

Public Document Pack



To: Councillor Boulton, Convener; Councillor Stewart, Vice Convener, the Depute Provost; and Councillors Allan, Cooke, Copland, Cormie, Greig, MacKenzie and Malik.

Town House,
ABERDEEN 03 December 2020

PLANNING DEVELOPMENT MANAGEMENT COMMITTEE

The Members of the **PLANNING DEVELOPMENT MANAGEMENT COMMITTEE** are requested to meet remotely on **THURSDAY, 10 DECEMBER 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 available on the Committee page on the website.

BUSINESS

MEMBERS PLEASE NOTE THAT ALL LETTERS OF REPRESENTATION ARE NOW AVAILABLE TO VIEW ONLINE. PLEASE CLICK ON THE LINK WITHIN THE RELEVANT COMMITTEE ITEM.

MOTION AGAINST OFFICER RECOMMENDATION

- 1.1 Motion Against Officer Recommendation - Procedural Note (Pages 5 - 6)

DETERMINATION OF URGENT BUSINESS

- 2.1 Determination of Urgent Business

DECLARATION OF INTERESTS

- 3.1 Members are requested to intimate any declarations of interest (Pages 7 - 8)

MINUTES OF PREVIOUS MEETINGS

- 4.1 Minute of Meeting of the Planning Development Management Committee of 5 November 2020 - for approval (Pages 9 - 20)

COMMITTEE PLANNER

- 5.1 Committee Planner (Pages 21 - 24)

GENERAL BUSINESS

WHERE THE RECOMMENDATION IS ONE OF APPROVAL

- 6.1 Detailed Planning Permission for formation of access road with associated works - Tillydrone Nursery, Dill Road Aberdeen (Pages 25 - 46)

Planning Reference – 201125

All documents associated with this application can be found at the following link and enter the reference number above:-

[Link.](#)

Planning Officer: Lucy Greene

- 6.2 Detailed planning permission for a residential development of 167 dwellings with associated car parking, open space and associated infrastructure at land east of Falkland Avenue, Cove, Aberdeen (Pages 47 - 100)

Planning Reference – 200584

All documents associated with this application can be found at the following link and enter the reference number above:-

[Planning search.](#)

Planning Officer: Gavin Evans

- 6.3 Detailed Planning Permission for redevelopment including the change of use and extension of the existing building to a mixed use unit which accommodates 50 residential units, co-working office space and cafe/bar and the erection of commercial unit to accommodate co-working and makers' space and a gym and associated works - Alba Gate, Stoneywood Park Aberdeen (Pages 101 - 156)

Planning Reference – 200833

All documents associated with this application can be found at the following link and enter the reference number above:-

[Planning search.](#)

Planning Officer: Alex Ferguson

WHERE THE RECOMMENDATION IS ONE OF REFUSAL

- 7.1 Detailed Planning Permission for redevelopment of an existing site for erection of 17 residential flats over 4 storeys including demolition and all associated works - 15 Maberly Street Aberdeen (Pages 157 - 182)

Planning Reference – 200621

All documents associated with this application can be found at the following link and enter the reference number above:-

[Planning search.](#)

Planning Officer: Robert Forbes

OTHER REPORTS

- 8.1 Aberdeen Planning Guidance: Draft Loirston Development Framework (2020) - Consultation Results - PLA/20/233 (Pages 183 - 364)

DATE OF NEXT MEETING

- 9.1 Date of Next Meeting - Thursday 21 January 2021 - 10am

EHRIAs related to reports on this agenda can be viewed [here](#)

To access the Service Updates for this Committee please click [here](#)

Website Address: www.aberdeencity.gov.uk

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MOTIONS AGAINST RECOMMENDATION

Members will recall from the planning training sessions held, that there is a statutory requirement through Sections 25 and 37 of the Town and Country Planning (Scotland) Act 1997 for all planning applications to be determined in accordance with the provisions of the Development Plan unless material considerations indicate otherwise. All Committee reports to Planning Development Management Committee are evaluated on this basis.

It is important that the reasons for approval or refusal of all applications are clear and based on valid planning grounds. This will ensure that applications are defensible at appeal and the Council is not exposed to an award of expenses.

Under Standing Order 28.10 the Convener can determine whether a motion or amendment is competent, and may seek advice from officers in this regard.

With the foregoing in mind the Convener has agreed to the formalisation of a procedure whereby any Member wishing to move against the officer recommendation on an application in a Committee report will be required to state clearly the relevant development plan policy(ies) and/or other material planning consideration(s) that form the basis of the motion against the recommendation and also explain why it is believed the application should be approved or refused on that basis. Officers will be given the opportunity to address the Committee on the competency of the motion. The Convener has the option to call a short recess for discussion between officers and Members putting forward a motion if deemed necessary.

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DECLARATIONS OF INTEREST

You must consider at the earliest stage possible whether you have an interest to declare in relation to any matter which is to be considered. You should consider whether reports for meetings raise any issue of declaration of interest. Your declaration of interest must be made under the standing item on the agenda, however if you do identify the need for a declaration of interest only when a particular matter is being discussed then you must declare the interest as soon as you realise it is necessary. The following wording may be helpful for you in making your declaration.

I declare an interest in item (x) for the following reasons

For example, I know the applicant / I am a member of the Board of X / I am employed by... and I will therefore withdraw from the meeting room during any discussion and voting on that item.

OR

I have considered whether I require to declare an interest in item (x) for the following reasons however, having applied the objective test, I consider that my interest is so remote / insignificant that it does not require me to remove myself from consideration of the item.

OR

I declare an interest in item (x) for the following reasons however I consider that a specific exclusion applies as my interest is as a member of xxxx, which is

- (a) a devolved public body as defined in Schedule 3 to the Act;
- (b) a public body established by enactment or in pursuance of statutory powers or by the authority of statute or a statutory scheme;
- (c) a body with whom there is in force an agreement which has been made in pursuance of Section 19 of the Enterprise and New Towns (Scotland) Act 1990 by Scottish Enterprise or Highlands and Islands Enterprise for the discharge by that body of any of the functions of Scottish Enterprise or, as the case may be, Highlands and Islands Enterprise; or
- (d) a body being a company:-
 - i. established wholly or mainly for the purpose of providing services to the Councillor's local authority; and
 - ii. which has entered into a contractual arrangement with that local authority for the supply of goods and/or services to that local authority.

OR

I declare an interest in item (x) for the following reasons.....and although the body is covered by a specific exclusion, the matter before the Committee is one that is quasi-judicial / regulatory in nature where the body I am a member of:

- is applying for a licence, a consent or an approval
- is making an objection or representation
- has a material interest concerning a licence consent or approval
- is the subject of a statutory order of a regulatory nature made or proposed to be made by the local authority.... and I will therefore withdraw from the meeting room during any discussion and voting on that item.

PLANNING DEVELOPMENT MANAGEMENT COMMITTEE

ABERDEEN, 5 November 2020. Minute of Meeting of the PLANNING DEVELOPMENT MANAGEMENT COMMITTEE. Present:- Councillor Boulton, Convener; Councillor Stewart, Vice Convener, the Depute Provost; and Councillors Allan, Copland, Cormie, Delaney (as substitute for Councillor Greig), Henrickson (as substitute for Councillor Cooke), MacKenzie and Malik.

The agenda and reports associated with this minute can be found [here](#).

Please note that if any changes are made to this minute at the point of approval, these will be outlined in the subsequent minute and this document will not be retrospectively altered.

MINUTE OF MEETING OF THE PLANNING DEVELOPMENT MANAGEMENT COMMITTEE OF 24 SEPTEMBER 2020

1. The Committee had before it the minute of its previous meeting of 24 September, 2020, for approval.

The Committee resolved:-

to approve the minute as a correct record.

COMMITTEE PLANNER

2. The Committee had before it a planner of future Committee business.

The Committee resolved:-

to note the information contained in the Committee business planner.

LAND SOUTH OF NORTH DEESIDE ROAD MILLTIMBER ABERDEEN - 200535

3. The Committee had before it a report by the Chief Officer – Strategic Place Planning, **which recommended:-**

That there be a willingness to approve the application for planning permission in principle for the construction of a residential led mixed-use development with associated infrastructure, access, landscaping, drainage, SUDS and open space at land south of North Deeside Road, Aberdeen, subject to conditions and a legal agreement to secure developer obligations towards the provision of affordable housing, the core path network, primary education, secondary education, healthcare facilities and community facilities.

Conditions:-

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1. STANDARD MATTERS REQUIRING FURTHER APPROVAL CONDITION FOR PLANNING PERMISSION IN PRINCIPLE

That application(s) for approval of matters specified in condition(s?) containing details of the specified matters listed below shall be submitted for consideration by the Planning Authority, in accordance with the timescales and other limitations in section 59 of the Town and Country Planning (Scotland) Act 1997 (as amended). No development within or outwith any particular block or area shall take place unless a matters specified in conditions application comprising the detailed layout and design of roads, buildings and other structures for that particular block or area has been submitted to and approved in writing by the Planning Authority. The application shall comprise:

- (i) A detailed levels survey of the site and cross sections showing proposed finished ground and floor levels of all buildings relative to existing ground levels and a fixed datum point.
- (ii) Details of the layout and finish of roads, visibility splays, footpaths, pedestrian connection across North Deeside Road, and cycle paths including the identification of safe routes to school from the development.
- (iii) Details of layout, design and external appearance of buildings and ancillary structures; vehicular and motorcycle parking; short and long term secure cycle parking; electrical vehicle charging facilities in accordance with the associated Supplementary Guidance; storage and collection arrangements for waste and recyclables; boundary enclosures around individual homes and other premises; and details of play zones and play equipment to be provided.

Reason: Permission for the development has been granted in principle only and subsequent approval is required for these matters in accordance with Section 59 of the Town and Country Planning (Scotland) Act 1997 (as amended).

2. ACCESS TO NORTH DEESIDE ROAD

No development shall take place unless a matters specified in conditions application comprising a detailed scheme showing the precise location, layout, design and construction method of the proposed access junctions to North Deeside Road (A93), including layouts, capacity, distribution, operational flow and detailed cross-sections has been submitted to and approved in writing by the Planning Authority; no individual residential property or commercial unit shall be occupied unless the relevant scheme is fully implemented in accordance with the approved plans, unless the Planning Authority has given written approval for a variation.

Reason: in the interests of road safety.

3. SCALE OF DEVELOPMENT (RESIDENTIAL)

That notwithstanding the description provisions of “up to 99 residential units” of the Planning Permission in Principle hereby approved, no more than 80 residential units shall be built on the development site and the detailed residential development

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proposals to be considered through any subsequent related applications for Matters Specified in Conditions shall not exceed a combined maximum of 80 residential units.

Reason: It has not been demonstrated that the site is capable of accommodating in excess of 80 residential units.

4. SCALE OF DEVELOPMENT (COMMERCIAL)

That notwithstanding the description provisions of “retail of up to 2,000 sqm” of the Planning Permission in Principle hereby approved, no more than 1,225 square metres gross floor area (GFA) of commercial use shall be built on the development site and the detailed commercial development proposals to be considered through any subsequent related applications for Matters Specified in Conditions (MSC) shall not exceed a combined maximum of 1,225 square metres gross floor area (GFA).

Reason: To ensure accordance with the OP114 Milltimber South allocation of the Aberdeen Local Development Plan 2017.

5. LANDSCAPING SCHEME

No development shall take place unless a matters specified in conditions application comprising a scheme of hard and soft landscaping works has been submitted to and approved in writing by the Planning Authority.

Details of the scheme shall include:

- (i) Existing landscape features and vegetation to be retained.
- (ii) The location of new (trees, shrubs, hedges, grassed areas and water features).
- (iii) A schedule of planting to comprise species, plant sizes and proposed numbers and density.
- (iv) The location, design and materials of all hard-landscaping works including (walls, fences, gates, street furniture and play equipment).
- (v) An indication of existing trees, shrubs, and hedges to be removed.
- (vi) A programme for the completion and subsequent maintenance of the proposed landscaping.

All soft and hard landscaping proposals shall be carried out in accordance with the approved scheme and shall be completed during the planting season immediately following the commencement of the development or such other date as may be agreed in writing with the Planning Authority. Any planting which, within a period of 5 years from the completion of the development, in the opinion of the Planning Authority is dying, being severely damaged or becoming seriously diseased, shall be replaced by plants of similar size and species to those originally required to be planted. In addition, prior to the commencement of the implementation of the approved scheme, detailed proposals for a programme for the long term management and maintenance of all the approved landscaped and open space areas within the development shall be submitted for the further written approval of the Planning Authority. Thereafter, all management and maintenance of the landscaped and open space areas shall be implemented, in perpetuity, in accordance with the approved programme.

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Reason: To ensure the implementation of a satisfactory scheme of landscaping which will help to integrate the proposed development into the local landscape in the interests of the visual amenity of the area and to ensure that the landscaping is managed and maintained in perpetuity.

6. TREE PROTECTION MEASURES

No development shall take place unless a matters specified in condition application comprising a scheme/ details showing those trees to be removed and those to be retained and a scheme for the protection of all trees to be retained on the site during construction works has been submitted to, and approved in writing by, the Planning Authority and any such scheme as may have been approved has been implemented.

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

7. TREES – STORAGE OF MATERIALS

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

8. CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

No development shall take place (including site stripping, service provision or establishment of site compounds) unless a matters specified in conditions application comprising a site specific Construction Environmental Management Plan(s) (the "CEMP") has been submitted to and approved in writing by the Planning Authority in consultation with SEPA. The CEMP must address the following issues

- (i) surface water management including construction phase SUDS; and
- (ii) site waste management including details of re-use on-site and off-site disposal of demolition materials. Thereafter development shall be undertaken in accordance with the approved CEMP.

Reason - In order to minimise the impacts of necessary demolition/ construction works on the environment.

9. LOW AND ZERO CARBON

No development shall take place unless a matters specified in conditions application comprising a scheme detailing compliance with the Council's Resources for New Development Supplementary Guidance has been submitted to and approved in writing by the Planning Authority. Thereafter no units shall be occupied unless any

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recommended measures specified within that scheme for that unit for the reduction of carbon emissions have been implemented in full.

Reason - to ensure that the development complies with requirements for reductions in carbon emissions specified in the City Council's relevant published Supplementary Guidance: Resources for New Development.

10. NOISE ASSESSMENT

No development shall take place unless a matters specified in conditions application comprising a Noise Impact Assessment (NIA) has been submitted to and approved in writing by the Planning Authority. The NIA shall evaluate the impact on road traffic and quarrying operations on the development and shall be carried out in accordance with a methodology agreed with the Council's Environmental Health service. This assessment should:

- (i) Be in accordance with Planning Advice Note (PAN) 1/2011 Planning and Noise and its accompanying Technical Advice Note;
- (ii) Identify the existing sources of noise potentially impacting on the proposed development;
- (iii) Detail the noise mitigation measures to reduce noise from the existing noise sources to an acceptable level to reasonably protect the amenity of the occupants of the proposed residences;
- (iv) The methodology for the noise assessment should be submitted and agreed in writing with the Environmental Protection Team in advance of the assessment.

Reason: in order to protect residents of the development from roads and quarrying noise.

11. AIR QUALITY (DUST) RISK ASSESSMENT

No development shall take place (including site stripping or service provision) unless a matters specified in condition application comprising the submission of an Air Quality (Dust) Risk Assessment for the construction phase of development has been submitted to and approved in writing by the Planning Authority. Such risk assessment shall be carried out by a suitably qualified consultant in accordance with the Institute of Air Quality Management document "Guidance on the Assessment of Dust from Demolition and Construction 2014". Thereafter development shall be carried out in accordance with the approved plan.

Reason: in order to control air pollution from dust associated with the development in accordance with Policy T4 – Air Quality.

12. DUST MANAGEMENT PLAN

No development (including site stripping or service provision) shall take place unless a matters specified in condition application comprising the submission of a Dust Management Plan for the construction phase of development has been submitted to

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and approved in writing by the Planning Authority. Such management plan shall specify dust mitigation measures and controls, responsibilities, and any proposed monitoring regime. Thereafter development (including demolition) shall be undertaken in accordance with the approved plan.

Reason - In order to control air pollution from dust associated with the construction of the development in accordance with Policy T4 - Air Quality.

13. ROUTE OF WATERCOURSE

No development shall take place unless a matters specified in conditions application comprising the results of an investigation to prove the existence and route of the watercourse/drain through the eastern part of the site. Details of such an investigation shall be submitted to, and approved in writing by the Planning Authority, in consultation with SEPA. Thereafter no development shall take place over any culverted watercourse/drain. Priority will be given to de-culverting any watercourse/drain and the creation of blue-green infrastructure along its route.

Reason: In order to protect and enhance the water environment.

14. ENHANCEMENT OF THE WATER ENVIRONMENT

No development shall take place unless a matters specified in conditions application comprising:

- a) An investigation of and where viable, detailed information relating to the realignment of any watercourses on site.
- b) Full details relating to any other proposed engineering activities in the water environment, including the location and type of any proposed watercourse crossings.

Any proposed watercourse crossings shall be designed to accept the 1 in 200-year flow unless otherwise agreed with the Planning Authority in consultation with SEPA. All works on site must be undertaken in accordance with the approved scheme unless otherwise agreed in writing with the Planning Authority.

Reason: to improve and protect the water environment and to prevent an increase in flood risk.

15. GREEN AND BLUE MEASURES

No development (including site stripping, service provision or establishment of site compounds) shall commence on site unless an application for approval of matters specified on conditions comprising a schedule of green measures is submitted to the Planning Authority. The schedule, detailing the measures that have been investigated and will be implemented on site, should be submitted prior to the commencement of development on site for the written approval of the Planning Authority, in consultation with SEPA and implemented in full. Reason: to ensure adequate protection of the water

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environment and contribute to and enhance the natural environment in accordance with Scottish Planning Policy.

16. BIRD HAZARD MANAGEMENT PLAN

No development (including site stripping, service provision or establishment of site compounds) shall commence on site unless a matters specified in conditions application comprising a bird hazard management plan has been submitted to and approved in writing by the planning authority, in consultation with Aberdeen International Airport. The submitted plan shall include details of monitoring of any standing water within the site temporarily or permanently and management of any flat/ shallow/ pitched/ green roofs on buildings within the site which may be attractive to nesting, roosting and loafing birds. The management plan shall comply with Advice Note 8 “Potential Bird Hazards from Building Design” and thereafter the agreed measures shall be implemented in full.

Reason - to avoid endangering the safe movement of aircraft and the operation of Aberdeen Airport through the attraction of birds.

17. PROGRAMME OF ARCHAEOLOGICAL WORKS

No development shall take place unless a matters specified in conditions application comprising an archaeological written scheme of investigation (WSI) has been submitted to and approved in writing by the Planning Authority and a programme of archaeological works has been carried out in accordance with the approved WSI. The WSI shall include details of how the recording and recovery of archaeological resources found within the application site shall be undertaken, and how any updates, if required, to the written scheme of investigation will be provided throughout the implementation of the programme of archaeological works. Should the archaeological works reveal the need for post excavation analysis the development hereby approved shall not be occupied unless a post-excavation research design (PERD) for the analysis, publication and dissemination of results and archive deposition has been submitted to and approved in writing by the Planning Authority. The PERD shall be carried out in complete accordance with the approved details.

Reason – to safeguard and record the archaeological potential in the area.

18. BADGER PROTECTION PLAN

No development shall take place unless a matters specified in conditions application comprising a badger survey and badger protection plan for that area has been submitted to and approved in writing by the Planning Authority. The protection plan must include

- (i) the measures required to protect badgers during development and any licensable activities required to allow the development to proceed;
- (ii) appropriate buffer zones to be established around any known active setts in order to avoid disturbance and;

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- (iii) details of how badger habitat (including foraging areas and connectivity between identified setts) shall be retained and/ or created as part of the development. Any required mitigation measures to minimise disturbance to badgers must be identified and be in accordance with Scottish Natural Heritage best practice guidance.

Reason – in order to mitigate any potential impact on protected species.

19.SURFACE WATER DRAINAGE

No development within any particular block or area shall take place unless a matters specified in conditions application comprising a detailed scheme for surface water drainage for that particular block or area has been submitted to and approved in writing with the Planning Authority. The scheme shall

- (i) detail two levels of sustainable drainage (SUDS) treatment (or three levels for industrial hard standing areas) for all areas of roads/ hardstanding/ car parking and one level of SUDS treatment for roof run-off;
- (ii) include source control; and
- (iii) shall be developed in accordance with the technical guidance contained in the SUDS manual. Thereafter development shall be implemented in accordance with the agreed scheme.

Reason – in order to ensure adequate protection of the water environment from surface water run-off.

20.WASTEWATER CONNECTIONS

No development within any particular block or areas shall take place unless a matters specified in conditions application comprising a scheme for the connection of buildings to the public waste water system for that particular block has been submitted to any approved in writing by the Planning Authority. The scheme shall include confirmation from Scottish Water that connections can be made and any necessary upgrades to the public wastewater system are in place. Thereafter, no building shall be occupied unless connection has been made to the public wastewater network in accordance with the approved details.

Reason – in order to ensure the sewage is satisfactory treated and disposed of.

21.RESIDENTIAL TRAVEL PACK/ GREEN TRAVEL PLAN

No development within any particular block shall take place unless a matters specified in conditions application comprising either a residential travel pack (in the case of residential development) or a green travel plan (in the case of commercial development) for that particular block has been submitted to and approved in writing by the Planning Authority. Each residential travel pack shall identify details of different travel options available in the area in order to discourage the use of the private car. The approved travel pack shall be supplied to the first occupants of every residential unit

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within that block on occupation. Each travel plan shall identify measures to be implemented in order to discourage the use of the private car as well as the duration of the plan, system of management, monitoring, review and reporting and thereafter shall be implemented as approved.

Reason: in order to reduce dependency on the private car for travel.

22.COMPLIANCE WITH ECOLOGICAL REPORT

The development hereby approved shall be undertaken in complete accordance with the Updated Ecological Appraisal (Brindley Associates – October 2019 – Rev A) hereby approved unless the Planning Authority have provided written agreement on a variation to the approved scheme.

Reason: to ensure that the development is carried out in accordance with the recommendations of the report.

23.FULL FIBRE BROADBAND

No unit shall be occupied unless a matters specified in conditions application detailing a scheme for the provision of a full fibre broadband connection to each flat for that phase or block has been submitted to and approved in writing by the Planning Authority. Thereafter the scheme shall be implemented as approved and all flats provided with a full fibre broadband connection.

Reason – in order to provide all flats with access to high-speed communications infrastructure, in accordance with the requirements of Policy CI1 (Digital Infrastructure) of the ALDP.

The Committee heard from Gavin Clark, Senior Planner, who spoke in furtherance of the application and answered various questions from members.

Mr Clark confirmed that since the application was initially submitted and validated, the development had been refined through the master planning and application assessment process and was now considered to be an in principle development proposal of up to 80 residential units and up to 1,225 sqm of ancillary office/retail space. Mr Clark advised that as the development proposal was still within the parameters of the original application title, the description had not been amended, however re-notification of neighbours and advertisement of the application was undertaken following the submission of additional information related to the refined proposal.

The Convener moved, seconded by Councillor Malik:-

That the application be refused for the following reasons.

1. The proposed development is contrary to Policy NE1 (Green Belt) of the Proposed Aberdeen Local Development Plan 2020 (Proposed ALDP) in that it

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would fail to meet any of the exemption criteria listed in that Policy. The development is also contrary to Policy NE2 (Green and Blue Infrastructure) of the Proposed ALDP in that development on site would fail to support and enhance the Green Space Network due to the scale of development proposed and its impact on the value of the site for wildlife. This represents the 'settled view of the Council' as to the planning policy considerations applicable to the site. The significant level of public opposition to the development on the basis of the proposal's lack of compliance with the Proposed ALDP is considered to add further to the weight that can be given to the Proposed LDP in considering this application. Taking these factors into account for this particular application it is considered that greater weight should be afforded to the Green Belt (Policy NE1) and Green and Blue Infrastructure (Policy NE2) zoning proposed by the Proposed ALDP than the Mixed Use (Policy H2) zoning currently applicable to the site in the adopted Aberdeen Local Development Plan 2017.

2. The proposed development would be contrary to the OP114 allocation in the adopted Aberdeen Local Development Plan 2017 due to the proposed scale of development which is significantly greater than that indicated in the allocation.
3. It has not been demonstrated that the development would successfully fit into the wider landscape setting and character of the area especially in public views from the Deeside Way, North Deeside Road and the Aberdeen Western Peripheral Route and would therefore fail to meet the requirements of Policy D2 (Landscape) of the Aberdeen Local Development Plan 2017.
4. The proposal would be contrary to Policy I1 (Infrastructure Delivery and Planning Obligations) of the Aberdeen Local Development Plan 2017 in that the developer obligations secured for educational provision are not considered to be sufficient to adequately mitigate the adverse impact that the proposal would have on school capacity.
5. It has not been adequately demonstrated that the commercial development proposed in the eastern part of the site would avoid a detrimental impact on the residential amenity of neighbouring houses and is therefore contrary to Policy H2 (Mixed Use Areas) and T5 (Noise) of the Aberdeen Local Development Plan 2017.
6. The retail impact of the development, particularly in relation to its impact on allocated retail development with Oldfold (OP48 of the adopted local development plan), has not been adequately assessed due to the absence of a suitable Retail Statement and is therefore contrary to Policy NC8 (Retail Development Serving New Development Areas) of the Aberdeen Local Development Plan 2017.
7. The proposed development would be contrary to Policy T3 (Sustainable and Active Travel) of the Aberdeen Local Development Plan 2017 in as far as it has not been demonstrated that the development would not have an adverse and detrimental impact on existing cycle lanes on the North Deeside Road.

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Councillor Copland moved as an amendment, seconded by Councillor Henrickson:-
That the application be approved in line with the report recommendation.

On a division, there voted:- for the motion (5) the Convener; and Councillors Allan, Cormie, MacKenzie and Malik, for the amendment (3) the Vice Convener; and Councillors Copland and Henrickson; absent from the vote (1) – Councillor Delaney.

The Committee resolved:-

to adopt the motion and therefore refuse the application.

- **Councillor Marie Boulton, Convener**

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	A	B	C	D	E	F	G	H	I
1	PLANNING DEVELOPMENT MANAGEMENT COMMITTEE BUSINESS PLANNER The Business Planner details the reports which have been instructed by the Committee as well as reports which the Functions expect to be submitting for the calendar year.								
2	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Directorate	Terms of Reference	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
3	10 December 2020								
4	15 Maberly Street - 200621	To approve or refuse the application for the erection of 17 flats.	On agenda.	Robert Forbes	Strategic Place Planning	Place	1	D	Discussions ongoing with the agent. A revised noise impact assessment required and will need further assessment by the Environmental Health consultee before determination by PDMC.
5	Land East of Falkland Avenue Cove - 200584	To approve or refuse the application for residential development of 177 dwellings with associated parking, open space and associated infrastructure.	On agenda.	Aoife Murphy	Strategic Place Planning	Place	1	D	Concerns were raised regarding the proposed mix, now being looked into by the developer and hence the delay.
6	Parkhead, Craibstone - 200751	To approve or refuse the application for formation of a golf driving range.	Withdrawn	Robert Forbes	Strategic Place Planning	Place	1	R	Application withdrawn from the applicant.
7	Alba Gate, Stoneywood - 200833	To approve or refuse the application for mixed use development –residential/commercial.	On agenda.	Aoife Murphy	Strategic Place Planning	Place	1	D	Not yet in a position to make a recommendation and therefore do not know the route of determination.
8	Loirston Development Framework	To present an updated Loirston Development Framework, the findings of the public consultation and additional landowner engagement exercises and seeks approval to adopt the document as Aberdeen Planning Guidance (non-statutory planning guidance).	On agenda.	Rebecca Kerr	Strategic Place Planning	Place	6		
9	21 January 2021								
10	City Centre Conservation Area Appraisal	To present the City Centre Conservation Area Appraisal		Ross Wilson	Strategic Place Planning	Place	4	D	Delayed due to officer capacity and COVID issues / restrictions which previously caused a knock-on delay to production.
11	Stoneywood House	To approve or refuse the installation of CCTV and fencing		Lucy Greene	Strategic Place Planning	Place	1		

	A	B	C	D	E	F	G	H	I
	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Directorate	Terms of Reference	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
2									
12	Mariner Hotel - 200794	To approve or refuse the application for outline consent for conversion of hotel to create 10 residential units and erection of 4 townhouses in car park area with associated access and landscaping works.		Jamie Leadbeater	Strategic Place Planning	Place	1	D	Applicant amended the drawings following negotiations with Planning. The amended plans require to go through due process before the application can be heard.
13			18 February 2021						
14			18 March 2021						
15			22 April 2021						
16			20 May 2021						
17			17 June 2021						
18			19 August 2021						
19			30 September 2021						
20			04 November 2021						
21			09 December 2021						
22									
23			Future applications to PDMC (date of meeting yet to be confirmed.						
24	56 Cromwell Road - 200559	To approve or refuse the application for the erection of a single storey ancillary accommodation to the rear.		Jemma Tasker	Strategic Place Planning	Place	1	D	Further information from the applicant was requested but not received at this time.
25	Binghill House	To approve or refuse the application for erection of active retirement community (circa 60 units in mix of apartments, cottages and houses and 20-bed nursing home) including small-scale local shop and café, community allotments and associated infrastructure		Gavin Clark	Strategic Place Planning	Place	1		
26	Kings College (February 2021 at the earliest)	To approve or refuse the erection of teaching and learning hall, removal of 1954 book stack extension and kitchen extension to old library (James MacKay Hall), external alterations of Cromwell Tower, Old Senate Wing, Elphinstone Hall Kitchen Extension, Linklater Rooms and 1921 book stack, formation of new teaching and learning spaces within existing buildings and associated public realm works.		Matthew Easton	Strategic Place Planning	Place	1		
27	Kings College (February 2021 at the earliest)	As above but approval or refusal for Listed Building Consent.		Matthew Easton	Strategic Place Planning	Place	1		

	A	B	C	D	E	F	G	H	I
	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Directorate	Terms of Reference	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
2									
28									

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PLANNING DEVELOPMENT MANAGEMENT COMMITTEE



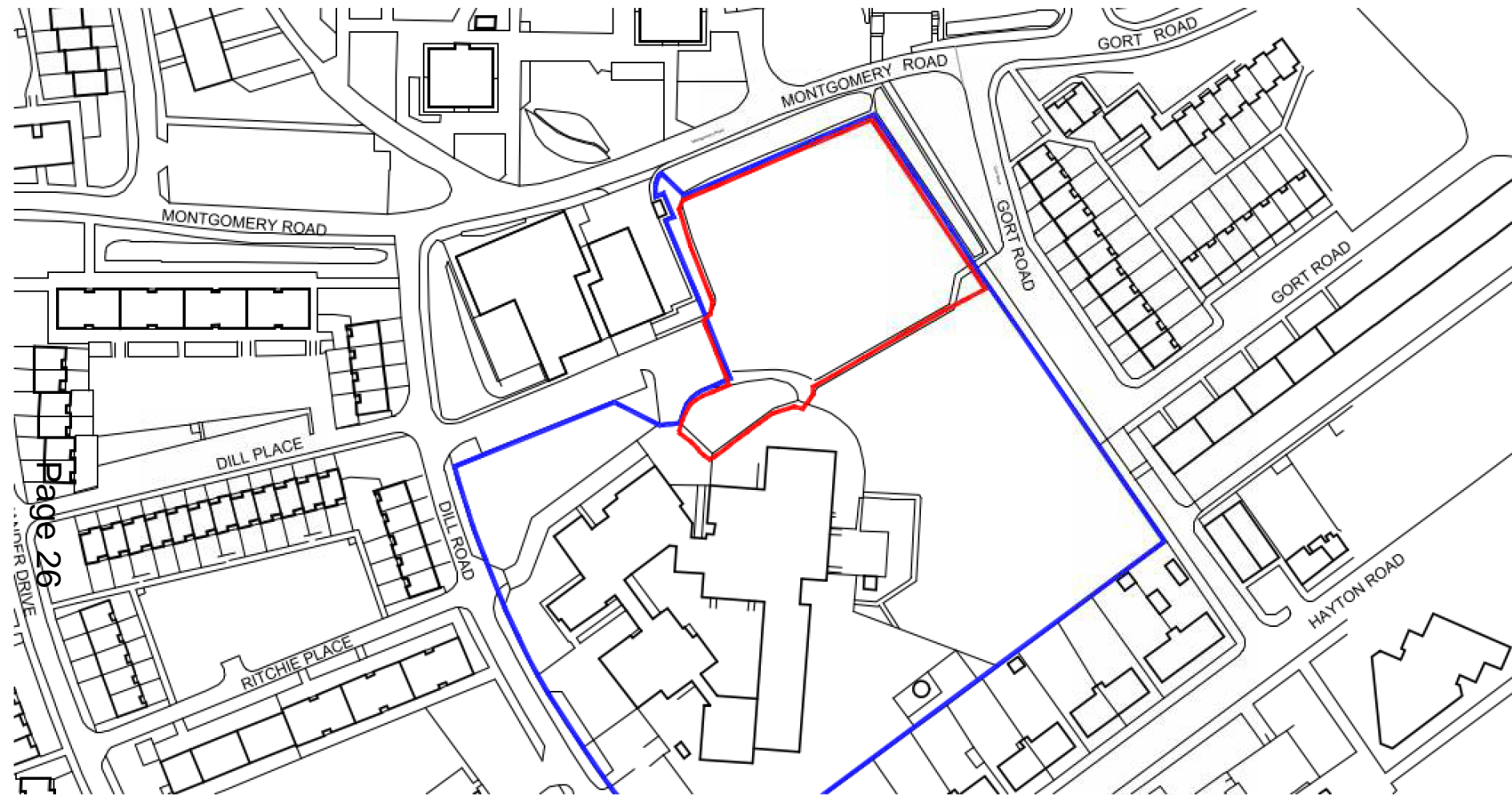
10th December 2020

Formation of access road with associated works

Tillydrone Nursery
Dill Road

Detailed Planning Permission
201125/DPP

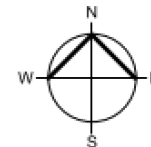
Location Plan



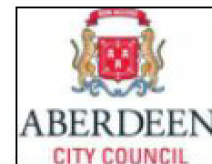
page 26

Location Plan

Scale 1:1250 0 10 20 40 60 100m

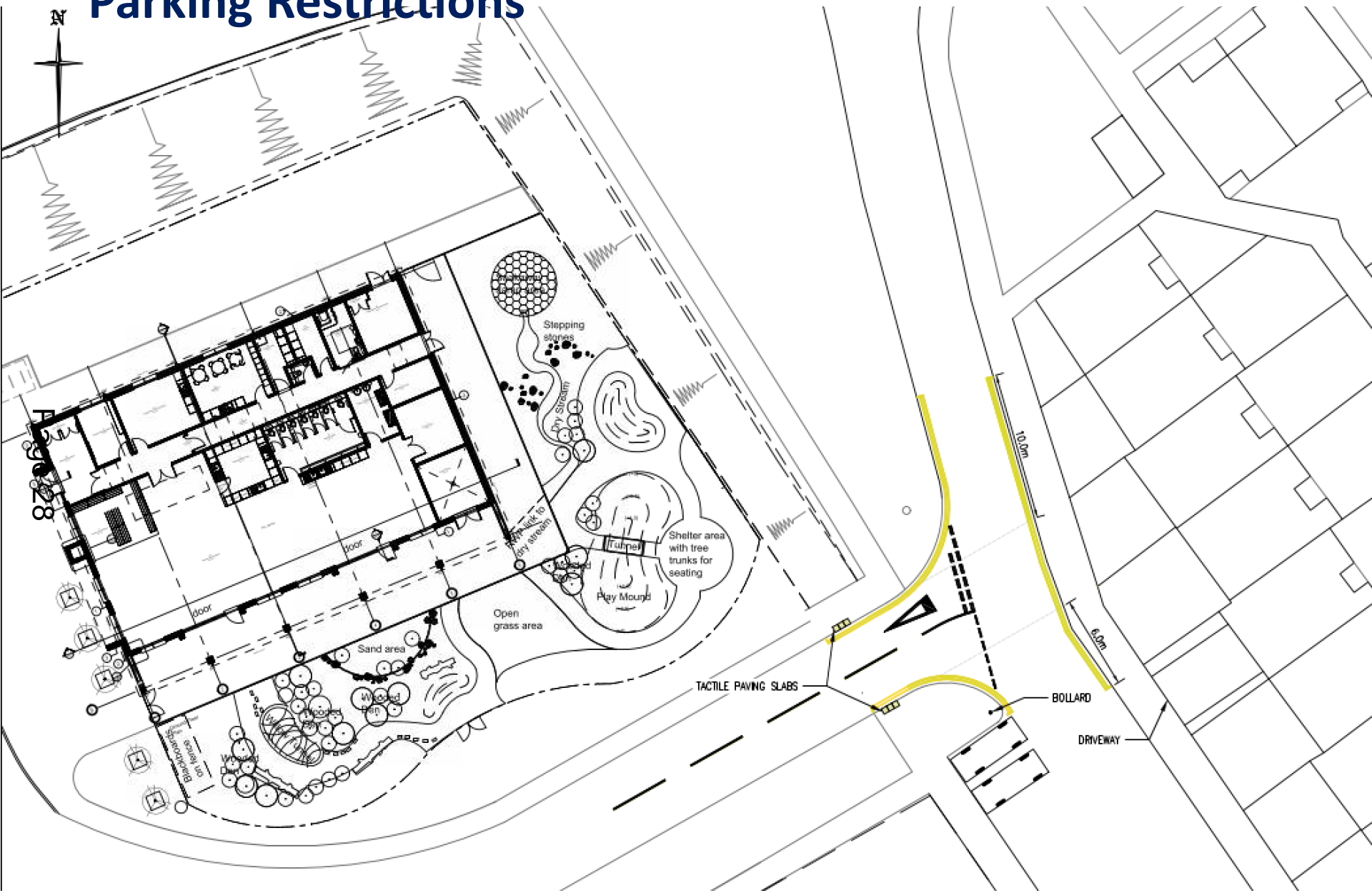


HALLIDAY FRASER MUNRO
CHARTERED ARCHITECTS & PLANNING CONSULTANTS





Parking Restrictions



Site Plan as Proposed



Approved scheme under Planning Permission 191335/DPP



Streetview looking north up Gort Road

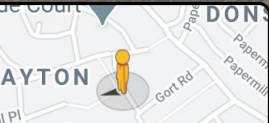


Streetview looking west across site



Green, Scotland
Google
Street View

Page 34



Streetview looking south down Gort Road



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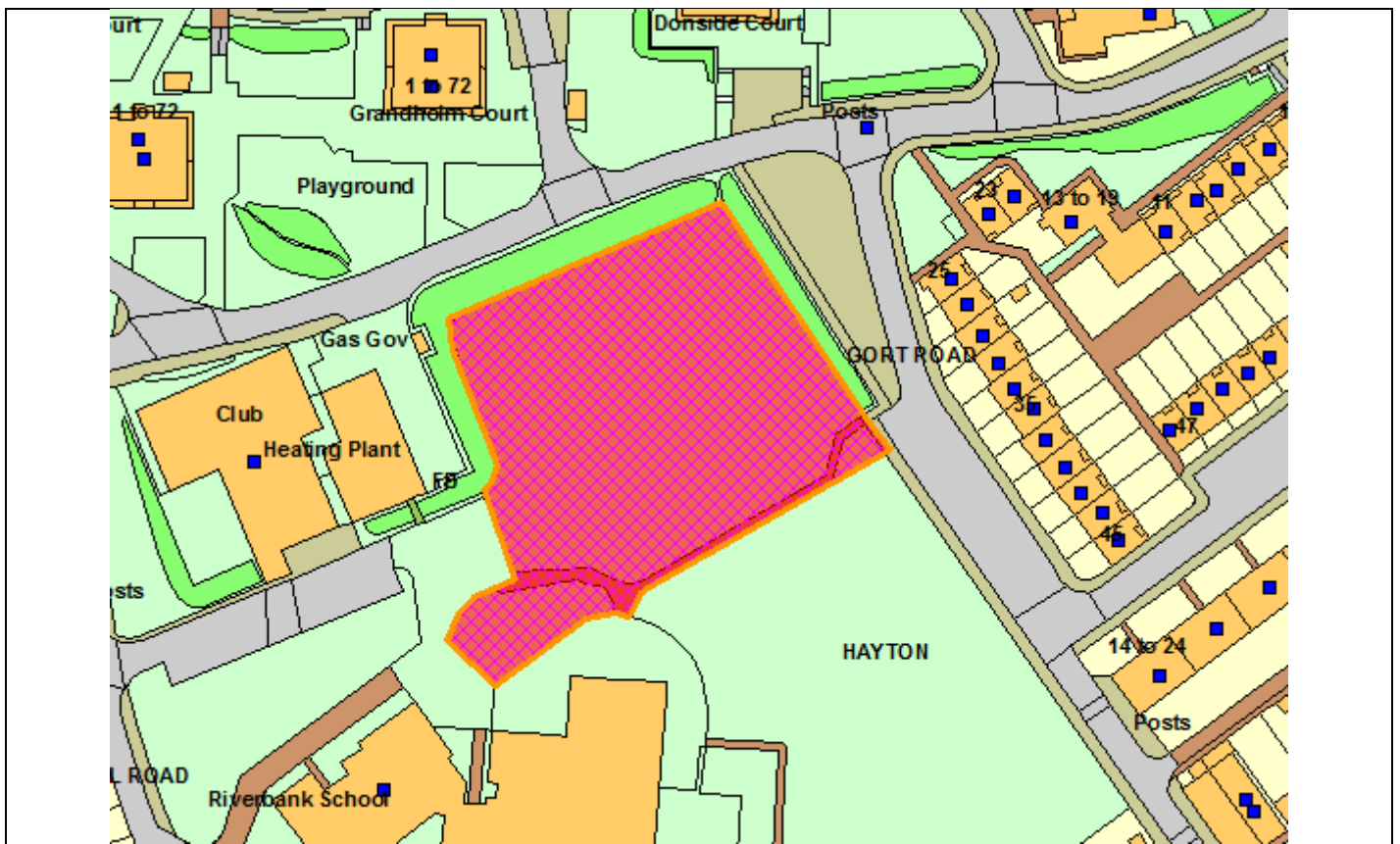


Planning Development Management Committee

Report by Development Management Manager

Committee Date: 10 December 2020

Site Address:	Tillydrone Nursery, Dill Road, Aberdeen, AB24 2XL
Application Description:	Formation of access road with associated works
Application Ref:	201125/DPP
Application Type	Detailed Planning Permission
Application Date:	23 September 2020
Applicant:	Aberdeen City Council
Ward:	Tillydrone/Seaton/Old Aberdeen
Community Council:	Tillydrone
Case Officer:	Lucy Greene



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RECOMMENDATION

Approve conditionally

APPLICATION BACKGROUND

Site Description

The site, which is currently under development for a nursery, under planning permission 191335/DPP is located in the established residential area of Tillydrone in the north of Aberdeen. The site comprises an area of open space designated as school grounds within the 2010 Open Space Audit.

The site is bound to the north, west and east by Montgomery Road, Dill Road and Gort Road, respectively, with residential properties beyond both, to the west by Aberdeen Lads Club (a community facility) and Tillydrone Energy Centre CHP plant and to the south by Riverbank School and further open space. The area contains a high density of residential properties in the form of high rise and medium rise flatted blocks and terraced two storey houses opposite the site to the east and north. Public and resident's parking is generally provided on street and within communal car parks.

Relevant Planning History

Application Number	Proposal	Decision Date
170608/DPP	Installation of temporary modular classroom to provide upper floor extension to existing modular classroom	13.07.2017 Status: APC
191335/DPP	Erection of single storey nursery with associated landscaping, carparking and works	19.02.2020 Status: APC

APPLICATION DESCRIPTION

Description of Proposal

This current application is for the formation of a vehicular access to be taken from Gort Road, into the car park which would be as previously approved, to the west of the nursery. The access is to serve the nursery. Prior to the nursery proposal, (the nursery building is currently under construction) the land was public open space adjacent to the school grounds and the Tillydrone Energy Centre building.

Previously, under application 191335/DPP a new car park was originally shown to the west of the building, accessing the site through the Aberdeen Lads Club car park and accommodating 10 car spaces, 1 disabled space and 1 motorcycle space. However, following concerns raised by the adjacent Lads Club, the access was altered so that it was proposed to be located to the south west of the site, sharing the existing school pedestrian and vehicular access off Dill Road. This required the construction of a new 4m wide road along the northern edge of the existing Riverbank School and is the proposal that has planning permission.

The staff car parking and turning area at the new nursery remains as originally approved. Following further consideration of the technical and logistical difficulties and costs associated with forming a new access road through the still in use Riverbank School site, an alternative access is now proposed from the east, off Gort Road, that is the subject of the current application.

As a result of the proposal two (2no.) right angle parking spaces would be lost within the communal parking bay opposite the houses at 25 – 45 Gort Road, whilst double yellow lines would be laid around the proposed junction, extending 10.0m to the north of the junction and 6.0m to the south, affecting a length of road of 22m in length. These would be in front of houses at numbers

27, 29 and 31 and part of number 25 Gort Road. Numbers 33, 37, 39, 41 and 43 have driveways and there is a parking bay for approximately eighteen (18no.) cars opposite the houses at 25 – 45 Gort Road. In the surrounding area there is a large number of flats within medium and high rise blocks, with a number of communal parking areas. The proposal would also result in landscaped open space being formed in the south west corner of the nursery site, rather than being concentrated along the southern boundary in the approved scheme.

The under-construction nursery is part of the Scottish Government and Aberdeen City Council's programme of increased Early Learning and Childcare provision and would primarily cater for children living in the Riverbank Primary educational catchment area in Tillydrone.

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=QH0ET4BZKLB00>

Reason for Referral to Committee

The application has been referred to the Planning Development Management Committee because eighty-five (85no.) letters of objection have been received.

CONSULTATIONS

ACC - Roads Development Management Team – No objection to the proposal. The proposal would result in the loss of five (5no.) parking spaces. A parking survey was carried out on weekdays, which showed that the loss of spaces is acceptable, given current usage of the existing spaces. The junction would need to be 'left in, left out' and bollards would be required to be installed on the build outs onto Gort Road. There is sufficient space for access by refuse vehicles.

Tillydrone Community Council – Has expressed serious road safety concerns regarding the proposals, however, have made enquiries to the Council outside the planning process and await a response to these prior to making further representation, which will be reported verbally to Committee.

REPRESENTATIONS

Eight-five letters of representation were received. These relate to the following matters:

- Letter writer encloses, refers to and supports concerns expressed within a letter circulated within the community by the Tillydrone Community Council, these state:
 - o Increase in traffic entering community and residential roads, as the nursery has a city-wide catchment.
 - o Initially, the access was proposed at the top of Dill Road (Aberdeen Lads Club access), this was better as the traffic would not pass through residential streets.
 - o Increase in pollution due to the traffic on residential roads.
 - o Road safety for children in particular. Pedestrians, a cyclist and parked cars have all been hit by vehicles. One objector states that his daughter was hit by a car on Gort Road resulting in a trip to hospital.
 - o Residents did not object originally as traffic would have used Hayton Road, to reach the Dill Road access, and not narrower residential streets as is now proposed.
 - o Loss of the green space due to the access road.

- Limited parking for residents, approximately 5no. spaces would be lost.
- That 'car shops' use the car parks for the nearby high rise blocks, to collect and deliver cars, reducing space for residents and causing a situation whereby residents often have to park streets away from their homes. This affects Gort Road, Dill Road and Auchinleck Road.

Many other objectors raised the issues noted above, along with other matters that can be summarised as follows:

- Residents would not be able to park outside their properties and some are key workers. Charges for road tax, insurance and council tax are all noted in this respect. *It is noted that these are not material planning considerations*
- Damage to parked vehicles as a result of the increase in traffic and children.
- Impact of increased traffic in Tillydrone since the opening of the Diamond Bridge, has been overwhelming. Gort Road access onto Gordon Mills Road was closed due to Diamond Bridge, resulting in traffic 'rat running' through the southern end of Gort Road to reach other areas of Tillydrone. Further increasing the traffic on Gort Road would adversely affect residents.
- St Peters RC School will be moving shortly into the Riverbank School directly adjacent to the site. This has a city wide catchment and will bring even more traffic into the residential streets.

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.

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

The Strategic Development Plan 2020 was published in August 2020. The purpose of this Plan is to set a clear direction for the future development of the City Region. It sets the strategic framework for investment in jobs, homes and infrastructure over the next 20 years and promotes a spatial strategy for the next 20 years. All parts of the Strategic Development Plan area will fall within either a Strategic Growth Area or a Local Growth and Diversification Area. Some areas are also identified as Regeneration Priority Areas (including Tillydrone). The following general targets are identified; promoting diversified economic growth, promoting sustainable economic development which will reduce carbon dioxide production, adapting to the effects of climate change and limiting the amount of non-renewable resources used, encouraging population growth, maintaining and improving the region's built, natural and cultural assets, promoting sustainable communities and improving accessibility in developments.

Aberdeen Local Development Plan (LDP) (2017)

Policy H1 - Residential Areas

Policy T2 - Managing the Transport Impact of Development

Policy T3 - Sustainable and Active Travel

Policy CF2 - New Community Facilities

Policy NE3 - Urban Green Space

Policy NE6 - Flooding, Drainage and Water Quality

Proposed Aberdeen Local Development Plan (PLDP) (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 relevant policies are:

H1 – Residential Areas

WB1 – Health Developments

NE2 – Green and Blue Infrastructure

NE4 – Our Water Environment

D1 – Quality Placemaking

T2 – Sustainable Transport

EVALUATION

Principle of Development

The site falls within a wider area that is residential in character and is covered by Policy H1 – Residential Use in the LDP. The nursery building has already been granted planning permission (191335/DPP) and nears completion on site. The principle of a nursery on the site has been established and complies with Policy H1, as a use complementary to residential. Policy CF2 also supports proposals for new community facilities and the provision of access to such is therefore acceptable in principle under both policies. The matters for consideration are therefore the merits of the particular access road proposed in terms of impact on amenity of nearby residents and loss of open space, as compared to the approved scheme.

Under the approved proposal access to the car park was provided from the west through the Riverbank Primary School site. It is now proposed to provide a separate access from the east, via Gort Road. This would involve the laying of an approximately 58m length of road rather than adding approximately 43m to the existing service access at Riverbank (the existing road would need to be widened). The Council's Children's and Family Service have provided a supporting statement, that sets out a number of justifications for the current proposal, including in italics below:

“It was originally envisaged that access to Tillydrone nursery would come off Dill Road.

With respect to the original route the technical difficulties of getting a road in through a live school site raised concerns around the safety and potential segregation of the nursery and school pupils and parents to and from the site. The original route also relied on access through the school, which could conflict with deliveries/collections and service vehicles. To this end, it is believed the proposed new route is safer for children and families accessing the new provision. Cognisance was also given to any potential future developments at the Riverbank School.

The proposal for access to be taken from Gort Road to the nursery mitigates against the aforementioned issues. The proposed new access road does not link to Dill Road or Dill Place,

with bollards separating access to prevent cut-through driving practices (rat running traffic). Reflecting on the responses to the ELC parent/carer consultation, which stressed the importance of locating Early Years facilities within the community, if the Gort Road option is applied, it is felt this option would help embed the nursery within the community. By establishing an access route to the nursery this will help enhance the identity of the nursery as a standalone community facility and not tied to the existing school."

Policy H1 advises that proposals for non-residential uses should be complementary to the existing residential use and should not cause conflict with, or any nuisance to, the enjoyment of existing residential amenity. It includes several criteria for assessment, including that: there is no unacceptable impact on the character and amenity of the surrounding area; there is no loss of valued open space; and the proposal complies with supplementary guidance.

In terms of residential amenity, objectors express the view that there would be additional traffic through nearby residential streets, causing pollution, disturbance and reducing road safety. It is stated by the applicant that the car park is for staff only, with no parent drop off. The approved nursery car park contains eleven (11no.) spaces, so the volume of traffic generated would not be significant. Those travelling by car to the nursery would park in surrounding streets and travel on foot to the nursery. Under the approved scheme there are three possible routes into the nursery on foot: 1. Gort Road via the footpath; 2. Dill Road and along the proposed footway via Riverbank Primary (existing service access); and, 3. Dill Road through the Lad's Club car park (although this is not a formal pedestrian route). These three routes would remain under the current application, although using Riverbank service access, would be less likely, and has no pedestrian provision. The current application would increase the likelihood of parents/carers using the Gort Road side to access the nursery, rather than from the west, and to that extent there may be an impact on residents to the east. The nursery has a capacity of fifty-six children, unlike a school these will arrive and depart at different times and many will likely walk from the surrounding area. In terms of amenity, it is considered that the impact on residential amenity due to traffic noise, pollution and disturbance would not be of a magnitude to warrant refusal of the application. Road safety is considered separately below.

Policy NE3 Urban Green Space advises that development will not be granted to redevelop any areas of urban green space for any use other than recreation and sport. The extant permission for the nursery would leave a remaining area of grassed open space of approximately 50m by 14.5m (total: 725m²), in addition to a small less usable area containing a footpath between the Lads Club car park and the access road. The open space was to be located alongside the nursery garden area, which is proposed to be landscaped and tree planted, although with a fence between the two. The community garden element also had direct access from the entrance area to the nursery under the extant approval.

The current application would leave an area of approximately 49m by 16m (total: 784m²) as usable open space, with a further 5.0m wide strip between the access road and the Riverbank playground fence. The difference in areas of open space of the nursery permission compared to the current application is negligible. It is acknowledged that under the current application the space is more remote from Gort Road, it is however, linked by footpath. It would also be separated from the nursery by the access road. With a condition requiring a scheme of landscaping, including seating, the open space within the current application would be capable of providing a pleasant area of similar size to the approved scheme, and usable by the community. With this in mind, and taking into account the extant permission, it is considered that the proposal complies with Policy NE3 and H1.

Access and Parking

Under Policies T2 and T3, 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.

The Roads Development Management Team have reviewed the proposal in terms of access, parking, sustainable modes of transport and the results of the parking survey that was carried out. There is a condition on the nursery application (191335/DPP) requiring a travel plan to be implemented that would still apply. With regards to vehicular access to the staff car park, this application now proposes that this be taken from Gort Road. The proposed access road would also provide a footway for pedestrian access. It should be noted however, that there is an existing path from Gort Road leading through to the Aberdeen Lads Club car park and to Dill Road. Under the approved nursery application this path would provide pedestrian access from Gort Road to the nursery. It is considered likely that under both the approved scheme and the current application drop offs for nursery would use the parking bays on Gort Road. The car park does not provide for drop offs, providing eleven (11no.) spaces, which are for staff and disabled parking. Under both the planning permission that has been granted and the current application, in the event that nursery pupils are to be dropped off by car, there would be a need to park within the surrounding area and walk to nursery. There are routes from Gort Road and Dill Road, so parking in either of these areas is likely.

Changes are proposed to the existing road and site access and restrictions will be required around the new junction on Gort Road, of which the detail would be agreed at the Roads Construction Consent stage, however, there would be parking restrictions required along part of Gort Road. Parking restrictions would extend 10m northwards of the junction, directly opposite and extending 6m southward. Two (2no.) parking spaces would be removed from the parking bay. The Roads Team have reviewed the parking survey and are content that adequate parking would remain within the surrounding area.

With regards to sustainable and active travel, it is considered that the site is located centrally within the residential area and local community, and is therefore highly accessible to pedestrians, cyclists and those who use public transport, with sufficient pedestrian access to the site. The nursery is being provided to cater for pupils from the Riverbank School catchment area, so it is envisaged that the majority would walk to the site from surrounding housing. However, in order to ensure that the proposed nursery promotes more sustainable travel choices, a travel plan is required by condition on the 191335 nursery permission.

Overall, neither the Planning Service nor the Roads Development Management Team has concerns with regards to this aspect of the development. The proposal is considered to comply with Policy T2 - Managing the Transport Impact of Development and Policy T3 – Sustainable and Active Travel and the Council's Transport and Accessibility Supplementary Guidance.

A Swept Path Analysis has been submitted for refuse vehicles accessing the site, this information is considered acceptable.

Drainage

Proposals for surface water drainage would be similar in principle to those approved, with one level of treatment required and porous paving proposed within the car park. With the attachment of a condition requiring a detailed scheme to be submitted and implemented, it is considered that the application proposal is acceptable in terms of policy NE6 in the extant LDP and NE4 in the PLDP.

Response to Matters Raised in Representations

The matters raised through representations have largely been dealt with through the preceding sections of this report. Responses to other matters raised can be summarised as follows:

- Impact of increased traffic in Tillydrone since the opening of the Diamond Bridge, has been overwhelming. Gort Road access onto Gordon Mills Road was closed due to Diamond Bridge, resulting in traffic 'rat running' through the southern end of Gort Road to reach other areas of Tillydrone. Further increasing the traffic on Gort Road would adversely affect residents. *Gort Road and surrounding area has been subject to traffic management measures following the opening of the Diamond Bridge to prevent 'rat-running'. The amended access for the nursery is not considered to result in dramatically increased traffic levels in the area.*
- St Peters RC School will be moving shortly into the Riverbank School directly adjacent to the site. This has a city wide catchment and will bring even more traffic into the residential streets. *St Peters RC School capacity is the north eastern section of Aberdeen, from the north of the Dee and east of Berryden and Rosehill, it is not City-wide. This school moving into the current Riverbank School is not related to the current planning application for an alternative access to the approved nursery.*

Proposed Aberdeen Local Development Plan

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

RECOMMENDATION

Approve conditionally

REASON FOR RECOMMENDATION

The proposal involves the provision of an alternative vehicular and pedestrian access to the nursery, the latter already having planning permission and being under development on site. The proposed access would be taken from Gort Road (rather than Dill Road as approved), however it would also remain possible to access the nursery on foot from Dill Road to the west. Taking into account that the nursery car park is for staff only, with any nursery drop off / pick up by private car involving parking in surrounding streets; that nursery drop off and pick up takes place over a wide period of time; and the size of the nursery, it is considered that vehicular movements are unlikely to cause detriment to residential amenity or pedestrian safety, by reason of their frequency, and associated noise, disturbance and pollution.

A similar area of open space would be provided under the current application to that under the extant permission, and with the attachment of conditions requiring a landscape scheme to be submitted and implemented, it is considered that this could provide a pleasant area for use by the community.

The proposal is considered acceptable in terms of residential amenity and open space and complies with Policies H1 and NE3 in the extant Local Development Plan (LDP) 2017 and Proposed LDP 2020, as well as policy WB1 in the PLDP. Parking spaces (5no.) would be lost as a result of alterations to the existing public parking bay and the new junction created on Gort Road, with associated parking restrictions. A parking survey was submitted showing sufficient capacity in the surrounding area. The proposal includes suitable provision for pedestrian access. The application therefore complies with policies T2 and T3 in the extant LDP and T2 in the PLDP.

CONDITIONS

1. Landscaping Scheme

No works in connection with the development hereby approved shall commence unless a scheme of hard and soft landscaping works has been submitted to and approved in writing by the planning authority. The scheme shall include a community garden with seating.

Details of the scheme shall include:

- a) Existing and proposed finished levels.
- b) A schedule of planting to comprise species, plant sizes and proposed numbers and density.
- c) The location, design and materials of all hard landscaping works including seating and any walls, fences, gates, and play equipment.
- e) A programme for the implementation, completion and subsequent management of the proposed landscaping.

All soft and hard landscaping proposals shall be carried out in accordance with the approved planting scheme and management programme. Any planting which, within a period of 5 years from the completion of the development, in the opinion of the planning authority is dying, being severely damaged or becoming seriously diseased, shall be replaced by plants of similar size and species to those originally required to be planted. Once provided, all hard landscaping works shall thereafter be permanently retained.

Reason: To ensure the implementation and management of a satisfactory scheme of landscaping which will help to integrate the proposed development into the local landscape in the interests of the visual amenity of the area.

2. Surface Water Drainage Systems

That no development shall take place unless a scheme has been submitted to, and approved in writing by, the planning authority for surface water drainage. The access road shall not be brought into use unless the surface water drainage system as so agreed has been installed and is fully operational. It shall be permanently retained thereafter in accordance with the approved maintenance scheme.

Reason: In order to ensure that adequate drainage facilities are provided, and retained, in the interests of the amenity of the area.

ADVISORY NOTES FOR APPLICANT

1. It should be noted that if both this application and application 191335/DPP are to be implemented, then compliance with both sets of conditions would be required, unless further permission (for example, under Section 42 of the Act) is granted to amend those conditions.

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Planning Development Management Committee

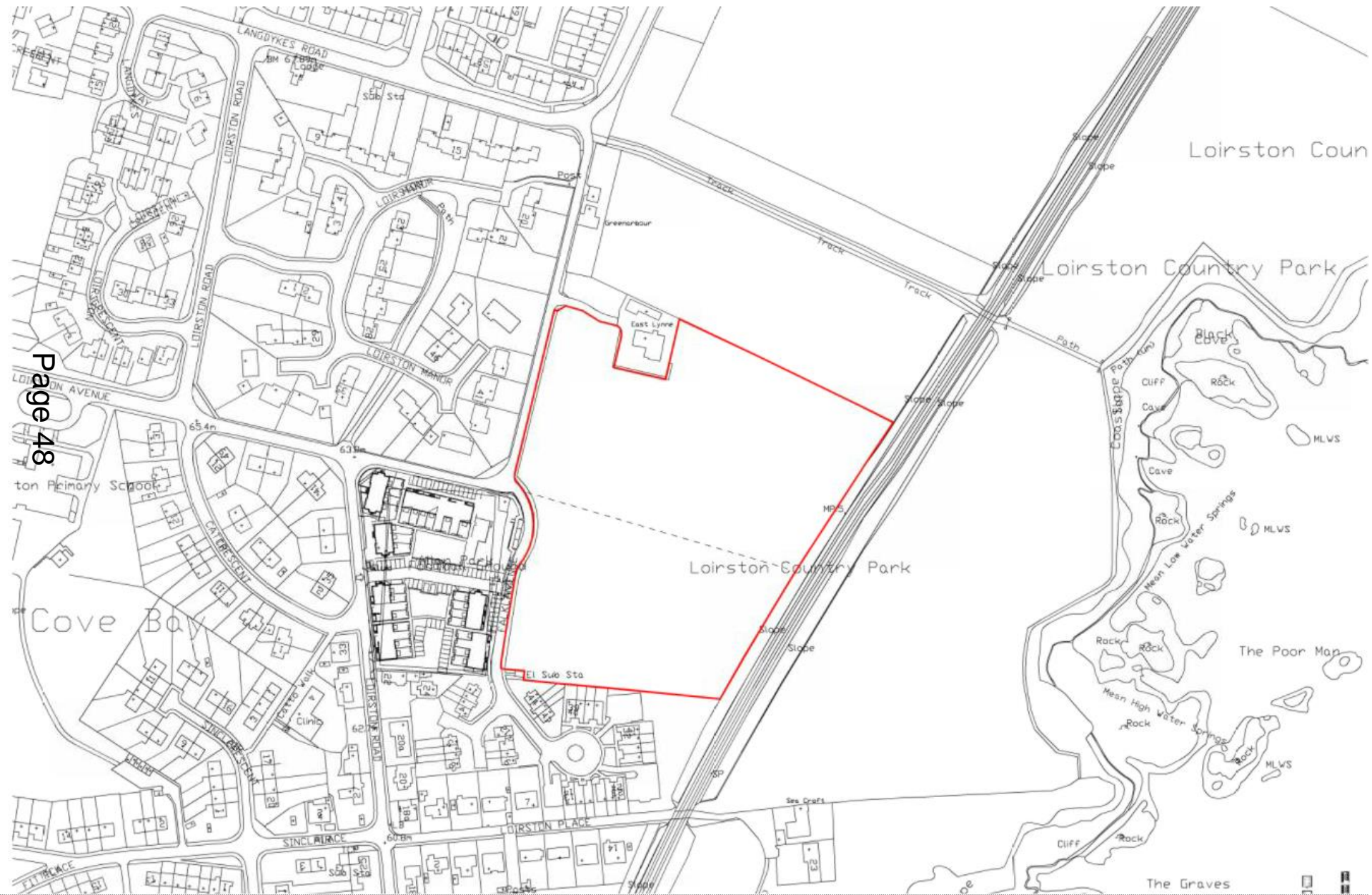
Thursday 10th December 2020



Detailed Planning Permission for a residential development of 167 dwellings with associated car parking, open space and associated infrastructure

Land East Of Falkland Avenue, Cove, Aberdeen

Location Plan



Aerial Photo





DEVELOPMENT FRAMEWORK /
DESIGN AND ACCESS STATEMENT

Site Photos



View from South West Site Boundary



View Along Langdykes Road

Site Photos



Site Photos



View of Site from Train



Aberdeen Coastal Path



Aerial View



Core Path

Site Photos



Core Path

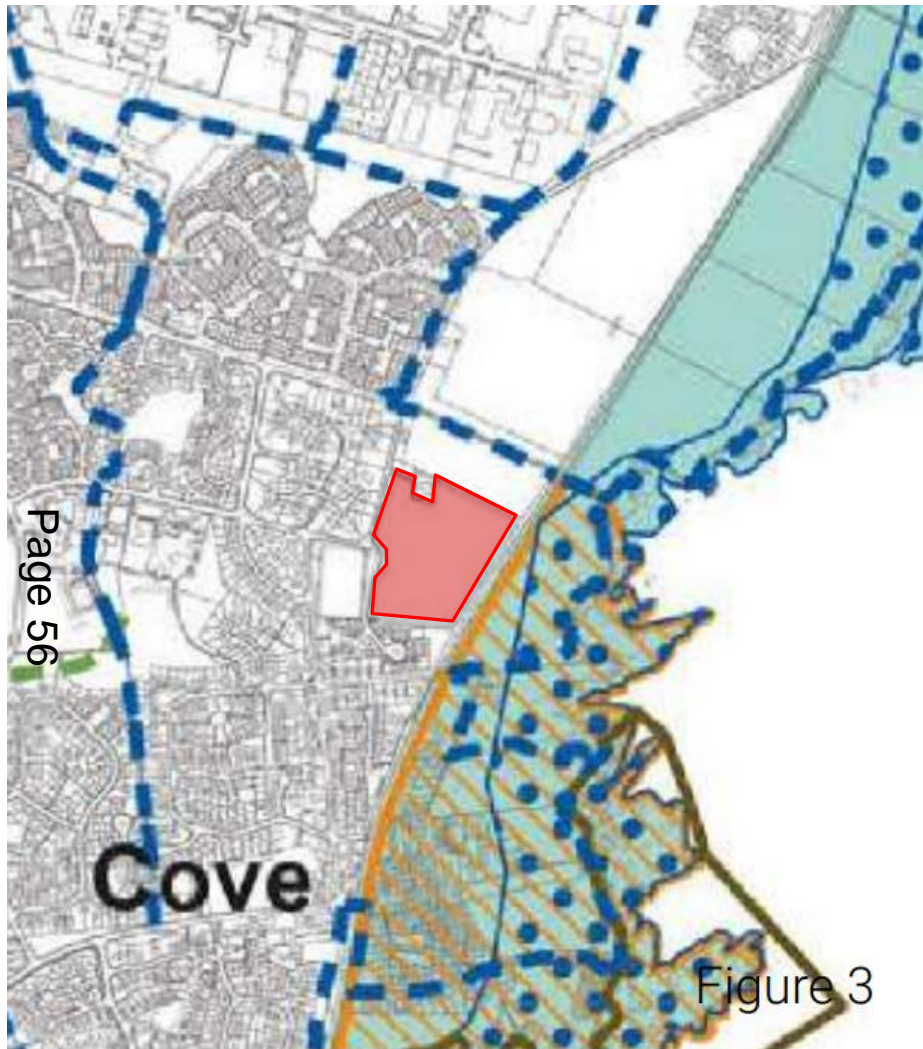


Coast Road

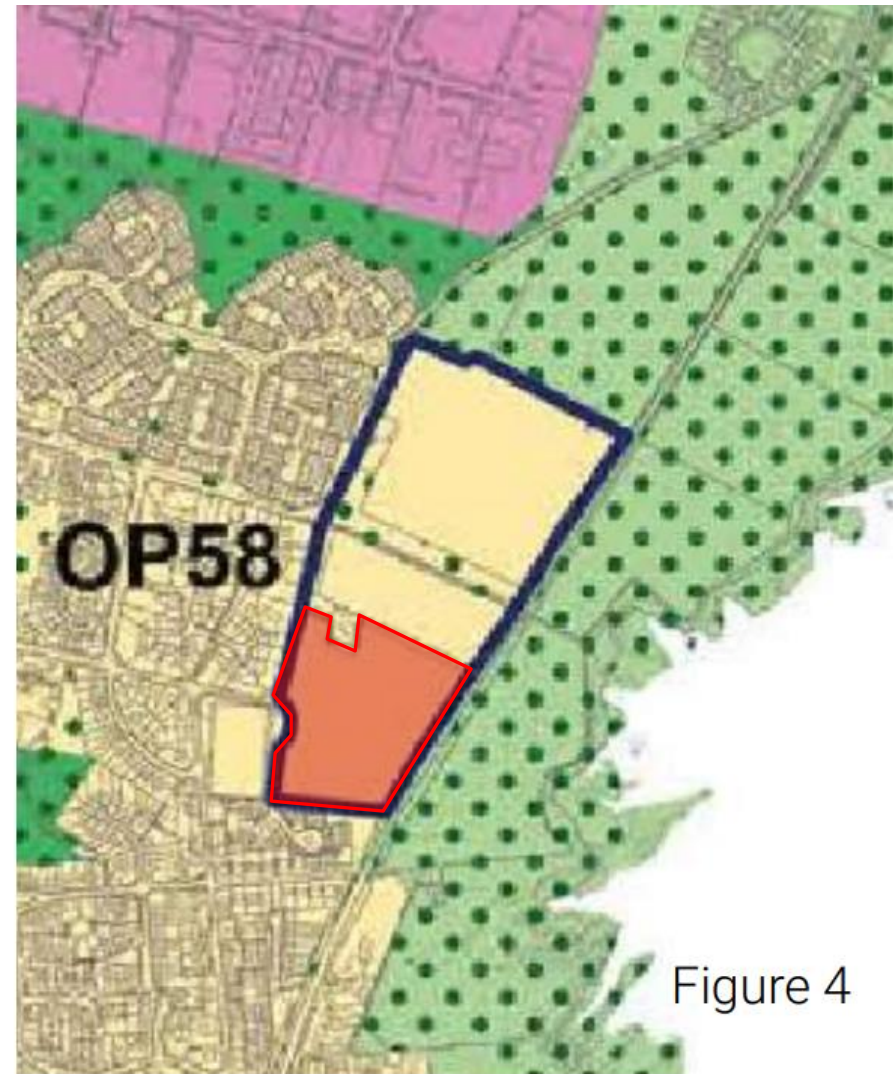
Surrounding Context



ALDP Extracts



- Core Paths (blue dash)
- Undeveloped Coast (light blue)
- Cove Conservation Area (orange)



- H1 residential areas (beige)
- Green Belt (light green)
- Green Space Network (dotted green)

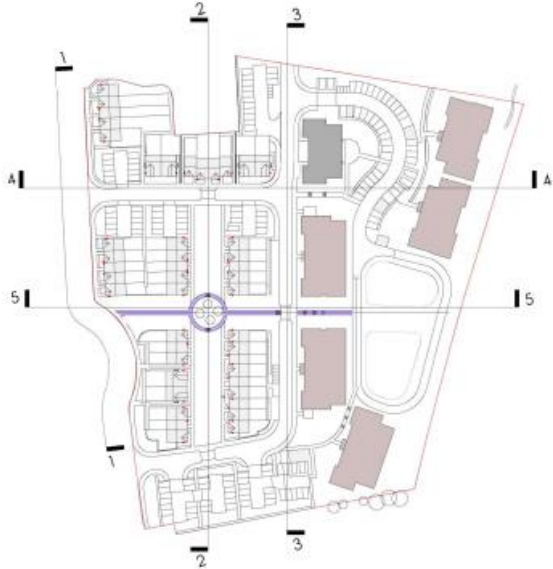
Framework Areas



Proposed Site Layout



Street Elevations



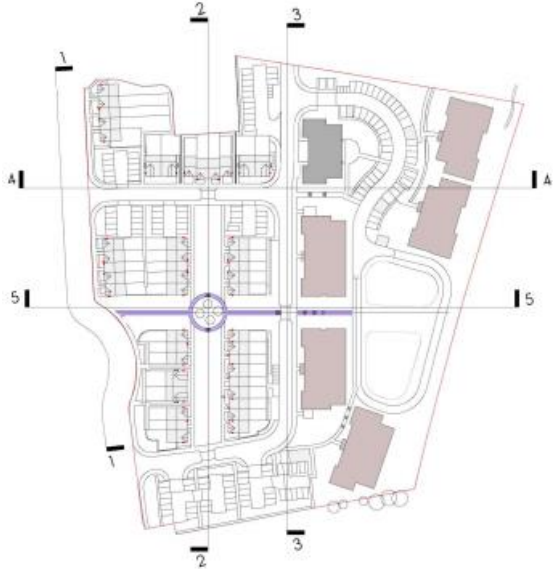
Page 59
1-1 FACING EAST - SITE FRONTAGE TO COAST ROAD / FALKLAND AVENUE



2-2 FACING WEST – VIEW FROM CENTRAL SWATHE OF OPEN SPACE TO DWELLINGS



Street Elevations



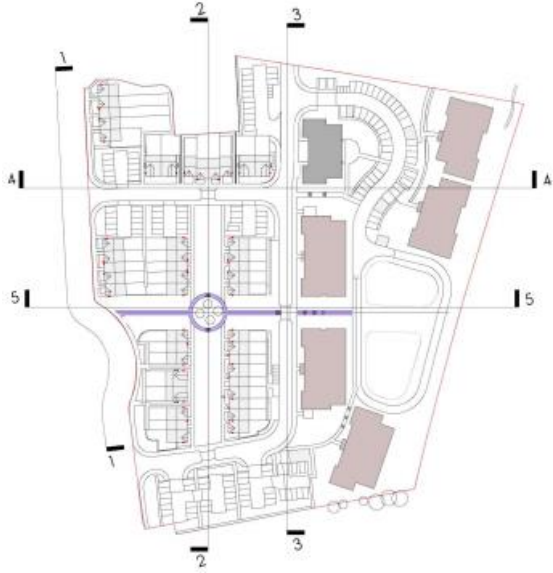
Page 60
3-3 FACING EAST – FLATTED BLOCKS A6, A3 + A2 (L TO R)



4-4 FACING NORTH – SHOWS GROUND LEVEL FALL TO EAST AND BUILDING HEIGHTS INCREASING



Street Elevations



Page 61

5-FACING NORTH – SHOWING ENDS OF TERRACED ROWS, CHANGE IN GROUND LEVELS AND INCREASE IN BUILDING HEIGHTS



Sketch images



This image shows the view from Falkland Avenue through the centre of the site to the North Sea. The properties with gable ends facing this space incorporate colour banding to create interest and link to the coastal location.

Sketch images

Page 63
These images show the central open space looking north and south. The space is overlooked by properties on both sides. At the north end the view is terminated with the central terraced properties finished with colour and pan tiles on the roof.



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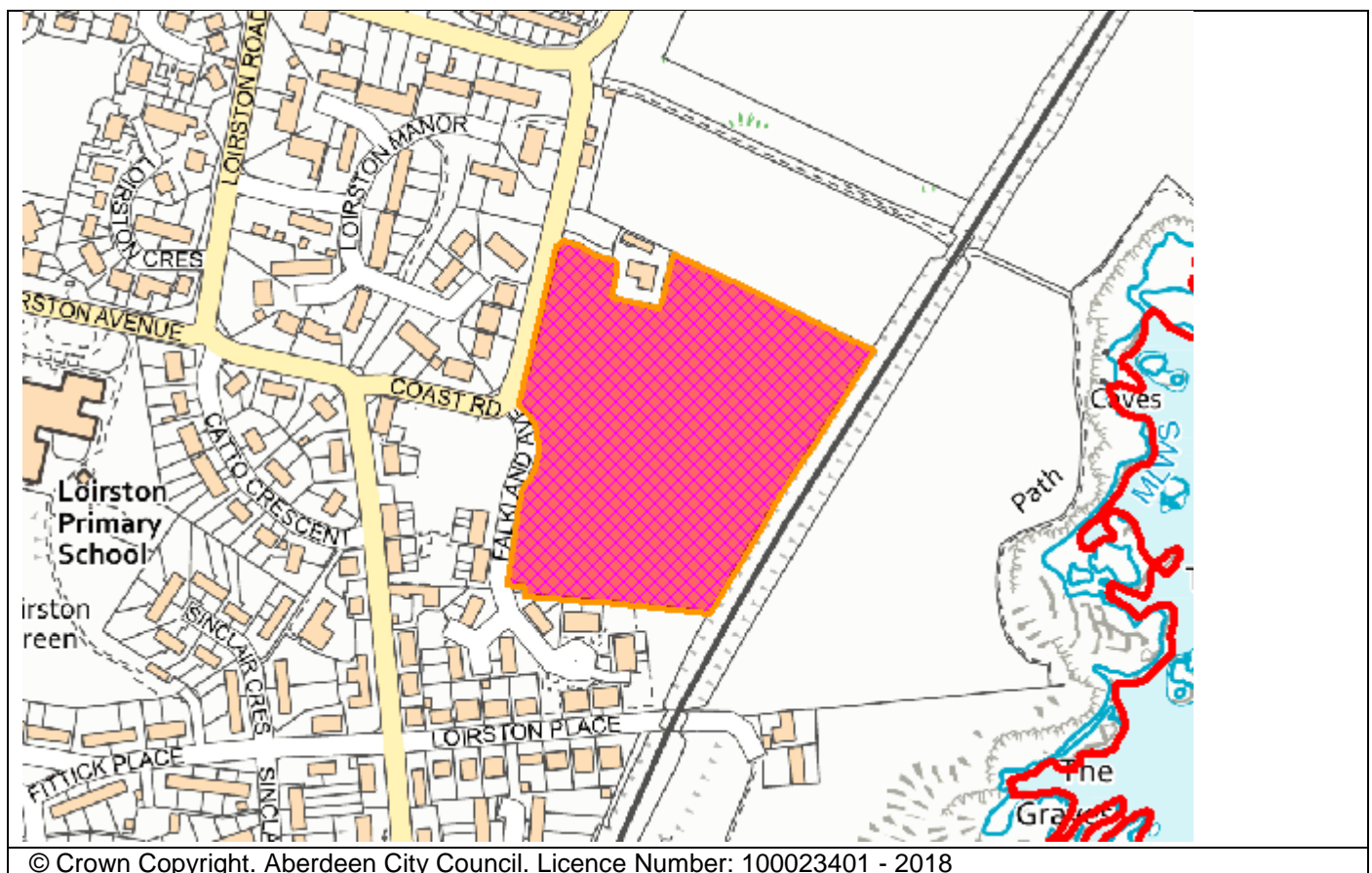


Planning Development Management Committee

Report by Development Management Manager

Committee Date: 10 December 2020

Site Address:	Land east of Falkland Avenue, Cove, Aberdeen
Application Description:	Residential development of 167 dwellings with associated car parking, open space and associated infrastructure
Application Ref:	200584/DPP
Application Type	Detailed Planning Permission
Application Date:	8 June 2020
Applicant:	Stewart Milne Homes North
Ward:	Kincorth/Nigg/Cove
Community Council:	Cove and Altens
Case Officer:	Gavin Evans



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RECOMMENDATION

Willingness to approve subject to conditions and subject to conclusion of a legal agreement securing payment of developer obligations and ensuring that the development is delivered exclusively as affordable housing

APPLICATION BACKGROUND

Site Description

The site is located to the east of the residential area of Cove and to the south of Aberdeen City. The site accounts for approximately 3 hectares (ha) of a wider opportunity site, designated within the Aberdeen Local Development Plan (ALDP) 2017 as Opportunity Site 58 (OP58), which extends to approximately 9.8ha and currently accommodates unused grassland. The current Local Development Plan advises that OP58 is a greenfield site, previously identified in the Aberdeen Local Plan 2008 for 150 homes and which should be tied into a new Cove Masterplan.

This application relates to the southern portion of the ALDP's OP58 designation and is bounded to the north by an existing residential property, East Lynne, and the remainder of the OP58 site. To the east, the site is bounded by the existing Aberdeen – Dundee railway line with open grassland beyond, and to the south by existing residential properties, accessed via Falkland Avenue, and a small portion of open space. To the west the site is bounded by two public roads, Falkland Avenue and the Coast Road, beyond which lie existing residential properties of the Allan Park and Loirston Manor developments. An existing substation is located to the south west of the site.

The eastern boundary of the site is adjoined by land designated as Green Space Network (GSN) and further GSN can be found to the north of the site (within the wider OP58 opportunity site) and to the east of the railway line. The area to the north and east of the wider OP58 site is also designated as Green Belt within the Local Development Plan. A core path (CP95: Cove to the Coast) is located to the north of this site, running west to east (again within the wider OP58 site) and providing access underneath the railway line to the Coastal Path (itself designated as Core Path 78: Coastal Path South) to the east. The Cove Bay Conservation Area is located to the east of the site beyond the railway line, which extends to the south, encompassing the oldest area of Cove and Cove Bay itself. Finally, the Cove Bay Site of Special Scientific Interest (SSSI) is located along the eastern coastline, to the south east of the site.

The site's topography varies substantially from west to east, sloping down towards the railway line, with a level difference of approximately 12m (highest point to the west and lowest to the east). The railway line itself sits 2m above ground level at the eastern boundary. As the site is currently vacant, it is understood to be used by residents as informal amenity space, most commonly by dog walkers.

Relevant Planning History

191142/PAN – Proposal of Application Notice for a major residential development of approximately 150 to 200 units with associated infrastructure – Further Consultation Required, 19.07.2019.

APPLICATION DESCRIPTION

Description of Proposal

Detailed Planning Permission is sought for 167 residential units with associated car parking, open space and associated infrastructure. The applicant seeks to provide the site as 100% affordable housing provided through a Registered Social Landlord (RSL). In terms of the residential units, the proposal comprises a mix of dwellings and flats. A breakdown of the proposal can be seen in the table overleaf.

Property Type	Number	Bedroom Numbers
Dwellinghouses	45 dwellings comprising: 39no terraced properties, arranged in 8no rows of varying length; and 6no semi-detached properties	9 x 2 bed (mid-terr) 30 x 3 bed (mix of mid-terr and end-terr) 6 x 4 bed (semi-detached)
Flats	6 blocks accommodating 122 flats as follows: Block A1: 24 flats Block A2: 20 flats Block A3: 24 flats Block A4: 21 flats Block A5: 21 flats Block A6: 12 flats	61 x 1 bed flats, 17 x 2 bed flats, 44 x 3 bed flats, as arranged below: Block A1: 14 x 1 bed, 3 x 2 bed, 7 x 3 bed Block A2: 15 x 1 bed, 0 x 2 bed, 5 x 3bed Block A3: 18 x 1 bed, 0 x 2 bed, 6 x 3 bed Block A4: 6 x 1 bed, 3 x 2 bed, 12 x 3 bed Block A5: 6 x 1 bed, 3 x 2 bed, 12 x 3 bed Block A6: 2 x 1 bed, 8 x 2 bed, 2 x 3 bed

Access to the development would be gained from the existing road network to the west, with one access towards the south of the site off Falkland Avenue and one further north off the Coast Road. A main road will run through the site linking the two access points. The main road effectively splits the site in half dividing the dwelling-houses (to the west) from the flats (to the east) and would give access to the eight car parking areas set across the site, providing a total of 141 car parking spaces and 14 motorcycle spaces. Of those spaces, 134 car parking spaces are of standard dimensions, with a further 7 accessible spaces for disabled users. A requirement for Electric Vehicle (EV) charging spaces is also discussed in the body of this report.

