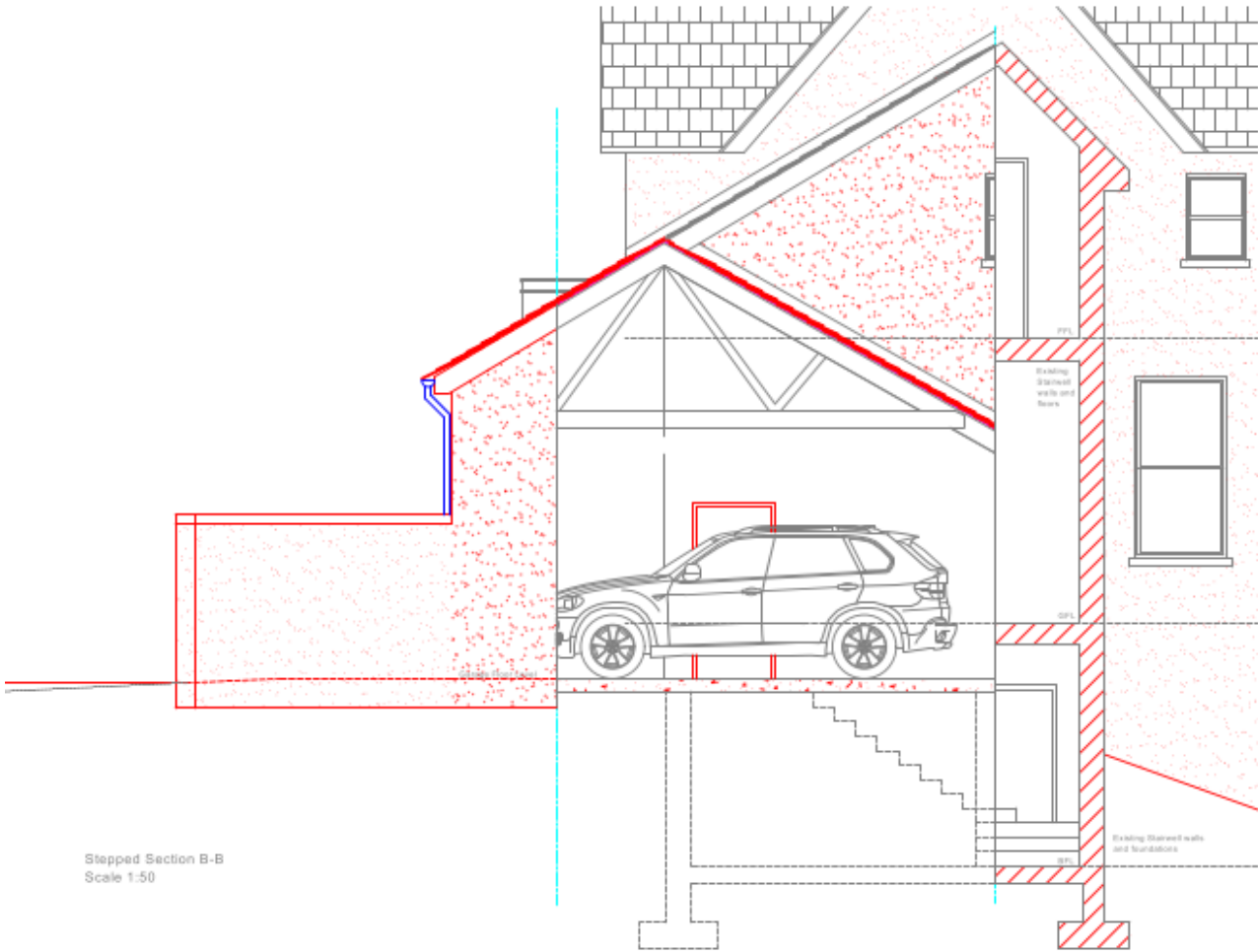
Proposed Cross Section 1



Section A-A
Scale 1:50

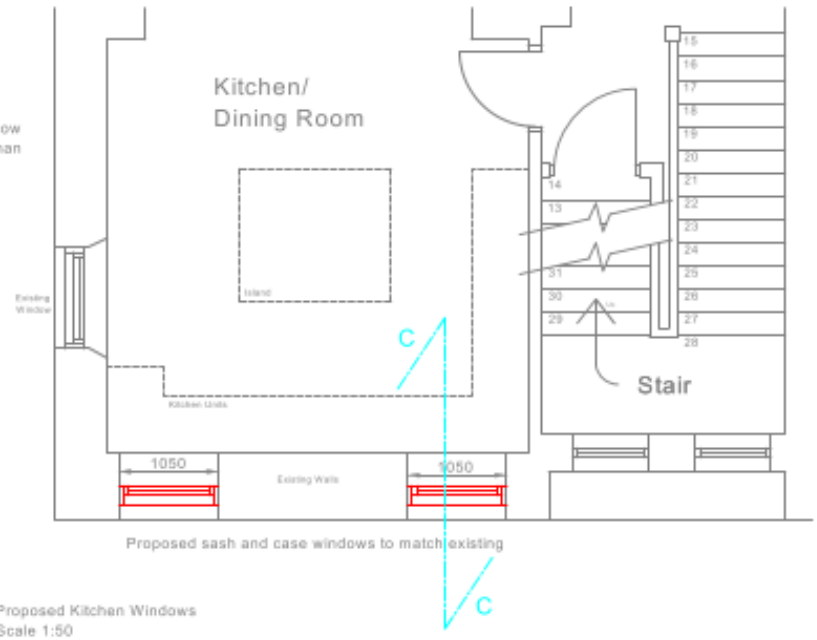
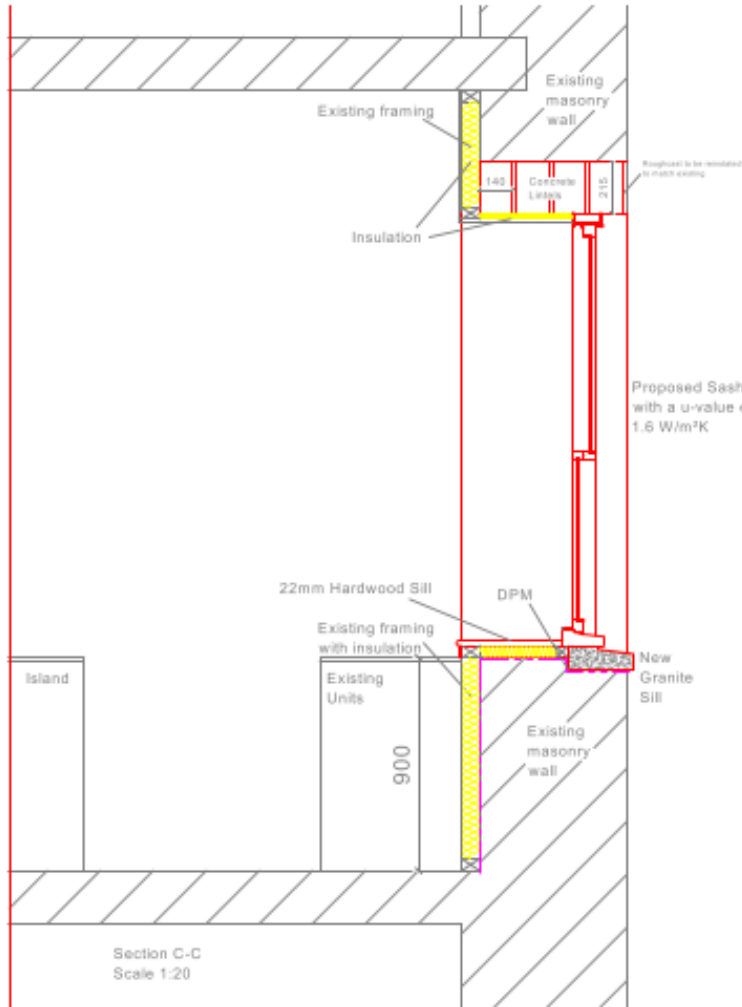
Proposed Cross Section 2

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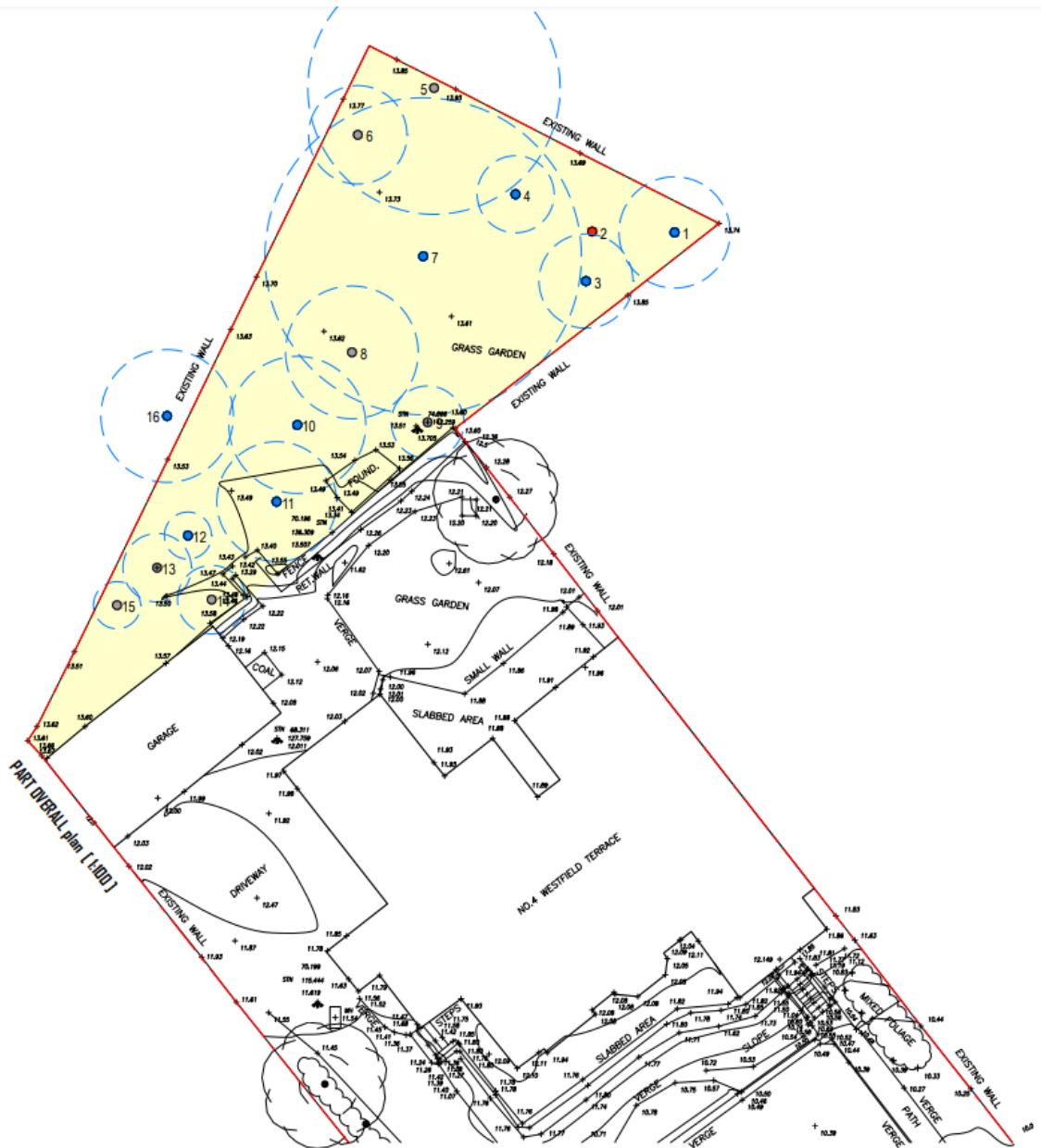


Stepped Section B-B
Scale 1:50

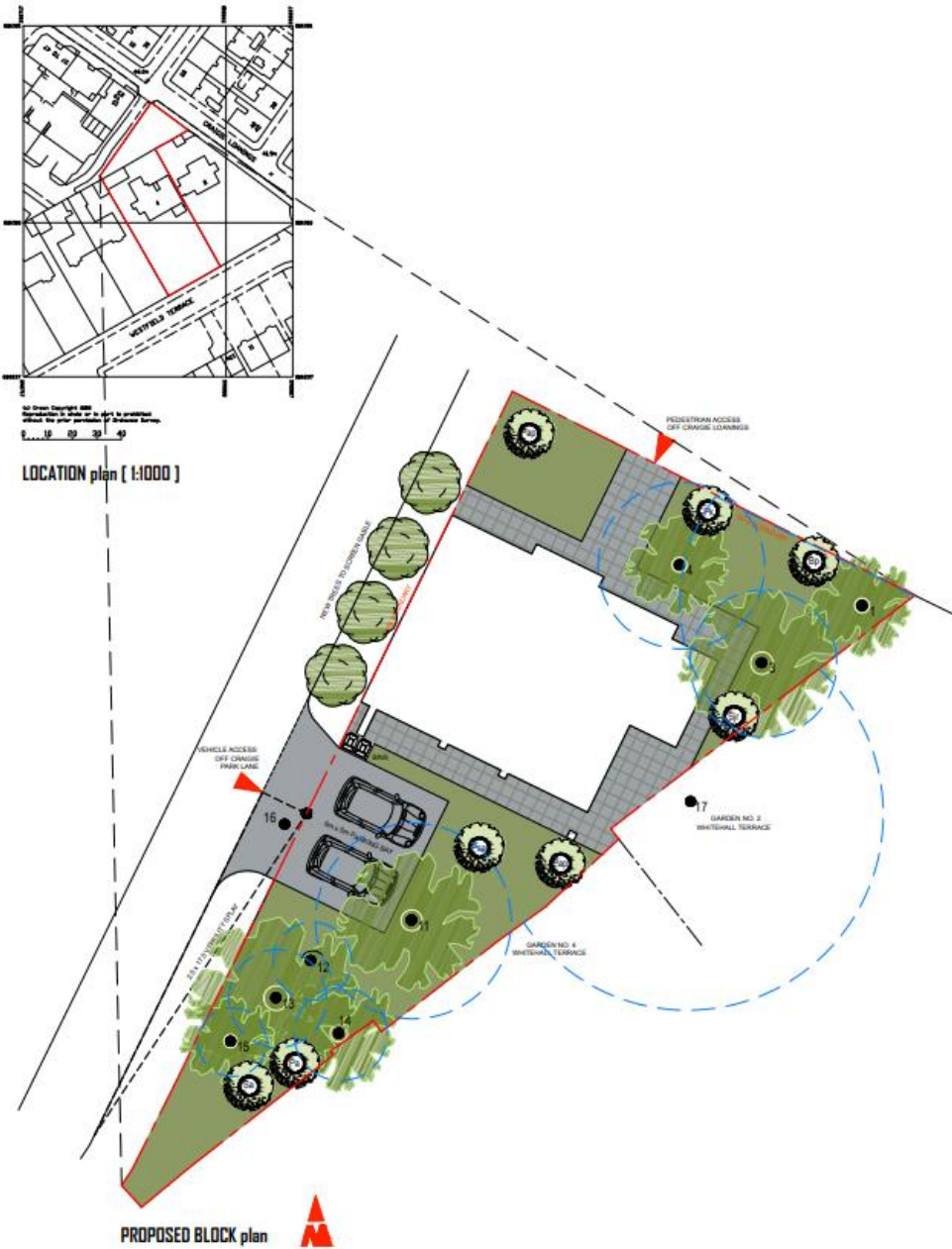
Window Cross Sections



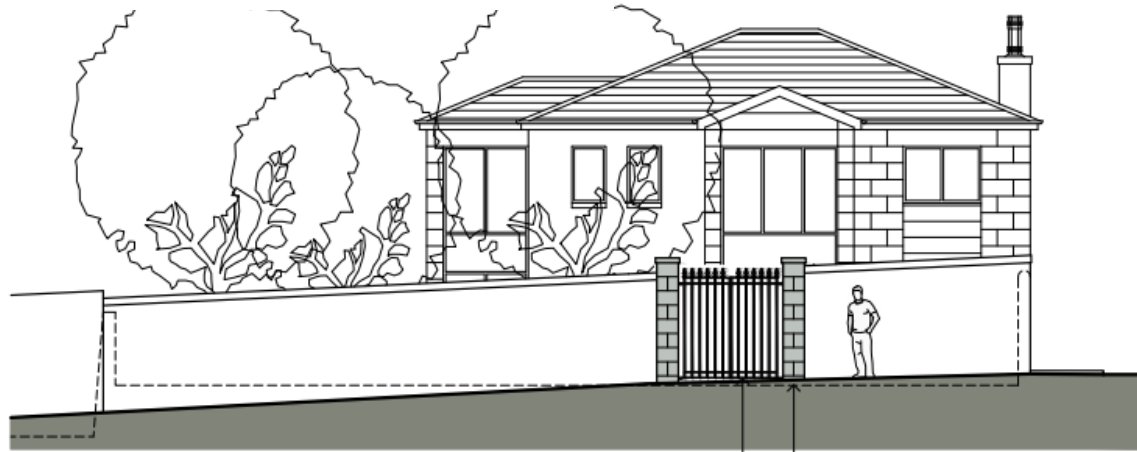
182053/DPP – 4 Westfield Terrace



182053/DPP – 4 Westfield Terrace



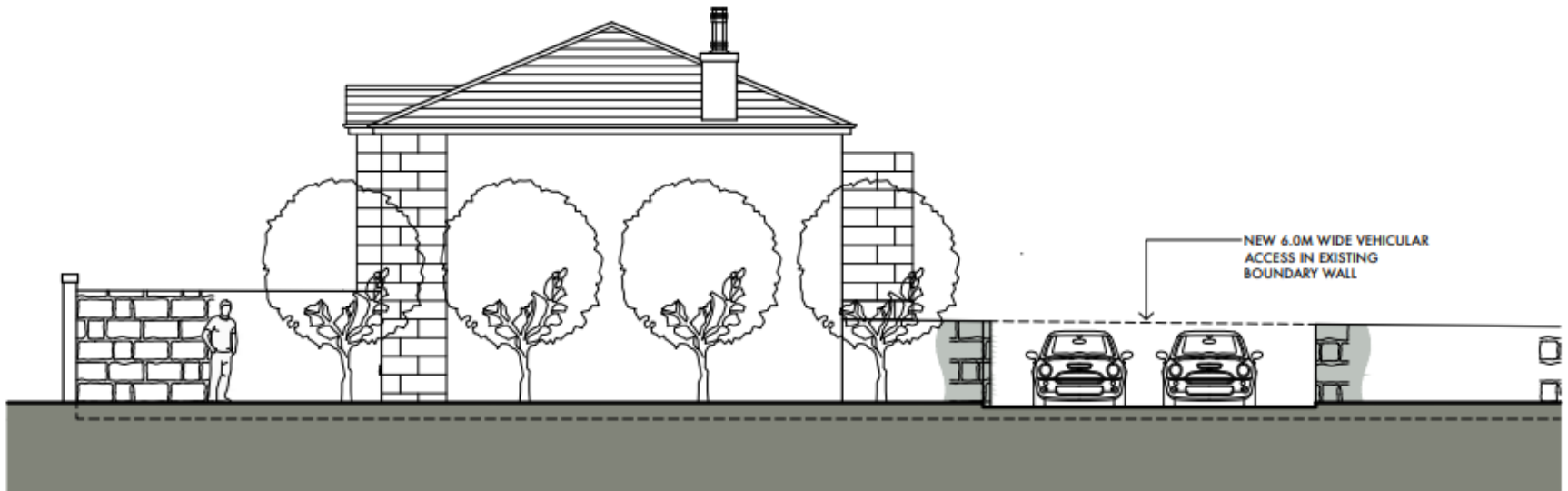
182053/DPP – 4 Westfield Terrace



PROPOSED NORTH EAST elevation [craigie loanings]

NEW GRANITE PIERS
EITHER SIDE OF NEW PEDESTRIAN
ENTRANCE GATE
WROUGHT IRON

Page 209



NEW 6.0M WIDE VEHICULAR
ACCESS IN EXISTING
BOUNDARY WALL

PROPOSED NORTH WEST elevation [craigie park lane]

Reasons for Decision

Stated in full in decision notice. Key points:

- Design, Scale & Impact on Conservation Area
 - Would detract from historic character of the building and its surroundings
 - Principally resulting from projection forward of principal elevation of dwelling
 - Excessive width also noted as unbalancing symmetry of elevation
 - Materials would not complement wet-dash render of dwelling
 - Proposal would result in the loss of a historic granite boundary wall, with limited re-use of downtakings proposed, contrary to policy D5 (Our Granite Heritage)
 - Would adversely affect special character and appearance of the Rosemount & Westburn CA, contrary to SPP, HEPS and policies D1, H1 and D4 of the ALDP, as well as equivalent policies in Proposed LDP, Householder SG, relevant HES 'Managing Change' publication and aims of Rosemount and Westburn CA Character Appraisal.

Impact on public safety

- Proportions of driveway area do not comply with 'Transport and Accessibility' SG
 - If parked at right angles to road (as recommended in SG for best visibility), cars would overhang footway
 - If parked parallel to road, driver visibility would be inadequate
- Excessive off-street parking
 - When considered in context of existing and previously approved parking
 - Notes also the availability of on-street parking
 - Conflict with 'Transport and Accessibility' SG and aims of policy T2 (Managing the Transport Impact of Development) of the ALDP

H1: Residential Areas

- Is this overdevelopment?
- Would it have an *'unacceptable impact on the character and amenity'* of the area?
- Would it result in the loss of open space?
- Does it comply with Supplementary Guidance?
(e.g. Householder Development Guide; Repair and Replacement of Windows and Doors; and Transport and Accessibility SG)

D1: Quality Placemaking by Design

All dev't must *“ensure high standards of design and have a strong and distinctive sense of place which is a result of context appraisal, detailed planning, quality architecture, craftsmanship and materials”*.

Proposals will be assessed against the following six essential qualities:

- Distinctive
- Welcoming
- Safe and pleasant
- Easy to move around
- Adaptable
- Resource-efficient

D4: Historic Environment

- ACC will '*protect, preserve and enhance*' the historic environment, in line with national and local policy and guidance
- High quality design that respects the character, appearance and setting of the historic environment, and protects the special architectural and historic interest of its LBs and CAs will be supported

Policy D5 (Our Granite Heritage)

Policy D5 - Our Granite Heritage

Throughout Aberdeen the Council seeks the retention and appropriate re-use, conversion and adaption of all granite features, structures and buildings, including setted streets, granite kerbs and granite boundary walls,

Proposals to demolish any granite building, structure or feature, partially or completely, that is listed or within a Conservation Area will not be granted Planning Permission, Conservation Area Consent and Listed Building Consent unless the Local Authority is satisfied that the proposal to demolish meets Historic Scotland's Scottish Historic Environment Policy (SHEP) test for demolition.

Where the retention and re-use of a granite feature, building or structure, in whole or part, is unviable then the visible re-use of as much of the original granite as is practically possible as a building material within the development site is required.

- ACC seeks the retention and appropriate re-use, conversion and adaptation of all granite features... Including granite kerbs and granite boundary walls
- Partial demolition of any granite building or structure within a CA will not be granted consent unless the planning authority is satisfied that the proposed demolition meets HES tests.
- Where the retention and re-use of a granite feature is not viable, then the visible re-use of as much granite as a building material will be required.

SG: Householder Development Guide

- Extensions should be architecturally compatible with original house and surrounding area (design, scale etc)
- Should not '*dominate or overwhelm*' original house. Should remain visually subservient.
- Extensions should not result in a situation where the amenity of neighbouring properties would be adversely affected (e.g. privacy, daylight, general amenity)
- Approvals pre-dating this guidance do not represent a 'precedent'

SG: Householder Development Guide

- The built footprint of a dwelling house as extended should not exceed twice that of the original dwelling.
- No more than 50% of the front or rear curtilage shall be covered by development.
- The maximum dimensions of any single-storey extension to a detached dwelling will be determined on a site-specific basis

Supplementary Guidance: Replacement Windows & Doors

- 4.8: New openings must be carefully located to avoid disruption to the characteristics of the surrounding external and internal context. Where the building forms part of a larger grouping, it may be necessary to consider the wider impact.
- Table at part 4 (extract below) indicates that new window openings generally not permissible on LBs and on the public elevation of unlisted buildings within a Conservation Area

Action	Listed Building	Unlisted Buildings in Conservation Area: Public Elevation
Use of traditional putty/modern butyl based putty/window beads	✓	✓
Replace original/historic frames with uPVC frames	X	X
New or widening existing openings – with exceptions	X	X
Through Astragals	✓	✓
Plant on / Sandwich Astragals	X	X
Visible Ventilators	X	X
Horns	X	X
Colours – consider uniformity with the street scene/building	✓	✓
Blocking up	See relevant section	See relevant section
Re-opening	See relevant section	See relevant section
Special cases – Industrial/institution/early modern metal/early casement	See relevant section	See relevant section

Scottish Planning Policy (SPP)

- Proposals in CAs should preserve or enhance the character and appearance of the CA. Proposals that do not harm the character or appearance should be treated as preserving it.

HES – Managing Change: Extensions

- *Must protect the character and appearance of the building*
- *Should be subordinate in scale and form*
- *Should be located on a secondary elevation*
- *Must be designed in a high-quality manner using appropriate materials*
- *Extensions that would unbalance a symmetrical elevation and threaten the original design concept should be avoided*
- *Where an extension is built beside a principal elevation it should generally be lower than, and set back behind, that facade.*

ROSEMOUNT & WESTBURN CA CHARACTER APPRAISAL

- Westfield Terrace lies within Character Area A (South of Rosemount Place)
- Properties on N side of Westfield Place category C listed and identified as making a strong contribution to Character Area A
- Identified negative factors include the use of lesser quality materials and design in development from 1980s/1990s
- The house at 25 Westfield Terr is specifically mentioned as being *“very different from all the others in this character area. A large, elevated detached property on the corner plot and painted white. There are very few trees in its surrounds, making it stand out further.”* Notes that it had recently been renovated to a house, having previously been a residential home.

Points for Consideration:

Zoning: Do members consider that the proposed works would adversely affect the character or amenity of the area, as set out in policy H1? Do the proposed alterations accord with the relevant SG, also tied to policy H1?

Historic Environment: Do members consider that the proposed works to preserve or enhance the character and amenity of the Conservation Area, as required by SPP, HESPS and policy D4 of the ALDP? Do the proposed demolitions/downtakings comply with policy D5 (Our Granite Heritage)?

Design: Is the proposal of sufficient design quality (D1), appropriate to its context?

1. Does the proposal comply with the Development Plan when considered as a whole?

2. Do other material considerations weigh for or against the proposal? Are they of sufficient weight to overcome any conflict with the Development Plan?

Decision – state clear reasons for decision

Conditions? (if approved – Planning Adviser can assist)

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 <p>ABERDEEN CITY COUNCIL</p>	<h2 style="margin: 0;">Strategic Place Planning</h2> <hr/> <p style="margin: 0;">Report of Handling</p>
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Site Address:	25 Westfield Terrace, Aberdeen, AB25 2RU,
Application Description:	Erection of garage extension to side and front, and associated alterations to boundary wall and formation of hard surface access/driveway; and formation of 2 windows to rear
Application Ref:	191897/DPP
Application Type:	Detailed Planning Permission
Application Date:	3 January 2020
Applicant:	Mr Ryan Scatterty
Ward:	Hazlehead/Ashley/Queens Cross
Community Council:	Queen's Cross and Harlaw
Case Officer:	Roy Brown

RECOMMENDATION

Refuse

APPLICATION BACKGROUND

Site Description

The application site comprises a late 19th century detached dwelling and its front and rear curtilage in a residential area.

The dwelling has a northwest facing principal elevation which is two storeys in form. Due to the slope of the site, its rear (south) elevation is three storeys in appearance. The dwelling has a 1½ storey extension to its east and 2.1m high granite boundary runs along part of the front boundary.

The property is located on a corner plot and both the principal and a side elevation front Westfield Terrace, with the principal elevation facing north west. The site is bounded to the southwest and south by residential properties. The application site is located within the Rosemount and Westburn Conservation Area.

Relevant Planning History

Planning permission was granted in October 2014 for the change of use of the site from a care home to dwellinghouse (Class 9) and for the erection of a garage at the south of the site. The construction of the garage was not implemented (Ref: P141173), but as the change of use has taken place, this permission is valid in perpetuity.

APPLICATION DESCRIPTION

Description of Proposal

Planning permission is sought for the erection of a single storey garage extension to the front and southwest (side) of the dwelling; and the formation of two openings in the rear elevation and installation of two timber framed sash and case windows.

The proposed extension would project forward of the principal elevation by c.2m. It would have an asymmetric gable roof with a maximum ridge height of c.5.6m and an eaves height on the principal elevation of c.3.5m and c.3m on the rear elevation. The extension would project c.11m to the southwest side of the original dwelling; would have a double garage door on the principal elevation; and would be finished in slate roofing tiles and grey roughcast.

An approximate 15m length of the granite boundary wall to the front of the dwelling would be altered/removed to facilitate the development. A c.7.5m wide opening would be formed in the northwest granite boundary wall; a c.2.2m high reclaimed granite wall and a c.1m high granite boundary wall would link the remaining boundary walls running to the front of the property with the garage.

The application has been amended since submission so that the extension would not extend to the front plot boundary but instead project 2m forward of the principal elevation. A c.3m long x c.7.5m wide bitmac driveway/hard surface access would be formed between the garage and public footway of Westfield Terrace and a granite boundary wall linking the garage to the front boundary wall would be included in the application.