The proposal would provide a central area of open space, which forms a cross between the row of terraced houses. All houses would be provided with an area of private garden ground to the rear. The six blocks of flats would be sited in the eastern portion of the site. A SUDs area would be formed towards the eastern boundary of the site between flatted Blocks A1 and A4, while landscaping is proposed throughout the site.

The application originally proposed 177 units; however, this has been reduced to 167 following a remix in house types in line with the requirements of the Council's Housing Service. The application was subject to re-notification procedures following this change.

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=QAOH38BZHHT00>

These include:

- Development Framework and Design and Access Statement, dated May 2020, prepared by T.H.E. Architecture and Planning.
- Development Framework and Design and Access Statement Update, dated June 2020, prepared by T.H.E. Architecture and Planning.

- Drainage Assessment, dated April 2020, prepared by Fairhurst.
- Ecological Impact Assessment, dated 25 June 2020, prepared by Latimer Ecology
- Flood Risk Assessment, dated May 2020 prepared by Fairhurst
- Noise Impact Assessment, dated April 2020, prepared by W.S.P.
- Planning Statement, dated May 2020, prepared by T.H.E. Architecture and Planning
- Planning Statement Update, dated June 2020, prepared by T.H.E. Architecture and Planning
- Pre-application Consultation Report, dated May 2020, prepared by T.H.E. Architecture and Planning
- Supporting Statement – Housing Numbers, dated August 2020.
- Transport Assessment, dated April 2020, prepared by Fairhurst.

Reason for Referral to Committee

The application has been referred to the Planning Development Management Committee because the application is for a Major Development and therefore requires determination by Committee.

Pre-Application Consultation

A Proposal of Application Notice for a major residential development of approximately 150 to 200 units with associated infrastructure was submitted to Aberdeen City Council's Planning Service in July 2019 and in the same month it was determined that the following further consultation would be required prior to the public event taking place:

1. Notify Local Councillors for the ward;
2. Display posters of the event at four specified locations;
3. Notify the list of properties highlighted by the Service; and
4. Invite Network Rail as neighbouring landowner.

The applicant undertook statutory pre-application consultation which included a public event held at Altens Community Centre on 22 August 2019 between 2pm and 8pm. The event enabled members of the public to drop in and view the proposals and make comments regarding the development. The event was attended by approximately 50 people and representatives of the design team were available to discuss and explain the proposals. During the event feedback forms were provided to the public, which were completed either at the event or after it. The agent has grouped the feedback provided under the following headings:

- Scale
- Layout and design
- East Lynne comments
- Roads
- Bus services
- Other infrastructure
- Current use and environment
- Housing mix and tenure
- Alternative uses
- Railway
- Construction
- Maintenance

The Pre-Application Consultation report submitted with the application includes details of where comments were taken into account where possible in the development of detailed proposals and, where it was not possible, the agent has provided a response to explain why.

CONSULTATIONS

ACC - Developer Obligations – the Service has undertaken an assessment and has outlined that the following obligations are required:

Core Path Network - £50,592;

Healthcare Facilities - £139,206;

Community Facilities - £248,676; and

Affordable Housing – Highlights that policy H5 seeks a minimum of 25% of any development of 5 or more dwelling units to be provided as affordable housing.

ACC - Education – has advised that there is sufficient capacity within the existing primary school and academy to accommodate additional pupils generated by the development.

ACC - Environmental Health – has reviewed the submitted Noise Impact Assessment and advises that the Service has no objection subject to the submission of further specification details regarding glazing and ventilation. A further condition regarding dust management during site preparation works is also recommended in respect of minimising any impacts on the existing neighbouring house, as is an advisory note regarding construction hours.

ACC - Housing Strategy – Note that the development is consistent with ACC's Strategic Housing Investment Plan (SHIP) and the delivery of affordable housing in this location is welcomed. ACC's Housing Strategy Team has worked with the RSL envisaged to purchase the site to agree an appropriate mix of unit types and sizes. The development mix is now acceptable to ACC Housing Strategy in terms of meeting housing need and demand.

ACC - Roads Development Management Team – No objection. The Council's Roads Development Management (RDM) Team has reviewed the application with respect to the following: access, parking, sustainable travel (including walking, cycling and public transport), the local roads network and travel plan framework. RDM Team has also commented on the Drainage Impact Assessment and requirements relating to the parallel Construction Consent process. Issues identified in earlier responses from the RDM Team have now been addressed to their satisfaction, with the Team's final response concluding that there are no outstanding roads issues, subject to various matters being controlled through the use of planning conditions and further details on the EV charging points being provided by way of a suspensive condition.

ACC - Structures, Flooding and Coastal Engineering – has advised that the Service has no comments to make on the submitted Flood Risk Assessment.

ACC - Waste Strategy – has provided information of the facilities required for the new development. Some concerns have been highlighted regarding the limited information around the collection points for the dwellings and how the bin stores for the flats will be designated. However, overall, the Service has no objection to the proposal, subject to being provided with the above details.

Cove and Altens Community Council – has objected to the proposed development for the following reasons:

- Application is a deviation from current Local Development Plan and no masterplan has been submitted. Local Rail Development funding was made available to NESTRANS in 2019/2020 for a local transportation and feasibility study to be undertaken into establishing stations/halts on the Aberdeen to Laurencekirk strategic corridor to include both Cove and Altens, this application is therefore premature. An additional five homes added since public consultation was undertaken.

- Local Development Plan states 150 homes, the proposal is a deviation from this and is overdevelopment. If approved, further homes could be expected on the remainder of the site especially as the plans show linkages to the remainder of the site.
- Impact on the existing dwelling 'East Lynne' due to light pollution.
- Affordable Housing should be integrated into the housing market, the proposal does not comply with Policy H5.
- Density of the site is not comparable to other parts of Cove.
- The size of the blocks of flats are alien to Cove and are out of character in the local landscape.
- Impact on public health and amenities.
- There are concerns that health of future occupants would be impacted on due to the nature and over development of the site.
- The development will have an impact on local facilities within Cove.
- Both primary and secondary school are at capacity.
- Community centres under strain due to lack of volunteers. Development would negatively impact health in the area.
- Road Safety concerns - existing infrastructure is used as a 'rat run', there is an existing one-way system, but this development feeds into that and which will cause further congestion. Possible impact on Allan Park junction. Larger vehicles may have issues manoeuvring the narrow roads.
- Where will waste management requirements be accommodated?
- Parking allocation is insufficient and more disabled parking should be provided. Lack of parking will result in on-street parking.
- Concerns with connecting to the oversubscribed sea outfall outlet. No details of how the existing field drain will be managed.
- Flooding in lower areas of the site.
- Who will maintain the open space?
- No usable open space provision.
- Safety in relation to the railway line.
- Are the existing walls to be retained/rebuilt?
- Existing litter bin at the junction of Coast Road and Falkland Avenue should be retained.

Network Rail Infrastructure Ltd. – has advised that it has no objection to the principle of development, subject to a condition relating to the erection of a 1.8m high fence adjacent to the Network Rail boundary, with future maintenance to ensure public safety and protection of the existing network and an advisory note regarding construction.

Police Scotland – has provided general comments in relation to this residential development and Police Scotland advise that the developer should liaise with its Designing Out Crime Team and take into account the principles of 'Secure by Design'. Police Scotland has raised no objection.

Scottish Environment Protection Agency – no objection, subject to conditions regarding the submission of a Construction Environmental Management Plan (CEMP) and Environmental Enhancements.

Scottish Water – no objection, however it notes that a pre-development enquiry will be required to ascertain if there is capacity should permission be granted.

REPRESENTATIONS

118 representations have been received in relation to this application (115 Objections and 3 Neutral comments). 24 representations (some of which were additional comments from earlier respondents) were received as a result of re-notification undertaken in late October 2020. The matters raised can be summarised as follows:

- Access to the site is poor
- Affordable housing requirement only 25%
- Affordable housing should be integrated into developments not provided on one site
- Conversion of Green Belt land
- Core path will be impacted upon
- Current parking issues
- Design of development is not appropriate, out of character and over-bearing (mostly small fishing cottages)
- Existing open space should be retained
- Existing roads network not sufficient
- Existing infrastructure not sufficient
- Impacts due to refuse collection locations
- Impact on amenity due to proximity to the railway line
- Impact on existing property 'East Lynne' due to lack of landscaping
- Impact on existing property 'East Lynne' from Block A6 due to overshadowing/privacy
- Impact on existing property 'East Lynne' from parking spaces within site
- Impact on existing amenities
- Impact on flora and fauna (wildlife and biodiversity)
- Impact on landscape
- Impact on local roads network
- Impact on local services – medical practice and dentist
- Impact on quality of life in the area
- Impact on road network due to construction traffic
- Impact on pollution/air quality
- Impact on the environment
- Impact on traffic congestion
- Impact on Site of Special Scientific Interest (SSSI)
- Inappropriate density and scale of development
- Insufficient parking provision proposed
- Lack of electric vehicle charge points
- Lack of sufficient amenity facilities in Cove
- Lack of sufficient amenity space within the site
- Loss of green/open/amenity space
- Loss of privacy and light
- Masterplan not updated
- Noise from construction traffic
- Noise Impact Assessment shows noise levels from railway line exceed allowable levels
- Overdevelopment of the site
- Proposal does not promote active travel
- Proposal not compliant with Local Development Plan allocation
- Proposed footpaths not compliant with Police Scotland comments
- Public consultation comments not sufficiently addressed
- Public transport not sufficient
- Railway station was shown in Cove Masterplan (2008)
- Road network insufficient for HGV/Refuse vehicles
- Road safety
- Safe routes to school
- Safety concerns due to proximity of railway lines
- Securing affordable housing
- School capacity not sufficient

- Scottish Planning Policy prefers use of brownfield sites over greenfield sites
- Site is used by public to access core path
- Visual Impact
- Cove has already been overdeveloped
- Affordable housing will impact the area of Cove
- Impact on house prices
- Impact on view
- Increase in crime rates and anti-social behaviour
- Land used by dog walkers/walkers
- No demand for houses
- No need for new houses in the area
- No railway stop/station proposed within plans
- Other developments in the area still to be finished i.e. Charleston
- Other developments in the area can accommodate affordable housing

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 (2020) (SDP)

The Strategic Development Plan 2020 was published in August 2020. The purpose of this Plan is to set a clear direction for the future development of the City Region. It sets the strategic framework for investment in jobs, homes and infrastructure over the next 20 years and promotes a spatial strategy for the next 20 years. All parts of the Strategic Development Plan area will fall within either a Strategic Growth Area or a Local Growth and Diversification Area. Some areas are also identified as Regeneration Priority Areas. The following general targets are identified; promoting diversified economic growth, promoting sustainable economic development which will reduce carbon dioxide production, adapting to the effects of climate change and limiting the amount of non-renewable resources used, encouraging population growth, maintaining and improving the region's built, natural and cultural assets, promoting sustainable communities and improving accessibility in developments.

Aberdeen Local Development Plan (2017)

The application site forms part of OP58 (Stationfields Cove) a Greenfield Site identified in the Aberdeen Local Plan 2017 for 150 homes. The OP58 allocation text states that 'this site should be tied into a new Cove Masterplan' and notes that the site was identified for residential development in the Aberdeen Local Plan 2008.

Policy D1 - Quality Placemaking by Design

Policy D2 - Landscape

Policy D4 - Historic Environment

Policy I1 - Infrastructure Delivery and Planning Obligations

Policy T2 - Managing the Transport Impact of Development

Policy T3 - Sustainable and Active Travel

Policy T5 - Noise

Policy H1 - Residential Areas
Policy H3 - Density
Policy H4 - Housing Mix
Policy H5 - Affordable Housing
Policy NE1 - Green Space Network
Policy NE4 - Open Space Provision in New Development
Policy NE6 - Flooding, Drainage and Water Quality
Policy NE8 - Natural Heritage
Policy NE9 - Access and Informal Recreation
Policy R6 - Waste Management Requirements for New Development
Policy R7 - Low and Zero Carbon Buildings, and Water Efficiency
Policy CI1 - Digital Infrastructure

Supplementary Guidance and Technical Advice Notes

- Planning Obligations
- Affordable Housing
- Transport and Accessibility
- Noise
- Natural Heritage
- Flooding, Drainage and Water Quality
- Green Space Network and Open Space
- Resources for New Development
- Materials

Proposed Aberdeen Local Development Plan (2020)

The Proposed Aberdeen Local Development Plan was approved at the Council meeting of 2 March 2020. The Proposed Aberdeen Local Development Plan constitutes the Council's settled view as to what the final content of the next adopted Aberdeen Local Development Plan 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 Aberdeen Local Development Plan (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. In this case, the Proposed LDP carries forward the wider OP58 opportunity side, identifying its potential for a development of 150 homes, for which a Masterplan would be required. The following policies are relevant to this proposal:

Policy WB3 - Noise
Policy NE2 - Green and Blue Infrastructure
Policy NE3 - Our Natural Heritage
Policy D1 - Quality Placemaking
Policy D2 - Amenity
Policy D4 - Landscape
Policy D5 - Landscape Design
Policy D6 - Historic Environment
Policy R5 - Waste Management Requirements from New Developments
Policy R6 - Low and Zero Carbon Buildings and Water Efficiency
Policy H1 - Residential Areas

Policy H3 - Density
 Policy H4 - Housing Mix and Need
 Policy H5 - Affordable Housing
 Policy I1 - Infrastructure Delivery and Planning Obligations
 Policy T2 - Sustainable Transport
 Policy T3 - Parking
 Policy CI1 - Digital Infrastructure

EVALUATION

Principle of Development

The application site occupies approximately 3ha of a larger 9.8ha site which the current Aberdeen Local Development Plan 2017 identifies as an opportunity site for the development of 150 homes. The principle of residential development is established via the combination of that opportunity site designation and the terms of the applicable policy H1 (Residential Areas). However it is notable that the number of units proposed in this application exceeds the number identified in the Plan for the wider OP58 site and, as this proposal concerns slightly less than one third of the site, offers the possibility for that number to be significantly exceeded across the wider opportunity site.

It should be noted that the OP58 opportunity site's designation for 150 units across the wider site does not preclude development for a larger number, but it will be for an applicant to demonstrate through a future planning application that this can be satisfactorily achieved in a manner which can be justified in assessment against the Development Plan. As far as this application is concerned, the proposal involves the number of units identified in the opportunity site designation (150) being exceeded by roughly 10%. On that basis this proposal does not constitute a significant departure from the Development Plan, but it would be for any subsequent applications on the remainder of the OP58 site to justify further, potentially more significant, exceedance of that allocation number.

In order to ensure that land identified for development is used efficiently and that proposals do not create additional constraints to its development, it is important that the development of this portion of the OP58 site should not preclude the possibility of development on its remaining 6.8ha. For those reasons, the relationship between this site and the remainder of the OP58 site is addressed by the applicant in their Development Framework. This issue is discussed further in a later section of this report. The detailed form of development on the remainder of the site is outwith the scope of this application and would require planning permission in its own right. It is of relevance principally in demonstrating that the current proposal would not preclude development elsewhere on the site and that this scheme can form part of a coherent strategy for the development of the entire opportunity site. Other material considerations relevant to this application include:

- The site has been allocated since the adoption of the 2008 Local Plan, with no alteration to the 150 residential unit number;
- The intervening policy direction that seeks to deliver a range of housing through developments at an appropriate density that make the best use of land, set out in both National, Regional and Local planning policy;
- The initial aspiration for a new rail halt to be delivered within the OP58 site is no longer reflected in the ALDP's commentary.

These aspects are considered in more detail later in the report.

Policy H1 (Residential Areas) advises that within residentially zoned areas, new development will be accepted provided it:

1. does not constitute over development;

2. does not have an unacceptable impact on the character and amenity of the surrounding area;
3. 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; and
4. complies with Supplementary Guidance.

In respect to point 1, Policy H3 – Density is also of relevance and gives context to any assessment of whether a proposal constitutes overdevelopment. Policy H3 sets out that the Council will seek ‘*an appropriate density of development on all housing allocations and windfall sites*’ before setting out a series of criteria to establish what would constitute an appropriate density. H3 is aimed at ensuring the sustainable use of the available land resource and includes a requirement that residential developments over 1ha meet a minimum density of 30 dwellings/ha (net), but also stipulates that proposals should ‘*have consideration for the site’s characteristics and those of the surrounding area*’ and ‘*create an attractive residential environment and safeguard living conditions within the development*’. It is clear from these criteria that this policy seeks to balance efficient and sustainable use of land by encouraging higher density against the need to ensure that an adequate standard of amenity is afforded to residents. It is noted that both the Aberdeen City and Shire Strategic Development Plan 2020 and the Proposed LDP seek to increase that minimum density requirement to 50 units/ha, and both the SDP and the Proposed LDP represent material considerations in the planning authority’s assessment. Such policies are in the interests of promoting sustainability and the efficient use of land, whilst also helping to maintain the vitality and viability of local services and facilities. Masterplans and Design Statements will set out how higher densities, as required by these policies, will be balanced against placemaking and design considerations. Notably, para 3.78 of the ALDP states that ‘*the density of existing development should not dictate that of new housing by stifling change or requiring replication of existing style or form*’ and that ‘*if done well, imaginative design and layout of development can lead to a more efficient use of land without compromising the local environment*’.

In this instance, the proposal seeks 167 residential units (mix of houses and flats) on a portion of the allocated site, which equates to approximately a third of the overall site. As such, when considered on a pro-rata basis and based solely on the sites allocated numbers, this portion of the site should technically only be developed for 50 units, but when considered against the density levels set out in both the current and proposed Local Development Plans, unit numbers could vary between 90 and 150 units. As such a suitable justification for the proposed development was requested from the agent to explain the reasoning behind the proposed numbers and this justification has been submitted within both a Revised Planning Statement and a subsequent Supporting Statement.

These statements advise the following:

- a) 150 units over this 9.8ha site would represent a density of approximately 15 units per Ha, half of what Policy H3 requires within the current Local Development Plan as 30 units per Ha;
- b) The development would be 100% affordable housing – for which there is significant demand;
- c) The proposed mix offers a number of smaller accommodation (1 and 2 bed units);
- d) As the development is for affordable housing, there is a lower car parking requirement, which allows for a more efficient use of land compared to mainstream residential use;
- e) Lower values for affordable housing require minimum scale of development to cover the costs associated with the development; and
- f) Flats will act as an acoustic barrier protecting the site from noise from the railway line to the east. The provision of flats also allows for a more efficient use of land.

In respect to the above the Planning Service recognises that the Stationfields site has been carried forward in successive Local Plans and Local Development Plans since its first allocation in the 2008 Aberdeen Local Plan, however the number of units attributed to the site has never been reviewed or altered, despite the introduction of policies relating to minimum density for residential sites during that period. It is also notable that the 2008 designation referred to a requirement to reserve land within the site for a railway halt with passenger car parking, whereas the current development plan

includes no such requirement. It would be reasonable to conclude that the omission of any requirement for land to be reserved for that purpose would allow for an increased number of homes to be accommodated. On that basis, it is considered appropriate to explore whether the opportunity site designation is now out of step with the aspirations of the development plan as regards minimum density. It is also accepted that Cove on the whole is not of uniform density, with areas varying between high and low densities.

Delivering an exclusively affordable housing development on this portion of the wider OP58 site would contribute towards meeting identified housing needs, for which ACC's Housing Strategy Team advises there is an unmet demand. In addition, in proposing 100% affordable housing, there is a lower policy requirement for car parking, which results in more land being available for development and allows for the more sustainable use of the available land resource. By utilising the falling ground levels to the eastern side of the site, the proposal accommodates flatted blocks in a sympathetic manner, reducing their visual impact and again allowing for the more efficient use of the available land whilst maintaining a good mix of unit types and sizes to cater for varying needs.

Finally, it is acknowledged that there is a constraint on this site, given that the Aberdeen – Dundee Railway Line runs along the eastern boundary of the OP58 site, resulting in an occasional noise source that may not be compatible with residential use without mitigation. In order to combat that, the site layout proposes six blocks of flats in the eastern portion of the site, which will in turn act as an acoustic barrier for the proposed development resulting in suitable amenity levels (internally and externally) and comfortable living conditions for the remainder of the site where terraced and semi-detached houses and public open space are proposed. Amenity within the flatted blocks themselves can be achieved through the use of mitigation measures, discussed further in the later 'Noise and Vibration' section of this report.

In considering whether this proposal would constitute over-development, it is acknowledged that the development being sought exceeds the number attached to the entire OP58 Opportunity Site. However, it must be taken into account that this is a site which has been carried forward in successive plans since 2008, with no change to the number of units despite the introduction of minimum density policies, the subsequent raising of the identified minimum density, and the removal of any reference to land being set aside for a railway halt and associated passenger parking. These factors would suggest that the site is capable of accommodating a significantly increased number of units.

It is noted that a number of representations have made reference to the need for a railway halt within the Stationfields site. However, whilst this did form part of a 2008 design charrette exercise, there is no requirement within the current Development Plan for proposals to include a railway halt, nor to reserve land within the OP58 site for that purpose. Whilst NESTRANS, the regional transport partnership, is currently reviewing commuter travel in the north-east, at present no specific locations have been identified for further consideration and feasibility study. Taking this into account, and having had regard for the absence of any Development Plan basis for requiring land to be reserved for the construction of a rail halt/station, it is considered that no material weight can be given to the 2008 charrette's reference to a station in this location.

In evaluating the application the planning authority is required to ensure that the site can suitably accommodate the number of units proposed and the foregoing background represents a material consideration to be taken into account in that assessment.

Overall, it is considered that the development of 167 units on 3Ha of land, incorporating a good range of unit types and sizes, whilst also making adequate provision for car parking and open space in accordance with the Development Plan, is wholly appropriate. It should be noted that the proposal that is the subject of this application would only exceed the opportunity site's stated number by 17 units. Whilst it is acknowledged that only a small portion of the site will be developed, the Planning

Service cannot be sure that the remainder of the OP58 will ever come forward for development. As and when proposals for the remainder of the OP58 site do come forward, it would be for those applications to demonstrate that development can be adequately accommodated, including consideration for the cumulative effects when taking into account other committed developments which benefit from planning permission. As such, the Planning Service is satisfied that for the reasons outlined above, that this current proposal does not constitute over-development of the site. While the proposal does not jeopardise development being proposed on the remainder of the OP58 site on account of the proposed layout, any subsequent proposals relating to land outwith the current application site would need to be considered on their own merits.

In respect to point 2 above, it is considered that the development of residential units will have no undue impact on the character and amenity of the surrounding area, with the proposal involving buildings of an appropriate scale and form, which relates well to the surrounding context. This is discussed further in the 'Siting, Layout and Design' section of this report, below.

Point 3 seeks to ensure that there is no loss of open space and while it has been highlighted through a number of representations that the site is used informally for recreational purposes by local residents, the site's identification in the Development Plan as an opportunity site for residential development takes precedence and has been the case for over 12 years. It is noted also that neither the current application site nor the wider OP58 Stationfields opportunity site are identified as open space in Aberdeen City Council's 2010 Open Space Audit, which is the reference point for policy H1. Whilst it is recognised that development of the site has potential to affect that existing informal recreational use, the proposal makes provision for new areas of open space to be laid out to serve the development, with path connections allowing for permeability through the development, such that public access to Core Path routes is maintained. These matters are discussed in greater detail later in this report, in assessment against other relevant ALDP policies. Taking these matters into account, it is considered that there is no loss of open space for the purposes of assessment against policy H1.

The final point of Policy H1 seeks to ensure that the proposal complies with Supplementary Guidance. There are various different issues covered by relevant Supplementary Guidance documents, as noted in the earlier policy summary, so these are addressed on a topic basis in later sections of this report.

Overall, it is considered that the principle of residential development on this site is already well established. The scale of development proposed is not considered to constitute over-development of the site, adequately takes into account the character of the surrounding area, would not result in the loss of recognised public open space and its form and layout will offer comfortable living conditions for future residents. As such, the proposal is considered acceptable when assessed against Policies H1 and H3 of Aberdeen Local Development Plan.

Affordable Housing and Housing Mix

Policy H5 - Affordable Housing requires that housing developments of five units or more contribute no less than 25% of the total number of units as affordable housing. In this instance the proposed development comprises 100% affordable housing, which would be managed by an RSL. Whilst the minimum requirement of policy H5 is for 25% of units to be affordable, it is for an applicant to determine whether they wish to exceed that ratio, and thereafter for the Planning Service to assess any such proposal on its merits, with regard for existing housing need and demand in the area. The Council's Housing Strategy Team supports the decision-making process by advising on existing housing need and demand and in this case has welcomed the proposed development of exclusively affordable housing.

Policy H4 (Housing Mix) of the ALDP is also of relevance, requiring that housing developments of more than 50 units achieve an appropriate mix of unit types and sizes, reflecting the accommodation

requirements of specific groups, in particular families, older people and people with particular needs. This policy states that this mix of units should include smaller 1 and 2 bedroom units and should be reflected in both market and affordable housing units. The proposed development mix includes 45 houses and 122 flats, with houses ranging from 2-4 bedrooms and flats ranging from 1-3 beds. This is considered to represent a good range of unit types and sizes, consistent with the requirements of policy H4, and initial concerns from Housing Strategy regarding the development mix as originally proposed have been addressed through revisions to that mix, most notably through a significant increase in the number of three-bed flats. The updated Housing Strategy consultation response reflects this, advising that the development mix is now acceptable in terms of meeting identified housing need and demand.

In the absence of any mechanism to secure housing units as a recognised form of affordable housing in the long term, there would be nothing to prevent a developer from implementing any planning permission as mainstream housing units, for sale on the open market. The proposed layout is based upon a lower parking requirement which applies to affordable housing units under the Council's Transport and Accessibility Supplementary Guidance, and would not satisfy residential parking guidelines for mainstream housing units. With this in mind, a legal agreement in line with the Council's 'Affordable housing' Supplementary Guidance will be necessary, requiring that the development remain as affordable rented housing, operated by an RSL, in perpetuity.

It is noted that concerns have been expressed in representations regarding the fact that this proposal is for 100% affordable housing and it is considered by the public and the Community Council that this development should be integrated into mainstream housing. As mentioned above, there is nothing to stop a developer proposing solely affordable housing. While the Local Development Plan notes that affordable housing provision should be on site, integrated with, and indistinguishable from the market housing, it is notable that this generally addresses the form and location of affordable housing being delivered as part of a wider mainstream residential development in order to accord with policy H5, rather than standalone developments of exclusively affordable units by RSLs. In this instance, the affordable units do not form part of a wider mainstream proposal, and the developer cannot account for the remainder of the OP58 site as this is outwith their ownership and control. The design of the proposed units, discussed in detail later in this report, is indistinguishable from mainstream housing and it is recognised that the development's context includes established residential areas in Cove and is considered appropriate. In that context, it is considered that the proposed affordable units are not recognisably different from mainstream housing, and would be integrated satisfactorily in design terms into existing communities to the east and south, with the submitted Development Framework (discussed later in this report) outlining a high-level strategy for how this proposal might sit alongside future development on the remainder of OP58.

Development Framework

As outlined within the Local Development Plan, this site also requires to be tied to a 'new Cove Masterplan.' While this site was accounted for in the previous Cove Charrette which took place in 2008, that document is no longer part of the Council's Supplementary Guidance. With regards to a new Cove masterplan, the other allocated site within Cove, OP56, is currently being built out and therefore no longer requires to be included in a new Masterplan. This is made clear in the Proposed Local Development Plan, where the requirement for OP58 has been altered and now makes clear that the required Masterplan would relate to the OP58 site only. However, owing to the existing site ownership issues, it is not possible for the developer to produce a full detailed Masterplan for the entirety of OP58. Furthermore, it is considered that a higher level Development Framework, covering the whole opportunity site regardless of ownership, is appropriate in this instance – serving the same planning purpose as a masterplan in as far as it sets out a baseline, or two-dimensional spatial framework, for the manner in which a large area in multiple ownerships may be developed.

A Development Framework and associated Design and Access Statement have been submitted, which cover a number of topics expected within a Development Framework document and take into

account the site area, surrounding characteristics and context, landscape and visual appraisal, as well as design. The documents also looks at the future development (and density) of the remainder of the OP58 site, which is necessary to ensure that the current proposal would not preclude development on the remainder of the site at some point in the future. It should be noted, however, that the volume and form of development on the remainder of the site would be for future planning applications concerning those parts of the site to consider in detail. The Development Framework document shows a site-wide density similar to that proposed in the current application and has divided OP58 into three areas, reflective of different ownerships.

Area A – which is the subject of this application shows a maximum density of 177 units. The current proposal involves 167 units following changes to the mix of unit types and sizes;

Area B – the middle section of the OP58 site, has been shown to accommodate a maximum density of 84 units; and

Area C – which is the most northern section, shows that a maximum density of 252 units could be accommodated.

Taking into account the above density, if this site was built out in line with the developer's Development Framework, this site could potentially accommodate approximately 513 units. Such a proposal would be well in excess of the 150 units outlined in the Local Development Plan. However as mentioned this is a housing number which has been carried forward in successive plans since 2008, with no review of that number to account for changing circumstances in terms of minimum density policies and the removal of any requirement for land to be set aside for a rail halt and associated passenger parking. In addition, the proposed density set out in these submissions would be more in line with policy requirements in the ALDP and Strategic Development Plan which require at least 30 dwellings/ha, increasing to 50 dwellings/ha. However, given that this application only covers Area A of the site, a full assessment of the densities of Areas B and C and the cumulative total number of units has not taken place. That would be a matter for consideration upon submission of a planning application for those remaining portions of the wider OP58 site. It is, however, considered necessary to ensure that appropriate road connection is made between the application site and the remainder of the OP58 site, in order to ensure that the internal road network knits together. A planning condition is recommended, securing a scheme for the provision of appropriate road and path links, along with details of triggers for delivery.

Nevertheless, the Development Framework is useful in providing an overview of how this site could be development and more importantly shows future connections between the areas of land within OP58, demonstrating that development of the current application site would not inhibit or prejudice development taking place of the whole of OP58. In addition, given that this Development Framework forms part of this planning application, it will not become Supplementary Guidance and therefore may be subject to change or revision should any further development come forward.

Overall, it is considered that the information contained within this document is acceptable for the purposes of providing an overview of the design principles influencing the proposed layout and elevational treatments, whilst also showing that this development would not restrict development on the remainder of the site, and is suitable for the needs of assessing this application.

Siting, Layout and Design

The Local Development Plan outlines that quality placemaking is about creating development that sustains and enhances the social, economic, environmental and cultural attractiveness of the city as a place to be and is a material consideration in determining applications. Placemaking requires a collaborative process to achieving development that complements and enhances the site context and can be measured by six essential qualities:

- Distinctive;

- Welcoming;
- Safe and pleasant;
- Easy to move around;
- Adaptable to changing circumstances; and
- Resource efficient.

The success of the proposal's siting, layout and design of this proposal will be measured against Policy D1 - Quality Placemaking by Design. Policy D1 takes into account the six qualities mentioned above and in light of these requires all development to have high standards of design with a strong and distinctive sense of place which is a result of context appraisal, detailed planning, quality architecture, craftsmanship and materials. In addition, 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 latter of which will be assessed further in this evaluation.

With regards to siting, it is acknowledged that the site lies adjacent an existing suburb of Cove, on a site identified as a development opportunity in the Local Development Plan, and as such the siting of the development and its relationship with existing residential development is considered to be well established.

In terms of the layout, this has been developed by the agent and developer, in line with the needs of the end user (understood to be an RSL) and taking into account the site's existing constraints. As outlined above the existing railway line is the main constraint, in that the noise from the existing infrastructure, due to passing trains, poses a threat to achieving satisfactory level of amenity for residents. In considering the final layout another factor the applicant sought to take into account was the visual link through the site from Loirston Road and out to the sea. As such, the proposed layout has been established to provide; 1. The number of houses that the developer indicates are required to make the development viable; 2. Acoustic screening as a result of the layout of the blocks of flats to the east of the site and 3; A visual link from Cove eastwards through the site to the sea. Whilst noise constraints have been a major influence on the proposed layout, given the open nature of the site and the fact that the railway line sits above ground level, this was always likely to be the case and some form of mitigation was going to be required in order to develop this site. The aspect of noise and mitigation is discussed further in this evaluation, but it is appropriate to recognise that this was a constraint that influenced the final layout and density of development.

The proposed layout has been developed and refined by taking into account the surrounding area, but not directly replicating it. The agent has outlined, within the Design Statement, that the site is divided into two characteristic areas, separated by the new main access road running through the site. The area to the west to the site is occupied by terraced dwellings, while the area to the east is occupied by six blocks of flats. Areas of open space can be found throughout the site, with the main usable area sited to the west and comprising two strips of open space running north to south and east to west between the terraced properties, in a cross formation. The open space extends further east following the line of Loriston Road to the SUDs area and the eastern site boundary, adjacent to the railway line. Overall it is considered that when taking into account existing constraints, the layout as proposed is acceptable and shows that the site can comfortably accommodate this number of units while still providing appropriate levels of open space, private garden ground for each dwelling and sufficient parking requirements to meet the requirements of the relevant Transport and Accessibility Supplementary Guidance. In this respect, the overall layout and balance between buildings and open spaces is considered to be appropriate to its context.

With regards to the design of the proposal, the flatted blocks to the east and rows of terraces to the west present two discernible character areas within the overall layout. The dwellings adopt a more traditional form, with pitched roofs, whereas the flats are of a more contemporary appearance, utilising a flat-roofed form. The use of different roof styles within one site is considered to be

appropriate given the layout and contributes to defining the two character areas. Whilst there is distinction between the houses and flats in terms of their height and roof forms, the topography of the site is such that the higher flatted blocks are located in the lower portion of the site, to the east. The result of this is that the dwellings on the western portion of the site relate well to the suburban scale and form of buildings on the western side of Falkland Avenue and the Coast Road, with the lower ground to the eastern side of the application site offering scope to accommodate greater height via flatted blocks without that increased height appearing incongruous. On that basis, it is considered that the scale and general form of the dwellings and flatted blocks proposed is sympathetic to the local context, and would not result in any adverse impact on the character or amenity of the surrounding area.

In terms of proposed materials, a range of finishes and colours are evident within established parts of Cove, with a large proportion finished in render and it is considered that there is no one uniform architectural style, however some coastal features have been utilised. The buildings within the Cove Conservation Area are relatively simple in detail and massing. In many coastal locations colour and a variety of building styles such as is proposed here have been introduced with success and provides an opportunity to introduce personality and distinctiveness to the development, consistent with policy D1 (Quality Placemaking by Design).

In this instance and to add interest and create a distinctive sense of place, bold use of colour has been utilised with painted precast concrete eaves in a coastal style, coloured rendered feature gables, orange pantiles on feature plots and the use of blocks of colour on the flatted buildings. The colours proposed are to be confirmed with the finalised specification, but a bold orange and blue have been indicated in the Development Framework. Whilst the final details of colours and materials would require to be agreed post-approval via further submission and agreement of samples, the principle of introducing colour and variety to elevations whilst unifying the character areas through use of a consistent colour and materials palette is welcomed. It is therefore considered appropriate to utilise a planning condition to secure full details of material and finishes for agreement prior to works commencing on the site.

Concerns regarding visual impact has been raised in representations, however, as noted above the general form of the development at its western edge, where it meets existing housing, is sympathetic in scale. As noted previously, the sloping nature of the site is such that the visual impact of the taller flatted blocks is mitigated by their position on the lower part of the site, towards the railway line. While the site will be visible from the railway line, it is noted that the railway line itself sits higher than the eastern part of the site, mitigating any sense of height, and views of the proposed flats would be experienced fleetingly. As such, this aspect of the proposal is considered to be satisfactory.

Overall, it is considered that the proposal would meet the six qualities of place outlined in Policy D1, in that it would be distinctive; welcoming; safe and pleasant; easy to move around; adaptable to changing circumstances; and be resource efficient. As such the proposal is considered compliant with Policy D1.

A number of representations have highlighted concerns regarding the finalised proposals. It is considered by the public and Community Council that the design of development is not appropriate, is out of character and over-bearing, however, as noted above the Planning Service is satisfied that the development would satisfy the relevant provisions of the Development Plan. Given the varied architectural styles and forms in Cove, no one defining style is dominant and the agent has endeavoured to reduce any the massing and visual impact of the development by following the existing topography of the site and placing the flatted blocks to the east. As such it is considered that the development would not appear over-bearing and demonstrates due regard for its context.

Further concerns have been expressed in representations in relation to potential impact on the existing property that lies to the north of the site 'East Lynne'. Overall, whilst the outlook for this

property would undoubtedly change through development of this greenfield site, the Planning Service does not agree that there would be any unacceptable impact on amenity. East Lynne is located to the north-western corner of the site, where neighbouring land would be developed for two storey houses of a scale appropriate to a residential area. While the flatted block A6 is a short distance to the east, it is considered that the circa 33m separation between these two buildings is sufficient and, given the falling ground level to the east of the site, no overshadowing or overbearing impact would occur. A parking area located immediately to the east of East Lynne has been amended to include additional landscaping along the mutual boundary, comprising two rows of mixed hedging incorporating beech, hazel and hawthorn, and thereby mitigate any impact arising from vehicle lights. On balance, the Planning Service is satisfied that the development would sit comfortably alongside this existing property and would not result in any significant adverse impact on amenity.

With regards to Policy D4 - Historic Environment, it is noted that the development lies to the west of the Cove Bay Conservation Area (located on the other side of the railway embankment). However it is considered that there would not be any impact given that this northern part of the Conservation Area is undeveloped coastline and is separated visually from the site by virtue of the railway line.

Policy D2 - Landscape requires developments to have a strong landscape framework which improves and enhances the setting and visual impact of the development, unifies urban form, provides shelter, creates local identity and promotes biodiversity. The level of detail required will be appropriate to the scale of the development. In this instance, a landscaping scheme has been provided and while details of hard and soft landscaping have been included, further details are required, especially given the addition of play facilities. As such, the final landscaping scheme will be dealt with via condition. Overall, however, the general layout and arrangement of open spaces and landscaping throughout the site provides visual softening where appropriate and gives a prominent central location for useable open space at the heart of the development.

Noise and Vibration

Due to the location of the site adjacent the railway line and as per the requirements of Policy T5 (Noise), a Noise Impact Assessment was submitted in support of this application, the methodology of which was agreed with the Environmental Health Service in advance. That assessment considers the potential impact of the baseline local noise environment on the sensitive aspects of the proposed development.

In light of the principles of the relevant guidance and given the obvious noise concerns as a result of the adjacent railway line, it was clear that the site would struggle to benefit from suitable amenity levels. The assessment outlines that the proposed site layout already gives consideration to the location of the railway line and incorporates mitigation that aims to reduce noise impacts, such as utilising the blocks of flats to act as an acoustic barrier, where they would screen the remainder of the development positioned within their acoustic shadow.

With regards to the assessment itself it was clear that those units closest to the railway line would not achieve an open window strategy. As such, consideration was given to the internal layouts of the units closest to the railway line, in that habitable rooms, where possible, would be situated on aspects facing away from the railway line and in cases where this was not possible, a methodology of a closed window strategy was adopted. The assessment outlines that, as a result of the proposed layout, all aspects of the flats that face away from the railway line, and all aspects of the houses, would meet the criteria of an open window strategy and it is not predicted that there would be any adverse issues. With regards to the east facing aspects, mitigation is proposed in the form of suitable glazing and ventilation would be required.

While other mitigation options were looked into, given the location of the railway line and the fact that it sits 2m above ground levels, acoustic screening would have little benefit in reducing noise

impact. As such, the proposed layout is the best possible solution to achieving a suitable level of residential amenity on the site.

Environmental Health has assessed the submitted Noise Impact Assessment and is satisfied with its findings, however the Service has requested details of the proposed glazing and ventilation that is required as mitigation for those east facing facades. It is considered by the Planning Service that this can be secured by a condition given that these details will only be available when further details have been agreed.

The Service has also requested that a further condition regarding dust management be attached, this would require the submission of an Air Quality (Dust) Risk Assessment and a Dust Management Plan, this is considered appropriate to the Planning Service. An advisory would also be attached regarding noise from construction.

Overall, it is considered that the submitted layout will offer the remainder of the site a level of protection that cannot be provided by other forms of mitigation. In addition, those units that face east will be further protected by way of suitable glazing and mitigation.

Given the location of the development, vibration also requires to be considered, this was also raised as a concern within the submitted representation. However, while undertaking the noise survey, vibration was not observed during train pass-bys, therefore it is considered that a survey and assessment of vibration has not been considered necessary and this has been agreed with the Council's Environmental Health Service. In light of this the Planning Service have no further concerns in this regard.

Transport Impacts

Under Policies T2 and T3, 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.

The Roads Development Management Team has reviewed the submitted Transport Assessment and have provided comments on the following aspects of the development, access, parking, sustainable travel (including walking, cycling and public transport), the local roads network and travel plan framework.

Access will be provided via two new priority junctions (i.e. not controlled by traffic signals) on the Coast Road and Falkland Avenue. Those junctions provide appropriate visibility and are therefore considered acceptable. The internal layout provides a main road which measures at least 5.5m wide, which is acceptable for 20mph residential streets. It is also considered that the internal roads layout is acceptable and swept paths show that the site is accessible to vehicles passing in tandem and to refuse vehicles.

With regards to parking, given that this proposal is for wholly for affordable housing the parking requirement is lower as per Aberdeen City Council Parking Standards, which advises a ratio of 0.8 spaces per dwelling, equalling a requirement of 141 spaces, which has been provided for within the site. While several representations highlight a perceived shortfall in parking within the development, which it is contended may lead to indiscriminate parking, it is considered that the level of on-site parking provided accords with the relevant provisions of the development plan, with specific reference to the parking requirements set out in the Council's 'Transport and Accessibility' Supplementary Guidance. With that in mind it is considered that the proposal would not lead to indiscriminate parking or overflow parking onto surrounding streets.

Initially there was no provision of electric vehicle charge points within the proposed development, however on requesting more information from the agent, the applicant is willing to provide two

electric charging spaces and two passive pre-wired spaces for future electric charge use. Having considered this proposal, the Roads Service are satisfied with the provision proposed. Ducting will also be required to be put in place for other spaces, so they are future-proofed, and the laying of future cabling is facilitated. It is also requested that the development is able to utilise enough energy from the substation that the charging of 10 future electric vehicles in future is permissible. This approach can be secured by imposing a suitable condition. While the lack of charge points was raised within the submitted representations, it is considered that this will be appropriately dealt with.

It is noted that 14 motorcycle spaces are proposed, which is less than the Council's requirement, however it is acknowledged that the Transport and Accessibility Supplementary Guidance is particularly onerous in terms of motorcycle parking requirements when compared to the level of motorcycle ownership seen in practice. As such, the level of motorcycle parking proposed is acceptable.

With regards to cycle parking for the flats, the proposal indicates a provision of 130 spaces, which is an overprovision of the required 64 spaces. Both Services welcome this provision as it may lead to an increase in sustainable measures. The cycle parking will be provided for within bicycles stores located to the north and south of the site.

In terms of walking and cycling, given the location of the site adjacent to an existing residential area, there is considered to be adequate existing footway and cycling infrastructure. Appropriate measures are also being provided for within the site. In addition, as part of the proposal the applicant has denoted that the footway across the frontage of the site (to the west) is to be widened to 2m, this is considered acceptable and appropriate. The site is also adjacent the National Cycle Route 1, with access taken via the existing roads network.

The supporting Transport Assessment has outlined details regarding safe routes to school, this has been reviewed by the Roads Service and is considered to be sufficient.

In terms of public transport, the Roads Service notes that there are several bus stops within 400m of the site, both north- and south-bound, which are regularly serviced. While a number of concerns have been highlighted through the letters of representations regarding the lack of public transport, this is outwith the remit of the Planning and Roads Services. Both Services are satisfied that there is appropriate infrastructure that would serve the site. The timetable for buses is organised by a private bus company, as such the frequency of the service cannot be taken into account during the assessment of this application.

Concerns have been raised by the public regarding the impact of this development on the local roads network, due to a number of reasons, such as it is not sufficient for this level of development or that this development will result in additional congestion. The local roads network has been considered by both the applicant within the submitted Transport Assessment and the Roads Service. The Roads Service advises that the applicant has used the online trip rate information computer system (TRICS) to establish the people-trips generated from both the affordable houses and flats. They have then used census information to convert these people-trips to vehicular-trips. These trips have then been combined to establish a best estimate as to how many vehicles will be generated by the development in both the am and pm peaks, which is considered to be standard practice.

Based on the that information it is anticipated that in the am and pm peak hours the development would generate 65 and 62 two-way vehicle trips, which equates to roughly one extra vehicle per minute on the road network. In light of this and based on the further analysis undertaken by the applicant in the form of a gravity distribution model, it is not anticipated that the proposed development will have a detrimental effect on or cause congestion on the surrounding network.

The Council's Traffic Management Team were also consulted on this application, it has confirmed

that there are no capacity concerns at any nearby junctions, however they did state that a survey undertaken prior to the introduction of the one-way system on the Coast Road showed there is an AM peak of traffic that routes through the area. This suggests that whilst there is no issue with junction capacity, this is a well-used route during the am peak. Given that junctions have not been found to be over capacity, it would not be reasonable to expect the developer to seek to improve the existing situation. In light of the above there are no concerns or mitigation required and the local roads network is considered to be sufficient to serve the proposed development.

A successful Travel Plan Framework (Residential Travel Pack) should have an overarching aim, realistic modal share targets and a series of measures to obtain these targets set out in an Action Plan. The applicant acknowledges that a Residential Travel Pack would be completed and presented to The Planning Service, in consultation with Roads Development Management, for approval prior to occupation of the first unit, and that they will liaise with Service's during the development of this Residential Travel Pack. This is acceptable and can be conditioned. It is however noted that the information proposed for inclusion in the Residential Travel Pack is acceptable. The submission of the plan will be secured via condition.

Taking all the above into consideration, it is considered that the development is acceptable from a transport impact perspective, in that there is not anticipated to be any undue impact on the surrounding roads network and the development will be adequately served by the proposed internal roads layout and parking provisions. As such, the Planning Service are satisfied that the proposal is in compliance with Policy T2 - Managing the Transport Impact of Development and Policy T3 - Sustainable and Active Travel.

Developer Obligations

Policy I1 of the ALDP sets out that development must be accompanied by the necessary infrastructure, services and facilities required to support expanded communities. ACC's 'Planning Obligations' SG sets out the methodology for calculating developer contributions and the mechanism by which they will be secured. In this case an assessment has been carried out by ACC's Developer Obligations Team which has identified that the following contributions will be payable based on impacts associated with the proposed development: Core Path Network - £50,592; Healthcare Facilities - £139,206; and Community Facilities - £248,676. It is noted that the development is proposed on the basis of 100% of the units being delivered as affordable housing, and this welcomed. By utilising a planning agreement to secure these contributions, compliance with policy I1 of the ALDP and its associated 'Planning Obligations' SG can be ensured.

Open Space Provision

Policy NE4 - Open Space Provision in New Development requires the provision of meaningful and useful open space in new residential development. The Development Framework, in its commentary on surrounding development density, analyses the proportion of green space within various areas of residential development locally. The proportion of greenspace within the current application site would be significantly higher than in those surrounding areas, which is possible in part because of the inclusion of flatted blocks and the reduced requirement for car parking applicable to affordable housing developments. This results in reduced building footprints and less hard surfacing, leaving more potential for meaningful and useable open spaces to be incorporated. In terms of establishing compliance with the Council's 'Green Space Network and Open Space' SG, the requirement for 2.8ha of open space per 1000 people is comfortably exceeded, with a policy requirement for 0.75ha satisfied through inclusion of 0.95ha of open space within the proposed layout. In this instance, it is considered that sufficient public and communal open space has been provided within the site, both between the terraced properties and via an area of space to the east along the railway line. It is considered that both areas are well sited and accessible to residents of the development. The applicant also proposes to locate play facilities at a central location within the open space, making the area more attractive to end users and allows the space to provide a more meaningful use. Full details of those play facilities will require to be secured via condition,

however the location shown is suitably central and benefits from passive surveillance. Overall, it is considered that the proposal complies with Policy NE4 as regards provision of public open space.

Green Space Network

The application site itself does not include any land designated as part of the Green Space Network (GSN), however land designated as GSN bounds the eastern boundary of the site, between the site and the railway line. Further areas of GSN can also be found to the north of the site, in a swathe running east to west across the centre of the OP58 site, and also to the east, beyond the railway line. Policy NE1 (Green Space Network) is therefore relevant, however there is no direct loss of or encroachment upon land designated as part of the Green Space Network. Access to the existing areas of Green Space Network would be maintained through the proposed layout, and the implementation of appropriate landscaping could enhance the wildlife, ecosystem and landscape value of the area along the eastern boundary of the site. In light of these factors, it is considered that the proposal complies with Policy NE1.

Flooding and Drainage

The submitted Flood Risk Assessment advises that based on SEPA's flood maps, there is a risk of some surface water flooding along the eastern edge of the site. In investigating the only recorded case of flooding on the site in 2016, this occurred on a footpath at a location 75m north of the site boundary, at a point where a foul water rising main which passes under the railway line and connects to a gravity combined sewer, which was considered by SEPA to be the likely source of the flooding. However, given that this occurred 75m to the north of the current application site, at a location where ground levels are approximately 2.4m below the level of the application site, the rising main is not considered to be a potential flood risk for the proposed development.

The assessment has looked at the risk of flooding from other sources and has found the risk to the proposed development to be low. It also advised that the proposed buffer strip between the properties and the railway embankment, measuring a minimum of 11m in width, will mitigate the risk of surface water ponding. Additionally, the finished floor levels for the development would be at least 600mm above adjacent ground levels on the eastern boundary, which will further mitigate any potential risk of flooding from overland flow.

The submitted Flood Risk Assessment has been reviewed by the Council's Structures, Flooding and Coastal Engineering team, who advise that it has no comment to make.

With respect to drainage, a Drainage Assessment has been submitted in respect of the application. That assessment advises that there are existing foul and surface water sewers running through the development site from west to east and that there is also a combined sewer and surface water sewer running along the eastern boundary (south to north). In addition there is a short length of existing surface water sewer entering the site from Falkland Avenue, however due to the proposed layout, it is not possible to retain this section and as such a diversion would be required to relocate this sewer outwith the curtilage of any building.

With respect to foul drainage, new gravity sewers would be provided to serve the development and would be located within the new roads and under areas of open space. The development will then discharge to the existing foul and combined sewers within the site.

In terms of surface water drainage, mitigation in the form of two extended detention basins would be provided to the east of the site and adjacent the existing railway line. This is deemed to be sufficient in dealing with surface water run-off from the proposed development. New surface water sewers would be provided to service the development and again would be located within new roads or areas of open space. Run-off from the roads (both access and housing roads) would drain direct to the new sewers via traditional trapped gullies. While run-off from individual plots would also drain into the new sewers via a single disconnecting chamber located within each curtilage.

The proposed SUDs basins would ensure that surface water from the site receives the required treatment before discharging to the existing surface water sewer at a controlled rate, which in turn is discharged to outfalls to the sea. The submitted drainage assessment includes calculations to demonstrate that the SUDs detention basins have sufficient capacity to deal with surface water up to and including 1 in 200 year rainfall events.

Overall, this is considered to demonstrate that the development would not itself be at risk of flooding, nor would it increase the likelihood of flooding elsewhere. On that basis, the proposal is considered to accord with the relevant provisions of policy NE6 - Flooding, Drainage and Water Quality.

Natural Heritage

An Ecology Impact Assessment was submitted in support of this application and outlines that the site was surveyed in June 2020. The assessment outlines that the Cove Site of Special Scientific Interest (SSSI) covers part of the sea cliffs and coastal grasslands east of the railway line and south of the application site and a Local Nature Conservation Site (LNCS) 'Balnagask to Cove' also lies to the east of the railway line and the application site. Neither designation will be impacted upon by the development due to the separation afforded by the railway line.

The assessment identifies the site as a large field which is currently unmanaged and consists of agriculturally improved grassland, present as a uniform tall sward throughout virtually the entire site.

In terms of fauna, some was present during the site visit, such as house sparrows, skylark and a goldfinch. However, the type of grass is generally not favoured by the typical ground-nesting birds of open farmland. There is a well-used informal footpath within the site with faint trails leading off this, but these do not progress very far into the adjacent land and it is assumed that these are created by free-ranging dogs. Other than the footpaths, no distinct trails were noted in the vegetation and no signs of badger, or other wild UK mammal, were noted. During the site visit the railway land was not entered and the embankment could provide suitable conditions for a badger sett. No such signs of setts were noted.

Further to the above, there are no trees or structures present on the site that would provide roosting sites for bats. The site itself, is open and exposed with a species-poor plant community, also offers little in the way of good foraging habitat and there are no features present such as watercourses, hedges or treelines, that would provide foraging flight-lines. With mainly modern housing and new industrial buildings in the vicinity there are unlikely to be significant bat roosts in the near locality.

Overall, the proposed site is of very low intrinsic ecological interest and in the context of the larger area of both agricultural and, in particular, coastal grasslands around, would not be evaluated as of an area of importance. The evaluation is derived from the very limited range of habitats present, and species-poor vegetation on the site, and to its capacity to support protected species.

The assessment advises that the development of this site is highly unlikely to result in any significant adverse ecological impacts and it is similarly unlikely that preparatory site works will affect protected species, including breeding birds, apart from the small area of bramble scrub in the south-east corner of the site where there is some potential for the presence of nesting sites. Given the potential, it is considered appropriate to attach a condition regarding the timing of works.

The development will not result in any severance of wildlife corridors and will not impinge upon the green space network. No conflict with existing planning policy in respect of nature conservation is envisaged.

The impact this development may have on wildlife was raised by the representations, however in light of the conclusions of the Ecology Impact Assessment, it is considered that the proposed

development will have no undue impact and subject to a condition relating to landscaping, the site could in fact provide opportunities for habitat creation and biodiversity gain. As such, the proposal is considered compliant with Policy NE8 - Natural Heritage.

Access

Policy NE9 - Access and Informal Recreation advises that new development should not compromise the integrity of existing or potential recreational opportunities including general access rights to land and water, Core Paths, other paths and rights of way. As noted above there are existing core paths in the area, notably the path to the north of this site which runs west to east and provides access underneath the railway line to the Coastal Path to the east. Given the extent of this site's application boundary, it is not expected that the development would have any direct impact on the use of the existing core paths network. It is noted however that the internal layout of the development includes path connections to the northern site boundary, allowing for future connection to the Core Path in due course. In terms of policy NE9, it can be concluded that the proposal would not compromise existing access rights and the proposed development allows for pedestrian permeability to access the existing recreational route provided by the core path. As noted in the summary of Developer Obligations, a payment of £50,592 is payable based on the increased use of the local Core Paths attributable to the proposed development, to be used for the improvement or upgrading of those routes.

Other Technical Matters

Policy R6 - Waste Management Requirements for New Development requires all new developments to have sufficient space for the storage of general waste, recyclable materials and compostable wastes where appropriate. Flatted developments will require communal facilities that allow for the separate storage and collection of these materials. Waste Strategy has outlined the requirements for both the dwellings and the flats. While the facilities for the houses will be located within their curtilages, the waste storage provision for the flats will be located in dedicated bin stores serving the six flatted blocks. Having reviewed the site layout plan the Waste Strategy Service has expressed some concern regarding the collection point for the dwellings and the facilities for the communal flats, in that residents should not be required to carry waste more than 30m to the storage point and at this time no information has been provided on how the bin stores will be designated. As such, further information is regarded regarding the location of the collection points for the dwellings and how the bin stores will be designated for the flats. Upon discussing this aspect with the Service, it is considered that this information can be appropriately secured via use of a planning condition, for the agreement of the planning authority in consultation with Waste Strategy colleagues and implementation thereafter. Details provided by the agent also show the site to be accessible by Council refuse vehicles. Further advice regarding waste facilities will be provided to the agent via an advisory note. Overall, and subject to that condition securing full details, compliance with Policy R6 can be ensured.

Policy R7 - Low and Zero Carbon Buildings, and Water Efficiency requires that all new buildings, must meet at least 20% of the building regulations carbon dioxide emissions reduction target applicable at the time of the application through the installation of low and zero carbon generating technology and that water saving technologies are introduced to reduce the pressure on water abstraction from the River Dee. Information on such technologies will require to be submitted to the Planning Service for approval and will be secured through use of an appropriately worded planning condition.

Policy C11 - Digital Infrastructure requires all new residential and commercial development will be expected to have access to modern, up-to-date high-speed communications infrastructure. It is considered that given the location of the development in relation to the City Centre that this aspect is achievable and therefore Policy C11 can be complied with, subject to a planning condition securing submission and implementation of a scheme for the provision of full-fibre broadband.

Matters Raised in Representations

A significant level of objection has been received in response to this proposal, raising a wide range of issues. Many of the issues raised have been addressed within this evaluation, however those not already addressed in the preceding sections of this report are considered below:

Affordable housing should be integrated into developments not provided on one site

The ALDP states that 'whenever practical, affordable housing provision should be on site, integrated with, and indistinguishable from the market housing'. In this case the affordable housing proposed is a standalone development, rather than representing the off-site delivery of affordable housing required in connection with a development of mainstream housing elsewhere. This matter is considered in detail in the 'Affordable Housing and Housing Mix' section of this report.

Conversion of Green Belt land

This site does not form part of the Green Belt as designated in the Aberdeen Local Development Plan. As such, its development does not affect the designated Green Belt or result in any conflict with the related ALDP policy.

Impacts due to refuse collection locations

While some concerns were raised, the site plan has since been amended and the location of refuse points for the flats has been altered accordingly. Other technical matters can be addressed through use of a condition to secure further information on the final waste and recycling provision, but it is not considered that this will result in any adverse impact on existing homes.

Impact on local services – medical practice and dentist

The developer obligations assessment outlines that a contribution is required towards healthcare facilities. Those monies are payable based on the scale of the development and its identified impacts on existing healthcare capacity. In this case, monies would go towards extension works at Cove and Kincorth Medical Practice, which currently operates from two locations and is operating over capacity.

Impact on quality of life in the area

Given that the development would be located on a site which has long been identified for residential development and adjacent an existing residential area, it is not considered that there would be any significant impact on the existing quality of life or amenity afforded to existing residents.

Impact on Site of Special Scientific Interest (SSSI)

Given the location of the SSSI site, adjacent the railway line and along the coast, it is not considered that this development would have any impact. Additional controls would be secured during the construction phase via the agreement of a Construction Environment Management Plan (CEMP) to avoid and mitigate environmental effects of the development.

Lack of sufficient amenity facilities in Cove

The site is allocated within the Local Development Plan as such this location is deemed acceptable for further residential development. Development proposals cannot be required to address existing deficiencies, and may only be required to address the direct impacts arising from the development proposed. The Council's 'Planning Obligations' SG sets out the methodology for assessing developer obligations, and the consultation response from ACC's Developer Obligations Team sets out the contributions payable in this instance, based on that established methodology.

Railway station was shown in Cove Masterplan (2008)

While a railway station was proposed in the 2008 Charrette document, this is no longer Council guidance. In addition, there is no requirement within the current or Proposed Local Development Plans for a station to be located within any part of the wider OP58 site, of which the current

application site forms a part. Whilst NESTRANS, the regional transport partnership, is reviewing commuter travel in the north-east, at present no specific locations have been identified for further consideration and feasibility study. Taking this into account, and having had regard for the absence of any Development Plan basis for requiring land to be reserved for the construction of a rail halt/station, it is not considered that any material weight can be given to the 2008 charrette's reference to a station in this location.

Safety concerns due to proximity of railway lines

Network Rail has advised that it has no objection to the proposal, but has requested the provision of a safety barrier, the provision of which will be conditioned.

Securing affordable housing

As noted in the 'Affordable Housing' section of this report, a legal agreement will be required to ensure that the development is delivered as Affordable Housing and maintained as such thereafter.

School capacity not sufficient

Education Services have advised that there is sufficient capacity within the within the existing primary school and academy.

Scottish Planning Policy prefers use of brownfield sites over greenfield sites

Brownfield sites alone are not capable of meeting the requirements of the Local Development Plan, so the ALDP also includes the release of greenfield sites. In this case, the Stationfields site has been allocated in successive plans since 2008, and the principle of residential development is long established. There is no policy requirement for the applicants to demonstrate that brownfield sites are not available or are otherwise unsuitable in this case.

Site is used by public to access core path

This development will not detrimentally impact on existing access to the core path which is located further north along the coast road. Access to the remainder of the OP58 site will also be maintained through the provision of footpaths and connections and the development will result in a £50,592 contribution to the core path network.

Proposed footpaths not compliant with Police Scotland comments

Having reviewed the comments provided by Police Scotland, it is considered that the proposed footpaths are acceptable. While they are curved in places, they are generally overlooked and while access is being provided to rear gardens this is considered necessary given the layout of the site.

Representations also included reference to various matters which do not represent material planning considerations. These include impact on house prices and the loss of a view. Equally, a number of other matters would have negligible weight in the decision-making process. The fact that other housing developments are not yet completed (e.g. Charleston) does not preclude granting planning permission for housing on this site. Ultimately, the LDP is required to allocate land for housing based on the anticipated growth predicted by the Strategic Development Plan. Whether there is demand for housing on any given site at a particular moment in time is for a developer to consider, and not a reason to decline any application where the principle of housing is otherwise acceptable. It is recognised that affordable housing could conceivably be delivered on a different site, but the planning authority is considering the proposal before it, which relates to this specific site. There is no requirement for the developer to demonstrate that other sites are unsuitable for housing before seeking permission on OP58.

Comments from Community Council

Cove and Altens Community Council also raised concerns regarding this development, while a number of these have been considered above, the remainder can be addressed as follows here:

There are concerns that health of future occupants would be impacted on due to the nature and over development of the site

The question of overdevelopment and appropriate density is considered within this report, which concludes that development at the scale proposed can be satisfactorily accommodated within the site, with an appropriate standard of amenity afforded to residents.

Who will maintain the open space?

As part of the landscaping scheme, the maintenance of the open space will need to be considered and this will be covered via a condition. Commonly the maintenance of such spaces forms part of a factoring agreement.

No usable open space provision

The proposed open space provision is centrally located, with good passive surveillance and includes the provision of play equipment. This is considered to be a suitably usable open space to meet the needs of the development.

Are the existing walls to be retained/rebuilt?

The low dry-stone wall along the frontage of the site where it bounds the Coast Road requires to be removed so that the footpath can be widened. The proposed landscaping scheme indicates that mixed hedging would enclose the front gardens of properties facing west onto the Coast Road, however it is agreed that it would be appropriate for the duntakings from the removal of this wall are re-used within the site as part of new plot/site boundary enclosures.

Existing litter bin at the junction of Coast Road and Falkland Avenue should be retained

This is not a material planning consideration, should the existing bin need to be moved the developer can discuss and agree this with the relevant Council Service.

Community centres under strain due to lack of volunteers

Additional volunteers to support the running of existing community centres, however as detailed in the Developer Obligations consultation response, a sum of £248,676 will be payable in respect of increased demands placed upon community facilities in the local community. The Developer Obligations assessment highlights that this payment would be used to contribute to increasing capacity at the Loirston Annexe Community Centre and/or Altens Community Centre, both of which have plans to expand.

Development would negatively impact health in the area

It is not considered that the development of this site would have any direct impact on health in the surrounding area. Construction-phase impacts relating to dust and other environmental factors can be mitigated through appropriate control measures, to be set out within the requisite Construction Environment Management Plan (CEMP). In the long-term, the site layout provides for permeability and connection to existing walking routes, including Core Paths, and noise relating to the railway line can be adequately mitigated, as discussed in an earlier section of this report.

Proposed Aberdeen Local Development Plan

In relation to this particular application, the allocation and policies in the Proposed Aberdeen Local Development Plan 2020, specifically OP58 - Stationfields Cove, Policy WB3 – Noise, Policy, Policy NE2 - Green and Blue Infrastructure, Policy NE3 - Our Natural Heritage, Policy D1 - Quality Placemaking, Policy D2 - Amenity, Policy D4 - Landscape, Policy D5 - Landscape Design, Policy D6 - Historic Environment, Policy R5 - Waste Management Requirements from New Developments, Policy R6 - Low and Zero Carbon Buildings and Water Efficiency, Policy H1 - Residential Areas, Policy H3 – Density, Policy H4 - Housing Mix and Need, Policy H5 - Affordable Housing, Policy I1 - Infrastructure Delivery and Planning Obligations, Policy T2 - Sustainable Transport, Policy T3 - Parking, Policy CI1 - Digital Infrastructure, substantively reiterate those in the adopted Local Development Plan. Weight has been given to the proposed allocation relative to the requirement

for a Masterplan for this site and this has been addressed above. As such the proposal is acceptable in terms of both Plans for the reasons previously given. Weight has been given to the proposed carrying forward of the OP58 Stationfields Opportunity Site, which restates the current plan's requirement for the preparation of a Masterplan. The proposal is considered to be consistent with the emerging policy context set out in the PALDP, and this represents a material consideration weighing in favour of approval.

Aberdeen City and Shire Strategic Development Plan (2020)

This development is not considered to be a strategic proposal that requires cross-boundary consideration, it does not therefore require a detailed assessment against the Strategic Development Plan.

Heads of Terms of any Legal Agreement

A Legal Agreement will be required in order to secure the financial contributions identified by ACC's Developer Obligations Team and also to ensure that the development is delivered exclusively as a recognised form of affordable housing and remains as such, in line with the development that has been applied for and assessed through this application. Should members be minded to approve this application, the conclusion of an appropriate legal agreement would be delegated to officers, working in conjunction with colleagues from Legal Services.

Conclusion

The principle of residential development on this site is well established and is supported by the Development Plan. The scale of development proposed does not significantly exceed that stated in the relevant Opportunity Site designation, and the applicants' submissions demonstrate that the design, layout and density of the proposed development is appropriate to this portion of the wider OP58 site. The site is suitably accessible, with a permeable layout providing for connections to recreational access routes to be maintained. The potential for noise relating to the adjacent railway line to adversely affect amenity has been thoroughly considered and with input from Environmental Health colleagues this service is satisfied that a combination of the proposed layout, built form and mitigation measures to be implemented on the eastern face of the flatted blocks will ensure that all units are afforded an appropriate level of amenity. It is therefore considered that the proposed development accords with the relevant provisions of the Development Plan. Having had regard for other relevant material considerations, including matters raised in representations and the emerging policy context provided by the Proposed Aberdeen Local Development Plan, it is concluded that these either weigh in support of approval or are not of sufficient weight to warrant determination contrary to the Development Plan.

RECOMMENDATION

Willingness to approve subject to conditions and subject to conclusion of a legal agreement securing payment of developer obligations and ensuring that the development is delivered exclusively as affordable housing

REASON FOR RECOMMENDATION

While the development would see an increase in unit numbers above the allocation in the adopted Local Development Plan (LDP), the site is deemed to be appropriate for the proposed residential use and given the proposed layout, it is not considered that development would result in overdevelopment or detrimentally impact on the character of the site or surrounding area. Although advertised as a potential Departure from the LDP, the minimal increase in units from the allocated 150 to the proposed 167 is not considered significant enough to constitute a departure from the Development Plan. The proposed layout and scale of development represents an appropriate density and is considered not to prejudice the delivery of development on the remainder of the OP58 allocation, recognising this would be the subject of a future planning application. As such, the

proposal is considered compliant with the sites designation, OP58, and Policy LR1 - Land Release Policy, Policy H1 - Residential Areas and Policy H3 - Density. The proposed mix is also considered to be acceptable in terms of Policy H4 - Housing Mix and given that the development consists of 100% affordable housing the development is also considered compliant with Policy H5 - Affordable Housing.

Overall, the proposed siting, layout and design is considered appropriate and takes into account, but does not replicate, the character of the surrounding area in line with Policy D1 - Quality Placemaking by Design. Additionally, no impact on the adjacent Cove Bay Conservation Area is expected as per the requirements of Policy D4 - Historic Environment. While landscaping is proposed, further detail will be sought via condition to ensure compliance with Policy D2 - Landscape.

Contributions are required in order to meet the requirements of Policy I1 - Infrastructure Delivery and Planning Obligations and these will be secured via a Legal Agreement. The site is acceptable in terms of access and parking requirements and provides suitable measures to promote sustainable and active travel in line with Policy T2 - Managing the Transport Impact of Development and Policy T3 - Sustainable and Active Travel.

The proposal has been assessed in respect to noise and it is considered that in light of the site layout where the blocks of flats will effectively form an acoustic barrier to the benefit of the proposed housing, garden and open space areas, no impact on amenity will be expected in line with Policy T5 - Noise.

No impact is expected on the surrounding Green Space Network and it is considered that the site provides an adequate and appropriate level of suitable and usable open space, as such, the proposal complies with Policy NE1 - Green Space Network and Policy NE4 - Open Space Provision in New Development. Appropriate measures are being proposed regarding foul and surface water drainage, therefore, the development is acceptable when assessed against Policy NE6 - Flooding, Drainage and Water Quality. No impact is expected on any natural heritage, although a condition will be used to ensure no breeding birds are impacted and further landscaping will be utilised to enhance biodiversity in line with Policy NE8 - Natural Heritage. In addition, no impact on the existing core path network is expected and connections will be created to sure that existing paths can be utilised, in line with Policy NE9 - Access and Informal Recreation. Sufficient and appropriate facilities are proposed for waste management in compliance with Policy R6 - Waste Management Requirements for New Development, a condition will ensure compliance with Policy R7 - Low and Zero Carbon Buildings, and Water Efficiency and given the sites location, the development is expected to comply with Policy C11 - Digital Infrastructure.

Overall, the development is considered acceptable when considered against the relevant policies and Supplementary Guidance of the Aberdeen Local Development Plan 2017.

In addition to the above it is considered that the proposal complies with the relevant policies and OP58 opportunity site designation in the Proposed Local Development Plan 2020, and that this therefore represents a material consideration in favour of approval. Matters raised in representations are noted, however there are not of sufficient weight to warrant refusal of an application which is considered to comply with the Development Plan.

CONDITIONS

1. Glazing and Ventilation Details

No works in connection with the development hereby approved shall commence unless details of the glazing and ventilation details to be provided on the east facades of the blocks of flats has

been submitted to and approved in writing by the planning authority, with a view to demonstrating suitable mitigation from railway noise for residents. Once approved, no residential unit requiring such mitigation shall be occupied unless all the approved glazing and ventilation has been installed in the relevant residential unit. The approved glazing and ventilation shall thereafter be retained in perpetuity.

Reason: To ensure that the proposed development provides suitable amenity for future residents of the site.

2. Access Junctions

No unit within the development hereby approved shall be occupied until one of the access junctions shown in drawing A1-00-01-REV G has been fully constructed and made available for use.

No more than 50 units within the development hereby approved shall be occupied until a second means of access has been provided for emergency access purposes. The details of any such emergency access shall be submitted to and approved in writing by the planning authority prior to its formation.

Thereafter, no more than 100 units within the development hereby approved shall be occupied until both access junctions shown in drawing A1-00-01-REV G have been fully constructed and made available for use.

Reason: To ensure that the approved access junctions are delivered at an appropriate point to facilitate access to the development.

3. Connection to remaining land within OP58 Stationfields

No development pursuant to this grant of Planning Permission shall be undertaken unless a scheme for the provision of a vehicular connection from the road network within the application site to the remainder of the OP58 Stationfields site has been submitted to and approved by the planning authority.

The requisite scheme shall include:

(a) a vehicular connection and pedestrian footpath to an adoptable standard from the road network through the application site to the remaining portion of OP58 lying to the north;

(b) phasing and other arrangements for provision of the vehicular connection and pedestrian footpath to the relevant legal boundaries of the application site;

(c) and will include, that no works beyond completion of the 100th unit will be undertaken unless the vehicular connection and pedestrian footpath are taken to the relevant legal boundaries of the application site.

Thereafter, no development shall occur otherwise than in full accordance with the agreed scheme.

Reason: in order to ensure the delivery of key road infrastructure and to ensure that the development of the wider OP58 Stationfields site is not precluded.

4. Dust Management

No works in connection with the development hereby approved shall commence unless the following has been submitted to and approved in writing by the planning authority in consultation with Environmental Health;

- a) An Air Quality (Dust) Risk Assessment – which is to be carried out by a suitably qualified consultant. The assessment will predict likely site preparation works and construction dust levels and impact on air quality including determination of its significance.
- b) A Dust Management Plan – which shall detail the necessary dust control measures (based on the results of the aforementioned Risk Assessment).

Once approved no development shall take place unless all measures are being implemented in line with the approved Dust Management Plan.

Reason: In order to ensure suitable amenity for the surrounding residential properties.

5. Materials

No works in connection with the development hereby approved shall commence unless a sample and details (including the specification and colour) of all the materials/roofs/walls/windows/doors/garage doors/rainwater goods to be used in the external finishes of the approved development have been submitted to and approved in writing by the planning authority. The development shall not be occupied unless the external finishes have been applied in accordance with the approved details.

Reason: In the interests of the appearance of the development and the visual amenities of the area.

6. Fencing – Eastern Boundary

No residential unit hereby approved shall be occupied unless details of a suitable trespass proof fences, measuring at least 1.8m in height, to be erected along the eastern boundary adjacent to the Network Rail boundary, along with details of the fence's future maintenance, has been submitted to and approved in writing with the planning authority. Once erected, the fence shall thereafter be permanently retained and maintained in accordance with the approved details.

Reason: In the interests of the residential amenity and safety of the occupiers.

7. Construction Environment Management Plan (CEMP)

No works in connection with the development hereby approved (including demolition, ground works and vegetation clearance) shall commence unless a CEMP has been submitted to and approved in writing by the planning authority. The CEMP shall address following issues:

- (a) Pollution prevention;
- (b) Sediment management;
- (c) Environmental incidents; and
- (d) Waste Management

Details of the following should also be included:

- (a) Risk assessment of potentially damaging construction activities.
- (b) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- (c) The location and timing of sensitive works to avoid harm to biodiversity features.
- (d) The times during construction when specialist ecologists need to be present on site to oversee works.
- (e) Responsible persons and lines of communication.
- (f) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- (g) Use of protective fences, exclusion barriers and warning signs.

No work during the construction period shall be undertaken unless strictly in accordance with the approved CEMP.

Reason: In the interests of protecting the biodiversity of the environment.

8. Environmental Enhancements

No works in connection with the development hereby approved shall commence unless a scheme of environmental enhancements including a timescale for their implementation has been submitted to and approved in writing by the planning authority in consultation with the Scottish Environmental Protection Agency. These shall be in line with Section 3 of SEPA's consultation response PCS/171516 dated 09 06 20. Once approved the scheme shall be implemented in full and in accordance with the approved timescale.

Reason: To ensure the offset of environmental impacts and contribute to and enhance the natural environment and support Policy D1 – Quality Placemaking by Design.

9. Breeding Birds

No removal of hedgerows, trees or shrubs or site clearance shall take place between 1st March and 31st August inclusive, unless a detailed check of the site for active birds' nests has been undertaken and written confirmation has been submitted to the planning authority that no birds will be harmed and that there are appropriate measures in place to protect nesting bird interest on the site. The check shall be undertaken no later than 14 days before the commencement of the development and no site clearance or other works in connection with the development hereby approved shall commence unless the written confirmation and protection measures have been submitted to and approved in writing by the planning authority. The development shall not be carried out other than in accordance with the approved protection measures.

Reason: In the interest of safeguarding the habitat of local bird species.

10. Landscaping Scheme

No works in connection with the development hereby approved shall commence unless a scheme of hard and soft landscaping works has been submitted to and approved in writing by the planning authority. Details of the scheme shall include:

- a) Existing landscape features and vegetation to be retained.
- b) Protection measures for the landscape features to be retained.
- c) Existing and proposed finished levels.
- d) The location of new trees, shrubs, hedges and grassed areas
- e) A schedule of planting to comprise species, plant sizes and proposed numbers and density.
- f) The location, design and materials of all hard landscaping works including walls, fences, gates, street furniture and play equipment (to include a minimum of 4no items of play equipment in the central open space shown on drawing No. A1-00-01-REV G). This shall also include appropriate provision for the use of doughtings from the dry-stone wall along the western site boundary to the Coast Road to be re-used in the formation of boundary enclosures elsewhere on-site.
- g) An indication of existing trees, shrubs and hedges to be removed.
- h) A programme for the implementation, completion and subsequent management of the proposed landscaping.

All soft and hard landscaping proposals shall be carried out in accordance with the approved planting scheme and management programme. Any planting which, within a period of 5 years from the completion of the development, in the opinion of the planning authority is dying, being

severely damaged or becoming seriously diseased, shall be replaced by plants of similar size and species to those originally required to be planted. Once provided, all hard landscaping works shall thereafter be permanently retained.

Reason: To ensure the implementation and management of a satisfactory scheme of landscaping which will help to integrate the proposed development into the local landscape in the interests of the visual amenity of the area.

11. Waste Provision

Prior to the occupation of the first unit, details of the waste provision, including the following shall be submitted to and approved in writing with the planning authority.

- a) Detailed information outlining where each dwelling will present their bins; and
- b) An outline of which bin stores are designated for use by specific flats.

No building within the development hereby approved shall be occupied unless the accompanying waste storage and collection facilities outlined in the relevant submissions have been delivered for that building and thereafter those facilities shall be retained in perpetuity.

Reason: In the interest of providing appropriate waste facilities for each of the approved units.

12. Surface Water Drainage

No residential unit hereby approved shall be occupied unless the proposed surface water drainage systems have been provided in accordance with the approved plans and the Drainage Assessment (Issue 5), prepared by Fairhurst, dated April 2020. The surface water drainage systems shall be permanently retained thereafter in accordance with the approved maintenance scheme.

Reason: In order to ensure that adequate drainage facilities are provided, and retained, in the interests of the amenity of the area.

13. Car, Cycle and Motorcycle Parking

None of the buildings hereby granted planning permission shall be occupied unless the car, cycle and motorcycle parking areas relevant to that plot and hereby granted planning permission have been constructed, drained, laid-out and demarcated in accordance with drawing No. A1-00-01-REV G of the plans hereby approved or such other drawing as may subsequently be submitted and approved in writing by the planning authority. Such areas shall not thereafter be used for any other purpose other than the purpose of the parking of cars ancillary to the development and use thereby granted approval - in the interests of public safety and the free flow of traffic.

14. Electric Vehicle Charge Points

No works in connection with the residential development hereby approved shall commence unless details of the required Electric Vehicle Charge points, including the two active and two passive points and a timescale for implementation, have been submitted to and approved in writing with the planning authority. This shall include details of the delivery of the Charge Points, relative to the phasing of the residential development. Details of ducting for other spaces is also required.

Once approved, the provision as detailed within the approved submissions shall be implemented in accordance with the specified timescale and retained in perpetuity.

Reason: In order to provide the appropriate provision for sustainable means of travel.

15. Residential Travel Pack

No unit within the development shall be occupied unless a residential travel pack, aimed at encouraging use of modes of transport other than the private car, has first been submitted to and approved by the Planning Authority. Thereafter no individual unit shall be occupied unless the approved Residential Travel Pack has been provided to the unit in question.

Reason - In order to encourage use of more sustainable modes of transport.

16. Carbon Reduction and Water Efficiency

No building hereby granted planning permission shall be occupied unless an Energy Statement and Water Efficiency Statement applicable to that building has been submitted to and approved in writing by the planning authority, and thereafter any measures agreed within that submission have been implemented in full.

The Energy Statement shall include the following items:

- Full details of the proposed energy efficiency measures and/or renewable technologies to be incorporated into the development;
- Calculations using the SAP or SBEM methods which demonstrate that the reduction in carbon dioxide emissions rates for the development, arising from the measures proposed, will enable the development to comply with Policy R7 of the Aberdeen Local Development Plan 2017.

The Water Efficiency Statement shall include details of all proposed water saving technologies and techniques, along with evidence that the required Building Standards Sustainability Label for domestic buildings has been achieved.

Reason: to ensure this development complies with the on-site carbon reductions required in Scottish Planning Policy, Policy R7 of the Aberdeen Local Development Plan 2017 and Aberdeen City Council's 'Resources for New Development' Supplementary Guidance.

17. Full-Fibre Broadband

No unit shall be occupied unless a scheme for the provision of a full fibre broadband connection to each flat for that phase or block has been submitted to and approved in writing by the planning authority. Thereafter the scheme shall be implemented as approved and all flats provided with a full fibre broadband connection.

Reason: in order to provide all flats with access to high-speed communications infrastructure, in accordance with the requirements of Policy CI1 (Digital Infrastructure) of the ALDP.

ADVISORY NOTES FOR APPLICANT

Waste

- Wheelie bins must be presented on the **kerbside only on the collection day** and must be removed from the kerbside as soon as possible. No containers should be permanently stored on the kerbside.
- If the bin store will be locked and/ or involve a barrier, **8 keys must be provided for each store**, providing access to the different collection crews and Recycling Officer for monitoring contamination. These should be dispatched to the Waste Team.
- Waste collection vehicles should be able to get to within 10m of the storage point
- **No excess** should be stored outwith the containment provided. This is fly tipping.
- Large item collections can be arranged by visiting www.aberdeencity.gov.uk

- Further information can be found in the Waste Supplementary Guidance available at: <https://www.aberdeencity.gov.uk/sites/aberdeen-cms/files/7.1.PolicySG.ResourcesForNewDevelopmentTC.P.4.8.9.12.13.pdf>

Specific development completion points:

- Developers must contact Aberdeen City Council wasteplanning@aberdeencity.gov.uk a **minimum** of ONE month before properties will be occupied.
- This is to ensure that the properties be registered on the CAG (Council Address Gazetteer). Without this registration, we cannot add to our in-cab waste vehicle systems for collections to be made.
- This is to ensure that bins are ordered and delivered in time for residents moving in. Bins must be on site prior to residents moving into properties.
- A Purchase Order (PO) should be raised with Aberdeen City Council using the above pricing details and we will provide further guidance for purchasing the bins.
- Bin purchases are VAT free. Please do not include VAT in your PO.
- Please submit a PO for the bins you require. No calls offs/holding POs please.

Network Rail

Construction works must be undertaken in a safe manner which does not disturb the operation of the neighbouring railway. Applicants must be aware of any embankments and supporting structures which are in close proximity to their development.

- Details of all changes in ground levels, laying of foundations, and operation of mechanical plant in proximity to the rail line must be submitted to Network Rail's Asset Protection Engineer for approval prior to works commencing on site. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e. by a "possession" which must be booked via Network Rail's Asset Protection Engineer and are subject to a minimum prior notice period for booking of 20 weeks.

The developer must contact our Asset Protection Engineers regarding the above matters, contact details below:

Network Rail Asset Protection Engineer
151 St. Vincent Street, Glasgow, G2 5NW
Tel: 0141 555 4352
E-mail: AssetProtectionScotland@networkrail.co.uk

Roads Construction Consent

Should there be any changes to the access, the developer will be required to obtain Roads Construction Consent for prior to the commencement of any roadwork. For further details, please contact Aberdeen City Council's Roads Construction Consent Team.

Hours of Demolition and Construction Work

Unless otherwise agreed in writing with Aberdeen City Council Environmental Health Service (poll@aberdeencity.gov.uk / 03000 200 292), demolition or construction work associated with the proposed development should not take place out with the hours of 07:00 to 19:00 Mondays to Fridays and 08:00 to 13:00 on Saturdays. No noisy work should be audible at the site boundary on Sundays.

Where complaints are received and contractors fail to adhere to the above restrictions, enforcement action may be initiated under the Control of Pollution Act 1974.