Supporting Documents

All drawings and supporting documents can be viewed on the Council's website at:
<https://publicaccess.aberdeencity.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=Q2TPP2BZM6300>

Photographic Parking Survey (Prepared by the applicant)

Photographs of the front of the site to demonstrate that the level of parking in the area would not be adversely affected by the loss of on-street parking spaces.

Photographs of the Front Boundary Wall (Prepared by the applicant)

CONSULTATIONS

Queen's Cross and Harlaw Community Council – No response received.

Roads Development Management – Objection - The space between the footway and the proposed garage (bitmac area) should be a minimum of 6.0m or should be reduced to 1.0m, to avoid any vehicles parked overhang on the footway, which would be an offence. The proposal would be 3.0m and is therefore not acceptable.

The parking survey demonstrates that the loss of the two on-street parking spaces would not be detrimental.

Only one frontage footway crossing per property will be allowed, and therefore to form the new crossing at the front, the existing access at the rear should be removed and the applicant will be responsible for all the cost involved.

REPRESENTATIONS

None

MATERIAL CONSIDERATIONS

Legislative Requirements

Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 require that where,

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

National Planning Policy

Scottish Planning Policy (SPP)

Historic Environment Policy for Scotland (HEPS)

Aberdeen City and Shire Strategic Development Plan (2014) (SDP)

The purpose of the SDP is to set a spatial strategy for the future development of the Aberdeen City and Shire. The general objectives of the plan are promoting economic growth and sustainable economic development which will reduce carbon dioxide production, adapting to the effects of climate change, limiting the use of non-renewable resources, encouraging population growth, maintaining and improving the region's built, natural and cultural assets, promoting sustainable communities and improving accessibility.

From the 29 March 2019, the Strategic Development Plan 2014 will be beyond its five-year review period. In the light of this, for proposals which are regionally or strategically significant or give rise to cross boundary issues between Aberdeen City and Aberdeenshire, the presumption in favour of development that contributes to sustainable development will be a significant material consideration in line with Scottish Planning Policy 2014.

The Aberdeen City Local Development Plan 2017 will continue to be the primary document against which applications are considered. The Proposed Aberdeen City & Shire SDP may also be a material consideration. The Proposed SDP constitutes the settled view of the Strategic Development Planning Authority (and both partner Councils) as to what should be the final content of the next approved Strategic Development Plan. The Proposed SDP was submitted for Examination by Scottish Ministers in Spring 2019, and the Reporter has now reported back. The Scottish Ministers will consider the Reporter's Report and decide whether or not to approve or modify the Proposed SDP. The exact weight to be given to matters contained in the Proposed SDP in relation to specific applications will depend on whether –

- these matters have been subject to comment by the Reporter; and
- the relevance of these matters to the application under consideration.

Aberdeen Local Development Plan (ALDP) (2017)

Policy H1 – Residential Areas

Policy D1 - Quality Placemaking by Design

Policy D4 - Historic Environment

Policy D5 - Our Granite Heritage

Policy T2 – Managing the Transport Impact of Development

Proposed Aberdeen Local Development Plan (2020)

The Proposed Aberdeen Local Development Plan (Proposed ALDP) was approved at the Council meeting of 2 March 2020. The Proposed ALDP constitutes the Council's settled view as to what the final content of the next adopted ALDP should be, and is now a material consideration in the determination of planning applications. The Aberdeen Local Development Plan 2017 will continue to be the primary document against which applications are considered. The exact weight to be given to matters contained in the Proposed ALDP (including individual policies) in relation to specific applications will depend on whether –

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

The foregoing can only be assessed on a case by case basis. The following policies of the Proposed ALDP are of relevance in the assessment of this planning application:

Policy D1 - Quality Placemaking
 Policy D2 - Amenity
 Policy H1 - Residential Areas
 Policy D6 - Historic Environment
 Policy D7 - Granite Heritage
 Policy D8 – Windows and Doors
 Policy T2 – Sustainable Transport
 Policy T3 - Parking

Supplementary Guidance (SG)

Householder Development Guide (HDG)
 The Repair and Replacement of Windows and Doors
 Transport and Accessibility

Other Material Considerations

Managing Change in the Historic Environment: Extensions

EVALUATION

Aberdeen City and Shire Strategic Development Plan (SDP)

In terms of assessment against the Strategic Development Plan, due to the small scale of this proposal the proposed development is not considered to be strategic or regionally significant, or require consideration of cross-boundary issues and, therefore, does not require detailed consideration against the SDP.

Principle of Development

The application site is located in a residential area, under Policy H1 of the ALDP, and the proposal relates to householder development. Householder development would accord with this policy in principle if it does not constitute over development, adversely affect the character and amenity of the surrounding area, and it complies with the Supplementary Guidance. These issues are assessed in the below evaluation.

Design, Scale and Impact to the Conservation Area

Scottish Planning Policy states proposals for development within conservation areas which will impact on its appearance, character or setting, should preserve or enhance the character and appearance of the conservation area and that proposals that do not harm the character or appearance of the conservation area should be treated as preserving its character or appearance. Policy D4 – Historic Environment of the ALDP states that high quality design that respects the character, appearance and setting of the historic environment will be supported.

To determine the effect of the proposal on the character of the area it is necessary to assess it in the context of Policy D1 – Quality Placemaking by Design of the ALDP. This policy recognises that not all development will be of a scale that makes a significant placemaking impact but recognises that good design and detail adds to the attractiveness of the built environment.

Proposed Garage Extension

Managing Change in the Historic Environment: Extensions states that an addition or extension should play a subordinate role and should not overlay principal elevations. It states that where an extension *'is built beside a principal elevation it should generally be lower than, and set back behind, that façade.'* It also states that *'any extension that would unbalance a symmetrical*

elevation and threaten the original design concept should be avoided.' The HDG states that *'front extensions of any type should be of a scale and design which is complementary to, and consistent with, the original dwelling'*.

The HDG, as SG to the ALDP 2017, states that *'Proposals for extensions... should be architecturally compatible in design and scale with the original house and its surrounding area. Materials used should be complementary to the original building. Any extension or alteration proposed should not serve to overwhelm or dominate the original form or appearance of the dwelling and should be visually subservient in terms of height, mass and scale.'* Managing Change in the Historic Environment states that extensions must protect the character and appearance of the building and should be subordinate in scale and form.

In this instance, the proposed extension would project 2m forward of the principal elevation and would be c.11m in width. The proposed extension would directly conflict with Managing Change in the Historic Environment: Extensions as it would project forward of, and dominate the principal elevation and would adversely affect the architectural integrity and consistent unaltered original building line of the principal elevation of the property.

Not only would the extension project forward of the principal elevation but its c.11m width and projection from the side of the original building would unbalance the symmetrical appearance of the principal elevation in that the property currently has symmetrical features in terms of its gables, windows and centrally located entrance door. The extension would appear excessive and unbalance the original symmetrical design of the principal elevation on the streetscape, in direct conflict with Managing Change in the Historic Environment: Extensions.

Notwithstanding this property does not form part of any established building line, it nevertheless is located on a prominent corner of Westfield Terrace and contributes significantly to this part of the Rosemount Conservation Area. This is noted in the Rosemount and Westburn Conservation Area Appraisal, which recognises that the property stands out because it is very different from the others in the character area and there are very few trees in its surrounds which makes it stand out further. There are no garages forward of any of the principal elevations on the northeast-southwest running along Westfield Terrace and the majority of properties on the road are set back from the road and have extensive front gardens. This proposal would result in the removal of a historic granite boundary wall and would introduce built development significantly closer to the road than the current streetscape, which would detract from the established and original pattern of development in the surrounding area. Given the prominence of the property, the proposed extension would significantly adversely affect the architectural integrity of the original dwelling, and would significantly adversely affect the special character and appearance of the Conservation Area in this location.

The garage would be finished in slate roofing tiles, reflective of the original building, and would have timber framed sash and case windows. However, the finishing materials of the walls, 'grey' roughcast would not complement the wetdash colour of the original dwelling, in conflict with the Supplementary Guidance: The Householder Development Guide. The original dwelling has well-crafted architectural details and features, particularly on the public facing principal and north east elevations in terms of the window proportions, the quality of detail in the front bay window and the turret features on the northeast elevation. The proposed garage would not be of a corresponding standard of design to that of the original dwelling. Policy D1 notes that standards of design can be considered by their architectural quality, craftsmanship and materials. The conventional modern design of the garage and absence of complementary or sympathetic detailing, particularly on its principal elevation, would detract from the special historic architectural qualities and detailing of the principal elevation of the original dwelling.

It is recognised that the height of the extension would be subservient to the original dwelling. It

also recognised that the extension would not result in the footprint of the dwelling being doubled, as the footprint of the dwelling as extended would be 141% that of the original dwelling and less than 50% of the front and rear garden ground would be covered by development, in compliance with the HDG and thus would not necessarily constitute overdevelopment in terms of ground built upon and the intensity of use of the site, in compliance with Policy H1 – Residential Areas of the ALDP.

It is also noted that there is an existing stair tower extension on the southwest elevation. Nevertheless, the existing extension is set back from and does not compromise the principal elevation, it is partially screened by the boundary wall and its project to the side of the original building is just 2.6m. For the reasons stated above, the proposed extension would not be architecturally compatible in design, siting and scale with the original building and the surrounding area, and would significantly unbalance and overwhelm the principal elevation. The proposal would significantly adversely affect the character and appearance of the Rosemount and Westburn Conservation Area, in conflict with the national and local policies concerning design and the historic environment.

Loss of Granite Boundary Wall

Policy D5 – Our Granite Heritage of the adopted ALDP states that throughout Aberdeen, the Council seeks the retention and appropriate re-use, conversion and adaption of all granite features including granite boundary walls. It states that proposals to demolish any granite feature, partially or completely, within a Conservation Area will not be granted Planning Permission, and where the retention and re-use of a granite feature is unviable then the visible re-use of as much of the original granite as is practically possible as a building material within the development site is required.

In this instance, the proposal would remove a c.14m length of the c.2m high granite boundary walls to the front of the property in order to facilitate the garage, and would result in a c.7.5m wide opening where the garden is currently fully enclosed. It is recognised that some walls would be reconstructed on both sides of the garage door. Nevertheless, the approximate net volume of material which would be removed/lost would equal c.7 cubic metres and the net-loss in terms of area of wall visible from the streetscape would equal c.18sqm.

Photographs of the wall have been submitted to demonstrate that the wall is not of a significant quality. The granite boundary wall is primarily made of random granite and is finished with render on its public elevations. Notwithstanding the boundary wall is finished in render, it is nevertheless fabric which contributes to the character and appearance of the Conservation Area, the c.2m high boundary wall and resulting sense of enclosure is a part of the original boundary layout of this property and its setting within the streetscape. The formation of the substantial opening and loss of granite would detract from the original boundary layout of the property and the surrounding area. The removal of the granite boundary walls and the net-loss of original granite would detract from the character and appearance of the Conservation Area, in conflict with Policies D4 – Historic Environment and D5 – Our Granite Heritage of the adopted ALDP; and the principles of SPP and HEPS.

The Proposed Window Opening and Proposed Timber Framed Sash-and-Case Windows

The Supplementary Guidance: 'The Repair and Replacement of Windows and Doors' states with respect to new window openings that they must be carefully located to avoid disruption to the characteristics of the surrounding external context. Notwithstanding the proposed openings would be publicly visible, and the windows would only be on the rear gables and result in a degree of unbalance, they would nevertheless align with the windows above and below, this elevation does not currently have a completely symmetrical design given the presence of the patio doors on one side of the elevation and they would be located on the secondary rear elevation. The proposed openings would therefore be compatible with the architectural integrity of the original dwelling.

The proposed windows would be compatible with the historic age and character of the original dwelling in terms of their two-over-two sash and case design and opening method; timber framing materials; their stepped in profile; the absence of visible trickle ventilators mounted to the frames and in terms of the width of the frames. The proposed windows would be compatible with the original building and the character and appearance of the conservation area, and would comply with the Supplementary Guidance: 'The Repair and Replacement of Windows and Doors' and Managing Change in the Historic Environment: Windows Guidance.

Parking to the Front of the Property

The Supplementary Guidance: 'Transport and Accessibility' also states that *'the conversion of front gardens for car parking will only be permitted where rear garden parking is not an option; there are no implications for road safety; and on-street parking is not readily available in the vicinity.'*

It states that consent *'will not be granted where the property has a rear garden area, suitable for parking, which is accessible from a rear lane or side street'*. In this instance, the application site has an existing rear parking area with an existing opening directly onto the street and there is existing permission for the erection of a garage on the rear of the site as part of the planning application with ref: P141173). As that permission been partly implemented, the permission for that garage remains in perpetuity. Because of the existing parking provision at the rear and the proposal would introduce a parking area at the front of the property, it would conflict with the 'Transport and Accessibility' Supplementary Guidance. The proposal would conflict with this SG in that it would introduce a second footway crossing for the property. There are number of other outbuildings fronting the north-south orientated Westfield Terrace and historical maps show that the rear curtilage also had garages at the southern end of the site fronting the road. The proposal would detract from the established and historical pattern of development of the surrounding area by introducing a garage on the east-west orientated Westfield Terrace.

With respect to road safety, the 'Transport and Accessibility' SG states that *'driveways in existing houses must be at least 5m in length'*. This is to ensure that if any car parks on this area of hard surface, there will be sufficient space for it to facilitate the car without the car overhanging the footway, which would be an offence, and in the interests of pedestrian safety. The Supplementary Guidance: 'Transport and Accessibility' states that *'vehicles that overhang the footway cause a safety hazard to pedestrians, especially young children and those with a disability.'* The proposal would introduce a hard surface/driveway between the road and the principal elevation of the garage which would be only c.3m long. The 3m length of the hard surface/driveway would be an insufficient length to facilitate a car without overhanging the footway. This would be detrimental to the safety of pedestrians using the footway, particularly young children and those with a disability. Roads Development Management have objected to this application due to the length of the proposed driveway.

The 'Transport and Accessibility' SG states that *'a driveway should meet the public road at right angles and a vehicle should be able to enter and exit the driveway at right angles to the road so that a driver can see clearly in both directions without having to turn round excessively.'* Due to the c.7.5m width of the access width, it is possible that cars could be parked parallel to the road, which would be detrimental to visibility, and thus road safety, and would conflict with the Transport and Accessibility SG.

There is also available on-street parking provision given that the street is located within the Controlled Parking Zone (CPZ).

Given rear garden parking is an option for the site; the proposed front garden parking provision

would adversely affect road safety; and on-street parking is available in the vicinity, the conversion of the front garden for parking would conflict with the Supplementary Guidance: 'Transport and Accessibility' and would be unacceptable. Furthermore, given its inner city location (as defined in the Supplementary Guidance: 'Transport and Accessibility') and thus accessibility to public transportation, it can further be noted that the parking standards in 'Transport and Accessibility' SG for new dwellings in this location would be a maximum of 1.5 allocated spaces per dwelling. The formation of two parking spaces in the garage at the front of the property, in addition to at least two further spaces and a garage at the rear of the dwelling would be somewhat excessive for its inner city location, and would be contrary to the aims of Policy T2 – Managing the Transport Impact of Development of the ALDP in terms of encouraging sustainable and active travel.

It can be noted that the hard surface/driveway would, however, have suitable drainage between the curtilage and the public footway, to prevent water discharging onto the road, in compliance with this SG. The loss of the two on-street parking spaces to facilitate the development would also not be significantly detrimental to the surrounding area, given the availability of parking on the street.

Amenity

Calculations using the 45-degree rules in the HDG show that due to the orientation of the extension relative to the adjacent properties and their curtilage, the distance from the boundary and the height of the extension, the proposal would have a negligible impact to the level of sunlight afforded to the adjacent properties. Notwithstanding the issues raised under the other headings, the proposed extension and windows would have a negligible impact to the existing level of residential amenity afforded to the surrounding residential properties with respect to privacy, sunlight and background daylight, in accordance with Policies H1 and D1 of the ALDP, and the SG.

Proposed Aberdeen Local Development Plan

In relation to this particular application, the proposed windows would accord with the aims of Policy D8 – Windows and Doors of the Proposed ALDP in that they would be compatible in design, proportions, materials and opening method with the historic architectural character of the original building and the character and appearance of the Rosemount and Westburn Conservation Area.

However, otherwise the relevant policies in the Proposed Aberdeen Local Development Plan 2020 (Proposed ALDP) substantively reiterate those in the adopted Local Development Plan. The proposal would be unacceptable in terms of both Plans for the reasons previously given.

RECOMMENDATION

Refuse

REASON FOR RECOMMENDATION

Design, Scale and Impact to the Conservation Area

The proposed garage would significantly detract from the special historic character of the original building and the surrounding area in terms of its design, siting, proportions, massing and scale. This is primarily because of its projection forward of the principal elevation of the original dwelling which would dominate the principal elevation and would not be compatible with the established pattern of development on the streetscape; its excessive width which would unbalance the symmetry of the principal elevation; and the finishing material of the walls of the extension would not complement the wet dash render walls of the original building. The formation of the large opening in the original boundary wall, and the formation of a parking area at the front of the

property would detract from the established pattern of development and the character of the surrounding area.

The proposal would result in the loss of a historic granite boundary wall, and would re-use an insufficient volume of granite down-takings, in conflict with Policy D5 – Our Granite Heritage of the adopted Aberdeen Local Development Plan and Policy D7 – Granite Heritage of the Proposed Aberdeen Local Development Plan 2020.

The proposal would therefore adversely affect the special character and appearance of the Rosemount and Westburn Conservation Area. The proposal would therefore conflict with Scottish Planning Policy; Historic Environment Policy for Scotland; Policies D1 – Quality Placemaking by Design, H1 – Residential Areas and D4 – Historic Environment of the adopted Aberdeen Local Development Plan 2017; Policies D1 – Quality Placemaking, H1 – Residential Areas, D6 – Historic Environment of the Proposed Aberdeen Local Development Plan; the Supplementary Guidance: ‘The Householder Development Guide’; Managing Change in the Historic Environment: Extensions; and the aims of the Rosemount and Westburn Conservation Area Character Appraisal.

Impact to Public Safety

The proposed 3m long and 7.5m wide driveway/hard surface would adversely affect road safety and would directly conflict with the Supplementary Guidance: ‘Transport and Accessibility’ in that if cars were parked perpendicularly to the road they would overhang the footways, and if they were parked at a parallel to the road, it would not be possible for the driver to be able to see adequately, both to the detriment of the safety of pedestrians using the public footway, especially young children and those with a disability. The negative impact to the safe function of the local transport network would conflict with Policy T2 – Managing the Transport Impact of Development of the adopted Aberdeen Local Development Plan 2017 and Policy T2 – Sustainable Transport of the Proposed Aberdeen Local Development Plan 2020.

Parking

In addition to the negative impact to character and appearance of the surrounding area which would result from the proposed parking provision at the front of the property, given the inner city location of the site, the availability of on-street parking provision in the surrounding area and the existing and approved parking provision at the rear of the site, the proposed parking provision at the front of the property would be excessive, would conflict with the Supplementary Guidance: ‘Transport and Accessibility’, and the aims of Policy T2 – Managing the Transport Impact of Development of the adopted Aberdeen Local Development Plan 2017, and Policies T2 – Sustainable Transport and T3 – Parking of the Proposed Aberdeen Local Development Plan 2020 in terms of encouraging sustainable and active travel.

There are no material planning considerations that warrant the grant of planning permission in this instance.

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Marischal College Planning & Sustainable Development Business Hub 4, Ground Floor North Broad Street Aberdeen AB10 1AB Tel: 01224 523 470 Fax: 01224 636 181 Email: pi@aberdeencity.gov.uk

Applications cannot be validated until all the necessary documentation has been submitted and the required fee has been paid.

Thank you for completing this application form:

ONLINE REFERENCE 100220953-001

The online reference is the unique reference for your online form only. The Planning Authority will allocate an Application Number when your form is validated. Please quote this reference if you need to contact the planning Authority about this application.

Description of Proposal

Please describe accurately the work proposed: * (Max 500 characters)

Erection of a two car garage which will be attached to the existing house and will be accessed through the basement level via the existing disused stairwell. Two sash and case windows are also proposed for the existing kitchen.

Has the work already been started and/ or completed? *

No Yes - Started Yes – Completed

Applicant or Agent Details

Are you an applicant or an agent? * (An agent is an architect, consultant or someone else acting on behalf of the applicant in connection with this application)

Applicant Agent

Agent Details

Please enter Agent details

Company/Organisation:	Lovie Construction Ltd		
Ref. Number:		You must enter a Building Name or Number, or both: *	
First Name: *	James	Building Name:	Construction House
Last Name: *	Lovie	Building Number:	
Telephone Number: *	01771653771	Address 1 (Street): *	New Pitsligo
Extension Number:		Address 2:	
Mobile Number:		Town/City: *	Fraserburgh
Fax Number:		Country: *	Scotland
		Postcode: *	AB43 6PS
Email Address: *	jamesak@lovieconstruction.co.uk		

Is the applicant an individual or an organisation/corporate entity? *

Individual Organisation/Corporate entity

Applicant Details

Please enter Applicant details

Title:	Mr	You must enter a Building Name or Number, or both: *	
Other Title:		Building Name:	
First Name: *	Ryan	Building Number:	25
Last Name: *	Scatterly	Address 1 (Street): *	Westfield Terrace
Company/Organisation		Address 2:	
Telephone Number: *		Town/City: *	Aberdeen
Extension Number:		Country: *	Scotland
Mobile Number:		Postcode: *	AB25 2RU
Fax Number:			
Email Address: *			

Site Address Details

Planning Authority:

Aberdeen City Council

Full postal address of the site (including postcode where available):

Address 1:

25 WESTFIELD TERRACE

Address 2:

Address 3:

Address 4:

Address 5:

Town/City/Settlement:

ABERDEEN

Post Code:

AB25 2RU

Please identify/describe the location of the site or sites

Northing

806215

Easting

392736

Pre-Application Discussion

Have you discussed your proposal with the planning authority? *

Yes No

Trees

Are there any trees on or adjacent to the application site? *

Yes No

If yes, please mark on your drawings any trees, known protected trees and their canopy spread close to the proposal site and indicate if any are to be cut back or felled.

Access and Parking

Are you proposing a new or altered vehicle access to or from a public road? *

Yes No

If yes, please describe and show on your drawings the position of any existing, altered or new access points, highlighting the changes you proposed to make. You should also show existing footpaths and note if there will be any impact on these.

How many vehicle parking spaces (garaging and open parking) currently exist on the application site? *

0

How many vehicle parking spaces (garaging and open parking) do you propose on the site (i.e. the total of existing and any new spaces or a reduced number of spaces)? *

2

Please show on your drawings the position of existing and proposed parking spaces and identify if these are for the use of particular types of vehicles (e.g. parking for disabled people, coaches, HGV vehicles, cycle spaces).

Planning Service Employee/Elected Member Interest

Is the applicant, or the applicant's spouse/partner, either a member of staff within the planning service or an elected member of the planning authority? * Yes No

Certificates and Notices

CERTIFICATE AND NOTICE UNDER REGULATION 15 – TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (SCOTLAND) REGULATION 2013

One Certificate must be completed and submitted along with the application form. This is most usually Certificate A, Form 1, Certificate B, Certificate C or Certificate E.

Are you/the applicant the sole owner of ALL the land? * Yes No

Is any of the land part of an agricultural holding? * Yes No

Certificate Required

The following Land Ownership Certificate is required to complete this section of the proposal:

Certificate A

Land Ownership Certificate

Certificate and Notice under Regulation 15 of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

Certificate A

I hereby certify that –

(1) - No person other than myself/the applicant was an owner (Any person who, in respect of any part of the land, is the owner or is the lessee under a lease thereof of which not less than 7 years remain unexpired.) of any part of the land to which the application relates at the beginning of the period of 21 days ending with the date of the accompanying application.

(2) - None of the land to which the application relates constitutes or forms part of an agricultural holding

Signed: James Lovie

On behalf of: Mr Ryan Scatterty

Date: 20/12/2019

Please tick here to certify this Certificate. *

Checklist – Application for Householder Application

Please take a few moments to complete the following checklist in order to ensure that you have provided all the necessary information in support of your application. Failure to submit sufficient information with your application may result in your application being deemed invalid. The planning authority will not start processing your application until it is valid.

- a) Have you provided a written description of the development to which it relates? * Yes No
- b) Have you provided the postal address of the land to which the development relates, or if the land in question has no postal address, a description of the location of the land? * Yes No
- c) Have you provided the name and address of the applicant and, where an agent is acting on behalf of the applicant, the name and address of that agent? * Yes No
- d) Have you provided a location plan sufficient to identify the land to which it relates showing the situation of the land in relation to the locality and in particular in relation to neighbouring land? *. This should have a north point and be drawn to an identified scale. Yes No
- e) Have you provided a certificate of ownership? * Yes No
- f) Have you provided the fee payable under the Fees Regulations? * Yes No
- g) Have you provided any other plans as necessary? * Yes No

Continued on the next page

A copy of the other plans and drawings or information necessary to describe the proposals (two must be selected). *

You can attach these electronic documents later in the process.

- Existing and Proposed elevations.
- Existing and proposed floor plans.
- Cross sections.
- Site layout plan/Block plans (including access).
- Roof plan.
- Photographs and/or photomontages.

Additional Surveys – for example a tree survey or habitat survey may be needed. In some instances you may need to submit a survey about the structural condition of the existing house or outbuilding. Yes No

A Supporting Statement – you may wish to provide additional background information or justification for your Proposal. This can be helpful and you should provide this in a single statement. This can be combined with a Design Statement if required. * Yes No

You must submit a fee with your application. Your application will not be able to be validated until the appropriate fee has been Received by the planning authority.

Declare – For Householder Application

I, the applicant/agent certify that this is an application for planning permission as described in this form and the accompanying Plans/drawings and additional information.

Declaration Name: Mr James Lovie

Declaration Date: 20/12/2019

Payment Details

Cheque: Lovie Construction Ltd, 098227

Created: 20/12/2019 13:59



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Applications cannot be validated until all the necessary documentation has been submitted and the required fee has been paid.

Thank you for completing this application form:

ONLINE REFERENCE 100220953-004

The online reference is the unique reference for your online form only. The Planning Authority will allocate an Application Number when your form is validated. Please quote this reference if you need to contact the planning Authority about this application.

Site Address Details

Planning Authority:

Aberdeen City Council

Full postal address of the site (including postcode where available):

Address 1:

25 WESTFIELD TERRACE

Address 2:

Address 3:

Address 4:

Address 5:

Town/City/Settlement:

ABERDEEN

Post Code:

AB25 2RU

Please identify/describe the location of the site or sites

Northing

806215

Easting

392736

Applicant or Agent Details

Are you an applicant or an agent? * (An agent is an architect, consultant or someone else acting on behalf of the applicant in connection with this application)

Applicant Agent

Agent Details

Please enter Agent details

Company/Organisation:	Lovie Construction Ltd		
Ref. Number:		You must enter a Building Name or Number, or both: *	
First Name: *	James	Building Name:	Construction House
Last Name: *	Lovie	Building Number:	
Telephone Number: *	01771653771	Address 1 (Street): *	New Pitsligo
Extension Number:		Address 2:	
Mobile Number:		Town/City: *	Fraserburgh
Fax Number:		Country: *	Scotland
		Postcode: *	AB43 6PS
Email Address: *	jamesak@lovieconstruction.co.uk		

Is the applicant an individual or an organisation/corporate entity? *

Individual Organisation/Corporate entity

Applicant Details

Please enter Applicant details

Title:	Mr	You must enter a Building Name or Number, or both: *	
Other Title:		Building Name:	
First Name: *	Ryan	Building Number:	25
Last Name: *	Scatterty	Address 1 (Street): *	Westfield Terrace
Company/Organisation		Address 2:	
Telephone Number: *		Town/City: *	Aberdeen
Extension Number:		Country: *	Scotland
Mobile Number:		Postcode: *	AB25 2RU
Fax Number:			
Email Address: *	ryan.scatterty@thistleseafoods.co.uk		

Proposal/Application Details

Please provide the details of the original application(s) below:

Was the original application part of this proposal? *

Yes No

Application Details

Please select which application(s) the new documentation is related to.

Application: *

100220953-001, application for Householder Application, submitted on 20/12/2019

Document Details

Please provide an explanation as to why the documentation is being attached after the original application was submitted: * (Max 500 characters)

Additional information and amendments were required to the proposed garage.

Checklist – Post Submission Additional Documentation

Please complete the following checklist to make sure you have provided all the necessary information in support of your application.

The additional documents have been attached to this submission. *

Yes No

Declare – Post Submission Additional Documentation

I/We the applicant/agent certify that this is a submission of Additional Documentation, and that all the information given in this submission is true to the best of my/the applicants knowledge.