PLANNING DEVELOPMENT MANAGEMENT COMMITTEE

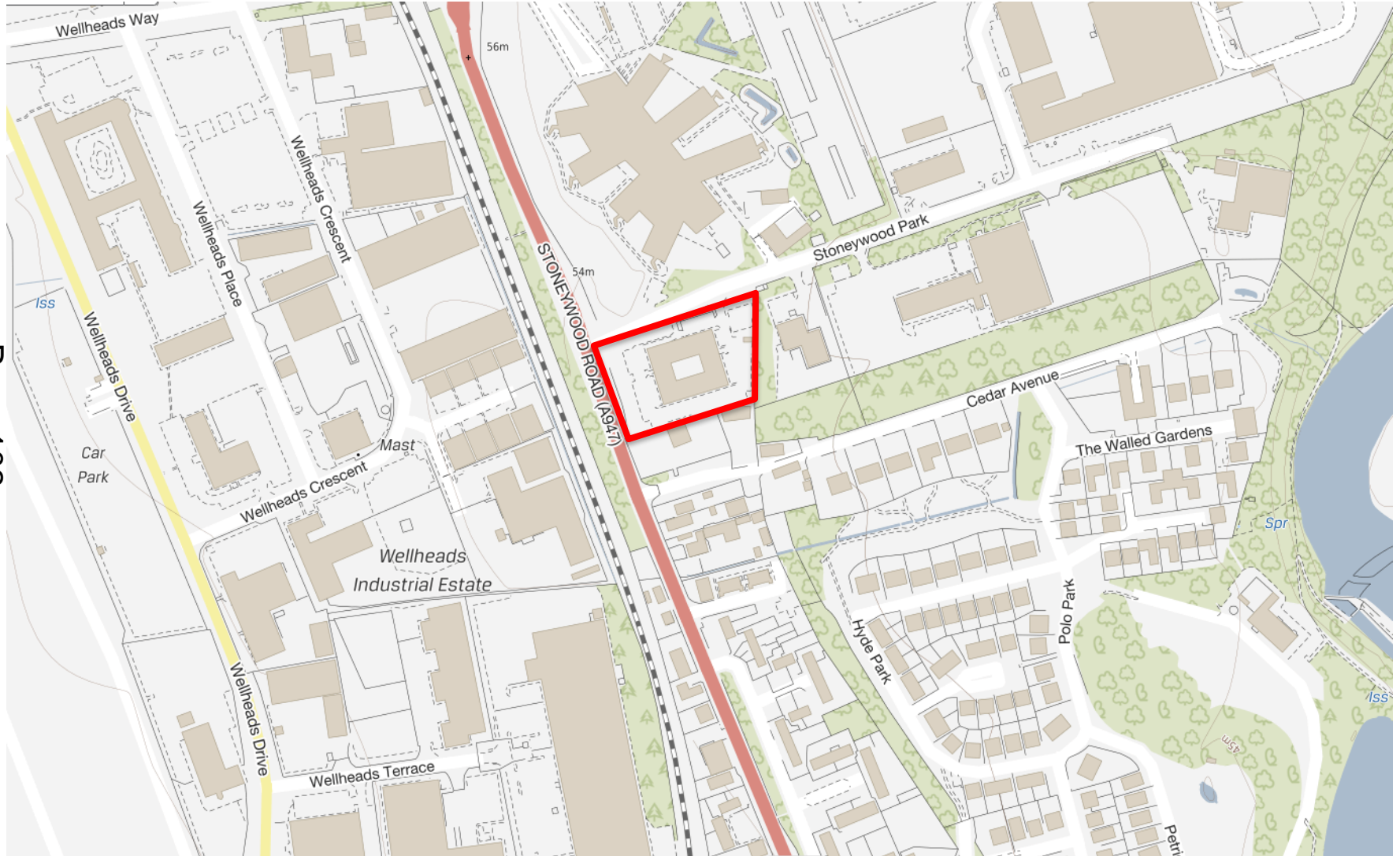


Redevelopment including the change of use and extension of the existing building to a mixed-use unit to include: 50 residential units, co-working office space and café/bar and the erection of a commercial building to accommodate makers' space and gym.

Alba Gate, Stoneywood Park

Detailed Planning Permission
200833/DPP

Location Plan



Existing Site Layout



Aerial Photo – As existing



Existing Building – Site Photos

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Front elevation – from Stoneywood Park

Existing Building – Site Photos



East elevation & boundary



Side (west) elevation



South elevation & boundary



Western tree belt

Surrounding Context – Site Photos



Neighbouring property to south (326 Stoneywood Rd)



Neighbouring property to south (328 Stoneywood Rd)



Mature trees on eastern boundary (outwith site)

ALDP Zoning



Proposed Site Plan

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- External Landscaped Areas
- Hardstanding
- Roadway/Parking
- Grasscrete Parking
- Bin Stores, Bike Stores etc.
- Shared pedestrian walkway + road access/parking
- Public Avenue
- New 'toured' fence at garden areas for privacy of residents

K	Landscaping Amendment	25.11.20
J	Landscaping Amendments	20.11.20
I	General Amendments	20.08.20
H	General Amendments	13.07.20
G	General Amendments	20.06.20
F	General Amendments	26.05.20
E	General Amendments	21.06.20
D	General Amendments	18.05.20
C	General Amendments	10.04.20
B	General Amendments	20.04.20
A	First Issue	17.04.20



Client: KUSA
 Project: Stonecroft Gate Redevelopment
 Stonecroft Park
 Dye, AB21 7DZ

Title: Proposed Site Plan

DWG no: 3369-PL/0002 Date: 16.04.20

Drawn by: MH Checked by: MH Scale: 1:200 (A1)

tinto.co.uk

Mixed use building – Floor Plans



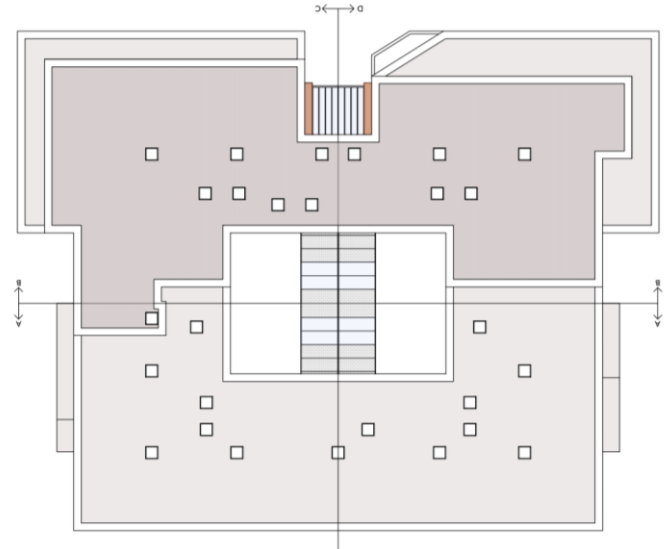
Ground Floor



1st Floor



2nd Floor

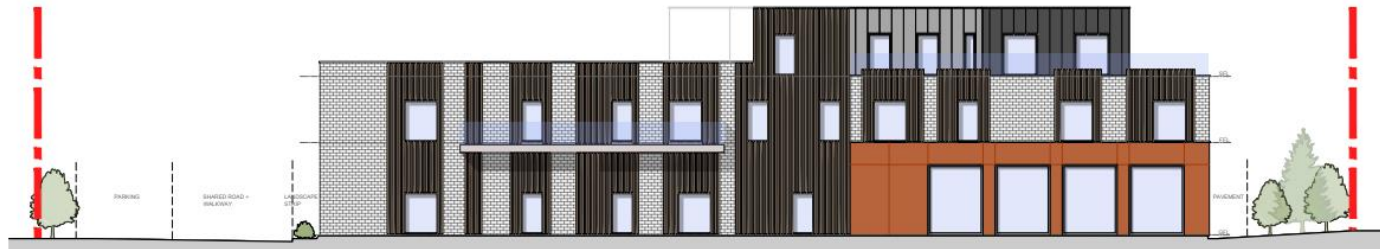


Roof Plan

Mixed use building - Elevations



Proposed North Elevation
Scale 1/8" = 1'-0"



Proposed East Elevation
Scale 1/8" = 1'-0"

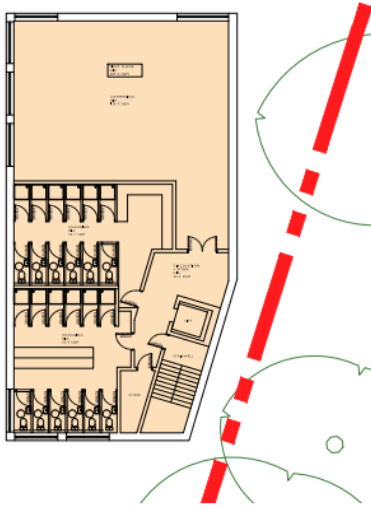


Proposed South Elevation
Scale 1/8" = 1'-0"

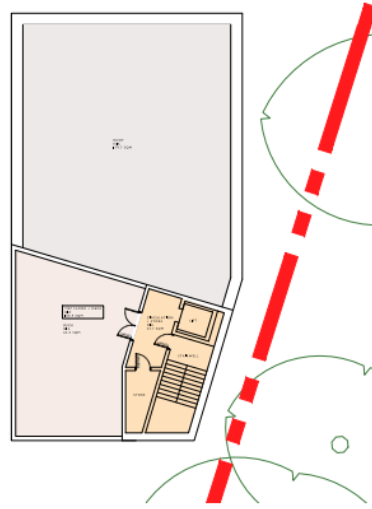


Proposed West Elevation
Scale 1/8" = 1'-0"

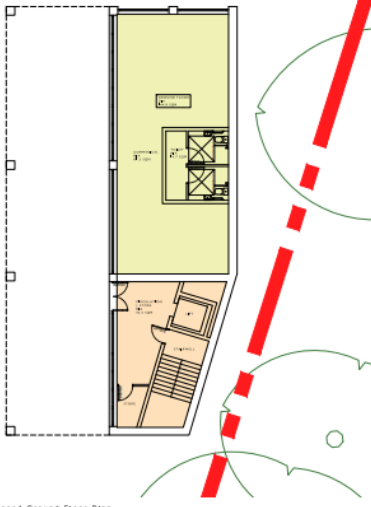
Commercial unit – Floor Plans & Elevations



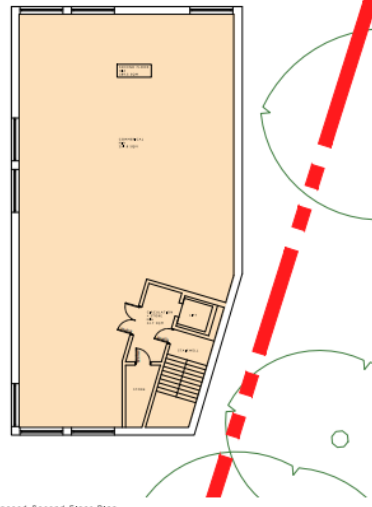
Proposed First Floor Plan
Scale: 1/8" = 1'-0"



Proposed Roof Plan
Scale: 1/8" = 1'-0"

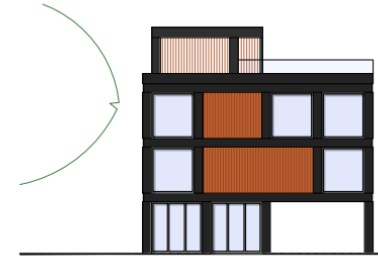


Proposed Ground Floor Plan
Scale: 1/8" = 1'-0"

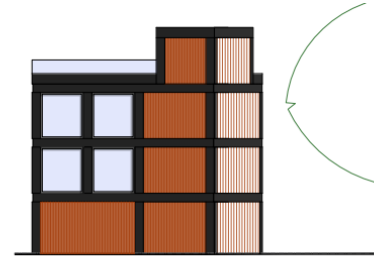


Proposed Second Floor Plan
Scale: 1/8" = 1'-0"

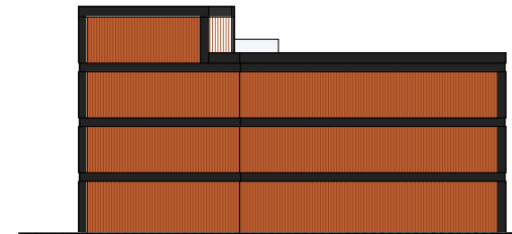
1	Revised Layout + Elevations	25.7
2	General Advertisements	12.0
3	General Advertisements	20.0
4	General Advertisements	25.0



Proposed North Elevation
Scale: 1/8" = 1'-0"



Proposed East Elevation
Scale: 1/8" = 1'-0"



Proposed West Elevation
Scale: 1/8" = 1'-0"



Streetscape Elevations



Proposed South Elevation
Scale 1:200 on A1

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Proposed North Elevation
Scale 1:200 on A1

Indicative 3D renders



Internal communal amenity and co-working spaces

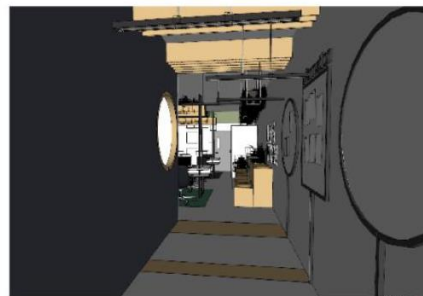


Figure 6 – Flexible space with glazed roof and access to communal garden areas

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3155 | Xusa Interior | Coworking | Model Screen Grids



3160 | Xusa Interior | Coworking | Model Screen Grids



3155 | Xusa Interior | Coworking | Model Screen Grids



3155 | Xusa Interior | Coworking | Model Screen Grids



Figure 9 – (top to bottom) Overview, left hand hemisphere, and right hand hemisphere

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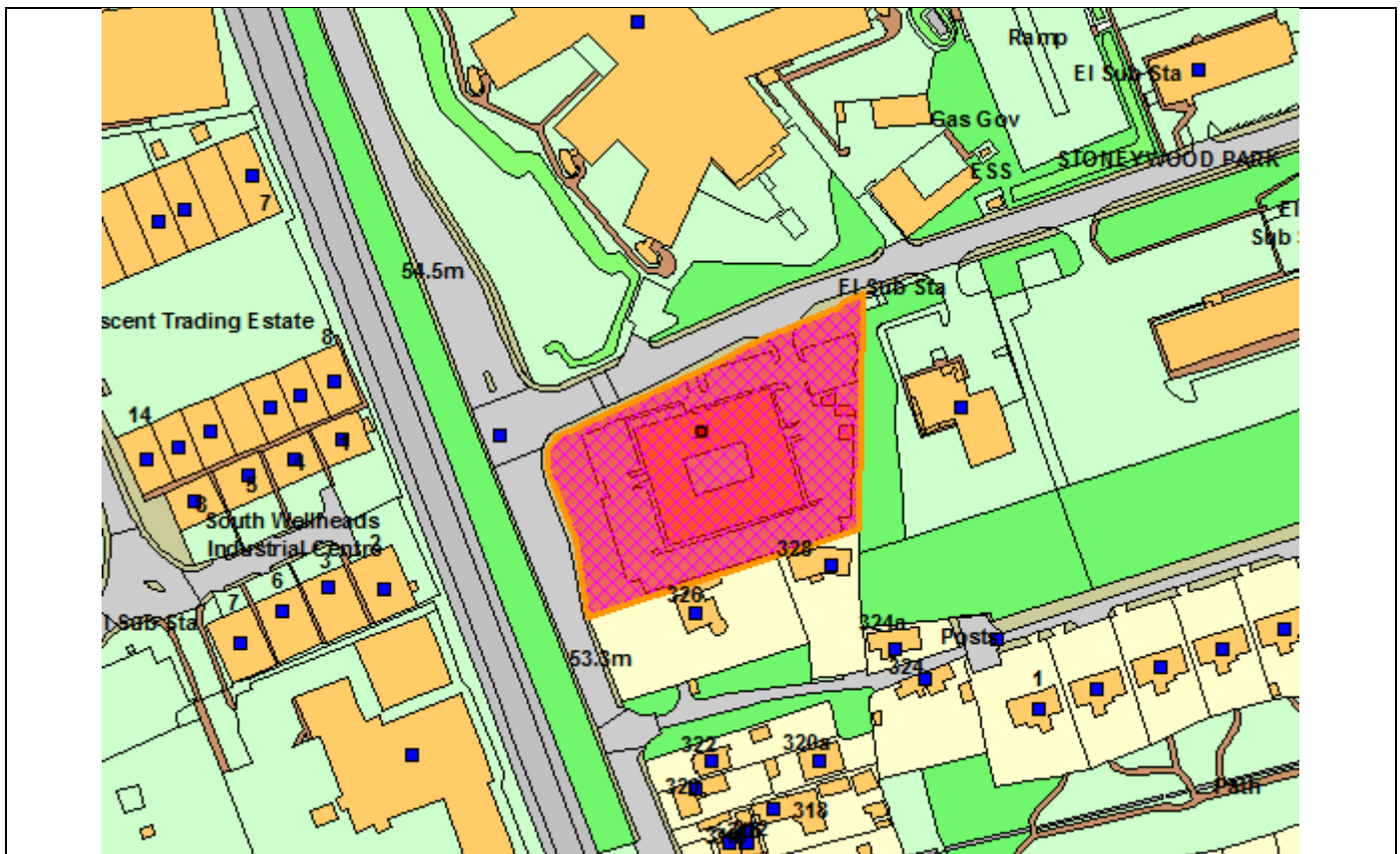


Planning Development Management Committee

Report by Development Management Manager

Committee Date: 10 December 2020

Site Address:	Alba Gate, Stoneywood Park, Aberdeen, AB21 7DZ
Application Description:	Re-development including the change of use and extension of the existing building to a mixed use unit which accommodates 50 residential units, co-working office space and cafe/bar and the erection of commercial unit to accommodate co-working and makers' space and a gym and associated works
Application Ref:	200833/DPP
Application Type	Detailed Planning Permission
Application Date:	22 July 2020
Applicant:	XUSA
Ward:	Dyce/Bucksburn/Danestone
Community Council:	Dyce And Stoneywood
Case Officer:	Alex Ferguson



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RECOMMENDATION

Willingness to Approve subject to Conditions and Legal Agreement to secure onsite affordable housing, restrict the tenure of the development to the private rented sector and to secure developer

obligations towards the Car Club, Core Path Network, Secondary Education, Healthcare Facilities and Open Space.

APPLICATION BACKGROUND

Site Description

The application relates to a commercial site at the western edge of the Stoneywood Park Industrial Estate, which accommodates an existing two-storey 1970's-built office building with a square footprint, set around an internal courtyard. The building is bound on all sides by the site's existing car parking provision. The site is accessed via a single in/out entrance on the northern boundary, taken off Stoneywood Park. There is a significant amount of existing landscaping, in the form of established trees and shrubs within and along all boundaries, including a landscaped buffer strip to Stoneywood Road along the western boundary. Significant mature trees line the eastern boundary within the curtilage of the neighbouring industrial use to the east. Those trees are protected by a Tree Preservation Order.

The site is bound by Stoneywood Park Road to the north with the BP Headquarters beyond, Stoneywood Road (A947) to the west, with the Aberdeen to Inverness railway line and Wellheads Industrial Estate beyond, residential properties immediately to the south and other business and industrial properties to the east, forming the Stoneywood Park Industrial Estate. South east of the application site is the recent residential development by Dandara within Stoneywood Estate (LDP Opportunity site OP17).

The site falls within a 'Business and Industrial Land' B1 zoning in the Aberdeen Local Development Plan 2017. The site also falls within the 57-72Db Noise Contour for Aberdeen Airport, with the runway located approximately 580m to the west and the airport terminal to the north west of that.

Although 50 residential units are proposed, the application does not constitute a 'major development' as the majority (40) are to be formed through the conversion of the existing building.

Relevant Planning History

101877 – Detailed Planning Permission for extension to car park to provide 14 spaces and erection of a 1.8m high fence – Withdrawn, 01 November 2013.

100720 – Detailed Planning Permission for the erection of a new extension within courtyard – Approved 07 December 2010.

APPLICATION DESCRIPTION

Description of Proposal

Detailed planning permission is sought for the re-development of the site including the change of use and extension of the existing building to form a mixed use unit which would accommodate 50 residential units, co-working office space (including conference and break out space) and a cafe/bar, and the erection of a new commercial building, proposed to accommodate 'makers' space' (Class 4 Business Use) and a gym, as well as associated external surfacing and landscaping works. The proposal is for the creation of a 'co-living' development concept that provides accessible residential accommodation that benefits from a range of on-site shared facilities, amenities and commercial space.

The ground floor level of existing building, as extended, would accommodate 15 residential flats (12

x 1-bed and 3 x 2-bed), commercial co-working/office space (363.5m²), café/bar (237.6m²) and communal overflow area (222.2m²) which would also accommodate a concierge and library area for residents as well as several WC's. The first floor would provide 25 residential flats (20 x 1-bed and 5 x 2-bed) and a partial additional storey is proposed at the northern end of the building, providing a second floor level which would accommodate 10 residential flats (5 x 1-bed and 5 x 2-bed).

Access to the building would be taken via the existing main entrance on the north elevation, with separate access to the flats also available via stairwells and accesses to the rear (south) and side (west) of the building. Small private garden areas and landscaped privacy buffer strips would be provided for the ground floor flats, with balconies and roof terraces provided for some of the flats on the upper floor levels, with the exception of the southern elevation. The central courtyard would incorporate a covered communal walkway which would double as a flexible communal amenity space for residents.

A new three storey building is also proposed in the north-eastern corner of the site. The building would provide 3 storeys of commercial space (1007.7m²), in the form of a makers' space (Class 4) on the ground floor and a gym on the upper two floors with an external terrace at roof level. Undercroft car parking would be sited underneath the western half of the building's footprint at ground floor level.

The existing building would be re-clad and window and door openings altered to provide an updated, contemporary appearance with the new building proposed to be of a similar design and finish. Access to the site would be taken via the existing access point, while the existing internal road and car parking layout would be amended slightly but would continue to surround all sides of the building. The internal road and parking layout would be predominantly a shared-surface arrangement, utilising the existing lock-blocked surface and avoiding the need for pedestrian footpaths. Cycle and bin stores would be installed throughout the site.

It should be noted that the applicant's proposed Co-living concept is for mixed tenure accommodation that would include; flats for private sale to owner occupiers, flats to be available for rental through the private rental sector and flats qualifying as affordable housing.

Amendments made since original submission

Some amendments have been made to the proposed development since the original submission of the application. They can be summarised as follows:

- It was initially proposed to accommodate Class 5 floorspace within the new commercial building. Due to concerns in relation to the impact of any such uses permitted within Class 5 (General Industrial) on the amenity of the residents of the development, the plans were amended to omit reference to Class 5 in favour of Class 4 (business) use.
- Balconies originally proposed to serve flats at first floor level on the southern elevation of the building were omitted due to concerns in relation to the impact on the privacy of the neighbouring residential properties to the south;
- The footprint of the new commercial building has been reduced in order to move its eastern elevation away from the eastern boundary of the site, in order to maximise the distance of the building to the TPO'd trees in the neighbouring site;
- The glazing on the western elevation of the commercial building has been amended to be obscurely glazed, in order to prevent any overlooking of flats within the main building;
- The internal road has been amended to a shared-surface arrangement, resulting in the

omission of the initially proposed 2m wide pedestrian footpaths and their replacement with landscaped buffer strips;

- A 2m high timber fence proposed along the western edge of the site, facing onto Stoneywood Road, intended as an acoustic barrier to protect the use of the external amenity space within the tree belt bordering the road, has been omitted from the proposals as the tree belt functions as a landscaping buffer strip and would not constitute acceptable external amenity space and therefore does not require acoustic protection.

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=QDTTRQBZJ3O00>

- Daylight Assessment, prepared by KJ Tait Engineers, August 2020
- Design Statement, prepared by Tinto, July 2020
- Drainage Impact Assessment, prepared by Cameron and Ross, July 2020
- Drainage Calculations, prepared by Cameron and Ross, July 2020
- Ground Investigation Desktop Study, prepared Cameron and Ross, June 2020
- Landscape Strategy, prepared by Tinto, July 2020
- Noise Impact Assessment, prepared by Sandy Brown, July 2020
- Noise Impact Assessment Addendum (Gym), prepared by Sandy Brown, November 2020
- Tree Survey Report, prepared by Stuart Dalgleish Arboriculture, June 2020
- Transport Statement, prepared by Cameron and Ross, July 2020
- Planning Statement, prepared by Aurora Planning, July 2020
- Protected Species Survey, prepared by Latimer Ecology, September 2020
- Supporting Statements:
 - Office Submarket Report (Dyce and Bucksburn), prepared by CoStar, July 2020
 - Office National Report (United Kingdom), prepared by Co Star, July 2020
 - Refurbishment Costs, prepared by Avison Young (Confidential), July 2020
 - Details of communal amenity provision, November 2020

Reason for Referral to Committee

The application has been referred to the Planning Development Management Committee because it is being recommended for approval and is considered by the Appointed Officer to be contrary to the adopted development plan strategy in terms of Policy B1(Business and Industrial Land) of the Aberdeen Local Development Plan 2017).

CONSULTATIONS

ACC - Contaminated Land Team – as the most recent use is more likely to be described as commercial rather than industrial, it is unlikely that there would be any significant contamination. However, given the location of the site within an industrial area, it is possible that there is contamination from offsite sources. Given that the proposal would see the introduction of sensitive end users (residential) with extended areas of landscaping, the Service is requesting a Contaminated Land Assessment be carried out. The submission of this assessment will be requested via conditions.

ACC - Developer Obligations – has provided a summary of obligations for this proposed development and they include contributions for the Core Path Network (£12,127), Secondary

Education (£9,111), Healthcare Facilities (£33,368), Open Space (£5,966) and Affordable Housing at 25% of the proposed 50 units, which equates to 12.5 units. The agent has confirmed that the development will include onsite affordable housing provision and intends to provide 13 affordable units. The applicant has agreed to the Heads of Terms regarding Developer Obligations.

ACC - Education – advised that the proposed development falls within the school catchment zones for Stoneywood Primary School and Bucksburn Academy. The Service advises that there is sufficient capacity at Stoneywood Primary School to accommodate the number of pupils expected to be generated by this development. However, the development is likely to result in Bucksburn Academy further exceeding its available pupil capacity. As such a contribution would be required from the developer, to assist with the cost of extending the school building to provide additional capacity. This is reflected in the agreed Developer Obligations.

ACC - Environmental Health – No objection, subject to conditions. The Environmental Health Service advise that the development is acceptable subject to the recommended mitigation measures in the submitted Noise Impact Assessment (NIA) and Addendum being implemented, in order to achieve a satisfactory level of amenity for the occupants of the flats and the neighbouring, existing residences. They advise that as a closed window strategy is recommended by the NIA for the flats and the gym, mechanical ventilation will be required for those uses, which could itself raise issues related to noise emissions. In the absence of any mechanical ventilation details at this stage, as well as details of the café/bar noise and odour emissions which could impact on amenity, it is considered that these issues could be conditioned (suspensively) and addressed via the submission of further information post-determination.

EH also advise that following review of the applicant's Transport Assessment, the predicted vehicle movement numbers would not have a significant impact on air quality and request that construction works only take place within defined periods, in order to protect the amenity of neighbouring residents. The requested restriction on construction activities has been added as an advisory note for the applicant to be aware of.

ACC - Housing Strategy – has advised that the Council would seek a minimum of 25% of the development for affordable housing. In this case, the Service would be seeking 12.5 units (25% of 50 units), with a preference of the provision being delivered onsite. The Service advise that the developer should enter into discussions with a RSL regarding these units.

ACC - Roads Development Management Team (RDM) – has reviewed the development proposal in terms of access, parking, accessibility with regards to sustainable and active travel, refuse storage and collection, the local roads network and a travel plan framework. Overall, the RDM Team has advised that it is generally satisfied with the development and subject to conditions and contributions, it has no objection to the development.

The Service has also reviewed and provided comment on the supporting Drainage Impact Assessment with no issues being raised.

ACC - Waste and Recycling – provided general comments regarding the facilities required for the residential properties and further comments for business/commercial uses.

Aberdeen International Airport – has advised that the development has been examined from an aerodrome perspective and require that suspensive conditions are attached requiring the submission of suitable:

- Bird Hazard Management Plan;
- Full details of soft and hard landscaping.

The Airport would also like to bring the applicants attention to their advice note on crane operations.

Health and Safety Executive (HSE) – does not advise, on safety grounds, against the granting of planning permission.

Archaeology Service (Aberdeenshire Council) – Whilst the former Aberdeen Canal runs through part of the site along the eastern boundary, the results of archaeological mitigation works carried out nearby at 328 Stoneywood Road in 2013 sufficiently inform as to the state of the canal in this general location and further archaeological works would not add any further knowledge.

Dyce And Stoneywood Community Council – Commented neither supporting or objecting to this proposed development. The Community Council advised that they admire the ambition to re-purpose an existing vacant office block, however some concerns have been highlighted:

- The development is on land zoned as Business and Industrial, as such residential development is not consistent with that and the area immediately around Stoneywood Park is mainly an industrial estate.
- Amenity for the north facing flats and the lack of direct sunlight.
- Due to the proposed numbers some of the flats are constrained by the shape and layout of the existing building. The addition of more two bed flats may aid this.
- Impact on the development due to noise especially due to helicopters, however it is noted that there are other residential properties closer to the airport.
- Concerns regarding overlooking and impact on privacy due to the addition of balconies on the east elevation.
- Loss of trees due to the new development to the north east of the site.
- The sustainability goals of the development are quite modest and by no means carbon neutral, but perhaps they are constrained by the design of the present structure.

REPRESENTATIONS

Three representations have been received, all objecting to the proposed development. The representations raise concerns, which are summarised below:

- Removal/loss of trees
- Development should be carbon neutral
- Proposal fails to comply with existing designation (Business and Industrial Land)
- Over-development of the area
- More landscaping should be included to provide screening
- Proposed Juliet balconies may result in overlooking to the south
- Proposed re-location of car parking may impact on existing planting
- Overlooking due to the rooftop terrace
- Impact from noise and odour
- Environmental Impact
- Traffic Impacts
- Impact on remains of historical Aberdeenshire Canal
- Impact on wildlife – specifically red squirrels
- Need/Requirement for stand-alone commercial building
- Manoeuvring concerns within the site
- Development is located on a helicopter flight path
- Health hazard due to vibration caused by helicopter rotors

While all representations object to the overall development, one representation did highlight a comment of support:

- Improved aesthetics/design

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)
- Scottish Government [Planning Delivery Advice: Build to Rent](#)

Aberdeen Local Development Plan 2017 (ALDP)

- B1: Business and Industrial Land
- B4: Aberdeen Airport
- B6: Pipelines, Major Hazards and Explosives Sites
- CI1: Digital Infrastructure
- D1: Quality Placemaking by Design
- D2: Landscape
- D4: Historic Environment
- H3: Density
- H4: Housing Mix
- H5: Affordable Housing
- I1: Infra Delivery & Planning Obligation
- NC4: Sequential Approach and Impact
- NC5: Out of Centre Proposals
- NE4: Open Space Provision in New Development
- NE5: Trees and Woodland
- NE6: Flooding, Drainage & Water Quality
- NE8: Natural Heritage
- R2: Degraded & Contaminated Land
- R6: Waste Management Requirements for New Development
- R7: Low & Zero Carbon Build & Water Efficiency
- T2: Managing the Transport Impact of Development
- T3: Sustainable and Active Travel
- T5: Noise

Supplementary Guidance

- Landscape
- Planning Obligations
- Affordable Housing
- Harmony of Uses

- Transport and Accessibility
- Noise
- Trees and Woodland
- Flooding, Drainage and Water Quality
- Green Space Network and Open Space
- Resources for New Development

Proposed Aberdeen Local Development Plan 2020 (PALDP)

The Proposed Aberdeen Local Development Plan (PALDP) was approved at the Council meeting of 2 March 2020. The PALDP 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 PALDP (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 relevant to the proposed development:

- B1 (Business and Industrial)
- B3 (Airport and Perwinnes Radar)
- B6 (Pipelines, Maj. Hazards & Exp.)
- C11 (Digital Infrastructure)
- D1 (Quality Placemaking)
- D2 (Amenity)
- D4 (Landscape)
- D5 (Landscape Design)
- D6 (Historic Environment)
- H3 (Density)
- H4 (Housing Mix and Need)
- H5 (Affordable Housing)
- I1 (Infrastructure Delivery & Planning Obligations)
- NE2 (Green and Blue Infrastructure)
- NE3 (Natural Heritage)
- NE5 (Trees and Woodland)
- R2 (Degraded and Contaminated Land)
- R5 (Waste Management Req. in New Dev.)
- R6 (Low+Zero Carbon & Water Efficiency)
- T2 (Sustainable Transport)
- T3 (Parking)
- VC3 (Network of Centres)
- VC9 (Out-of-Centre Proposals)
- WB3 (Noise)

EVALUATION

Principle of Development – Business and Industrial Land

The application site lies within a Business and Industrial area, as zoned in the adopted Aberdeen Local Development Plan 2017 (ALDP). Policy B1 (Business and Industrial Land) of the ALDP states:

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.

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.

The proposal comprises a mixed-use development incorporating 50 residential flats and associated commercial uses including a café/bar, business space (Class 4: office and low-level industrial processes) and a gym (Class 11). It is intended that the commercial uses would primarily serve the residents of the development, although they would also be available for use by members of the public (non-residents).

The site has lain vacant since early 2020 but was last in use as an office (Class 4). Although some elements of the proposed development would retain Class 4 use, the remainder of the development would not comprise uses within Classes 4, 5 or 6 and would not fully accord with the requirements of Policy B1.

Although the café/bar and gym uses could loosely be considered to constitute facilities that would support the nearby business and industrial uses, Policy B1 states that in order for such facilities to be permitted they must ‘**directly support business and industrial uses**’ and that ‘*such facilities should be aimed **primarily** at meeting the needs of businesses and employees within the business and industrial area.*’

It is considered that the commercial uses would primarily serve the residents of the new residential flats and would thus not be fully compliant with policy B1, although it is acknowledged that they could be used by employees of businesses within the area, thus partly enhancing its attraction and sustainability.

Policy B1 does not note any support for residential uses within Business and Industrial areas and, due to the conflicting nature of industrial and residential uses, residential developments are generally not considered to be acceptable in such areas. Therefore, aside from the Class 4 uses, the proposed development would be contrary to Policy B1 of the ALDP and thus represent a departure from the Local Development Plan.

Material Considerations – Principle of Development

Although the development is contrary to Policy B1 of the ALDP, it is necessary to assess whether there are any material considerations of sufficient weight that would allow the proposals to be supported despite being contrary to the Local Development Plan. The relevant material considerations are as follows:

- Lack of demand for continued business/industrial use

Paragraph 3.56 of the ALDP states: ‘*Maintaining a ready supply of employment land in the*

right places is vital to Aberdeen retaining its position as a competitive and sustainable business location. If a ready supply of employment land is not maintained, then it is unlikely that the housing population targets set by the Aberdeen City and Shire Strategic Development Plan (SDP) will be achieved.'

Therefore, given the primary aim of Policy B1 appears to be the protection of employment land supply, it is pertinent to assess whether there is sufficient employment land across the city, and to consider what impact the loss of the existing office building would have on that supply.

As set out in the supporting Planning Statement, the building was vacated in early 2020 by its previous occupier (Helix Energy) and the property was actively marketed from June 2019 to find a new tenant for the building for continued Class 4 office use, to no avail. The building was purchased by the applicant in early 2020 and although further marketing was undertaken there was no significant interest in leasing the building for office use. Commercial surveyors and letting agents have advised that the 1970's building, in its current form, constitutes Grade 'C' office space and that there is little demand for such premises in the current Aberdeen office market. Whilst lack of demand for the occupation of the building for its current (or most recent) use is not directly a material planning consideration, it is considered to be indirectly relevant as it demonstrates the wider situation in respect of the oversupply of offices in Aberdeen, predominantly due to the downturn in the oil & gas industry in recent years and combined with the ongoing Covid-19 global pandemic. The readily available supply of newer grade 'A' office space in a range of locations across the city and particularly within the City Centre has exacerbated this position in that locations such as Alba Gate are not attractive to tenants.

- Employment land supply

The Aberdeen City and Shire Employment Land Audit (ELA) is prepared annually, with the aim of providing up-to-date and accurate information on the supply and availability of employment land in the region. The most recently prepared audit (for the 2018/19 period, with a base date of 1st April 2019) was published in December 2019. The Aberdeen City and Shire Strategic Development Plan 2020 sets a requirement for at least 60 ha of marketable land available to businesses in a range of places in Aberdeen City. The 18/19 ELA identified an 'established' employment land supply of 274ha, of which 210ha was identified as 'marketable'. The application site covers just 0.7ha. This indicates that the redevelopment of the site for alternative, non-employment uses which would nevertheless retain some Class 4 floorspace, would not result in a shortage of available employment land, given that a significant surplus is being maintained over and above the target set in the 2020 SDP.

- Housing demand

The Aberdeen City and Shire Housing Land Audit (HLA), like the ELA described above, is prepared on an annual basis. Its purpose is to illustrate the scale and characteristics of the current housing land supply in Aberdeen and Aberdeenshire. The most recently prepared audit, with a base date of 1st January 2019, was published in July 2019.

The Strategic Development Plan (SDP) sets a 'housing requirement', and Scottish Planning Policy (SPP) requires planning authorities to maintain enough 'effective' housing land for at least five years. Effective sites are those which are either allocated for development or previously consented, and considered to be free from constraints, and which are therefore expected to be available for housing development. The most recent HLA identified an effective supply of 7.2 years for the Aberdeen Housing Market Area (AHMA), indicating a

generous supply of land available for housing development.

However, it is recognised that the timely delivery of housing numbers is a priority of the Council. This is in an effort to address affordability and the general shortage of numbers being delivered. It is also important to note that the 2020 SDP includes a target for at least 40% of all new housing in the city to be on brownfield sites, have a minimum density of no less than 50 dwellings per hectare and for new housing to provide an appropriate mix of types and sizes of homes.

The proposed development would sustainably re-purpose a currently vacant brownfield site (re-using the existing building) in a sustainable, well-connected location, near to employment land whilst meeting the minimum density requirement of the SDP. The co-living model of housing proposed, with shared communal facilities, is also a relatively new concept in the city and would add to the range and choice of housing types available.

- Context and location of the site within the business and industrial area

Although the site is located within a Business and Industrial area, it is important to note that the site lies on the periphery of the Stoneywood Park Industrial Estate, at the southern entrance to the estate and adjacent to Stoneywood Road. As such, the site is not surrounded by industrial uses that are incompatible with residential use, as would be the case further into the estate along Stoneywood Park. The site is bound to the south by two residential properties and beyond by a wider residential area, with existing mature landscaping running along both the eastern and western edges of the site and the well-landscaped BP office headquarters to the north. It is therefore appropriate to acknowledge that the context of the site differs from that of a more typical industrial estate environment and the conflict between differing uses would be reduced as a result.

Consequently, subject to a suitable layout and assessment of potential noise, residential development at the site would neither compromise other businesses' ability to operate in the manner in which they are accustomed, nor would it have any bearing upon the overall integrity of the industrial estate. Rather it could see an underutilised area of brownfield land suitably repurposed within its context.

Therefore it is considered that, due to the high level of supply and the wider low level of demand for such business & industrial sites generally, in combination with the individual circumstances of the site and the proposal, on this occasion there is potential for it to be acceptable in principle for a form of residential development, despite the tension with some elements of Policy B1. This is subject to detailed matters relating to layout and amenity being addressed, as considered in the following sections.

Amenity provision for new residents

Although the ALDP does not include a specific policy in relation to ensuring new residential developments would benefit from a satisfactory level of amenity, it is nonetheless a material consideration of significant weight. This is reflected in the Proposed ALDP, which introduces a new policy in this regard, Policy D2 (Amenity), which sets out a number of criteria that new residential development should meet in order to ensure the creation of a satisfactory residential environment. Some of the criteria include: maximisation of sunlight and daylight receipt, quality of outlook, insulation from noise emissions, privacy, internal floor areas, provision of adequate open space etc.

Design & Layout (outlook, daylight receipt and privacy)

The flats would predominantly not be particularly generous in size, with internal floor areas of

approximately 45-50sqm common for many of the 1-bed units and 60-65sqm for the 2-bed units; although some units would exceed those figures and would be more spacious. The majority of the units would be single-aspect, facing out of one of the building's four external elevations, or inward, looking onto the small central courtyard which would contain private garden areas and a central, communal covered walkway and amenity space.

A daylighting assessment submitted by the applicant demonstrates that the flats would receive adequate daylight, albeit the Planning Service does have reservations about the number of single aspect flats proposed which would limit direct sunlight to specific times of day, if at all, for some of the units. The outlook of many of the flats would also not be particularly attractive, with several looking onto the hard-landscaping dominated car parking area which surrounds the building.

It is acknowledged however that the flats would typically have generous-sized windows, which would maximise daylight receipt, and that several flats would have access to private balconies, terraces or garden areas. The flats would not be overlooked by either any neighbouring uses, nor, for the most part, by each other to any significant degree. Following concerns raised in respect of the proximity of the gym and large windows placed on the commercial building's western elevation to the windows of new flats in the main building, the plans were amended to ensure all glazing on the new building's western elevation will be obscure, thus removing the potential for overlooking of the flats.

In conclusion, it is considered that the flats would generally benefit from an adequate level of privacy and some would have access to private external amenity space. However, the internal floor areas would be relatively small on average, the amount of daylight receipt for several units would be low and the outlook from many units would be relatively poor - with the majority of flats having only a single-aspect.

Open Space

Policy NE4 (Open Space Requirements in New Development) requires the provision of at least 2.8ha of meaningful and useful open space in new residential developments. Utilising the method for calculating average resident numbers for developments as set out in the Council's Green Space Network and Open Space supplementary guidance, it is estimated that there would be approximately 73 residents likely to live in the 50 flats, equating to a requirement of 2,044sqm of meaningful, useful open space that should be provided on-site in accordance with Policy NE4.

The Planning Service considers that the site would not contain any meaningful and useful open space, with any areas not covered by the proposed buildings, internal roads and car parking either forming small areas of private garden ground or narrow areas of perimeter buffer landscaping not suitable for sitting out.

The proposals therefore see a significant deficit in open space as per the requirements of Policy NE4. Policy NE4 and the associated supplementary guidance note that it may not be possible to increase the amount of open space on some brownfield sites but NE4 does state that *'public or communal open space should be provided in all residential developments'*.

In order to partly mitigate against the absence of any on-site usable open space, the applicant has agreed to pay a £5,966 developer obligation which would go toward the upgrade of existing open spaces in the surrounding area. Furthermore, areas of public open space served by extensive footpath networks are available along the nearby River Don, 500m east of the application site. Although the development has a significant deficit of on-site open space as per the requirements of Policy NE4, it is important to acknowledge that several of the units would have access to private external amenity space. Furthermore, the co-living arrangement and communal facilities provided (including central public amenity courtyard) would provide alternative amenities and high quality internal recreational space on the site for all residents to utilise which would partly mitigate for the

absence of any useable outdoor open space. This is a significant material consideration weighing in favour of relaxing the LDP requirement for useable outdoor open space for this particular application.

Noise

The location of the site within a business and industrial estate poses concerns in terms of the level of amenity that would be available to the occupants of the residential units, as does its proximity to several sources of noise including Aberdeen International Airport, the relatively heavily trafficked Stoneywood Road and the Aberdeen-to-Inverness railway line. However, as noted above, it is acknowledged that the site is located at the entrance to the business and industrial estate and that as a result, it only has one immediate neighbour in business and industrial use, a Class 5 (General Industrial) use to the east that is used for plant storage and hire.

The applicant has submitted a Noise Impact Assessment (NIA) which considers that, subject to various mitigation measures being implemented, including façade sound insulation and utilising mechanical ventilation for the flats and gym (thus avoiding the need for windows to be opened, causing exposure to noise), the occupants of the proposed development would not be unduly affected by noise emissions from the variety of noise sources and would benefit from a satisfactory level of amenity. Whilst the Council's Environmental Health Service is generally satisfied with the findings of the NIA and an addendum in relation to the operations of the gym, they have noted that various aspects of the development proposal require the submission of further details before it can be ensured that they would not harm the amenity of the occupants. This includes details of the mechanical ventilation for the flats and gym, noise from kitchen activity and the patrons associated to the café/bar use and details of any extract/ventilation equipment required for the kitchen. In the absence of those details at this stage, it is considered that these aspects can be assessed via the submission of information in order to discharge various suspensive conditions that will preclude the uses from operating/being occupied until such time as satisfactory information has been submitted.

Conflicting uses

With regard to the residential and commercial uses sharing the site, the same building and the same main entrance, this aspect of the development is contrary to the Council's Harmony of Uses supplementary guidance which seeks to avoid developments where residential uses would share the same access as non-residential users. The café/bar use would also be contrary to the Harmony of Uses SG which generally seeks to avoid residential developments within the same built structure as licensed premises, in order to reduce conflict to a minimum. It is however acknowledged that the commercial uses would form part of the same 'planning unit' as the flats, with residents fully aware of the commercial uses upon occupation and able to utilise them as part of the package of on-site amenities. In this respect the proposals differ slightly from the typical conflict seen between residential and commercial uses as envisaged by the Harmony of Uses SG. The residential units also benefit from separate access points on either side of the building

Summary

The foregoing evaluation in respect of the quality of amenity that would be available to the occupants of the new flats demonstrates that there would be several significant deficiencies in the layout, design and siting of the development that would not be conducive to providing a satisfactory residential environment for the occupants that would be typically required through a residential development proposal. This is in addition to the scope for potential conflict between the residential properties and the adjoining commercial uses. It is therefore considered that an insufficient level of amenity would be on offer to the occupants of the proposed flats and that the development cannot be supported as mainstream housing that would be available for private sale on the open market.

It should be noted that the applicant's proposed Co-living concept is for mixed tenure accommodation that would include; flats for private sale to owner occupiers, flats to be available for rental through the private rental sector and flats qualifying as affordable housing.

It is however recognised that the proposal is for a new concept of Co-living accommodation that is to be provided in tandem alongside directly related shared amenities and commercial space.

The Planning Service therefore considers that the proposed development could be considered acceptable if operated under a different form of residential tenure – specifically as a Build to Rent (BTR), private-rented sector development. The Scottish Government published [Planning Delivery Advice on Build to Rent](#) development proposals in 2017 and the advice notes the following:

- *Build to Rent PRS (BTR) offers significant opportunities to complement existing housing delivery models and help to increase the overall rate of delivery of housing.*
- *It can provide high-quality, purpose-built rented accommodation that will enhance the attractiveness of Scotland, for new and different developers and long-term investors at scale.*
- *It can also support labour market mobility by providing homes for people moving into areas for work.*
- *The Scottish Government wants to encourage a growing BTR sector which provides high-quality, professionally-managed homes. Planning authorities can play a crucial supporting role by providing a positive approach to BTR developments in their area, to expand housing delivery.*
- *Typically residents will have access to wider on-site amenities that extend beyond the traditional boundaries of an individual housing unit.*

The Government's BTR guidance specifically notes that the planning system should be responsive to reflect varying approaches to BTR development. It states that BTR often differs from other traditional forms of housing and that such developments typically include on-site shared facilities such as communal spaces, gyms, co-working space and secure storage. It further notes:

*As a result of these characteristics, a flexible approach to relevant elements of design may be justified. **In particular the above differences suggest the need for consideration of flexibility in relation to density, minimum space standards and single aspect units** where the overall quality of the development remains appropriate.*

Taking into consideration the content of the Government's BTR advice, the Planning Service considers that the development, although not sufficient to host mainstream housing, can be supported as a BTR scheme, with the communal facilities partly mitigating against the deficit in the more traditional amenities and design features that would be required in a more mainstream development. The more temporary nature of a rented tenure would also ensure that there would be a much smaller risk of occupants staying in the building without access to the aforementioned communal facilities which are required in order to provide a satisfactory residential environment. BTR accommodation, as outlined as a concept to be encouraged by the Scottish Government is largely in line with the applicant's co-living concept as proposed.

The Government advice on BTR does however state that: *'Retention of BTR units in the rented sector should be explored, particularly where a tailored approach has been taken to normal standards.'* As noted above, significant relaxations have been afforded to the scheme in relation to amenity standards on the basis of the development constituting BTR. It is therefore necessary to ensure that the development would remain in the rented sector.

It is thus considered that, subject to the conclusion of a legal agreement which incorporates a restriction to ensure that all of the residential units would only be available for rent and not for private

sale (to owner-occupiers), a satisfactory level of residential amenity would be provided for the occupants of the building under a BTR concept. A condition will also be applied to ensure that the flats cannot be occupied unless the communal facilities and commercial uses are available to the residents.

Impact on amenity of existing residents

It is important to ensure that the amenity of the existing, neighbouring residential properties that adjoin the application site would not be unduly adversely affected by the proposed development, as has also been raised through third party representations. In this regard, the commercial uses would be sited in the northern and north-eastern parts of the site, away from the southern boundary. The Noise Impact Assessment submitted by the applicant considers that the existing residential properties to the south of the application site would not be unduly affected by any noise emissions from the development. This has been accepted by the Council's Environmental Health Service.

Although there would be an increased level of activity associated to the development compared with the existing situation, the predominant use would be residential, which would be compatible in principle with the neighbouring residential uses. Balconies were initially proposed to be added at first floor level of the main building's rear (south) elevation which would have increased the potential for overlooking of the neighbouring property to the south. The existing trees along the mutual southern boundary were also initially proposed to be removed but in order to protect the privacy of the neighbouring property to the south, the balconies were omitted and the trees, which provide an element of screening to the rear garden area, are now proposed to be retained.

Although an additional storey would be added to the northern edge of the main building and a new 3 storey commercial building would be erected, both additions would be sited a sufficient distance away from the nearest residential properties such that there would be no undue detrimental impact on their amenity or privacy. The rooftop terrace proposed for the commercial building would be largely obscured from view from the neighbouring property at 326 Stoneywood Road by the main building, thus the terrace would not increase the potential for overlooking of that property. The terrace and the balconies on the main building's eastern elevation would overlook the rear (north) elevation of the neighbouring dwelling at 328 Stoneywood Road, but the dwelling's northern elevation is predominantly blank and the occupants of that dwelling would not suffer any significant adverse impact to their amenity as a result of the proposed development.

A condition is attached requiring details of suitable privacy screening of the balconies and roof terrace on the building's western elevation to be submitted and agreed with the Council and thereafter installed, in order to protect the neighbouring property to the south from any undue overlooking.

Sequential Approach and Impact on Centres

In addition to the overarching zoning policy (B1), it is also relevant to assess the principle of the development in relation to Policies NC4 (Sequential Approach and Impact) and NC5 (Out of Centre Proposals) of the ALDP. Both policies seek to ensure that development proposals do not detract from the vitality and viability of the city centre, town centres or any district or neighbourhood centres (in this case, Dyce Neighbourhood Centre). It is acknowledged however that both policies only apply to '*significant footfall generating development*' and the proposed commercial uses are considered to be of a relatively small-scale and comprising uses that would neither conflict nor compete with the existing offering of the Dyce Neighbourhood Centre. There are also no known vacant premises (or sequentially preferable sites) in the local area in which either the café/bar or gym could be accommodated. Furthermore, the development would attract additional residents to the area which could feasibly increase the footfall levels for the existing retail and other commercial premises in the area. As such, it is considered that the proposed development would not detract from the vitality and

viability of either the city centre or the Dyce Neighbourhood Centre, in accordance with ALDP Policies NC4 and NC5.

Aberdeen Airport

As the development falls within the safeguarding area of Aberdeen Airport, Policy B4 (Aberdeen Airport) requires the airport to be consulted on any development. The Airport have advised that the development has been examined from an aerodrome perspective and that there is potential that it could conflict with safeguarding criteria unless conditions are attached to any approval requiring the submission of a Bird Hazard Management Plan and full details of soft and hard landscaping, to ensure that the site is not attractive to birds, which can in turn affect aircraft safety and the operations of the airport. Conditions are thus attached to that effect.

Policy B4 also advises the following in relation to noise from aircraft:

'Applications for residential development in areas where aircraft noise levels are in excess of 57dB LAeq (the summer 16-hour dB LAeq measurement) as identified on the airport noise contour map will be refused, due to the inability to create an appropriate level of residential amenity, and the need to safeguard the future operation of Aberdeen International Airport. For proposed development which would be located within the remaining noise contours, applicants may be required to submit a noise assessment demonstrating that an appropriate level of residential amenity could be achieved.'

The application site does lie within the 57 dB LAeq 16 Hour area of the 2016 airport noise contour map (produced by the Civil Aviation Authority), albeit toward the outside edge of the contour. In order to adequately assess this development against the above policy, Policy T5 (Noise) also requires to be considered. In this case a Noise Impact Assessment has been submitted and assessed by the Council's Environmental Health Service and, as noted above, they are satisfied with the findings which note that, subject to the implementation of recommended mitigation measures (to be secured by condition), the occupants of the development would not be unduly adversely affected by the noise emissions from aircraft heading to and from Aberdeen International Airport. The proposed façade sound insulation requirements would adequately mitigate against the maximum noise levels likely to affect the development – namely intermittent noise from helicopter movements. The proposed development is thus considered to comply with Policy T5 and although there is some tension with Policy B4, it is considered that, in line with the mitigation details proposed, a satisfactory level of residential amenity could be created, thus the proposal is acceptable despite that tension.

Density & Housing Mix

Policy H3 (Density) states:

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

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

4. *consider providing higher densities in the City Centre, around local centres, and public transport nodes.*

Although at 0.7ha in size, the application site does not exceed one hectare and thus Policy H3 is not strictly applicable, the criteria within the policy are still considered to be relevant in ensuring an appropriate form of development which meets the aims and objectives of the ALDP. In this regard, the development proposes to create 50 residential units on the 0.7ha site, which would significantly exceed the Policy H3 requirement. The proposed density would also exceed the increased minimum density of 50 dwellings per hectare as set out in Policy H3 of the Proposed ALDP.

Comprising the redevelopment of an existing office building, it is considered that criterion 2 of policy H3 is not particularly relevant to the proposal, as the surrounding area comprises a business and industrial area, with relatively low-density housing the south. The proposed redevelopment of the brownfield site is thus assessed on its own merits and conformity with the characteristics of the surrounding area is not considered to be necessary in this instance.

The foregoing evaluation sets out that the residential environment to be created would not comply with various policy and supplementary guidance requirements for mainstream housing, but that the proposed development, under a different housing tenure and operating in a 'co-living' arrangement with shared facilities, would create a satisfactory environment for such a context and is thus considered to be acceptable in that form.

Although not situated within the city centre, the nearest local centres are accessible and the site benefits from good access to public transport and proximity to Dyce Railway Station. The proposed development is thus considered to be generally compliant with Policy H3 of the ALDP.

Policy H4 (Housing Mix) requires housing developments of larger than 50 units to achieve an appropriate mix of dwelling types and sizes, including smaller 1 and 2 bed units. As with policy H3, Policy H4 is not strictly relevant to the development as it would comprise 50 units exactly, rather than a development '*of larger than 50 units*'. Nevertheless, the development would solely comprise 1 and 2 bedroom units (including 25% affordable provision), as identified in Policy H4 and, given the nature of the development, it is considered that a wider mix of unit types (particularly those catering for families) would be neither feasible nor desirable in such a development.

Design

Policy D1 (Quality Placemaking by Design) requires all development to ensure high standards of design and to have a strong and distinctive sense of place which is a result of context appraisal, detailed planning, quality architecture, craftsmanship and materials.

The existing 1970's office building's external walls are finished almost entirely with mirrored curtain wall glazing. The existing building, whilst not detracting from the character of the area, does not positively contribute toward it either. It is proposed to retain and extend the existing building, re-cladding the external walls in a more contemporary design approach, introducing window openings more suited to the new (predominantly) residential use of the building. Although specific materials have not yet been confirmed, the applicant's Design Statement hints at the use of contemporary materials such as brick, glazing, metal and timber cladding, with a colour palette of greys and red/browns.

The re-cladding and repurposing of the existing building, as opposed to demolition and re-build, is welcomed as a more sustainable approach and the proposed re-cladding would represent a visual improvement on the existing situation. The extension to the existing building would not be significant, with the side extensions to the front and the additional part-storey on the roof fitting comfortably within the context of the massing of the existing building and that of the surrounding area.

The new commercial building proposed in the north-eastern corner of the site would take a similar contemporary design approach to the re-cladding and extension of the main building. At 3 storeys in height it would match the height of the main building, with a small stairwell extension on the rooftop to the rear raising above that height, albeit the stairwell would not impact on the massing of the building when viewed from the front of the site on Stoneywood Park. The new building would be relatively tall and large given its function, and would be ancillary to the parent main building. Given the site is largely enclosed by landscaping, including the backdrop of mature trees in the neighbouring site to the east, the building would be largely screened from public view by a combination of landscaping and the main building, such that it would only be prominently visible from directly in front of the site to the north, on Stoneywood Park. Due to the lack of external amenity space within the site, the building would not be supported within a mainstream residential development as it would constitute the overdevelopment of the site but, as noted above, given the BTR nature of the development it is considered that the gym and Class 4 workers' space that would be provided within it would complement the range of alternative amenities on offer to the residents and that the building is thus acceptable in such a context.

A condition is attached requiring the submission of full details and samples of external building materials prior to the development commencing but subject to that condition, the development is considered to be of a good quality design given the context of the site and the proposal and that the proposals will result in the visual enhancement of the site and the entry to the business and industrial estate.

Landscaping & Trees

Policy D2 (Landscape) seeks to ensure that all new developments have a strong landscape framework which improves and enhances the setting and visual impact of the development. The Policy requires developments to be informed by the existing landscape, to retain and incorporate existing landscape features where possible and to provide hard and soft landscaping proposals that are appropriate to the scale and character of the development.

The site is predominantly hard-landscaped at present, although there is an established buffer strip tree belt along the western edge to Stoneywood Road and a number of smaller isolated trees and bushes situated along the northern and southern boundaries of the site. The eastern boundary of the site is lined by tall (c. 20m+ high) trees which contribute significantly to the local landscape character, although these are all located outwith the application site and within the curtilage of the neighbouring industrial unit to the east.

Given the proposed development would see the existing building retained and redeveloped for its new use, with the internal road and car parking also to largely remain as existing, the majority of existing trees and soft landscaping would remain in place, especially in the western tree belt, although a number of trees and shrubs would be removed in order to facilitate the development. It is proposed to supplement the remaining landscaping with additional planting, the full details of which would be the subject of a suspensive condition, requiring the submission of a detailed landscaping plan prior to commencement of development.

Policy NE5 (Trees and Woodlands) states that: *'there is a presumption against all activities and development that will result in the loss of, or damage to, trees and woodlands that contribute to nature conservation, landscape character, local amenity or climate change adaptation and mitigation.'* and that: *'Permanent and temporary buildings and services should be sited so as to minimise adverse impacts on existing and future trees.'*

Initially it was proposed to remove the existing trees along the southern boundary of the site. The reason for doing so was in order to enable a revised internal road, car parking and pedestrian

footpath arrangement to fit within the confines of the area between the building and the southern boundary. However, following discussions with the Council's Roads Development Management team, amendments were made to the proposed internal road arrangement, incorporating a shared-surface arrangement which removed the requirement for a dedicated pedestrian footpath and results in a more pedestrian friendly place. As a result, the trees along the southern boundary can be retained and are no longer proposed for removal. This has the added benefit of maintaining the existing partial screening of the development enjoyed by the occupants of the neighbouring property to the south. The revised arrangement also allows a soft-landscaped privacy buffer strip to be formed in front of the ground floor level flats on the building's southern elevation, which were initially proposed to face directly onto a footpath.

The trees within the site proposed for removal (predominantly along the northern boundary) and in the eastern car parking area are all either semi-mature or young and are not considered to contribute significantly toward landscape character. Their removal is considered to be acceptable in principle, subject to appropriate replacement planting that would be secured via condition.

The most important trees in terms of contribution toward landscape character and local amenity are actually located outwith the application site, behind the boundary wall and in the neighbouring site to the east. The row of mature trees comprises a mix of species, mostly exceeding 20m in height. The canopies of some of the trees overhang the application site and their theoretical root protection areas (RPA's) also encroach within the site. The new commercial building would be sited in the north-eastern corner of the site, in close proximity to the boundary and within the theoretical RPA's of several of the mature trees, which are covered by a Tree Preservation Order (TPO).

Due to concerns about the impact that the building would have on the RPA's of some of the mature trees, the building's footprint has been reduced in amended plans, by chamfering the eastern elevation to increase the separation distance between the building and the affected trees. Furthermore, the Planning Service acknowledges that there are a number of factors which are likely to ensure that the actual RPA's of the neighbouring mature trees will, in reality, not encroach as far into the application site as the theoretical RPA:

- The existing surface area of the site where the building would be constructed comprises non-porous paving and it is understood that the subsoil beneath this is natural clay;
- The application site and the neighbouring site to the east are separated by a granite boundary wall, the foundations of which extend approximately 300mm below ground level;
- The ground level of the application site where the new building would be constructed is approximately 500mm to 700mm higher than the ground level of the mature trees on the neighbouring site to the east; and
- The trees are known to be sited within the route of the former Aberdeen Canal, the remaining associated infrastructure of which represents a further constraint to RPAs.

As such, a combination of all of the above is considered to ensure that it is likely that the actual root spread of the neighbouring mature trees into the site is minimal. It is thus considered that the siting of the new building, with its amended, reduced footprint, would be unlikely to cause any significant harm to the root systems of the neighbouring mature protected trees. Furthermore, the applicant advises that the new building could be constructed utilising modular construction techniques, which would minimise impact on the trees during construction works (avoiding the need for scaffolding which could impact on the canopies). Whilst it is acknowledged that the new building would likely require regular pruning of the adjacent trees, it is understood that regular pruning of the canopies takes place at present, due to the overhanging nature of the trees above the existing car parking areas.

It is thus considered that, subject to conditions in respect of tree protection and construction

methodology, the proposed works would adequately minimise the loss of, or damage to, existing trees which contribute toward landscape character and local amenity and the proposals are thus considered to comply with Policy NE5 of the ALDP.

Developer Obligations & Affordable Housing

Policy I1 (Infrastructure Delivery and Planning Obligations) requires development, that will place additional demands on community facilities or infrastructure and which would necessitate new facilities or exacerbate deficiencies in existing provision, to meet or contribute to the cost of providing or improving such infrastructure or facilities. In this case an assessment has been carried out by the Developer Obligations Team and they have advised that the following contributions:

- Core Path Network (£12,127);
- Secondary Education (£9,111);
- Healthcare Facilities (£33,368);
- Open Space (£5,966); and
- Affordable Housing at 25% of the proposed 50 units, which equates to 12.5 units.

With regards to affordable housing, the agent has confirmed that the development will take the form of an on-site contribution and intends to provide 13 affordable units. The applicant has also agreed to the Heads of Terms outlined above.

In light of this, it is considered that the development complies with both Policy I1 (Infrastructure Delivery and Planning Obligations) and Policy H5 (Affordable Housing).

Transport Impacts

Under Policies T2 and T3, 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.

The Roads Development Management Team has reviewed the submitted Transport Assessment and have provided comments on the following aspects of the development; access, parking, accessibility with regards to sustainable and active travel, refuse storage and collection, the local roads network and a travel plan framework. All aspects are reviewed individually below:

Access

In terms of access, the existing vehicular access will be utilised for all aspects of the proposed development and while the Roads Service initially advised that some work would be required to straighten the access, there were concerns that this would not work in reality. Upon reviewing additional information regarding the access, which was provided by the agent, it was agreed that the existing access could be utilised without the need for any additional works. Further swept paths have also shown the existing access to be adequate.

As per the Council's Supplementary Guidance, developments of 50 - 100 residential units would normally require a second 'emergency' access, the provision of which was looked into by the applicant. However, owing to the existing site constraints, i.e. existing trees and limited locations for said access it was suggested that the applicant contact the Fire Authority to see if a single access would be acceptable. The Fire Authority has advised that a single access would be acceptable and the Roads Service are satisfied with this approach.

Parking

With regards to parking, the proposal is for the development of 50 residential units of which 13 would

be affordable units. Given the outer city location of the site, 1.5 spaces are required for each mainstream unit and 0.8 spaces are required for the affordable units. This equates to 64.5 parking spaces being required for the residential development aspect, plus a minimum of 4 disabled parking spaces.

With regards to the commercial aspects of the development, the Transport and Accessibility Supplementary Guidance advises that the following maximum standards apply:

- Café / Restaurant – 42.5 parking spaces for the proposed 510m².
- Business / Offices – 18 parking spaces for the proposed 30m².
- Sports Centre (Gym) – 42 parking spaces for the proposed 22m².

Therefore, there is a further requirement for a maximum of 100 parking spaces for the commercial aspects of the proposed development.

Overall, this equates to a maximum allowable provision of 167 car parking spaces plus 13 disabled parking spaces and visitor parking spaces on this site. In this case, the development proposes 61 car parking spaces, consisting of 49 regular spaces, 8 disabled parking spaces, 2 car club spaces and 2 electric vehicle spaces. It should be noted that each “Car Club” vehicle replaces 17 secondary private cars for the residential use and they would also be beneficial for the business uses. Therefore, in including the car club spaces, there is the equivalent of 93 parking spaces proposed on this site, although it is acknowledged that this is 74 spaces less than the maximum allowable provision. However, having considered the information submitted and undertaken a review of the site the Roads Service has advised that the proposed level of parking is acceptable for the following reasons:

1. There will be a large element of shared use of the parking between the different uses of the building – in that when residents leave the communal spaces to go to work this will free up spaces for people arriving for the offices / café;
2. Given the location of the site it is anticipated that most of these facilities will be utilised by locals either living in the development or nearby, i.e. the gym and café are unlikely to draw vehicles from further afield; and
3. Alternative sustainable modes of transport have been considered to mitigate this shortfall, these include the provision of cycle parking, bus stop upgrades, car club provision, etc.

In light of the above and whilst acknowledging that there is a shortfall in the required number of spaces, the Roads Service are satisfied that the development is acceptable.

As per the Council guidelines, for residential developments all parking spaces should have passive electric charging provisions and for commercial development, two active and two passive charge points should be provided, located prominently with appropriate bay markings and signage in place. In this case, two active charging spaces, and the provision of passive charging to the remainder of the spaces would be in line with our standards. The submitted drawings confirm that ducting will be provided to all spaces for future electric charge point installation and generally the above points are provided for within the existing layout. It has been confirmed that two spaces will have active provision. To ensure that this provision is implemented a condition will be used requiring the confirmation of details in consultation with the Roads Service.

Acceptable levels of cycle and motorcycle parking have been provided for within the site to the satisfaction of the Roads Service.

Accessibility

With regards to accessibility, amendments were made to the initially submitted proposals in order

to allow the internal road to be a shared-surface arrangement that will be utilised by both vehicles and pedestrians. The arrangement is accepted by the Roads Service and allows for additional landscaping to be provided in place of the previously proposed dedicated pedestrian footpaths.

In addition, the existing footway at the site entrance would see the addition of a tactile paving at crossing points and there would be further crossing points within the site adjacent to the new commercial building before the shared-surface arrangement comes into force to the east of the main building. It is also noted that a new connection to Stoneywood Road, to the west, is proposed via a footway in the south west corner of the site. All of the above is considered acceptable. It is also noted that there are recommended on-road cycle route that passes by the site, linking the site to the wider cycle network.

With regards to public transport, the nearest bus stop is located on Stoneywood Road just c. 20m south of the southwestern corner of the site, however there were initial concerns that this existing stop could not accommodate the likely increase in usage resulting from this development, however it is noted that there is insufficient space to provide a bus shelter. It has been suggested that the addition of raised kerbs in this location may be sufficient and the Council's Public Transport Unit are looking into this. In light of this, it a condition has been attached requiring further details regarding the upgrading of this bus stop to be submitted to and agreed by the Planning Service.

In terms of any potential impact on the local roads network, the TRICS assessment for this site has been reviewed and confirms that the additional trips during the peak hours will not be detrimental to the local road network. In addition, information on safe routes to school has been provided and is considered acceptable.

Travel Plan

A successful Travel Plan should have an overarching aim, realistic modal share targets and a series of measures to obtain these targets set out in an Action Plan. A Travel Plan is required for this application and should be aimed at promoting more sustainable travel choices and reducing reliance on the car for commuting to work. The measures can include details on car sharing, increased cycle parking, cycle2work scheme, more use of public transport etc. In light of this a condition is attached requiring the submission of a Travel Plan.

Summary

Overall, having considered aspects such as access, parking and accessibility, it is considered that the development is acceptable to the Roads Service subject to the appropriate conditions highlighted above. Given the comments provided by the Roads Service, the Planning Service can advise that from a potential transport impact perspective, there are no overarching concerns and the proposal complies with Policy T2 (Managing the Transport Impact of Development), Policy T3 (Sustainable and Active Travel) and the corresponding Transport and Accessibility Supplementary Guidance.

Flooding & Drainage

In response to the requirements highlighted by Policy NE6 - Flooding, Drainage and Water Quality, a Drainage Impact Assessment has been submitted in support of this application. In terms of surface water, due to the existing site characteristics and poor infiltration, the use of ground attenuation is preferred. As such, existing surface water drainage from the roof and hardstanding will remain unchanged. While new areas of car parking will drain via porous block paving, surface water from new roof areas will drain directly into individual diffuser units positioned within gravel trenches, which will provide a level of attenuation before being fully discharged.

With regards to foul water, the development will utilise existing connections to the north of the site. Any new development will utilise gravity drains and discharge to the existing public sewer located

on Stoneywood Road via a new foul connection.

In relation to flooding, this has also been assessed within the submitted assessment and no concerns have been raised in terms of the proposed development resulting in a heightened risk of flooding.

The Roads Service has reviewed the submitted Drainage Impact Assessment and find that there are adequate surface water provisions proposed. Overall, the Planning Service is satisfied that the development can be accommodated in terms of drainage and flooding and that the proposal would result in no adverse impact on the existing infrastructure. As such, it is considered that the proposal complies with Policy NE6 (Flooding, Drainage and Water Quality).

Natural Heritage

A letter of representation highlighted that red squirrels are active in the area. As such and as per the requirements of Policy NE8 - Natural Heritage, a suitable protected species survey was requested and submitted as a result. The conclusions of this report note that all trees were inspected with none showing any features that would indicate use by red squirrels. While tree works have been proposed within the Tree Survey, it is not considered that these would affect any potential refuges for wildlife. In addition, new planting should maintain a diversity of tree species currently present and provide benefits for foraging and amenity for any wildlife species. In addition, there are additional measures which can be adopted to attract vulnerable species such as nest boxes and feeding stations.

The Council's Environmental Policy Team have reviewed the Protected Species survey and are satisfied that there are no direct impacts on any protected species as a result of the proposed development. Overall the recommendations suggested in the report are also acceptable, although given the site's location close to the Airport, the choice of landscaping does not conform to the Airport Safeguarding guidelines for attraction of birds. Therefore care needs to be taken to ensure that any new planting would not pose any risk to aircraft safety. The Planning Service will ensure that any additional planting within the site would be in line with existing safeguarding advice, with a full detailed landscaping plan to be required via condition.

Contaminated Land

In terms of potential contamination and risk to sensitive end users, the Council's Contaminated Land Service note that the site was undeveloped until the existing premises was built, which is best described as commercial rather than industrial. Therefore, it is unlikely that the development would have resulted in significant contamination of the land. Nevertheless, some contamination is possible, especially given the site is situated within an industrial area where contamination from offsite sources could have had an impact. Additionally, the proposal would involve the introduction of a residential use and areas of soft landscaping, including private garden areas. In light of this, the Council's Environmental Health (Contaminated Land) service recommend that a Contaminated Land Assessment is carried out, which would involve a desk-based study in the first instance. It is considered that this can be dealt with via condition, which would satisfy the criteria of Policy R2 (Degraded and Contaminated Land).

Archaeology

Policy D4 (Historic Environment) requires consideration to be given to archaeological sites and notes that developments that would adversely impact on archaeological remains of either national or local importance will only be permitted in exceptional circumstances. The Council's Archaeology Service (shared with Aberdeenshire Council) have advised that although the route of the former Aberdeen Canal is known to run through part of the site (along the eastern boundary), archaeological

works undertaken nearby in 2013 gave sufficient information as to the state of the canal in this general location and further archaeological works would not add any further knowledge. The Archaeology Service do not object and the proposals are thus considered to comply with Policy D4.

Hazardous Installations

Upon undertaking an initial consultation with the Health & Safety Executive (HSE) it was highlighted that the development would be located close to a major hazard site and as such further consultation was required. HSE subsequently reviewed the development and does not advise, on safety grounds, against the granting of planning permission. As such the proposal is considered to comply with Policy B6 (Pipelines, Major Hazards and Explosives Storage Sites) as there is no potential risk to public safety.

Waste Management

Policy R6 (Waste Management Requirements for New Development) requires all new developments to have sufficient space for the storage of general waste, recyclable materials and compostable wastes where appropriate. It also notes that flatted developments will require communal facilities that allow for the separate storage and collection of these materials.

Bin stores are proposed at various locations throughout the site, including in the northwestern corner (adjacent to Stoneywood Park), the south-west corner and adjacent to the new commercial building on the eastern boundary.

Swept path analyses have been provided by the applicant which demonstrate, to the satisfaction of the Council's Roads Development Management team, that refuse vehicles could safely enter and exit the site in order to collect the waste from the eastern and south-western bin stores.

As there is no turning head in the northwestern corner of the site, in order to avoid lengthy reversing manoeuvres for refuse vehicles, it is proposed for the bins in the northwestern bin stores to be wheeled to the street (Stoneywood Park) and collected from there. This solution is considered to be satisfactory, in principle, to the Roads Development Management team. A condition is attached requiring further details to be provided as part of a Waste Management Plan. Given the entire development would be managed / factored, the movement of bins by management staff on collection day is considered to be feasible. Waste would therefore be capable of being adequately stored and collected, in accordance with Policy R6.

Low & Zero Carbon Buildings & Water Efficiency

Policy R7 (Low and Zero Carbon Buildings, and Water Efficiency) requires that all new buildings, must meet at least 20% of the building regulations carbon dioxide emissions reduction target applicable at the time of the application through the installation of low and zero carbon generating technology and that water saving technologies are introduced to reduce the pressure on water abstraction from the River Dee. Information evidencing compliance with Policy R7 for the new build element of the proposal will be required to be submitted to the Planning Service for approval via condition.

Digital Infrastructure

Policy CI1 (Digital Infrastructure) requires all new residential and commercial development to have access to modern, up-to-date high-speed communications infrastructure. It is considered that access to full fibre broadband for the development would be feasible given the site's location. A condition is attached, requiring all flats to have access to full fibre broadband prior to occupation,

therefore Policy CI1 is complied with.

Community Council comments

The following comments made by the Community Council have been addressed in the foregoing evaluation:

- The development is on land zoned as Business and Industrial, as such residential development is not consistent with that and the area immediately around Stoneywood Park is mainly an industrial estate;
- (Concerns about) Amenity for the north facing flats and the lack of direct sunlight;
- Impact on the development due to noise especially due to helicopters, however it is noted that there are other residential properties closer to the airport.
- Loss of trees due to the new development in the north-east corner of the site.

The following comments made by the Community Council not addressed in the foregoing evaluation can be addressed as follows:

- Concerns regarding overlooking and impact on privacy due to the addition of balconies on the east elevation.

Balconies originally proposed on the building's southern elevation have been omitted from the proposals, due to concerns that they would adversely impact the privacy of the neighbouring property to the south. The neighbouring site to the east is a business and industrial use and the dwelling that backs onto the southeastern corner of the site does not contain any windows serving habitable rooms on its rear (north) elevation that would be significantly affected by the increased potential for overlooking. The balconies and terraces proposed would not increase the potential for overlooking of any residential properties to any significant degree. The existing trees along the southern boundary are also now proposed to be retained which would aid the preservation of privacy.

- The sustainability goals of the development are quite modest and by no means carbon neutral, but perhaps they are constrained by the design of the present structure.

There is no planning policy requirement for carbon neutral development other than the remit of Policy R7 (Low and Zero Carbon Buildings, and Water Efficiency) which seeks to ensure that all new buildings meet a percentage of the building regulations carbon dioxide emissions reduction target through the installation of low and zero carbon technologies. A condition is attached requiring Policy R7 and the associated supplementary guidance to be complied with for the new commercial building but the conversion and extension of existing buildings is exempt from the requirements of Policy R7. Nevertheless, it should be noted that the intention to retain and convert the existing building is a more sustainable approach than demolition and re-build, resulting in the retention of the carbon already embodied within the existing building fabric.

- Due to the proposed numbers some of the flats are constrained by the shape and layout of the existing building. The addition of more two bed flats may aid this.

The possibility of lowering the total number of units in order to increase the size of some flats was put to the applicant but was not considered to be viable. The applicant has stated that the commercial viability of the proposal is finely balanced and any reduction in flat numbers would render the development unviable. Nevertheless, the proposed unit sizes are considered to be acceptable within the confines of the Build to Rent model of housing that is accepted.

Matters raised in representations

The following matters raised in representations from members of the public are addressed in the foregoing evaluation:

- Removal/loss of trees
- Development should be carbon neutral
- Proposal fails to comply with existing designation (Business and Industrial Land)
- Over-development of the area
- More landscaping should be included to provide screening
- Proposed Juliet balconies may result in overlooking to the south
- Proposed re-location of car parking may impact on existing planting
- Overlooking due to the rooftop terrace
- Impact from noise and odour
- Environmental Impact
- Traffic Impacts
- Impact on remains of historical Aberdeenshire Canal
- Impact on wildlife – specifically red squirrels
- Manoeuvring concerns within the site
- Development is located on a helicopter flight path

The following matters raised in representations from members of the public not addressed in the foregoing evaluation, can be addressed as follows:

- Need/Requirement for stand-alone commercial building

The applicant has noted that in order for the scheme to be viable, they require the commercial floorspace that would be provided within the new commercial building. Whilst it is acknowledged that the new building would result in the overdevelopment of the site in a mainstream residential context, or within a wholly residential area, the context of the site at the entrance to a business and industrial estate differs from a typical residential context, as does the nature of the proposed development. The Scottish Government guidance encourages a flexible approach to amenities for such schemes and it is considered that the new building would sit relatively comfortably within the context of the site, whilst providing additional workspace and amenity for the residents. It is also understood that the workspace and gym would be available for use by the wider community.

- Impact from odour (related to the proximity of communal bin stores)

A bin store is proposed to be installed in the south-western corner of the site, adjacent to the boundary shared with 326 Stoneywood Road. Any issues related to odours emanating from the bin store are not a material planning consideration. Instead, if such odours were to occur, they would be a matter for the Council's Environmental Health Service to act upon at that time, under separate legislation.

- Health hazard due to vibration caused by helicopter rotors

The impact of aircraft noise, specifically related to helicopter movements has been assessed as part of the submitted Noise Impact Assessment. The Environmental Health Service has accepted the proposed mitigation measures to ensure that residents and occupiers of the new development are not subjected to sustained high levels of noise from aircraft. Vibration from passing helicopters is not considered to be a significant issue that would be likely to affect the occupants of the building.

Proposed Aberdeen Local Development Plan

In relation to this particular application, the majority of the policies in the Proposed Aberdeen Local Development Plan 2020 substantively reiterate those in the adopted Local Development Plan and the proposals either accord, or have some tension, with the corresponding policies of the Proposed Plan for the reasons given in the foregoing evaluation. The following policies either differ slightly from their equivalents in the adopted ALDP, or are new policies with no equivalent in the current Plan:

- H3 (Density)
As with Policy H3 in the adopted ALDP, Policy H3 in the PALDP is not strictly applicable to the proposed development as the site is less than one hectare in size. Nevertheless, the proposed development is also compliant with the increased minimum density figure of 50 dwellings per hectare contained within Policy H3 of the Proposed Plan.
- D2 (Amenity)
As noted in the foregoing evaluation, Policy D2 seeks to ensure that where new residential properties are proposed, that occupants would benefit from a satisfactory level of amenity and that new developments would not impact detrimentally on the amenity of existing residential properties. The proposed development would not create a satisfactory environment for mainstream residential accommodation, for the reasons noted in the foregoing evaluation. However, the lower levels of amenity can be accepted in this instance in a different form of residential accommodation, specifically a Build to Rent and Co-living model, subject to the residential units being restricted to rental occupation only. Therefore, whilst the proposed development fails to satisfy many of the criteria of Policy D2, it is considered to be acceptable contrary to that Policy for the aforementioned reasons. The development would not unduly impinge on the amenity of any neighbouring properties.

Heads of Terms of any Legal Agreement

As outlined above, the applicant has agreed to the Heads of Terms regarding Developer Obligations which will be secured via a Section 75 Legal Agreement.

Conclusion

To summarise, the proposed development is considered to be contrary to Policy B1 of the ALDP and thus represents a departure from the Development Plan. However, there are several material considerations which the Planning Service considers to be of sufficient weight to justify such a departure, particularly given the context of the application site and the nature of the proposed development. Whilst the proposed development would not meet some policy requirements in relation to the provision of adequate amenity for the occupants of a mainstream residential development, it is acknowledged that the development proposes an alternative to mainstream housing, in the form of a 'co-living' model, with shared communal facilities and services. The proposed model has similarities to the Build to Rent, private-rented-sector model of housing which is encouraged by the Scottish Government in their Planning Delivery Advice on Build to Rent, BTR being a valuable and useful model through which to provide a form of residential accommodation. That document is a supporting material consideration for this application and the guidance within it acknowledges that a flexible approach is required for Build to Rent schemes, particularly in relation to amenity, with the provision of communal facilities mitigating for deficits in more typical amenity provision such as open space. The Scottish Government document also outlines that where such a flexible approach is taken, it may be necessary to ensure that the residential units would remain in the private rented sector.

Thus, despite the tension with Policy B1, the Planning Service considers that the proposed development is acceptable within the confines of the Build to Rent model and as such, subject to conditions and the conclusion of a legal agreement to secure the tenure, developer obligations and affordable housing, the application is recommended for approval.

RECOMMENDATION

Willingness to approve subject to conditions and a legal agreement to secure onsite affordable housing, restrict the tenure of the development to the private rented sector and to secure developer obligations towards the Car Club, Core Path Network, Secondary Education, Healthcare Facilities and Open Space.

REASON FOR RECOMMENDATION

The proposed development, aside from some remaining and new Class 4 floorspace, is contrary to Policy B1 (Business and Industrial Land) of the Aberdeen Local Development Plan (ALDP) and the proposal thus constitutes a departure from the Development Plan. However, there is an evident lack of demand for the continued use of the entire site for Class 4 use in its current form and there is a demonstrable surplus of business and industrial land across Aberdeen City. Combined with the proposal providing additional housing of a relatively unique type in the city and the context of the site ensuring that there would be no significant conflict with neighbouring uses or the viability of the established commercial area, it is considered that these material considerations combined are of sufficient weight to justify a departure from the Development Plan in this instance, contrary to Policy B1.

There would be a significant deficit in on-site open space and as such the proposals would also be contrary to Policy NE4 (Open Space Provision in New Development) of the ALDP. The residential units would not benefit from the level and type of amenities that would typically be required for a mainstream housing development. However, the co-living arrangement and communal facilities provided (including central public amenity courtyard) would provide alternative amenities and high quality internal recreational space on the site for all residents to utilise which would partly mitigate for the absence of any useable outdoor open space. This is a significant material consideration weighing in favour of relaxing the LDP requirement for useable outdoor open space for this particular application. The proposals are also contrary to the Council's supplementary guidance on Harmony of Uses, due to the building and site being shared with commercial uses.

Whilst the development would not be acceptable in terms of the foregoing policies if it were a mainstream residential development it is considered that the proposal would be acceptable if it was restricted in terms of the housing provided by the private rented sector (Build to Rent). This is due to the flexibility afforded to such schemes as outlined in the Scottish Government's Planning Delivery Advice on Build to Rent housing. The proposed development would also not unduly impinge on the amenity of any neighbouring properties.

The occupants of the development would not be adversely affected by noise emissions, despite being sited within the mapped Aberdeen International Airport noise contours. The proposal thus has a tension with Policy B4 (Aberdeen Airport) but an accompanying Noise Impact Assessment demonstrates that, subject to conditions, a satisfactory amenity could be achieved, in accordance with Policy T5 (Noise).