Declaration Name: Mr James Lovie

Declaration Date: 24/06/2020

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DECISION NOTICE

The Town and Country Planning (Scotland) Act 1997 Detailed Planning Permission

James Lovie
Lovie Construction Ltd
Construction House
New Pitsligo
Fraserburgh
AB43 6PS

on behalf of **Mr Ryan Scatterty**

With reference to your application validly received on 3 January 2020 for the following development:-

**Erection of garage extension to side and front, and associated alterations to boundary wall and formation of hard surface access/driveway; and formation of 2 windows to rear
at 25 Westfield Terrace, Aberdeen**

Aberdeen City Council in exercise of their powers under the above mentioned Act hereby **REFUSE PLANNING PERMISSION** for the said development in accordance with the particulars given in the application form and the following plans and documents:

Drawing Number	Drawing Type
PP2407-01A	Elevations and Floor Plans (Proposed)
PP2407-02A	Proposed Sections
PP2407-LOCA	Location Plan

REASON FOR DECISION

The reasons on which the Council has based this decision are as follows:-

Design, Scale and Impact to the Conservation Area

The proposed garage would significantly detract from the special historic character of the original building and the surrounding area in terms of its design, siting, proportions, massing and scale. This is primarily because of its projection forward of the principal elevation of the original dwelling which would dominate the principal elevation and would not be compatible with the established pattern of development on the streetscape; its excessive width which would unbalance the symmetry of the principal elevation; and the finishing material of the walls of the extension would not complement the wet dash render walls of the original building. The formation of the large opening in the original boundary wall, and the formation of a parking area at the front of the property would detract from the established pattern of development and the character of the surrounding area.

The proposal would result in the loss of a historic granite boundary wall, and would re-use an insufficient volume of granite down-takings, in conflict with Policy D5 - Our Granite Heritage of the adopted Aberdeen Local Development Plan and Policy D7 - Granite Heritage of the Proposed Aberdeen Local Development Plan 2020.

The proposal would therefore adversely affect the special character and appearance of the Rosemount and Westburn Conservation Area. The proposal would therefore conflict with Scottish Planning Policy; Historic Environment Policy for Scotland; Policies D1 - Quality Placemaking by Design, H1 - Residential Areas and D4 - Historic Environment of the adopted Aberdeen Local Development Plan 2017; Policies D1 - Quality Placemaking, H1 - Residential Areas, D6 - Historic Environment of the Proposed Aberdeen Local Development Plan; the Supplementary Guidance: 'The Householder Development Guide'; Managing Change in the Historic Environment: Extensions; and the aims of the Rosemount and Westburn Conservation Area Character Appraisal.

Impact to Public Safety

The proposed 3m long and 7.5m wide driveway/hard surface would adversely affect road safety and would directly conflict with the Supplementary Guidance: 'Transport and Accessibility' in that if cars were parked perpendicularly to the road they would overhang the footways, and if they were parked at a parallel to the road, it would not be possible for the driver to be able to see adequately, both to the detriment of the safety of pedestrians using the public footway, especially young children and those with a disability. The negative impact to the safe function of the local transport network would conflict with Policy T2 - Managing the Transport Impact of Development of the adopted Aberdeen Local Development Plan 2017 and Policy T2 - Sustainable Transport of the Proposed Aberdeen Local Development Plan 2020.

Parking

In addition to the negative impact to character and appearance of the surrounding area which would result from the proposed parking provision at the front of the property, given the inner city location of the site, the availability of on-street parking provision in the surrounding area and the existing and approved parking provision at the rear of the site, the proposed parking provision at the front of the property would be excessive, would conflict with the Supplementary Guidance: 'Transport and Accessibility', and the aims of Policy T2 - Managing the Transport Impact of Development of the adopted Aberdeen Local Development Plan 2017, and Policies T2 - Sustainable Transport and T3 - Parking of the Proposed Aberdeen Local

Development Plan 2020 in terms of encouraging sustainable and active travel.

There are no material planning considerations that warrant the grant of planning permission in this instance.

Date of Signing 26 June 2020



Daniel Lewis
Development Management Manager

IMPORTANT INFORMATION RELATED TO THIS DECISION

DETAILS OF ANY VARIATION MADE TO ORIGINAL PROPOSAL, AS AGREED WITH APPLICANT (S32A of 1997 Act)

None.

RIGHT OF APPEAL THE TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997

If the applicant is aggrieved by the decision of the planning authority –

- a) to refuse planning permission;
- b) to refuse approval, consent or agreement required by a condition imposed on a grant of planning permission;
- c) to grant planning permission or any approval, consent or agreement subject to conditions,

the applicant may require the planning authority to review the case under section 43A(8) of the Town and Country Planning (Scotland) Act 1997 within three months from the date of this notice. Any requests for a review must be made on a 'Notice of Review' form available from the planning authority or at www.eplanning.scot.

Notices of review submitted by post should be sent to Strategic Place Planning (address at the top of this decision notice).

SERVICE OF PURCHASE NOTICE WHERE INTERESTS ARE AFFECTED BY A PLANNING DECISION

If permission to develop land is refused and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and

cannot be rendered capable of reasonably beneficial use by the carrying out of any development that would be permitted, the owners of the land may serve on the planning authority a purchase notice requiring the purchase of the owner of the land's interest in the land in accordance with Part 5 of the Town and Country Planning (Scotland) Act 1997.

MEMO



To	Planning & Infrastructure	Date	25/06/2020
		Our Ref.	191897
From	Nathan Thangaraj		
Email	nthangaraj@aberdeencity.gov.uk		
Dial	01224 523441		
Fax			

Strategic Place Planning
Aberdeen City Council
Business Hub 4
Ground Floor North
Marischal College
Aberdeen
AB10 1AB

Tel 03000 200 291
Minicom 01224 522381
DX 529451, Aberdeen 9
www.aberdeencity.gov.uk

Planning Application No. 191897/DPP

- 1.1 I note that the application is for the erection of garage extension to side and front, an associated hard surface access and formation of 2 windows to rear at 25 Westfield Terrace, Aberdeen AB25 2RU.
- 1.2 I note the site is located in the inner city and within Controlled Parking Zone (CPZ) 'L'
- 1.3 The proposal is to construct a double garage by creating access of 6.0m vehicular crossing through the existing granite wall.
- 1.4 The space between the footway and proposed garage (bitmac area) should be a minimum of 6.0m or should be reduced to 1.0m, to avoid any vehicles parked overhang on the footway, which is an offence. However, I note that the proposal is for around 3.0m, therefore, this is not acceptable.
- 1.5 This proposal will remove at least two or more on-street parking spaces within a CPZ. The applicant submitted evidence in the form of parking survey, which confirms the loss of parking spaces will not be detrimental.
- 1.6 As per ACC guidelines, only one frontage footway crossing per property will be allowed. I note that there is an existing vehicular access at the rear of this property. To form the new crossing at the front, the existing access should be reinstated to its original position and the applicant will be responsible for all the cost involved.
- 1.7 To summarise Roads require the proposed space between footway and the garage should be 1.0m or 6.0m, if the applicant amends their plans to adhere to these requirements then there are no Roads concerns. In its current form, due to not adhering to the above requirements (1.4), Roads would recommend this application for refusal.

Nathan Thangaraj
Engineer
Roads Development Management

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RE: Westfield Terrace - Final update (A3)




Nathan Thangaraj

To  Roy Brown



25/06/2020

To Be Uploaded / set as public

 Follow up. Start by 25 June 2020. Due by 25 June 2020.
You replied to this message on 25/06/2020 11:46.

[Idox CICO](#)

Hi Roy,

The proposed plan is not acceptable as the space between footway and garage is still 3.0m.

Kind regards,

Nathan.

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Aberdeen Local Development Plan (ALDP)

- Policy H1 – Residential Areas
- Policy D1 - Quality Placemaking by Design
- Policy D4 - Historic Environment
- Policy D5 - Our Granite Heritage
- Policy T2 – Managing the Transport Impact of Development

Supplementary Guidance

Householder Development Guide

<https://www.aberdeencity.gov.uk/sites/default/files/2.1.PolicySG.HouseHoldDesignGuide.pdf>

Transport and Accessibility

<https://www.aberdeencity.gov.uk/sites/default/files/5.1.PolicySG.TransportAccessibility.pdf>

The Repair and Replacement of Windows and Doors

<https://www.aberdeencity.gov.uk/sites/default/files/1.1.PolicySG.WindowsDoors.pdf>

Other Material Considerations

Aberdeen City and Shire Strategic Development Plan (2020) (SDP)

Proposed Aberdeen Local Development Plan (2020)

<https://www.aberdeencity.gov.uk/services/planning-and-building/local-development-plan/aberdeen-local-development-plan/aberdeen-local-development-plan-review#3678>

Managing Change in the Historic Environment: Extensions

<https://www.historicenvironment.scot/archives-and-research/publications/publication/?publicationId=0a55e2b8-0549-454c-ac62-a60b00928937>

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Marischal College Planning & Sustainable Development Business Hub 4, Ground Floor North Broad Street Aberdeen AB10 1AB Tel: 01224 523 470 Fax: 01224 636 181 Email: pi@aberdeencity.gov.uk

Applications cannot be validated until all the necessary documentation has been submitted and the required fee has been paid.

Thank you for completing this application form:

ONLINE REFERENCE 100301640-001

The online reference is the unique reference for your online form only. The Planning Authority will allocate an Application Number when your form is validated. Please quote this reference if you need to contact the planning Authority about this application.

Applicant or Agent Details

Are you an applicant or an agent? * (An agent is an architect, consultant or someone else acting on behalf of the applicant in connection with this application)

Applicant Agent

Agent Details

Please enter Agent details

Company/Organisation:

Ref. Number: You must enter a Building Name or Number, or both: *

First Name: * Building Name:

Last Name: * Building Number:

Telephone Number: * Address 1 (Street): *

Extension Number: Address 2:

Mobile Number: Town/City: *

Fax Number: Country: *

Postcode: *

Email Address: *

Is the applicant an individual or an organisation/corporate entity? *

Individual Organisation/Corporate entity

Applicant Details

Please enter Applicant details

Title:	<input type="text" value="Mr"/>	You must enter a Building Name or Number, or both: *	
Other Title:	<input type="text"/>	Building Name:	<input type="text"/>
First Name: *	<input type="text" value="Ryan"/>	Building Number:	<input type="text" value="25"/>
Last Name: *	<input type="text" value="Scatterty"/>	Address 1 (Street): *	<input type="text" value="Westfield Terrace"/>
Company/Organisation	<input type="text"/>	Address 2:	<input type="text"/>
Telephone Number: *	<input type="text"/>	Town/City: *	<input type="text" value="Aberdeen"/>
Extension Number:	<input type="text"/>	Country: *	<input type="text" value="Scotland"/>
Mobile Number:	<input type="text"/>	Postcode: *	<input type="text" value="AB25 2RU"/>
Fax Number:	<input type="text"/>		
Email Address: *	<input type="text" value="REDACTED"/>		

Site Address Details

Planning Authority:	<input type="text" value="Aberdeen City Council"/>
Full postal address of the site (including postcode where available):	
Address 1:	<input type="text" value="25 WESTFIELD TERRACE"/>
Address 2:	<input type="text"/>
Address 3:	<input type="text"/>
Address 4:	<input type="text"/>
Address 5:	<input type="text"/>
Town/City/Settlement:	<input type="text" value="ABERDEEN"/>
Post Code:	<input type="text" value="AB25 2RU"/>

Please identify/describe the location of the site or sites

Northing	<input type="text" value="806215"/>	Easting	<input type="text" value="392736"/>
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Description of Proposal

Please provide a description of your proposal to which your review relates. The description should be the same as given in the application form, or as amended with the agreement of the planning authority: *
(Max 500 characters)

Erection of garage extension to side and front, and associated alterations to boundary wall and formation of hard surface access/driveway; and formation of 2 windows to rear

Type of Application

What type of application did you submit to the planning authority? *

- Application for planning permission (including householder application but excluding application to work minerals).
- Application for planning permission in principle.
- Further application.
- Application for approval of matters specified in conditions.

What does your review relate to? *

- Refusal Notice.
- Grant of permission with Conditions imposed.
- No decision reached within the prescribed period (two months after validation date or any agreed extension) – deemed refusal.

Statement of reasons for seeking review

You must state in full, why you are seeking a review of the planning authority's decision (or failure to make a decision). Your statement must set out all matters you consider require to be taken into account in determining your review. If necessary this can be provided as a separate document in the 'Supporting Documents' section: * (Max 500 characters)

Note: you are unlikely to have a further opportunity to add to your statement of appeal at a later date, so it is essential that you produce all of the information you want the decision-maker to take into account.

You should not however raise any new matter which was not before the planning authority at the time it decided your application (or at the time expiry of the period of determination), unless you can demonstrate that the new matter could not have been raised before that time or that it not being raised before that time is a consequence of exceptional circumstances.

Please see the paper apart submitted with this Notice of Review.

Have you raised any matters which were not before the appointed officer at the time the Determination on your application was made? *

Yes No

If yes, you should explain in the box below, why you are raising the new matter, why it was not raised with the appointed officer before your application was determined and why you consider it should be considered in your review: * (Max 500 characters)

The statement submitted as a paper apart to the Notice of Review highlights that the proposed garage is required to accommodate an electric car and associated charging infrastructure, and that it is proposed to remove an existing access to the rear of the property if the application is granted. These matters weren't explicitly covered in the application, but they were referred to in discussions with the case officer, and so should now be given full consideration as part of the review.

Please provide a list of all supporting documents, materials and evidence which you wish to submit with your notice of review and intend to rely on in support of your review. You can attach these documents electronically later in the process: * (Max 500 characters)

Please see appendix one to the paper apart submitted with this Notice of Review

Application Details

Please provide the application reference no. given to you by your planning authority for your previous application.

191897/DPP

What date was the application submitted to the planning authority? *

20/12/2019

What date was the decision issued by the planning authority? *

26/06/2020

Review Procedure

The Local Review Body will decide on the procedure to be used to determine your review and may at any time during the review process require that further information or representations be made to enable them to determine the review. Further information may be required by one or a combination of procedures, such as: written submissions; the holding of one or more hearing sessions and/or inspecting the land which is the subject of the review case.

Can this review continue to a conclusion, in your opinion, based on a review of the relevant information provided by yourself and other parties only, without any further procedures? For example, written submission, hearing session, site inspection. *

Yes No

Please indicate what procedure (or combination of procedures) you think is most appropriate for the handling of your review. You may select more than one option if you wish the review to be a combination of procedures.

Please select a further procedure *

By means of inspection of the land to which the review relates

Please explain in detail in your own words why this further procedure is required and the matters set out in your statement of appeal it will deal with? (Max 500 characters)

A site visit would allow the members to appreciate the unique nature of the application site, the issues with the existing parking arrangements, and how the proposed development would address these, delivering a net benefit and having no negative impact on either the existing house or the wider area.

In the event that the Local Review Body appointed to consider your application decides to inspect the site, in your opinion:

Can the site be clearly seen from a road or public land? *

Yes No

Is it possible for the site to be accessed safely and without barriers to entry? *

Yes No

If there are reasons why you think the local Review Body would be unable to undertake an unaccompanied site inspection, please explain here. (Max 500 characters)

The application site forms part of the applicant's garden, bound by an existing 2m high boundary wall, such that only the wall can be seen from the street. The applicant would be happy to arrange access to the garden area if this would assist members.