The commercial uses would not directly compete with, or detract from, the viability of the Dyce Neighbourhood Centre or the city centre, in accordance with Policies NC4 (Sequential Approach and Impact) and NC5 (Out of Centre Proposals). Policies H3 (Density) and H4 (Housing Mix) are not strictly applicable to the proposed development, but the proposal is nevertheless generally compliant with both policies.

The applicant is agreeable to paying developer obligations toward the core path network, education, healthcare, open space and transportation, thus the proposals are considered to comply with Policy I1 (Infrastructure Delivery and Planning Obligations). The applicant has agreed to provide 13 units as on-site affordable housing, which meets the 25% affordable housing requirement set out in Policy H5 (Affordable Housing).

Sufficient car parking would be provided for the proposed use, taking into consideration the context of the site and the nature of the proposed development, despite being below the parking guidelines set out in the Transport and Accessibility supplementary guidance. The development would be located near to good public transport links and would incorporate Car Club vehicles and secure cycle storage. As such the development would satisfactorily encourage the use of sustainable and active travel, in accordance with Policies T2 (Managing the Transport Impact of Development) and T3 (Sustainable and Active Travel).

The new building and re-cladding of the existing building are considered to be of an acceptable design, scale and siting such that the character and visual amenity of the area would be preserved and potentially enhanced, in accordance with Policy D1 (Quality Placemaking by Design), whilst, subject to condition, satisfactory landscaping and planting would take place within the site, in accordance with Policy D2 Landscape).

The development would not impinge upon the route of the former Aberdeen Canal, in accordance with Policy D4 (Historic Environment), and the proposals would not result in the loss of, or significant damage to, any trees within or adjacent to the site that contribute toward landscape character and visual amenity, in accordance with Policy NE5 (Trees and Woodland). The site would be adequately drained without being at risk, or posing a risk to other properties of, flooding, in accordance with Policy NE6 (Flooding, Drainage & Water Quality). No protected species would be adversely affected by the development, in accordance with Policy NE8 (Natural Heritage). The development would incorporate sufficient space for the adequate storage and collection of any waste generated on site, in accordance with Policy R6 (Waste Management Requirements for New Development)

The Health and Safety Executive (HSE) do not object to the proposals, thus the application complies with Policy B6 (Pipelines, Major Hazards and Explosives Sites) and, subject to conditions, the development is capable of complying with Policies CI1 (Digital Infrastructure), R2 (Degraded & Contaminated Land) and R7 (Low & Zero Carbon Build & Water Efficiency).

The majority of the policies in the Proposed Aberdeen Local Development Plan 2020 substantively reiterate the aforementioned adopted Local Development Plan policies and the proposals either accord, or have some tension, with the corresponding policies of the Proposed Plan for the reasons noted above. The PALDP introduces Policy D2 (Amenity), which does not have a direct equivalent in the adopted ALDP. If the proposed development were to be built out as mainstream (for-sale) housing, the proposals would fail to comply with the requirements of Policy D2. However, a legal agreement restriction, ensuring that the residential properties remain in the private rented sector, would ensure that a flexible approach to the amenities on offer for the occupants can be taken in this instance, in accordance with the Scottish Government's Planning Delivery Advice on Built to Rent. The proposals are therefore considered to be acceptable, despite failing to comply with Policy D2 of the PALDP.

CONDITIONS

(1) SINGLE PLANNING UNIT

The development shall form a single planning unit and excepting the affordable housing units, none of the residential units of the development shall be sold separately from the others.

Reason: In the interests of ensuring the provision of adequate amenity for all residents

(2) COMMUNAL FACILITIES

No residential unit shall be occupied unless the café/bar, gymnasium, co-working space and all internal and external communal amenity spaces shown on approved drawings PL(00)001H and PL(04)002I have been completed and are available for use by all residents.

Reason: In the interests of ensuring the provision of adequate amenity for all residents

(3) MANAGEMENT PLAN

The development shall not be occupied unless a Management Plan detailing how all commercial and communal facilities (including café/bar, gymnasium, co-working space and communal amenity areas) would be provided and maintained for the benefit of the occupants of the residential units has been submitted to and agreed in writing by the Planning Authority and thereafter implemented.

Reason: in the interests of ensuring the provision of adequate amenity for all residents in perpetuity.

(4) RESTRICTION ON USE

That notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 (as amended) or the Town and Country Planning (Use Classes) (Scotland) Order 1997 (as amended) no part of the proposed development shall be used for a purpose within Use Class 5 (General Industrial) without an express grant of planning permission from the Planning Authority.

Reason: To enable the Planning Authority to consider the implications of any subsequent change of use on the amenities of the area.

(5) NOISE IMPACT ASSESSMENT MITIGATION

No residential unit shall be occupied, nor the commercial uses operated, unless the mitigation measures recommended in the hereby approved Noise Impact Assessments (Sandy Brown, 30 July 2020, 20243-R01-D and Sandy Brown, 16 November 2020, 20243-R02-A) have been implemented in full (with the exception of the installation of an acoustic fence along the site's western boundary), unless otherwise agreed in writing by the Council as planning authority.

Reason: in order to preserve the amenity of existing residential properties and to ensure an adequate level of amenity for new residential properties.

(6) FURTHER NOISE IMPACT ASSESSMENT

No residential unit shall be occupied, nor any commercial use operated, unless a further Noise Impact Assessment containing the following has been submitted to and approved in writing by the Planning Authority:

- An assessment of the impact of the noise emissions from any plant and mechanical ventilation systems required in the development; and
- An assessment of the impact of noise emissions from the activities associated to the café/bar use within the main building, including noise from patrons.

Any mitigation measures recommended in the Noise Impact Assessment required to ensure a satisfactory level of amenity for the new residential units and to preserve the amenity of the existing, neighbouring residential properties, shall be implemented in full prior to the occupation of the residential units.

Reason: in order to preserve the amenity of existing residential properties and to ensure an adequate level of amenity for new properties.

(7) EXTERNAL FINISHING MATERIALS

No development associated with the external finishing materials of any building shall take place for unless a scheme detailing all external finishing materials to the roof and walls of the proposed buildings (including samples) has been submitted to and approved in writing by the planning authority. Thereafter the development shall be finished in complete accordance with the approved scheme unless a written variation has been approved by the planning authority.

Reason - In the interests of visual amenity.

(8) PROVISION OF ACCESS ROAD AND CAR PARKING

No residential or commercial use shall be occupied unless the vehicular access, internal road and all car parking has been constructed, drained, laid-out and demarcated and is available for use in accordance with approved drawing Site Plan drawing PL(90)001 REV L, or such other drawing as may subsequently be submitted to and agreed in writing by the planning authority. Details of the materials, including samples where appropriate, to be used for the access road and car parking areas, shall be submitted to and agreed in writing with the Council, as planning authority and thereafter the works shall be carried out in accordance with the agreed details.

Reason - in the interests of public safety, provision of adequate car parking and the free flow of traffic.

(9) EV CHARGE POINTS

No residential or commercial use shall be occupied until such time as full details of the active Electric Vehicle (EV) charging points have been submitted to and agreed in writing by the Council as planning authority, along with a phasing plan setting out the timescales for their installation. Thereafter the works shall be implemented in accordance with the agreed details and phasing plan. All other spaces shall be fitted with passive EV provision prior to occupation of the development.

Reason: in the interests of promoting and encouraging sustainable travel.

(10) CAR CLUB CARS

The development shall not be occupied unless two Car Club cars and any associated infrastructure, as indicatively shown on approved drawing PL(90)001 REV L, have been installed and made available for use.

Reason: in the interests of promoting and encouraging sustainable travel and mitigating for a shortfall in car parking spaces within the development.

(11) CYCLE PARKING

No residential or commercial use shall be occupied unless full details of the proposed cycle parking facilities indicatively shown on approved drawing PL(90)001 REV L have been submitted to and

agreed in writing by the Council as planning authority and thereafter the cycle stores have been constructed and are available for use.

Reason - in order to encourage cycling as an alternative and sustainable mode of travel.

(12) DRAINAGE

The site shall be drained in accordance with the details and measures outlined in the hereby approved Drainage Impact Assessment (Cameron and Ross, July 2020, X200507-CAM-ZZ-XX-RP-C-001 Rev A), or similar proposals as may be agreed in writing with the Council as planning authority.

Reason – in the interests of ensuring the site is adequately drained.

(13) WASTE MANAGEMENT & BIN STORES

No residential or commercial use shall be occupied unless a waste management plan for the development, setting out how all waste generated on the site would be adequately stored and collected, and details of the bin store structures have been submitted to and agreed in writing by the Planning Authority. Thereafter the approved waste management plan shall be implemented and the waste storage areas shown on approved drawing PL(90)001 REV L, or similar as has been agreed in writing with the Planning Authority, shall be provided prior to the occupation of the development.

Reason - In order to ensure suitable waste storage facilities are available for residents and the commercial uses and to protect public health.

(14) COOKING RESTRICTIONS

No cooking or frying operations (including, but not limited to: deep fat frying, shallow frying, oven cooking, boiling, stewing, grilling or broiling) shall be carried out within the ground floor commercial café/bar use unless full details of suitable local extract ventilation equipment, capable of filtering and dispersing cooking fumes without harm to amenity, have been submitted to, and agreed in writing by the Planning Authority and that equipment has thereafter been installed in accordance with the approved details.

Reason: in order to protect the amenity of neighbouring uses from cooking odours.

(15) BIRD HAZARD MANAGEMENT PLAN

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:

- Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and “loafing” birds. The management plan shall comply with Advice Note 3 – Wildlife Hazards (available at <https://www.aoa.org.uk/policy-campaigns/operations-safety/>)

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

Reason: In order to minimise the site’s attractiveness to birds which could endanger the safe

movement of aircraft and the operation of Aberdeen Airport.

(16) LANDSCAPING – IMPACT ON AIRCRAFT SAFETY

No development shall take place until full details of soft and water landscaping works have been submitted to and approved in writing by the Planning Authority in consultation with Aberdeen Airport. Details must comply with Advice Note 3 – Wildlife Hazards (available at <https://www.aoa.org.uk/policy-campaigns/operations-safety/>). These details shall include:

- the species, number and spacing of trees and shrubs

No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Planning Authority in consultation with Aberdeen Airport. The scheme shall be implemented as approved.

Reason: To avoid endangering the safe movement of aircraft and the operation of Aberdeen Airport through the attraction of birds and an increase in the bird hazard risk of the application site.

(17) EXTERNAL LIGHTING

No development shall take place unless details of all new external lighting proposed for the site has been submitted to and approved in writing by the planning authority. Thereafter the external lighting shall be implemented in accordance with the approved details.

Reason – to ensure that the site would be adequately lit at night in the interest of safety, and without detriment to the amenity of any existing or proposed residential properties.

(18) SOFT LANDSCAPING SCHEME

No works in connection with the development hereby approved shall take place unless a scheme of soft landscaping works has been submitted to and approved in writing by the Planning Authority.

Details of the scheme shall include:

- (i) Existing landscape features and vegetation to be retained;
- (ii) The location of new trees, shrubs, hedges and grassed areas;
- (iii) A schedule of planting to comprise species, plant sizes and proposed numbers and density;
- (iv) An indication of existing trees, shrubs and hedges to be removed.
- (v) A programme for the completion and subsequent maintenance of the proposed landscaping.

All landscaping proposals shall be carried out in accordance with the approved scheme and shall be completed during the planting season immediately following the commencement of the development or such other date as may be agreed in writing with the Planning Authority. Any planting which, within a period of 5 years from the completion of the development, in the opinion of the Planning Authority is dying, being severely damaged or becoming seriously diseased, shall be replaced by plants of similar size and species to those originally required to be planted.

In addition, prior to the commencement of the implementation of the approved scheme, detailed proposals for a programme for the long-term management and maintenance of all the approved landscaped areas within the development shall be submitted for the further written approval of the Planning Authority. Thereafter, all management and maintenance of the landscaped and open space areas shall be implemented, in perpetuity, in accordance with the approved programme.

Reason: To ensure the implementation of a satisfactory scheme of landscaping which will help to integrate the proposed development into the local landscape in the interests of the visual amenity of the area and to ensure that adequate replacement tree planting is secured to mitigate the loss of existing trees on the site.

(19) TREE PROTECTION

All construction works in close proximity to existing trees to be retained shall take place in full accordance with the protective measures noted in paragraph 4.3 (Tree Protection Barriers) of the approved Tree Survey (Struan Dalgleish Arboriculture, June 2020).

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

(20) CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN (CEMP)

No development (including site stripping, service provision or establishment of site compounds) associated to the construction of the new commercial building as shown on approved Site Plan drawing PL(90)001 REV L shall take place unless a site specific construction environment management plan (CEMP) for that particular part of the site has been submitted to and approved in writing by the planning authority. The CEMP shall detail measures for ensuring that the root protection areas and canopies of all trees in the neighbouring site to the east would not be adversely affected by the works. Thereafter development shall be undertaken in accordance with the approved CEMP.

Reason – to minimise the impacts of the construction works on the protected trees within the neighbouring site.

(21) BOUNDARIES

No residential unit shall be occupied unless a scheme of boundary enclosures for the private garden areas (including elevations, sections and proposed materials for all boundaries, fences and walls) has been submitted to and approved in writing by the planning authority. Thereafter no unit shall be occupied unless the approved scheme has been implemented.

Reason - in order to create a suitable residential and visual amenity.

(22) RESIDENTIAL TRAVEL PACK

No unit shall be occupied unless details of a residential travel pack to be provided to the occupants of each unit have been submitted to and approved in writing by the planning authority. Each residential travel pack shall identify details of different travel options available in the area in order to discourage the use of the private car. The approved travel pack shall be supplied to the occupants of every residential unit on occupation. Each Travel Pack shall identify measures to be implemented in order to discourage the use of the private car as well as the duration of the plan, system of management, monitoring, review and reporting and thereafter shall be implemented as approved.

Reason – in order to reduce dependency on the private car for travel.

(23) WATER EFFICIENCY

No development shall take place associated to the new commercial building unless a water efficiency statement for that building has been submitted to and approved in writing by the planning authority. The statement should take into account the advice provided in CIRIA publication C723

(Water sensitive urban design in the UK) and specify the measures proposed to incorporate water saving technology into the development so as to achieve BREEAM level 5 for non-domestic buildings. Thereafter the approved measures shall be implemented in the construction of the development.

Reason – in order to help minimise water abstraction from the River Dee.

(24) LOW AND ZERO CARBON BUILDINGS

No development associated to the new commercial building shall take place unless a scheme detailing compliance with the Council's 'Low and Zero Carbon Buildings' supplementary guidance for the buildings within that particular phase or block has been submitted to and approved in writing by the planning authority. Thereafter, the new building shall not be occupied unless the approved measures have been implemented in full and are available for use.

Reason – in order to ensure that the development complies with the 'Low and Zero Carbon Buildings' Supplementary Guidance.

(25) CONTAMINATED LAND ASSESSMENT

No development shall take place unless it is carried out in full accordance with a scheme to address any significant risks from contamination on the site that has been approved in writing by the planning authority.

The scheme shall follow the procedures outlined in “Planning Advice Note 33 Development of Contaminated Land” and shall be conducted by a suitably qualified person in accordance with best practice as detailed in “BS10175 Investigation of Potentially Contaminated Sites - Code of Practice” and other best practice guidance and shall include:

- 1) An investigation to determine the nature and extent of contamination;
- 2) A site-specific risk assessment;
- 3) A remediation plan to address any significant risks and ensure the site is fit for the use proposed; and
- 4) Verification protocols to demonstrate compliance with the remediation plan.

Reason: To ensure that the site is suitable for use and fit for human occupation

(26) CONTAMINATED LAND – REMEDIATION

No building on the development site shall be occupied unless:

- 1) any long-term monitoring and reporting that may be required by the approved scheme of contamination or remediation plan or that otherwise has been required in writing by the planning authority is being undertaken; and
- 2) a report specifically relating to the building(s) has been submitted and approved in writing by the planning authority that verifies that remedial works to fully address contamination issues related to the building(s) have been carried out, unless the planning authority has given written consent for a variation.

The final building on the application site shall not be occupied unless a report has been submitted and approved in writing by the planning authority that verifies that the remedial works have been carried out in full accordance with the remediation plan, unless the planning authority has given written consent for a variation.

Reason: To ensure that the site is suitable for use and fit for human occupation

(27) BUS STOP UPGRADE

No residential or commercial use shall be occupied unless details of a scheme for the upgrade of the bus stop nearest to the site on Stonewood Road has been submitted to and agreed in writing by the Planning Authority and the works have thereafter been carried out in accordance with the agreed scheme.

Reason: in order to upgrade the existing sub-standard bus stop to an acceptable standard, to encourage the use of sustainable (public) modes of transport

(28) FULL FIBRE BROADBAND

No unit shall be occupied unless a scheme for the provision of a full fibre broadband connection to each flat has been submitted to and approved in writing by the planning authority. Thereafter the scheme shall be implemented as approved and all flats provided with a full fibre broadband connection.

Reason – in order to provide all flats with access to high-speed communications infrastructure, in accordance with the requirements of Policy CI1 (Digital Infrastructure) of the Aberdeen Local Development Plan.

(29) BALCONY AND ROOF TERRACE SCREENING

Flats 01-11, 01-12 and 02-07 as shown on approved drawings PL(00)002I & PL(00)003I shall not be occupied unless a scheme for the erection of privacy screening to the southern edges of the associated balconies and roof terrace respectively has been submitted to and agreed in writing by the Planning Authority and the agreed works have been implemented prior to occupation. Thereafter the flats shall not be occupied unless the agreed screening is in place.

Reason: in order to protect the privacy of the existing neighbouring dwelling to the south.

ADVISORY NOTES FOR APPLICANT

(1) CRANE OPERATIONS

Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is therefore drawn to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4 – Cranes (available at <https://www.aoa.org.uk/policy-campaigns/operations-safety/>).

(2) BIRD HAZARD MANAGEMENT PLAN

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot, using permanent fixed access stairs, ladders or similar. The owner/occupier must not allow gulls to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season.

Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Aberdeen Airport Airside Operations

staff. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from NatureScot before the removal of nests and eggs.

(3) NOISE FROM CONSTRUCTION WORKS

In order to protect amenity of the occupants of the neighbouring residences from noise produced as a result of demolition, site/ground preparation works and construction works, operations creating noise which is audible at the site boundary should not occur outside the hours of 07:00 to 19:00 Monday to Friday and 08:00 to 13:00 on Saturdays.

(4) ENVIRONMENTAL ODOUR

For the avoidance of doubt, the LEV equipment referenced in Condition 14 above may require a separate planning permission, depending on the nature, scale and siting of any such equipment to be installed.

(5) WASTE MANAGEMENT

This development will be provided with:

- **5 x 1280l general waste container**
- **5 x 1280l co-mingled recycling container**
- **x food waste container (1 for each bin store)**
- **50 x kitchen caddy and caddy liners (1 per flat)**

The following costs will be charged to the developer:

- **Each 1280l bin costs £413.60**
- **Each food waste container costs £514.49**
- **Each 180l/ 240l bin costs £35.00**
- **Kitchen caddy and caddy liners £0.00**
- **A delivery of 10 or less bins will incur a £30 delivery fee.**

No garden waste will be provided for **flat residences** as it is assumed grounds will be maintained as part of a service charge for the building and undertaken by a commercial contractor.

It is pertinent to note that these services will be provided taking account of the following:

Specific concerns for flats and communal storage:

- If the bin store will be locked and/ or involve a barrier, 8 keys must be provided for each store, providing access to the different collection crews and Recycling Officer for monitoring contamination. These should be dispatched to the Waste Team.
- Waste collection vehicles should be able to get to within 10m of the storage point.
- Residents should not be required to carry waste more than 30m to the storage point.
- Residential and commercial waste must be stored separately. In this case the residential and commercial waste would be stored separately and side by side. It is strongly advised that the commercial waste containers/store and residential bin store are locked to prevent cross contamination.

General points

- No excess should be stored out with the containment provided. This is fly tipping.
- Large item collections can be arranged by visiting www.aberdeencity.gov.uk
- Further information can be found in the Waste Supplementary Guidance available at: <https://www.aberdeencity.gov.uk/sites/aberdeencms/files/7.1.PolicySG.ResourcesForNewDevelopmentTC.P.4.8.9.12.13.pdf>
- Developers must contact Aberdeen City Council a minimum of ONE month before properties will be occupied this is to ensure that bins are on site prior to residents moving into properties and to give enough time to register addresses on the CAG (Council Address Gazetteer) to allow for the development to be added to the refuse vehicle routes.
- A Purchase Order should be raised with Aberdeen City Council using the above details and we will provide further guidance for purchasing the bins.
- Bin purchases are VAT free. Please do not include VAT in your PO.

When providing feedback on commercial developments, I can only provide a very general response regarding commercial developments due to Aberdeen City Council not being the only waste service contractor available in the city.

See below for general comments:

- Business premises need to be provided with a bin store to allocate, within the property, the waste and recycling bins
- Commercial waste bins cannot be stored on the street any day of the week as per Council Policy 2009 (Obstructions- Commercial Waste Bins). Infringement on the Council Policy can lead to a fine of £500 per bin as adopted by the Enterprise, Strategic Planning and Infrastructure Committee on 29th August 2013
- There are many waste contract collection providers operating in Aberdeen and each one provides different collection of waste and recycling services. For this reason, business premises need to liaise with their waste contract collection to ensure the correct management of their waste.
- Business premises have a legal Duty of Care covering all the waste they produce. This means that it is the Business premises responsibility to manage and dispose of any waste correctly.
- The Waste (Scotland) 2012 requires that all businesses from 1st January 2014 are required to separate paper, cardboard, glass, plastic and metals for recycling. Some businesses will additionally be required to separate their food waste (where food waste >5kg per week).
- General tips for site and hopefully the chosen waste collection contractor will detail this but for access, the following is needed:
 - An area of hard standing at storage and collections point(s)
 - Dropped kerb at proposed bin collection point
 - Yellow lines in front of bin collection point
 - Bin storage areas to ideally be provided with a gulley and wash down facility for the interest of hygiene

For further independent guidance about waste and recycling provision, storage and collection please refer to the following document:

http://www.lgcplus.com/Journals/3/Files/2010/7/14/ADEPTMakingspaceforwaste_000.pdf

and additional Trade Waste information can be found in the Waste Supplementary Guidance available at

<http://www.aberdeencity.gov.uk/nmsruntime/saveasdialog.asp?IID=74584&SID=14394>

In the final stages of completion, a representative from Aberdeen City Council's Waste team will assess the site to ensure that all of our considerations have been implemented.

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PLANNING DEVELOPMENT MANAGEMENT COMMITTEE



Meeting Date : 10/12/20

Item x.x

Description: Erection of 17 Flats

Address: 15 Maberly St

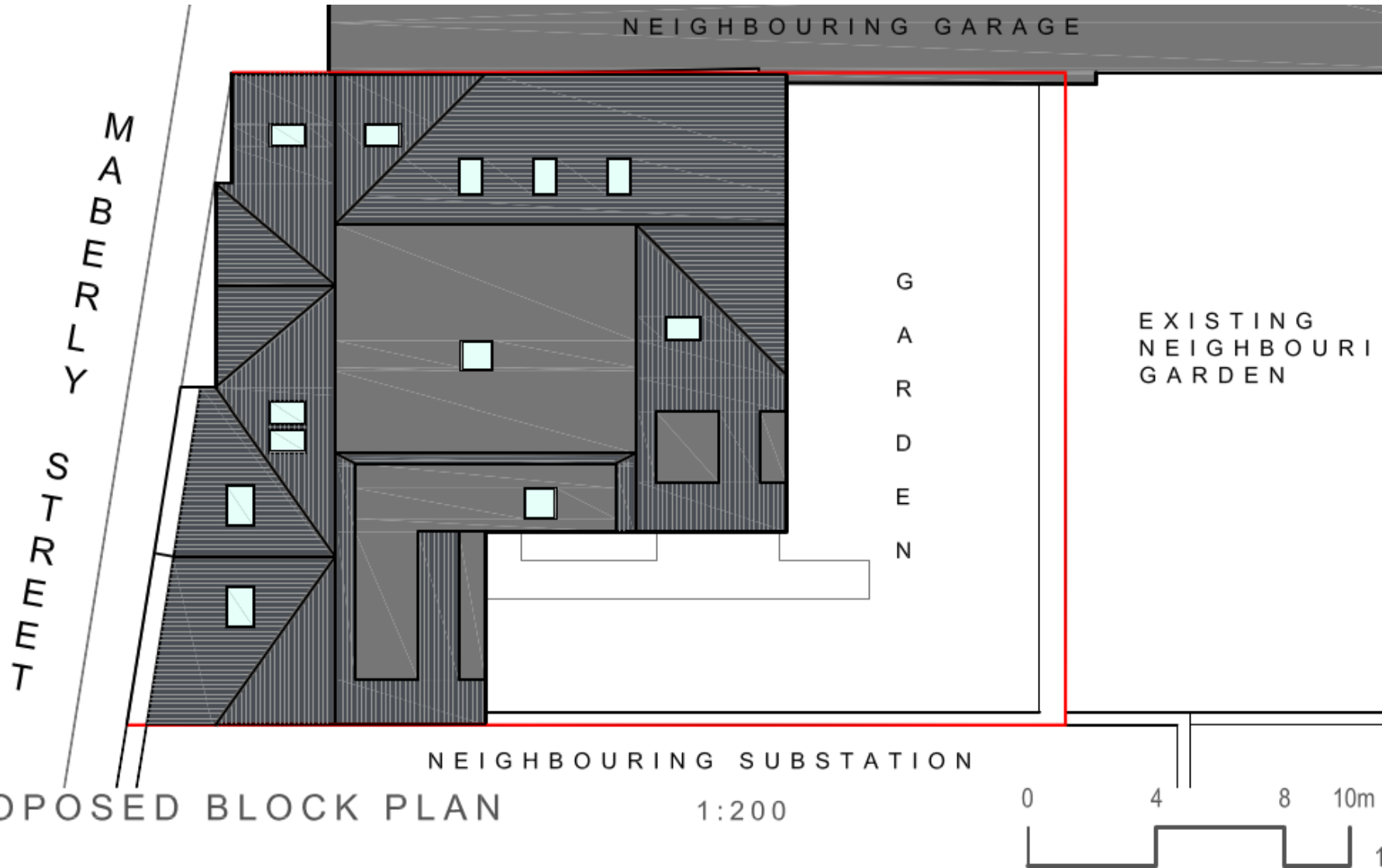
Type of application : Detailed Planning Permission
Application number: 200621/DPP

Location Plan



Propoped Site Plan

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MABERLY STREET

NEIGHBOURING GARAGE

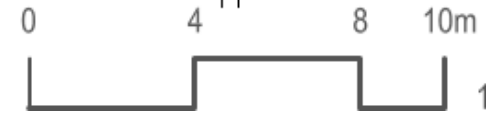
GARDEN

EXISTING NEIGHBOURING GARDEN

NEIGHBOURING SUBSTATION

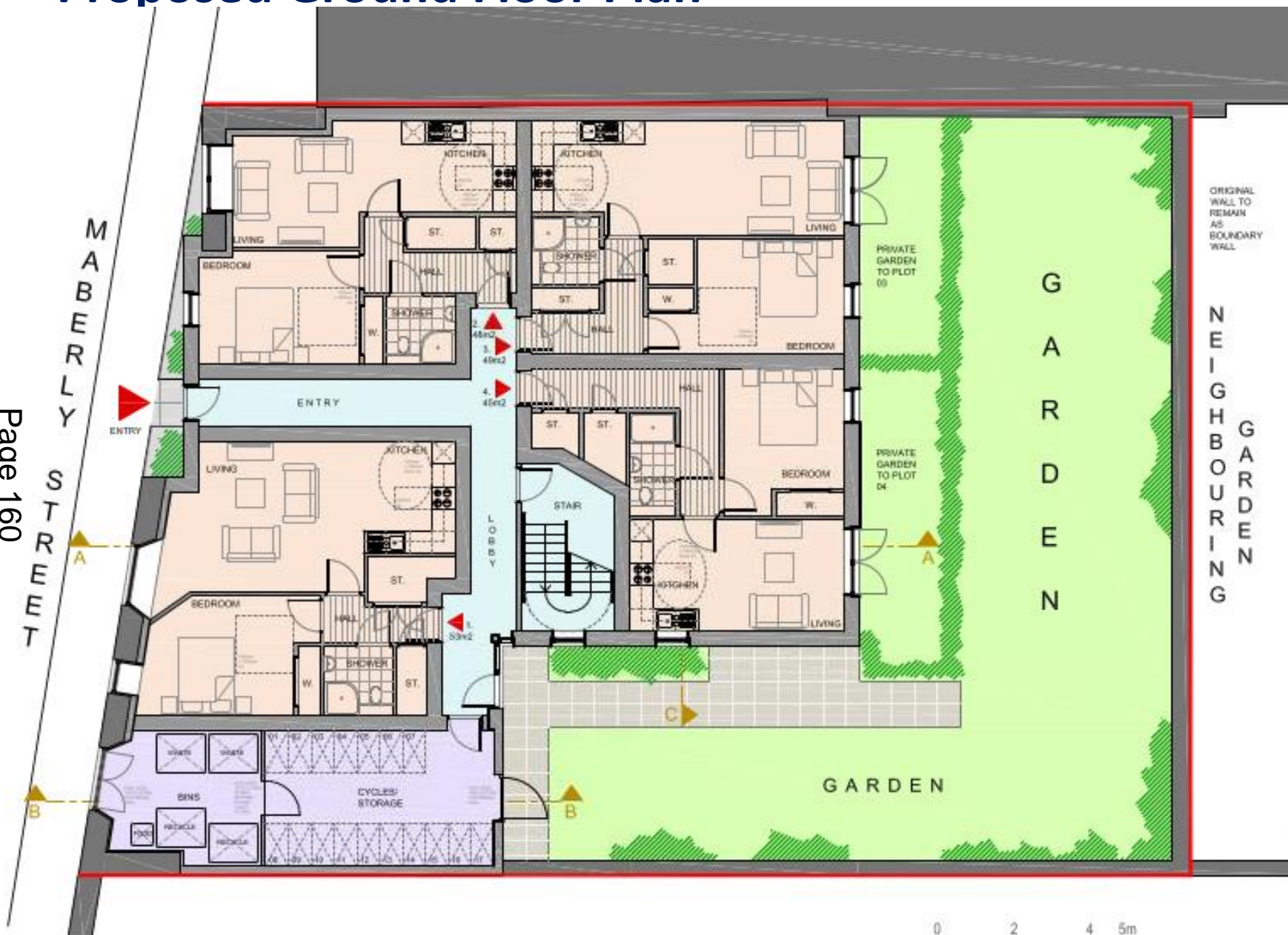
PROPOSED BLOCK PLAN

1:200



Proposed Ground Floor Plan

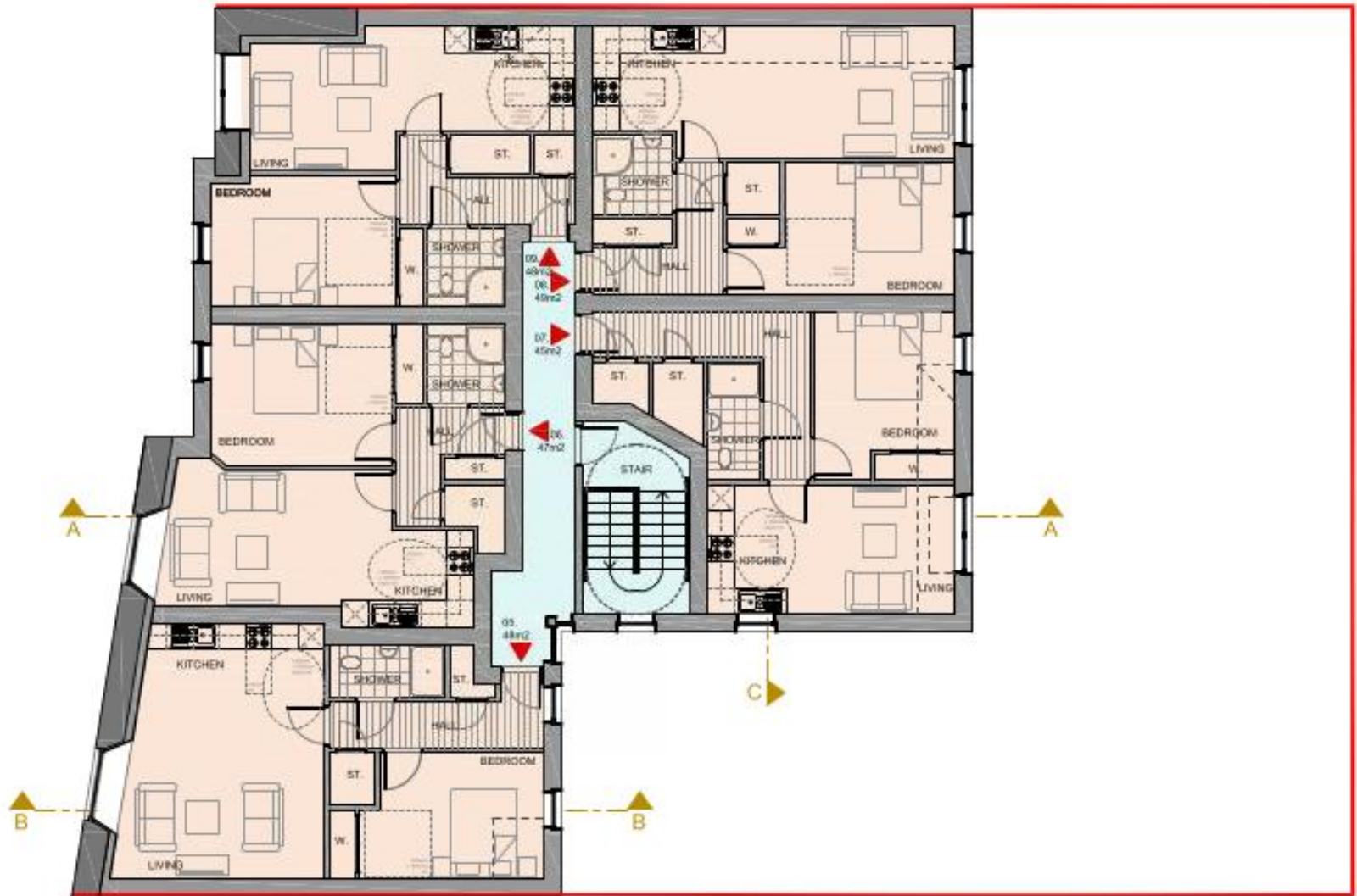
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PROPOSED GROUND FLOOR PLAN



Upper Floor Plan



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PROPOSED FIRST FLOOR PLAN



Proposed North (Principal) Elevation



NORTH ELEVATION

Proposed South Elevation (facing Craigie St)



SOUTH ELEVATION

Proposed East Elevation



Proposed West Elevation



Aerial image





Streetview image

View looking west along Maberly St



Streetview Image

View west along Maberly St



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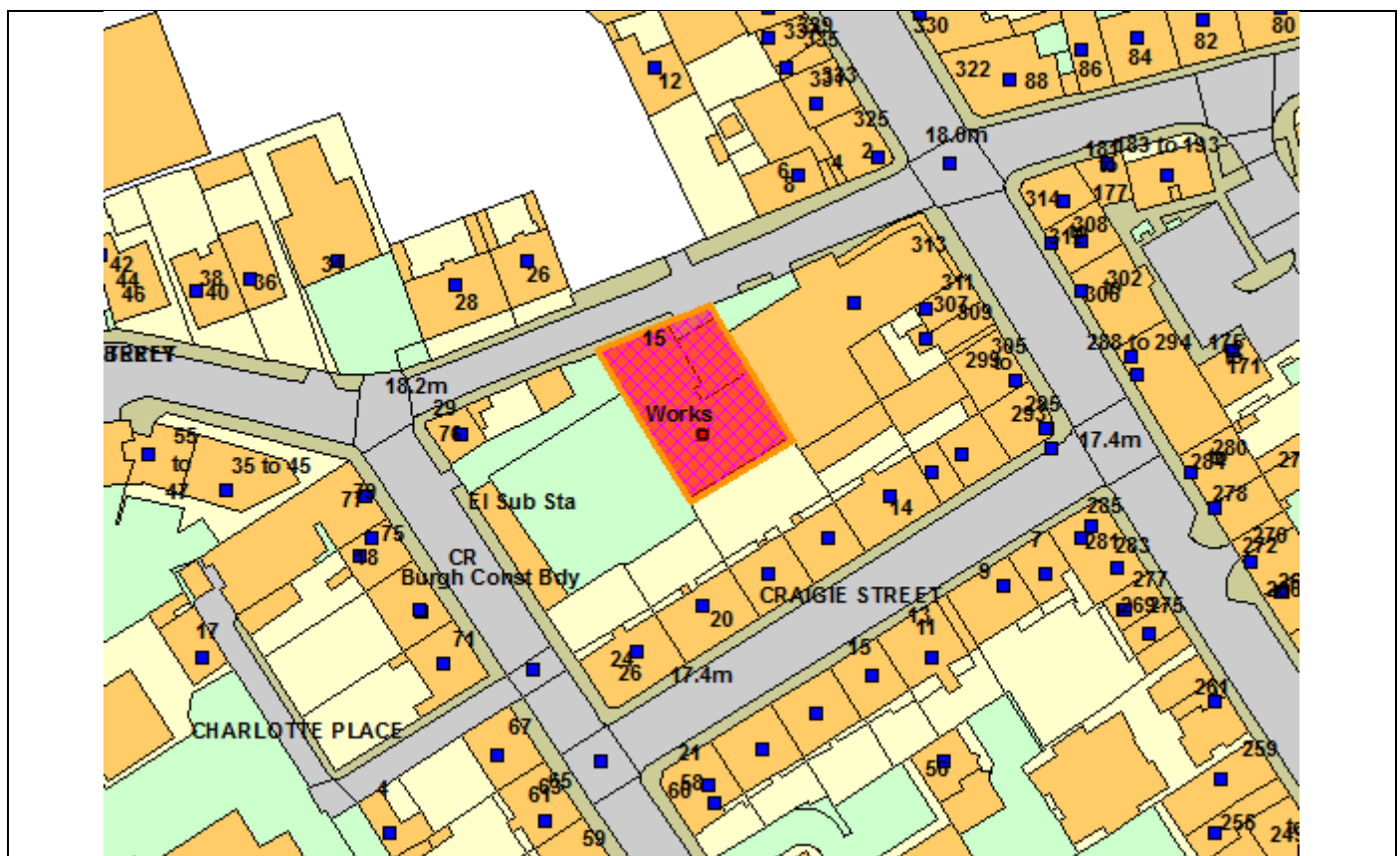


Planning Development Management Committee

Report by Development Management Manager

Committee Date: 10 December 2020

Site Address:	Scottaspress, 15 Maberly Street, Aberdeen, AB25 1NA
Application Description:	Redevelopment of an existing site for erection of 17 residential flats over 4 storeys including demolition and all associated works
Application Ref:	200621/DPP
Application Type	Detailed Planning Permission
Application Date:	24 June 2020
Applicant:	Aberdeen Capital Investment Ltd.
Ward:	George Street/Harbour
Community Council:	George Street
Case Officer:	Robert Forbes



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RECOMMENDATION

Refuse

APPLICATION BACKGROUND

Site Description

This vacant site is located within a mixed use area within the City Centre boundary. It currently accommodates a substantial granite building of 19th century origin and was previously used as a printer's workshop. The granite building occupies the entirety of the western half of the site and has a slate clad centre apex pitched roof. It has a dressed granite frontage with string course / window margins and gable feature. The side elevations are constructed of coursed granite blocks. The eastern section of the site is occupied by more modern buildings including an open fronted portal framed shed / yard fronting onto Maberly St. A vehicle access gate defines the western edge of the site at the street boundary and there is no footway at this point. Maberly St is a relatively narrow road which carries a high volume of through traffic.

The site is bound by Maberly Street to the north, with 3 storey Victorian tenement and the derelict Broadford Works directly opposite facing the site. To the east is a single storey commercial unit and a retail unit. There are 3 ½ storey traditional tenements fronting onto Craigie Street to the south, the rear of which face directly onto the site. To the west lies an electrical substation, associated yard and residential properties.

Relevant Planning History

Application Number	Proposal	Decision Date
182151/DPP	Erection of 16 flats over 4 storeys with associated car parking	05.04.2019 Status: Withdrawn
190982/DPP	Redevelopment of an existing site for erection of 10 residential flats over 3 storeys including demolition and all associated works	04.11.2019 Status: Withdrawn

APPLICATION DESCRIPTION

Description of Proposal

Demolition of all building on the site and redevelopment to provide 17 flats over 4 floors. The flats would all be 1 bedroom units and would be accessed via a communal entry from the street. The top floor flats would be largely contained within the proposed roof-space, utilising extensive zinc clad box dormers and flat roofed sections on the rear and west elevation elevations. No car parking is proposed. Cycle parking and bin storage would be provided within a ground floor storage area at the west end of the site. The proposed building would occupy in excess of 50 % of the site (around 56%) and would have a high percentage (53%) of single aspect flats (with windows either solely facing the street or the rear garden). The building would have a continuous built frontage to the street with no significant setback, such that there would be no opportunity for significant intervening screening / soft landscaping at the site frontage. A communal open space area and some small private garden areas would be provided for residents at the rear of the site, although the communal garden would be significantly shaded by buildings / boundary walls.

External material would include natural (re-used) granite and smooth grey render on the frontage and natural slate on the pitched roof sections. The rear and side elevation would be largely finished in smooth grey render. Grey painted timber framed doors and windows are proposed. Synthetic membrane would be used on the extensive sections of flats roofs but this would not be visible from ground level.

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=QBAMPPBZI4U00>

- Design Statement , dated March 2020
- Drainage Strategy Plan and Flood Risk Assessment, prepared by Goodson Associates, dated December 2018.
- Geotechnical Design and Environmental Risk Assessment Report, prepared by Goodson Associates, dated September 2018.
- Noise Impact Assessment, prepared by Ethos Environmental Limited, dated April 2019.

Reason for Referral to Committee

The application has been referred to the Planning Development Management Committee because in excess of 6 timeous objections have been received.

CONSULTATIONS

ACC – Housing – Advise that the developer is negotiating the purchase of these properties with a RSL. They will be included in the SHIP as affordable housing and are likely to be high priority as they will provide much needed 1 bed properties in a central location.

ACC- Education – Advise that the proposed development falls within the school catchment zones for Aberdeen Grammar School and Skene Square School. Provided that the development is restricted to 1 bed flats, the number of pupils expected to be generated by the development would not result in the schools exceeding their available capacity, and so a contribution would not be required from the developer in order to cover the cost of reconfiguration works at the schools to provide additional accommodation.

ACC - Developer Obligations – No objection. Advise that financial contributions are required for, healthcare facilities (£6,001), open space (£1,903) and community facilities (£19,016).

ACC - Roads Development Management Team – No objection on parking / road safety / servicing / traffic generation grounds. Express concern regarding the existing footway on Maberly Street and request that this is upgraded. Advise that the extent of cycle parking is acceptable but request further details. Request that a travel plan / residential travel pack is submitted for approval. Advise that there will also be a requirement for car club contributions in order to address the lack of car parking on site. Note that the submitted surface water drainage measures require to be updated.

ACC - Environmental Health – No objection. Note that further revision of the submitted noise impact assessment is required in order to address the matter of impact on prospective residents due to the adjacent electrical substation. The Service previously commented on noise and dust and request that the mitigation highlighted in the Noise Impact Assessment be implemented.

ACC - Contaminated Land Team – No objection. Request that further post demolition site investigation is undertaken.

ACC - Waste Strategy Team – No objection. Request that a condition is imposed requiring provision of waste / recycling bins at the site. Note that access to the bin store is on a blind corner, such that waste and recycling vehicles may block a view of the road for other drivers when collecting the bins.

Scottish Water – No objection, but are unable to confirm that there is currently capacity at the Invercarnie Water Treatment Works and the Nigg Waste Water Treatment Works.

George Street Community Council – No response received.

REPRESENTATIONS

8 objections have been received raising the following matters –

- Proposed development not allocated within the local plan
- Conflict with ALDP policies H2 and H4
- Loss of existing granite building
- Proposed building not in keeping with traditional tenements / the character and appearance of the original building / streetscape
- Excessive building height
- Overlooking / privacy impact
- Overshadowing of / loss of light and amenity to adjacent garden ground / flats
- Development not in keeping with the context of the area
- Proximity of front facing flats to a busy road
- Insufficient provision of green space on site / poor amenity for prospective residents
- Lack of car parking / pressure in the surrounding area
- Overdevelopment of the site
- Treatment of site boundaries requires clarification to ensure retention of historic granite
- Traffic generation / congestion / safety concerns on Maberly St due to need for servicing / dropping off
- Traffic impact during construction
- Damage to pavements
- Increased pressure on existing residential street waste bins / potential litter
- Site contamination risks remain to be addressed given the previous use of the site
- Misleading drawings submitted
- Misleading noise assessment report
- Inadequate neighbour notification
- Over supply of housing in the area
- Presence of Japanese Knotweed in the area
- Loss of private views

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) expresses a presumption in favour of development that contributes to sustainable development.

Aberdeen City and Shire Strategic Development Plan 2020 (SDP)

Although the SDP forms part of the Development Plan, the proposal is of a scale and nature that does not result in strategic or cross boundary impacts and does not therefore require to be assessed against the SDP.

Aberdeen Local Development Plan 2017 (ALDP)

The following policies are relevant to the proposal :

D1: Quality Placemaking by Design

D2: Landscape

D5: Our Granite Heritage

H2: Mixed Use Areas

H3: Density

H4: Housing Mix

H5: Affordable Housing

I1: Infrastructure Delivery & Planning Obligations

NC1 - City Centre Development – Regional Centre

NE4: Open Space Provision in New Development

NE6: Flooding, Drainage & Water Quality

R2: Degraded & Contaminated Land

R6: Waste Management Requirements for New Development

R7: Low & Zero Carbon Buildings & Water Efficiency

T2: Managing the Transport Impact of Development

T3: Sustainable and Active Travel

T5: Noise

ALDP Supplementary Guidance (SG) and Technical Advice Notes (TAN)

Landscape

Flooding, Drainage and Water Quality

Resources for New Development

Noise

Transport and Accessibility

Planning Obligations

Materials (TAN), March 2020

Proposed Aberdeen Local Development Plan (2020)

The PALDP was approved at the Council meeting of 2 March 2020. It 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 ALDP will continue to be the primary document against which applications are considered. The exact weight to be given to matters contained in the PALDP (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. In relation to this particular application, the policies in the PALDP substantively reiterate those in the ALDP.

Other Material Considerations

City Centre Masterplan

EVALUATION

Principle of Development

The delivery of housing on a disused brownfield site within the built-up area of the city which is accessible by public transport accords with the SPP presumption in favour of development that contributes to sustainable development. Although the SDP forms part of the Development Plan,

the proposal is of a scale and nature that does not result in strategic or cross boundary impacts and does not therefore require to be assessed against the SDP.

The site is both located within the City Centre boundary and within a mixed use area, as such Policies NC1 - City Centre Development – Regional Centre and H2 - Mixed Use Areas apply. The City Centre Masterplan is also a material consideration.

Policy NC1 advised that development within the city centre must contribute towards the delivery of the vision for the city centre as a major regional centre as expressed in the City Centre Masterplan and Delivery Programme. A key aim of the City Centre Masterplan is to increase the level of residential units within the city centre. The proposed development would have no impact on any existing retail or office units and given that the proposal would provide flats, the development is considered to be in compliance with Policy NC1 and the City Centre Masterplan.

With regards to Policy H2, the Local Development Plan advises that applications for new development must take into account the existing uses and character of the surrounding area and avoid undue conflict with the adjacent land uses and amenity and where new housing is proposed, a satisfactory residential environment should be created which should not impinge upon the viability or operation of existing businesses in the vicinity. In the case of this application site, Maberly Street is largely residential, however other uses, such as retail units, a dance studio, public houses and take-aways, amongst others, can be found on the surrounding streets, such as Charlotte Street and George Street. Therefore, to be in compliance with Policy NE2 the development has to ensure that amenity of the proposed residential units is not impacted due to the surrounding uses or vice versa to ensure compliance with the above policy. This aspect will be addressed in a subsequent section of this report.

Amenity

As mentioned within Policy H2, aspects of amenity require careful consideration for any new development and issues such as overlooking, impact on privacy and overshadowing have all been highlighted through representations. In this instance the application is sited within a mainly residential area and therefore will have a neutral impact on the surrounding properties given they will fall within the same use class. While it is noted that this development is in close proximity to neighbouring residential properties to the north and south, this is expected given the site's City Centre location. In terms of the proposed design solution, it is considered that such impacts are minimised to an acceptable level, given the need to maintain a level of amenity for the future occupants of the proposed flats. In terms of overlooking and privacy, windows facing north are separated from windows of the closest residential properties by a public road, while those facing south would be set back from the existing boundary wall by around 10m meaning that a window to window distance (relative to the flats to the south) in excess of 20m is achieved. Although the window arrangement on the rear elevation proposed extensive use of glazing, such that there would be potential overlooking neighbours to the south from upper floor flats, no balconies are proposed, and such overlooking would be at an acceptable distance.

While it is appreciated that the proposed development would be taller than the existing building, it is considered that given its location, and the reduced footprint, there would be no substantive impact on surrounding properties in terms of sunlight, daylight or overshadowing. The flatted development along Craigie Street is to the south of the site and therefore will not be affected by any loss of sunlight or overshadowing. The impact on the commercial premises to the east and west would not be a concern. Any impact on the private garden area to the west would only be early in the morning, as such it is not considered that there would be a significant adverse impact. While the area to the north would be affected by loss of daylight and overshadowing, this encompasses the public road and the south-eastern area of the derelict Broadford Works site, therefore no existing residential amenity to the north will be affected by this development. Overall, it is considered that the current levels of daylight and sunlight will not be adversely impacted upon

and there are no concerns that overshadowing will impact on any existing residential amenity.

The Landscape Supplementary Guidance advises that individual flats shall be designed to make the most of any opportunities offered by the site to optimise views and sunlight. In this case, while some of the flats are single aspect either looking to the north or the south, all living space/bedrooms within the proposed flats have windows sufficient for letting daylight into the building. In terms of views, the flats to the rear will look onto the amenity space, while the flats to the front will overlook Maberly Street and Broadford Works beyond. The deep floorplate of the proposed design is considered to be particularly challenging as this has resulted in single aspect flats and restricted potential for natural ventilation and sunlight penetration to the flats, which is not considered to be a sustainable solution. It is accepted that the occupants of the ground floor north facing flats fronting Maberly Street will have a particularly poor level of amenity due to their proximity to / intervisibility with the pavement and road and lack of any usable private garden ground or scope for screening (e.g. hedges). However, the overall level of amenity is considered acceptable given the site's City Centre location.

With regards to the amenity of the proposed development, a Noise Impact Assessment has been submitted due to the site proximity to neighbouring commercial premises and other noise sources (e.g. substation). The assessment has been reviewed by the Council's Environmental Health Service, who find the assessment and impacts identified in document to be deficient as regards consideration of noise emission from the adjacent substation but have no objection to the proposal. The Service previously requested that the mitigation measures outlined in that assessment should be implemented prior to occupation and this can therefore be addressed by condition. Adequate waste storage would be provided on site in accordance with the expectations of policy R6. Any temporary impacts on amenity associated with demolition (e.g. dust / noise generation) could be addressed by use of condition.

Although there would be limited usable external amenity space provided for residents, and this would not achieve the expectations of policy NE4, this is not unusual in an inner city development where access to open space is particularly challenging and where there is limited provision of public open space within the wider area. The nearest significant open space area is Union Terrace Gardens, which is currently being redeveloped. It is considered that this deficiency / policy tension can partly be addressed by securing financial contribution for enhancement of open space outwith the site as requested by the developer obligations consultee.

Overall, it is considered that the level of residential amenity currently experienced by neighbouring properties is unlikely to be impacted upon adversely as a result of this development. It is also considered, with the aid of mitigation measures, that significant adverse impact on the development from neighbouring properties or conflict with adjacent uses is unlikely to occur. Subject to imposition of suitable conditions, the proposal would therefore accord with Policies H2, T5 and the Landscape Supplementary Guidance.

Design

It is recognised that a design statement has been submitted in attempt to justify the design solution and the design of the scheme has been amended in attempt to address design concerns. Whilst the principle of redevelopment of the site is accepted and the scale (height) of the proposed building is considered to be appropriate for its context, it is considered that the scale (footprint), form and detail of the scheme raises significant challenges which is reflected by the objections. It is considered that a dual aspect flatted development of reduced footprint / gable width would be a preferable and more sustainable design solution, resulting in increased separation with existing flats and increased garden ground. However, the proposal requires to be determined on the basis of its compliance with relevant design policy / guidance.

With regard to retention and re-use of granite the Materials TAN states :

“Existing local granite contributes to Aberdeen’s identity and distinctive sense of place. All existing granite should be valued, retained and re-used;

- Where new developments require granite to be taken down, as much of the down-takings as possible should be re-used in the new development;
- The retention and re-use of existing granite is also more sustainable than the introduction of new materials.”

The use of smooth render on the principal elevation of the building is considered to be unacceptable in the context of the site where surrounding historic residential developments are constructed in natural granite. Furthermore, such a poor-quality material is unlikely to weather well, particularly on a north facing elevation (e.g. due to visible staining due to growth of mould / algae). In order to comply with policies D1, D5 and the related Materials TAN, amendment of the scheme was requested such that granite down-takings are used on the entire north (street facing) elevation and more substantively used on the return sections of the east and west elevations which are prominently visible from the street. Unfortunately, the agent has not agreed to this request and has instead cited previous developments nearby. These are not considered to be equivalent precedents which justify the proposed design solution given that the first development cited by the agent 35-71 Maberly St was approved in the 1990s and did not entail the demolition of a granite building. Although a historic building was demolished as a consequence of redevelopment at the second development cited by the agent (34 Maberly St), it is unclear if that was of granite construction and, unlike the building on the application site, it was not prominently located. Therefore, such previous approvals are not of significant weight as a material consideration, in relation to the current application which requires to be determined on the basis of current policy and guidance. No technical evidence has been presented that the requested re-use of granite within the development is not feasible. The Senior Conservation Planner has advised that his view is that there is sufficient suitable granite on site to achieve the coverage requested by the planning authority. It is considered that the wider benefits of the development and compliance with other local plan policies does not outweigh the conflict with Policies D1, D5 and the Materials TAN and that this breach of policy is sufficient on its own to warrant refusal of the application..

Transport Impacts

Policies T2 - Managing the Transport Impact of Development and T3 - Sustainable and Active Travel advise that new developments should provide sufficient measures to minimise any traffic impact that may occur as a result of the development. Likewise, new developments should maximise opportunities for sustainable development and should be accessible by a range of transport modes.

In this case the development is located within the City Centre and does not provide any car parking spaces. The site is readily accessible by other modes of transportation such as walking, cycling and buses, due to its central location, with regular bus services nearby on George Street and other streets. In addition, the site would be close to the City’s bus and train stations. In light of this, given the central location of the development and the variety of transport modes that can be used to access the site, the proposal is considered acceptable in terms of relevant transport policy.

Lack of parking provided within the site has been raised as a concern in the objections received for this application. However, the Planning Authority are promoting car parking free developments within the City Centre to encourage sustainable development in accordance with the objectives of alleviating issues such as traffic congestion and climate change, by discouraging car use and incentivising modal shift. Given the central location of the site, it is likely that the development would result in low car usage, relative to more peripheral locations. In addition, given that the site

lies within one of the Council's Controlled Parking Zones, there are additional restrictions on on-street car parking in such areas. Although future occupants of the site may be entitled to apply for parking permits for neighbouring streets within this zone, thereby increasing on-street car parking pressure, this would have a marginal impact on existing parking pressure and does not in itself warrant refusal on safety grounds. Prospective occupants would also have the potential use of both Chapel Street and Denburn Multi-storey car parks. ACC Roads Development Management Team are satisfied that no parking is provided within the site in principle. As such, it is considered that there would be no defensible grounds for refusal of the application on the basis of car parking pressure or transport generation / planning policy.

It is noted that ACC Roads Development Management do not object to the proposal on the basis of traffic generation and have raised no specific public / road safety concerns in relation to vehicle traffic generation / servicing / delivery requirements. Although ACC Waste Service have pointed out that the stopping of bin lorries at the site may result in inconvenience to other road users, this is not a matter that has been raised as a concern by ACC Roads Service. In any event, due to the desire to avoid reversing, it would not be appropriate to require bin lorries to enter the site. Furthermore, it is noted that the proposal would result in a betterment in terms of road safety by securing the removal of the existing vehicle access into the site, thereby avoiding vehicles reversing across the footway onto Maberly St.

Roads Development Management have requested that the proposal is subject to the submission of a Travel Plan / Pack. However, given the residential nature of the proposal, it is not considered appropriate to address this matter by condition (e.g. as it would not be appropriate or enforceable to prevent occupation of the dwellings in the event of non-compliance with the targets of such a plan). Such a matter would therefore be more appropriately addressed by an advisory note in this instance, should the application be approved.

With regards to cycle parking, this would be acceptably located within the building at ground floor level, accessed from Maberly Street via a bin store. One space would be provided per flat, which is in compliance with the requirements outlined in the Transport and Accessibility Supplementary Guidance. Although further details of provision are required, this can be addressed by condition.

In light of the above the proposal is considered to comply with Policy T2 and T3 of the Aberdeen Local Development Plan 2017 and its associated guidance. While the development would be acceptable in terms of traffic generation and in terms of assessment against relevant planning policy regarding transport, the requirement for car club contributions to address the absence of off-street parking has been raised as a concern by ACC Roads officers. This contribution could potentially be secured via a Legal Agreement.

Other Technical Matters

The submitted DIA indicates that the flood risk to the development is low and recognises that SUDS would be required within the site. Given that the site is already fully developed, it is considered that the development would not increase flood risk elsewhere. Although the submitted DIA relates to a previous version of the development, design and delivery of SUDS can be addressed by condition, in accordance with the objective of policy NE6. although it is recognised that this may constrain the external landscape design.

Other Matters Raised in Objection

It is noted that the site is not specifically identified as an opportunity site for development within the ALDP or the PALDP. However, this does not preclude the potential for residential development on it, which requires to be assessed against relevant planning policy. The acceptability of the development relative to policies H2 and related concerns regarding amenity, impact on neighbouring uses and overdevelopment / design concerns are assessed above. Road safety and transport / parking concerns are assessed above. Although no mix of dwelling types / sizes is

proposed, as the proposed development is under 50 units, there is no conflict with policy H4. As the site does not lie within a H1 area it does not require to be assessed relative to that policy. The technical matters of contamination, noise and refuse provision are addressed above. Although it is alleged that there is a lack of demand for housing, this is contradicted ACC housing service and there remains a requirement to address the expectations of the city centre masterplan. No evidence has been presented that Japanese Knotweed exists on the site. This is not a protected species and this matter could be addressed via a site investigation / remediation strategy. Adequate neighbour notification has been undertaken in accordance with the statutory requirements. Impact on private views is not a material planning consideration.

Proposed Aberdeen Local Development Plan

In relation to this particular application, the policies in the PALDP substantively reiterate those in the adopted Local Development Plan and the proposal is considered to be unacceptable in terms of both Plans for the reasons stated below.

Heads of Terms of any Legal Agreement

in the event that the recommendation is not accepted, in order to address the matters raised by the developer obligations consultee, any approval would require to be deferred pending the conclusion of a legal agreement with the Council. Such agreement would be required to address contribution requirements towards healthcare facilities (£6,001), open space (£1,903), community facilities (£19,016) and car club contributions (£6,800).

Time Limit Direction

As the application lies within the boundary of the affordable housing waiver and exempt from affordable housing, in the event that the recommendation is not accepted, the development would be required to begin within 12 months of the date of the decision notice. As such, a time limit direction would be applied to any grant of permission.

RECOMMENDATION

Refuse

REASON FOR RECOMMENDATION

Notwithstanding that the site lies outwith a conservation area, and lies within the city centre, where there is a desire to secure provision of additional housing, given the extent of the existing granite building on the site which would be demolished, and the developed context of the site, whereby there is a strong emphasis on historic granite street frontages, the proposal is considered to result in an unsatisfactory design solution. It would therefore not accord with the expectations of local plan policies D1: Quality Placemaking by Design and D5: Our Granite Heritage within the Aberdeen Local Development Plan 2017 and the objective of granite re-use set out in ACC Materials Technical Advice Note of March 2020. In particular, the proposed use of smooth render as an external wall material, does not relate well to the local context, where use of historic granite predominates. There would be inadequate visible re-use of granite down-takings on the principal elevation, and visible (front) parts of the side elevations when viewed from Maberly Street. No technical evidence has been presented that such re-use of granite within the development is not feasible and it is considered that the wider benefits of the development and compliance with other local plan policies does not outweigh such conflict.

CONDITIONS

In the event that the recommendation is not accepted, consideration of the potential need for imposition of conditions on any approval addressing the following matters is recommended : -

Noise Assessment / Mitigation Measures; Demolition / Dust Management; Contaminated Land / Remediation Measures; Surface Water Drainage (SUDS); Carbon Neutrality; Secure on site Cycle Storage; External Building Materials; Re-use of Granite Downtakings; Treatment of Site Boundaries; Landscaping Details / Implementation; Provision of Waste / Recycling Storage; Reinstatement upgrade of the footway on Maberly Street; Restriction of the internal layout to relate to solely 1 bed flats.

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ABERDEEN CITY COUNCIL

COMMITTEE	Planning Development Management
DATE	10 December 2020
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Aberdeen Planning Guidance: Draft Loirston Development Framework (2020) – Consultation Results
REPORT NUMBER	PLA/20/233
DIRECTOR	
CHIEF OFFICER	Gale Beattie
REPORT AUTHOR	Rebecca Kerr
TERMS OF REFERENCE	6. develop and adopt non-statutory development management guidance (supplementary planning guidance)

1 PURPOSE OF REPORT

- 1.1. This report presents an updated Loirston Development Framework, the findings of the public consultation and additional landowner engagement exercises and seeks approval to adopt the document as Aberdeen Planning Guidance (non-statutory planning guidance).

2 RECOMMENDATION(S)

That the Committee: -

- 2.1. Approve the responses proposed by Officers to those consultation responses that were received on the Loirston Development Framework, as approved for public consultation by the Planning and Development Management Committee on 19 September 2019 (Appendix 2).
- 2.2. Approve the content of the Loirston Development Framework (2020) (Appendix 1) as Aberdeen Planning Guidance (non-statutory planning guidance).

3 BACKGROUND

- 3.1. Appendix 1 contains the updated Loirston Development Framework in a ‘red text edit’ version, whereby changes to the previously approved document are

highlighted in red for ease of reference. A summary of the representations received, Officers' responses to these representations, and details of any resulting action as a result of the consultation is contained in Appendix 2. Full, un-summarised copies of representations are provided in Appendix 3. The EHRIA Summary and Habitats Regulations Assessment (HRA) are contained in Appendices 4 and 5 respectively.

- 3.2. On 3 May 2013 the Loirston Development Framework (2012) was approved as Supplementary Guidance to the Aberdeen Local Development Plan 2012. On 14 December 2016 Council was advised (Report Ref. CHI/16/158) that Local Development Plans and their associated statutory Supplementary Guidance have to be replaced at least every 5 years. At this meeting Members agreed to consult on a number of proposed replacement Supplementary Guidance documents, including a replacement Development Framework for Loirston.
- 3.3. The Aberdeen Local Development Plan 2017 was adopted on 20 January 2017. On 15 March 2017 Council was updated on the result of the public consultation exercise (Report Ref. CHI/17/015), including a representation from the agents representing the Loirston area advising that changes in circumstances would mean the Loirston Framework would benefit from a detailed review exercise. Members agreed that the Loirston Development Framework would not go forward to become replacement Supplementary Guidance at that time but would instead be subjected to detailed review and reported back to Members.
- 3.4. On 19 September 2019 Members of the Planning Development Management Committee approved the content of the Draft Loirston Development Framework for a 4-week public consultation exercise and agreed to report back to this Committee within 6 months (Ref. PLA/19/311). Public consultation ran from Monday 11 November 2019 to Monday 9 December 2019. Due to the content of the representations received, particularly on behalf of landowners, officers recommended that additional engagement be undertaken by the lead masterplanning consultants and all landowners/developers within the Loirston Development Framework area. This was considered important to ensure overall site deliverability, taking into account phasing and additional design work undertaken by all interested parties/landowners. Members were informed of this delay in reporting back via a Committee service update on 19 March 2020. The surface update went on to advise that, once the further engagement exercise had been undertaken, and a revised and updated Loirston Development Framework has been completed, this would be reported back to a future meeting of this Committee for consideration. This is the basis of this report.

Local Planning Policy

- 3.5. The Aberdeen Local Development Plan 2017 is currently supported by statutory Supplementary Guidance and non-statutory guidance such as Technical Advice Notes and Local Planning Advice. On 25 July 2019 the Planning (Scotland) Act 2019 was given Royal Assent and Section 9 of this Act has the effect of repealing the ability of Local Authorities to adopt Supplementary Guidance in connection with a Local Development Plan when that section comes into force. The Scottish Government's original 'Transforming Planning in Practice' work programme aimed to implement most of the Act and other aspects of the reform programme

by 2021. However, much of this work has been paused as both the Scottish Government and their stakeholders have focused on responding to the Covid-19 emergency. The Scottish Government are now developing a revised work programme which will be published when available. A more detailed work programme for the development planning and housing policy strands will also be revised.

- 3.6. Within Aberdeen City Council a new title is proposed to incorporate new policy documents and existing supplementary guidance when Section 9 is enacted – ‘Aberdeen Planning Guidance’. These documents would not be part of the Local Development Plan but, should Members choose to adopt them, would be non-statutory planning guidance and treated as a material consideration in the determination of applications. Officers recommend that the updated Loirston Development Framework should ultimately be taken forward as non-statutory Aberdeen Planning Guidance rather than Supplementary Guidance given this context.
- 3.7. The updated Loirston Development Framework (2020) has been prepared following the Council’s adopted ‘Aberdeen Masterplanning Process’. It reflects material changes to adjacent and associated developments, however the vision for a high-quality new neighbourhood remains the same as the original Development Framework approved in 2013. The update also includes alterations to phasing and development block locations to reflect current site delivery options and external market factors. The overall number of units, street structure and landscaping remain the same.

Site Ownership

- 3.8. Land covered by the updated Framework is in mixed ownership, with the majority of land owned by either Hermiston Securities, Aberdeen City Council or the A. Monro & Co. A plan of site ownership is shown in Section 2.1 (page 14) of the Development Framework (Appendix 1). As such, the Council has a financial interest in the planning designation and future development of this site.

Planning Policy Context

- 3.9. The adopted Aberdeen Local Development Plan (2017) allocates the three Opportunity Sites as follows:
- OP59 Loirston 1500 homes (up to year 2026), 11 hectares of employment land, with the potential to accommodate a Community Stadium and a Gypsy / Traveller site.
 - OP60 land at Charleston for 20.5 hectares of employment land for the period 2027-2035.
 - OP61 Calder Park for Lochside Academy and a new stadium and ancillary facilities for Cove Rangers Football Club.
- 3.9 In addition, a 2-hectare extension to the existing employment site OP53 Aberdeen Gateway is allocated adjacent to the Draft Framework area.

3.10 The Proposed Aberdeen Local Development Plan (2020) includes Opportunity Sites OP59 Loirston (1500 homes, 11 hectares of employment land, potential to accommodate supermarket in a new district centre to meet convenience shopping deficiencies in south Aberdeen) and OP60 Charleston (20.5 hectares of employment land for the period 2033-40) within Masterplan 'Zone 7'.

Planning Application History

3.11 Planning Permission in Principle (PPiP) (Ref. P130892) was granted in July 2015 for a proposed residential development at Loirston (OP59 and a small portion of OP61) of up to 1067 houses, 8 hectares of employment land, and a neighbourhood centre. Matters Specified in Conditions consent (Ref. P151073) was subsequently granted in September 2016 for a number of Conditions associated with this consent.

3.12 The development at Loirston has a long-term vision, with the phasing schedule continuing until at least 2032. As such, despite these consents, there remains a continued and essential need for an up-to-date Framework to guide future development across the whole area.

Public Consultation and Landowner Engagement

3.13 Stakeholders, the public and other interested parties have had the opportunity to comment on the development of the Loirston site at many stages of the planning and design processes over the past decade. This includes the Aberdeen Local Development Plan preparation processes, a programme of consultant-led community and stakeholder engagement, and through statutory planning application consultation. Further details of the consultant-led events can be found on Pages 8-12 of the Development Framework (Appendix 1). The public and stakeholder consultation to date has helped to shape and inform the content of the Draft Framework and development vision for Loirston.

3.14 The public consultation on the Draft Loirston Development Framework ran for a period of 4 weeks from Monday 11 November 2019 to Monday 9 December 2019. The Draft Framework was available as follows:

- Publication of document on Aberdeen City Council 'Consultation Hub' <https://consultation.aberdeencity.gov.uk/>
- Hard copy of document available at Marischal College, between 9am and 5pm Monday to Friday.
- Hard copy of document available for review in the Aberdeen Central, Cove and Kincorth libraries, during their normal opening hours.
- Press release on the Council's website advertising the consultation period, how to view and comment on the Draft Framework
- Notification (email) of the consultation issued to statutory consultees such as Community Councils.
- Press advert placed in the P&J newspaper to advertise the consultation period.

3.15 A total of 9 responses were received to the consultation, primarily from organisations, planning consultancies acting on behalf of landowners and an

individual landowner. Full, un-summarised copies of the representations received are provided in Appendix 3.

3.16 As discussed in para 3.3 (above), due to the content of some of the representations received, Officers recommended that additional engagement be undertaken by the lead masterplanning consultants and all landowners/interested parties within the Loirston Development Framework Opportunity Site boundaries.

3.17 The additional engagement occurred during the summer months of 2020. The process has taken longer than initially anticipated due to the impact of the Covid-19 pandemic. This engagement included 3 key parts:

1. The representatives for the land north of Redmoss Road and their respective planning consultancies were communicated directly by the masterplanning consultants in July 2020 outlining a review of the representations, which set out key issues, the implications of the Framework and the proposed actions to address them. This was communicated alongside a 'red text edit' version of the Development Framework.
2. The interested landowner from land within OP60 was contacted directly by the masterplanning consultants (August-November 2020) to provide further explanation on the production to date on the Loirston Development Framework (including consultation), and discussed key concerns raised surrounding landownership, access and connectivity, delivery and proposed building heights for OP60. The landowner has since indicated through communications that his concerns have been addressed and he thanks the consultant for their help and understanding in updating them on the Framework.
3. Letters were sent by recorded delivery to a total of 45 property addresses which fell within the Loirston Development Framework Opportunity Site boundaries. This letter from the masterplanning consultants outlined an overview of the Loirston Framework, how the updated version could be accessed for review, contact details for any comments and outlined the next steps were to report the Framework to Council's Planning and Development Management Committee for consideration late in 2020.

Summary of Key Issues Arising from Engagement and Consultation

3.18 A full and detailed list of comments received to the consultation and landowner engagement exercises is contained in Appendix 2, including Officer's responses to the matters raised. A summary of key issues is outlined below:

- Concern raised by both landowner and developers with lack of engagement on the updated version of the Development Framework.
- Discrepancies in road pattern illustrated on 'Access and Junction Strategy and other diagrams, and assurances sought regarding deliverability of access to land north of Redmoss Road, as per Condition 34 of Planning Permission in Principle (Application Reference P130892), and proposals for

remainder of Redmoss Road to ensure connectivity to the whole developable site.

- Alterations to phasing which removes land to the north of Redmoss Road into later phases, not as previously agreed in the 2012 and 2017 versions of the Development Framework.
- Inadequate replacement housing units from the proposed relocation of the primary school location site (from Block C2 to E9).
- Importance of Loirston Loch for protected species; species status can change over time as the development progresses and therefore surveys should adapt and use most up-to-date ecological data; importance of lochside buffers and high level of detail when developing any proposals close to edge of loch; and; importance that any required environmental mitigation and enhancement opportunities are implemented.
- Interest in the area for potential multi-use church centre.

3.19 As a result of the representations received and following the additional landowner engagement exercise, several actions and amendments were recommended to the Loirston Development Framework (Revision D). A full and detailed list of actions and recommended amendments is contained in Appendix 2 however a summary is provided below:

- Amend drawing error on the 'Access and Junction Strategy' plan (Plan 39).
- Amend phasing diagrams and associated text to revert to previously agreed phasing for land north of Redmoss Road.
- Landownership plan updated to reflect accurate ownerships as a result of additional engagement process.
- Acknowledgement referenced in the Framework that there is some flexibility in housing numbers as per the Local Development Plan allocation, provided any alterations accord with the layout and design principles of the Loirston Development Framework and the parameters of other key factors, such as transport assessments and developer obligations. Any proposed alterations to dwelling numbers will be evaluated alongside all other materials considerations through assessment of future masterplans and detailed planning applications processes.
- Update 'Access and Junction Strategy' plan and associated text to provide clarification of where the anticipated connection between Redmoss Road and the southern section of the site is proposed to be delivered.
- Advise masterplanning consultants and developer that the status of some protected species on the site may have changed and they should seek to obtain up-to-date ecological data with a view to continually update environmental studies associated with and to inform the development as it progresses and in line with the relevant licensing regime for protected species.
- Note that site specific Habitat Regulation Assessments may be required for planning applications as development on the site progresses.
- Updated planning context section, including reference to the Proposed Aberdeen Local Development Plan 2020.

- Various minor textual and factual document reference text changes made.

3.20 On completion of the above proposed changes, the lead masterplanning consultant contacted both the landowner and developer with interest in the majority of the land to the north-west of Redmoss Road (OP59) as well as an interested landowner from within OP60, to ask them to agree that the changes being proposed were acceptable. Table 2 in Appendix 2 summarises the additional comments received during this exercise.

Strategic Environmental Assessment and Habitats Regulation Appraisal

3.21 A Strategic Environmental Assessment (SEA) for the Loirston site has been undertaken as a part of the Aberdeen Local Development Plan process (Report Ref. CHI/16/157).

3.22 The Draft Framework was subject to a Habitats Regulations Appraisal (HRA): Appropriate Assessment, which assessed the potential impact of the Framework on protected habitats and qualifying species of the River Dee Special Area of Conservation. This assessment has been completed, including consultation with NatureScot. A copy of the full assessment can be found in Appendix 5. In summary, the assessment noted key sections of the Framework and development proposal which were likely to have significant effects, primarily due to construction of new paths and/or roads and building on or near to the unnamed burn within the Loirston site which has connection to and is within 2km of the River Dee. The nature of effect was determined to be primarily from construction (run-off) and operational (water quality affected by increased sedimentation). With the application of appropriate mitigation measures (as detailed in the HRA), the assessment concluded that the proposal will not adversely affect the integrity of the River Dee Special Area of Conservation (SAC). NatureScot have noted the contents of the assessment and in view of the mitigation outlined, agreed with the conclusion that the proposal will not adversely affect the integrity of the River Dee SAC, noting it will be important to ensure that mitigation measures identified in the assessment are implemented.

4 FINANCIAL IMPLICATIONS

4.1 The Draft Framework has been produced by planning and design consultants Optimised Environments Ltd. (OPEN) on behalf of the landowners (including Aberdeen City Council), who have met the cost for its preparation, consultation and engagement to date – including the additional landowner engagement. Where delivery of key infrastructure is critical, land ownership has been considered to ensure proposals are pragmatic. As such the Council has a financial interest in the planning designation and future development of the site.

5 LEGAL IMPLICATIONS

5.1 There are no direct legal implications arising from the recommendations in this report.

6 MANAGEMENT OF RISK

	Risk	Low (L), Medium (M), High (H)	Mitigation
Financial	N/A		
Legal	N/A		
Employee	Not having an up-to-date Framework could result in longer timescales to manage and process planning applications for the area and affect the planning authority's obligation to determine applications within a set time period.	L	Agree the content of a Development Framework for the area to publicly agree acceptable forms of development upfront and in advance of planning applications being submitted.
Customer	Not having an approved document which has been subject of public consultation and review.	L	Agree the content of the Development Framework, including revisions made as result of public comment.
Environment	Plans do not adequately consider potential risks to qualifying species or sites.	M	Ensure a masterplanned approach for the area so development proceeds in the right areas, taking due consideration of the environment and the mitigation measures outlined in the completed HRA process.
Technology	N/A		
Reputational	In the absence of a Framework, development could be piecemeal and result in missed opportunities to maximise development potential in a cohesive way.	L	Agree the content of a Framework to guide future development and maximise land use efficiency.

7 OUTCOMES

Local Outcome Improvement Plan Themes	
	Impact of Report

Prosperous Economy	The Framework identifies 11 hectares of employment land within OP59 and 20.5 hectares at OP60, thereby supporting a ready supply of employment land (Key Driver 1.3). The possible area no longer required for a community stadium also allows flexibility of provision as per Key Driver 1.1. The Framework also allows for retail and community uses which will encourage economic activity within the site. This is alongside provision of at least 25% affordable housing (Key Driver 2.1).
Prosperous People (Children & young people)	The Framework includes indicative location for provision of primary school education (in accordance with the Aberdeen Local Development Plan 2017 Infrastructure Delivery requirements) to service the development. The Framework area includes the recently completed Lochside Academy site. Both thus allowing children to be educated in their community (Key Driver 5.1). The relocation of the indicative primary school site now allows for co-location of facilities to better adapt and explore the introduction of new flexible educational campuses.
Prosperous People (Adult)	All new developments are designed in accordance with 'Secured by Design' principles (Key Driver 9.2). The Framework has been designed to include a series of green spaces to support health and well-being of all ages (Key Driver 11.3, 11.4 and 15.1).
Prosperous Place	The Framework supports the delivery of attractive and welcoming new communities and environments, including green spaces and neighbourhoods which support active travel options (Key Driver 13.2 and 15.1). All new development is required to reduce emissions and the development included electrical charging points to future proof (Key Driver 14.1).

Design Principles of Target Operating Model

	Impact of Report
Customer Service Design	Being Digital – if Committee are minded to approve the Loirston Development Framework as 'Aberdeen Planning Guidance', the document will be available publicly and digitally on the Council's website. Review of a paper copy can be requested from the Planning Service reception.
Governance	Transparent – the outcomes of the consultation and additional landowner engagement exercise have been reported to this Committee; and shows how Officers have responded to concerns raised. Inclusive – the consultation has been open to representations from all and anyone with an interest in the development of the Loirston site. Informed – the Habitats Regulations Assessment (HRA) to support the Framework have involved organisations such as NatureScot.

8 IMPACT ASSESSMENTS

Assessment	Outcome
Equality & Human Rights Impact Assessment	EHRIA completed (see Appendix 4 Summary) – the assessment shows positive impact on age (provision for health and education facilities); race (gypsy/traveller site); other (25% affordable housing to meet variety of needs).
Data Protection Impact Assessment	Not required
Duty of Due Regard / Fairer Scotland Duty	Not applicable

9 BACKGROUND PAPERS

- 9.1 Aberdeen Local Development Plan 2017
<https://www.aberdeencity.gov.uk/services/planning-and-building/local-development-plan/aberdeen-local-development-plan>
- 9.2 Proposed Aberdeen Local Development Plan 2020
<https://www.aberdeencity.gov.uk/sites/default/files/2020-05/Proposed%20Aberdeen%20Local%20Development%20Plan%202020.pdf>
- 9.3 Technical Advice Note: Aberdeen Masterplanning Process
<https://www.aberdeencity.gov.uk/services/planning-and-building/local-development-plan/aberdeen-local-development-plan/supplementary-guidance-and-technical-advice>

10 APPENDICES

Appendix 1 – Loirston Development Framework (November 2020)
Appendix 2 – Table 1: Summary of consultation responses and Table 2: Further comments received during landowner/developer sign-off; including officer responses and recommend actions
Appendix 3 – Full, un-summarised copies of consultation responses received
Appendix 4 – EHRIA Summary
Appendix 5 – Habitats Regulations Assessment (HRA)

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LOIRSTON

Development Framework
November 2020

On behalf of Hermiston Securities

open

optimised environments



Project:
Document:
Document Number:

**Loirston Framework
Development Framework
110295-01-DF-New-SG**

Issue	Revision	By	Approved	Date
First issue	For review	cdg	pmac	02/06/2017
A	Updates to land use diagram, omit stadium options	cdg	pmac	10/07/2017
B	ACC Comments	cdg	pmac	27/06/2019
C	Revisions to address consultation responses	cdg	pmac	27/07/2020
D	Further revisions to address representations	cdg	pmac	23/11/2020



The Loirston site occupies an important strategic position within the context of Aberdeen City both as a gateway site and as a resource for open spaces such as Loirston Loch and Kincorth Hill. The site offers an excellent location for development, with the potential to connect to and support existing surrounding communities whilst integrating with the distinctive landscape setting.



An aerial photograph of a suburban area. In the center, there is a large, dark lake. To the left of the lake, there are several large, light-colored industrial or commercial buildings. To the right of the lake, there are more residential areas with smaller houses and streets. The background shows a mix of fields, roads, and more residential development. The word "contents" is overlaid in white text on the left side of the image.

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1 ■ the masterplan process

1.1 The Planning Process

1.1.1 Introduction

The Loirston masterplan area is located to the south of Aberdeen and is adjacent to the residential areas of Nigg, Cove and Charleston and in close proximity to the employment uses of Altens industrial estate. The relevant “Opportunity Site” boundaries cover a total area of c177 hectares.

Development Framework (2012)

A Development Framework was adopted as Interim Planning Advice to the Aberdeen Local Development Plan (2012) on 6 November 2012 and subsequently as Supplementary Guidance in May 2013. The current document (Development Framework (2019)) provides an update to the 2012 version which reflects any material changes to adjacent or associated developments such as the consent for the South of the City Academy which sits within the Development Framework extents and the revised proposals for Cove Rangers Football Club.

1.1.2 Team

To ensure the potential of the site is realised, Hermiston Securities has engaged a multidisciplinary project team to focus on design quality, sustainability, deliverability and viability from the very outset. The team consists of the following:

Masterplanners: OPEN (Optimised Environments Ltd.)

Planning Consultants: Knight Frank

Environmental Consultants: Ironside Farrar

Transport Consultants: Transport Planning Ltd

Engineering Consultants: Fairhurst Ltd

Public Relations: Media House

Education Consultants: TPS Planning

1.1.3 Purpose

With the site identified in the adopted Aberdeen Local Development Plan, the purpose of this Development Framework is to provide **Aberdeen Planning Guidance (APG)** describing a Framework **which can be used to guide future planning applications**. It describes a residential-led mixed use development of **approximately** 1500 residential units, supporting retail, service and community uses and employment land. It has been prepared following consultation with the community and other key stakeholders including Aberdeen City Council (ACC). During preparation of the document, regard has been given to ‘The Aberdeen Masterplanning Process, A Guide for Developers’ prepared by Aberdeen City Council as well as other national and local policies.

1.1.4 Planning Context

The land at Loirston covered by the Development Framework contains a number of existing proposals and consents in addition to the land that has recently been zoned for development in the new Aberdeen Local Development Plan. A summary of the planning history and context is given below.

National Policy Guidance

In preparing the Development Framework regard has been made to Scottish Planning Policy and the need to consider and comply in particular with the guidance set down in:

- Scottish Planning Policy 2014;
- Designing Streets;
- Creating Places: A policy statement on Architecture and Place for Scotland, 2013;
- Planning Advice Note 3/2010 – Community Engagement; and
- Planning Advice Note 83 – Masterplanning.

Reference to these documents is considered in more detail in other parts of the Development Framework.

Aberdeen City and Shire Strategic Development Plan 2020 (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.

The Strategic Development Plan 2020 was published in August 2020. The purpose of this Plan is to set a clear direction for the future development of the City Region. It sets the strategic framework for investment in jobs, homes and infrastructure over the next 20 years and promotes a spatial strategy for the next 20 years. All parts of the Strategic Development Plan area will fall within either a Strategic Growth Area or a Local Growth and Diversification Area. Some areas are also identified as Regeneration Priority Areas. The following general targets are identified; promoting diversified economic growth, promoting sustainable economic development which will reduce carbon dioxide production, adapting to the effects of climate change and limiting the amount of non-renewable resources used, encouraging population growth, maintaining and improving the region’s built, natural and cultural assets, promoting sustainable communities and improving accessibility in developments.

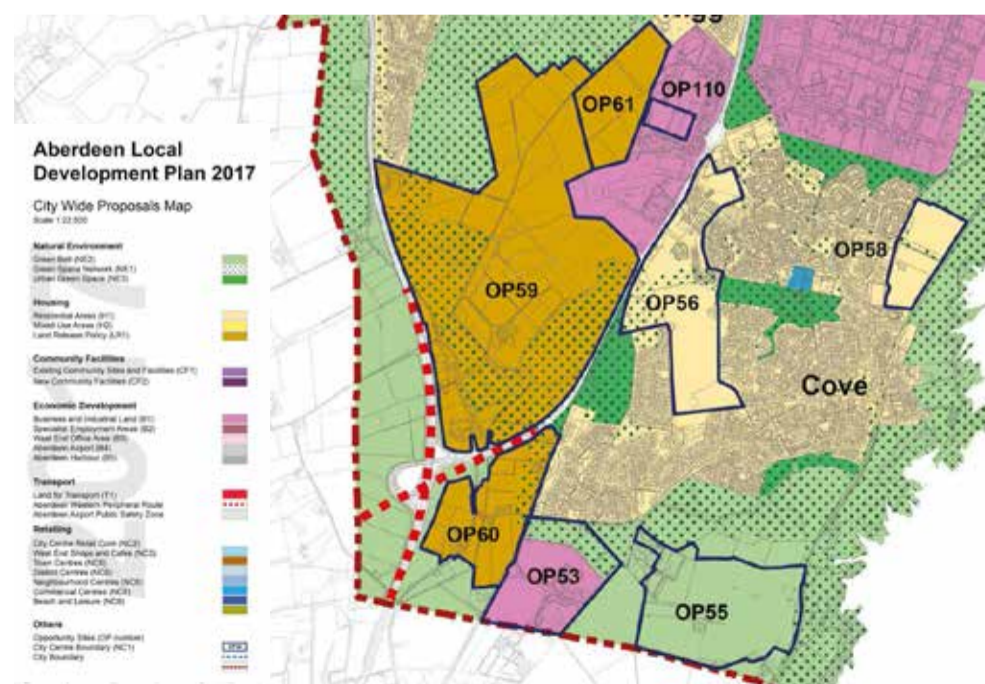
The Aberdeen City Local Development Plan 2017 will continue to be the primary document against which applications are considered.

Aberdeen Local Development Plan (2017)

The Aberdeen Local Development Plan was adopted by Aberdeen City Council on the 20th January 2017. It identifies land at Loirston (Opportunity Site OP59) for 1500 homes, 11 hectares of employment land with the potential to accommodate a football or Community Stadium and a supermarket to meet the convenience shopping deficiencies in south Aberdeen. The provision of the housing is split into two phases with 1100 homes proposed for the period up to 2016 and 400 homes for the period to 2023. Infrastructure required to support the development of OP59 includes a primary school and a possible new secondary school. Land is also identified at Charleston (Opportunity Site OP60) to the south of Wellington Road for 20.5 hectares of employment land for the period 2024-2030. The Local Development Plan identifies the existing employment site at Aberdeen Gateway/Moss-side/Mains of Cairn Robin (Opportunity Site OP53) and proposes a 2 hectare extension to the developable area of the site.

The local Development Plan identifies land at Calder Park (Opportunity Site OP61) for a new stadium and sports facilities for Cove Rangers Football Club (CRFC). A detailed planning application for the above proposal was submitted jointly by CRFC and Aberdeen Football Club (AFC) in August 2011 and was approved by the Council’s Development Management Sub Committee in January 2012. CRFC obtained planning permission for, and subsequently constructed, a new ground with synthetic 3G football pitch on land at Calder Park. AFC has obtained planning permission for the construction of a new stadium on land at West Kingsford. Work on Phase 1, comprising training and academy facilities, is underway. In March 2019 a Judicial Review upheld the Council’s decision to grant planning permission.

The Local Development Plan identifies that provision for a gypsy/traveller site of approximately 0.5 hectares requires to be made within the Loirston OP59 Opportunity Site. Ref 141441 was approved conditionally Dec 2015. The grant of PiPP at Loirston required that details of how a gypsy/traveller site would be delivered be approved via either an MSC application or a standalone detailed permission prior to any works pursuant to the PiPP being undertaken. A further



Extract from ALDP (2017)

Loirston Framework: Development Framework 2019

condition on the PPIP stipulates that no more than 500 units within the PPIP site may be occupied unless the approved scheme has been delivered.

In summary, the ALDP specifies the following allocations:

Sites	Local Development Plan period		Future Growth
	Existing - 2026	Phase 1: 2017 - 2026	Phase 2: 2027-2035
OP53 (part)	2ha employment		-
OP59 Loirston	1,100 homes	400 homes	-
	11 ha employment		-
OP60 Charleston	-		20.5 ha employment
Housing Total	1,100 homes	400 homes	-
Employment Land Total	13 ha		20.5 ha

Additionally OP61 Calder Park is identified for 15 ha under Land Release Policy for a “New stadium and sports facilities. (Cove Rangers).”

Aberdeen Local Development Plan 2022 (ALDP 2022)

ACC are starting the process of producing the next Aberdeen Local Development Plan. The Aberdeen Local Development Plan 2022 will replace the existing local development plan. The Proposed Aberdeen Local Development Plan (Proposed Plan), Proposed Delivery Programme, Strategic Environmental Assessment Environmental Report and associated background documents were presented to, and approved by, Full Council on Monday 2 March 2020. Representations are currently being processed.

Cove Masterplan (2010)

As part of the previous LDP, the Cove Masterplan set out the approach for the delivery of OP56 and OP58; OP56 is consented and largely built out now and OP58 would be revisited as part of a future LDP. A new access onto Wellington Road immediately to the north of the land at Loirston is constructed and operational. This access also serves the existing Balmoral Group’s industrial site and proposed business park on the western side of Wellington Road.

The Aberdeen City Core Paths Plan (2009)

The vision for Aberdeen Core Paths Plan is to form a complete paths network throughout the City. The proposed development at Loirston will connect to and improve the network with the Loirston/Nigg area by forming a part of aspirational path AP3 between Cove and Kincorth Hill.

Proposal of Application Notice (2012)

As the proposed development of the land at Loirston is a major development as defined in the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009, a Proposal of Application Notice requires to be submitted for the site. This was submitted and registered in May 2012 (Application Reference P120668) and the proposed development was for 130 hectares of land at Loirston, Nigg to create a sustainable mixed-use urban community that will comprise 1500 new homes, 11 hectares of employment land, a new neighbourhood centre comprising retail and commercial units, community facilities, new education facilities including a new primary school and the potential to accommodate a new football or community stadium. The Proposal of Application Notice set down the details of the public consultation to be undertaken by the applicants, Hermiston Securities Limited, in respect of both the Development Framework and future planning application for planning permission in principle for Loirston. The future application required to take account of the guidance set down in the approved Development Framework.

Planning Permission in Principle (2013)

A consent for Planning Permission in Principle (PPiP) (Application Ref P130892) for “a proposed residential development of up to 1067 houses, 8 hectares of employment land including commercial, leisure and office uses, a neighbourhood centre comprising retail and commercial uses, community facilities, a primary school, landscaping, open space and recreational facilities” was approved on 1 July 2015.

Approval of Matters Specified in Conditions (MSC) (2016)

An application for “Approval of matters specified in conditions 1 (phasing) 3, 10 and 20 (drainage); 5, 6, 12 and 19 (site investigations); 8 and 9 (construction management plans); 11(master plan); 14-18, 23 and 24 (access); 21 (noise); 22 (air quality) and 7, 25, 27, 30 and 35 (landscaping) relating to planning application in principle P130892” was consented on 16th September 2016. This allows further MSC applications for initial residential development to be considered.

1.1.5 Planning Strategy and the Masterplan Process

The Aberdeen Masterplanning Process: A Guide for Developers has been followed by Hermiston and their team to respond to 4 key issues for the City Council:



Approved PiPP boundary

- Context
- Identity
- Connection
- Communication and engagement

The aim has been to demonstrate through the masterplan process and design development, that an understanding of these issues has been achieved. These key issues have also informed the structure and format of this Development Framework document which follows the content of other adopted Supplementary Guidance documents.

1.1.6 ACC and Technical Consultation

An initial programme of technical and masterplan workshops was agreed early in the process in order to provide input from the various Council departments at an appropriate stage before design work progressed significantly. These workshops included:

- Environment
- Transport
- Education
- Masterplanning

The workshops provided a forum for issues to be highlighted and an appropriate scope and approach to be discussed with the whole design team. Subsequent specific technical meetings were undertaken by the relevant consultants to establish the required detail submissions regarding roads, environment etc. Following these workshops, Aberdeen City Council ran a series of consultation processes in relation to their proposal to close Kincorth Academy and Torry

Academy, and to amalgamate the two schools and establish a new, purpose-built secondary school on a site at Loirston. This new school has been completed and accommodates all pupils in the current Kincorth Academy and Torry Academy delineated areas (school catchment areas/zones).

1.2 Community Consultation and Engagement

1.2.1 Process

An important part of preparing the Development Framework is recognising that public consultation and gaining the support of consultees is essential for the successful delivery of the Framework. Our consultation strategy has been built on these foundations. The public consultation for both the Development Framework and an application for Planning Permission in Principle have been run in tandem to avoid duplication and confusion. Details of the public consultation that has been undertaken is also set down in the Proposal of Application Notice that was submitted for Loirston.

It was agreed with the Council that one major consultation event would be held to which members of the public were invited. It was also agreed that a separate meeting would be held with members of the three Community Councils that represent the area. In addition a further follow up meeting was held with the three Community Councils to help finalise the Development Framework.

Throughout all stages of the design process, the project team has been committed to involving local people and stakeholders in the proposals for the Loirston Area. The project team believes the Development Framework has benefitted greatly from meaningful consultation and involvement with the local community and stakeholders. Consultation has been carried out following the best practice guidelines as set out in Planning Advice Note 81, Community Engagement and Aberdeen City Council's Guidelines for Community Engagement.

The community consultation and engagement approach adopted for Loirston has been designed to:

- Ensure awareness of the Loirston site and the Development Framework aspirations, creating 'knowledgeable communities' which can then contribute purposefully at all stages of the development process;
- Ensure events are well publicised and easy to get to;
- Ensure engaging and inspiring consultation materials are produced which present information clearly and in an accessible format;
- Ensure that members of the design team are available at consultation events to answer questions and engage in dialogue;
- Provide opportunities to comment and become involved;
- Keep people informed of progress; and
- Give confidence and assurance that comments are being heard and issues dealt with.

1.2.2 Joint Community Council meetings

The three Community Councils which represent the area covered by the Loirston Development Framework were invited to a special meeting held at the Thistle Aberdeen Altens Hotel on 7 June 2012. The meeting was attended by representatives of all three Community Councils (Nigg, Cove and Altens and Kincorth and Leggart). Representatives were also in attendance from the developers and members of their Design Team to highlight their aspirations and emerging ideas for the development and discuss the issues that the Development Framework should address. The meeting was both productive in generating ideas and providing valuable local knowledge to assist in preparation of the Development Framework. The early engagement on the proposals was welcomed by the community representatives.

Some of the key issues raised for the Development Framework to consider were as follows:

- Consideration needs to be given to the provision of secondary and primary education to serve the development and the needs of the wider area;
- The impact of the development on the road network needs to be properly addressed and the AWPR and new bridges across the Rivers Dee and Don are important pieces of infrastructure to help in this regard;
- The community would like to see as much of the natural character of Loirston Loch as possible retained and enhanced;
- There was also a desire to see more accessibility to the loch, e.g. for fishing, walking, recreation etc., though some attendees believed wildlife preservation is more important than accessibility for people and should take priority when designing around the loch;

- Concern was expressed about how close housing was being proposed to the edge of the loch;
- There was support in principle for a community trust to be formed to help manage and protect the future of the loch;
- There was no support for a causeway across the loch to provide access to the development;
- The suggestion of using Redmoss Road for a bus access into the site was not favoured;
- It was agreed the future of Aberdeen Football Club's stadium proposal was an issue for everyone and the community will be watching the outcome of commercial discussions between the landowners and AFC with interest.

The three community councils agreed to help publicise the forthcoming public exhibition on the proposals through information on their web sites and by contacting their members.

A second follow up meeting was held with the three Community Councils at the Thistle Aberdeen Altens Hotel on 23 August 2012. The meeting was again attended by representatives of all three Community Councils (Nigg, Cove and Altens and Kincorth and Leggart) and representatives were in attendance from the developers and members of their Design Team. A short presentation and update on the emerging Development Framework for Loirston was given by the developer's masterplanner at the start of the meeting and discussion then followed on the detail of the proposals, in particular transport issues and the impact of the proposed development on Loirston Loch and the approach to the City from the south. The issues raised can be summarised as follows:

- Clarification was sought on the exact area of land being consulted on and this was confirmed at the meeting;
- Concern was expressed that the existing road infrastructure in the area will not be able to cope with traffic generated by the development and that development should not take place until new transport infrastructure is in place;
- Concern was expressed about using Nigg Road as a bus route as it is not suitable for this purpose and what guarantees could be provided that public transport would serve the site in the longer term;
- Concern was expressed regarding the proposed height of buildings beside Loirston Loch and if this could be reduced if the football stadium was not to go ahead;
- There was discussion held on what might be the most appropriate road layout for the southern junction onto Wellington Road;
- On the issue of education it was suggested that provision of a joint primary and secondary campus on site should be considered;
- It was agreed that some form of retail provision should be included within the proposals;
- The proposals need to take account of visual impact on the approach by road from the south;
- The need for affordable housing was considered essential to the proposals and in particular the provision of new council housing; and
- The community were not in favour of a travellers site being provided at Loirston and indicated they would be objecting to whatever site was proposed.

1.2.3 Public exhibition

A Community Exhibition was held at the Thistle Aberdeen Altens Hotel at Altens, Cove, Aberdeen on Tuesday 19 June 2012. The open day event ran from 1 pm until 8 pm. Adverts giving notification of the exhibition were placed prior to the event in the Aberdeen Citizen, the Aberdeen Press and Journal and the Aberdeen Evening Express. Posters were also distributed in key locations within the area and personal invites sent out or delivered by hand to over 80 organisations, local residents, Council officers and Councillors. A press release was also issued to the media to help publicise the event and copies of the display boards were available for viewing on Aberdeen City Council's Web Site. Representatives from the site developers and members of their Design Team were in attendance to provide information and discuss the emerging ideas for the future development of the site. Around 100 people attended the event at the Thistle Aberdeen Altens Hotel and 30 comments forms/letters were returned at or after the event.

1.2.4 Responses to consultation

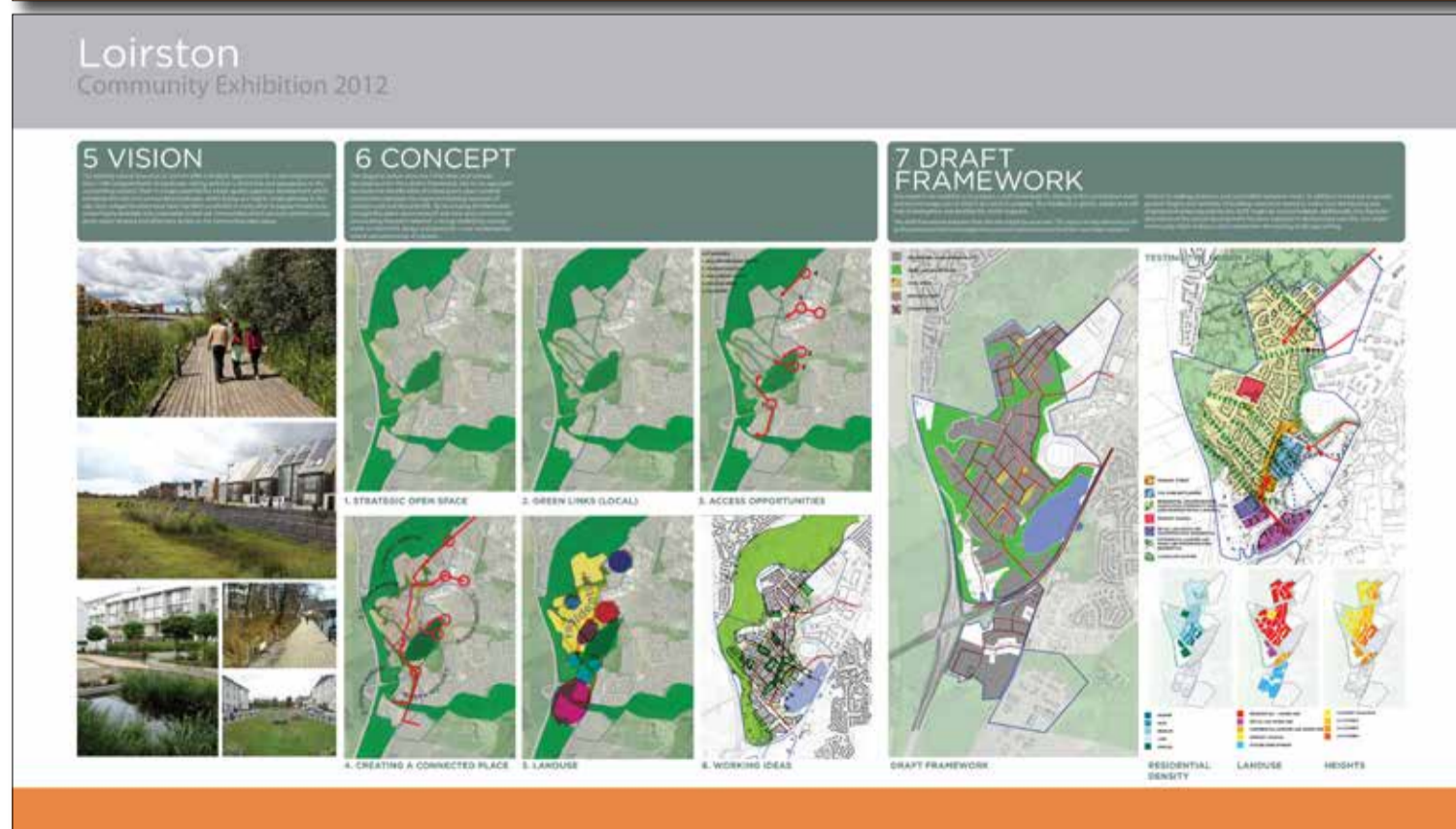
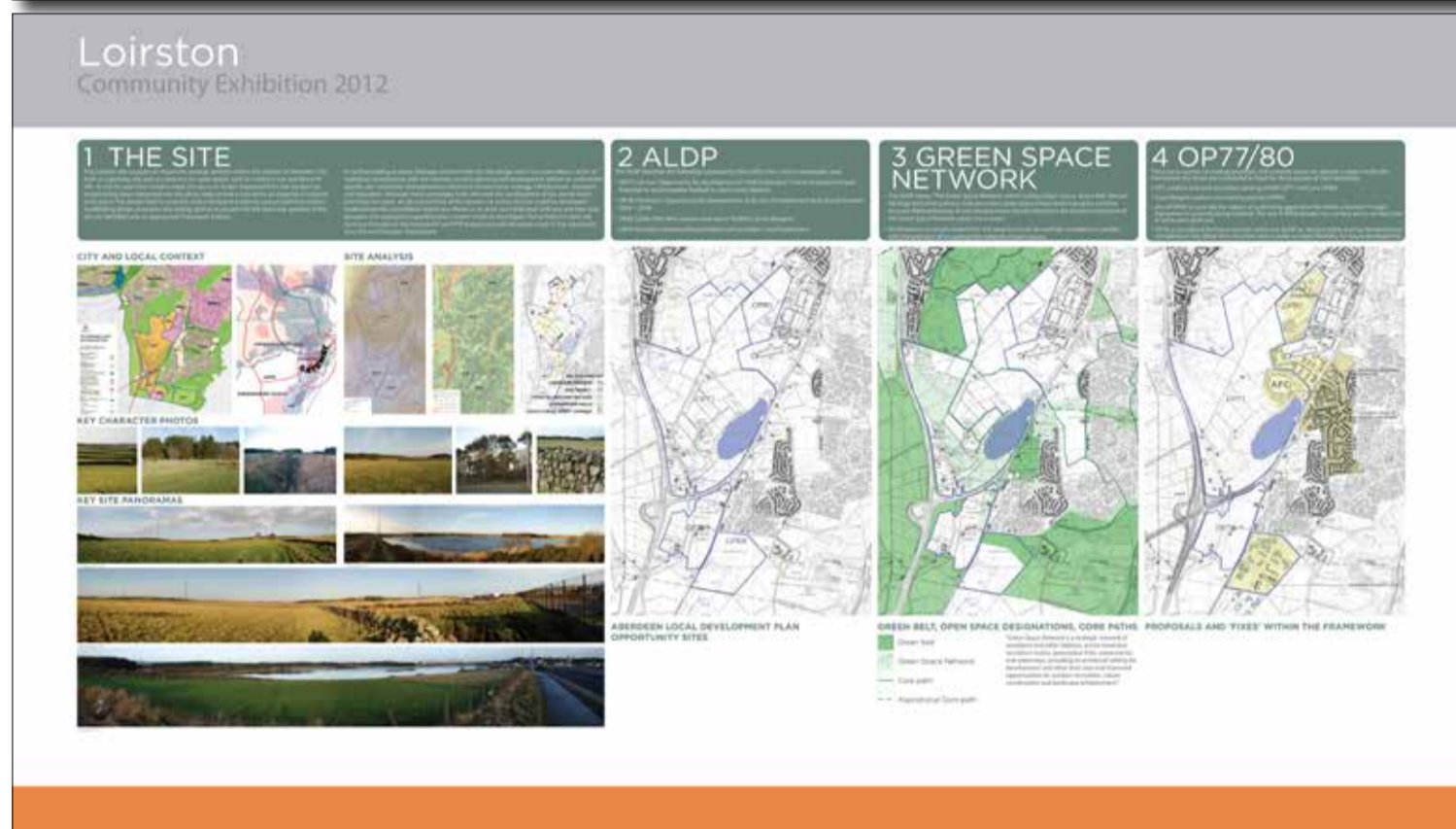
The comments received at the public consultation event focussed on the following issues:

Environment

- Need to protect and support wildlife in the area in particular at Loirston Loch and its immediate environs;
- Need to establish significant Green Corridors linking Nigg, Cove, Loirston, Banchory Devenick and Kincorth Hill Nature Reserve possibly incorporating enhanced Core Paths;
- Need to preserve the iconic green entrance into the City and the impact on the existing skyline;
- Concern expressed about the height of buildings close to Loirston Loch;
- Loirston Loch needs to continue to be available for anglers; and
- The proposed housing along the Old Stonehaven Road is unsympathetic to the existing housing.

Transportation and Infrastructure

- Concern expressed about drainage issues - SUDS should ensure no detrimental impact on Loirston Loch and the River Dee Catchment Area;



Boards presented at public exhibition

- Concern expressed about the impact of increased traffic on the local road network;
- Concern expressed about the proposed causeway access across Loirston Loch;
- Safe crossing for pedestrians needs to be provided on Wellington Road;
- Provide a new access to the site from the A92 to the west;
- Need to retain and respect Core Paths and Rights of Way through the area;
- The proposals should be subject to an accurate traffic assessment and a detailed road layout should be provided; and
- Need for better bus services in the area and ensuring bus companies are bound to the routes to be provided.

Education Community and Supporting Facilities

- Plan should include Open Green Space for Leisure Facilities (bowling green, tennis courts, football pitches, swimming pool, etc.);
- Need for new Community Facilities;
- Need for a new Secondary School at Loirston;
- No justification for a new primary school at Loirston;
- Need for Sheltered and Affordable Housing to be provided; and
- The current shopping facilities at Cove are seen as inadequate and there is a need for a supermarket at Loirston.

Football Stadium

- Concern expressed about parking problems on matchdays; and
- The premature permission for the AFC Football Stadium prejudices the proper masterplanning of the wider Loirston Site;

Other

- Support expressed for the Loirston development proposals;
- Public Open Space areas need to properly maintained;
- Opposition expressed to industrial development at Loirston;
- Concern expressed about the scale of employment land proposed which should be more focussed to commercial and smaller employment type uses;
- Opposition expressed to the development of housing at Loirston; and
- The geographical area of the development remains unclear.

1.2.5 Response to comments

The site developers and their Design Team were encouraged by the interest and support expressed for the approach being taken to the development of Loirston and the constructive comments and advice offered by those who responded to the proposals displayed at the consultation event. The engagement by the three Community Councils was also very welcome and useful in informing the design and structure of the Development Framework and proposals for Loirston. Key concerns expressed understandably related to the impact of the development proposals on Loirston Loch and its environs and the need to mitigate traffic impact. A summary of the response to the comments received is given below.

Environment

A key area of work being carried out to support the Development Framework and a future application for Planning Permission in Principle is an Environmental Impact Assessment (EIA). This is currently being carried out the developer's environmental consultants and is being used to inform the layout and location of buildings and development on site. Protection and enhancement of the Loirston Loch is paramount as are the provision of strategic open space areas and green space network connections between the loch and Kincorth Hill and respecting the setting of the development as a major gateway entrance to the city from the south. In line with environmental policy a buffer area will be provided between built development and the LNCS boundary designation of the loch, though public accessibility to the loch for walkers and anglers will be allowed for by the framework. Building density will be higher on the lower part of the site beside the loch where the central core of the development is proposed and the height of buildings will be restricted to between 4-5 storeys.

Commercial and mixed use development is proposed for the southern entrance to the Loirston Area and this will require to be designed to be both sensitive to the entrance to the south of the City and also of outstanding design quality to make a statement about the wider development. Development proposed next to the existing low density houses on the Old Stonehaven Road will require to be separated by a landscaped buffer zone and the buildings designed so as not to be overlooking.

The suggestion of a community trust to oversee the future management of Loirston Loch and its environs is one the site developers are willing to explore with the local community and Aberdeen City Council and this can be discussed further at the planning application stage.



Public exhibition, June 2012



Loirston Framework: Development Framework 2019

Transportation and Infrastructure

In order to address the traffic impact of the development, a Transport Assessment was undertaken by the developers transport consultants to support an application for Planning Permission in Principle (P130892/PPIP). This considered the access strategy for the site, the mitigation required in terms of improvements to transport infrastructure including junction improvements on and off site and a Green Travel Plan Framework for the site including new bus routes to serve the development. The Transport Assessment identified the provision to be made for ensuring a safe pedestrian crossing of Wellington Road linking the development at Loirston to Cove.

The feedback on the suggestion of forming an access into the site via a causeway across the northern part of Loirston Loch was not supported, with concerns being expressed about the environmental impact of such a proposal. The causeway proposal is a serious proposal by the site developers which would have the advantage of providing a better entrance to the development separate from the entrance to the football stadium and it is believed the environmental impact could be mitigated and managed. The proposal will however be removed from the Development Framework in recognition of the concerns expressed.

The formation of a new access into the Loirston site from the former A90(T) Trunk Road (now the A92) would not be entertained by Transport Scotland at the time of consultation however it may be an option in future. The Development Framework makes reference that this may be an option worthy of future consideration to help serve the Loirston development and mitigate traffic impact.

A bus only access is proposed using Nigg Road which will be a possible access to the site. This will require further investigation to see if it is deliverable and address concerns expressed by members of the community regarding the use of this road for vehicular traffic.

Connecting to the existing Core Path network and the provision of new footpaths and cycleways within the Loirston Area is crucial to the future success and performance of the development proposals and this has been incorporated within the Development Framework.

The provision of sustainable urban drainage is a key component of any development proposal and in order to address the drainage issues, particularly in relation to Loirston Loch, a SUDS strategy and Drainage Assessment has been prepared by the developer's engineers to support the Development Framework and a future application for Planning Permission in Principle.

Education Community and Supporting Facilities

A new primary school is a key infrastructure requirement that requires to be provided to serve the development and has been incorporated within the Development Framework and will be delivered within the appropriate phase of the development. The Secondary School has been completed and occupies a site

in the north of the site.

The need to provide open space for new recreational facilities at Loirston is recognised and provision is included within the Development Framework. It is likely that the facilities will be provided via a range of different options including provision through the new primary and secondary schools and contributions to facilities off site.

Affordable housing will be provided in accordance with ACC requirements and there will be scope to accommodate sheltered housing within the development if required.

The comments on the need for better and more accessible shopping facilities in the area is noted and the Development Framework is proposing a retail centre at the south western end of the site to support the Loirston development. The retail centre will be of a size that is appropriate to support 1500 houses though it is expected it will also serve part of Cove. Further technical work is being undertaken by the site developers to establish what level of retail provision would be appropriate for the area.

Football Stadium

Following Aberdeen Football Club obtaining consent at Kingsford, the use of the site at Loirston will not go ahead.

Other

The support expressed by part of the community is welcomed and it is noted that this in part came from some people who were looking to relocate/settle within the Loirston Area. It is also acknowledged that some people were still opposed to the principle of development within the Loirston Area notwithstanding the zoning of the area in the Local Development Plan. In this respect members of the Community Councils who had opposed the zoning when the Local Development Plan was being consulted on now took a more pragmatic view, in recognising that development will now happen, their objective is to achieve a sensitive development of the site which takes account of their concerns.

The need for public open space areas to be properly maintained is recognised as important and suitable measure will be put in place by the site developers in consultation with Aberdeen City Council.

It is noted that the scale of employment land (11 hectares) proposed is considered to be excessive for Opportunity Site OP59 Loirston given the existing allocated employment land at Balmoral Park, Aberdeen Gateway (Opportunity Site OP53) and the proposed employment land at Opportunity Site OP60 Charleston. It is agreed that it would be more appropriate for the Loirston area to focus on commercial and smaller employment type uses and this is reflected in the Development Framework.



Public exhibition, June 2012

The community opposition to the travellers site at Loirston is noted, however the Local Development Plan includes a requirement for a gypsy/traveller site of approximately 0.5 hectares to be made within the Loirston OP59 Opportunity Site.

The geographical area under consideration has been made clear in the finalised Development Framework. The area that will be subject of an application for Planning Permission in Principle (PPiP) will be smaller and be confined to land lying within the boundaries of Opportunity Site OP59 Loirston.

1.2.6 Aberdeen & District Angling Association consultation

A meeting to discuss the draft Framework for Loirston was arranged with the Aberdeen & District Angling Association in September 2012. The group have been tenants since 1949 stocking it with up to 1,500 rainbow trout annually. They have a detailed understanding of the loch and how it functions in relation to their particular uses and requirements. Overall the group were very positive about the proposals and made the following observations regarding specific aspects of the loch.

Loch water level fluctuations

Anecdotally, the water levels are reported to fluctuate by as much as 900mm after heavy rain. In extreme cases, the area to the west of Loch Inch farmhouse has been known to flood, although this has been attributed to lack of maintenance of the outflowing watercourse from the dam which is currently unable to cope with peak flows.

The dam / weir

The dam/weir is currently in a poor state and generally maintained by sandbags. If these are removed, the loch is likely to drain fully. The group have suggested that the repair of the control gear should consider a mechanical means of raising and lowering any gate.

Depth

On average, water levels (neither spate nor drought) the Loch is now only 6 feet deep at its deepest. It was reportedly deeper but has silted up over the years. At what the group call the Little Loch end (to the north), it is only 2 to 3 feet deep at most and due to an existing dry stone dyke and series of large boulders (visible in low water conditions) the area is inaccessible to fish except in high water conditions. Cormorants sit on the top of the dyke and take fish with which the group stocks the loch. In their opinion the Loch would benefit from dredging.

Algae control

The group have recently been utilising pontoons made from straw bales wired together to control algae. These structures have been used by ducks and the

group suggested that if the loch was dredged then permanent islands could be formed with the material which might be similarly used by wildlife and to increase the general visual interest of the loch.

1.2.7 Next stages

All comments received were included in the public consultation report that was submitted with the application for Planning Permission in Principle which allowed a further chance to comment on and influence the proposals. Community engagement has continued throughout the development process disseminating information and managing expectations. This is in accordance with the feedback received at the public consultation event where people expressed a desire to be kept informed about the progress of the proposals for Loirston.



Public exhibition, June 2012

2. ■ the site

2.1 City context

2.1.1 Current situation

The Loirston masterplan area lies to the south of Aberdeen and on the border between the Aberdeen City Council and Aberdeenshire boundaries. The A92 forms a boundary on the west side, while the A956 (Wellington Road) both bisects the masterplan area to the south and forms a boundary to the east. The junction between the A92 and A956 sits immediately to the south-west of the site. The city centre is approximately 4km north while Portlethen lies around 5km to the south and is the nearest large urban area aside from the city.

The masterplan area falls into or abuts three Community Council catchment areas:

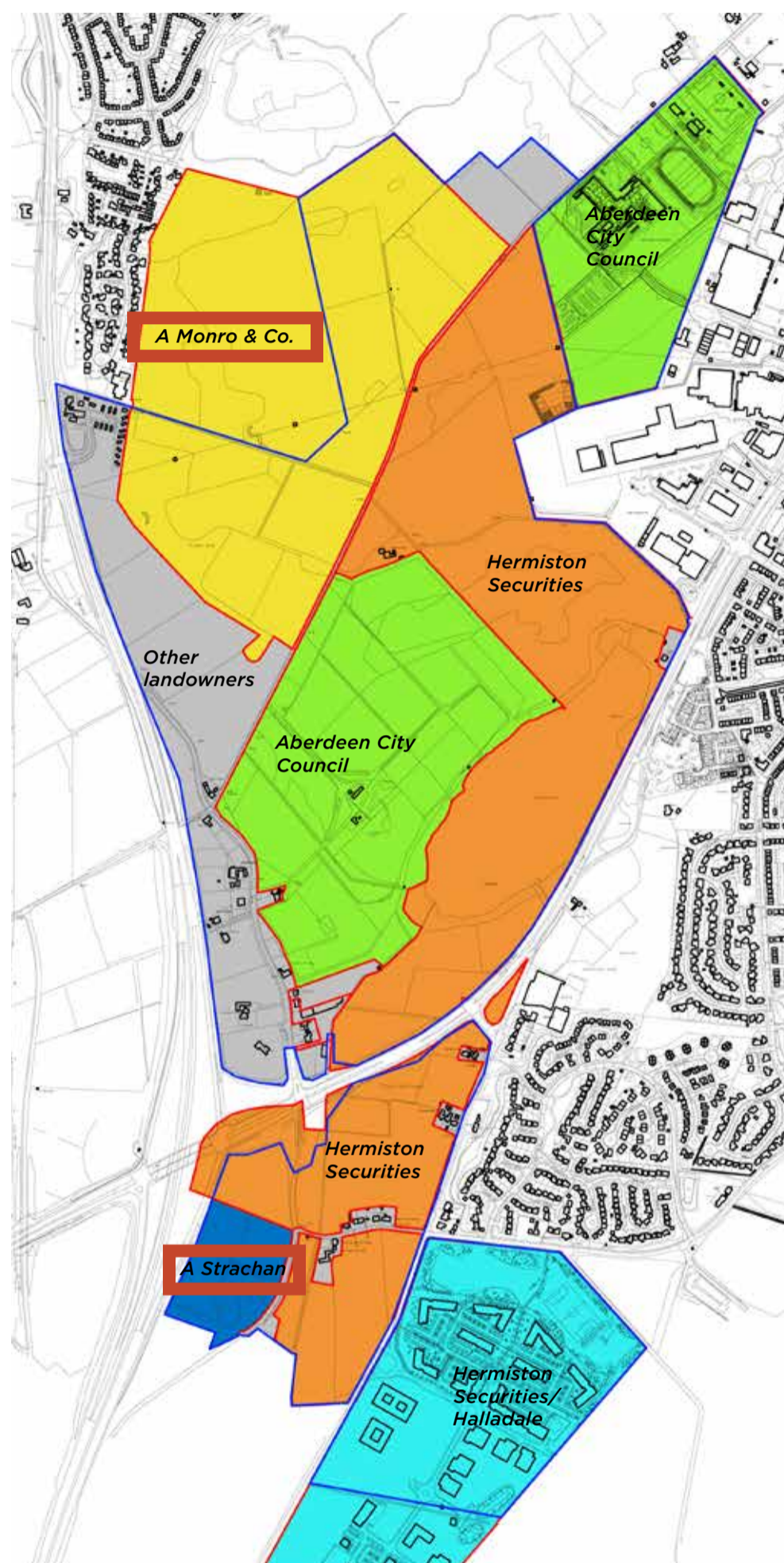
- Nigg;
- Kincorth and Leggart; and
- Cove and Altens.

The majority of the masterplan area is considered part of Nigg. The nearest retail and commercial facilities are located at the junction of Wellington Road and Charleston Road North, approximately 200m north of the northernmost Loirston site boundary with Wellington Road. A neighbourhood centre with retail and community facilities is located in Cove which is approximately 2.2km miles by road from the edge of the site at Wellington Road. Other facilities are located at Kincorth which is approximately 3km by road to the north.

The site occupies an important strategic position within the context of Aberdeen City both as a gateway site and as a resource for open spaces such as Loirston Loch and Kincorth Hill.

2.2 Ownership

The site is in multiple ownerships, however the largest two landowners, Hermiston and ACC, have worked together to involve other key stakeholders in the overall process. The Framework has been developed 'landownership blind' with respect to density, landuse and character. Where delivery of key infrastructure is critical, ownership has been considered to ensure that proposals are pragmatic and realistic. **All landowners will be required to work together to deliver the necessary infrastructure for delivery of the whole Opportunity Site allocation in line with the Phasing set out in the Framework.**



Key landownerships

2.3 Evolving context

The masterplan area has a number of existing proposals and consents which are already in place; for the purposes of the Framework these are identified as follows:

Aberdeen Western Peripheral Route (AWPR)

The Charleston junction of the AWPR is located to the immediate south-west of the site and replaces the previous A90(T)/A956 junction.

Cove Masterplan

Stewart Milne and Scotia Homes have a joint masterplan for a mix of uses including residential, business, open space and leisure within their 'Cove masterplan'. The area is consented and is largely complete.

Aberdeen Gateway Site

The majority of the Aberdeen Gateway Site has already been granted consent and is serviced and in some parts built out.

Balmoral Business Park

A number of developments have occurred recently within the Balmoral Business Park since the Loirston Framework was initially progressed. This area continues to evolve and an additional section of land falling within OP61 was recently transferred from ACC to Balmoral for further expansion of the park.

Aberdeen Football Club (AFC) stadium

AFC submitted an application for a stadium and associated parking (application no. 101299) in 2010. This area was located within sites OP59 and part of OP61 and the Council was minded to grant, subject to a legal agreement, planning consent for the proposals in February 2011. The application was withdrawn by the applicant in July 2016 therefore there is no longer an active 'willingness to approve' a proposal nor a consented layout. [A planning application for the 'Kingsford' site was submitted in January 2017 and ACC gave legal agreement to allow construction of the training complex and stadium at the Kingsford site in 2018.](#)

The site remains allocated in the development plan for a stadium and this Development Framework shows how such a facility could be accommodated.

Cove Rangers Football Club (CRFC) stadium and training pitches

The relocated Cove Rangers stadium and training facilities are now constructed and in use.

Gypsy Traveller Site (GTS)

As part of the PPIP (2013) consent, a Detailed application was approved conditionally in December 2015. A condition of the PPIP consent requires delivery of the traveller site before the 500th occupation.

Aberdeen South of the City High School (SS)

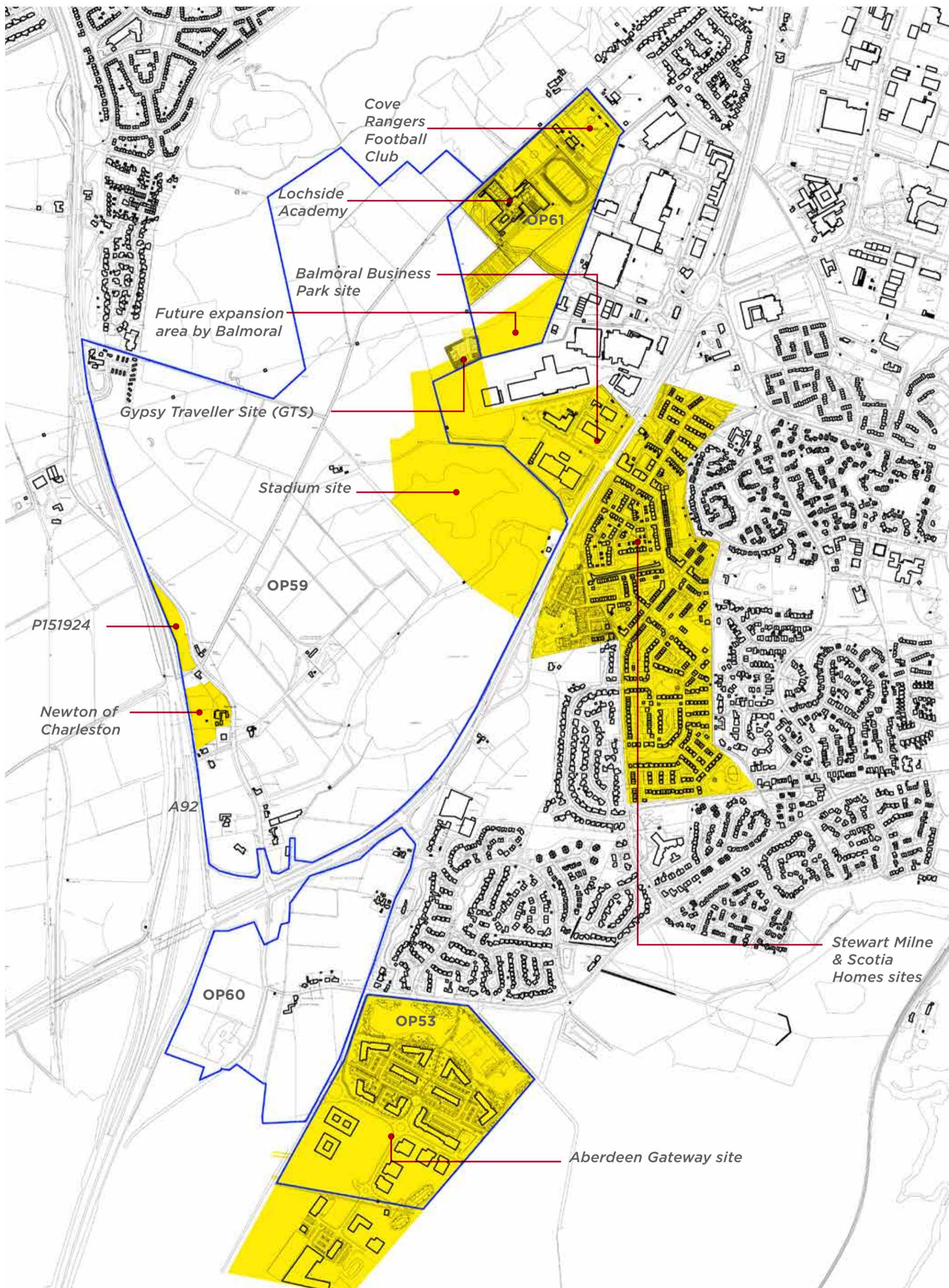
Lochside Academy and associated facilities are constructed and in use.

Newton of Charleston

Proposed residential development comprising of 31 units, associated landscaping and formation of access road (180619/DPP)

Associated enabling works consents

- Approval of matters specified in conditions 1 (phasing) 3,10 and 20 (drainage); 5,6,12 and 19 (site investigations); 8 and 9 (construction management plans); 11 (master plan); 14-18,23 and 34 (access); 21 (noise) ;22 (air quality) and 7,25,27,30 and 33 (landscaping) relating to planning application in principle P130892. (P151073) (follows the PPIP consent boundary);
- Application for matters specified in conditions in respect of earthworks for Condition 14 (Access Junction) (P151583); and
- Infilling of ground with top soil material and then landscaping of ground (P151924)



Proposals and 'fixes' within the Framework area

2.4 Site description

The Loirston site is located to the west of Cove Bay on the southern outskirts of Aberdeen City. It is bordered on the west side by the A92 and on the south-east by the A956 (Wellington Road). To the west and south lies agricultural land. Immediately north of the site is Kincorth Hill, an area of scrub and a nature reserve, and beyond that the residential area of Kincorth. Bordering the site to the north-east is a small area of agricultural and recreational ground, and further to the north and north-east are the large Tullos, Nigg and Altens industrial estates.

Most of the site lies between 80 and 90 metres above ordnance datum (m aod). The ground is generally fairly flat, sloping gently down towards Loirston Loch, but steepens upwards towards Kincorth Hill at the north end and Blue Hill to the south-west (outwith the site). There is an area of low-lying, marshy ground immediately to the west of the loch. Areas of boggy ground exist, particularly near to the loch.

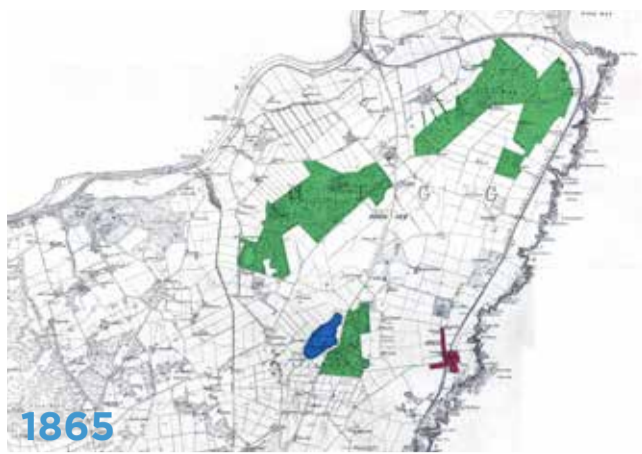
The main use of the site is as grazing land for cattle and sheep with some recreational uses. Field boundaries are marked by dry-stone walls and post and wire fences. There are a few houses on the site. At the southern end of Redmoss Road just north of the A956/A92 junction are two industrial premises: a sawmill and a haulage depot. There is a caravan site beside the A92 on the western edge of the site.

Vegetation is mainly rough grassland and reeds. There are some broadleaved and coniferous trees, in the form of shelterbelt planting mostly beside the loch. There is an area of gorse on higher ground above the caravan site in the west of the site.

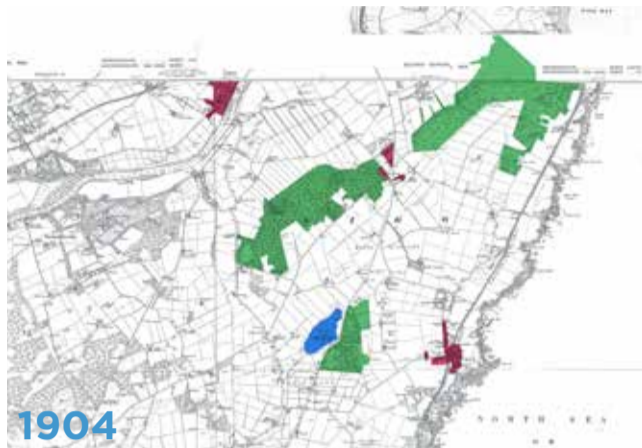
2.5 Historic development

As can be seen from historic maps, the site is no longer separated from the city but has progressively been integrated into the urban edge so that it now forms an important southern entry point. The pace of change since the 1980s has been rapid and the Framework has endeavoured to identify those elements which are critical to the identity of the place which can be supported and enhanced as the area is developed.

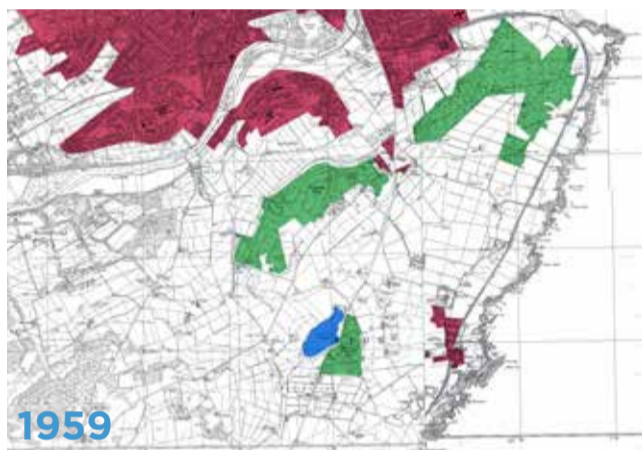




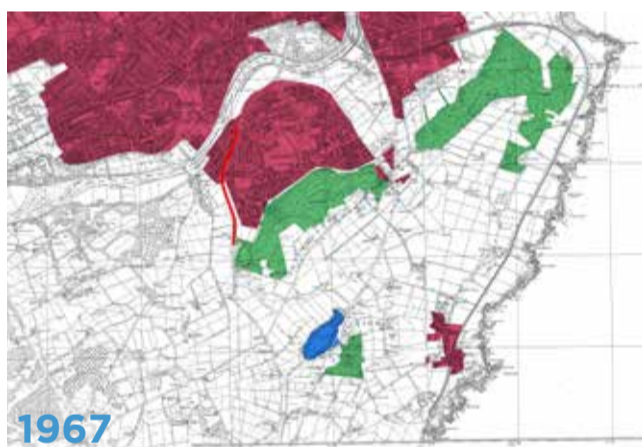
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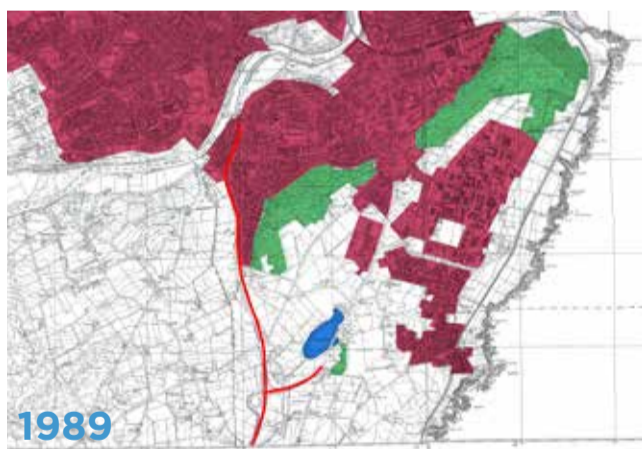
1904



1959



1967



1989



Site history - 1865 to present day

The site has been used as agricultural and recreational land throughout most of its history and has been subject to little construction, although various industrial and residential estates have grown up around it. The major development around the site occurred between 1974 and 1984. Tullos and Altens Industrial Estates expanded greatly, the former A90 (now A92) was converted from a single carriageway to a dual carriageway and the A956 (Wellington Road) also widened and new junctions added to connect with industrial units. The A956 was extended to connect with the former A90(T) at a new junction at the southern tip of the site and also dualled around 2010.

2.6 Site Analysis

2.6.1 Loirston Loch

Loirston Loch is currently used for angling and has been locally designated as a Local Nature Conservation Site (LNCS). Aberdeen City Council's local nature conservation designations were reviewed in 2010 against a set of new criteria in accordance with Scottish Planning Policy (SPP) para 125 - Landscape and Natural Heritage.

LNCS have been designated based on a range of factors: species diversity; species or habitat rarity; habitat naturalness and extent; contribution to national and local biodiversity objectives; provides connectivity between habitats or green networks; and facilitates enjoyment and understanding of the natural heritage.

The Loirston Loch LNCS designation also includes a buffer which was set in accordance with ALDP SPG - 'Buffer Strips Adjacent to Water Bodies' to protect the water quality of the loch and also has function to protect and enhance biodiversity and provide area for public access and amenity. The design team have, following advice from Environmental Officers, removed built development from within the LNCS boundary and will look to include an enhanced or re-aligned lochside path, landscape and habitat planting to maximise biodiversity, contribute to open space provision and landscape quality and minimise disturbance to species that use the loch in this area. Further consultation will be advanced with key officers in the council.

2.6.2 Kincorth Hill

Kincorth Hill lies to the north of the Loirston site and a particular wedge of steep and vegetated land pushes into the north-west portion of the site. Part of the Hill is described as a Local Nature Reserve in order to conserve its natural and semi-natural habitats and wildlife and it is managed by the ACC Countryside Ranger Service. The hill is accessed via two car parks and other pedestrian access points which lead onto a series of formalised paths which run across the hillside; the main loop route is designated as Core Path 79. The hill is generally used for dog-walking and nature/bird-watching. Habitats include coniferous and deciduous woodland, grassland, scrub and heath. The heathland areas on the hill in particular are some of the largest areas within the inner city.

2.6.3 Setting and character

The loch and the hill both contribute to the landscape setting and character of the Loirston site. Evidence of the agricultural development of the land can be seen across the site in the form of dry stone dykes (which in places are substantial structures that are termed 'consumption dykes'), which clearly define a system of fields and shelterbelt planting.

2.6.4 Environmental

Consideration of environmental factors has been key during the production of the Development Framework and work completed to date includes detailed site audits; species and habitat studies and environmental screening and scoping.

Environmental consultation has included statutory and non statutory bodies together with Council officers to secure a broad based understanding of the site's and local area opportunities and constraints. The core work undertaken to date includes:

- Initial Environmental Risk Assessment and walkover survey to identify potential issues and opportunities associated with environmental assets.
- Advancing Ecological Surveys autumn/winter 2011 through to spring/summer 2012 to inform the detail of the Development Framework.
- Environmental Workshop with officers from Aberdeen City Council and statutory consultees to inform the Development Framework and Environmental Assessment to support future application for Planning Permission in Principle.

The Environmental Workshop held on the 7th February 2012 provided the opportunity to advance discussions with Aberdeen City Council Environment Team, as well as relevant consultees regarding environmental opportunities and constraints presented by the site. Prominent site characteristics, for example Loirston Loch Local Nature Conservation Site (LNCS), existing woodland of landscape and habitat value and nearby Kincorth Hill (Local Nature Reserve), need to be carefully integrated into the development design and its relationship with the surrounding area.

A range of environmental surveys and baseline data collation was undertaken including a suite of ecological studies and surveys for cultural heritage, water environment, landscape and visual impact etc which informed the design.

Key Action Points

- Protection and enhancement of biodiversity capital on the site e.g. tree belts, hedgerows and habitat relative to protected species interest and landscape features including reedbed areas for known invertebrate interest. Need to clearly define and maximise Green Space Network within development design - providing and enhancing biodiversity links (per ALDP Policy NE1)
- Protection, enhancement and setting of Loirston Loch LNCS including buffer relative to biodiversity and public access and recreation. Sustainable urban drainage scheme (SUDS) will be informed by environmental considerations.
- Protecting and enhancing the landscape and visual amenity of the site and surrounding area. Particular consideration of retention, where possible, features of the site that contribute to the local landscape, character and quality of the site including hedgerows, dry stone walls, boundary planting. The Development Framework is informed by Landscape and Visual Impact Assessment and ecological surveys.
- Cultural heritage assessment was produced to determine historical environment considerations in consultation with ACC Archaeologist.
- Detailed assessments were undertaken as part of EIA process in consultation with Aberdeen City Council Environmental Health Officers for air quality, noise etc working with transportation consultant.

- Design development sought to connect the site with existing recreational assets of Kincorth Hill and Loirston Loch to establish connectivity for recreation and access but also to create and develop wildlife corridors.

2.6.5 EIA Scoping

Whilst initial studies suggest that potential environmental impacts can be avoided or minimised to an acceptable level through sensitive design, the scale and potential sensitivities of the proposed development requires that a statutory EIA is produced to support the Planning Permission in Principle application (PPIP). The EIA covers OP59 and part of OP61. The EIA covers the following key topic areas:

Policies and Plans

The adopted Aberdeen Local Development Plan (ALDP) identifies an opportunity for the provision of 1,500 homes and 11 hectares of employment land north and west of Loirston Loch. An assessment of compliance with environmental policy at national and local level has been undertaken.

Geology and Soils

There are no known features of geological interest within the proposed development site or wider study area and no issues relative to groundwater or contaminated land have been identified at this stage although these are addressed as part of technical studies submitted with the application. There is historical record of quarrying at Craighill Wood and Kincorth/Stoneyhill Quarries on Kincorth Hill (area was subject to 2009 archaeological investigation by ACC Archaeologist).

Land Use

The development proposal represents a land use change from agricultural fields, parkland and grassland, to residential development with mixed use elements. Key landscape features have been incorporated into the design proposals and full consideration given to landscaping, green networks and corridors in the design of the development.

Hydrology, Drainage, Flood Risk and Water Quality

Surface water bodies include Loirston Loch, Loirston Burn, un-named burn connecting to the River Dee and un-named burn at Lochhead House. The River Dee is a European Designated site (Special Area of Conservation, SAC) for the species that it supports and therefore discharges will need to be carefully managed as part of surface water drainage proposals (SUDS). The EIA assesses potential impacts of the proposals on the water environment and recommends appropriate mitigation measures where required. Technical Flood Risk and Drainage reporting were submitted as part of the PPP. A Construction Environmental Management Plan (CEMP) sought to outline pollution prevention and control measures including those to protect the water environment.

Ecology, Nature Conservation and Biodiversity

A suite of ecological surveys have been advanced to inform the Development Framework and subsequent PPIP including: Phase 1 Habitat Survey to determine the botanical value of the site for flora and fauna, wintering and breeding bird survey and protected species surveys for bats, badger, otter, water vole and red squirrel. Consultation has been progressed with key statutory and non-statutory consultees and will be ongoing to inform the proposals. Wider biodiversity measures and enhancement have been considered in line with the ecologist recommendations and the North East Scotland Local Biodiversity Action Plan (NELBAP) and is detailed within the EIA. There is an important link between biodiversity and open space / green space network provision. The Development Framework recognises the importance of protecting the River Dee Corridor outwith the site to the north and the habitats and species that it supports. Environmental and Ecological considerations will inform the Drainage Design.

Landscape and Visual

The Landscape Framework as part of the Development Framework sought to minimise potential landscape impacts through consideration of topography, landscape features and views to and from the site whilst maximising future quality of the proposed development in landscape terms. A full Landscape and Visual Impact Assessment (LVIA) was undertaken in accordance with best practice guidance and in consultation with landscape officers within the council to support the PPIP application.

Cultural Heritage

An initial review of available information (Historic Scotland, Aberdeen City Council Local Monuments Records etc) has not identified any significant cultural heritage issues present on site. The EIA identified the presence or absence of any archaeological sites within the proposed development area and surrounding areas, and assess the likely impact of the development upon cultural heritage sensitivities. Consultation was advanced with Historic Scotland and Aberdeen City Council Lead Curator as part of the scoping exercise.

Noise & Vibration

A noise assessment was produced to support the planning application including baseline noise measurements from key noise sources. The main objective of the

assessment is to identify the key environmental noise and vibration issues in relation to the proposed development. The assessment therefore addresses the prevailing noise from the nearby road network (concentrating on existing and potential noise sensitive receptors) and also noise associated with the proposed development relative to key receptors (i.e. predominantly transport generated noise). A Draft Construction Environmental Management Plan (CEMP) and best practical means of controlling noise emissions from the site during the construction phase will be adopted and activities associated with the use of the site such that the noise impact noise level at the nearest noise sensitive location shall be minimised.

Air Quality

The aims of the air quality assessment are to establish the baseline pollutant concentrations at representative locations in the vicinity of the site, assess the impacts associated with the proposed development; and consider the air quality impacts of traffic emissions arising from predicted changes in traffic flow from the completed development. Need to provide assessment on potential impacts on Wellington Road Air Quality Management Area and any potential construction impacts in accord with 'Guidance on the Assessment of the Impacts of Construction on Air Quality and the Determination of their Significance', 2010.

Pedestrians, Cyclists and Community Effects

Loirston Country Park, Loirston Loch and Lochinch Visitor Centre are all locally/regionally important for formal/informal recreation by local residents e.g. dog walking/fishing/ bird watching etc. Footpath networks and greenspace areas/corridors will be integrated into development proposals. Footpath links around the loch (within the LNCS buffer) will be detailed as part of future development proposals in consultation with Council access officer and key consultees including ranger service and local angling groups. The presence of the new community may also mean that severance effects arise from the presence of the existing Wellington Road corridor. These effects are also addressed and mitigation measures proposed.

Traffic and Transport

This chapter assesses the potential environmental impacts of traffic and transportation (a Transport Assessment was produced to accompany the PPIP) during construction and operation on the local community. Information from the TA is used as part of the assessments for noise and air quality. The TA considers all travel modes in line with the nationally established 'hierarchy of travel modes' (i.e. pedestrians / cyclists / public transport / private car).

Habitats Regulation Appraisal - Report To Inform Appropriate Assessment

The Environmental Statement includes a 'Report to inform Appropriate Assessment' as an appendix to the ecology chapter which provides sufficient information to facilitate the Habitats Regulation Appraisal Screening and any subsequent HRA that Aberdeen City Council may be required to undertake as part of the application determination. The Report to inform Appropriate Assessment cover potential impacts (construction and operation) on the River Dee which is designated as a Special Area of Conservation (SAC). The qualifying interests include: Atlantic Salmon (*Salmo salar*), Freshwater pearl mussel (*Margaritifera Margaritifera*); and Otter (*Lutra lutra*). The SUDS Strategy and Construction Environmental Management Plan for the development should ensure that there are no issues related to discharges to the River Dee during construction or operation.

2.6.6 River Basin Management Plan

The North East Scotland Area Management Plan supplements the River Basin Management Plan for the Scotland river basin district 2009-2015. The plan outlines a range of aims, objectives and local actions focused on maintaining and improving the ecological status of the rivers, lochs, estuaries, coastal waters and groundwater bodies in northeast Scotland.

The plan is produced by SEPA in partnership with the North East Scotland Area Advisory Group, which is made up of a number of interested stakeholders including local authorities, government agencies and large companies, all of whom have a vested interest in improving the quality and ecological status of the local water environment. The Plan includes a target of 98% good ecological status by 2015. The development proposals seek to contribute to this target through:

- Development proposals informed by baseline information (including North East Scotland Area Management Plan and River Dee Catchment Management Plan) and surveys including ecology. The construction methodology and programme will be arranged to minimise adverse impacts on the biodiversity of the site; including its environmental quality, ecological status and viability;
- Due to the development's proximity to the River Dee, we have reviewed the principles, aims and objectives of the Area Management Plan and used this information to inform the development design; and
- SUDS design will be informed by a technical assessment, as well as the key Area Management Plan principles. SUDS will:

- Manage runoff flow rates, reducing the impact of flash flooding and erosion
- Protect or enhance water quality
- Are sympathetic to the environmental setting and
- Provide a habitat for wildlife.

2.6.7 Site topography and drainage

The OP53 site lies to the east of Wellington Road and to the south of Cove Road. There are existing watercourses along the east and south boundaries of the site, which converge at the south east corner before flowing south east. The OP53 site falls from a high point at the north west corner towards the watercourses at the east and south boundaries.

The majority of the OP59 site lies to the west of the A956 dual carriageway and Wellington Road. Loirston Loch lies at the east edge of the site, however the topography is such that the majority of the site adjacent to the loch lies below the level of the loch. The OP60 area lies to the south of the A956 dual carriageway and west of Wellington Road and is bisected by the Leggart Burn, which flows towards the north through the site, before crossing A956 dual carriageway and into the south east end of Loirston Loch. In the OP60 area, the land to either side of the Leggart Burn falls towards the burn. Loirston Loch discharges at its south east end to the Leggart Burn. The burn then flows north west through the OP59 site, before heading west across the A92. There is a watercourse running along the east boundary of the northern part of the OP59 site before flowing towards the north east. The north part of the OP59 site drains to this watercourse.

There is a low area running through the centre of the OP59 site, falling from north east to south west and the area to either side falls towards this. A large area of the OP59 site appears to drain naturally to this low area, which is currently permanently waterlogged.

OP61 lies to the west of the existing industrial estate at Wellington Circle and is bisected by a watercourse which flows towards the north east. The OP61 site drains to this watercourse. There are public sewers in the industrial estate to the north of the OP59 site and east of the OP61 site. There are also public sewers in the residential housing areas to the north of OP53 and OP60.

2.7 Existing facilities (community and commercial)

The site is a predominantly agricultural area with some residential and employment uses. Recent construction of the Cove Rangers stadium and the Lochside Academy has provided community facilities to the area including sports and fitness facilities. Recent development immediately to the north-west of the Loirston site at Charleston Road North has provided retail and commercial facilities. Further afield there is a small retail centre in Cove which is generally seen as inadequate for the surrounding population who frequently travel to larger centres at Bridge of Dee or Portlethen.

2.8 Connectivity

A full, detailed, Transport Assessment was completed in support of the PPIP application which should be referred to for details on existing connectivity and outline proposals; this section gives an overview only.

2.8.1 Pedestrian

At present there are a number of pedestrian routes available to the application site from the surrounding area. The existing formal and informal pedestrian routes and the main pedestrian catchments for the application site will be assessed as part of the TA. The principal routes which will be reviewed are:

- The A956 Wellington Road (and links to the east);
- Redmoss Road;
- Links to the existing core path network; and
- The crossing of Wellington Road.

2.8.2 Cycle

There are local dual use paths along part of the A956 Wellington Road and also towards Cove, with a further local route crossing Wellington Road to the north of the application site between Altens and Redmoss Road. Crossing Wellington Road is generally an issue as there are currently limited opportunities. A local path towards the north of the application site links to National Cycle Route (NCR) 1 and provides links to settlements to the south such as Portlethen, Newtonhill and Stonehaven and also to the north such as the city centre and Dyce. The route runs alongside the main railway line until the southern edge of the city centre and continues on Loirston Road then Cove Road before turning to head south towards Cairnrobin.

2.8.3 Public transport

Bus

The application site, is not particularly well served by existing bus services. The nearest bus stops are located on Old Wellington Road and Langdykes Road. The bus services available from these bus stops, though, offer travel to the City Centre and other districts in the City as well as the surrounding settlements to the south of the City of Aberdeen such as Newtonhill and Portlethen.

A further review has been undertaken to identify the local services operating within the vicinity of the application site. The services and the related bus travel facilities are reported in the TA. Initial discussions have taken place with the local bus operators and these are reported on in the TA.

Rail

Aberdeen train station lies to the North of the application site, while Portlethen train station lies to the South. The stations are on the Aberdeen to Glasgow/Edinburgh line, while services to Inverness also commence from Aberdeen. Further information pertaining to services and routes to/ from these stations is reported in the TA.

2.8.4 Local Road network

An overview of the local road network within the vicinity of the application site is discussed in the TA. The roads upon which the development generated trips are expected to have an impact are to be considered in detail within the TA. The proximity of the site to the AWPR is also to be discussed in the TA.

It is proposed that there will be a maximum of two accesses serving the application site from the A956 Wellington Road. These are discussed in more detail within the TA together with consideration of any other / alternative access points.

2.9 Landscape context

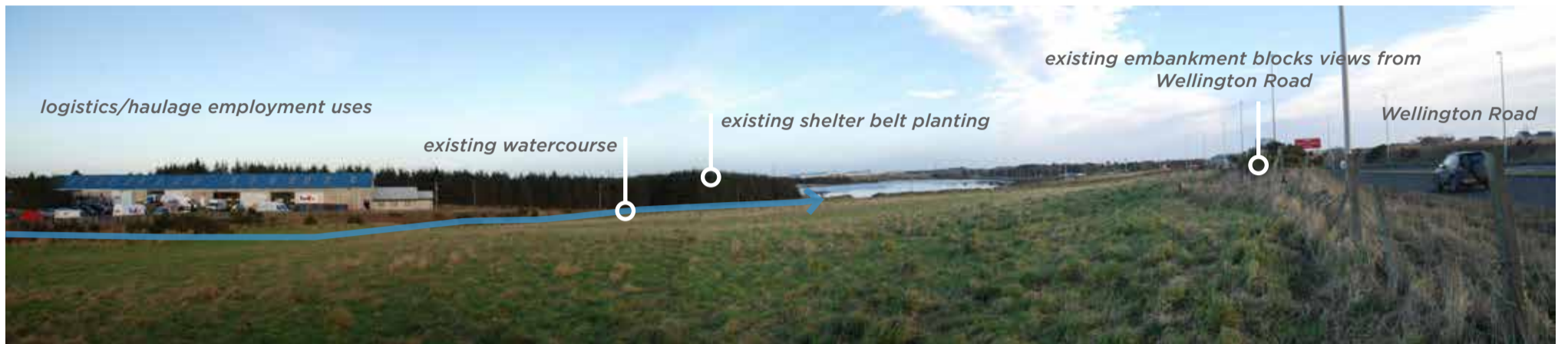
2.9.1 Views

As can be seen from the selected site panoramas on the following pages and appendix, a number of key views out of the site are apparent. Key views out of the site include Blue Hill to the immediate west, expansive views out over Cove to the North Sea to the east and views from the upper parts of the site to the north which take in Aberdeen City and the Dee Valley to the north-west.

Due to topography and shelterbelt planting, significant areas, particularly between the loch and Redmoss Road are visually contained. Other areas, such as the area adjacent to the A92 at the north of the site and those areas at the foot of Kincorth Hill are more visually apparent.

2.10 Selected site panoramas

Specific panoramas from within the site have been selected to illustrate site characteristics and views out of the site where relevant. Further views can be found within the appendix.



View A: View from within embankment and site to loch from south-west extent of site



View B: To loch from Wellington Road



View C: To Blue Hill from location of proposed AFC junction at Wellington Road



View D: North to Kincorth Hill from consumption dyke on north boundary of site.



View E: North to Kincorth Hill from consumption dyke.



View F: North-east to Kincorth Hill from upper portion of site.



View G: View to City and north-west from upper portion of site.



View H: View to A92 (hidden), and hills to west.

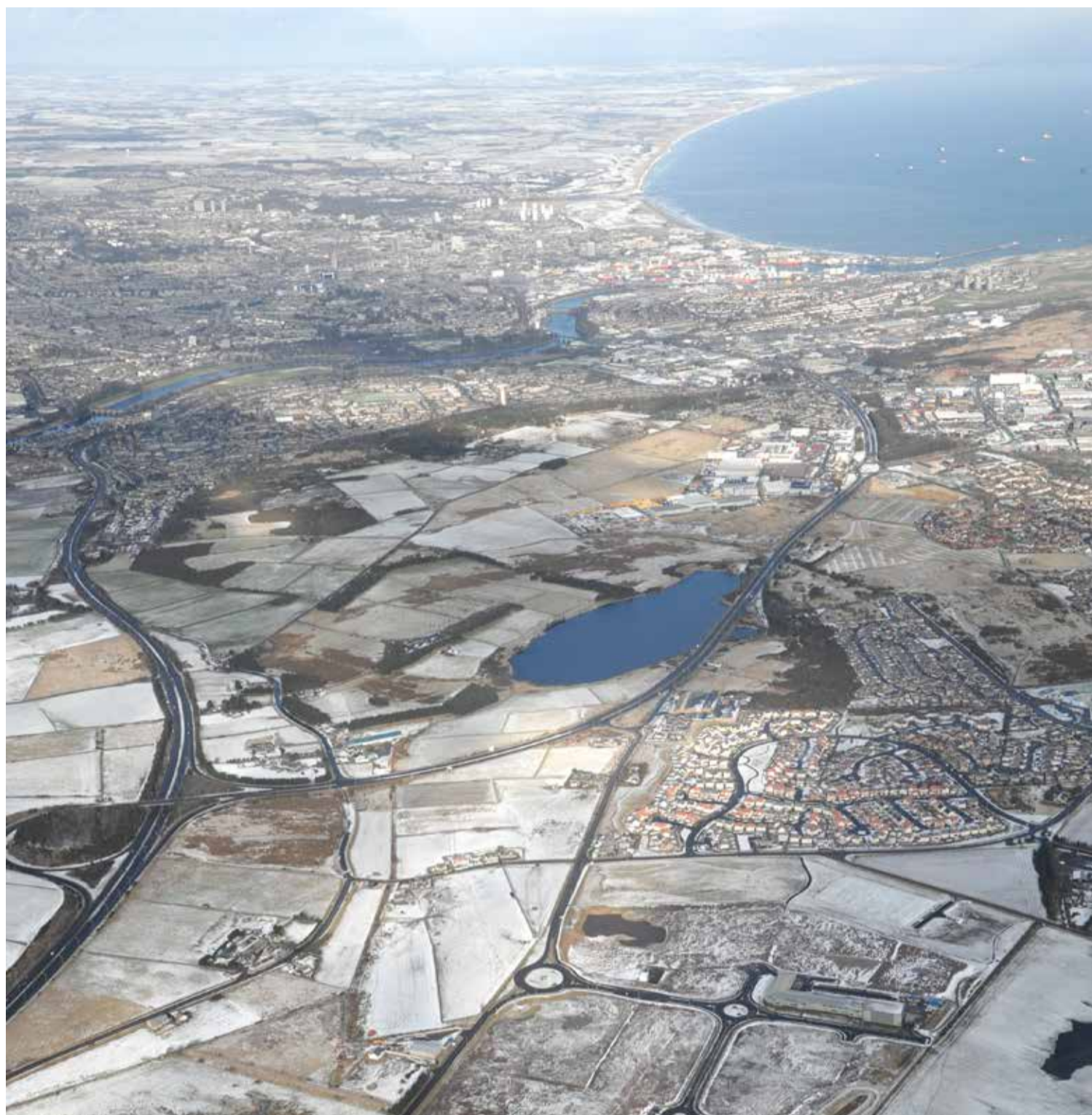
3 ■ opportunity and vision

The Loirston site sits in a key strategic location which has the potential to be a significant gateway to Aberdeen City making the Loirston site a highly visible edge of city location, integrated positively with important landscape resources such as Loirston Loch and Kincorth Hill.

3.1 The Opportunity & Vision

The Loirston site sits in a key strategic location which has the potential to be a significant gateway to Aberdeen City on the approach from the south. The area covered by the Framework is bounded by two key routes into the city; these key arteries, coupled with the potential for a public transport route through the new development and the open aspect of the site due to the existing topography, make the Loirston site a highly visible edge of city location.

The existing landscape resources of Loirston Loch and Kincorth Hill offer a fantastic opportunity for a new neighbourhood that is fully integrated with its landscape setting and that is distinctive and appropriate to the surrounding context. The proximity to the city centre and key employment areas creates the potential for a unique and attractive waterside mixed-use development. By sensitively establishing a landscape framework from the outset around the existing resources, a strong green space network can be created, into which sustainable development neatly fits, offering easy access to the surrounding open spaces and existing communities.



Existing aerial view from south



Indicative Framework block model

3.2 A place tied to the existing landscape

By understanding and designing with the existing landscape features of the loch, the hill and the existing agricultural elements, a very specific response has been created which ensures the new development is tied into the existing place. The protection and enhancement of the existing landscape setting is one of the key priorities adopted in developing the Framework and has shaped where and how the new development blocks have been formed. This has included a consideration of an appropriate setback from the Loch, the identification of existing watercourses and their corridors in order to improve and enhance previously man-made channels, the retention of key consumption dykes where possible and the reuse of existing materials in new landscape features. Loirston Loch itself is one of the few large-scale public open spaces in this part of the city and there is the potential for the loch and associated space to be a well-used and unique resource for the whole area as well as the residents of the new settlements.



3.3 A place of green spaces

In addition to the existing green spaces, a network of new local and neighbourhood open spaces is proposed which accommodate a range of uses and will be accessible to residents across the settlement. These spaces incorporate sustainable features such as SUDS, play zones for children and event spaces for the whole community.



3.4 A place of safe and green streets

The principles of Designing Streets have been adopted to help create safe and vibrant places for the new community. The movement of pedestrians and cyclists has been considered as a priority from the outset and whilst vehicular and public transport movement underlies the Framework layout, it has not driven the place-making process. The aim has been to create a well-connected sustainable place, both internally and externally.



3.5 A place with a core density

Key to the success of Loirston as a vibrant community which can support a wide range of services is a core population located within a dense urban heart. In order to achieve this density, provide the required number of units allocated in the local plan and allow the special loch side location to be appropriately populated, certain density residential typologies are required. These may be flats, terraces or other high density forms and will ensure the required density is achieved.



3.6 A place of distinctive character

A special location requires a distinctive response and the existing Loirston features and identity should guide the development of a particular character in the buildings, public realm and landscape of Loirston. The Framework aims to highlight as many as possible of these features and characteristics, but the subsequent PPIP and detail design should also respond to the intrinsic qualities of the site.



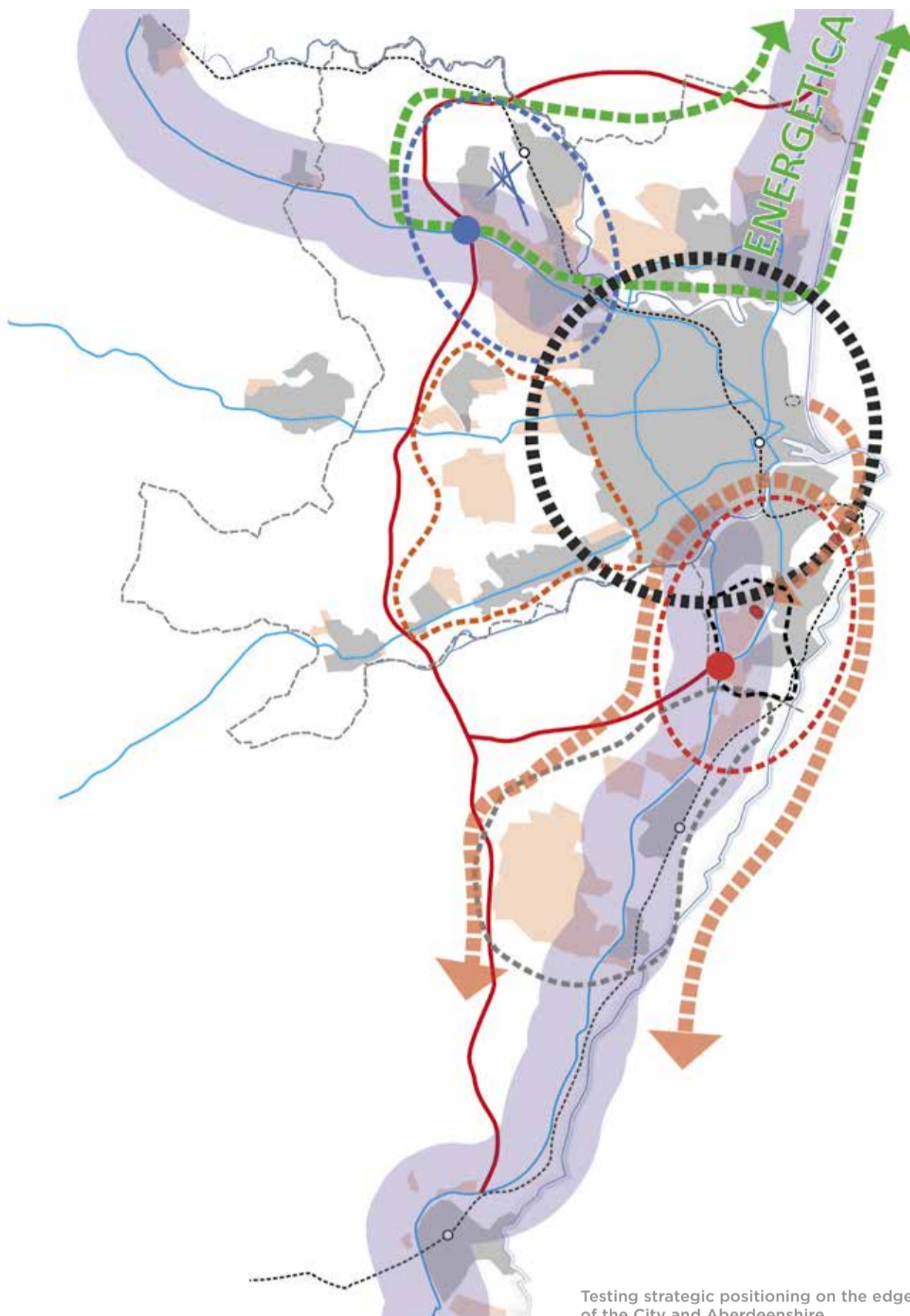
4 ■ design development

4.1 Exploration and testing

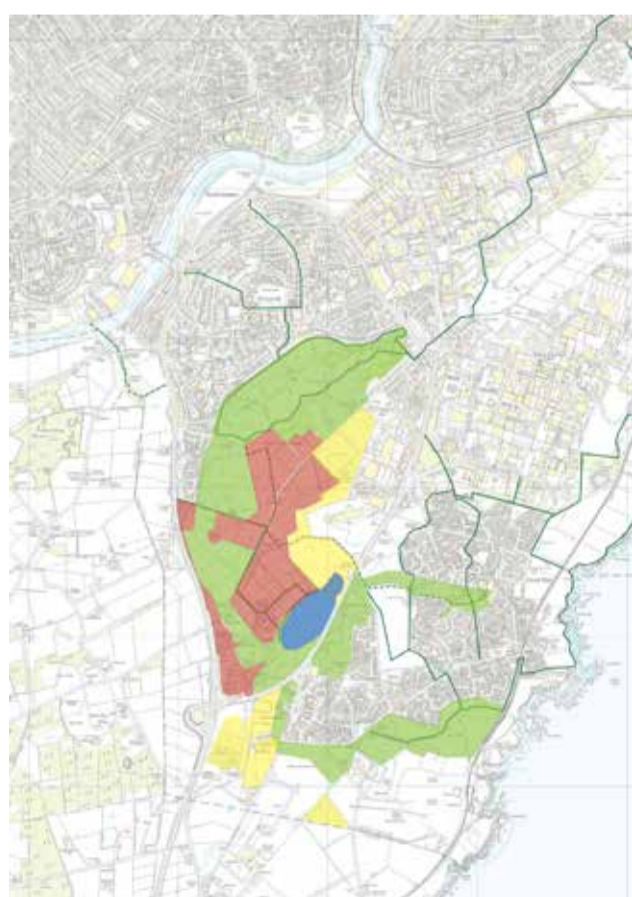
4.1.1 Developing an approach and concept

The design team has used an iterative process to develop the Loirston Framework, based on an evolving understanding of the site and its technical parameters, the surrounding context and the aspirations of the key stakeholders. Consultation has been key, taking into account the views and expertise of the community, statutory consultees and ACC. As has been set out in previous chapters, the feedback received from these interactions has been assessed and integrated where appropriate in order to ensure the best outcome for the site and a Framework which can flexibly adapt and accommodate change in the future.