Checklist – Application for Notice of Review

Please complete the following checklist to make sure you have provided all the necessary information in support of your appeal. Failure to submit all this information may result in your appeal being deemed invalid.

Have you provided the name and address of the applicant?. *

Yes No

Have you provided the date and reference number of the application which is the subject of this review? *

Yes No

If you are the agent, acting on behalf of the applicant, have you provided details of your name and address and indicated whether any notice or correspondence required in connection with the review should be sent to you or the applicant? *

Yes No N/A

Have you provided a statement setting out your reasons for requiring a review and by what procedure (or combination of procedures) you wish the review to be conducted? *

Yes No

Note: You must state, in full, why you are seeking a review on your application. Your statement must set out all matters you consider require to be taken into account in determining your review. You may not have a further opportunity to add to your statement of review at a later date. It is therefore essential that you submit with your notice of review, all necessary information and evidence that you rely on and wish the Local Review Body to consider as part of your review.

Please attach a copy of all documents, material and evidence which you intend to rely on (e.g. plans and Drawings) which are now the subject of this review *

Yes No

Note: Where the review relates to a further application e.g. renewal of planning permission or modification, variation or removal of a planning condition or where it relates to an application for approval of matters specified in conditions, it is advisable to provide the application reference number, approved plans and decision notice (if any) from the earlier consent.

Declare – Notice of Review

I/We the applicant/agent certify that this is an application for review on the grounds stated.

Declaration Name: Miss Pippa Robertson

Declaration Date: 04/09/2020

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**25 WESTFIELD TERRACE
ABERDEEN
AB25 2RU**

**NOTICE OF REVIEW
UNDER
S.43a(8) OF THE TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997**

in respect of

DECISION TO REFUSE PLANNING APPLICATION REFERENCE 191897/DPP

PAPER APART



1 Introduction

- 1.1 Planning application reference 191897/DPP was submitted to Aberdeen City Council on 20 December 2019 (validated 3 January 2020), seeking the “Erection of garage extension to side and front, and associated alterations to boundary wall and formation of hard surface access/driveway; and formation of 2 windows to rear” at 25 Westfield Terrace, Aberdeen.
- 1.2 The application was refused by officers under delegated powers on 26 June 2020, with the Decision Notice [Document 15] giving the reasons for refusal as being:

1) *Design, Scale and Impact to the Conservation Area*

The proposed garage would significantly detract from the special historic character of the original building and the surrounding area in terms of its design, siting, proportions, massing and scale. This is primarily because of its projection forward of the principal elevation of the original dwelling which would dominate the principal elevation and would not be compatible with the established pattern of development on the streetscape; its excessive width which would unbalance the symmetry of the principal elevation; and the finishing material of the walls of the extension would not complement the wet dash render walls of the original building. The formation of the large opening in the original boundary wall, and the formation of a parking area at the front of the property would detract from the established pattern of development and the character of the surrounding area. The proposal would result in the loss of a historic granite boundary wall, and would re-use an insufficient volume of granite down-takings, in conflict with Policy D5 - Our Granite Heritage of the adopted Aberdeen Local Development Plan and Policy D7 - Granite Heritage of the Proposed Aberdeen Local Development Plan 2020. The proposal would therefore adversely affect the special character and appearance of the Rosemount and Westburn Conservation Area. The proposal would therefore conflict with Scottish Planning Policy; Historic Environment Policy for Scotland; Policies D1 - Quality Placemaking by Design, H1 - Residential Areas and D4 - Historic Environment of the adopted Aberdeen Local Development Plan 2017; Policies D1 - Quality Placemaking, H1 - Residential Areas, D6 - Historic Environment of the Proposed Aberdeen Local Development Plan; the Supplementary Guidance: 'The Householder Development Guide'; Managing Change in the Historic Environment: Extensions; and the aims of the Rosemount and Westburn Conservation Area Character Appraisal.

2) *Impact to Public Safety*



The proposed 3m long and 7.5m wide driveway/hard surface would adversely affect road safety and would directly conflict with the Supplementary Guidance: 'Transport and Accessibility' in that if cars were parked perpendicularly to the road they would overhang the footways, and if they were parked at a parallel to the road, it would not be possible for the driver to be able to see adequately, both to the detriment of the safety of pedestrians using the public footway, especially young children and those with a disability. The negative impact to the safe function of the local transport network would conflict with Policy T2 - Managing the Transport Impact of Development of the adopted Aberdeen Local Development Plan 2017 and Policy T2 - Sustainable Transport of the Proposed Aberdeen Local Development Plan 2020.

3) Parking

In addition to the negative impact to character and appearance of the surrounding area which would result from the proposed parking provision at the front of the property, given the inner city location of the site, the availability of on-street parking provision in the surrounding area and the existing and approved parking provision at the rear of the site, the proposed parking provision at the front of the property would be excessive, would conflict with the Supplementary Guidance: 'Transport and Accessibility', and the aims of Policy T2 - Managing the Transport Impact of Development of the adopted Aberdeen Local Development Plan 2017, and Policies T2 - Sustainable Transport and T3 - Parking of the Proposed Aberdeen Local Development Plan 2020 in terms of encouraging sustainable and active travel.

- 1.3 It should be noted that the reasons for refusal refer only to the proposed garage and driveway, and not to the formation of the two windows proposed to the rear of the property. As such, these proposed windows are understood to be acceptable. Indeed, the Report of Handling for the application [Document 14] makes it clear that the proposed window openings would be compatible with both the original building and the character and appearance of the Conservation Area, and would comply with the Supplementary Guidance: 'The Repair and Replacement of Windows and Doors' and Managing Change in the Historic Environment: Windows Guidance.
- 1.4 In light of paragraph 1.3 above, this paper apart focuses on the proposed garage, together with associated alterations to the boundary wall and formation of hard surface access/driveway, and a review of the decision to refuse the application is now sought on the grounds that these elements of the proposed development:



- comply with the Aberdeen Local Development Plan (ALDP) [Document 16], including relevant associated Supplementary Guidance [Documents 17 and 18], and are supported by other relevant material considerations, including the Draft Rosemount and Westburn Conservation Area Appraisal (CAA) [Document 19], Scottish Planning Policy (SPP) [Document 20], Historic Environment Policy for Scotland [Document 21], Historic Environment Scotland's Managing Change series of guidance notes – Extensions (2010) [Document 22], and the decision in respect of planning application reference 182030/DPP [Document 26];
- respect the historic context of the Conservation Area, in particular the reasons for which this was designated as set out in the CAA;
- are intended to facilitate the use of more sustainable and active modes of transport by the applicant and his family, including through the provision of electric vehicle charging infrastructure and space to store bicycles;
- would deliver a net improvement in road safety terms compared to the current situation; and
- feature materials which are appropriate for the building and its setting, with the applicant happy for the provision of samples of materials to be subject to condition.

1.5 In relation to the above points, the Report of Handling confirms that:

- the height of the proposed extension would be subservient to the original dwelling;
- the size of the proposed extension would not result in the footprint of the dwelling being doubled, and less than 50% of the front and rear garden ground would be covered by development, such that it would comply with **Supplementary Guidance: Householder Development Guide** in this regard;
- the proposed extension would also not constitute overdevelopment in terms of ground built upon and the intensity of use of the site, such that it would comply with **Policy H1 – Residential Areas** of the ALDP in this regard;
- the proposed hard surface/driveway would have suitable drainage between the curtilage and the public footway to prevent water discharging onto the road, and



would comply with **Supplementary Guidance: Transport and Accessibility** in this regard;

- the loss of two on-street parking spaces to facilitate the development would not be significantly detrimental to the surrounding area; and
- the proposed extension and windows would have a negligible impact on the existing level of residential amenity afforded to the surrounding residential properties with respect to privacy, sunlight and background daylight, such that the proposed development is acceptable in this regard.

1.6 How the proposed development complies with all other relevant development plan policies, supplementary guidance and other material considerations is set out in Section 4 below.

1.7 It should also be noted that there were no objections to the application from any neighbours or from the Community Council.

1.8 A full list of documents submitted in support of this Review is provided in Appendix One.

2 Background

2.1 25 Westfield Terrace occupies a corner position, facing onto part of the street that forms a cul de sac, with no other properties on the same side of this stretch of that street. There are though three properties on the opposite side of this stretch of Westfield Terrace, each of which is set back from the street behind low granite boundary walls and mature trees, with gaps in those boundary walls providing vehicular access to each of these.

2.2 Westfield Terrace is located in the Rosemount and Westburn Conservation Area, but number 25 is not listed or subject to any other protective designations.

2.3 From the front, 25 Westfield Terrace is seen as a two-storey dwelling-house, becoming three storeys at the rear, with a slate roof and finished in a wetdash render. It has a bay window to the left of the front door (looking at the property from the street) but not on the other side, a mix of window styles elsewhere on the property, and an existing one and a half storey extension on the western elevation, with an extension to the roof of the original property above this. To the front and eastern side of the property, there is soft landscaping, contained by low granite walls, in addition to which



a 2.1m high wall ties in to the western corner of the principal elevation and runs along the westmost part of the boundary with the street. A photo of the front of the property is provided as Appendix Two, in which it can be seen that these features result in the property having an asymmetrical aspect to it, and this requires to be taken into account when considering the development proposed. It should also be noted that, whereas the low walls immediately in front and east of the property are granite, the 2.1m high wall which runs along the westmost part of the boundary with the street comprises a mix of granite and brickwork as shown on the photos submitted with the application [Documents 7 to 10], with this granite understood to be offcuts from other buildings in the street from when they were built. This wall is also entirely harled on the street facing side and is in a poor state of repair, with this having needed continuous remedial work throughout the years.

- 2.4 Unlike the properties on the opposite side of the street, there is currently no vehicular access to the front of 25 Westfield Terrace, with off-street parking instead provided in a gravel area to the rear of the property, separated from the house by the rear garden ground and accessed off the stretch of Westfield Terrace which runs south east from the corner on which the property is located to Whitehall Place to the south. However, there are a number of issues with this. In particular, although ostensibly a two-lane street, parking down the east side of this stretch of Westfield Terrace occupies much of the eastern carriageway, effectively reducing this to a single lane at the point where access to the property is currently taken when these parking spaces are in use (a photo showing which is provided as Appendix Three), giving rise to potential vehicle conflicts here. Further, due to the difference in levels across the gutter and into the centre of the road (a photo showing which is provided as Appendix Four), this is not suitable for vehicles with low ground clearance, and can only be used by 4x4s or commercial vehicles as a result. Most pertinently, while this is an inconvenience at present, it is set to become more so in future as, in an attempt to become more sustainable, and in line with the Council's aspirations for sustainable travel, the applicant recently ordered a fully electric car, but cannot currently park this within the curtilage of their property, or charge this other than at work. Again, this requires to be taken into account when considering the development that is proposed, as set out below.

3 Proposed development

- 3.1 Against the above background, the proposed development seeks to address existing issues with the parking arrangements at 25 Westfield Terrace, including the impossibility of charging an electric car here, and to future-proof these by providing level, covered off-street parking adjacent to the dwelling house where suitable charging infrastructure can be installed (and the applicant would be willing to accept



a condition requiring this to be done before the proposed garage is brought into use). In addition, the proposed garage would incorporate space for bicycle storage to further facilitate sustainable and active travel choices for the applicant and his family.

- 3.2 It should also be noted that, in creating the new access and garage, it is the applicant's intention to block off the existing vehicular access to the rear of the property, and re-instate the pavement where there is a drop kerb here at present. By removing vehicular access to the property from this part of Westfield Terrace, the proposed development would make this stretch of road safer for all users, representing an improvement on the current situation in this regard. Notably, the Report of Handling makes it clear that the Roads Development Management Team considers this to be an appropriate approach to take, and the applicant would be happy to accept a condition requiring this work to be done prior to work on the proposed new garage commencing.
- 3.3 The proposed garage would comprise a single storey side extension to the south-west elevation of the existing property, extending 2m forward of the principal elevation and leaving a distance of 3m between the front of the garage and the property boundary. Importantly, the siting of this has been informed by the available space adjacent to the existing property and a desire to make best use of this in terms of providing the required internal dimensions while also minimising the extent to which the garage projects forwards of the house's principal elevation. Notably, the applicant did originally propose to site the garage further forward to keep the area of hardstanding in front of this to a minimum, but moved this further back within the site in response to feedback from the Council's planners.
- 3.4 Being single storey in height, the proposed garage would be significantly lower than the principal elevation of the existing building, and has been designed to tie into this through the use of a pitched slate roof and with the walls to match the wetdash colour of the existing property as closely as possible. If there are any concerns in this regard however, the applicant would be happy for final materials to be subject to condition.
- 3.5 To the left of the garage (looking at it from the street), the existing wall would be lowered to match the wall in front of the house and remodelled to tie into the new garage, with the existing wall to the right to be retained and also remodelled to tie into the extension. The intention is for material from the section of wall to be removed to allow access to the new garage to be used to create these remodelled sections of the wall, with scope for these dountakings also to be used in the garage itself and in works to block up the current access. Again, the applicant would be happy for this to be subject to condition.



4 Policy Context

4.1 Section 25 of the Town and Country Planning (Scotland) Act 1997 requires planning applications to be determined in accordance with the development plan, unless material considerations indicate otherwise. In this case, the relevant Local Development Plan is the Aberdeen Local Development Plan (ALDP), paragraph 1.4 of which states that:

*“It is important to remember that development proposals will be assessed against a number of policies within the Local Development Plan so it **must be carefully considered as a whole**” (emphasis added).*

4.2 This also includes Supplementary Guidance adopted under the ALDP, which has the same weight in decision making as the ALDP itself.

4.3 It should also be noted that the ALDP is currently under review, with consultation on the Proposed Local Development Plan 2020 (PLDP) having been carried out between 20 May 2020 and 31 August 2020, and responses to that consultation now being considered by the Council. As the settled view of the Council, the PLDP is a significant material consideration. As noted in the Report of Handling however, the relevant policies of the PLDP substantially re-iterate those in the adopted ALDP, and so these are not considered in detail here, with it submitted that the proposed development complies with the PLDP for the same reasons it is submitted that it complies with the ALDP as set out below.

4.4 In addition, section 64 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 requires that, in determining a planning application with respect to any buildings or other land in a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

4.5 In terms of the ALDP, 25 Westfield Terrace is located within a residential area, within which **Policy H1 – Residential Areas** states that proposals for new development and householder development will be approved in principle provided that these comply with certain criteria, each of which is addressed in turn below.

Does not constitute over development

4.6 As set out in paragraph 1.5 above, the Report of Handling for the application makes it clear that this criteria is satisfied.



Does not have an unacceptable impact on the character and amenity of the surrounding area

- 4.7 As also set out in paragraph 1.5 above, the Report of Handling for the application makes it clear that the proposed development would not have an unacceptable impact on the amenity of the surrounding area.
- 4.8 In terms then of the character of the area, the way in which the proposed development complies with both the ALDP and other relevant policy documents in terms of design and development in the historic environment is set out in paragraphs 4.24 to 4.36 below, in light of which it is submitted that there are no grounds for concluding that there would be a negative impact in this regard. The same goes for the nature of the development, this being a domestic garage which would be ancillary to an existing residential property, in a residential area, such that there would be no impact on the character of the area in this regard either.

Does not result in the loss of valuable and valued areas of open space. Open space is defined in the Aberdeen Open Space Audit 2010

- 4.9 This aspect of the Policy is not applicable to this application; there will be no loss of valuable or valued open space as a result of the development proposed.

Complies with Supplementary Guidance

- 4.10 The relevant supplementary guidance in this case is **Supplementary Guidance: Householder Development Guide** and **Supplementary Guidance: Transport and Accessibility**, and these are considered in turn below.
- 4.11 **Supplementary Guidance: Householder Development Guide** supports Policy H1 by providing guidelines as to what types of extensions may be permissible and where. Of relevance to this application, the Guidance makes it clear that single storey side extensions such as that proposed are generally permissible, with dimensions to be determined on a site-specific basis. It should also be noted that, whereas the Guidance stipulates that side extensions on certain terraced dwellings should not project forward of any established building line, no such restrictions are specified with regards to extensions to detached dwelling houses.
- 4.12 The Guidance also sets out a number of general principles with which all proposals are expected to comply as follows:



- **proposals for extensions, dormers and other alterations should be architecturally compatible in design and scale with the original house and its surrounding area. Materials used should be complementary to the original building. Any extension or alteration proposed should not serve to overwhelm or dominate the original form or appearance of the dwelling and should be visually subservient in terms of height, mass and scale** – in this regard, the Report of Handling confirms that the proposed extension would be subservient in terms of height as set out above, and raises no concerns about the mass or scale, with the only concerns then being the extent to which it is architecturally compatible with the original house and the surrounding area, and the materials used. These points are considered in detail in the context of Policy D1 and the relevant guidance on development in the historic environment below, in light of which it is submitted that the proposed development should be considered acceptable in this regard.
- **no extension or alteration should result in a situation where the amenity of any neighbouring properties would be adversely affected** – as noted above, the Report of Handling confirms that this criterion would be met.
- **no existing extensions, dormers or other alterations which were approved prior to the introduction of this supplementary guidance will be considered by the planning authority to provide justification for a development proposal which would otherwise fail to comply with the guidance set out in this document** – the applicant does not seek to rely on any previously approved works to justify the development proposed, such that this criterion is not applicable.
- **the built footprint of a dwelling house as extended should not exceed twice that of the original dwelling** – as also noted above, the Report of Handling confirms that this criterion would be met.
- **no more than 50% of the front or rear curtilage shall be covered by development** – again, the Report of Handling confirms that this criterion would be met.

4.13 On the basis that the proposed extension meets all the criteria outlined above, the application clearly complies with the **Supplementary Guidance: Householder Development Guide**.

4.14 In terms then of **Supplementary Guidance: Transport and Accessibility**, this sets out criteria to be met for the creation of new parking areas, the formation of new driveways, and parking standards with which new development is expected to comply.



4.15 Notably, the Guidance does not set out any specific requirements for parking or garages to the side of existing properties, such that the terms of this with regards to the creation of new parking areas are not directly relevant to the development proposed in this instance, and cannot be applied strictly as such. To the extent to which the provisions on new parking areas may loosely apply however, the Guidance parking in front garden areas will be permitted where the following criteria apply:

- **the site is outwith the West End Office Area (as shown on the Proposals Map)** – which the application site is;
- **rear garden parking is not an option** – with rear garden parking in this instance not being readily accessible by most vehicles and unable to readily accommodate electric vehicle charging infrastructure (and hence not allowing for the future proofing of the house), and access to this also giving rise to road safety concerns;
- **there are no implications for road safety** – in respect of which, the proposed development represents an improvement on the current situation as set out above, such that it should be assessed positively on road safety grounds;
- **there is no impact on significant street or garden trees** – which there would not be in this instance, with no trees affected; and
- **on-street parking is not readily available in the vicinity** – with the key issue in this regard being that on-street electric vehicle charging is not available, such that on-street parking is not an option for the applicant.

4.16 The Guidance then sets out a number of further criteria to be met for parking in the front gardens of listed buildings and in conservation areas specifically (ignoring the fact that, if it were not for these designations, parking in front gardens could normally be created under permitted development rights, such that the Guidance effectively provides two sets of criteria to be applied where these designations apply). A number of these also effectively duplicate the criteria set out above, and others are not relevant in this instance, other than criteria stipulating that at least 50% of the garden area should be left in topsoil to permit soft landscaping, and that suitable landscaping should be provided. In this regard, the whole area immediately in front of the house will be left as soft landscaping, with this providing screening when approaching from Westfield Terrace, such that the proposed development would comply with these criteria as well.



- 4.17 Insofar as applicable to the proposed development, the application accordingly complies with all relevant criteria with regards to the creation of new parking areas.
- 4.18 The Guidance then also sets out specifications for new driveways, including minimum lengths that will be sought. While this indicates that similar standards will be sought for new driveways associated with existing properties as for new properties, it also makes it clear that individual applications will be assessed on merit.
- 4.19 In this instance, there are a number of factors that require to be taken into account when considering the appropriateness of the size of hardstanding proposed, including that:
- while the applicant did propose to site the garage further forward to keep the area of hardstanding in front of it to a minimum, it was moved back in response to feedback from the Council’s planners, with the size of hardstanding now proposed being a result of that (taking into account the shape of the site, which prevents the garage from being moved back further);
 - the garage is specifically intended to allow for the charging of electric vehicles and, with ample space within this to provide parking in excess of that required in terms of the Council’s parking standards, there would be no reason to use the hardstanding for additional parking, such that no issues arise in this regard;
 - the proposed area of hardstanding will be at the end of a cul-de-sac, with no other properties beyond it on the same side of the street, such that the pavement here is effectively unused by pedestrians and there is no through traffic of any type; and
 - the proposed development would in fact represent an improvement in road safety terms through the closing up of the existing vehicular entrance to the rear of the property.
- 4.20 Taking all these factors into account, and considering the proposal on its merits as required in terms of the Guidance, it is submitted that it should be supported as being in accordance with this.
- 4.21 Also in accordance with the Guidance, the proposed driveway would be of an appropriate gradient, internally drained, and constructed of bitmac such that there would be no loose materials that might be carried on to the footway or roadway.



- 4.22 Lastly, the Guidance sets parking standards with which all development is expected to comply, with dwellinghouses in the inner-city area (in which the application site is located) expected to be accompanied by 1.5 spaces each. As the proposed garage would provide 2 spaces, it should be considered appropriate in terms of the guidance. In this regard, it should also be noted that two spaces are currently provided to the rear of the property, such that there would be no net change in the number of spaces provided once the rear access is closed up.
- 4.23 For the reasons given in paragraphs 4.14 to 4.22 above, it is submitted that the proposed development accords with **Supplementary Guidance: Transport and Accessibility** and, as such, also complies with **Policy T2 - Managing the Transport Impact of Development**.
- 4.24 For all development, good quality design, careful siting and due consideration of scale, context and design are key, in terms of which consideration needs to be given to **Policy D1 – Quality Placemaking by Design**. This requires all development to ensure high standards of design and to have a strong and distinctive sense of place, with all proposals to be considered against the six qualities of successful placemaking set out in the Policy. Not all of the qualities are relevant to all applications but, where relevant to this application, these support the proposed development as set out below:
- **Distinctive** – in that the proposed extension has been designed to be both subservient to and architecturally compatible with the original property as set out in paragraph 3.4 above;
 - **Welcoming** – by creating a more attractive and well defined entrance to the property, and using well considered materials in keeping with the original property, as also set out in paragraph 3.4 above;
 - **Safe and pleasant** – in terms of which the proposed development represents an improvement on the current situation in road safety terms, and would have no impact on adjoining residential amenity;
 - **Easy to get to/move around** – with the underlying principle behind the proposed development being to facilitate sustainable and active travel for the applicant and his family, including through the provision of bicycle storage;
 - **Adaptable** – by allowing residents to adapt to a more low carbon lifestyle; and



- **Resource efficient** – with this again being the underlying principle behind the proposed development in terms of enabling the installation of electric vehicle charging apparatus.
- 4.25 Related to design, **Policy D4 – Historic Environment** makes it clear that the Council will look to protect, preserve and enhance the historic environment in line with Scottish Planning Policy, Scottish Historic Environment Policy (SHEP) and its own Supplementary Guidance and Conservation Area Character Appraisals and Management Plans.
- 4.26 With regards to the historic interest of the Conservation Area specifically, the proposed development needs to be looked at in the context of the **Draft Rosemount and Westburn Conservation Area Appraisal (CAA)**, in terms of which the following should be noted:
- the two main reasons for the Conservation Area being designated are the preservation of the street pattern and granite buildings in this, and the preservation of the parkland setting of both Westburn and Victoria Parks, and the Cornhill Estate – importantly, as the proposed development has no impact on any existing buildings or the parkland settings referred to in this, it presents no conflict with this designation.
 - within the Conservation Area, the application site is located within character area A, in which the CAA describes the properties as largely being granite, with these predominantly being tenements and terraced houses, and with trees making a positive contribution to the character of the area – it is clear that number 25, with its wetdash finish, detached nature, and no trees in its garden area, is already inconsistent with the general character of the area and cannot therefore be of any particular importance to maintaining that.
 - the CAA also notes that the prevalence of tenement flats, with these all opening straight onto the back of the pavement, means that there are limited boundary treatments within the character area – as such, as well as number 25 itself not being of any particular importance to the character of the area, the boundary walls of this also cannot be said to be of any particular importance.
 - the CAA then specifically identifies a number of key and notable buildings within this character area, but 25 Westfield Terrace is not identified as such and, unlike numbers 6-8, 10-12 and 14-16 Westfield Terrace, it is not described as making a



strong contribution to the character area – this again makes it clear that this property is not of any particular importance in this regard.

- What the CAA does say about 25 Westfield Terrace is that:

“The house at 25 Westfield Terrace is very different from all the others in this character area. A large, elevated detached property on the corner plot and painted white. There are very few trees in its surrounds making it stand out further...”

This again makes it clear that 25 Westfield Terrace is not of any particular importance to the character area, but that it is distinctive in being atypical of the usual character of properties here.

- 4.27 As set out above, there is then nothing in the CAA that would constrain development at 25 Westfield Terrace. Rather, the terms of the CAA (in particular the recognition that 25 Westfield Terrace is very different from other properties in the area) indicate that development which complements the existing distinctiveness of the property should be supported. Having been designed to tie into the existing property as set out above, it is submitted that the proposed development does just this, and should therefore be supported accordingly.
- 4.28 Policy D4 also needs to be read in the context of relevant national policy on the historic environment, including Scottish Planning Policy, SHEP (now replaced by Historic Environment Policy for Scotland), and Historic Environment Scotland guidance notes on Managing Change in the Historic Environment. These are each considered in turn below, in light of which it is submitted that there are no grounds for concluding that there would be any negative impact on the historic environment as a result of the proposed development, but that the application should be supported in line with the relevant policy provisions.
- 4.29 **Scottish Planning Policy (SPP)** makes it clear that proposals for development within conservation areas should preserve or enhance the character and appearance of the area, and that proposals that do not harm the character or appearance of the conservation area should be treated as doing this. On the basis that the proposed works will not have any negative impact on the key characteristics or aims of the Conservation Area identified in the CAA as set out in paragraph 4.26 above, the application should be supported accordingly.



- 4.30 **Historic Environment Policy for Scotland** sets out six policies for managing the historic environment, amongst which it is emphasised that decisions on proposed changes should ensure that enjoyment and benefits of the historic environment are secured for present and future generations, and that opportunities for enhancement should be identified where appropriate. In doing this, the core principles highlight that change can be necessary for places to thrive, and that good decisions take a long-term view and, amongst other things, are well-informed and proportionate.
- 4.31 In this regard, a well-informed and proportionate decision requires due account to be taken of the specific characteristics for which the Conservation Area has been designated (none of which would be affected by the proposals as outlined above), as well as the positive impact that the proposed development would have in terms of improving on the current situation (as also set out above). As such, the proposed development should be supported in line with the Policy.
- 4.32 **Historic Environment Scotland’s Managing Change series of guidance notes – Extensions (2010)** highlights that the history of use and ownership of historic buildings is reflected in cumulative changes, with new alterations and additions seen as part of this continuum. In this regard, the guidance also emphasises that it is difficult to lay down hard and fast rules for new work, as much will depend on the site, the landscape, and the scale and form of both of the existing building and of the addition or extension proposed. A number of basic principles are however applied as follows:
- **an addition or extension should play a subordinate role. It should not dominate the original building as a result of its scale, materials or location, and should not overlay principal elevations** – as set out above, the proposed extension would be subordinate as a result of being significantly smaller than the original building in both footprint and height, with no part of this overlaying the principal elevation in accordance with this principle.
 - **where an extension is built beside a principal elevation it should generally be lower than, and set back behind, that façade** – with regards to which it is acknowledged that the proposed extension would project a small distance forward of the principal elevation, however, the wording of the guidance makes it clear that extensions are only generally expected to be set back from this rather than saying this is required in all instances and, with there being a number of factors which support the forward projection of the proposed extension in this instance as set out in paragraph 3.3 above, and with the application complying with all other criteria set out in this paragraph, it is submitted that this should not be considered a constraint to the proposed development in this instance.



- **an extension that would unbalance a symmetrical elevation and threaten the original design concept should be avoided** – as set out in paragraph 2.3 above, 25 Westfield Terrace has an asymmetrical aspect when viewed from the street, such that this criteria is not relevant, with the proposed extension in fact being in keeping with the existing asymmetrical pattern of development here.
- **an extension should be modestly scaled and skillfully sited** – again as set out above, the proposed extension is significantly smaller than the existing property in both height and footprint, presenting a modest addition to the house that has been sited to allow safe access and charging for electric vehicles as also set out above.
- **fire escape routes may be internal wherever space can be created without damaging important interior work. Where an external escape stair is necessary, it should be located as reversibly and inconspicuously as possible, and not on principal elevations** – this is not relevant to this application.

4.33 In light of the above, it is submitted that the proposed extension should be supported in accordance with the guidance and, on the basis that this would have no negative impact on the historic environment when assessed against all relevant guidance, it clearly complies with Policy D4.

4.34 Also related to the historic environment, **Policy D5 – Our Granite Heritage** makes it clear that the Council will seek the retention and appropriate re-use, conversion and adaption of all granite features, with proposals involving the demolition of any granite features with Conservation Areas only to be permitted where this meets Historic Scotland’s SHEP test for demolition. In this instance, it is highlighted that the length of boundary wall to be removed to create the proposed new access is not a traditional granite wall, but comprises a mix of granite and brickwork and is entirely harled on the street facing side, as set out above. As such, the protection that this should be afforded in terms of Policy D5 is limited.