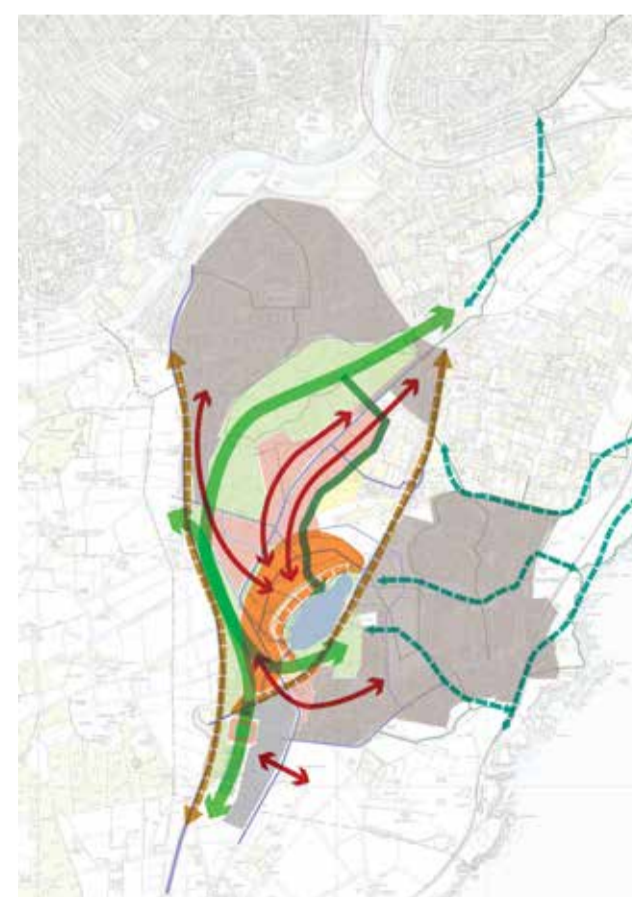
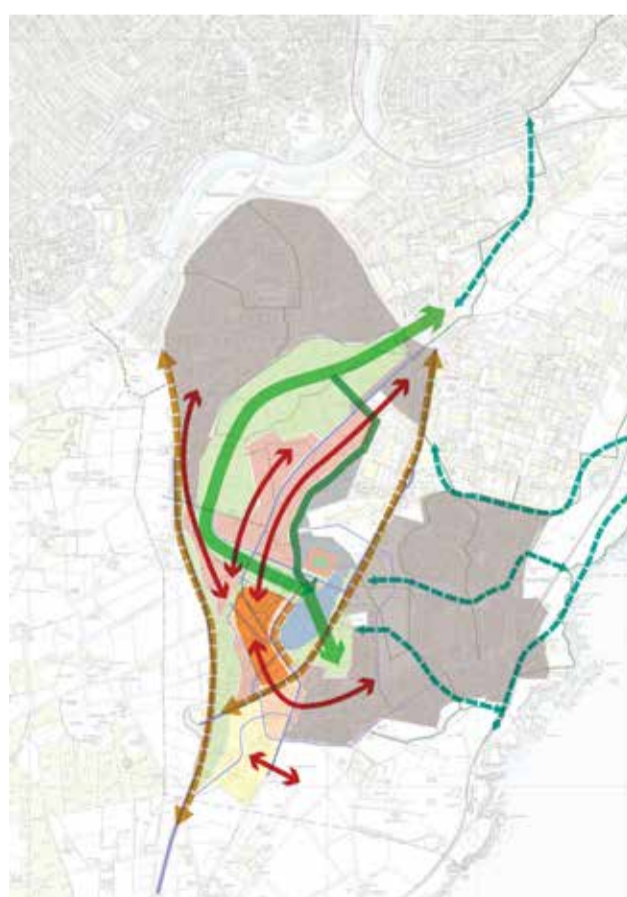
The illustrations on the following pages record some of the outputs of this process, exploring through diagrams, plans and sketches the various paths that were followed on the way to establishing a concept and baseline that could be tested technically and with stakeholders. The site was considered at several scales, from its strategic position as a gateway to the city centre, to the appropriate dimensions for open space associated with the loch. The circulation of people to and through the site was tested conceptually and assessed against existing strategies for Core Paths and other movement networks. Scoping for an Environmental Impact Assessment and Transport Assessment in support of a future PPIP have provided valuable background information on their respective subjects, allowing high level decisions to be made confidently.



Testing strategic positioning on the edge of the City and Aberdeenshire

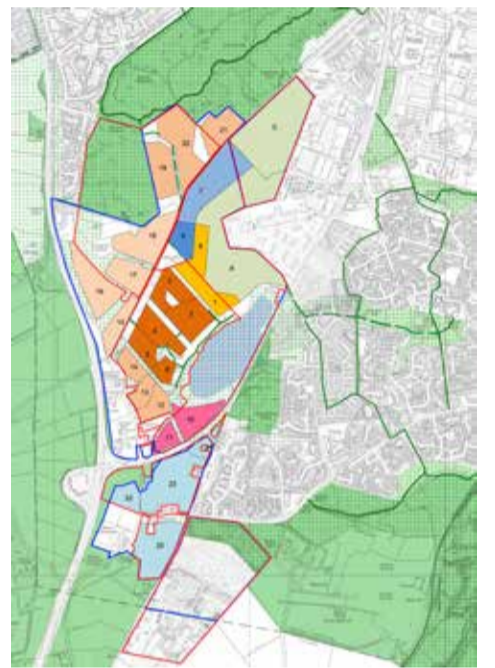
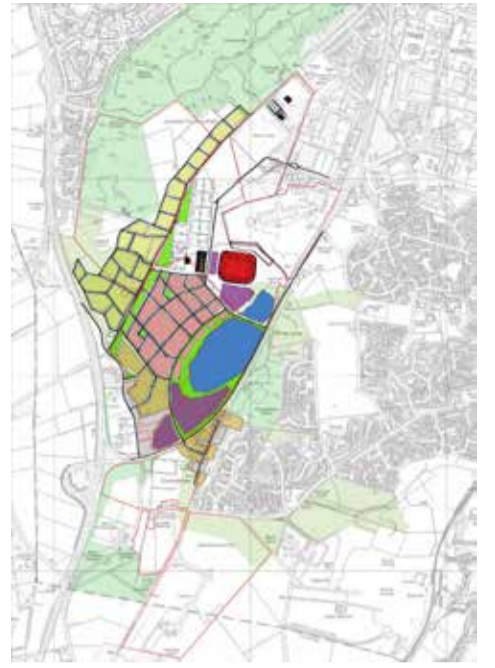


Developing conceptual options for open space connections and development core





Testing patterns of land use with known 'fixes' and existing landscape features



Working towards a baseline for testing



Evolving a grain and scale of development block. Integration with the football club proposals



Testing the open space network connections



Evaluating the wider scale context and potential connections.

4.2 Public exhibition

The diagrams opposite illustrate the concept development and initial ideas which were presented at the Public Exhibition. Key to our approach has been the identification of critical green space network connections between the important existing resources of Loirston Loch and Kincorth Hill. By structuring the Framework through this green space network and clear entry points to the surrounding transport network, a strong underlying concept starts to inform the design and layout for a new residential led mixed-use community at Loirston.



Strategic open space and local links



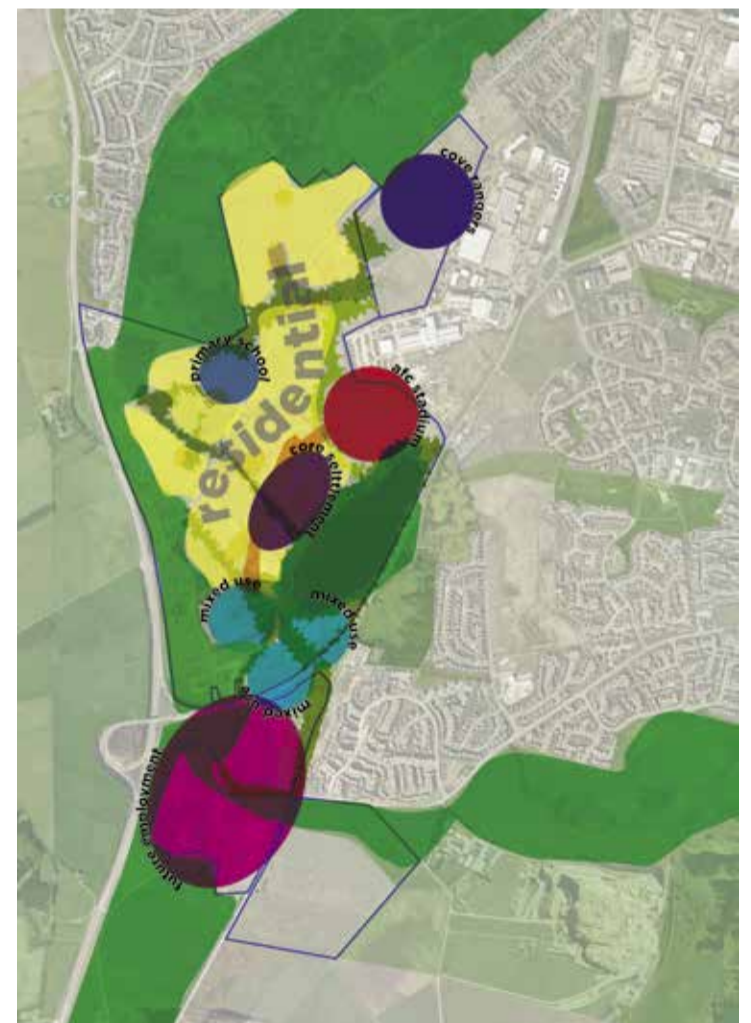
Access opportunities

Key accesses

1. Wellington Road south
2. Stadium junction
3. Wellington Circle
4. Redmoss Road
5. Causeway



Creating a connected place

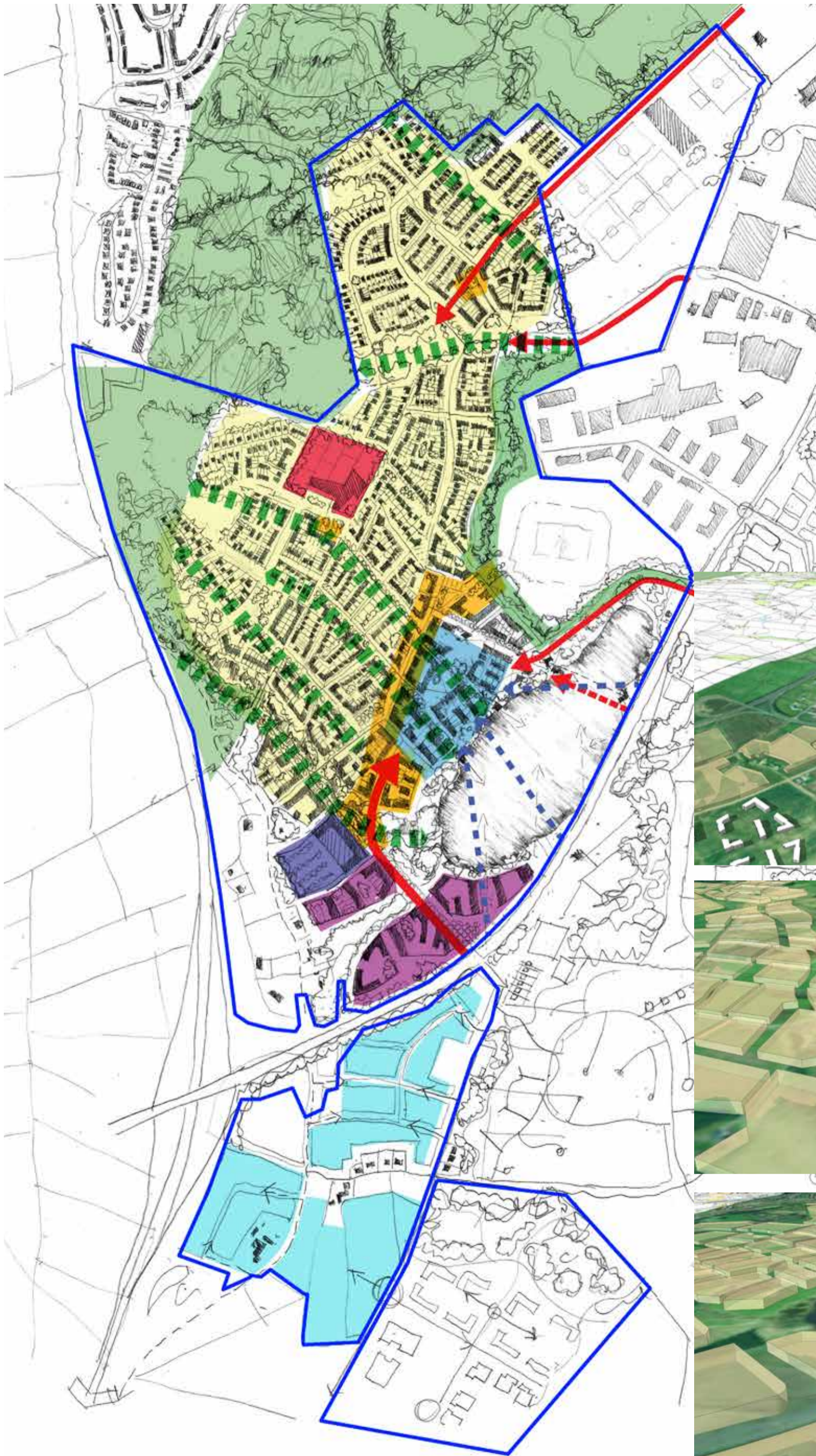


Landuse

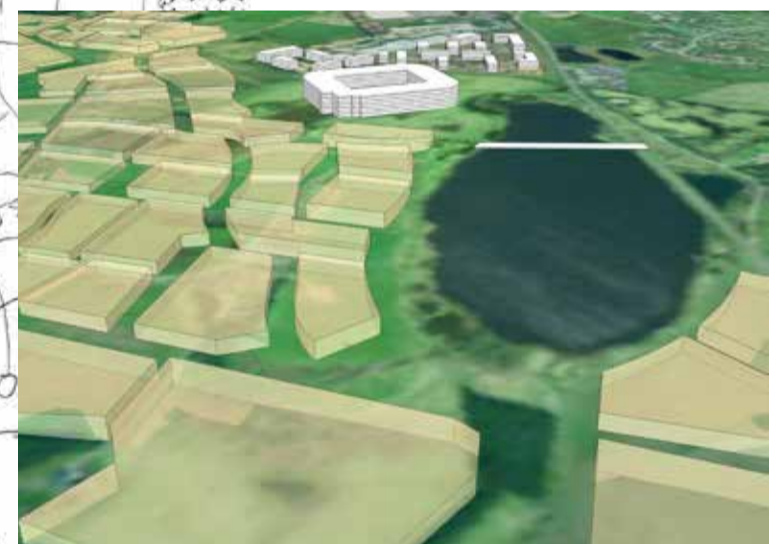
The conceptual tested at the Public Exhibition

4.3 Urban grain and three-dimensional testing

From the outset, the proposed framework blocks have been populated using known typologies and development standards to illustrate the range of urban grain and built pattern that might be delivered. This has allowed a clearer understanding of the character and type of development that might evolve to be presented which is more tangible and recognisable. From these initial hand-drawn sketches, further three-dimensional models have been generated which sit on the topography and provide feedback on the spatial sequences and characters proposed. These are not intended as a definitive version of what must be built, but serve to demonstrate the principles which underlie the Framework and determine the layout and street hierarchy.



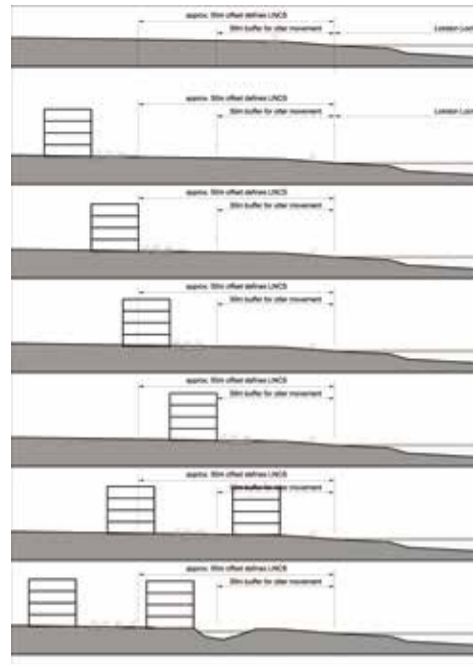
Testing urban grain within indicative land uses



Three-dimensional framework testing on existing topography



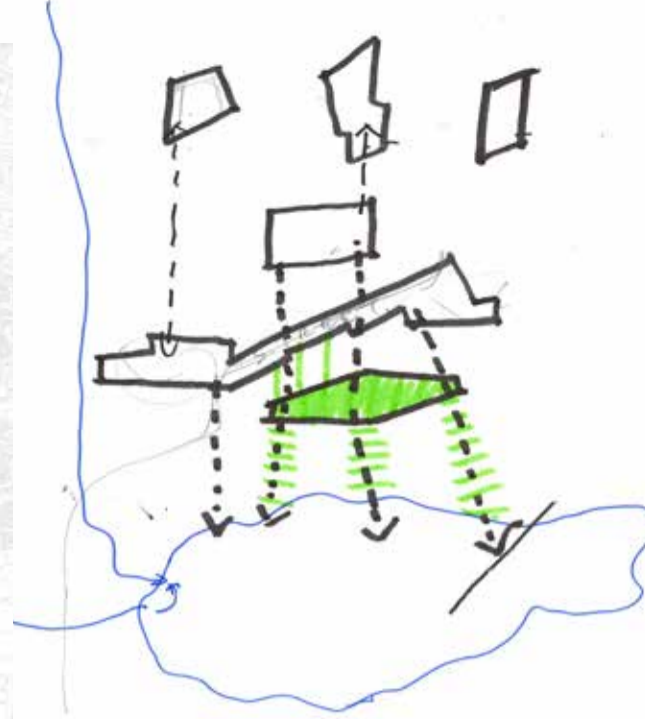
Stadium interface sketch



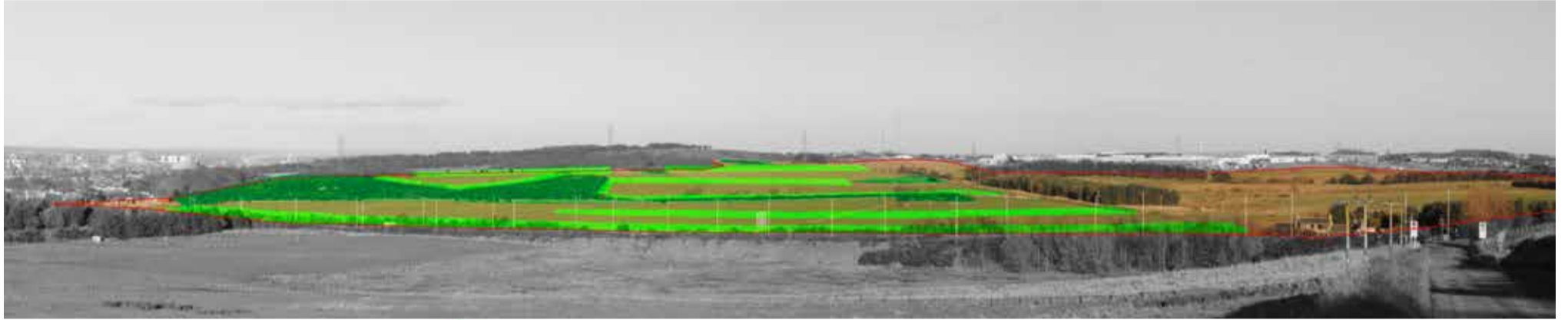
Testing appropriate setbacks on the Loch



Illustrating the hierarchy of open spaces



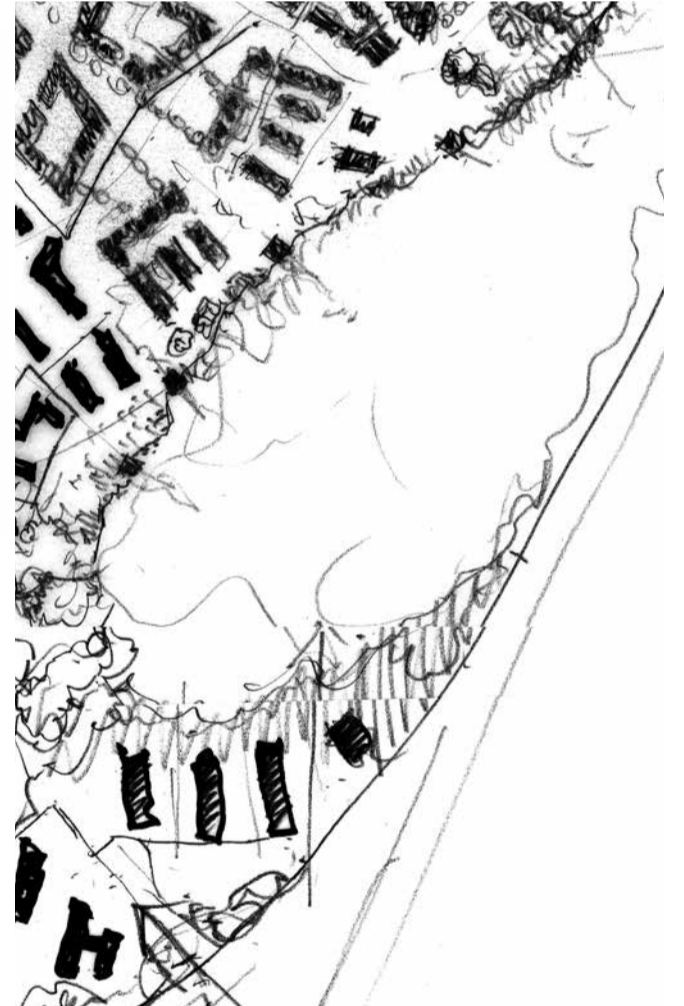
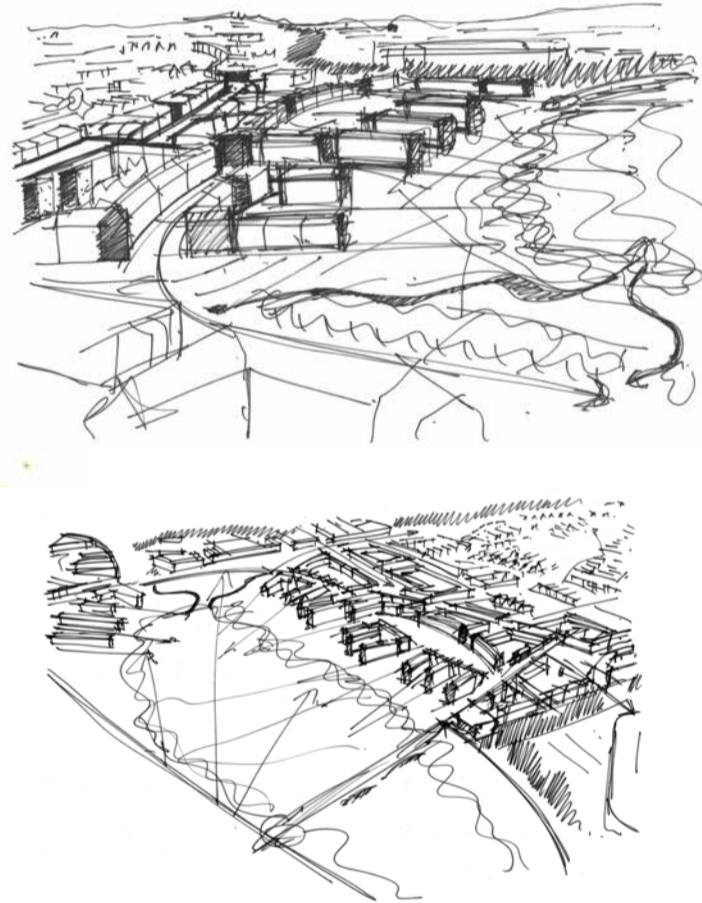
Highlighting civic open spaces and key routes



Testing landscape structures on existing photography



Conceptualising and simplifying the framework blocks



Three-dimensional block testing on existing topography



Detail urban grain studies.

5 ■ the development framework

5.1 Introduction and purpose

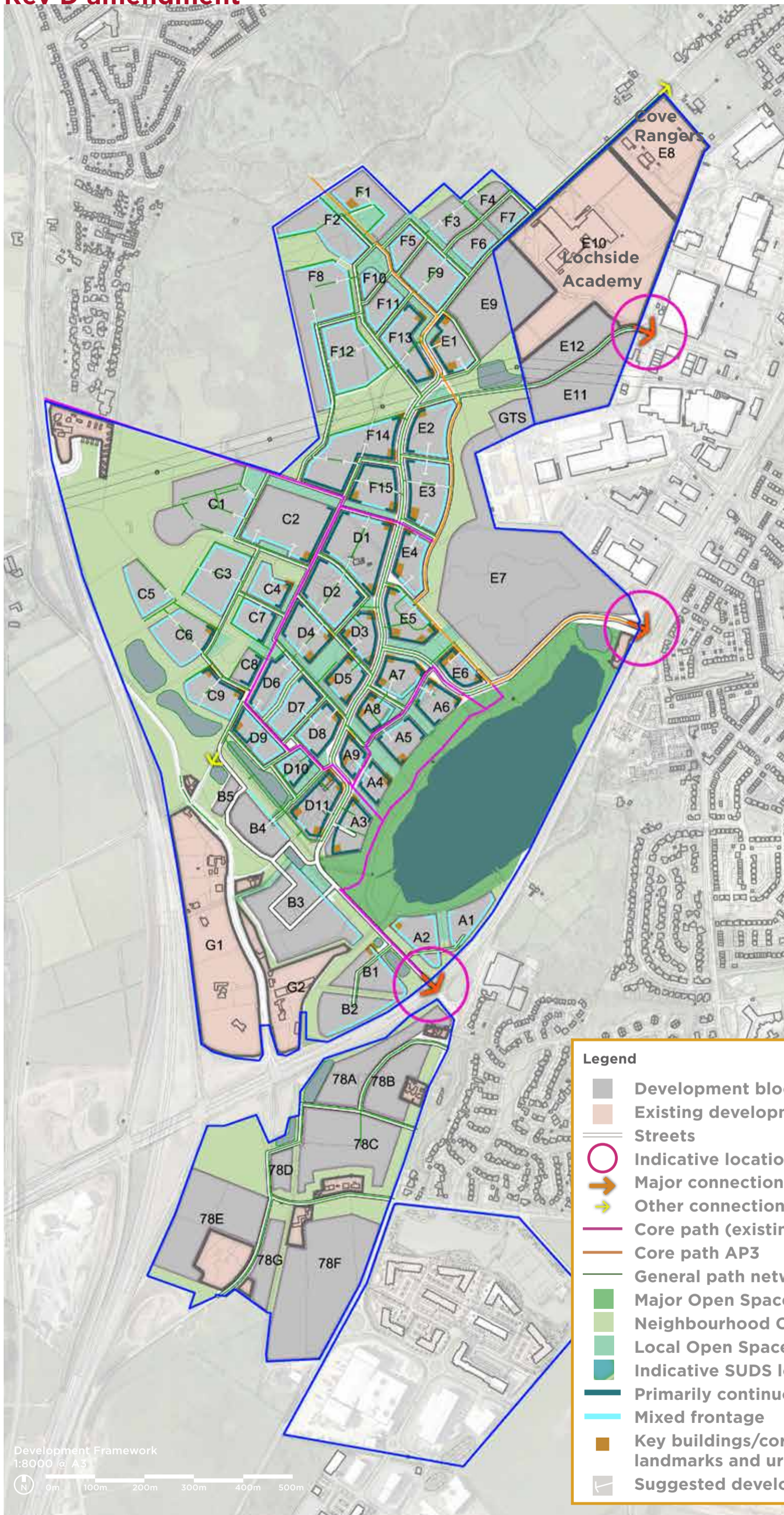
The Framework has evolved from a careful study and analysis of the Loirston site and its context within Nigg, Cove and Charleston. It has taken into account the prime strategic nature of the site and the potential for it to develop as a gateway to the City over time, as well as being a place in its own right. The Framework establishes a flexible structure which is in line with the timing and allocations set out within the ALDP and allows for future detailed proposals to come forward in due course.

In line with the Aberdeen City Council 'Masterplanning Process' the Development Framework sets out a vision and a spatial Framework for the way in which the Loirston area will be developed. It aims to:

- Establish a clear and exciting future vision for Loirston;
- Provide a clear and comprehensive spatial Framework that describes how the site is intended to be developed;
- Describe and explain the integrated land-use, landscape and transport proposals;
- Set out a clear phasing strategy; and
- Set out a clear infrastructure delivery strategy illustrating what, how, when and with the involvement of which parties, elements such as streets, paths, schools, and open space will be delivered.



Indicative Framework block model



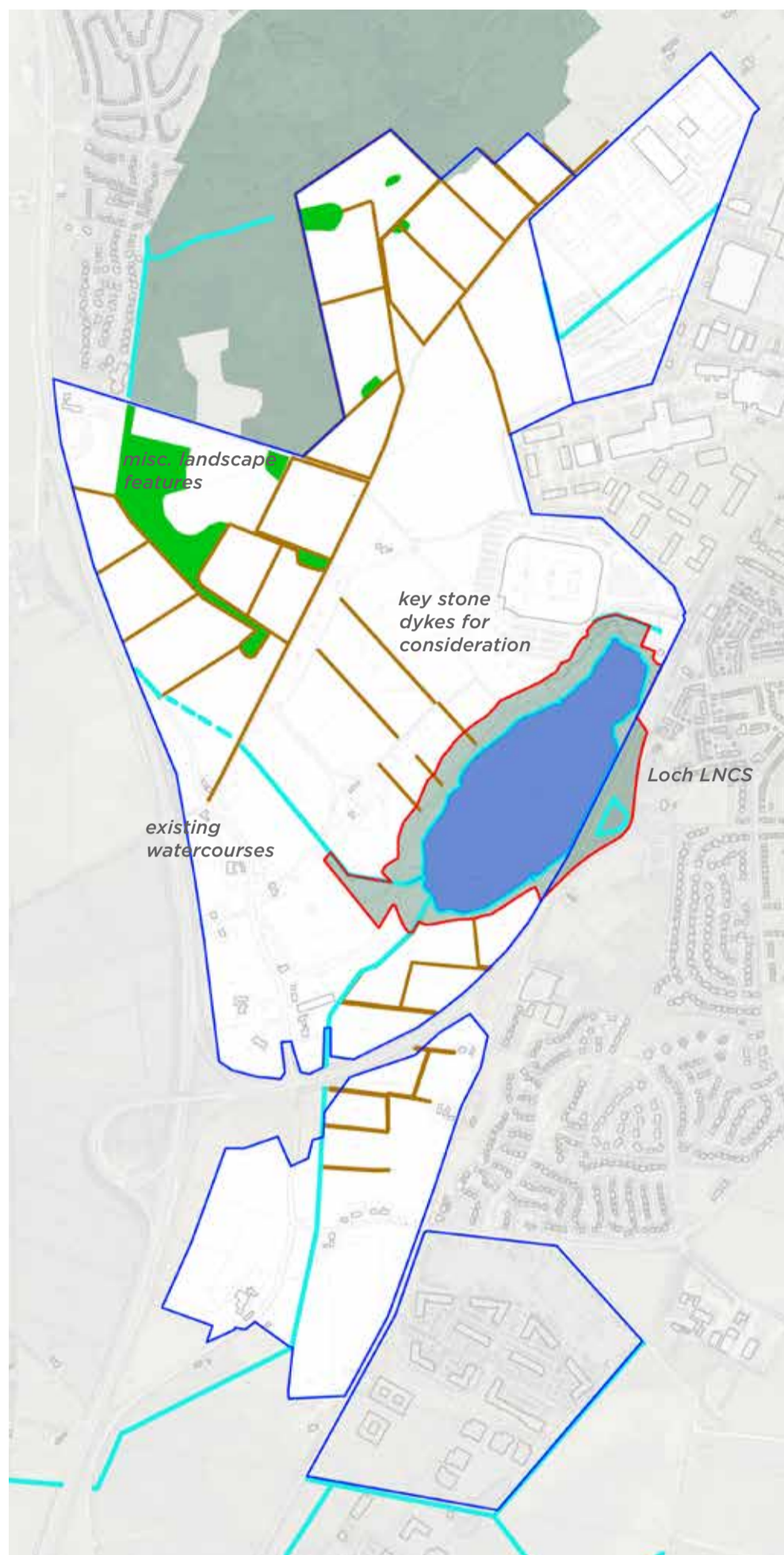
Legend

- Development blocks
- Existing development
- Streets
- Indicative location for new junction
- Major connection to surrounding road network
- Other connection to surrounding road network
- Core path (existing and improved)
- Core path AP3
- General path network
- Major Open Space
- Neighbourhood Open Space
- Local Open Space
- Indicative SUDS location
- Primarily continuous frontage
- Mixed frontage
- Key buildings/corners for orientation, landmarks and urban character
- Suggested development block internal access

Development Framework
1:8000 @ A3

0m 100m 200m 300m 400m 500m

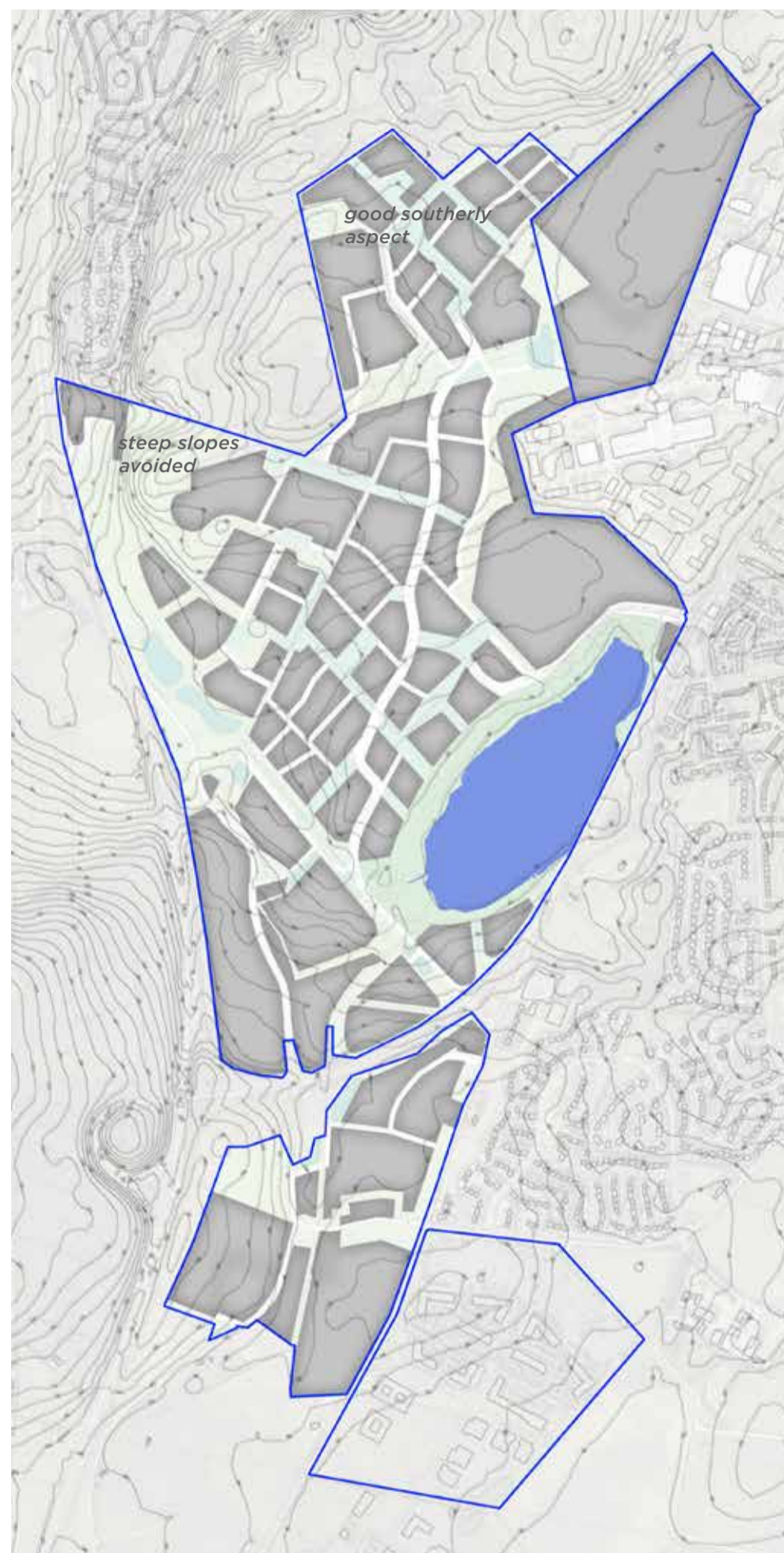
5.2 Development structure



5.2.1 Landscape features

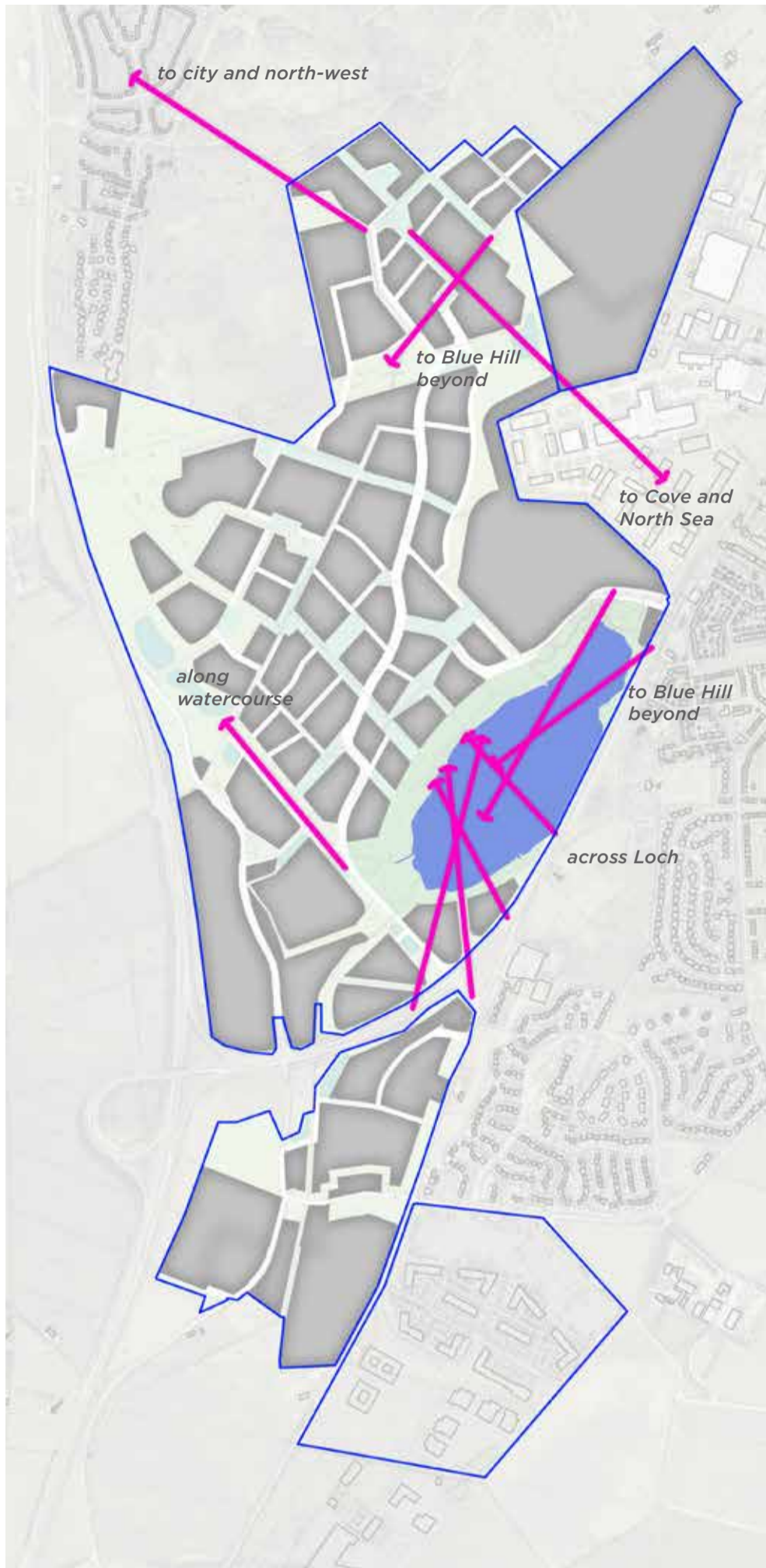
Loirston Loch and the designated Local Nature Conservation Site (LNCS) surrounding it are considered of high landscape value and have been safe-guarded within the Development Framework. Whilst built development is not proposed within this area, there is a good opportunity for improved public access within the less sensitive areas of the LNCS and this is promoted through the Framework.

The watercourse which enters and exits the Loch, whilst largely contained within a constructed channel or culvert, is also considered of good landscape value and has been identified for landscape and channel improvements. The mainly agricultural nature of the site has resulted in the creation of several good examples of 'consumption dykes' which have been generated over time by the gradual clearing of stones from adjacent fields. These contribute towards a specific character and identity to the area and good examples have been retained and integrated into the Framework where possible. These landscape features and areas contribute to the recreational, ecological and hydrological function of the site and have driven the layout of the Framework. Where these features have been retained, the natural grid of the existing field system is reflected in the Framework layout, although opportunities have been taken where appropriate to deviate from this underlying lattice structure to introduce interest and diversity in the urban grain.



5.2.2 Landform and orientation

The site is predominantly south and east-facing, with some west-facing slopes adjacent to the A92; this makes the Loirston site very suitable for residential development which can take advantage of good aspect and orientation and therefore benefit from good passive solar energy gain. Platforming for development is expected to be minimal and the Framework circulation has followed existing road gradients where appropriate to ensure accessibility is maximised. Some areas on upper slopes and on approaches to Kincorth Hill are somewhat steeper and may require limited relaxation of standards, but many of these conditions can be designed out through detail design.



5.2.3 Views

Several key views have been identified which are important for retention and have influenced the layout of specific development blocks. Due to the immediate topography around Wellington Road from the A92 approach, views to and across the Loch are only apparent north-east of the vicinity of the existing signalled junction - the height and density parameters for the blocks in this area reflect the importance of retaining these views. Other important views to the city centre and the adjacent Blue Hill are also accommodated.

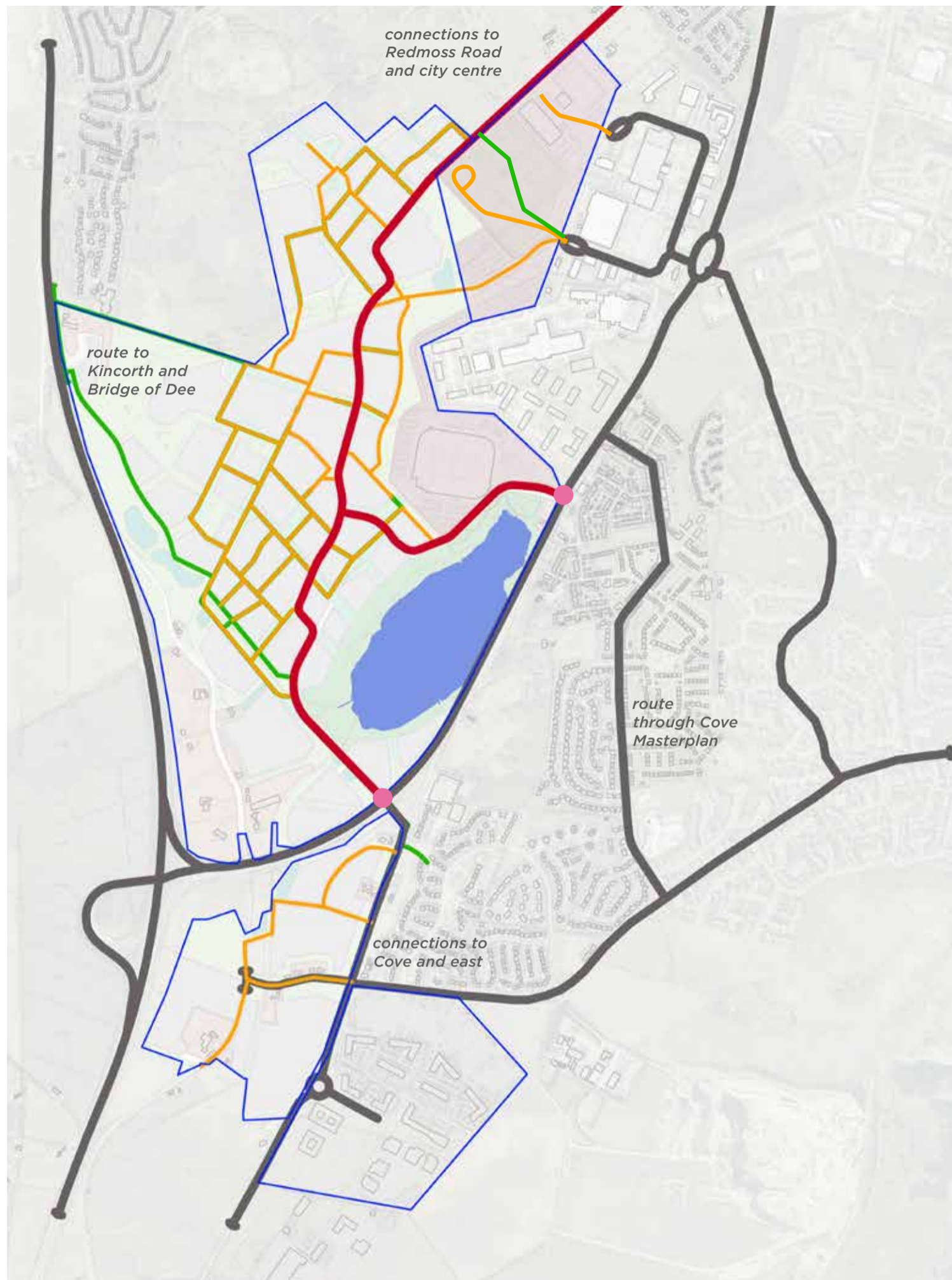
Development blocks either side of the improved watercourse corridor running from the loch towards the A92 landscape buffer will create a new view across landscape areas. Other new views created by Framework blocks include a vista along the edge of the Loch from north-east to south-west and a strengthened view down Redmoss Road; all these specific views help to create a legible and coherent settlement that is rooted into its place.



5.2.4 Spatial experience

The spatial experience at Loirston is determined by a softer loch side edge with fingers of landscape filtering through the settlement core up on to the distinctive landscape of Kincorth Hill. More urban and civic spaces will be located around and along the Primary Street and link into the stadium entrance.

The alignment of the key primary street running through the settlement and the civic areas associated with it have been carefully considered in order to provide a diverse and attractive spatial experience. A hierarchy of secondary and tertiary streets feed off this primary circulation route and allows a permeable urban form to develop. Different scales of urban form and grain provide opportunities for different characters to develop and key corner buildings and landmarks have been identified.



Legend

- █ Primary routes
- █ General street network
- █ Pedestrian/cycle route
- █ Key surrounding road system routes
- Crossing points

5.2.5 Connections and integration

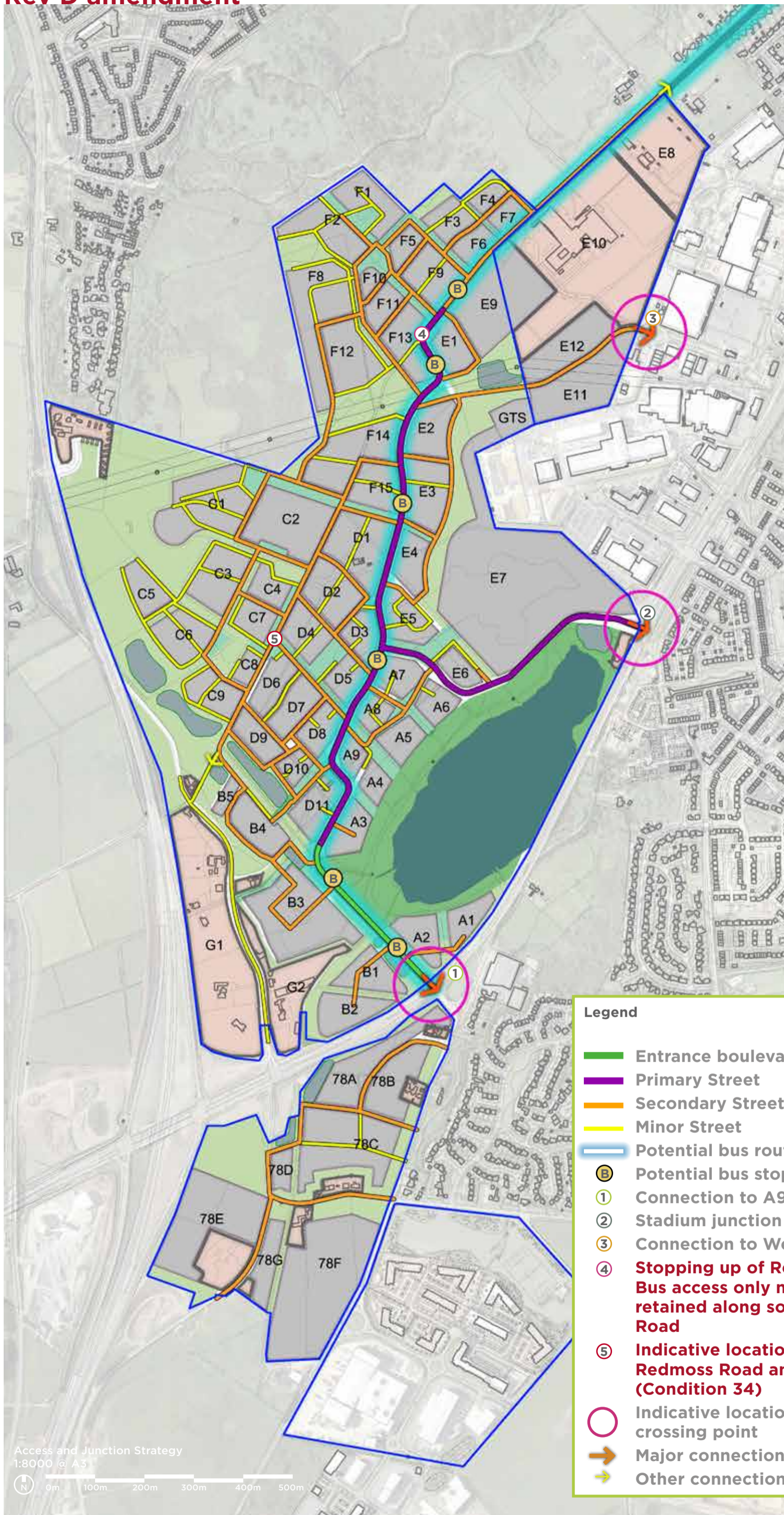
Access to the Loirston site is primarily from Wellington Road, with additional access from Redmoss Road and Wellington Circle at Calder Park. Key connections are being investigated to:

- Provide linkages to the surrounding communities and existing networks for cyclists and pedestrians;
- Allow for a bus route to pass through the site;
- Ensure a permeable block structure; and
- Ensure passive surveillance and overlooking is considered for development facing onto open space areas.

5.3 Access and connectivity

5.4 Pedestrians

The ability to walk throughout the development using a permeable network of footpaths and pavements is at the core of the Framework design, which ensures that direct links exist between new and proposed destinations. On a finer grain, it is expected that there will be further routes and permeability through the planned development blocks.

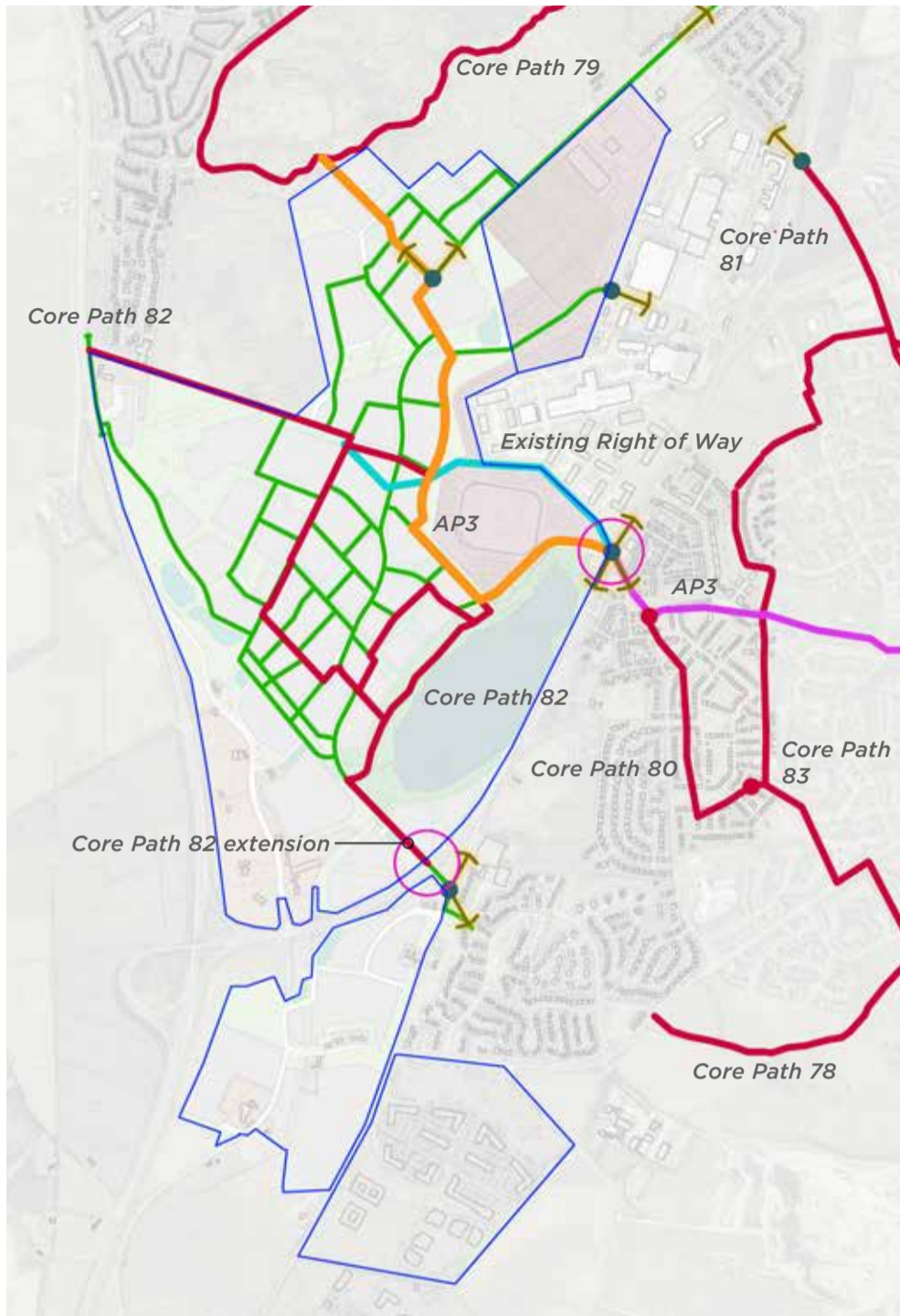


Legend

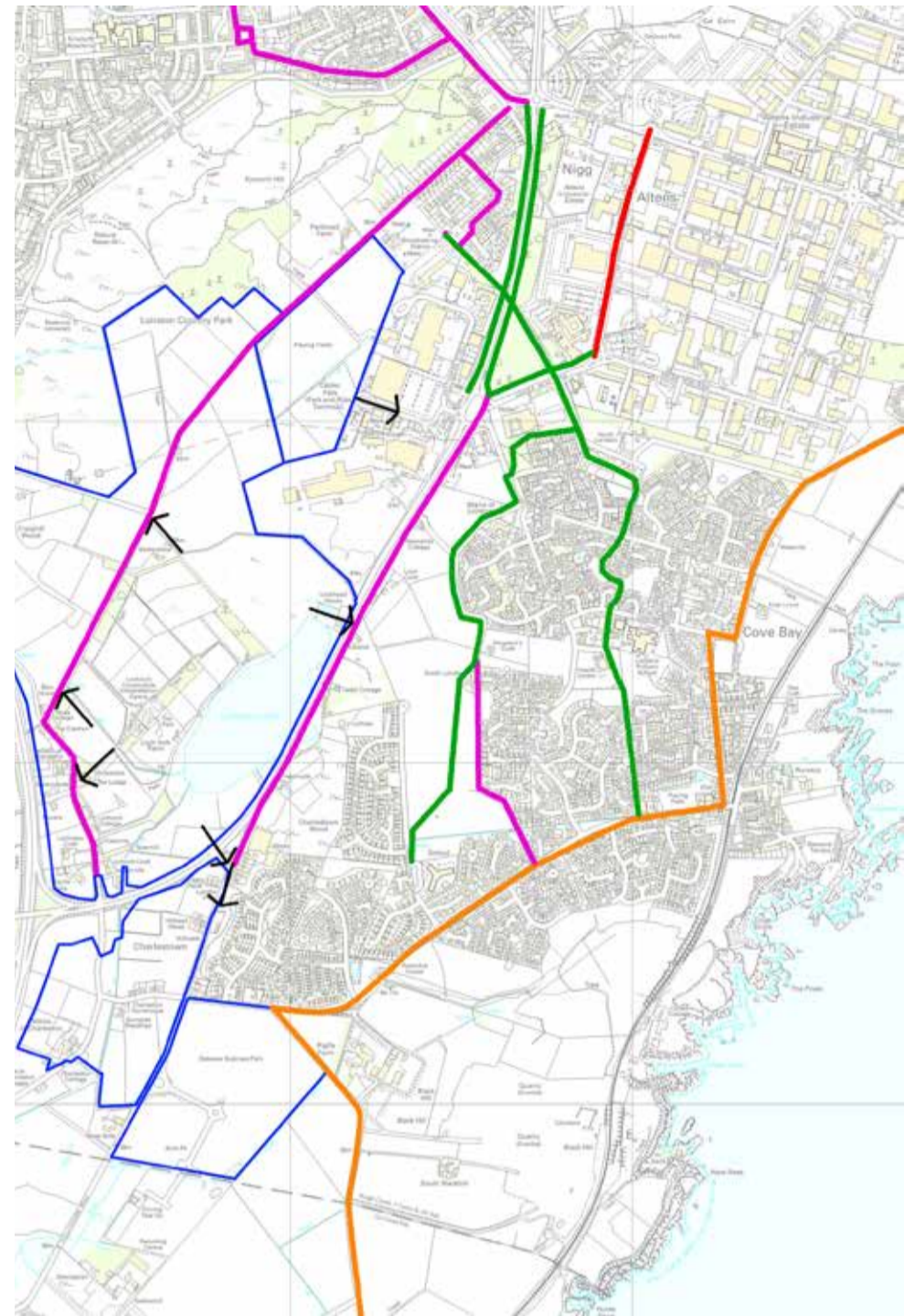
- Entrance boulevard
- Primary Street
- Secondary Street
- Minor Street
- Potential bus route
- B Potential bus stop
- 1 Connection to A956
- 2 Stadium junction
- 3 Connection to Wellington Circle
- 4 **Stopping up of Redmoss Road southwards. Bus access only northwards. Vehicle access retained along southern extent of Redmoss Road**
- 5 **Indicative location for connection between Redmoss Road and southern section of site (Condition 34)**
- Indicative location for new junction and crossing point
- ➔ Major connection to surrounding road network
- ➔ Other connection to surrounding road network

Access and Junction Strategy
1:8000 @ A3

0m 100m 200m 300m 400m 500m



Pedestrian connectivity
1:20000 @ A3
0m 500m 1km



Cyclist connectivity
NTS

Legend

- Existing Core Path with improvements
- Aspirational Core Path (outwith Framework area)
- Proposed alternative route for Aspirational Core Path (within Framework area)
- Existing Right of Way
- Proposed general path network
- Connecting node
- Onward connection
- Indicative crossing point

Legend

- National Cycle Route 1
- Local cycle route (on-road cycle lane)
- Local cycle route (traffic free)
- Other route
- Indicative location for connection to existing network

5.4.1 Core Path

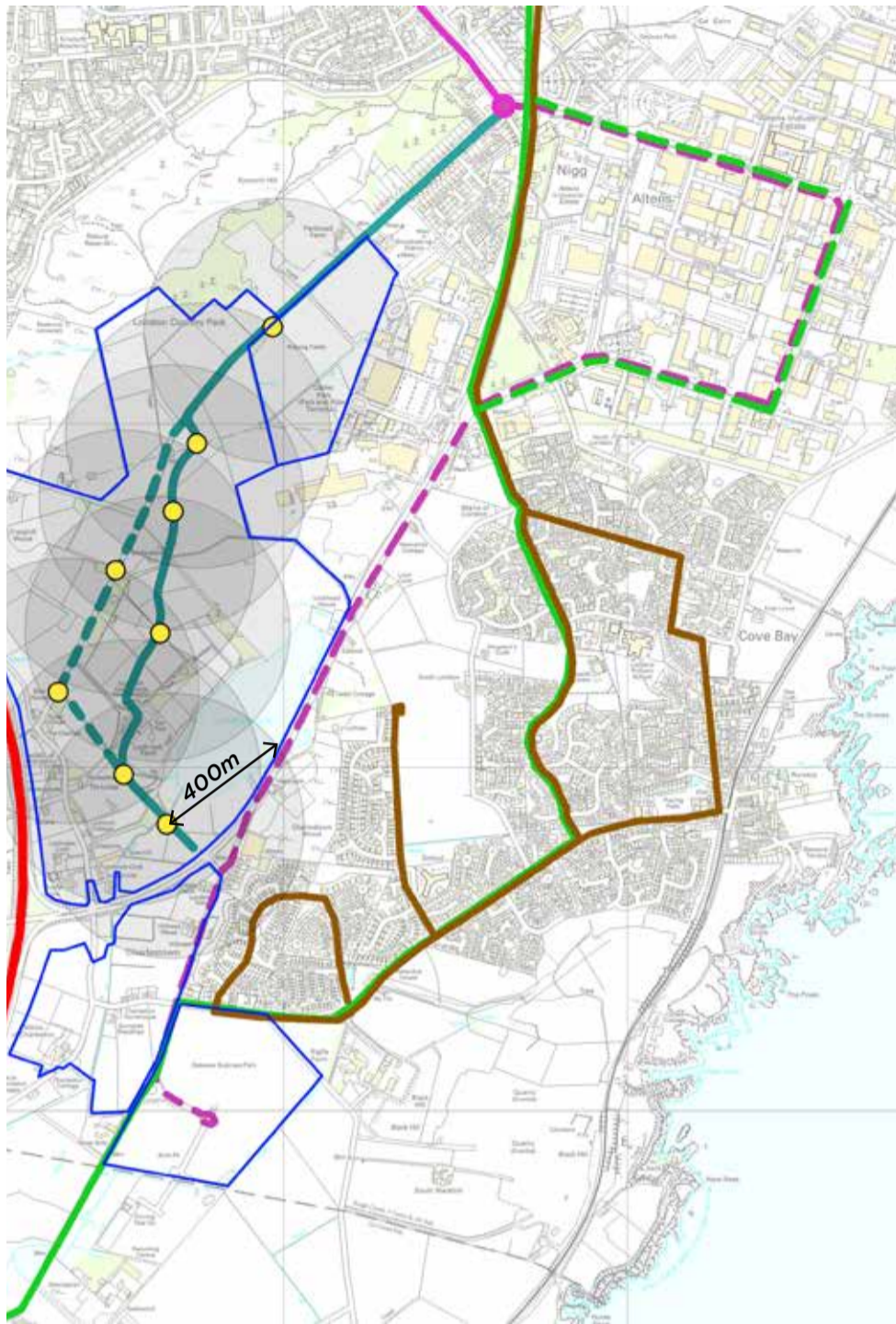
The Aberdeen City Core Paths Plan shows an aspirational core path (AP3) passing through the Framework area, establishing a formal connection from the north of Loirston Loch to Kincorth Hill. The AP3 route largely follows the existing Right of Way which skirts the northern boundary of OP59 before passing by Bladerstone House and then heading north towards Kincorth Hill. The Framework indicatively shows how this route might be accommodated between the AFC stadium proposals and the new urban area. Rather than skirting to the north of the stadium along the boundary with the Balmedie property, AP3 is taken to the south of the AFC boundary and into the landscape buffer around the car park area, then north from Redmoss Road to make a new connection with the existing Kincorth Hill circulation system (Core Path 79). Any deviation or altering of the Right of Way route and AP3 will be explored during the detailed planning application process and through close consultation with neighbouring landowners.

The existing Core Path 82 alignment will be retained where it follows existing roads, but may need to be adjusted in the vicinity of the loch side area to follow new streets and paths. Core Path 82 will require to be upgraded.

5.4.2 Cyclists

National Cycle Network

National Route 1 is the closest part of the national cycle network to the Framework area however it is not considered appropriate to propose any changes which would bring the route into the site. Some local routes pass close to the Framework area - where appropriate these will be integrated into the proposed street network within the development. The street network will also facilitate outward looking cycle links that connect the development to existing surrounding networks. Connections by cycle to the external network, and any necessary improvements, will be examined as part of the TA.



Public Transport Provision
NTS



Legend

- First Bus (route 3)
- First Bus (route 18)
- - - First Bus (route 18, certain times only)
- Stagecoach (route 7, X7)
- Stagecoach (route 8)
- - - Stagecoach (route 8, peak times only)
- Potential bus route
- - - Potential bus route (alternative route)
- Potential bus stop

5.4.3 Public transport

Bus operators

Discussions have been undertaken with both First Bus and Stagecoach who have indicated a willingness to consider routes through the Loirston site. For reasons of confidentiality related to route reviews these discussions cannot be openly reported at this time but will be in the final TA. The street hierarchy and primary street corridor has been designed at Framework level to accommodate these kind of vehicle movements. Consideration of final bus routing through the site will be taken in tandem with operators to achieve the best outcome in relation to the potential for future service provision. This is likely to include discussions with operators and ACC officers over alignments and suitability of ultimate geometry to accommodate bus operations. The use of bus gates to ensure bus only road sections is also likely to be investigated. It is acknowledged as a policy requirement that regular bus services within 400m of dwellings should be developed and the layout will be progressed to achieve this. A small proportion of the site (around 30-40 units) currently sit up to 550m from the potential bus route, however as a route is developed through the evolving TA, every effort will be made to ensure that public transport provision meets policy requirements.



Existing cycle routes adjacent to the site

Stopping up of Redmass Road

Redmass Road is currently stopped up immediately to the east of Lochside Academy and no through route between Wellington Road and West Tullos Road is possible along it. Once the Primary Street within the Loirston development is constructed and connection made with Redmass Road, this point of stopping up will move westward and bus gates installed to allow a bus route to run along Redmass Road from West Tullos Road and connect through the Loirston development to Wellington Road. While there will continue to be no through route along Redmass Road between Wellington Road and West Tullos Road, local access arrangements to the western extent of Redmass Road up to the point of stopping up will remain largely unchanged, although there will be sections of the road downgraded or removed to reduce long lengths of straights in order to reduce speeds (see Access and Connectivity).

5.4.4 Parking

ACC Supplementary Guidance Transport and Accessibility, March 2012 will be taken cognisance of in laying out parking levels, however at this stage it is not possible to be prescriptive about parking levels as the exact mix of housing is not yet determined. Parking is considered further in the TA.

Parking management during stadium events will also be discussed in the TA and inputs sought from ACC and the police, but it is understood that preliminary work has already been undertaken in relation to the stadium parking arrangements and this needs to be fully understood.

Specific guidance relating to individual character areas is set out in the respective sections, particularly those of higher density residential character, where high parking provision ratios of at-grade car parking may erode the principle of permeable open space between buildings. In such situations, undercroft parking may be considered where levels allow construction without significant areas of tanking and waterproofing. Careful consideration of the relationship between such parking structures and frontages must be considered in order to prevent large expanses of blank wall and could be combined with opportunities to lift private internal spaces up and therefore introduce some distance between the public circulation and the internal uses of the adjacent buildings.

5.4.5 Access points: integration with existing network

Vehicular access points have been confirmed through the Transport Assessment which accompanied P130892/PPiP. These are primarily from two access points onto Wellington Road. Conditions 14 and 15 of P130892/PPiP require delivery of one junction prior to first occupation and the other prior to 300th occupation. If any level of access prior to delivery of the first junction was to be proposed, a Section 42 application would be required to be submitted. A scheme which was contrary to the conditions of the PPiP approval could not be considered by the MSC process.

Redmoss Road

The opportunities for Redmoss Road have been considered with a long term vision for the development of the whole Loirston site, with the Redmoss Road through-route connection back along to the north proposed to be bus, cycle and pedestrian access only and 'stopped up' at some point. However, this restriction would be intended to occur to the north east portion of the site, detailed location of which to be determined in future application(s), but most likely at the junction where the new primary road diverts off and follows south down through the site. At this point the remaining section of Redmoss Road (to the south) would be available to vehicular traffic and form part of the secondary street network. This restriction is not intended along the whole extent of Redmoss Road, however, it is worth noting that as part of the new academy application at Calder Park (Ref 151082/DPP) this included provision for the pedestrianisation of a section of Redmoss Road between the existing residential dwellings and the nature reserve by use of closed gate, retractable bollards or similar at either side. Therefore, any alteration to this arrangement as part of any development proposal will require full assessment under a new application, in consultation with the Council's Roads Development Management team.

Connections by foot and/or cycle to the external network and any necessary improvements are set out through the TA, including those to Cove, the OP59 site, Wellington Road, Redmoss Road, Wellington Circle and existing external cycle networks.

Short-term access requirements for development can be considered alongside a phased approach and as part of individual masterplans, planning applications or Matters Specified in Condition, in consultation with the Council's Roads Development Management team.

5.4.6 Street structure and hierarchy

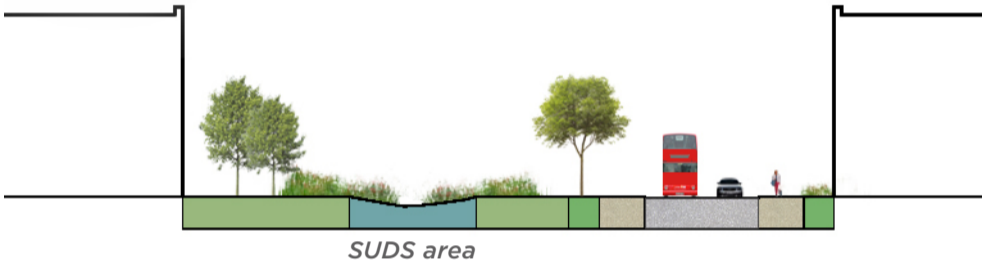
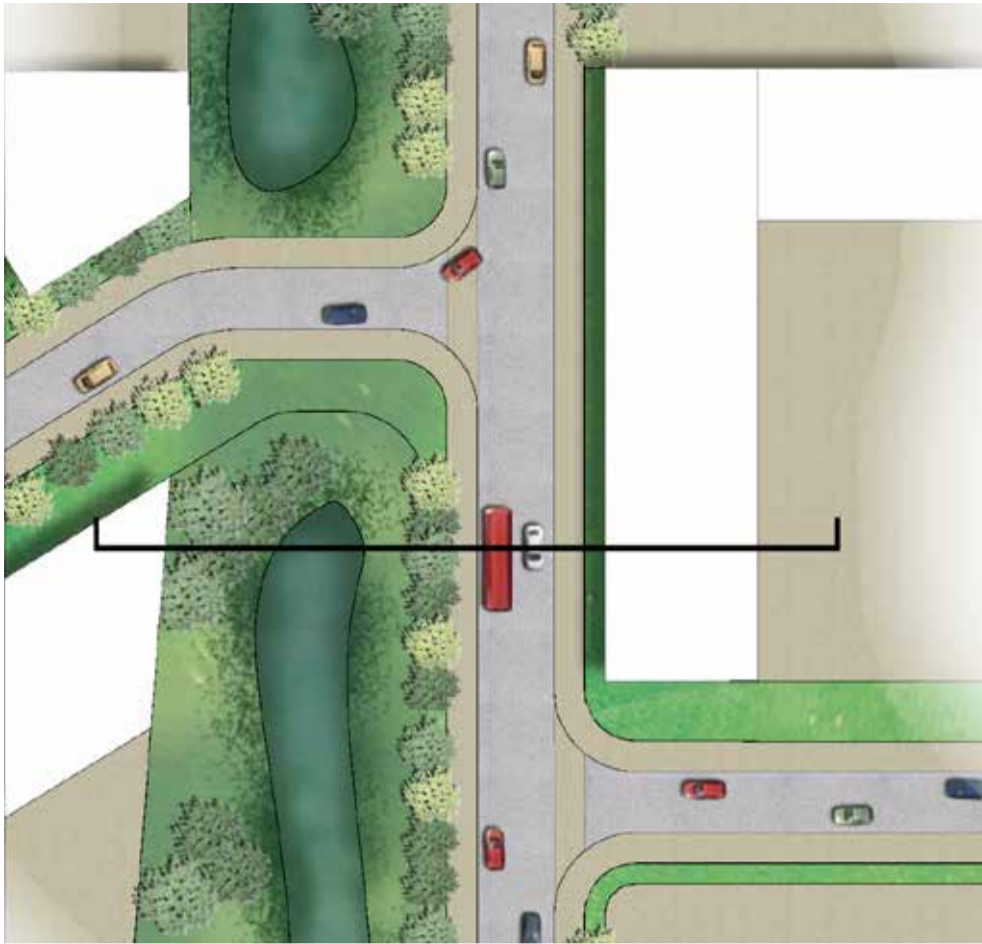
The vehicular connectivity plan on page 39 indicatively illustrates a clear structure of streets which have been designed in response to the existing site conditions and to ensure appropriate connections are forged with the existing network. A hierarchy of scaled streets has been defined, which have different parameters and deal with various pedestrian, cyclist and vehicle parameters. In generally decreasing volume of vehicular traffic these are described as:

- Entrance boulevard: the entry approach and experience from the southern junction on Wellington Road;
- Primary Street: the core street which runs through the core settlement and accommodates public transport uses and supports mixed-use activities;
- Secondary Streets: those streets which give access to development blocks and provide connecting loops and grids across the site; and
- Minor Streets: those streets which run within or on the edge of development blocks to give access to specific areas and which may be of shared surface design.

These clearly defined street types combine to provide a good legibility to the development and are a critical part of creating an identity and sense of place. The general parameters and character of each street are set out later in the document, although the detail and layout will be informed by the TA which is to be prepared in support of the PPiP application.

5.4.7 Street sections

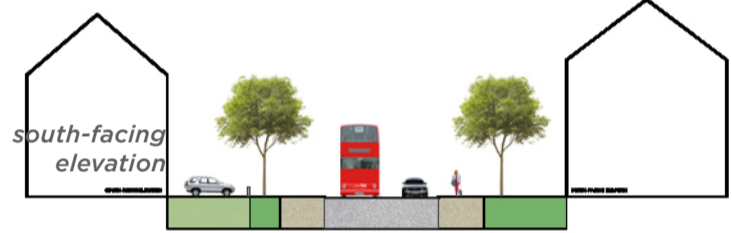
The following key street sections illustrate the indicative design parameters and character along with an associated description and text. In general, Primary and Secondary streets run between the blocks, whilst Minor streets run on the edge, or through development blocks. In addition to these core streets, there will be further lanes and shared surfaces within blocks which will be designed in accordance with 'Designing Streets' policy and appropriate ACC standards.



5.4.8 Entrance Boulevard

Description

The section of street immediately north of the southern junction from Wellington Road. This portion of street is designed to set the character and identity of the Loirston development whilst offering convenient access to the key Employment development blocks and those plots identified for local retail and commercial uses. The street is designed to accommodate buses, pedestrians, cyclists and cars. It is part of the public transport route through the site.



5.4.9 Primary Street

Description

The core spine street running through the site, designed to accommodate buses, pedestrians, cyclists and cars. Part of the public transport route through the site.



5.4.10 Secondary Street

Description

Secondary streets creating connecting loops and giving access to development blocks.



5.4.11 Minor Street

Description

Local streets providing access to a limited area of development. These streets may either be of traditional carriageway and footway design or shared surface as appropriate.

5.4.12 Street design strategy

The detail design of streets is not usually illustrated at Development Framework stage, however this section sets out basic principles which should be considered when the street hierarchy and layout within this document is advanced through detail and technical design. A street design strategy based on the application of simple measures to slow traffic and other complementary features can create safer streets which balance the various requirements of pedestrian, cyclist and vehicular movement and in doing so reduces the danger from traffic.

5.4.13 Example measures

The example measures listed and illustrated in precedent photography below are not intended as an exhaustive list, but have been highlighted as appropriate for use within the Loirston development - many other options exist. The object is to modify driver behaviour and control vehicle speeds; they are best implemented where there are intersections with pedestrian and cyclist movement and where key activity nodes are planned. These locations should include:

- crossing points which prioritises pedestrian movement
- schools where safe crossing points are required in tandem with safe routes to school; and
- neighbourhood centres or areas with civic functions and activities.

Raised junctions

Suitable for limited use on primary streets and freely on secondary and minor streets.

Chicane

Suitable for use on primary, secondary and minor streets..

Width restriction to carriageway

Suitable for use on secondary and minor streets.

Pinch point

Suitable for limited use on primary streets and freely on secondary and minor streets.

Occasional strip

Suitable for limited use on primary and secondary streets

Median strip

Suitable for use on primary and secondary streets.

Speed bend

Suitable for limited use on secondary and minor streets..

Lateral shift in alignment

Suitable for use on primary, secondary and minor streets.

Reduction in junction area

Suitable for use on secondary and minor streets.

Mini roundabout

Suitable for use on primary street only.

5.4.14 Complementary features

In addition to these measures, complementary physical features should be considered to further slow traffic by emphasising the measures and therefore effecting the behaviour of street users. This can be made through changing perceptions of speed, narrowness and functional and user priorities. Examples of these features are set out in various categories below:

Vertical features

Elements of public realm such as walls, planters and fences can not only contribute to the overall character and identity of the street, but can be used to restrict vehicle movements, reduce the real and apparent widths of carriageways and direct non-vehicular movements to defined crossing points. Considering bollards and other pieces of street furniture such as lighting columns and bins in this way allows them to be used for multiple functions whilst minimising streetscene clutter.

Planting

By utilising street trees, shrubs and ground cover, the visual perception of a street width or section of street can be influenced. The type and spacing of trees can have an impact on the perception of speed for street users; they also offer a vertical element to the street which can influence the spatial sequences.

Paving

The type of carriageway material has a big impact on the perception of users in vehicles and bicycles; by changing the type and colour of material, a change in priority can be highlighted or safe route identified. Changes in texture such as from asphalt to setts also act to slow traffic and make users more aware of their surroundings.



Change in carriageway material at pedestrian crossing



Raised junction, change in carriageway material and use of vertical elements



Informal shared surface with low intensity use.



Speed bend/occasional strip on inside of bend.



Shared surface and use of planting to reduce carriageway



Key findings extracted from the Open Space Audit:

“The Kincorth and Loirston ward has an estimated population of 15,398 and has an area of 2109Ha. The ward has 449Ha of open space. The settlements of Kincorth and Cove are well catered for in terms of the quantity of open spaces, with Loirston Recreation Area, Kincorth Hill Local Nature Reserve and Abbotswell Road Greenspace. Kincorth is relatively well catered for in terms of amenity open space. However, there is a lack of public parks and gardens and children’s play areas, the only facilities being at Corthan Crescent and Kincorth Circle. Kincorth Hill Local Nature is close to the residential areas of Kincorth.

Cove is relatively well catered for in terms of parks and greenspaces, with a large neighborhood park (Earns Heugh Road) running through the centre of the residential area, pockets of amenity open space, a local park to the south west (Catto Park) and a play facility at Charleston Road. There are no designated sports areas in Cove. By far the largest category of open space in the ward is open semi-natural (277Ha) followed by residential amenity (43Ha) and transport amenity (26Ha). The ward also has a large amount of business amenity open space (25Ha). The majority of the residential areas in Kincorth have a town/ heritage park within 1500m. Although Kincorth falls within the Duthie Park catchment, Cove is outside the catchments of both Duthie Park and Loirston Recreation Area. Nearly all of the residential areas of Cove are located within 600m of a neighborhood park (Earns Heugh Road), whereas Kincorth is lacking in access to this type of space. In terms of local park provision (including neighborhood parks, playspace and town/heritage parks), nearly all residential areas of Cove fall within the 400m catchment areas, apart from the northern extent. However, only the western part of Kincorth falls within a local park catchment (Corthan Crescent greenspace), which is a very small children’s play area.

Kincorth is relatively well provided for in terms of access to natural/semi natural greenspace of a significant size (over 0.2 hectares), residents living in the central and southern part of the settlement have easy access to the Kincorth Hill Local Nature Reserve (within 500m). Cove is less well provided for in terms of semi-natural greenspace, with only the southern half of the settlement located within 500m of Cove Community Woodland, which runs along the southern boundary of the residential area. Loirston Recreation Area is located between two industrial areas (Altens and Greenbank) and access to the area is fairly poor, with entrances difficult to find in the industrial estates.”

5.5 Landscape Framework

Usable, well-designed open space is recognised as creating opportunities for communities to interact, promoting a sense of place and helping to promote healthy active lifestyles. This section describes how and where this open space will be provided and how this meets Aberdeen City Council standards.

5.5.1 ACC Guidance documents

The Loirston Development Framework has been designed with reference to ACC's Open Space Supplementary Guidance, March 2012 which provides guidance on revised standards for the provision of new open space following the findings of the recent Open Space Audit. These standards are "designed to encourage more useful, relevant and efficiently managed open spaces, of the right type and in the right place". The SG sets out the type, quantity and quality of open space which should be provided by new developments and suggests how appropriate accessibility criteria for each category.

Spaces are assigned a hierarchy according to scale:

- major;
- neighbourhood; and
- local.

and a category according to use:

- Play zone/Other play areas
- Outdoor Sports Areas
- Natural Greenspace and Green corridors
- Allotments or Community Gardens.

The summary tables below set out the key open spaces and their functions. Where indicative quantities are proposed in the ACC guidance, a people/household ratio of 2.9/unit has been used which generates an indicative population of 4350 for the proposed 1500 residential units.

5.5.2 Open Space Hierarchy

Open space type	Description	Indicative Site Size	Accessibility standard	Loirston provision
Major Open Space	Large areas of open space attracting visitors from Aberdeen City and Shire, often offering a wide range of uses, including informal recreational, sport, large scale equipped Play Zone, walking routes, seating, lighting, toilets, car parks etc. There may be a diversity of habitat/landscapes. Receives regular maintenance. Will usually form Green Space Network cores.	>5 hectares	All residents within 1500 metres (around 20 minute walk) of a Major Open Space.	Loirston Loch and associated open space: c.17 hectares within 1500m of core settlement. Large play zone area Identified within Major Space area. Existing semi-natural character around loch to be retained. Other more intensively used areas to be provided to Green Flag 'good' standard and Open Space Audit quality score <20.
Neighbourhood Open Spaces	Open spaces that provide a range of recreational uses, attracting users from more than one neighbourhood. These spaces could include equipped Play Zones, natural areas, green corridors, seating, paths/access, community event space, some formal landscape features, car park, dog waste / litter bins etc. Receives regular maintenance. May include Green Space Network cores, stepping stones or links.	2-5 hectares	All residents within 600 metres (around 10 minutes walk) of a Neighbourhood Open Space.	Multiple areas function as Neighbourhood open space; these include an extensive landscape strip along the A92, the deculverted/improved stream corridor to the watercourse entering and exiting the Loch, the landscape buffer to the stadium and open space below the overhead power lines. All residents are within 600m of a neighbourhood space and many are considerably closer. These areas total >30 hectares and will be provided to Green Flag 'good' standard and Open Space Audit quality score <20.
Local Open Spaces	Smaller spaces that provide a more limited range of local recreation uses, and are spread throughout a local area. As most users will reach them on foot, they are well connected by paths to community facilities and surrounding areas. Receives regular maintenance.	0.4 - 2 hectares	All residents within 400 metres (around 5 minutes walk) of a Local Open Space.	Local areas have been identified where there are landscape features which are to be integrated and retained into the development, such as consumption dykes or stone wall enclosures. Other local open spaces have been marked as appropriate locations for civic or public functions and play zones. All residents are within 400m of a local space and many are considerably closer. These areas measure c. 6 hectares in total and will be provided to Green Flag 'good' standard and Open Space Audit quality score <20.

5.5.3 Streets and Civic Spaces

In addition to these defined types and categories, the Framework identifies key streets and civic areas which will also function as important open spaces. Such areas, whilst containing hard landscape areas, will also accommodate soft landscape features such as specimen and street tree planting, SUDS features and may include opportunities for play. In adopting the key principles of 'Design Streets' guidance, street design will consider place before movement and therefore allow these spaces to function as an open space resource rather than simply for traffic. Civic spaces have generally been located within the development structure at key nodal points and gateways and have been formed in conjunction with planning land use within the development. Where streets pass through the civic spaces they do so in a sensitive manner, adding to the sense of place and integrating with the space rather than cutting through it.

5.5.4 SUDS

Indicative locations, sizes and catchment areas have been identified for SUDS facilities. The character and forms of these features will be developed in detail design and masterplan stages, but in principle the facilities should be integrated into the surrounding open space and reflect a character that is appropriate to the adjacent development. The scale and function of the surrounding open space should inform the selection of basins, ponds or swales for instance. SUDS are an important resource for the sustainable treatment of surface water runoff, but also offer the potential to be a significant resource of biodiversity and can contribute towards ecological biodiversity and diversity of landscape character.

5.5.5 North East Scotland Biodiversity Partnership (NESBiP)

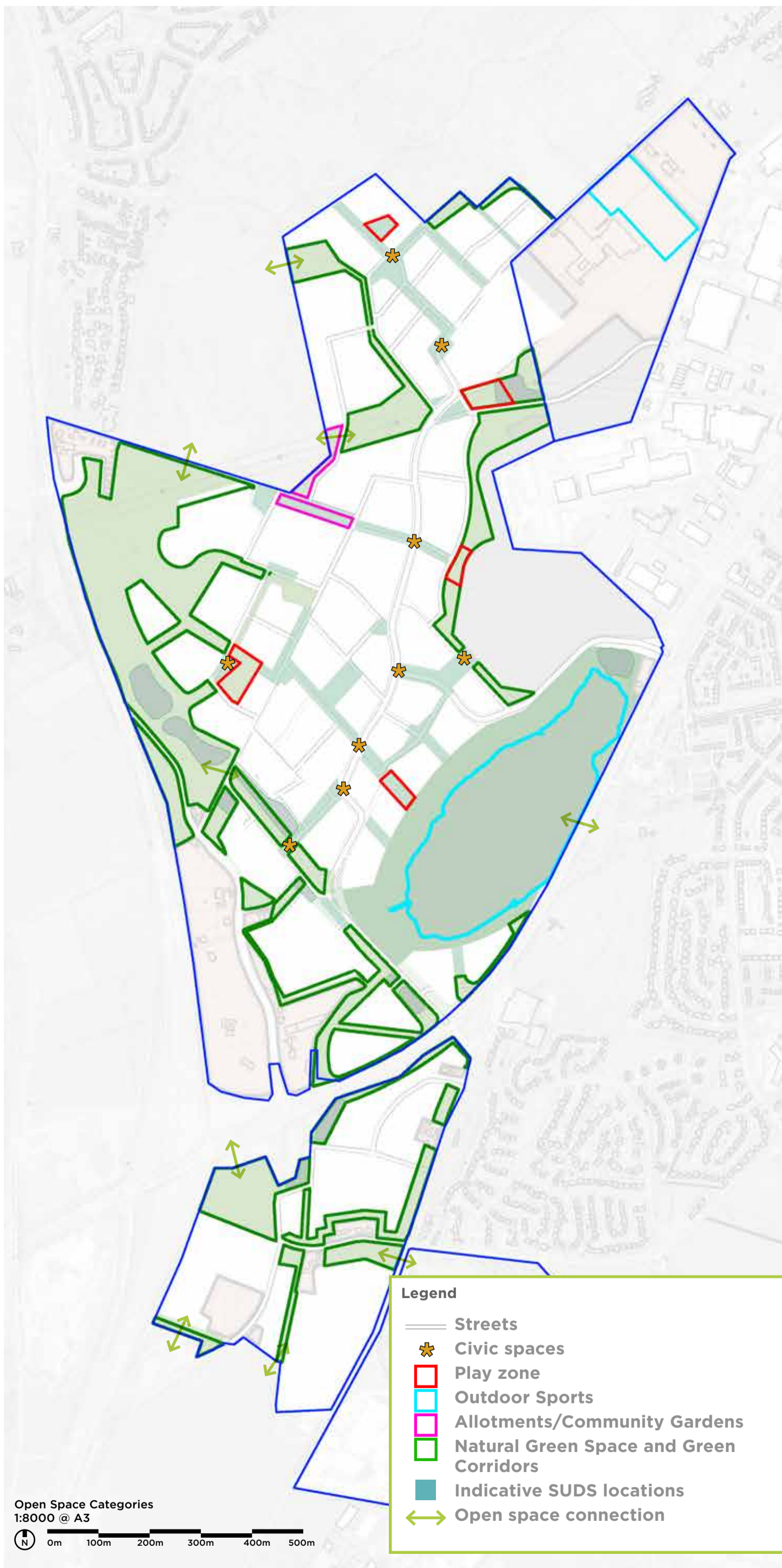
The Framework offers opportunities for new and improved landscape areas which take into account the NESBiP habitat statements which include lists of important species associated with those habitats which informs the development and its biodiversity enhancements. Specifically, the framework seeks to:

- Retain and protect important habitats identified adjacent to Loirston Loch, particularly those associated with the Striped stretch spider *Tetragnatha striata* species;
- Retain dykes and boundary habitats wherever possible (eg. along border with Kincorth Hill);
- Introduce species-rich grasslands to natural green spaces and corridors;
- Create new wet and riparian woodland associated with environmental improvements along existing watercourses; and
- Introduce native broadleaf woodland areas on boundaries with Kincorth Hill.

5.5.6 Principles of Maintenance

Because of the range, quantity and composition of open space at Loirston, the long-term maintenance of soft landscape and SUDS areas is particularly important and needs to be considered at an early stage. Pressure on limited Council maintenance resources for adopted areas must be considered and areas which are not adopted by the Council present management problems in the long term. The framework has strategically identified large areas of open space as natural green space and green corridors rather than amenity space in order to not only respect existing natural processes, but also reduce on-going maintenance burdens. This accords with the ACC Open Space Strategy for Aberdeen which identifies a desire for open spaces to be more natural. These areas are suitable for low maintenance landscape treatments, such as meadow grassland, native wildflower or woodland which are less expensive to manage; detail design and masterplan stages will develop landscape proposals in line with such principles.

Where more intensive landscape treatments are proposed (for example on the edges of the loch side immediately adjacent to residential uses) private factoring may be an option for maintenance arrangements. A legal agreement between the Council and developer/land owner prior to the release of planning consent would be required to ensure the identification of a strategy for all areas –dialogue on such arrangements should be entered into as early as possible. Alternatively, the formation of a community trust for specific landscape resources such as Loirston Loch might be appropriate and allow a deeper level of engagement between residents and their immediate environment.



5.5.7 Open Space Category

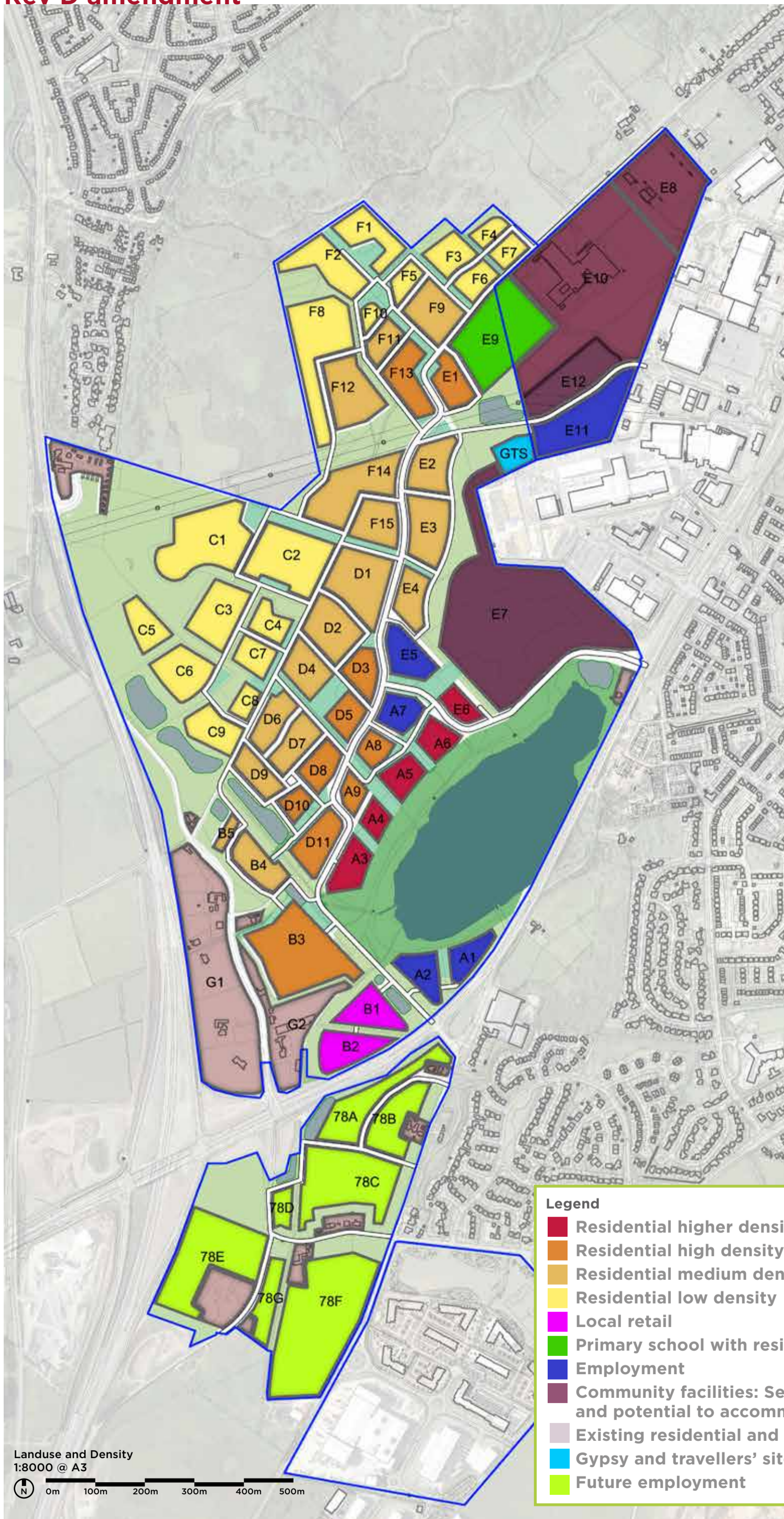
Open space category	Description	Indicative Site Size	Equivalent size required for Loirston	Accessibility standard	Loirston provision
Play Zone/ Other play zone	Unsupervised areas dedicated to use by, and equipped for children and young people. Other Play Areas may include ball courts, outdoor basketball hoop areas, skateboard areas, teenage shelters.	0.3ha per 1000 population Minimum size 1500m ²	c1.3 hectares	All residents should be within 400m of a Play Zone Suitable for ages 3 - 13 Suitable for ages 3 - 18	Five play zone areas have been identified in the Framework which measure over 1.3 hectares to meet the requirement. They are distributed evenly throughout the various neighbourhoods and character areas and are generally within or directly adjacent to residential neighbourhoods to help with natural surveillance. The areas are generally identified where existing landscape features and landform might be utilised. A natural play approach will be developed through the masterplan stage, ensuring that the zones are connected to the landscape and encourage exploration and challenge. Further detail on functions and character will be set out at that time when more information is understood about surrounding residential areas. All residents are within 400m of a play zone.
Large Scale Play Zone	Larger play zones likely to attract children from a larger area. These sites should include a larger range of play functions.	Minimum size 2500m ²		As above	An area within the Major Open Space of the Loch has been identified for a large scale play zone which is close to the location of the existing play zone. The uses of this play space will be appropriate for its location next to the LNCS and will not affect the integrity of the LNCS.
Outdoor sports and recreation areas	Natural or artificial surfaces used for sport and recreation. E.g. playing fields, pitches, tennis courts, bowling greens, athletics tracks and water activities suited to Loirston Loch LNCS.	1.6ha per 1000 population	c6.9 hectares	All residents within 1200 metres of Outdoor Sports facilities.	The proposed community playing fields and shared facilities of Cove Rangers at Calder Park go some way to providing for this requirement; in addition, the continued use of Loirston Loch for angling more than fulfils the required indicative areas.
Natural greenspace and Green Corridors	Includes woodland, heathland, scrub, grassland, wetland, coastal areas, riverbanks, streambanks, disused railway lines, green access routes and open water. Also includes designated areas such as Local Nature Conservation Sites (LNCS), Local Nature Reserves (LNR), Sites of Special Scientific Interests (SSSI) and Special Areas of Conservation (SAC). The primary purposes include nature conservation, walking, cycling, horse riding, leisure, non-motorised travel, environmental education and appropriate water-based activities.	1ha minimum Natural Greenspace per 1000 population	c.4.3 hectares	All residents within 400 metres of a natural greenspace >2ha and 2000 metres of a natural greenspace >5ha	The retention and protection of the Loirston Loch LNCS alone fulfils this open space category requirement and additionally, much of the open space considered as 'Neighbourhood Open Space' will fulfil the functions of Natural Green Space and Green corridors. In particular, these include an extensive landscape strip along the A92, the deculverted/improved stream corridor to the watercourse entering and exiting the Loch, the landscape buffer to the stadium, open space below the overhead power lines and those areas identified for SUDS provision. A large proportion of the open space identified as Neighbourhood type is suitable for natural green space or green corridor categorisation. Around 23 hectares of open space can be considered as natural greenspace or green corridors.
Allotments or Community Gardens	Areas or plots which are mainly cultivated by the occupier or community group for the purpose of producing fruit or vegetables for personal consumption.	0.3 hectares per 1000 properties with less than 60m ² private green spaces, cultivatable according to the health quality standards set out below.	Whilst many of the properties will fulfil the criteria for private green space, for the purposes of the Framework an area of c 0.45 hectares has been identified which can fulfil this function.	Allotments should be no more than 800m from peoples' homes, and that the (minimum) size/number of plots at a site will be determined through a mix of the quality standards below and the number of people within the allotment catchment area.	Two related sites have been identified which total around 0.45 hectares. They are centrally located on a south-facing slope and therefore offer a good location for residents from all over Loirston to access. Adjacency to the Primary School offers opportunities for community gardening and integration with education. The allotments/ community gardens will adhere to the relevant quality standards as set out in the SG. Detail of these areas will be further expanded in the masterplan phase.,

5.6 Landuse and density

It is proposed that the development Loirston will become a residential led mixed-use development of around 1500 residential units in association with around 11 hectares of supporting employment land, a new neighbourhood centre comprising local retail and commercial units, community facilities, new education facilities including a new primary school and the potential to accommodate a new stadium.

5.6.1 Landuse

The predominant landuse at Loirston will be residential and it is proposed that the development could accommodate up to 1500 residential units. Complementing this land use is up to 11 hectares of employment land (up to 2026)



Landuse and Density
1:8000 @ A3

Legend

- Residential higher density
- Residential high density
- Residential medium density
- Residential low density
- Local retail
- Primary school with residential
- Employment
- Community facilities: Secondary school, sports pitches and potential to accommodate stadium
- Existing residential and employment
- Gypsy and travellers' site
- Future employment

5.6.2 Residential density

The table below sets out the potential residential units that may be achieved in each development block, based on a range of residential densities. Each block has been assigned a density as follows:

- Low Density - Around 25-35 Units/Hectare.
- Medium Density - Around 35-45 Units/Hectare.
- High Density - Around 45-55 Units/Hectare.
- Higher Density - Around 55-85 Units/Hectare.

The densities provide a guide to the number of properties which could be delivered within each development block to achieve the total numbers of houses proposed for the site. It is not anticipated that these densities are applied homogeneously within a development block but rather that there will be a mix of higher and lower densities within a block which in sum provide the desired number of units. These internal block densities must be informed by guidance on building typology and height, urban design principles and place making objectives defined in this document.

There is some flexibility in housing numbers as per the Local Development Plan allocation, provided any alterations accord with the layout and design principles of the Loirston Development Framework and the parameters of other key factors, such as transport assessments and developer obligations. Any proposed alterations to dwelling numbers will be evaluated alongside all other materials considerations through assessment of future masterplans, detailed planning applications and Matters Specified in Condition processes.

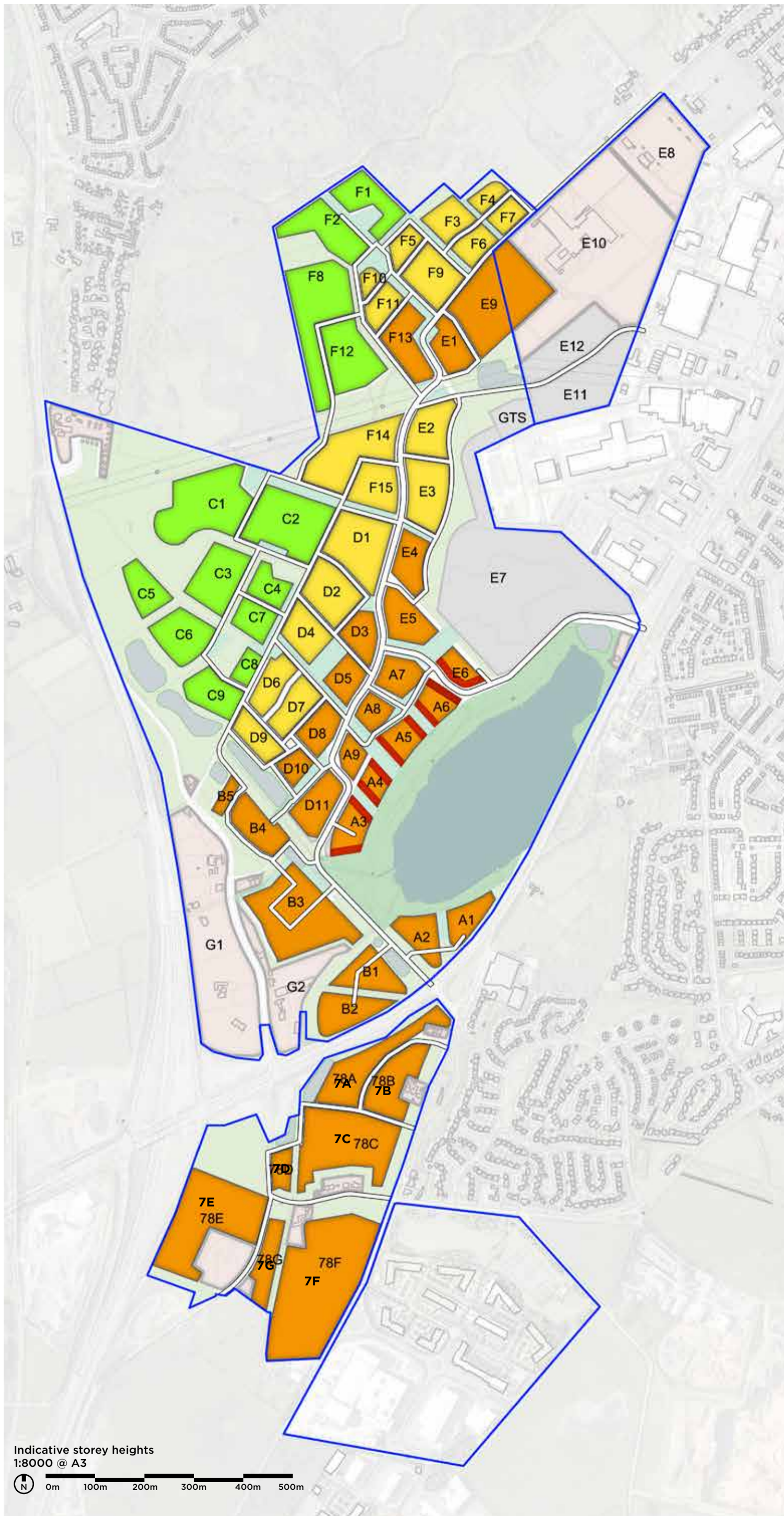
5.6.3 Development Block Requirement

Development Block	Block Area (Hectares)	Landuse	Proposed Residential Density Range	Potential Residential Units	Max. building height (storeys)
A1	0.59	Employment	None	0	4
A2	0.69	Employment	None	0	4
A3	0.69	Residential only	Higher	41	5 (limited)
A4	0.37	Residential only	Higher	22	5 (limited)
A5	0.56	Residential only	Higher	33	5 (limited)
A6	0.52	Residential only	Higher	30	5 (limited)
A7	0.59	Employment	None	0	5 (limited)
A8	0.40	Residential only	High	19	5 (limited)
A9	0.34	Residential only	High	17	4
B1	0.82	Retail	None	0	4
B2	0.88	Retail	None	0	4
B3	2.49	Residential only	High	122	4
B4	0.78	Residential with local retail and commercial	Special	15	4
B5	0.21	Residential only	Medium	8	4
C1	2.15	Residential only	Low	62	2
C2	1.78	Residential only	Low	50	2
C3	1.12	Residential only	Low	33	2
C4	0.49	Residential only	Low	14	2
C5	0.64	Residential only	Low	19	2
C6	0.97	Residential only	Low	29	2
C7	0.51	Residential only	Low	15	2
C8	0.30	Residential only	Low	8	2
C9	0.77	Residential only	Low	22	2
D1	1.45	Residential only	Medium	56	3
D2	1.03	Residential only	Medium	40	3
D3	0.57	Residential with other ground floor uses	High	28	4
D4	0.75	Residential only	Medium	29	3
D5	0.51	Residential only	High	25	3
D6	0.65	Residential only	Medium	25	3
D7	0.68	Residential only	Medium	27	3
D8	0.59	Residential only	High	29	4
D9	0.56	Residential only	Medium	22	3

Development Block	Block Area (Hectares)	Landuse	Proposed Residential Density Range	Potential Residential Units	Max. building height (storeys)
D10	0.33	Residential only	High	16	4
D11	0.83	Residential only	High	40	4
E1	0.64	Residential only	High	32	4
E2	0.85	Residential only	Medium	33	3
E3	1.07	Residential only	Medium	42	3
E4	0.66	Residential only	Medium	26	3
E5	0.81	Employment	None	0	3
E6	0.41	Residential only	Higher	24	4
E7	8.01	Community Facilities / Mixed-use	None	0	N/A
E8	2.62	Community Facilities	None	0	N/A
E9	2.61	Primary School with residential	Special	27	3
E10	6.11	Secondary School	None	0	N/A
E11	1.82	Employment	None	0	N/A
E12	1.32	Community Facilities	None	0	N/A
F1	0.88	Residential only	Low	26	2
F2	1.07	Residential only	Low	31	2
F3	0.60	Residential only	Low	18	3
F4	0.30	Residential only	Low	9	3
F5	0.35	Residential only	Low	10	3
F6	0.46	Residential only	Low	13	3
F7	0.36	Residential only	Low	10	3
F8	2.02	Residential only	Low	58	2
F9	0.94	Residential only	Medium	37	3
F10	0.19	Residential only	Low	6	3
F11	0.44	Residential only	Medium	17	3
F12	1.27	Residential only	Medium	49	2
F13	0.89	Residential only	High	44	4
F14	1.57	Residential only	Medium	61	3
F15	0.80	Residential only	Medium	31	3
G1	5.31	Existing residential and employment	N/A	0	N/A
G2	1.93	Existing residential and employment	N/A	0	N/A
G3	0.09	Existing residential and employment	N/A	0	N/A
TBD	0.50	Gypsy and Traveller's site	N/A	0	2
Total	75.4			1500	

OP60 Charleston (Future growth 2027-2035)

Development Block	Block Area (Hectares)	Landuse	Max. building height (storeys)
78A	1.37	Future employment	4
78B	1.09	Future employment	4
78C	2.36	Future employment	4
78D	0.34	Future employment	4
78E	2.73	Future employment	4
78F	4.27	Future employment	4
78G	0.69	Future employment	4
Total	12.85		



Legend

- 2 storey maximum
- 2-3 storey
- 3-4 storey
- 5 storey maximum with upper floor setback

5.6.4 Indicative building heights

Indicative building storey heights have been assigned to each development block, however during detail design a variety of heights should be used to ensure that a varied roofscape and associated streetscape can be created. These storey heights are generally allied to the respective residential densities and also ensure that the land identified for employment uses can be flexibly developed for various uses. Areas which are potentially visually sensitive have been assigned low storey heights to help mitigate development.

Lochside storey heights

Around Loirston Loch, more specific guidance is proposed which:

- Identifies specific areas on the edge of the blocks running south-east to north-west where buildings may be up to 5 storeys;
- Requires all 5 storey buildings to have the upper storey within the roof or setback to reduce the apparent mass and provide opportunities for terraces or balconies;
- Specifies 3-4 storeys for other parts of the block;
- Restricts perimeter blocks fronting the loch edge except for the 'bookmark' blocks of A3 and E6; and
- Requires all blocks to be permeable to pedestrian movement from front to back.

The principles of appropriate storey heights for this area are to:

1. Promote 'gable-ends' to the loch as illustrated elsewhere in the Framework document;
2. Prevent a solid wall of development to the loch;
3. Suggest the 'bookending' of development by blocks to the north and south of the Loch;
4. Ensure that there was a variety of heights within the block whilst still allowing taller buildings on the edge of blocks; and
5. Allow for shorter typologies internally.

Further guidance on the intended character of the Lochside blocks can be found in the relevant character area which sets out principles relating to open space within the block and associated parking strategies.

5.6.5 Building typologies

A mix of building typologies and tenures will ensure that Loirston can develop as a diverse and coherent community. By providing a range of accommodation, a broad variety of residents will be able to find a form of residence that works for them, regardless of their position in the housing lifecycle. Because of the scale of the proposed development and the opportunities inherent in the site relating to access to open space and surrounding facilities, a range of market sectors and densities is proposed which will include:

- Apartments and flats
- Terraced units
- Townhouses
- Semi-detached
- Detached

The final mix will be developed in response to market demand and detailed layout design, to ensure that an appropriate development can emerge which makes the most of the unique site. The aim is to appeal to a variety of residents and provide them with a choice of types of places for them to live and work.

5.6.6 Affordable housing

The development will provide 25% affordable housing in accordance with the Aberdeen Local Development Plan. Where provided on site affordable housing will be integrated throughout the site with concentrations potentially considered in areas which are:

- Well connected in terms of footpath and cycle networks;
- Well connected to the public transport network; and
- In close proximity to proposed mixed use centres and their associated retail and service provision.

5.6.7 Gypsy and Travellers' site

Several potential sites were identified within OP59 for a potential Gypsy and Travellers' site of around 0.5 hectares, following guidance contained within ACC's Gypsy and Travellers' Site Supplementary Guidance, 2010. The potential sites were identified with the following criteria:

- They have an existing access;
- They can accommodate appropriate screening and landscape buffers to provide privacy and security whilst integrating the site into the surrounding landscape; and
- They are less than 800m from the core of the settlement.

These sites were considered in more detail in conjunction with ACC and local residents as the masterplanning process progressed and a site selected for development on a transit site. A detailed planning application was approved conditionally in December 2015.

The site sits towards the north of OP77. It is relatively flat, and takes direct access from a proposed "secondary" street on an alignment from the Wellington Circle roundabout routing towards the main settlement "Primary Street". The general layout follows good practice with a central play area/open space around which the pitches are arranged to ensure good visibility and natural surveillance. A central loop road with access directly off to each pitch ensures that larger vehicles can be manoeuvred into and out of the overall site without requiring turning heads and the subsequent reversing movements. Six pitches are proposed in total. Each pitch measures approximately 13m wide by 15m deep. Hard standing to accommodate 2 no.. standard parking bays (2.5m x 5m) and a travelling trailer (up to 3m x 8m) is provided. The site is generally within 1km of local shops and school facilities. These are accessible via pedestrian footpaths and designated crossing points over Wellington Road.

5.6.8 Retail and commercial

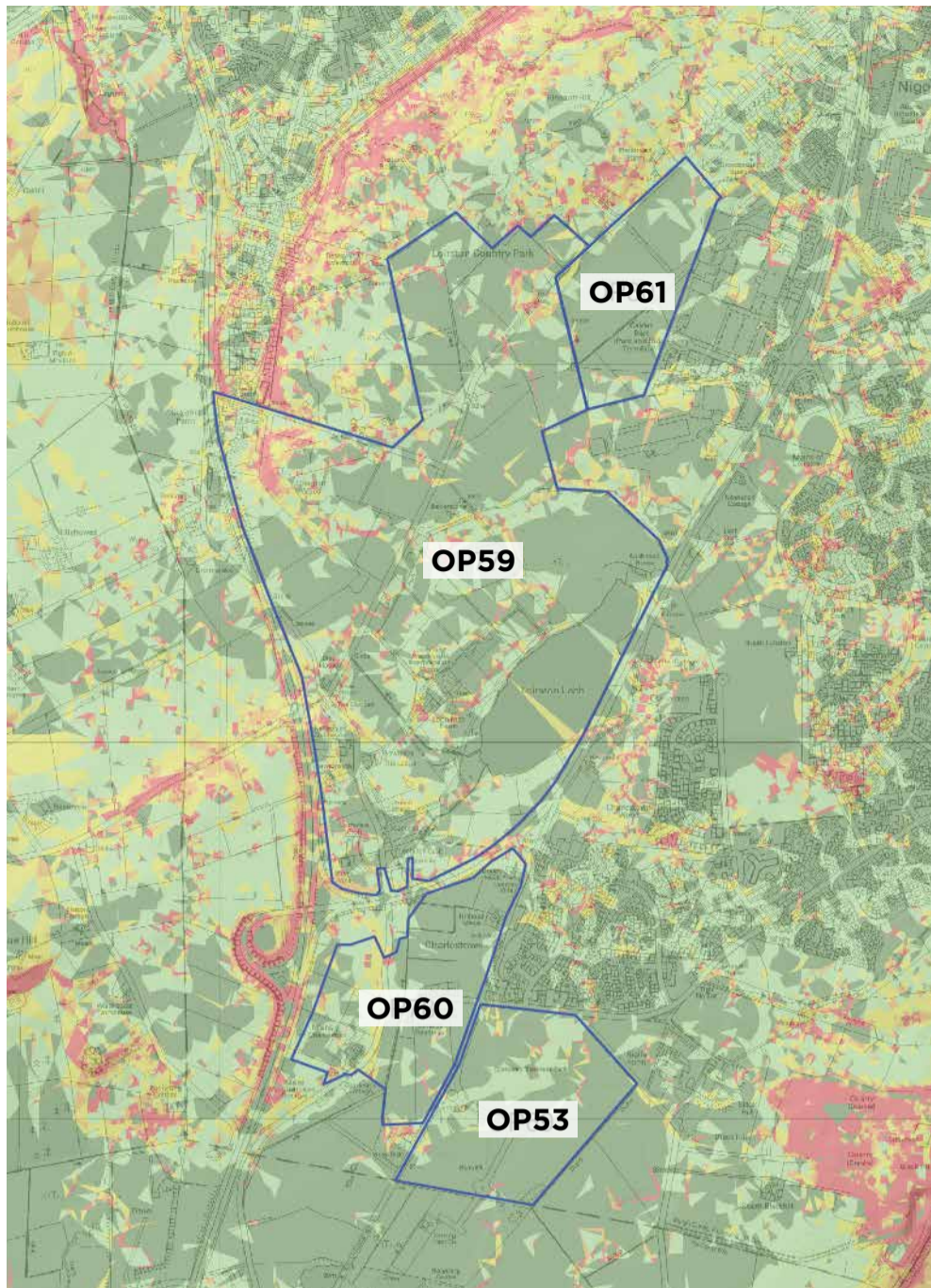
Separate to other 'Employment' allocations, the Framework identifies locations for commercial and retail uses, including the potential for a supermarket to meet convenience shopping deficiencies in south Aberdeen. A number of retail forms may be appropriate from supermarket to 'express' and/or other retail format. Opportunities for commercial development are identified along key routes and address civic spaces. Residential development is expected to be provided in an integrated manner within these blocks, providing true vertical mixed-use where residential units are accommodated above ground floor non-residential uses. Ground floor units should therefore be carefully designed in order to ensure they are easily adaptable to future growth and changes in demand.

5.6.9 Employment

Several blocks are identified for Employment uses, specifically at the southern entrance from Wellington Road. These blocks, along with the Cove Rangers stadium and retail/commercial elements are intended to meet the required allocation for Employment. A range of types from retail, commercial, leisure, office and care home uses can be accommodated at these locations.

The Employment component for Loirston in the main comes from a mixture of business uses (Blocks A1, A2, B1 and B2 totalling 3 hectares) and employment provided through the stadium and CRFC sites (E7 and E8 totalling approximately 7 hectares of Employment use within their overall sites). The area potentially covered by the stadium and its immediate infrastructure could account for approximately 4.5 hectares, while the area covered by the CRFC sports and fitness centre, stand and pitch measures around 2.5 hectares. These areas contribute directly to Employment provision and are therefore counted towards the overall provision within the Opportunity site. It is also believed that employment created from the mixed-use elements of Blocks A5 and E7 should count towards the employment requirement and around 1 hectare (which equates to around 75% of the overall block area) ensures that the total allocation of 11 hectares can be identified within the Development Framework. The identification of these blocks ensures a range of employment opportunities are available, which will be further enhanced by employment at Lochside Academy and the proposed primary school both of which have not been included in the overall measured areas.

Should a stadium not a viable proposition, a review of employment opportunities will be undertaken with ACC to confirm an alternative approach.



Landform Slope Analysis
1:20000 @ A3

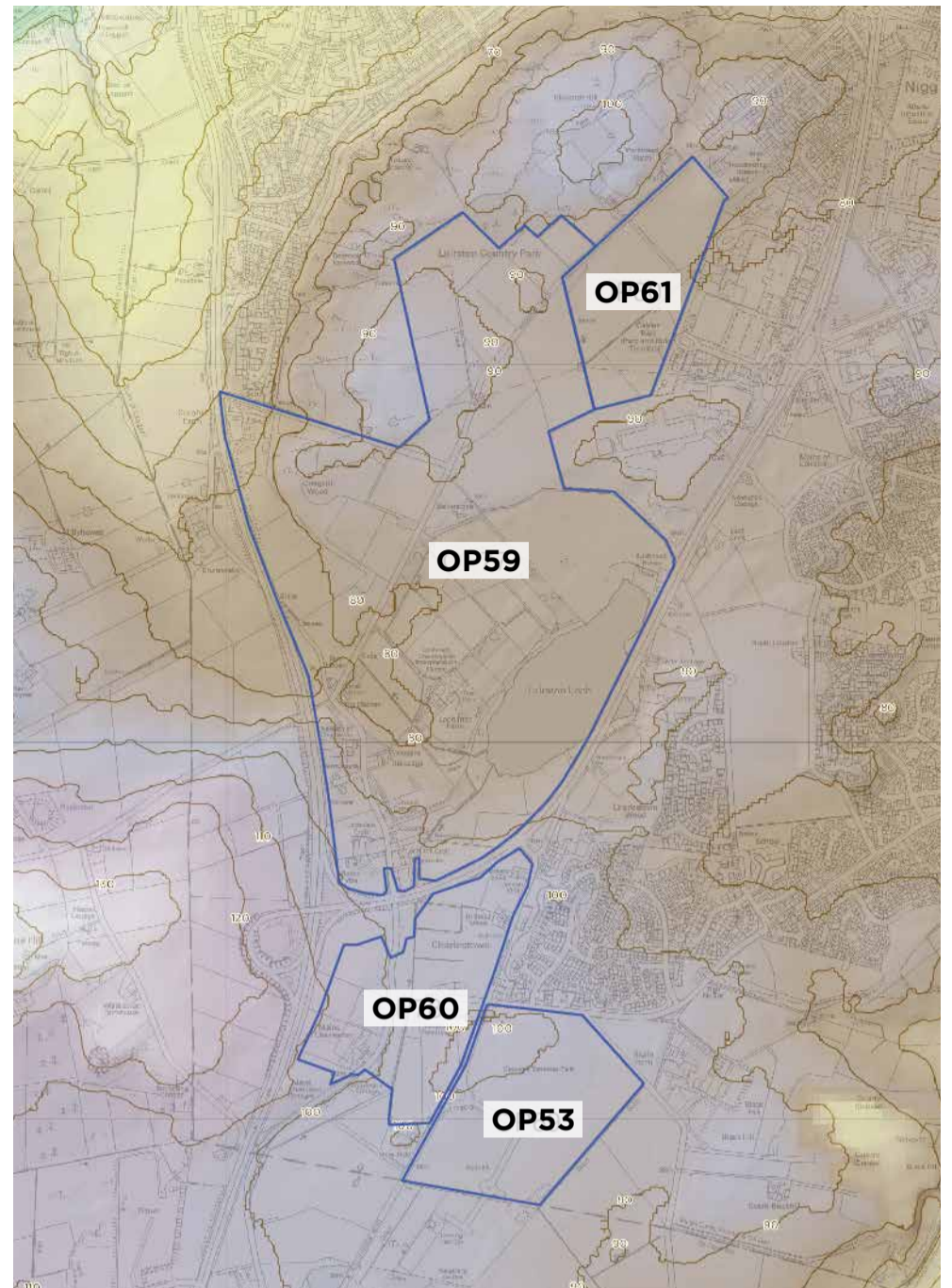


Legend

Slope Analysis

Slope in Degrees (Percent Rise)

0.00 - 2.86 (0 - 5%)
2.86 - 5.71 (5 - 10%)
5.71 - 8.53 (10 - 15%)
8.53 - 11.31 (15 - 20%)
11.31 - 90.00 (> 20%)



Landform Elevation
1:20000 @ A3



Legend

OS Profile 10m Contours

Landform Elevation

Metres
High : 143
Low : -2.3

5.7 Topography

Landform slope analysis and elevation studies have informed the Development Framework to ensure that new development takes advantage of aspect and orientation and allow for the creation of distinct character areas. Existing steep slopes have been avoided and it is not anticipated that major regrading will be required in many locations to accommodate development.

5.8 Drainage

A Drainage Statement has been completed for sites OP53, OP59, OP60 & OP61 and is based on the guidance given in the following documents:

- Planning Advice Note (PAN) 61: Planning and Sustainable Urban Drainage Systems, issued by the Scottish Executive Development Department, July 2001.
- Drainage Assessment – A guide for Scotland, produced by SEPA on behalf of the Sustainable Urban Drainage Scottish Working Party (SUDSWP), May 2005.
- The SUDS Manual – (CIRIA C697).
- SUDS for Roads.
- **Sewers for Scotland, 4th Edition**
- **Water for Scotland**

The Drainage Statement is available as a separate document, however the key proposals are extracted below:

5.8.1 Foul drainage

Foul flows from the proposed development will be drained to the existing public sewer system via a new network of gravity foul sewers and pumping stations where necessary. These will be designed and installed in accordance with Sewers for Scotland, 4th Edition and will be adopted by Scottish Water.

5.8.2 Surface water

Surface water run-off from the proposed development will be drained to a new surface water system which will respect the existing topography as far as practicable. The sites will be divided into several drainage catchments and each catchment will be provided with a surface water drainage system which will incorporate appropriate sustainable drainage measures (SUDS) in order to provide treatment and attenuation of surface water flows. The OP53 catchment will be discharged to the existing watercourse, at the south east corner of the site, at a controlled rate which will not exceed the existing greenfield run-off rate from the catchment. Surface water flows from each catchment in the OP59 and OP60 sites will be discharged to the Leggart Burn at a controlled rate which will not exceed the existing greenfield run-off rate from the catchment.

The OP61 catchment will be discharged to the existing watercourse, currently passing through the site, at a controlled rate which will not exceed the existing greenfield run-off rate from the catchment.

The drawing below shows an indicative location for an end of line SUDS feature to serve each of these. These features are likely to be extended detention basins or ponds and will provide attenuation and a single level of surface water treatment. Further “at source” surface water treatment will be provided as appropriate within the individual development areas. These could be porous paving, grass swales, grass filter strips or stone filled filter trenches.

A new surface water sewer network will convey flows to the end of line SUDS features. These will be designed and installed in accordance with Sewers for Scotland, 4th Edition and will be adopted by Scottish Water.

Seasonal fluctuations

Regarding possible seasonal fluctuations affecting water levels in Loirston Loch, surveyed water levels in the loch indicate that a typical value of 82.25 m AOD has been recorded. Ground contours to the west of the loch, between it and the nearest proposed development some 50 m away, suggest that the ground rises from the loch to a crest, about 1.5 m higher than typical loch water level.

There is no evidence that seasonal water level fluctuations in the loch, which are understood to be of the order of 0.3 m, ever cause loch water to overlap this crest. There is no impact on loch water levels from the proposed development, therefore the same degree of seasonal fluctuation in loch water level will have no effect on the proposed development; ground immediately adjacent to the loch is saturated but not necessarily indicative of raised water levels.

It may also be possible to consider controlling water levels at the dam, which is not considered necessary, but which can be incorporated in detailed design options.



Indicative SUDS locations and catchment areas
1:20000 @ A3





5.9 Urban Design

5.9.1 Urban design principles plan

The diagram opposite sets out the key urban design principles in terms of active frontages, access to blocks, street layout, potential for civic activities and relationship to open spaces. Where a block has potential for activity and place-making in terms of frontage uses, two key forms of frontage are assigned:

Primarily continuous frontage

- Composed predominantly of flats, terraces and townhouse residential typologies.
- Limited or zero set back from block edge

Mixed frontage

- Detached, semi-detached and terraced residential typologies
- Variety of set backs

These urban principles have informed the three-dimensional model illustrated on this page and has been used to describe the various character areas. Opportunities for key gateway buildings and corners are highlighted and where building lines can deflect and slow traffic this has been shown indicatively.

Having described how the framework functions in two dimensions through diagrams illustrating density, landuse, connectivity and open space, this section sets out principles for place-making in order to convey the desired character and identity of the Loirston development. An illustrative three-dimensional model has been developed which illustrates in block form how the Framework might be populated by various housing types and other landuse typologies. The model helps to convey the density envisaged for each area and identifies opportunities for specific landmark and gateway buildings; locations where urban form and building lines might deflect and slow traffic are also highlighted. The three-dimensional illustrations are supported by a series of key principles which should be adhered to in order to ensure that an appropriate character and identity emerges.



5.10 Character

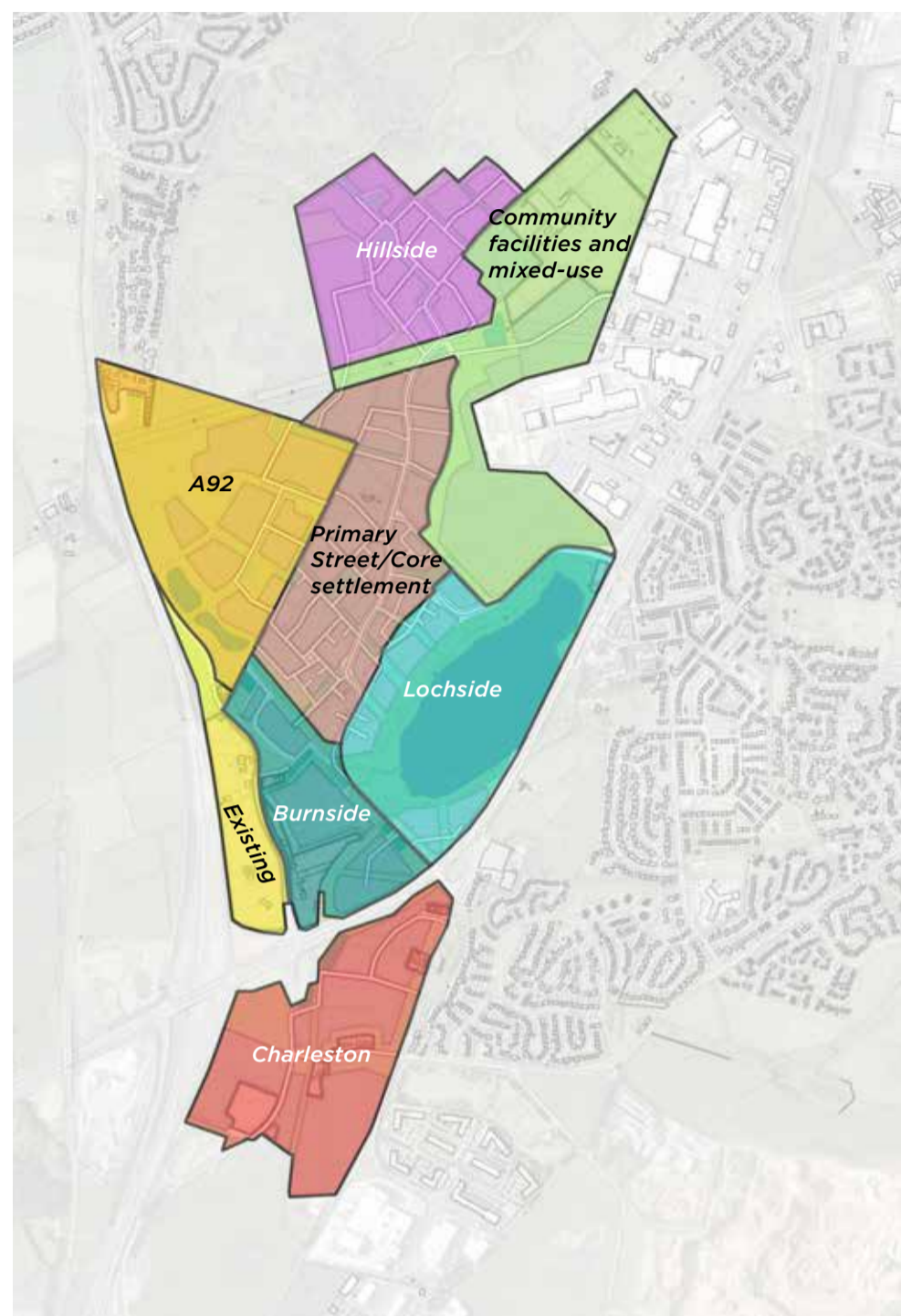
5.10.1 Integration with natural environment

As has been set out elsewhere in the document, the existing natural environments associated with Loirston Loch and Kincorth Hill represent much larger ecological systems and have had a tremendous impact on the evolution of the Framework and have also influenced the identification of various character areas illustrated in the adjacent diagram. Their successful integration is critical to the success of the development and major and neighbourhood open spaces have been defined adjacent to them in order to both provide an appropriate buffer, but also provide a space for integration where the activities of the new residents can intersect with the existing processes. These new integration spaces are valuable environments not only for ecological improvement, but for recreation and as a setting to the new urban area. Framework blocks have been aligned to address these spaces and the illustrations for each character area identify where properties must address open space. The new community at Loirston will be encouraged to engage with the natural environment, not only through these physical relationships, but also through the management structures which may be established to look after the open spaces in the form of community trusts etc.



5.10.2 Architecture

As a highly visible gateway to the city, architecture will have a crucial role in defining a specific character for the Loirston development. The character areas set out in this section should not only influence the character of the respective public realm and urban form, but also drive the architectural identity through material selection, form and detailing. With a development of this size, it is important to ensure that a variety of architecture is apparent to prevent a homogenous zone of identical houses from being constructed. These styles should respond to good examples found within the context and strive to provide an identity that is particular to Loirston whilst also demonstrating a forward-looking vision of the city. The Lochside area in particular offers the opportunity to create an architecture which respects and enhances the water side setting whilst potentially allowing a style which is not currently seen in Aberdeen.



Indicative character areas
1:20000 @ A3



5.10.3 Public realm

The network of open space and public realm established at Loirston should be considered as the green 'glue' that holds the development together, offering a consistent and coherent identity across the site. Whilst individual spaces and areas will have their own particular character, a common palette of materials and landscape elements (such as walls or other boundary treatments) will help to tie different parts of the development together. This palette should include soft landscape, such as street trees, which can contribute hugely to a particular identity whilst still allowing variation and diversity through variation of tree spacings or formal arrangement. Sub-sets of these palettes would help to reinforce the hierarchy of streets previously described and lend a legibility to the street network.



5.11 Lochside

Description

The Lochside character area is made up of development blocks adjacent to Loirston Loch. The area is predominantly higher density residential in landuse, with some potential for community and commercial uses at ground level. Employment uses are allocated to the southern plots which would be suitable for various uses including hotel, office or leisure.

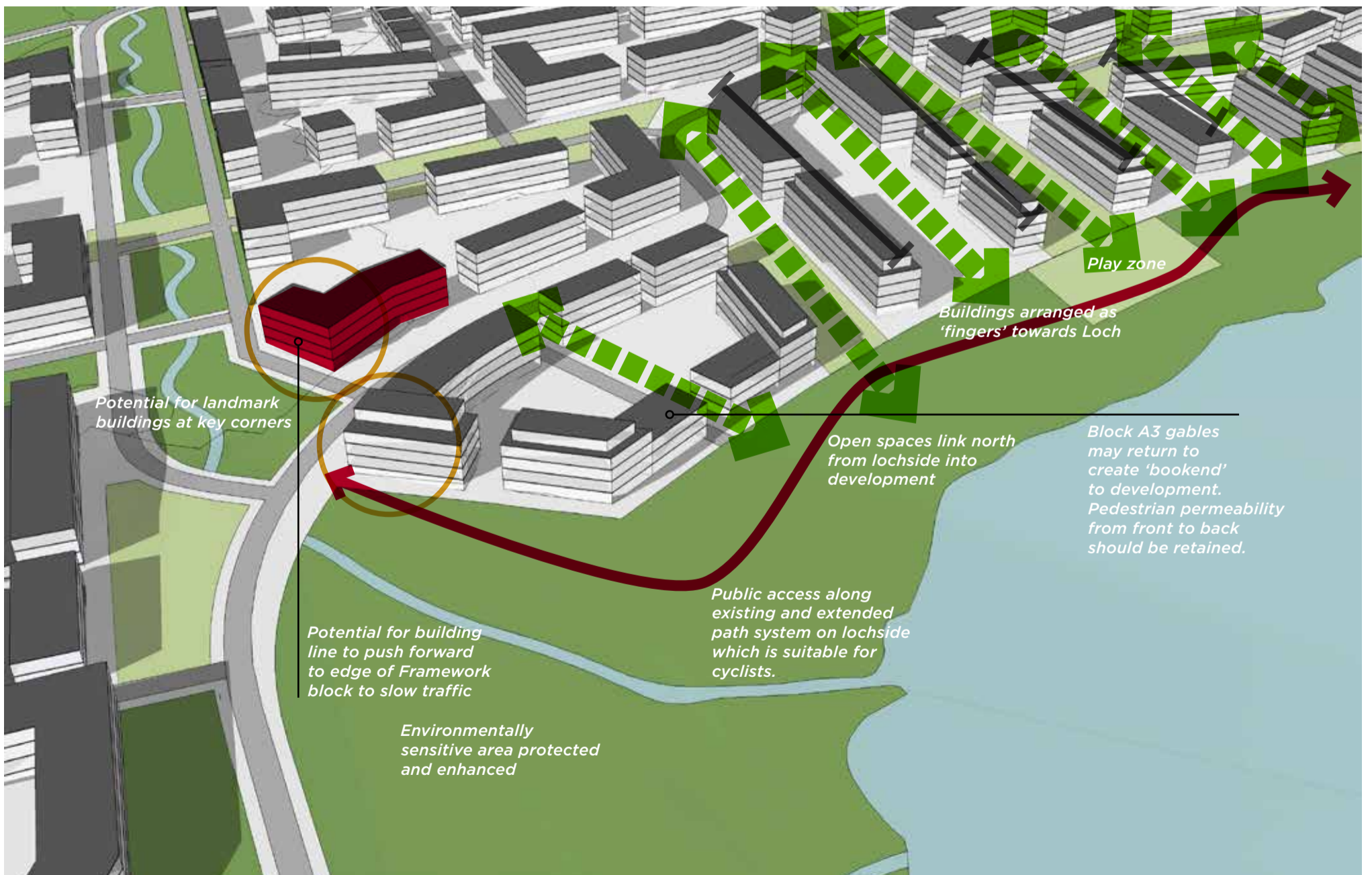
Key character aspects:

- Local Natural Conservation Site boundary around loch preserved;
- Public access along existing core paths within LNCS ;
- Environmental improvements to loch setting;
- Key residential frontages onto Loch to take advantage of views across open space and towards Cove/North Sea and Blue Hill;
- Potential for interpretation buildings relating to Loch and Kincorth Hill;
- Retained dry stone dykes where possible leading down to Loch;
- Fingers of open space leading from Loch northwards;
- Limited frontage vehicular access, some undercroft and deck parking in higher density residential typologies;
- Courtyard parking to be carefully considered in proximity to Loch open space; and
- Gateway/entrance spaces at junction with Wellington Road to be carefully considered to retain views towards Loch

Landscape proposals on the Lochside edge should reflect its status as a Local Nature Conservation Site (LNCS) and aim to retain shrub and tree cover around the Loch as far as possible. Specific habitats identified in vegetation to the south of the Loch which host the Striped stretch spider *Tetragnatha striata* species must be protected.

Lighting design must ensure that the lighting of development minimises light spill towards the water, retained woodlands and skywards.

The public route along the Loch should ensure the retention of the semi-natural character around the loch side and should be usable by cyclists; it must be constructed in an appropriate surface material to sustain the expected intensity of use. Route and detail design to be fixed in future masterplans and planning application stages.



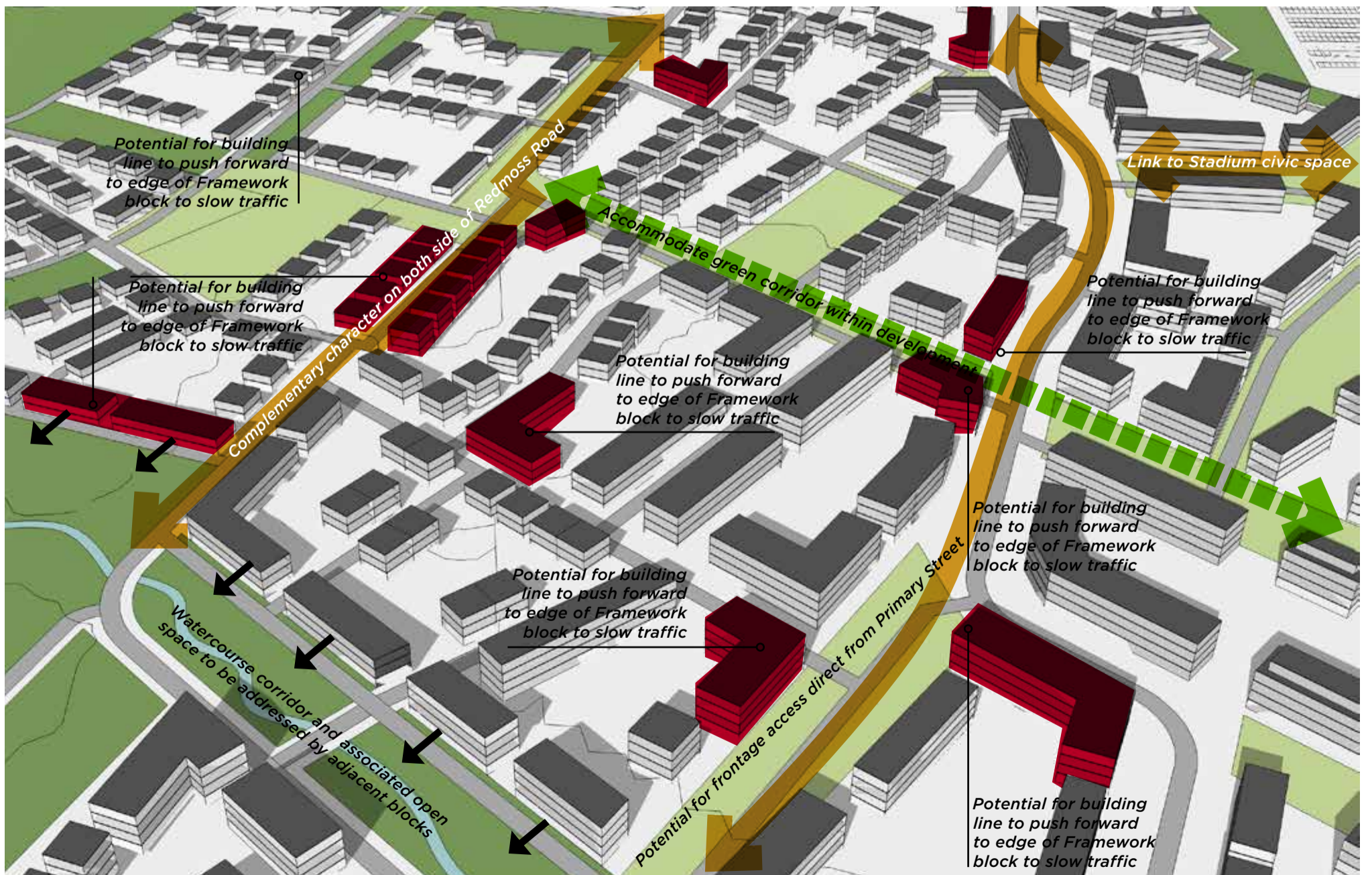
5.12 Primary Street/Core Settlement

Description

The Primary Street runs from the southern junction with Wellington Road, north through the site to connect with Redmoss Road. The Primary Street character area is composed of those blocks fronting the Primary Street and others leading north towards the existing Redmoss Road. Landuse is predominantly medium-high density residential with some commercial and local retail uses on ground floor fronting onto the Primary Street.

Key character aspects:

- Primary Street to accommodate bus route, through wider carriageway and appropriate road geometry;
- Accommodation of bus stops and cycle parking;
- Integration with public open space associated with stadium and other local civic spaces;
- Potential for mixed use along Primary Street;
- Key open space connections south-east towards Loch and north-west towards Kincorth Hill;
- Some frontage vehicular access along Primary Street;
- Larger blocks accommodate parking courtyards;
- Green corridors to be integrated between block structure;
- South-western edge of character area to address stream corridor open space;
- Both sides of Redmoss Road to be complementary in character;
- Relevant blocks to address landscape buffer to stadium; and
- Should the stadium not be delivered, the edge treatment and interface to this boundary would be reconsidered to reflect the alternative use. This might result in a more defined and urban street condition, or a landscape buffer, depending on the final design.





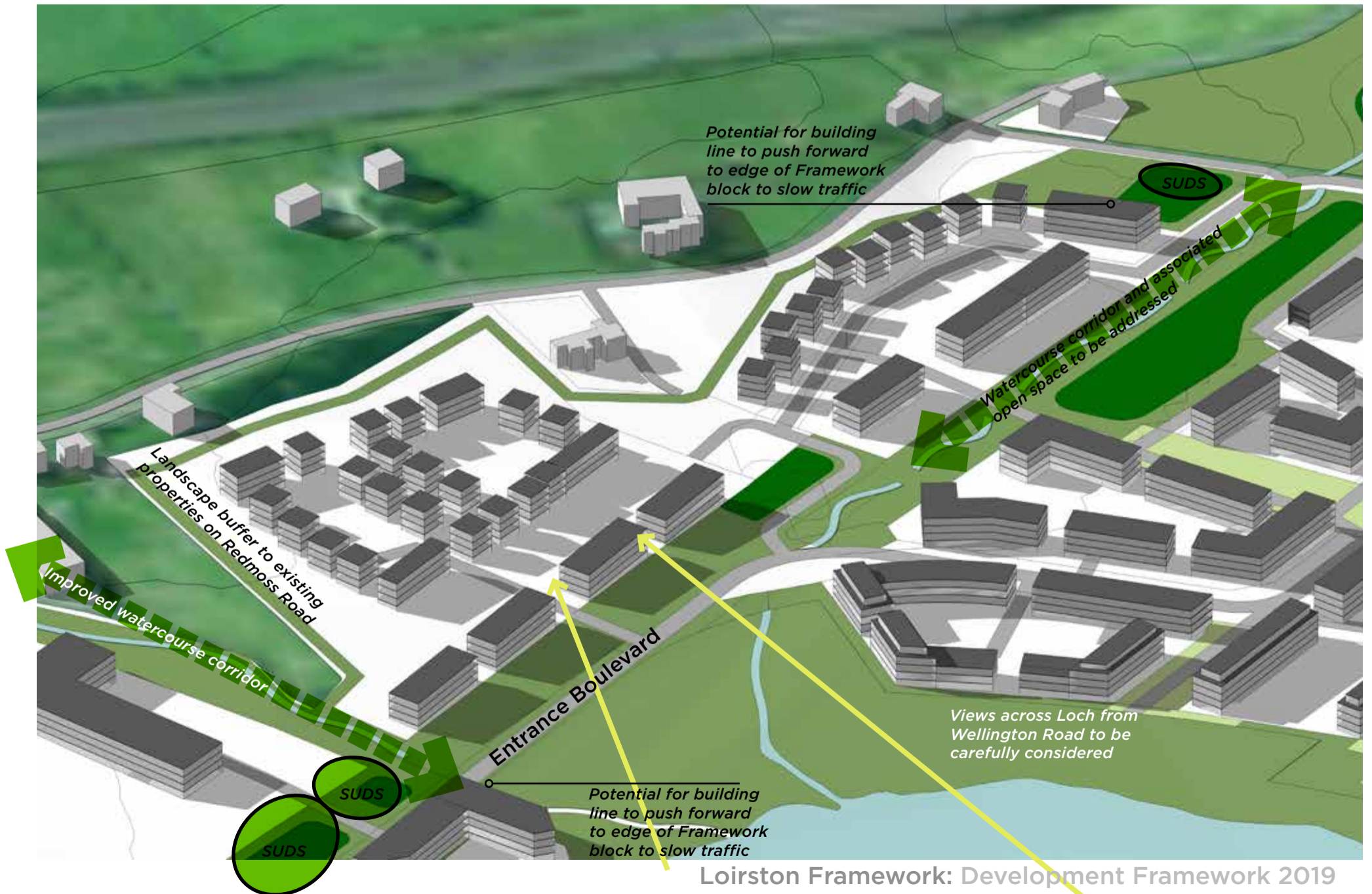
5.13 Burnside

Description

The Burnside character area relates to those development blocks and areas which front onto the watercourse which run into and out of Loirston Loch. Both these watercourses currently run largely in a man-made channel and there is therefore an opportunity to improve their immediate landscape setting and create an associated open space /green corridor. Landuse is a mix of employment, retail and various densities of residential. There is the potential for an active frontage to be associated with the public open space of the watercourses. Blocks B4 and B5 are subject to constraints in relation to ground conditions and surface water drainage, therefore layout and design principles in this area may have to flex as these constraints become clearer.

Key character aspects:

- Existing shelterbelt planting to be considered for retention where appropriate;
- Improved watercourse corridor and landscape setting;
- Integrated SUDS features into green corridor;
- Retail and commercial uses to provide visual frontage to Wellington Road;
- Views across Loch from Wellington Road to larger scale retail buildings to be carefully considered;
- "Secondary" entrance point at junction of Primary Street and stream corridor to be considered;
- Visual impact of parking associated with retail to be minimised;
- Residential uses within B3 should provide good frontage onto Lochside area and pick up similar characteristics as Lochside character area without necessarily replicating forms; and
- Apartments and flatted blocks to front onto entrance boulevard with lower scale terraces and detached houses to rear of B3.



Loirston Framework: Development Framework 2019

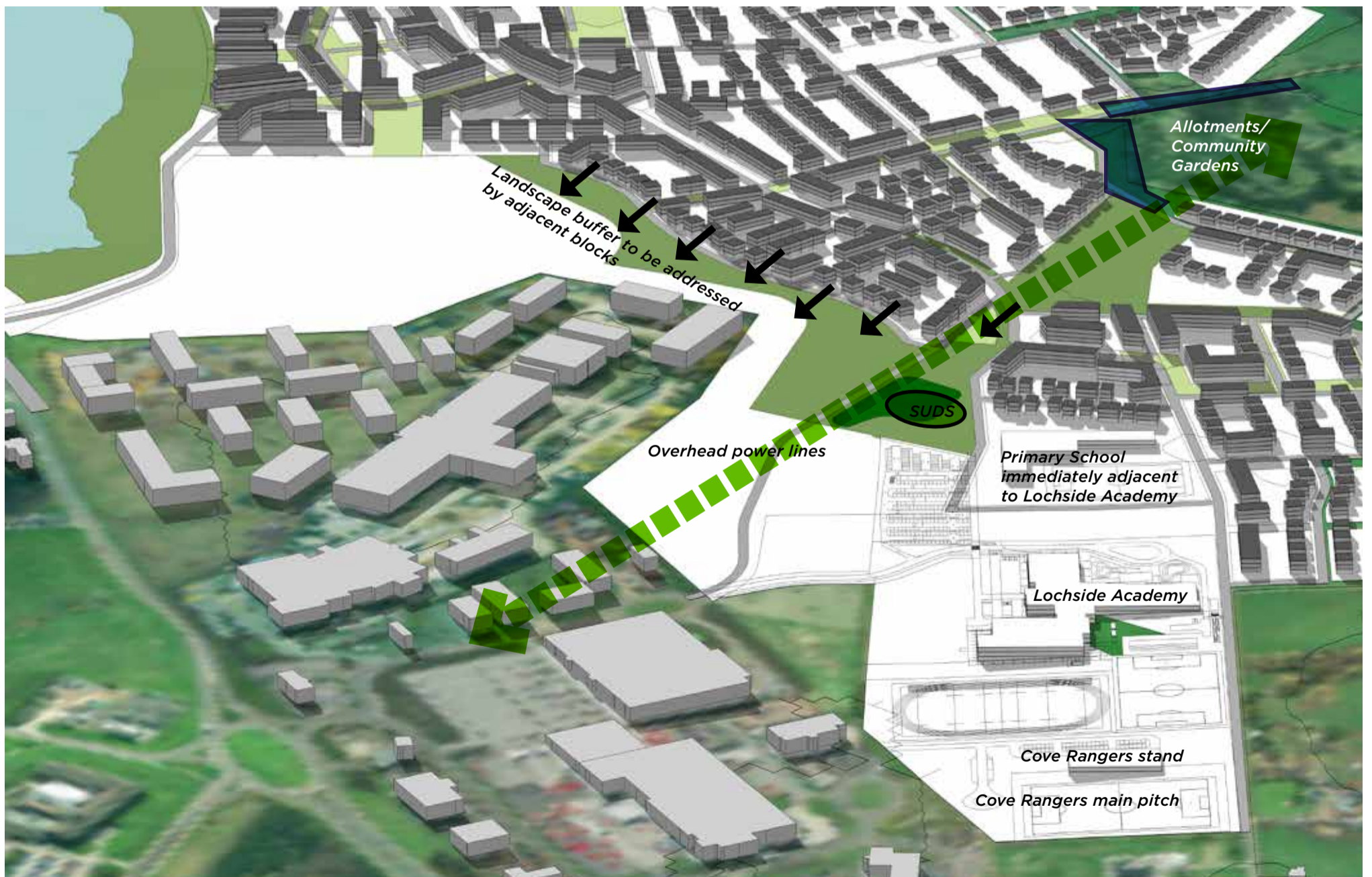
5.14 Community facilities and mixed-use

Description

The community facilities area contains the potential location for a stadium, the Cove Rangers Football Club development and education facilities. These uses provide a number of public and community sports facilities which are available for general use outwith school needs. The character area includes the area below the overhead power lines and any landscape buffer deemed appropriate between the primary street development blocks and adjacent mixed-use blocks.

Key character aspects:

- Stadium potential location;
- Lochside Academy and Cove Rangers Football Club development;
- Primary school site integrated with Lochside Academy with potential for residential accommodation surrounding the plot;
- Landscape buffer between mixed-use development blocks and primary street residential blocks with potential for integrated SUDS features;
- Potential allotments and open areas under land sterilised by overhead cables. Consideration should be given to moving the cables underground;
- Two proposed junctions on north part of Wellington Road: Stadium and via Wellington Court.





5.15 Hillside

Description

The Hillside character area is centred on the lower south-facing slopes of Kincorth Hill which is an area of low-density residential. A secondary core is located at the junction of Redmoss Road and the Primary Street with the opportunity for local retail and commercial uses in this location. Subject to the Transport Assessment, this core is likely to mark the limit of full vehicular access along the Primary Street, with Redmoss Road utilised as a bus, pedestrian and cycle route.

Key character aspects:

- Existing consumption dykes retained where possible to form local open space;
- Other existing landscape features and planting integrated into play zone and local open space;
- Development limited to 2 storeys on upper extents of character area;
- Proposed connection between AP3 Core Path and existing Kincorth Hill Core Path 79 to be integrated into housing layout; and
- Streets and housing to respect existing slope and take advantage of southerly aspect for private gardens.





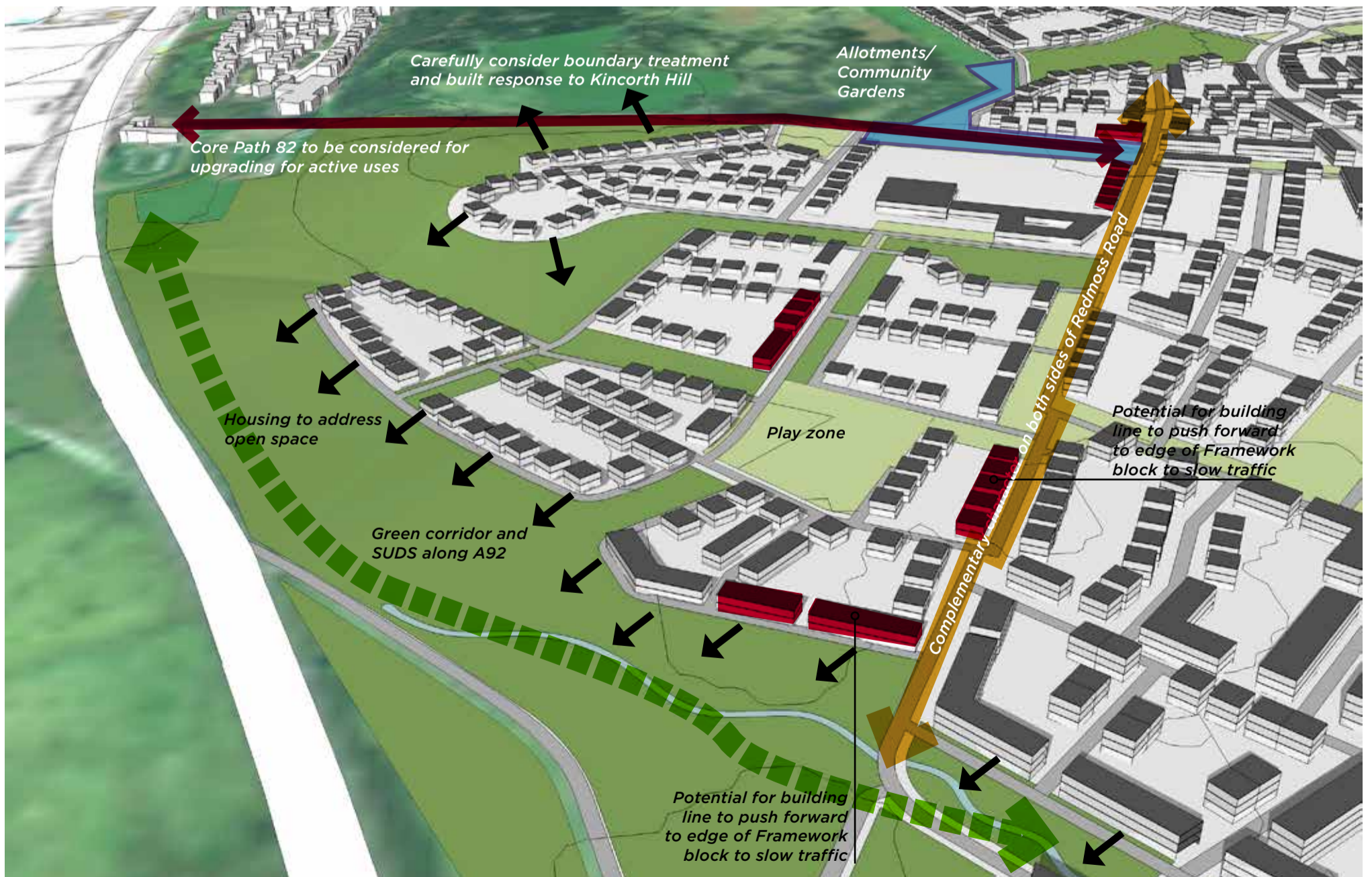
5.16 A92

Description

The A92 character area comprise the south-facing development blocks which face towards the A92. This area is predominantly low-density residential. An extensive area of SUDS and associated green corridor open space runs north-south parallel to the A92 and deals with surface water for significant portions of the rest of the development site.

Key character aspects:

- Low density residential set on slope;
- Housing to take advantage of southerly aspect;
- Both sides of Redmoss Road to be complementary in character;
- Steeper areas around Craighill Wood to be carefully designed to avoid significant platforming;
- Boundaries with Kincorth Hill and relationship with housing to be carefully considered;
- Core Path 82 to be considered for upgrading to more active uses; and
- Existing landscape features and planting integrated into play zone areas and local open space.





5.17 Existing residential and employment

Description

This character area comprises an area adjacent to the A92 with existing residential and employment uses. Residential properties are predominantly in the form of detached dwellings set within large private gardens, however a planning submission has been submitted for a development of some 31 units (180619/DPP) which is proposed to sit at the north of the area within Newton of Charleston. Various employment uses exist further south towards the junction with Wellington Road.

Key character aspects:

- Low density residential set on slope;
- Small and medium scale shed structures for employment uses;
- Generally a landscape buffer exists between the character area and A92 proposed new development blocks; and
- Accommodate vehicular and pedestrian links between Redmoss Road and Burnside area.





5.18 Charleston

Description

The Charleston character area is identified within the ADLP as OP60 and is allocated for future employment use. As such, the detail of the development has not been explored in as much detail, although indicative access points and development parcels have been illustrated for the purposes of the Framework.

Key character aspects:

- Integrate with Aberdeen Business Gateway site on east side of Wellington Road;
- Existing watercourse to be retained and improved to continue improvements which are planned north of Wellington Road within OP59;
- Connect to open space at north of Aberdeen Business Gateway site and expand through to proposed open space areas adjacent to proposed AWPR junction;
- Encourage and enhance connectivity to Cove; and
- Protect and implement green corridor along Wellington Road in association with pedestrian/cycle routes to Cove.



5.19 Relationship with Loch

The Loirston Loch obviously has a significant part to play in the overall identity and landscape setting of the Loirston Framework. This section sets out the approach which has been taken to the relationship between the proposed development and the existing loch, setting out appropriate setback parameters and built edge characteristics.

5.19.1 Loch LNCS

The Local Natural Conservation Site boundary has been taken as the key parameter which defines the area into which development blocks should not encroach. This is reflected in the adjacent diagram which shows how development blocks have been pushed back from the Loch edge to provide an appropriate buffer. Public access to environmental improvements is proposed within the LNCS area, utilising and extending the existing path network to connect with the landscape improvements proposed within the AFC planning application. Environmental improvements will:

- be sympathetic to the existing habitats of the LNCS;
- Have regard for any sensitive areas; and
- Consider the ACC Supplementary Guidance "Buffer Strips adjacent to Water".



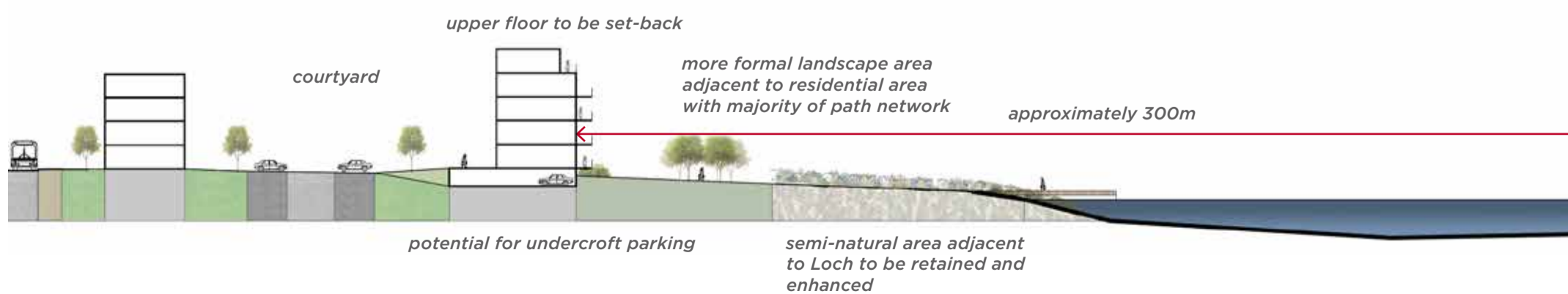
5.19.2 Existing views

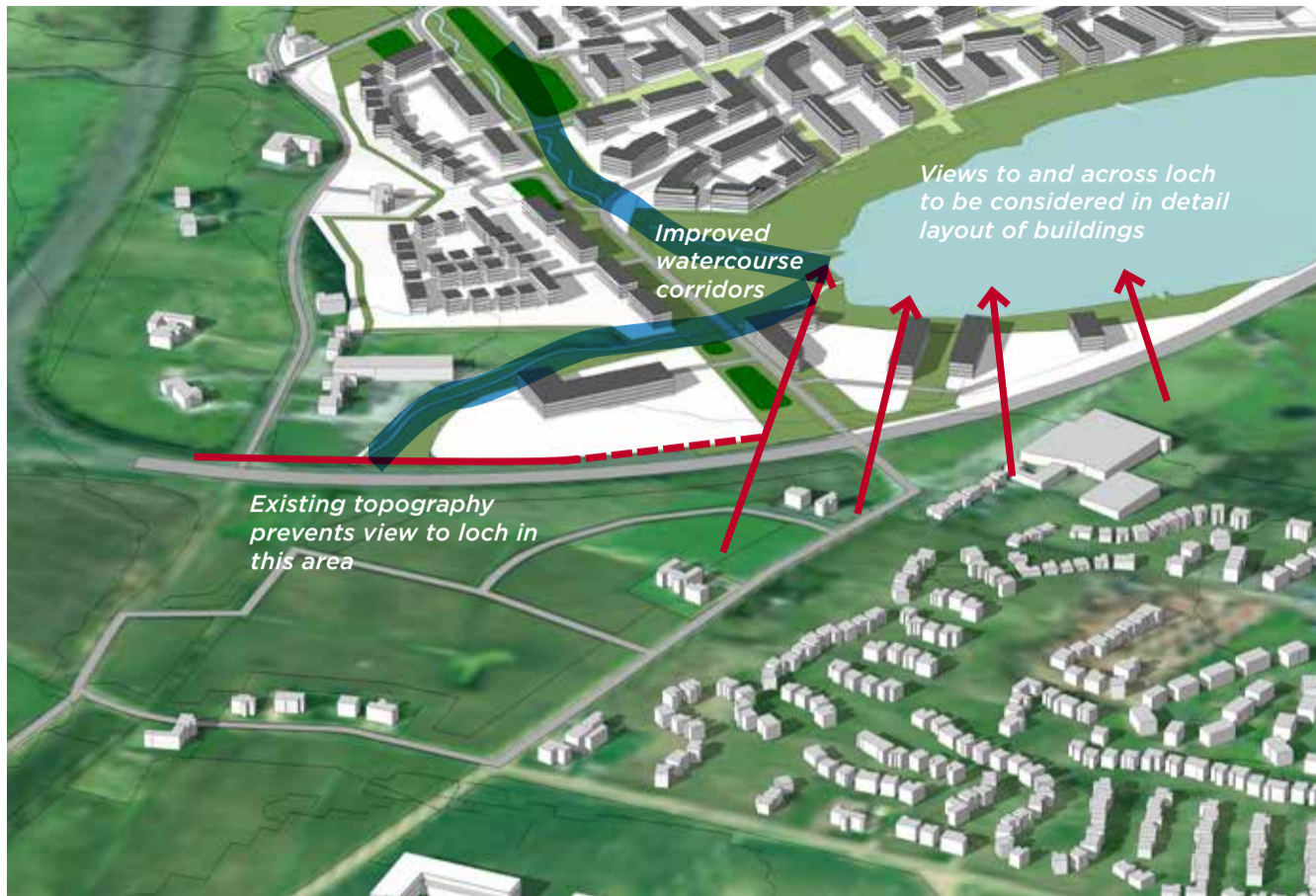
Views to Kincorth Hill from both the loch edge and from Wellington Road across the loch are very limited due to both the existing topography and the shelterbelt planting along Redmoss Road. As can be seen from the photographs below, the area around the loch is visually contained on the north side because of landform and planting. The framework suggests massing and maximum storey heights that will read not only in an appropriate and meaningful scale to the surrounding landscape but also in the context of the rest of the development, and in relation to the scale of the adjacent stadium which is planned to be the equivalent of around 9 storeys in height. Maximum heights on the edges of development blocks will be 4 storeys with a 5 storey set back.

Because of the visual impact of the new development adjacent to the loch, the quality of the architecture must such that it appropriately reflects the desire to create a dramatic new gateway to the city. Detailed proposals must carefully consider the silhouette of the buildings against the skyline and the interface at ground level with the landscape improvements around the Loch.



Wireline based on limited existing OS data and contours which shows outline Framework blocks and adjacent AFC Stadium proposals.

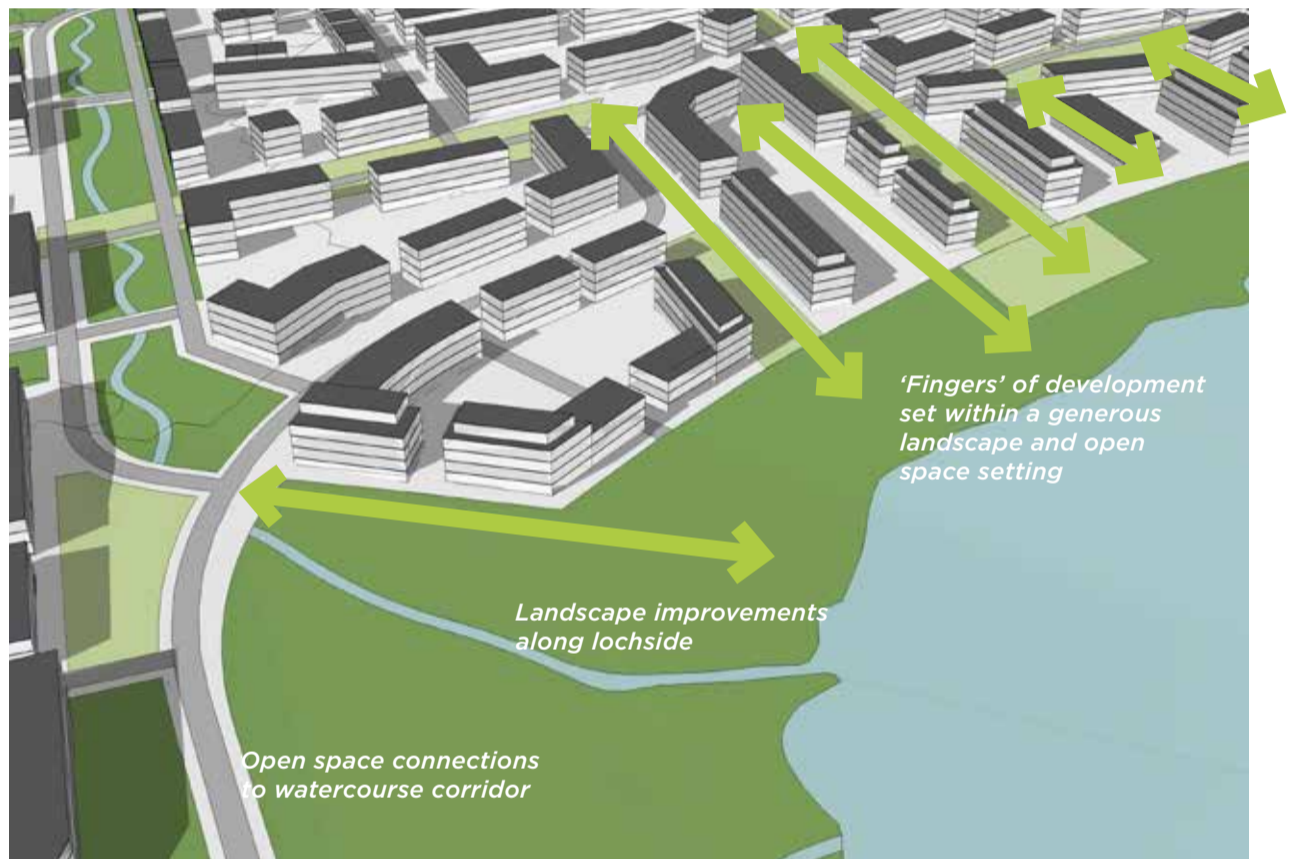




5.19.3 Massing and character

The three-dimensional massing and character sketches on the following pages show that the built edge against the loch should not be developed as a continuous solid wall, but should be developed as a series of 'fingers' with permeable open space in between. This is to ensure good landscape connections deep into the site from the loch side and a permeability for pedestrian movement from front to back. Elsewhere in this document, indicative storey heights suggests a maximum height of 5 storeys might be appropriate on the edge of the blocks, with a range from 3-4 storeys elsewhere, although there is an assumption against the development of perimeter blocks fronting the loch edge. 'Bookending' of the Lochside development is suggested by allowing gable ends to return on blocks A3 and E6, although in all locations there should be the potential for pedestrian movement through the block from front to back.