4.35 It should also be noted that SHEP has now been replaced by Historic Environment Policy for Scotland as set out above, but associated guidance relates to the demolition of listed buildings only. Further, the guidance published previously under SHEP makes it clear that partial demolitions (as would be the case in this instance) should usually be regarded as alterations rather than demolitions. Taking this into account, along with the nature of the wall, the fact that boundary walls are not characteristic of the Conservation Area as set out above, and that doughtings from this would be re-used



as also set out above, it is submitted that the proposed development complies with Policy D5 in terms of ensuring granite features are only removed where this will not have a negative impact on the historic environment and that any such granite is re-used.

- 4.36 It should also again be highlighted that 25 Westfield Terrace is not listed or subject to any other special designations, and the application requires to be assessed accordingly, as well as in the context of neighbouring development, in particular the fact that the three properties opposite the principal elevation of this all take vehicular access off this stretch of Westfield Terrace as described above.
- 4.37 Lastly in terms of the ALDP, it is re-iterated that the Report of Handling makes it clear that the proposed hard surface/driveway would have suitable drainage between the curtilage and the public footway as set out above, such that the proposed development also complies with both **Supplementary Guidance: Transport and Accessibility** and **Policy NE6 - Flooding, Drainage and Water Quality** in this regard.
- 4.38 In terms of other material considerations, it is recognised that each application requires to be assessed on its own merits. However, previous decisions can provide guidance on how relevant policies should be interpreted and applied. In this regard, consideration should be given to **planning application reference 182030/DPP** (which the case officer would have been aware of), in terms of which planning permission was granted for a new dwellinghouse and associated alterations to the boundary wall at 4 Westfield Terrace in June 2019. This was determined under the same ALDP as the current application requires to be determined under, with the plans for this [Documents 23 to 25] showing that the removal of parts of the existing boundary wall and the erection of new development right up to the line of the street (forward of any existing development on the site) was considered acceptable in that instance. Notably, this included a new opening in the boundary wall to allow access to a double width parking area to the side of the house, comparable to what it proposed in terms of the current application (albeit the parking in the current application would be contained within a garage rather than open). The development proposed in terms of this application should likewise be considered acceptable accordingly.
- 4.39 Having assessed the proposed development against all relevant Development Plan Policies, Supplementary Guidance and material considerations as set out above, it is submitted that the application should be approved on the basis that it complies with the Development Plan and is also supported by other relevant material considerations, with no material considerations to indicate otherwise.



5 Reasons for refusal

5.1 Each of the reasons for refusal to which this Notice of Review relates are addressed in turn below.

1) Design, Scale and Impact to the Conservation Area

The proposed garage would significantly detract from the special historic character of the original building and the surrounding area in terms of its design, siting, proportions, massing and scale. This is primarily because of its projection forward of the principal elevation of the original dwelling which would dominate the principal elevation and would not be compatible with the established pattern of development on the streetscape; its excessive width which would unbalance the symmetry of the principal elevation; and the finishing material of the walls of the extension would not complement the wet dash render walls of the original building. The formation of the large opening in the original boundary wall, and the formation of a parking area at the front of the property would detract from the established pattern of development and the character of the surrounding area. The proposal would result in the loss of a historic granite boundary wall, and would re-use an insufficient volume of granite down-takings, in conflict with Policy D5 - Our Granite Heritage of the adopted Aberdeen Local Development Plan and Policy D7 - Granite Heritage of the Proposed Aberdeen Local Development Plan 2020. The proposal would therefore adversely affect the special character and appearance of the Rosemount and Westburn Conservation Area. The proposal would therefore conflict with Scottish Planning Policy; Historic Environment Policy for Scotland; Policies D1 - Quality Placemaking by Design, H1 - Residential Areas and D4 - Historic Environment of the adopted Aberdeen Local Development Plan 2017; Policies D1 - Quality Placemaking, H1 - Residential Areas, D6 - Historic Environment of the Proposed Aberdeen Local Development Plan; the Supplementary Guidance: 'The Householder Development Guide'; Managing Change in the Historic Environment: Extensions; and the aims of the Rosemount and Westburn Conservation Area Character Appraisal.

5.2 While cited as one reason for refusal, there are a number of different elements to this, each of which requires to be looked at individually.

The proposed garage would significantly detract from the special historic character of the original building and the surrounding area in terms of its design, siting, proportions, massing and scale.



5.3 As set out in paragraph 4.26 above, the CAA makes it clear that 25 Westfield Terrace does not have any special historic character or make any particular contribution to the character of the surrounding area, with this being distinct from other properties in the area. As such, there are no grounds for concluding that the proposed development would significantly detract from either of these. Rather, it is submitted that this would be a positive contribution to the existing dwellinghouse for the reasons set out above (in which matters relating to design, siting, proportions, massing and scale are all addressed), while the closing up of the existing rear access to the property would make a positive contribution to the area as a whole. In particular, this reason for refusal is at odds with the conclusion in the Report of Handling that the proposed extension would be subservient to the existing dwellinghouse in terms of size, with the Report of Handling also having given no consideration to the six qualities of successful places, such that there is no justification for the conclusion that it is not of a suitable design. Conversely, when assessed against these six qualities as set out in paragraph 4.24 above, these provide significant support for the proposed development in design terms, and it should be considered suitable accordingly.

This is primarily because of its projection forward of the principal elevation of the original dwelling which would dominate the principal elevation and would not be compatible with the established pattern of development on the streetscape; its excessive width which would unbalance the symmetry of the principal elevation; and the finishing material of the walls of the extension would not complement the wet dash render walls of the original building.

5.4 Insofar as the proposed extension would project forward of the principal elevation, proper application of the Council's Supplementary Guidance as set out above makes it clear that there is no general restriction on such development on detached dwelling houses, including in Conservations Areas, while guidelines on development in the historic environment make it clear that this may be acceptable in some circumstances (with it submitted that such circumstances apply in this instance as set out in paragraph 4.32 above).

5.5 This also needs to be considered in the context of the wider Conservation Area as described in the CAA and other recent development here, in particular:

- the fact that it is common for properties in the Conservation Area to come right up to the street, such that bringing forward the line of the principal elevation of 25 Westfield Terrace would not be out of keeping with the general pattern of development here; and



- the decision in respect of planning application reference 182030/DPP, which makes it clear that new built development forward of existing built development is acceptable (with the development proposed in that instance being much more visible than that proposed in terms of this application).

5.6 In addition, the description of the principal elevation as symmetrical is inaccurate (as can be seen in the photo at Appendix Two), with the proposed extension in fact being in keeping with the existing asymmetrical nature of this, and the intention being for the finishing materials to tie in to the wet dash render of the existing building as closely as possible (with the applicant happy for the approval of these materials to be subject to condition if there are any concerns in this regard).

The formation of the large opening in the original boundary wall, and the formation of a parking area at the front of the property would detract from the established pattern of development and the character of the surrounding area. The proposal would result in the loss of a historic granite boundary wall, and would re-use an insufficient volume of granite down-takings, in conflict with Policy D5 - Our Granite Heritage of the adopted Aberdeen Local Development Plan and Policy D7 - Granite Heritage of the Proposed Aberdeen Local Development Plan 2020.

5.7 When the true nature of the boundary wall as described in paragraph 2.3 is taken into account, along with the fact that the CAA expressly states that boundary treatments are not a typical feature of the area, there are no grounds for concluding that removal of a section of this wall would have any impact on the character of the Conservation Area or be contrary to existing or proposed policies on granite heritage. Rather, the remodelling of the existing wall and re-use of downtakings as also set out above will make a positive contribution to the character of the area and should be supported accordingly.

5.8 It should also be noted that the proposed development would in fact be in keeping with the established pattern of development on the streetscape, including the other properties on this stretch of Westfield Terrace, all of which have vehicular access to the front of them, and the development approved pursuant to planning application reference 182030/DPP as described above, with existing soft landscaping to the front of the property to be unaffected by the proposed development and providing screening on approach to it.

The proposal would therefore adversely affect the special character and appearance of the Rosemount and Westburn Conservation Area.



- 5.9 As set out above, the CAA makes it clear that 25 Westfield Terrace makes no particular contribution to the character or appearance of the Conservation Area, such that there is no justification for this conclusion. Conversely, as also set out above, it is submitted that the proposed garage extension would make a positive addition to the existing house, and that the closing up of the existing rear access to the property would make a positive contribution to the area as a whole.

The proposal would therefore conflict with Scottish Planning Policy; Historic Environment Policy for Scotland; Policies D1 - Quality Placemaking by Design, H1 - Residential Areas and D4 - Historic Environment of the adopted Aberdeen Local Development Plan 2017; Policies D1 - Quality Placemaking, H1 - Residential Areas, D6 - Historic Environment of the Proposed Aberdeen Local Development Plan; the Supplementary Guidance: 'The Householder Development Guide'; Managing Change in the Historic Environment: Extensions; and the aims of the Rosemount and Westburn Conservation Area Character Appraisal.

- 5.10 All relevant elements of the policies, guidance and other material considerations cited here are addressed in detail in section 4 above, demonstrating that the proposed development complies with these and there are no grounds for concluding otherwise.

2) *Impact to Public Safety*

The proposed 3m long and 7.5m wide driveway/hard surface would adversely affect road safety and would directly conflict with the Supplementary Guidance: 'Transport and Accessibility' in that if cars were parked perpendicularly to the road they would overhang the footways, and if they were parked at a parallel to the road, it would not be possible for the driver to be able to see adequately, both to the detriment of the safety of pedestrians using the public footway, especially young children and those with a disability. The negative impact to the safe function of the local transport network would conflict with Policy T2 - Managing the Transport Impact of Development of the adopted Aberdeen Local Development Plan 2017 and Policy T2 - Sustainable Transport of the Proposed Aberdeen Local Development Plan 2020.

- 5.11 For the reasons given in paragraphs 4.15 to 4.21 above, it is incorrect to say that the proposed driveway/hard surface would directly conflict with the Supplementary Guidance: Transport and Accessibility, with this making it clear that proposals associated with existing properties will be assessed on merit and there being a number of factors which support the arrangement proposed in this case.



5.12 Specifically, due regard needs to be given to the facts that:

- while the applicant did propose to site the garage further forward to keep the area of hardstanding in front of it to a minimum, it was moved back in response to feedback from the Council's planners, with the size of hardstanding now proposed being a result of that (taking into account the shape of the site, which prevents the garage from being moved back further);
- the garage is specifically intended to allow for the charging of electric vehicles and, with ample space within this to provide parking in excess of that required in terms of the Council's parking standards, there would be no reason to use the hardstanding for additional parking, such that no issues arise in this regard;
- the proposed area of hardstanding will be at the end of a cul-de-sac, with no properties beyond it on the same side of the street, such that the pavement here is effectively unused by pedestrians and there is no through traffic; and
- the proposed development would in fact represent an improvement in road safety terms through the closing up of the existing vehicular entrance to the rear of the property.

5.13 Taking all these factors into account, and considering the proposal on its merits as required in terms of the guidance, it is submitted that there are no grounds for concluding that it would be unacceptable in public safety terms, but that it should in fact be supported as representing an improvement in this regard.

3) *Parking*

In addition to the negative impact to character and appearance of the surrounding area which would result from the proposed parking provision at the front of the property, given the inner city location of the site, the availability of on-street parking provision in the surrounding area and the existing and approved parking provision at the rear of the site, the proposed parking provision at the front of the property would be excessive, would conflict with the Supplementary Guidance: 'Transport and Accessibility', and the aims of Policy T2 - Managing the Transport Impact of Development of the adopted Aberdeen Local Development Plan 2017, and Policies T2 - Sustainable Transport and T3 - Parking of the Proposed Aberdeen Local Development Plan 2020 in terms of encouraging sustainable and active travel.



5.14 While it is accepted that there would be excessive parking associated with the property if the rear parking area were to be retained, the applicant proposes to close off the vehicular access to the rear of the property, with the parking provided in the proposed new garage then being in line with the Council's standards as set out above. At the same time, due regard needs to be given to the fact that the underlying principle behind the proposed development is specifically to facilitate the use of sustainable and active modes of transport by the applicant and his family as also set out in more detail above. As such, the application fully complies with all relevant policies, guidance and material considerations in this regard.

6 Conclusion

6.1 For the reasons given in this paper apart, it is submitted that the proposed development:

- complies with the Aberdeen Local Development Plan (ALDP)], including associated Supplementary Guidance, and is supported by other relevant material considerations, including the Draft Rosemount and Westburn Conservation Area Appraisal (CAA), Scottish Planning Policy (SPP), Historic Environment Policy for Scotland, Historic Environment Scotland's Managing Change series of guidance notes – Extensions (2010), and the decision in respect of planning application reference 182030/DPP;
- respects the historic context of the Conservation Area, in particular the reasons for which this was designated as set out in the CAA;
- is intended to facilitate the use of more sustainable and active modes of transport by the applicant and his family, including through the provision of electric vehicle charging infrastructure and space to store bicycles;
- would deliver a net improvement in road safety terms compared to the current situation; and
- features materials which are appropriate for the building and its setting, with the applicant happy for the provision of samples of materials to be subject to condition.

6.2 As the proposed development complies with the development plan, and is also supported by other relevant material considerations, with no material considerations to indicate otherwise, the application requires to be granted.



Appendix One – List of documents

Application Documents

- 1 Application Form
- 2 PSAD Form
- 3 Location Plan
- 4 Existing Plans and Elevations
- 5 Proposed Elevations and Floor Plans
- 6 Proposed Sections and Site Plan
- 7 Photo of boundary wall build up 1
- 8 Photo of boundary wall build up 2
- 9 Photo of brickwork layer of wall
- 10 Photo of brickwork wall
- 11 Photo of brickwork within boundary wall
- 12 Photo of parking 1
- 13 Photo of parking 2

Delegated Report and Decision Notice

- 14 Report of Handling
- 15 Decision Notice

Policy Documents

- 16 Aberdeen Local Development Plan
- 17 Supplementary Guidance: Householder Development Guide
- 18 Supplementary Guidance: Transport and Accessibility
- 19 Draft Rosemount and Westburn Conservation Area Appraisal
- 20 Scottish Planning Policy (2014)
- 21 Historic Environment Policy for Scotland
- 22 Historic Environment Scotland's Managing Change series of guidance notes – Extensions (2010)

Other documents

- 23 Existing site plan submitted with planning application reference 182030/DPP
- 24 Proposed plans approved pursuant to planning application reference 182030/DPP
- 25 Proposed elevations and sections approved pursuant to planning application reference 182030/DPP
- 26 Decision in respect of planning application reference 182030/DPP

Appendix Two – front elevation of house



Appendix Three – Parking opposite existing access



Appendix Four - Clearance distance at existing access



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