The blocks to the south of the loch which have been allocated for employment uses will have a limit of 4 storeys and detail design should ensure that sight lines to the loch are retained as appropriate.



Wellington Road

5.20 Landscape and built character around the loch

The photographs and guidance on these pages illustrate how the open space and built character should be considered around Loirston Loch.

Public access adjacent to water bodies

It is expected that public access to the Loch will continue to be provided in a range of ways that provide different experiences and proximity to the water edge. A range of both formal and less formal path options will be considered close to and along the waters edge during detailed design stages, including agreement of any standards for maintenance and wayfinding/signage strategy. The examples shown here demonstrate the different approaches which may be taken, dependent on the sensitivity of various parts of the loch edge.

Access to sensitive landscapes

Paths to sensitive areas to be carefully constructed to ensure the retention of the semi natural character, with detailed path construction issues considered at future masterplan stages. A viewing tower at Flanders Moss Nature Reserve clearly demonstrate that it is possible to balance public access with a sensitive landscape. By utilising 'light-touch' interventions which hit the ground in limited locations, an interesting route through is created which ensures that other areas do not draw excessive use and consequent pressure.



Public access adjacent to water bodies: Upton, Essex public open space and Hammarby, Sweden.



Access to sensitive landscapes: Boardwalks and viewing tower at Flanders Moss Nature Reserve.

Gable ends to loch

The development framework blocks have been structured to suggest that gable ends are presented to the loch and to ensure that built frontages are punctuated by open space. The examples below show how gable ends might be articulated through different roof types and pitches; and how balconies and roof terraces might take advantage of southerly aspect and views to activate the built edge.



Open space extending into site from loch

The framework allows for the open space around the loch to extend into the development in several locations through generous green corridors. These spaces are sized to accommodate circulation routes as well as SUDS and structural landscape planting and will ensure that visual and physical access is maximised for residents. Permeability and open space should also be considered through the blocks from front to back; indicative storey heights guidance elsewhere in this document prevent a solid wall of development to the Loch but still allow enclosure towards the rear of the block.



Gable end to loch: Presenting a reduced building frontage with open space in between. Upton and New Hall, Essex.



Open space extending into site from loch: Green corridors accommodating SUDS pushing into development

Parking and open space between buildings

Where at-grade car parking is likely to erode the principle of permeable open space between buildings, undercroft parking may be considered where levels allow construction without requiring significant areas of tanking and waterproofing. If such an approach is adopted, the external facades of undercroft parking areas should be considered in relation to the adjacent open space and pedestrian circulation areas in order to prevent large expanses of blank wall. There are opportunities to use the undercroft level to lift private internal spaces up and therefore introduce some distance between the public circulation and functions around the loch and the internal uses of the adjacent buildings. Partial undercrofing may also be considered to allow residential facades in appropriate locations. Such principles are well illustrated below where undercroft parking ensures a greater level of privacy to public spaces whilst also offering an interesting base level to the building which is well integrated with the landscape.

Setback to upper floor and usable outdoor space

Upper floors on taller residential buildings should be set back to reduce the visual mass and allow for usable outdoor space. The development blocks and associated design principles support the provision of south-facing balconies onto the loch which not only offer a good aspect to outdoor space but also offer passive surveillance and security through overlooking of public open space.



Examples of undercroft parking at Accordia, Cambridge illustrating relationship of built edges to open space and use of landscape elements to soften facades.

Well-oriented balconies and outdoor space at upper levels that also function to overlook adjacent public open space.

5.20.1 Sketch studies for Lochside area

This sketch plan tests the ratio of built form to open space in relation to typical flattened accommodation typologies, at the proposed storey heights and corresponding parking standards. They demonstrate that a good ratio of open space can be retained between and within development blocks, whilst still delivering a viable quantity of development. The intention is that gable ends are presented to the loch, so as to prevent a continuous wall of building to be created. Assuming typical residential floorplates, these gables are around 10-12m wide and will have at least 18-20m between them for private and public open space, parking and circulation. The potential retention and integration of existing stone dykes is illustrated, showing how they might form the edge to specific open space uses such as play zones and the nodes of path network.





Secondary gateway

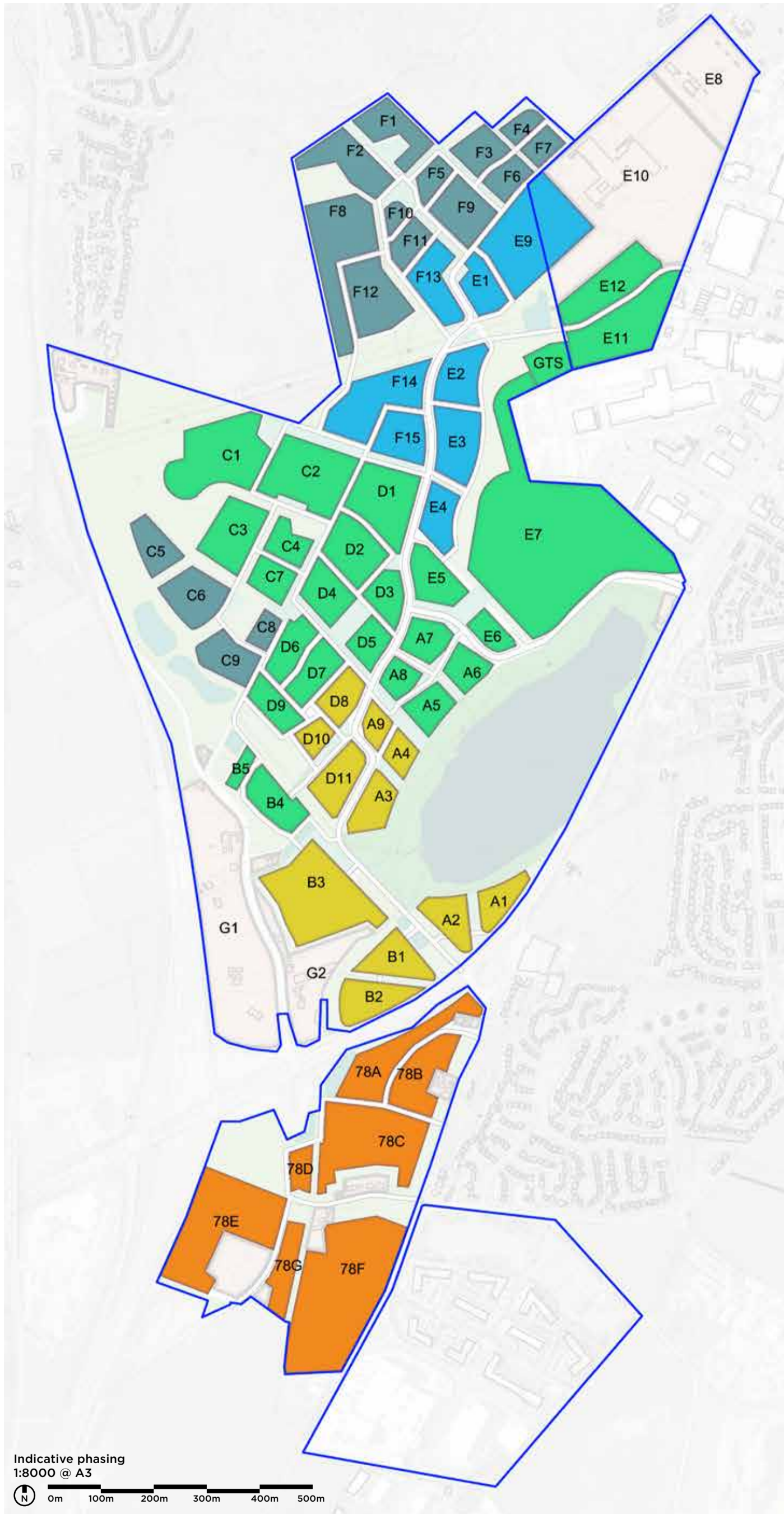
Improved watercourse corridor

Employment uses

SUDS integrated into boulevard entrance

6 ■ phasing and delivery

6.1 Phasing strategy



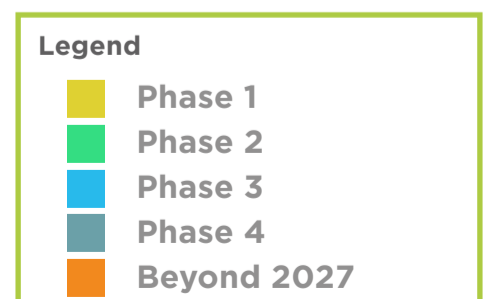
6.1.1 Key principles

An indicative phasing strategy has been developed based on the following key principles:

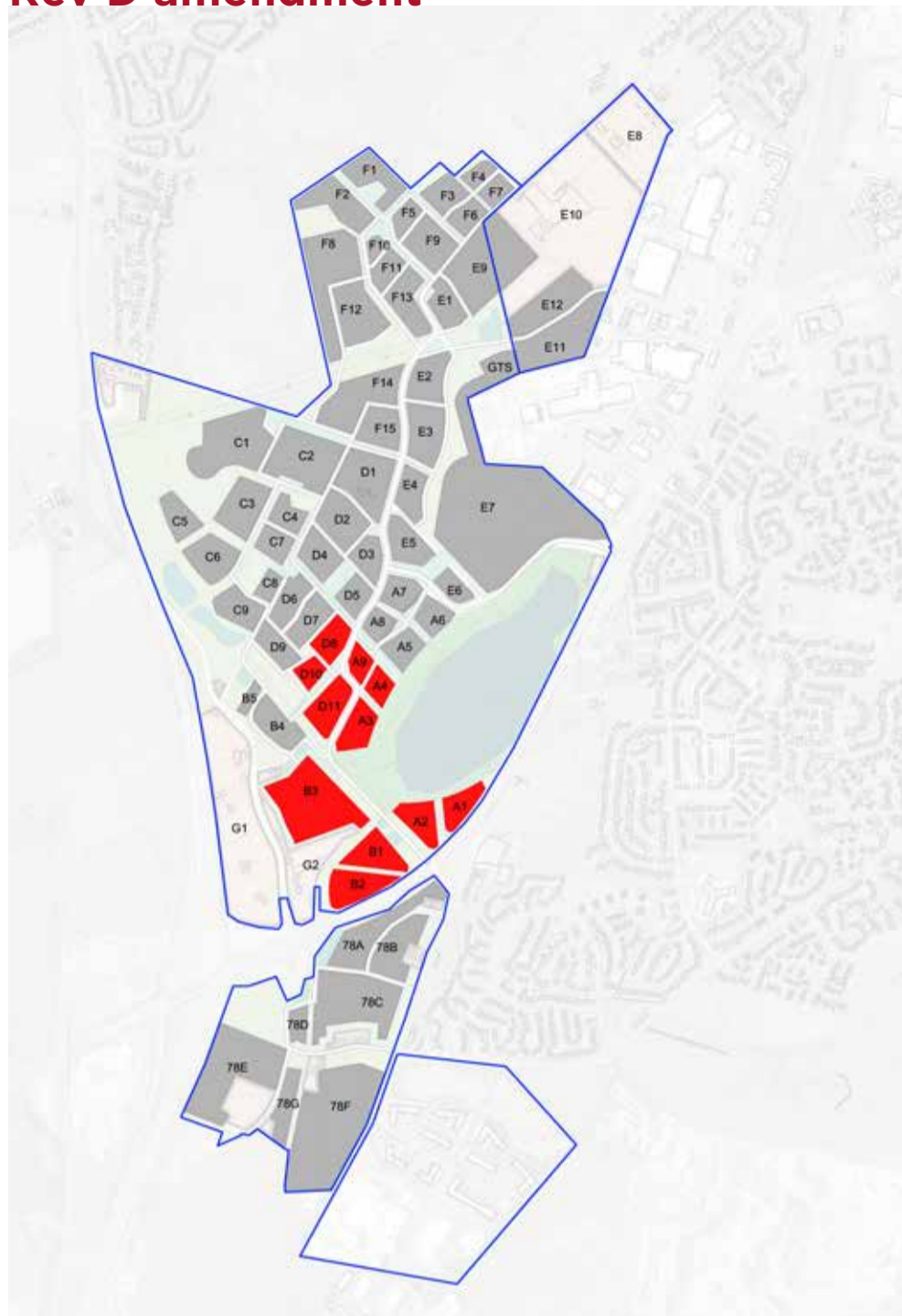
- Initial phases are focussed where minimal infrastructure can maximise environmental improvements whilst allowing the opening up of a diverse range of plots to the market;
- Early phases utilise existing infrastructure where possible and ensure that new and existing residents and road users benefit from any local improvements whilst minimising the disruption and environmental impacts due to site clearance and construction activity;
- An integrated approach has been adopted which ensures that landscape, paths, cycleways and roads are considered in parallel with the development proposals;
- The phasing sequence aims to develop a natural core settlement with enough inertia to support and make viable local retail and commercial enterprises from an early stage;
- Complementary landscape and public realm is sequenced in parallel to each phase of development in order that a new landscape setting and identity is created alongside new buildings;
- Opportunities to integrate with existing communities are taken at every phase, whether through new pedestrian and cycle links or improved transport facilities;
- Blocks must be capable of sub-division within phases in order to maximise diversity of market response; and
- There will be a commitment to maintain the principle of access along the existing path network, core path links and to the loch.

The following Phasing Strategy is indicative only, it aims to illustrate a preferred growth strategy for Loirston which balances development with the provision of key elements of infrastructure, public realm and landscape improvements. The aim has been to produce a flexible guide which can be interrogated and refined at the appropriate detail stage, but which establishes the key principles that guide the form and growth for the Development Framework.

All landowners will be required to work together to deliver the necessary infrastructure for delivery of the whole Opportunity Site allocation in line with the Phasing set out in the Framework.



Rev D amendment

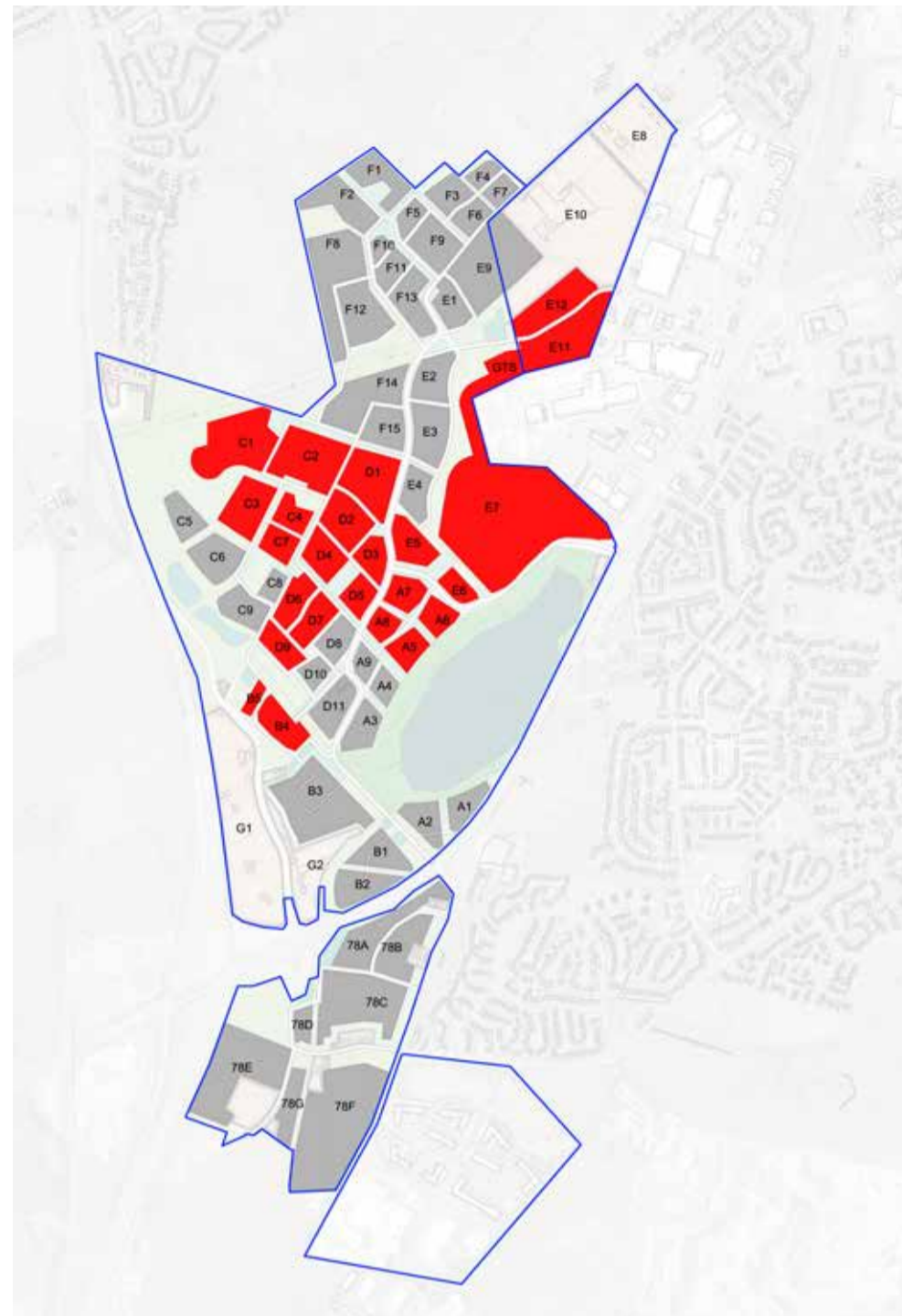


6.1.2 Phase 1

The initial phase is centred around the new southern road access off Wellington Road and connects to the proposed second junction to the north. This allows a variety of densities and employment uses to be opened up and ensures that an appropriate response to the Loch can be established through landscape improvements around the full perimeter to the west.

Key aspects

- Up to 300 units (from one point of access);
- Southern access from Wellington Road;
- Lochside environmental improvements;
- Employment land to the south of the Loch; and
- Range of residential densities clustered along initial stretch of Primary Street.



6.1.3 Phase 2

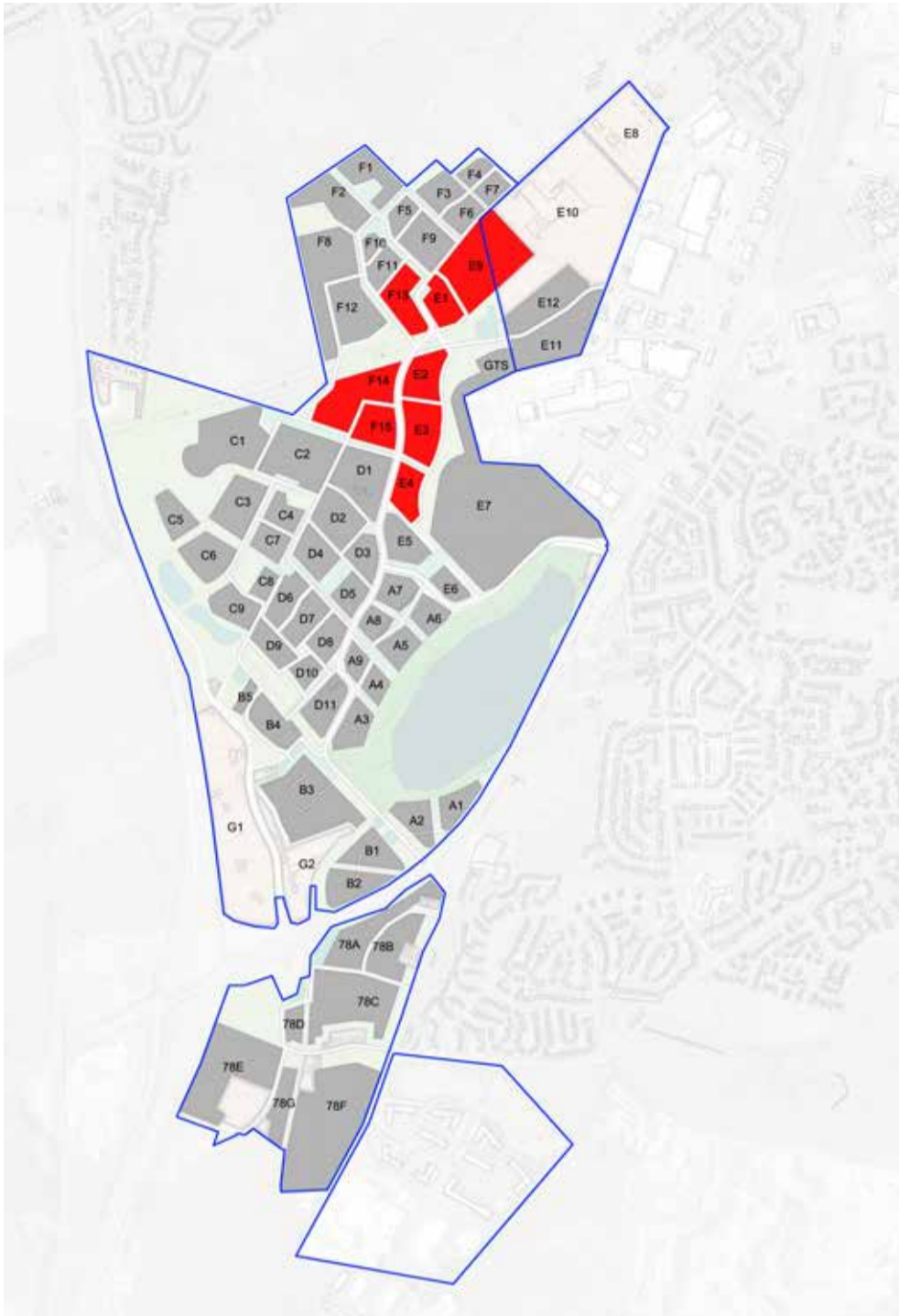
Consolidation around the lochside development of Phase 1 ensures that a core settlement starts to emerge which can support further local services and infrastructure prior to any more peripheral plots becoming available. A mix of densities and character zones are available according to market demand. Further Employment and plots for local retail are identified to complete the development around the southern junction and approach.

Key aspects

- Around 500 units;
- Second junction to north of Wellington Road (by 301st unit);
- Connection to Redmoss Road as required by Condition 34 by 400th unit; and
- Linear landscape park along deculverted watercourse complete.

Beyond 300 units, a second access point is required. Further detail of the mechanism by which the two junctions on Wellington Road are connected was required through Conditions 14-18, 23 and 34 (access) for the consented PPIP application (P130892) and subsequently purified through a MSC application (P151073).

Condition 34 in particular requires the approval of a scheme for the provision of a vehicular connection from the road network within the application site to Redmoss Road. This requires a vehicular connection and pedestrian footpath to an adoptable standard from the road network through the application site to Redmoss Road and that no works beyond completion of the 400th unit will be undertaken unless the vehicular connection and pedestrian footpath are taken to the relevant legal boundaries of the application site.

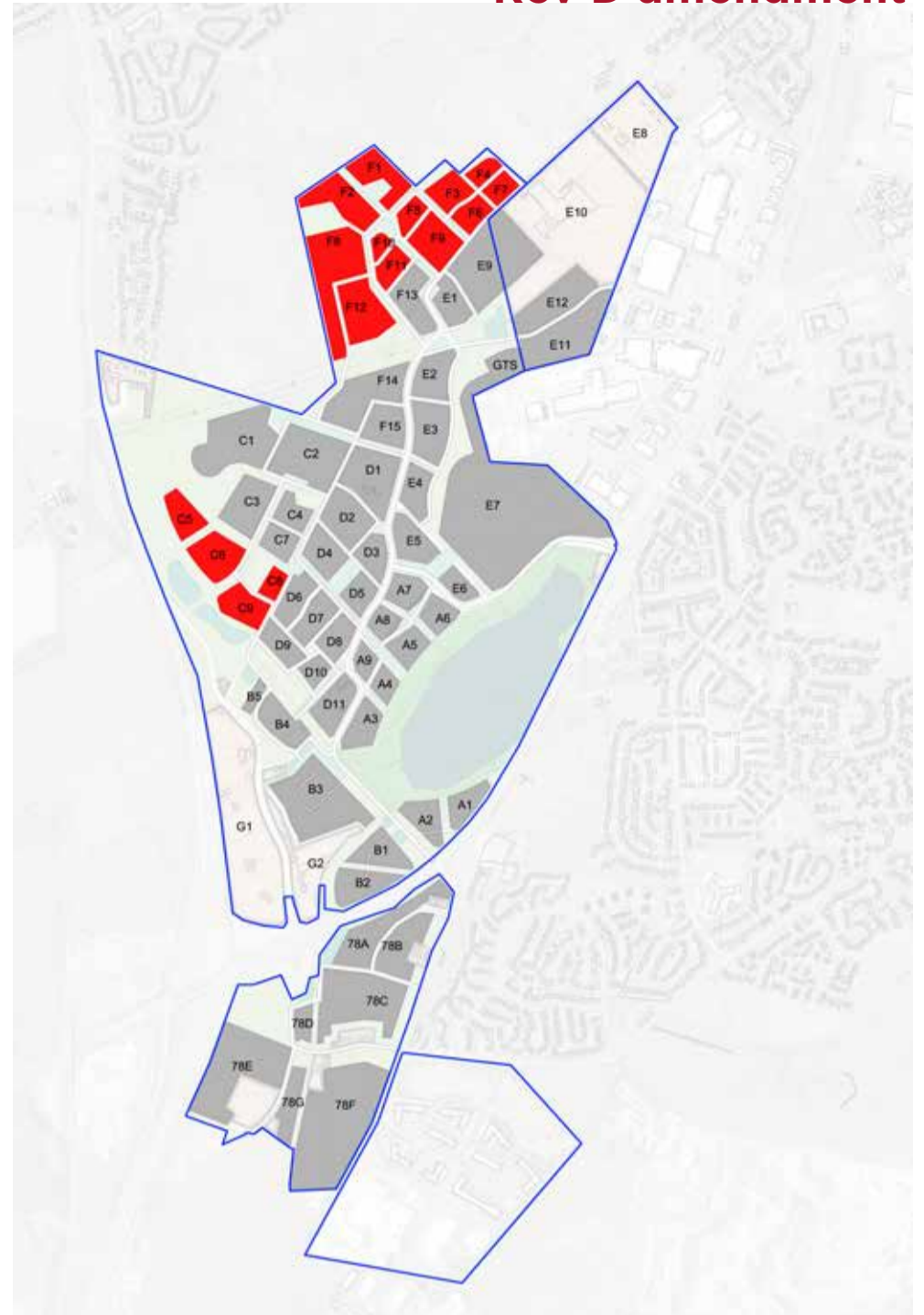


6.1.4 Phase 3

This phase completes the bulk of the core settlement and the associated Primary Street connection to Redmoss Road. A secondary core to the north of Redmoss Road is established and the first area of development adjacent to Kincorth Hill commences, with associated landscape improvements and new core path connections.

Key aspects

- Around 300 units;
- Southern side of south end of Redmoss Road complete; and
- Buffer landscape beneath overhead power lines and adjacent to Calder Park complete.



6.1.5 Phase 4

All other plots opened up and associated landscape areas completed.

Key aspects

- Around 400 units



6.1.6 Beyond 2027

Whilst the Charleston area south of Wellington Road is identified only for employment uses beyond 2027, it forms part of the Development Framework and has been shown for completeness. Because of its development timeline, as with other aspects of the Framework, it has not been considered in as much detail.

6.2 Delivery

The scope and extent of many of the Infrastructure Requirements needed for Loirston have been developed through the application for Planning Permission in Principle and through negotiations with Aberdeen City Council regarding Section 75 agreements. The table below sets out the current requirements taken from the

ALDP Action Programme. The table then aims to summarise these requirements, describing where possible at this stage, what, how and when requirements will be delivered and from which different parties collaboration will be necessary to ensure the successful delivery of these infrastructure requirements.

Category	ALDP Action Programme item	Understanding of requirement	How to deliver	When to be delivered	Parties involved
Walking & Cycling	Links through site to National Cycle Network and Core paths	A Transport Assessment has been completed in support of the PPIP. The TA identifies crossing and connection points which give access via the existing network including NCN and Core Paths. These connections have been incorporated into the PPIP masterplan.	On site requirements will be delivered by Landowners/ developers unless otherwise identified by the Transport Assessment. Off site requirements will be part funded by Planning Gain contributions from the development of Loirston and other developments within the area.	In parallel with associated development	Landowners/developers and Aberdeen City Council.
	Upgrade Core Path 82 and 79. Creation of strategic East West route through site linking to AP3 and AP9	As above.	On site upgrades and extension of Core Path 82 to be delivered by landowners/developers. Off-site upgrade of Core Paths 79 and 82 to be funded by Planning Gain contributions and delivered by ACC.	In parallel with associated development	Landowners/ developers/ Aberdeen City Council as appropriate
	New pedestrian/cycle bridge across River Dee	As above.	Off site requirements will be part funded by Planning Gain contributions from the development of Loirston and other developments within the area. The requirement will be delivered by ACC.	ACC to advise	Aberdeen City Council
	Links to Kincorth and Den of Leggart and River Dee, which could include path currently identified as Aspirational Path 9 in the Core Paths Plan.	As above	Off site requirements will be part funded by Planning Gain contributions from the development of Loirston and other developments within the area. The requirements will be delivered by ACC.	ACC to advise	Aberdeen City Council
	Connection to and implementation of path currently identified as Aspirational Path 3 in the Core Paths Plan.	As above	On-site requirements will be delivered by landowners/ developers.	In parallel with delivery of northern junction on Wellington Road	Landowners/developers
Public Transport	Frequent public transport services to serve the whole masterplan area which may include extensions to existing services	Discussions have been undertaken with both First and Stagecoach who have indicated a willingness to consider routes through the Loirston site. The principal alternatives available involve either extension of the termination point of the existing First service 18 from Redmoss into the development and/or the diversion of Stagecoach service 8 through the site	The position in relation to extension or diversion of bus services and their phasing requires to be determined and the establishment of a working party involving ACC, the operators, NESTRANS and the developers would be appropriate.	The phasing of the requirements will be linked to the phasing of the development.	Landowners/developers, Aberdeen City Council, First Bus, Stagecoach
	Access to other bus services along A956.	The TA identifies points which give access to the A956 - the opportunity to access other bus services along the A956 is best explored through the working party formed to explore the extension or diversion of existing bus services (see above).		The phasing of the requirements will be linked to the phasing of the development.	Landowners/developers, Aberdeen City Council, First Bus, Stagecoach

Category	ALDP Action Programme item	Understanding of requirement	How to deliver	When to be delivered	Parties involved
Roads	Local road connections from OP77 Loirston to A956 at appropriate locations	The full list of requirements is identified within the Transport Assessment for Loirston.	The requirements will be delivered by Landowners/developers unless otherwise identified by the Transport Assessment.	The requirements will be delivered by Landowners/developers unless otherwise identified by the Transport Assessment.	Landowners/developers, Aberdeen City Council
	To mitigate the impact of development a contribution is required towards the cost of provision of a third lane on Wellington Road leading from the north junction of the application site with Wellington Road northeastwards to the existing Soutarhead Roundabout and improvements to such roundabout.	As set out in PPIP application 130892 Legal Agreement.	As set out in the Legal Agreement	As set out in the Legal Agreement	As set out in the Legal Agreement
Water	Water - Invercarnie and Mannofield WTW. There are currently no service reservoirs in the vicinity that will serve these developments with adequate water pressure. The supply will need to come from Clochandighter Service Reservoir. New large trunk mains would need to be dedicated to these developments. A Water Impact Assessment will be required	The full list of requirements will be identified following completion of a Drainage Impact Assessment and a Scottish Water Development Impact Assessment which Hermiston Securities will commission.	The onsite requirements will be delivered by Landowners/ developers. Off site requirements will be delivered by Scottish Water with possible contributions from Landowners/developers.	The phasing of the requirements will be identified by the Drainage Impact Assessment and Scottish Water Development Impact Assessment and linked to the phasing of the development.	Landowners/developers, Aberdeen City Council, Scottish Water and the Scottish Environment Protection Agency (SEPA).
	Waste - Nigg PFI All these developments will go to Nigg PFI for treatment. There is currently no sewer infrastructure in this area. A Drainage Impact Assessment will be required to determine what network upgrades will be required. Disposal of surface water may cause issues for developers. Foul drainage will be required to conform to "Scottish Water's current design standards	The full list of requirements will be identified following completion of a Drainage Impact Assessment and a Scottish Water Development Impact Assessment which Hermiston Securities will commission.	The onsite requirements will be delivered by Landowners/ developers. Off site requirements will be delivered by Scottish Water with possible contributions from Landowners/developers.	The phasing of the requirements will be identified by the Drainage Impact Assessment and Scottish Water Development Impact Assessment and linked to the phasing of the development.	Landowners/developers, Aberdeen City Council, Scottish Water and the Scottish Environment Protection Agency (SEPA).
	All proposed development must be drained by Sustainable Drainage Systems (SUDS) designed in accordance with the CIRIA SUDS Manual (C697) and developers must submit a Drainage Assessment/ Drainage Strategy for any development proposals coming forward in line with PAN 61, Policy NE6 of the Local Development Plan and Supplementary Guidance on Drainage Assessments.	The full list of requirements will be identified within the Drainage Strategy for Loirston. The Drainage Strategy will be prepared to be submitted as part of the application for Planning Permission in Principle.	The requirements will be delivered by Landowners/developers unless otherwise identified by the Drainage Strategy.	The phasing of the requirements will be identified by the Drainage Strategy and linked to the phasing of the development.	Landowners/developers, Aberdeen City Council, Scottish Water and the Scottish Environment Protection Agency (SEPA).

Category	ALDP Action Programme item	Understanding of requirement	How to deliver	When to be delivered	Parties involved
Water (continued)	Developers should look for opportunities to protect and improve the water environment by taking account of the water features within and close to their sites.	The Framework takes into account existing watercourses and has identified opportunities to protect and improve the water environment in those locations. Measures to mitigate the impact of the proposed development the existing water features at Loirston have been identified through the Environmental Impact Assessment (EIA), which has been prepared to support the development proposals and application for Planning Permission in Principle.	The requirements will be delivered by Landowners/developers unless otherwise identified by the EIA.	The phasing of the requirements will be identified by the EIA and linked to the phasing of the development.	Landowners/developers, Aberdeen City Council and the Scottish Environment Protection Agency (SEPA).
Education	One new Primary School	A location for the provision of a new Primary School has been identified within the PPIP area.	The requirements will be delivered by ACC with the assistance of Planning Gain contributions from landowners/developers.	The timing of the provision will be linked to the phasing of the development.	Landowners/developers, Aberdeen City Council
Health	Extension at Cove Bay Health Centre to support an additional 3 new GP's at the General Medical Services with the additional patients from the proposed Developments.	As per ALDP item	The extension will be funded from Planning Gain contributions.	The phasing of the requirements will be agreed with NHS Grampian and linked to the phasing of the development.	NHS Grampian and Aberdeen City Council.
	Extension for 2 additional Dental Chairs at Cove Bay Health Centre. 1 new Community Pharmacy within the new settlement area (including land) to support the additional patients from the Developments.	As per ALDP item	The dental chairs will be funded from Planning Gain contributions.	The phasing of the requirements will be agreed with NHS Grampian and linked to the phasing of the development.	NHS Grampian and Aberdeen City Council.
Other	Requirement for one Gypsy and Traveller site, this should be identified through the masterplanning process.	As part of the PPIP (2013) consent, a Detailed application for a Gypsy and Traveller site at Loirston was approved conditionally in December 2015.	Aberdeen City Council to deliver.	A condition of the PPIP consent requires delivery of the traveller site before the 500th occupation.	Aberdeen City Council

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PLA/20/233 Aberdeen Planning Guidance: Draft Loirston Development Framework (2020)

TABLE 1: Summary of responses and issues arising from public consultation held from 11 November 2019 to 9 December 2019

<i>Key issue</i>	<i>Officers Response</i>	<i>Action as a result of Representation</i>
1. The Presbytery of Aberdeen		
1.1 The Presbytery and the Kirk Sessions of South St Nicholas Church and Torry St Fittick's Church wish to engage with the Council in future discussions and note interest in being part of community development in the area.	Comments noted and we welcome engagement in the Loirston development.	No action proposed.
1.2 We are currently starting consultation in the area with a view to considering the creation of a new Multi Use Church Centre close to or in the Loirston Area.	Potential space within the Loirston town or neighbourhood centres could accommodate a multi-use church space.	Advise the Presbytery of Aberdeen to begin engagement with masterplanning consultants and the landowner(s) to explore potential opportunities at the Loirston site.
2. Churchill Homes prepared by THE Architecture & Planning consultants		
2.1 Churchill Homes controls 26.2ha, a significant proportion, of the Loirston OP59 site, but are disappointed they have not been involved in the review of the Loirston Development Framework.	Comment noted and it is appreciated that Churchill homes hold interest in a substantial proportion of the Loirston site. Further engagement requirement is agreed.	Recommend further engagement between landowners and the masterplanning consultants. This was subsequently carried out over the summer of 2020 and additional comments

		received. Please see additional response below.
<p>2.2</p> <p>Are preparing plans for an application for the land under their control based on the existing Loirston Development Framework. Have produced an updated housing schedule to demonstrate how the amended block plan (Figure 1 of response) and housing numbers fit into the overall plan. Consideration should be given to this design development in the revised DF.</p>	<p>The proposed revised layout is considered to be a departure from the previously agreed layout presented in earlier iterations of the Loirston Development Framework. This layout has already been subject to design testing and consultation and therefore this updated development framework would not look to alter this established layout. The land to the west of Redmoss Road is outwith the existing Planning Permission in Principle boundary (PPiP P130892). Any site-by-site amendments to the strategic level guidance on the Development Framework for land to the west of Redmoss Road can be proposed, negotiated and secured through future phased masterplan and detailed planning application processes for that land.</p> <p>See response in section 2.9 below regarding primary school and housing numbers.</p>	<p>No amendment proposed.</p>
<p>2.3</p> <p>The Access and Junction Strategy (Page 39) does not match the road pattern (Page 76). Ensuring vehicular connections to our client's land is essential for the delivery of the whole allocation. It is requested that the connection along Redmoss Road is retained as shown on Page 39 and other plans are updated to ensure that they reflect this strategy to ensure consistency of road network and retain main street structure for accessibility for all land owners.</p>	<p>Accepted and agreed, one of the drawings shows a gap but this is a drawing error. Page 39 of the Draft Loirston Development Framework: Access and Connectivity drawing is correct and a link to Redmoss Road at this point is proposed.</p>	<p>Amend drawing error and review all diagrams in Draft Development Framework to ensure consistency.</p>
<p>2.4</p> <p>Opportunity to consider short-term access from existing road networks to allow for the development to proceed concurrently with linkage provided as an early phase.</p>	<p>Short-term access requirements for development can be considered alongside a phased approach and as part of individual masterplans, planning applications or Matters</p>	<p>Add text to 'Access' section of Development Framework as per Officer Response.</p>

	Specified in Condition, in consultation with the Council's Roads Development Management team.	
<p>2.5</p> <p>Understood that phasing has been updated to reflect the delivery approach set out in the Matters Specified in Conditions application. Section 6.1 of the Loirston Development Framework goes beyond this, altering phasing for land in Churchill Homes control, to be delivered after completion of other land parcels, which was not the intent of the original Development Framework. The relevant development blocks have been changed as follows:</p> <p>C1 moved from phase 2 to 4 C2 moved from phase 2 to 3 C3 moved from phase 2 to 4 C4 moved from phase 2 to 3 C7 moved from phase 2 to 3</p>	Comments agreed, the land north of Redmoss Road is shown to be phased later than previously shown and agreed.	Amend phasing in Draft Loirston Development Framework to revert to previously agreed phasing for land north of Redmoss Road.
<p>2.6</p> <p>There is combined vehicular access infrastructure required to deliver the entire proposal (required through Condition 34 of PPiP reference P130892) requiring that no work will be completed beyond the 400th units unless vehicular connection and pedestrian footpath are taken to the relevant legal boundaries of the application site.</p>	Comments noted, the land north of Redmoss Road is shown to be phased later than previously shown and agreed.	Amend phasing in Draft Loirston Development Framework to revert to previously agreed phasing for land north of Redmoss Road.
<p>2.7</p> <p>Understand the phasing strategy set on Page 76 is indicative only, but it should be reflective of the land ownership interests and provide equal opportunity for development to be taken forward. Figure 5 (in response) identifies the location for the first phase of Churchill Homes' land close to</p>	Comments noted.	No amendment proposed.

<p>the existing and new access points. Development would then progress from this point. It would be expected that new access would be taken to the boundary of the site during the completion of Phase 1.</p>		
<p>2.8 The schedule of development blocks has been adjusted in the Draft LDF and sets the context for an increase in units to 1,129 an additional 217 units from the original LDF and highlight that the Planning Permission in Principle granted allows for the development of 1,067 units on specified blocks. No objection to increase the numbers, however It may be appropriate to acknowledge that the detail on housing numbers is to be flexible as per the allocation in the Local Development Plan to ensure that development potential on other landowners is not restricted.</p>	<p>The changes result in a potential increase in housing numbers within the PPIP area of up to 62 (1067 increased to 1129). There remains a degree of variation for delivery of these larger Opportunity Sites, which often take place over a number of years on a phased approach with market conditions subject to change. There is indeed some flexibility in housing numbers as per the Local Development Plan allocation, provided any alterations and increased accord with the layout and design principles of the Loirston Development Framework and the parameters of other key factors, such as transport assessments and developer obligations. Any proposed alterations to dwelling numbers will be evaluated alongside all other materials considerations through assessment of future planning applications and Matters Specified in Condition processes.</p>	<p>Include statement in the Draft Loirston Development Framework that: “There is some flexibility in housing numbers as per the Local Development Plan allocation, provided any alterations accord with the layout and design principles of the Loirston Development Framework and the parameters of other key factors, such as transport assessments and developer obligations. Any proposed alterations to dwelling numbers will be evaluated alongside all other materials considerations through assessment of future masterplans, detailed planning applications and Matters Specified in Condition processes”.</p>
<p>2.9 The original Framework included a primary school within block C2 which is now proposed to be moved to an alternative location.</p>	<p>At the time the previous development framework was progressed, the extent of works agreed for the school and therefore the interface between the Secondary School and the surrounding Development Framework was unclear and as such an element of flexibility was retained in relation to Primary School location. The Secondary School is now</p>	<p>Include statement in the Draft Loirston Development Framework that: “There is some flexibility in housing numbers as per the Local Development Plan allocation, provided any</p>

<p>There has been an inadequate replacement of housing units on block C2, resulting in an increase of 16 units but this (at low density) should equate to 36 units. A revised schedule to match our client's block plan has been attached including for an increase in housing units to reflect the relocation of the primary school from Block C2 for E9.</p>	<p>constructed and gypsy traveller site approved, therefore site boundaries are defined enabling relocation of the Primary School to benefit from co-location of community facilities.</p> <p>The developable area of land to the north of Redmoss Road has been slightly increased due to relocation of primary school. Block C2 has been identified as a low density block with unit number to reflect that, however, please response above in section 2.8 regarding flexibility in housing numbers, provided any alterations to blocks accord with the design principles of the Framework.</p>	<p>alterations accord with the layout and design principles of the Loirston Development Framework and the parameters of other key factors, such as transport assessments and developer obligations. Any proposed alterations to dwelling numbers will be evaluated alongside all other materials considerations through assessment of future masterplans, detailed planning applications and Matters Specified in Condition processes".</p>
<p>2.10 Some minor changes to the unit numbers in the blocks within our client's land and these are requested to be amended in line with the original LDF:</p> <ul style="list-style-type: none"> • 20 units swapped from E9 into the additional land at C2 where the primary school was previously located. • Single figure units have been removed from blocks C1, C3, F2, F8 totalling 7 units, which should be retained. 	<p>Comments noted.</p>	<p>Include statement in the Draft Loirston Development Framework that: "There is some flexibility in housing numbers as per the Local Development Plan allocation, provided any alterations accord with the layout and design principles of the Loirston Development Framework and the parameters of other key factors, such as transport assessments and developer obligations. Any proposed alterations to dwelling numbers will be evaluated alongside all other materials considerations</p>

		through assessment of future masterplans, detailed planning applications and Matters Specified in Condition processes”.
3. Historic Environment Scotland		
3.1 In terms of our remit we note that there are no such designations within the boundary of the development framework. We can therefore confirm that we have no comments to offer on this occasion.	Comments noted.	No action required.
4. Scottish & Southern Electricity Networks		
4.1 The Loirston site is oversailed at the north west corner by a critical 132kV overhead electricity transmission line which links electricity transmission substation at Craigiebuckler and Redmoss, supplying Aberdeen City and surroundings.	Comments noted.	No action required.
4.2 There has been no change in relation to the proposed uses under and adjacent to the overhead line from the previous Loirston Development Framework and Masterplan. The figure (Page 47) and description of uses (Page 48) has promoted the land beneath the overhead line for open space, Green Networks and Sustainable Urban Drainage purposes. On the basis of the information supplied, SHE Transmission has no reason to believe that the adoption of the proposed development framework would interfere with SHE Transmission’s interests.	Comments noted.	No action required.
5. A Watson		

<p>5.1 The suitability of the Loch for otter breeding should be protected through careful design to protect otter habitat features and connectivity structurally and from disturbance (also taking into account potential increases in recreational activity).</p> <p>Any further Habitats Regulations Appraisal of the development will have to consider the potential for likely significant effects on otter as a qualifying species of the River Dee Special Area of Conservation. In particular wide buffer areas around the Loch, particularly at the southern end should continue to be protected from future development and opportunities for habitat enhancements pursued.</p> <p>Although otters can become tolerant to human activity, I am concerned about the narrow width of buffer strips in the Burnside area along the watercourses. These should be free from artificial lighting and other disturbances to otters, however I note details in the approved 151073 and the pending 191469/MSC (for plot B3) so I appreciate that there may not be not be potential to seek amendments to designs in that area unless the developments are delayed and require further applications.</p>	<p>The Local Nature Conservation Site boundary has been taken as the key parameter which defines the area into which development blocks should not encroach (including provision of a buffer strip towards the southern end of the Loch) and any environmental improvements to be designed to have regard for any sensitive areas and be sympathetic to the existing habitats of the LNCS. In addition, there is a planning condition attached to the consent (PPiP P130892) stipulating the LNCS designation boundary shall be implemented in full throughout the construction, operation and decommissioning of the development.</p> <p>All development will be required to accord with Aberdeen City Council's Supplementary Guidance on 'Buffer strips adjacent to water'. In addition, a suitable planning condition attached to the consent (PPiP P130892) stipulates that no development shall be undertaken within any respective phase of the development until a scheme detailing the incorporation of appropriate buffer strips around water courses within that phase has been approved in order to protect and promote biodiversity and protect water quality.</p> <p>The plot layout represented in the approved 151073 and the pending 191469/MSC (for plot B3) follow the same development framework layout presented in this version and the previous 2012 iteration of the development framework, as well as the approved PPiP P130892.</p> <p>The corresponding Environmental Statement (as detailed in Scoping Opinion for Application Ref: P121437) and the Habitat Regulation Appraisal undertaken on the Draft</p>	<p>Advise masterplanning consultants and developer that the status of some protected species on the site may have changed and they should seek to obtain up-to-date ecological data with a view to continually update environmental studies associated with and to inform the development as it progresses and in line with the relevant licensing regime for protected species.</p> <p>Site specific Habitat Regulation Assessments may be required for planning applications as development on the site progresses.</p>
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	<p>Loirston Development Framework has considered these issues in more detail. Construction phase activities which could pose disturbance issues including noise, vibration and light will be appropriately distanced from the river and potential otter habitats. Similar operational mitigation such as landscaping, use of buffers and sensitive lighting will address potential issues. The EIA addresses the specifics of such mitigation, however if otters are present, mitigation will include Species Protection Plan for Otter, pre-construction update survey, adequate buffers between watercourses and construction, and sensitive use of lighting to minimise disturbance.</p> <p>Ecological surveys were undertaken as part of the Planning Permission in Principle Process and established baseline data which covered habitats, trees, breeding and wintering birds, bats, otter, badger, red squirrel and higher plants. The results of which were used to assist with decision-making at that point in time. The protected status of otters still remains should they be found to be active at a later date.</p>	
<p>5.2 Nathusius' pipistrelle (bat) has been rarely recorded in the United Kingdom. Monitoring in recent years has found that the Loch of Loirston is used by this species. This species was not detected during the surveys reported in the Environmental Statement. Therefore, the Loch may be of higher value for bats than originally assessed. It is my belief that records will now be held by the North East Scotland Biological Records Centre; however, the developer may consider contacting the University of Aberdeen's School of Biological Sciences for details of student projects which</p>	<p>Comments noted. The proposed open spaces within the Draft Loirston Development Framework are aligned to retain natural greenspace corridors to the north west and south west of the Loch which ensures their potential for use by bats. Detailed design and landscaping proposals per development block will be determined as individual MSC and detailed planning applications come forward however, additional reference to types of environmental improvements can be included within this Draft Loirston Development Framework.</p>	<p>Advise masterplanning consultants to engage with the North East Scotland Biological Records Centre and other cited resources to obtain up-to-date ecological data with a view to continually update environmental studies associated with and to inform the development as it progresses and in line with the</p>

<p>monitored bats on the Loch, or contacting the North East Scotland Bat Group.</p> <p>Retaining shrub and tree cover around the Loch, and in corridors moving away from the Loch, is desirable. The small woodland belts to the north west and south west of the Loch are likely to be used as commuting routes by the bats.</p> <p>Although a matter for more detailed design a commitment could be made to ensuring that the lighting of development minimises light spill towards the water, retained woodlands and skywards.</p>		<p>relevant licensing regime for protected species.</p> <p>Add reference in Draft Loirston Development Framework (5.11 Lochside) which outlines desirability to retain shrub and tree cover around the Loch a commitment to ensuring that the lighting of development minimises light spill towards the water, retained woodlands and skywards.</p>
<p>5.3 Evidence suggests that badgers are using land on both sides of Redmoss Road. Fields to the west of Redmoss Road (Phases 3 and 4 of the Loirston Development Framework) have shorter grass and could be considered to offer primary foraging habitat opportunities. Later phases of the development should be supported by a more intensive badger survey which identifies sett(s) and associated territory.</p>	<p>Ecological surveys were undertaken as part of the Planning Permission in Principle Process and established baseline data which covered habitats, trees, breeding and wintering birds, bats, otter, badger, red squirrel and higher plants. The results of which were used to assist with decision-making at that point in time. The protected status of badgers still remains should they be found to be active at a later date.</p>	<p>Advise masterplanning consultants and developer that the status of some protected species on the site may have changed and they should seek to obtain up-to-date ecological data with a view to continually update environmental studies associated with and to inform the development as it progresses and in line with the relevant licensing regime for protected species.</p>
<p>5.4 The Striped stretch spider <i>Tetragnatha striata</i> species was found in vegetation in the south of the Loch and the Loch of Loirston remains at the time of writing the most northerly site in the UK for this species in the records published by the Spider Recording Scheme. This species is named as 'Striped</p>	<p>The area to the south of the Loch is part of the LNCS boundary and associated buffer strips which allows for continued protection of existing wetland areas adjacent to the Loch.</p>	<p>Update Figure of Page 47, Section 5.5.5 and 5.11 of the Draft Loirston Development Framework to include specific reference to ecology and measures to protect important</p>

<p>stretch spider’ on the list of “important species associated with the Built Environment” in the North East Scotland Biodiversity Partnership habitat statement for Built Environment. Any changes to the Development Framework should ensure that the habitat continues to be protected from direct and indirect effects of development.</p>		<p>species and habitats at and around Loirston Loch.</p>
<p>5.5 The Kincorth Hill Local Nature Reserve Local Biodiversity Action Plan referenced in Section 5.5.5 was prepared in the 1990s and is out of date. The North East Scotland Biodiversity Partnership (NESBiP) has more recently developed habitat statements which include lists of important species associated with those habitats which should inform the development and its biodiversity enhancements.</p>	<p>Comments noted and agreed.</p>	<p>Update references within the Draft Loirston Development Framework to include NESBiP habitat statements in order to ensure important species and habitats are considered alongside the development and biodiversity enhancements.</p>
<p>5.6 Aberdeen City Council’s operational staff should be consulted about any water edge access infrastructure that it would be likely to have to adopt in future. If water edge access infrastructure proceeds then it should not be lit to avoid additional disturbance to wildlife on the Loch.</p>	<p>Comments noted.</p>	<p>Consultation with relevant Council operational staff to be actioned when MSC or detailed planning application has been submitted concerning any lochside plots and/or water access.</p>
<p>6. Scottish Water</p>		
<p>6.1 Developers advised to submit Pre-Development Enquiries at their earliest convenience to Scottish Water to permit an accurate assessment of our current ability to service proposed sites. Pre and post development flows and other factors (such as the use of pumping stations) will determine</p>	<p>Comments noted.</p>	<p>Advise masterplanning consultants and developer(s) to submit Pre-Development Enquiries to Scottish Water, potential requirement for Water and Drainage Impact</p>

<p>existing capacity within both the immediate water and wastewater networks in particular.</p> <p>Water and Drainage Impact Assessments may be required.</p> <p>Where network mitigation is identified following these assessments, upgrade works must be funded and carried out by developers. Scottish Water can contribute to upgrade works via Reasonable Cost Contributions. However, it should be noted that in some cases where significant upgrades are identified, all costs may not be fully recoverable.</p>		<p>Assessments and funding mechanisms for any necessary mitigation or upgrade requirements.</p>
<p>6.2</p> <p>Work carried out by the developer should conform to the standards as indicated in the Scottish Water publications, 'Water for Scotland and 'Sewers for Scotland' 4th edition. The document for Loirston refers to the 2nd Edition which is acceptable for sites that are underway. However, all new sites should be designed to comply with the most up to date iteration.</p>	<p>Comments noted.</p>	<p>Advise masterplanning consultants and developer(s) all work must conform to the standards as indicated in the Scottish Water publications, 'Water for Scotland and 'Sewers for Scotland'.</p> <p>Amend Draft Loirston Development Framework to refer to the 4th edition of this guidance.</p>
7. Scottish Environmental Protection Agency		
<p>7.1</p> <p>We suggest that the table in 6.2 Delivery is updated and revised to make it clearer for all parties what the requirements are and how and when the requirements will be delivered. Examples of revisions are given below:</p>	<p>This table has previously been agreed by all parties with timings and responsibilities identified as far as possible. Further detail is not necessarily available for completion within strategic level guidance documents, e.g. to be determined for each phase and portion of development,</p>	<p>No amendment proposed to Framework.</p>

<p>'when to be delivered' should be linked to specific planning applications/phases – rather than 'in parallel with associated development'; Site wide infrastructure requirements and a timetable for their implementation should be clearly identified as part of the masterplan; ACC to advise' should be completed by ACC</p>	<p>for each developer at relevant stage of phased development. This delivery table format matches the approach used in other local masterplanning guidance at this strategic level, outlining strategic requirements and key locations for infrastructure connections. The later phased masterplans and planning applications detailing specific infrastructure and developer obligations required at the relevant point in time.</p>	
<p>7.2 The 'Drainage Impact Assessment' should be completed and the results incorporated in the table</p>	<p>A Drainage Impact Assessment was completed for the PPIP application and incorporated into the proposal. We would not expect a DIA to be prepared for the full strategic area as part of the Development Framework. There is the requirement for all tiered and phased masterplans (and subsequent planning applications) to undertake required drainage impact assessments as part of the planning application process.</p>	<p>No amendment proposed to Framework. Future planning applications to encapsulate and monitor any further DIA requirements.</p>
<p>7.3 The mitigation requirements from the EIA should be identified & incorporated into the table including the specific opportunities to protect and improve the water environment and measures to mitigate the impact on existing water features</p>	<p>This table was drawn up for specific infrastructure requirements, rather than as a full summary of required mitigation from all supporting documents. The subsequent PPIP and Strategic Landscape Masterplan took these mitigation requirements into account and set out the agreed approach.</p> <p>There is the requirement for all tiered and phased masterplans (and subsequent planning applications) to undertake required mitigation and improvement opportunities as a result of the EIA process during the planning application process.</p>	<p>No amendment proposed to Framework. Future masterplans and planning applications to encapsulate and monitor mitigation requirements for all developers and landowners.</p>
<p>7.4</p>	<p>Further detail is not considered necessary for a strategic development framework level of guidance. There is the requirement for all tiered and phased masterplans (and</p>	<p>No amendment proposed to Framework. Future masterplans and planning applications to</p>

Further details on the proposals to enhance/re-naturalize the Leggart burn and the burn which feeds in the loch, including re-meandering should be provided.	subsequent planning applications) to undertake required improvement proposals. Further detail on some aspects of this have already been included and assessed within subsequent PPIP and MSC applications for part of the Loirston site.	include detail of burn enhancement proposals.
7.5 An accurate plan of all water features and buffer strips with dimensions should be provided.	The level of detail provided in the previous version of the Loirston Development Framework (supplementary guidance) was agreed and Condition 7 of the PPIP (for portion of Loirston site around the loch) was require. The detail of which has been assessed and agreed with SEPA alongside purification of Condition 7.	No amendment proposed to Framework.
7.6 Lochside <ul style="list-style-type: none"> • any specific proposals for the loch should be detailed (the habitat around the loch could be improved by planting reeds around the loch (dark green area in picture in page 72). • details of environmental improvements to loch setting should be clearly identified • details of enhancement of sensitive wetland areas should be provided • details of boardwalk/decking/jettys should be provided • Burnside - details of improvements to watercourse corridor • Charleston - details of improvements to existing watercourse 	The key and strategic design principles for the lochside have maintained the same as the previous version of the Loirston Development Framework. Centred around light touch and minimal intervention the design team steered away from proposing any additional planting within the LNCS area. The subsequent PPIP, MSC and Strategic Landscape Masterplan document which was produced to clear conditions of PPIP has been agreed and provides more detail on these aspects.	No amendment proposed to Framework.
7.7 Welcome the idea of increasing the number of wildflowers that attract pollinators not only in the green corridors but also on road verges for example. The seeds for these flowers should be from local provenance. This approach will	Advice welcomed and comments noted. The Draft Loirston Development Framework has strategically identified large areas of open space as natural green space and green corridors rather than amenity space in order to not only respect existing natural processes, but also reduce on-	No action proposed.

<p>require to create 'poorer' soils in nutrients and won't need the addition of topsoil. This will help wildflowers to grow as well as reduce the amount of nutrients getting to the loch and, therefore, reducing the likelihood of blue-green algae blooms. The following guidance has more information on this. https://www.plantlife.org.uk/uk/our-work/publications/road-verge-management-guide The advice provided in this document is not only applicable to road verges but also to any other type of green space.</p>	<p>going maintenance burdens. This accords with the ACC Open Space Strategy for Aberdeen which identifies a desire for open spaces to be more natural. These areas are suitable for low maintenance landscape treatments, such as meadow grassland, native wildflower or woodland which are less expensive to manage; detail design and masterplan stages will develop landscape proposals in line with such principles.</p> <p>Condition 25 of PPIp P130892 (and associated conditions with reference to planting, trees and open space) specify the requirement for 'Strategic Landscape Masterplan'(s) to be submitted for each development plot, as Matters Specified in Condition. A portion of the Loirston site has provided this information which was approved under MSC application reference: 151073, including opportunities for wildflower planting.</p>	
<p>8. Landowner (within OP60)</p>		
<p>8.1 Astonished and disappointed that there has been no engagement whatsoever on the revised plans for OP60. I have not been approached or contacted or communicated. Did not receive notification of the consultation process for the original 2011 Development Framework and was not aware of the document until 2019.</p>	<p>Comments noted. Stakeholders, the public and other interested parties have had the opportunity to comment on the development of the Loirston site at many stages of the planning and design processes over the past decade. This includes the Aberdeen Local Development Plan preparation processes, a programme of consultant-led community and stakeholder engagement, and through statutory planning application consultation. Further details of the consultant-led events can be found on Pages 8-12 of the Development Framework (Appendix 1). The public and stakeholder consultation to date, including the most recent public consultation on the updated Framework, has</p>	<p>Recommend further engagement between landowners and the masterplanning consultants, which was undertaken during summer months of 2020. Please see additional response below.</p>

	<p>helped to shape and inform the content of the Draft Framework and development vision for Loirston.</p> <p>Landowner has been in consultation with the masterplanning consultancy over the summer months of 2020 and is now familiarised with the scope and purpose of the Loirston Development Framework. Additional concerns raised have been resolved, please see additional representation and response below in Section 10.</p>	
<p>8.2 Item 5.3 Access and Connectivity (p39) flags up that a minor street would ‘share’ our farm/home entrance. Is this correct and if so what measures would be used to mitigate our current good interface with the environment? Drainage would be a concern.</p>	<p>Comments noted. Further engagement between landowners and the masterplanning consultants was recommended to clarify and resolve this matter of concern.</p>	<p>Recommend further engagement between landowners and the masterplanning consultants, which was undertaken during summer months of 2020. Please see additional response below.</p>
<p>8.3 Understand that buildings up to four storeys are planned for OP60 west of our property and I would expect mitigating measures to be adopted to protect neighbour’s amenity and privacy that we currently enjoy.</p>	<p>Comments noted. Further engagement between landowners and the masterplanning consultants required to clarify and resolve this matter of concern.</p>	<p>Recommend further engagement between landowners and the masterplanning consultants, which was undertaken during summer months of 2020. Please see additional response below.</p>
<p>9. Landowner (to the north of Redmoss Road) prepared by Halliday Fraser Munro</p>		
<p>9.1 Own a substantial amount of land within the Loirston Development Framework area, development blocks C1 – C9 and F1 – F2, F5, F8 – 13, which amounts to circa 500 houses of a 1,500 house allocation, which have been previously promoted for development by Churchill Homes (Aberdeen) Ltd.</p>	<p>Comment noted and it is appreciated that the landowner owns a substantial proportion of the Loirston site which ownership of has been misidentified within the Framework.</p>	<p>Landownership plan within the Loirston Development Framework updated accordingly to reflect accurate ownerships and as a result of additional engagement process.</p>

<p>9.2 Would have appreciated more direct involvement in the process and was not party to the production of the updated development framework.</p>	<p>Comments noted.</p>	<p>Recommend further engagement between landowners and the masterplanning consultants, which was undertaken during summer months of 2020. Please see additional response below.</p>
<p>9.3 Suggest beneficial to undertake public consultation in 2019, the results of which could be fed into the updated Framework.</p>	<p>Comments noted. The Draft Loirston Development Framework reflects material changes to associated developments (such as the new Cove Rangers site and Lochside Academy) however the vision for a high-quality new neighbourhood remains the same. The update also includes alterations to phasing and development block locations to reflect current site delivery options and external market factors. However, given the overall number of units, street structure, landscaping and design vision remain the same additional public consultation in addition to this exercise was not considered necessary.</p>	<p>No action proposed.</p>
<p>9.4 The update to the Development Framework to reflect recent developments and planning permissions, including the Calder Park Football Stadium, City South Academy, and the cessation of Aberdeen Football Club pursuing land at Loirston Loch for a new stadium is welcomed.</p>	<p>Comments noted.</p>	<p>No action proposed.</p>
<p>9.5 Note that the proposed primary school has been relocated from development block C2 to block E9 and we agree this is a sensible amendment in terms of grouping together educational facilities, and welcome residential in its place.</p>	<p>Comments accepted.</p>	<p>No action proposed.</p>

<p>9.6 Updated Framework seeks to amend the development phasing to change the majority of proposals on our client's land to Phase 4, the penultimate development phase. Moving the majority of our client's land into Phase 4 and Phase 3 from what was previously spread over Phases 2, 3 and 4 (in previous 2012 iteration of framework). We are not aware of any overriding justifications or reasons for this.</p> <p>9.7 Suggest including the 'C' development blocks as Phase 2, following on from the pending MSC application 191469/MS for 92 houses on development block B3. This would allow development to naturally progress in a south-east to north-west arrangement, alongside the recent developments to the north and south of the allocated land at Loirston.</p>	<p>Comments noted. The land north of Redmoss Road is shown to be phased later than previously shown and agreed.</p>	<p>Amend phasing in Draft Loirston Development Framework to revert to previously agreed phasing for land north of Redmoss Road.</p>
<p>9.8 States that the 'Framework has been developed 'ownership blind' with regard to density, land use and character', however are concerned that this is not the case when considering the development phasing indicated on our client's land.</p>	<p>Comments and concerns noted.</p>	<p>Amend phasing in Draft Loirston Development Framework to revert to previously agreed phasing for land north of Redmoss Road.</p>
<p>9.9 Suggest that further consultation is required on the proposals to allow our clients the opportunity to properly and effectively input into the Development Framework.</p> <p>If not, please regard this letter as an objection to the amendments proposed to the development block phasing on our client's land as described above, set out within the updated Loirston Development Framework 2019.</p>	<p>Comments noted and further engagement requirement agreed.</p>	<p>Recommend further engagement between landowners and the masterplanning consultants, which was undertaken during summer months of 2020. Please see additional response below.</p>

TABLE 2: Further comments received during landowner/developer sign-off		
1. Landowner (within OP60) Comments in addition to Table 1 (Section 8) above		
1.1 Landownership plan not a true reflection of the key landownerships in the area.	Landownership plan to be updated to reflect discussions with landowner.	Update land ownership plan. Revised plan has been circulated for review and agreed with interested landowner by phone (26/10/2020).
1.2 Access and connectivity: concerned with location of tertiary street running through Block 78E which he feels will compromise his own property.	Tertiary street location not critical to access arrangements for Block 78E therefore can be omitted and further detail agreed through any subsequent masterplans/planning applications.	Access and connectivity plan updated to omit tertiary street. Revised 'Access and Connectivity' plan, Section 5.3 of Framework has been circulated for review and agreed with interested landowner by phone (26/10/2020) and email (7/11/2020).
1.3 Delivery: Concern at extent of requirements set out for 'Landowners' within delivery table.	Additional communications and explanation were given by the masterplanning consultants through engagement with the landowner. This outlined that that these requirements are only if land comes forward for development and that landownership is still within control of individual landowners when or if this is to be developed.	Resolved through consultation communications. No further action proposed.
1.4 Storey heights: Concern at proposed height parameters on Block 78E.	Additional communications and explanation were given by the masterplanning consultants through engagement with the landowner. This outlined the purpose and status of Development Framework as high level document which establishes key principles and that future proposals would be subject to further dialogue and planning process.	Resolved through consultation communications. No further action proposed.
2. Landowner (to the north of Redmoss Road) prepared by Halliday Fraser Munro Comments in addition to Table 1 (Section 9) above		

<p>2.1 This representation is in response to the Loirston Development Framework 2019, July 2020 Rev C. Our client welcomes the opportunity to make further comment on the amendments made following the 2019 consultation. 1.3.</p>	<p>Comments noted and welcomed.</p>	<p>No further action required.</p>
<p>2.2 Own a substantial area of land to the north west of the allocated OP59 site. Included in this are development blocks C1-C4, C7, F1 and F2, F5, F8-F12, part of F13 and part of F14. Requested the Framework be amended to reflect accurate land ownership status. We welcome the update made to the Key Ownerships map on page 14 which now correctly identifies the land.</p>	<p>Comment noted and it is appreciated that the landowner owns a substantial proportion of the Loirston site which landownership of which has been misidentified.</p>	<p>Landownership plan within the Loirston Development Framework updated accordingly to reflect accurate ownerships and as a result of additional engagement process.</p>
<p>2.3 The 2019 updated draft Framework sought to amend the development phasing resulting in the majority of our client's land not coming forward for development until Phase 4, the penultimate development phase, which would be many years away. In the previously agreed 2012 Development Framework development was spread throughout phases 2, 3 and 4. Unaware of any justification for this change to the phasing and were concerned about the impact on interests in our clients land.</p>	<p>Comments agreed.</p>	<p>Phasing strategy to revert to that as previously agreed in the earlier 2012 and 2017 versions of the Framework and document amended accordingly.</p>
<p>2.4 We note that in the July 2020 Rev C of the Framework the phasing strategy has reverted to that in the earlier 2012 and 2017 versions of the Framework. We welcome this and consider it a more appropriate strategy allowing development to progress in a logical manner following on from the pending MSC application 191469/MS for 92 houses on block B3.</p>	<p>Comments noted and agreed.</p>	<p>Phasing strategy to revert to that as previously agreed in the earlier 2012 and 2017 versions of the Framework and document amended accordingly.</p>

<p>2.5 The phasing plan at 6.1.2 on page 77 sets out that development at Phase 1 is focussed around the new southern road access off Wellington Road and will deliver a portion of A, B and D development blocks. At 6.1.3 details for Phase 2 are given with one of the key aspects of Phase 2 listed as the second junction to the north of Wellington Road. Some further detail on the road network these new accesses connect to would be welcomed to provide clarity as to when development blocks C will be reached.</p>	<p>Expand description on page 77 of the Framework to provided clarity and / or further information on this point, or explanation when and by what mechanism this will be established.</p>	<p>Update Development Framework Phasing on page 77 accordingly, as per Officer response.</p>
<p>2.6 Condition 34 of APP/130892 requires a road network connection between OP59 and the southern section of Redmoss Road to ensure that development of the wider Loirston Development Framework area is not compromised, and the allocation may be delivered in full. We agree that securing the road connection in this location is crucial and we consider further clarity on the delivery of this is required rather than relying on statements such as that at 5.17 which refers to "...potential links between Redmoss Road and the Burnside area". One way to achieve this is to remove "potential" from 5.17.</p>	<p>Comments noted. Removal of word 'potential' from Section 5.17 and identification of where the anticipated connection between Redmoss Road and the southern section of the site is proposed to be delivered. It is appreciated that an exact road alignment is not known, but an indicative location, illustrated by similar 'pink bubble' graphic, as a minimum should be shown on the Access and Junction Strategy diagram on page 39 of the Loirston Development Framework.</p>	<p>Update Development Framework Access and Junction Strategy and associated text accordingly, as per Officer response.</p>
<p>2.7 Recognise that the primary means of accessing the site are via the two new junctions on Wellington Road, more detail regarding the existing access in the south of the site which links Wellington Road to Redmoss Road should be given.</p>	<p>The Access and Junction Strategy for the Loirston site outlined two main access points into the development, both from Wellington Road. This Access Strategy has also been previously subject to transport modelling and assessment. Detailed plans and proposals for Redmoss Road will be required alongside a phased approach and as part of individual masterplans, future planning applications or Matters Specified in Condition, in consultation with the Council's Roads Development Management team.</p>	<p>Update Development Framework Access and Junction Strategy and associated text accordingly, as per Officer response.</p>

	<p>It is important to note that Conditions 14 and 15 of P130892/PPiP require delivery of one junction prior to first occupation and the other prior to 300th occupation. If any level of access prior to delivery of the first junction was to be proposed, a Section 42 application would be required to be submitted. A scheme which was contrary to the conditions of the PPiP approval could not be considered by the MSC process.</p> <p>The opportunities for Redmoss Road have been considered with a long term vision for the development of the whole Loirston site, with the Redmoss Road through-route connection back along to the north proposed to be bus, cycle and pedestrian access only and 'stopped up' at some point. However, this restriction would be intended to occur to the north east portion of the site, detailed location of which to be determined in future application(s), but most likely at the junction where the new primary road diverts off and follows south down through the site. At this point the remaining section of Redmoss Road (to the south) would be available to vehicular traffic and form part of the secondary street network. The Access and Junction Strategy can be updated to show an indication of the location where bus only restrictions may occur, illustrated by similar 'pink bubble' graphic, to help clarify this restriction is not intended along the whole extent of Redmoss Road. However, it is worth noting that as part of the new academy application at Calder Park (Ref 151082/DPP) this included provision for the pedestrianisation of a section of Redmoss Road between the existing residential dwellings and the nature reserve by use of closed gate, retractable bollards or similar at either side. Therefore, any alteration</p>	
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	to this arrangement as part of any development proposal will require full assessment under a new application, in consultation with the Council's Roads Development Management team.	
2.8 We welcome that the proposed location of the primary school remains in development block E9 and in its previous location, block C2, residential development is now proposed.	Comments noted and welcomed.	No further action required.
2.9 In summary, we welcome the updates made to Rev C of the Loirston Development Framework with regards to phasing and ownership.	Comments noted and welcomed.	No further action required.
3. Churchill Homes (prepared by Brodies) Comments in addition to Table 1 (Section 2) above		
3.1 It is understood that the intention is to adopt the revised Development Framework as Supplementary Guidance pursuant to the emerging Local Development Plan which recently went through its public consultation period. We currently await clarification of the Council's position on any objections which were submitted to the draft Plan during that period. Since the revised Framework will not be able to be adopted pursuant to the new LDP Plan until the Plan itself has been adopted, can you confirm that all references to the 2017 LDP, particularly at page 6 of the Framework, will be amended to reference the new Plan? To this end we attach a copy of representations which were submitted jointly on behalf of the landowners and Churchill/Robertson to the draft Plan.	The Aberdeen Local Development Plan 2017 is currently supported by statutory Supplementary Guidance and non-statutory guidance such as Technical Advice Notes and Local Planning Advice. On 25 July 2019 the Planning (Scotland) Act 2019 was given Royal Assent and Section 9 of this Act has the effect of repealing the ability of Local Authorities to adopt Supplementary Guidance in connection with a Local Development Plan when that section comes into force. Within Aberdeen City Council a new title is proposed to incorporate new policy documents and existing supplementary guidance when Section 9 is enacted – 'Aberdeen Planning Guidance'. These documents would not be part of the Local Development Plan but, should Members choose to adopt them, would be non-statutory planning guidance and treated as a material consideration in the determination of applications. Officers recommend	No amendment proposed to Framework.

	<p>that the updated Loirston Development Framework should ultimately be taken forward as non-statutory Aberdeen Planning Guidance rather than Supplementary Guidance given this context.</p> <p>All policy references within guidance documents will be updated according at the relevant time, with reference to the associated Local Development Plan the guidance falls under.</p>	
<p>3.2 Linked to the allocation of the site in the LDP, it would be useful if the Framework made it clear that the 1500 homes allocated to the site in the LDP is an indicative capacity and not an upper limit.</p>	<p>There remains a degree of variation for delivery of these larger Opportunity Sites, which often take place over a number of years on a phased approach with market conditions subject to change. There is indeed some flexibility in housing numbers as per the Local Development Plan allocation, provided any alterations and increases accord with the layout and design principles of the Loirston Development Framework and the parameters of other key factors, such as transport assessments and developer obligations. Any proposed alterations to dwelling numbers will be evaluated alongside all other materials considerations through assessment of future planning applications and Matters Specified in Condition processes.</p>	<p>Include statement in the Draft Loirston Development Framework that: "There is some flexibility in housing numbers as per the Local Development Plan allocation, provided any alterations accord with the layout and design principles of the Loirston Development Framework and the parameters of other key factors, such as transport assessments and developer obligations. Any proposed alterations to dwelling numbers will be evaluated alongside all other materials considerations through assessment of future masterplans, detailed planning applications and Matters Specified in Condition processes".</p>
3.3	Comments noted and agreed.	Policy references to Strategic Development Plan on page 6 of

<p>In a similar vein, also on page 6, it is noted that the Framework still refers to the 2014 Strategic Development Plan which has of course now been superseded. Again, it is assumed that the Framework will be updated to make reference to the new Strategic Development Plan.</p>		<p>the Framework to be updated accordingly.</p>
<p>3.4 In Section 1.1.5 on page 7, it is noted that the Masterplan seeks to respond to 4 key issues for the City Council. These are stated to be context; identity; connection; and communication and engagement. We would have expected delivery of the development to be a key issue for the Council given the size of the allocation and as such we would suggest that paragraph 1.1.5 is amended to make reference to delivery as a key issue.</p>	<p>This section of the Framework has been prepared in direct response to the Council's adopted 'Aberdeen Masterplanning Process'. The review to the Framework was intended to reflect material changes to adjacent and associated developments, however the vision for a high-quality new neighbourhood remains the same as the original Development Framework (2012). It is not felt necessary to update the bullet points in this section of the Framework document given infrastructure and delivery is covered elsewhere in the document.</p>	<p>No amendment proposed.</p>
<p>3.5 On page 11 under Transportation Infrastructure, there is reference to a Transport Assessment currently being prepared by the Developer's Transport Consultants to support a future application for Planning Permission in Principle. That application has been approved and indeed Matters Specified by Condition consents issued thereafter. This section requires to be updated to reflect the current position. It is also noted that this section still refers to contributions towards the Strategic Transport Fund, which Fund was found to be unlawful. Reference to STF in the Framework should be removed.</p>	<p>Commented noted and agreed, references to Transport Assessment status to be updated to reflect current position and reference to Strategic Transport Fund removed.</p>	<p>Page 7 of Framework updated accordingly, as per Officer response.</p>
<p>3.6 Still on page 11, the text on Cove Rangers Football Club and Aberdeen Football Club requires updating since matters have moved on since this part of the Framework was</p>	<p>Comments noted and agreed, references to football clubs on pages 11 and 15 of the Framework to be updated to reflect current status and position.</p>	<p>Pages 11 and 5 of Framework updated accordingly, as per Officer response.</p>

<p>drafted. Related references on page 15 will also require updating.</p>		
<p>3.7 On page 14 at paragraph 2.2, it is confirmed that the Framework has been developed "<i>landownership blind</i>" and it goes on to advise that where delivery of key infrastructure is critical, ownership has been considered to ensure that proposals are pragmatic and realistic. Given the number of different owners and developers involved in the overall Loirston Development, it is submitted that the Framework needs to make it clear that all parties will require to work together to deliver the necessary infrastructure and no one party can ransom or delay another because of their failure or refusal to participate in the delivery of infrastructure. In this regard Aberdeen City Council must act not just as landowners who have an interest in developing parts of the Framework Area, but also as Planning and Roads Authority.</p>	<p>Comments noted and the importance of infrastructure delivery to unlock the whole of the Loirston is fully acknowledged. Section 2.2 of the Framework to include sentence highlighting "that all landowners will be required to work together to deliver the necessary infrastructure for delivery of the whole Opportunity Site allocation in line with the Phasing set out in the Framework".</p>	<p>Update Section 2.2 of the Framework accordingly, as per Officer response.</p>
<p>3.8 On page 34 at paragraph 5.1, my clients welcome the confirmation that the Framework establishes a flexible structure, but again this requires to be amended to make it clear that it reflects the timing and allocations set out within the emerging LDP. This section goes on to advise that the Framework sets out a clear infrastructure delivery strategy illustrating what, how, when and with the involvement of which parties, elements such as streets, paths, schools and open space will be delivered. With respect it is submitted that the Framework as currently drafted does not provide a clear infrastructure delivery strategy. Reference should be made to the comment in respect of page 14 above and in respect Section 6 below.</p>	<p>All policy references within guidance documents will be updated according at the relevant time, with reference to the associated Local Development Plan the guidance falls under.</p> <p>The overall infrastructure strategy and street structure remains as earlier versions of the Framework, with the locations of key access points/junctions and key infrastructure highlighted, such as schools. This document will remain and offer guidance at a more strategic level as the wider Loirston site develops over time. It is acknowledged that due to the timing of the updated Framework, some consents for parts of the Opportunity Sites at Loirston have already been progressed, which</p>	<p>No amendment proposed to Framework.</p>

	includes specific planning conditions on more details matters such as access connections.	
<p>3.9</p> <p>Section 5.3 and other related sections deal with the proposed access to the various development blocks within the Framework Area. The representation submitted by Churchill in December 2019 highlighted concerns with the vehicular connections to the Monro/Churchill land. Your response indicates that this was a drawing error and that page 39 "Access and connectivity" is correct and that the revised Development Framework updates the drawings to be consistent. With respect that does not appear to be the case. My clients' particular concerns relate to the break in the secondary street <i>ex adverso</i> blocks C8 and D6. On page 39 this is shown as a minor street. On page 35 it appears to be shown as a Core Path and on page 38 it is shown as a pedestrian/cycle route only and not part of the general street network. Paragraph 5.4.11 of the Framework indicates that minor streets give access to limited areas of development whereas secondary streets give access to development blocks. It is submitted that the street between block C8 and block D6 should be a secondary street as it is a continuation of the secondary street running from C9/D9 to C7/D4 and as such provides access to development blocks. There is no reason why there would a break in the secondary street network at this point.</p>	<p>The previous 2012 version of the Development Framework which all parties previously signed-up to, had the same street network proposed for this area at blocks C8 and D6. This being a problematic issue has not been highlighted before, however for clarity the proposed street network must ensure delivery of the site and offer permeable and coherent movement routes for the proposed development. In principle there is no issue for this section of the street network to be indicated as a 'secondary street' if it ensures connectivity and accords with other design principles established in the Framework.</p>	<p>Update Development Framework Access and Junction Strategy and associated text accordingly to include section between blocks C8 and D6 as part of the 'secondary street' network.</p>
<p>3.10</p> <p>On page 42 at paragraph 5.4.5, the Framework advises that the vehicular access points are still to be fully confirmed. It is understood that the access points have now been confirmed through the AMSCs and it is submitted that this part of the Framework requires to be updated to reflect</p>	<p>Comments noted and agreed. Section 5.4.5 of the Framework to be updated to reflect the current status for access points, where further exact confirmation is known.</p>	<p>Update Section 5.4.5 of the Framework accordingly, as per Officer response.</p>

<p>those accesses so that all parties know what is being delivered and where. When delivery occurs is dealt with below.</p>		
<p>3.11 On pages 49 and 50 the overall site has been divided into proposed residential densities. It is noted that the Framework acknowledges that the suggested densities should not be applied homogeneously within a development block, but rather there should be a mix of higher and lower densities. However, it goes on to advise that the sum of the densities should provide the desired number of units set out in section 5.6.3. It is submitted that sections 5.6 and 5.6.3 require amendments to confirm that the numbers in the table are indicative and the actual number of units for each block will be determined as part of the planning application process for the relevant part of the site, having regard to the housing market and demand at the time of application. The table should not be seen as setting an upper limit on the number of units in any block.</p>	<p>There remains a degree of variation for delivery of these larger Opportunity Sites, which often take place over a number of years on a phased approach with market conditions subject to change. There is indeed some flexibility in housing numbers as per the Local Development Plan allocation, provided any alterations and increases accord with the layout and design principles of the Loirston Development Framework and the parameters of other key factors, such as transport assessments and developer obligations. Any proposed alterations to dwelling numbers will be evaluated alongside all other materials considerations through assessment of future planning applications and Matters Specified in Condition processes.</p>	<p>Include statement in the Draft Loirston Development Framework that: “There is some flexibility in housing numbers as per the Local Development Plan allocation, provided any alterations accord with the layout and design principles of the Loirston Development Framework and the parameters of other key factors, such as transport assessments and developer obligations. Any proposed alterations to dwelling numbers will be evaluated alongside all other materials considerations through assessment of future masterplans, detailed planning applications and Matters Specified in Condition processes”.</p>
<p>3.12 On page 76, section 6.1.1 confirms that the Phasing Strategy is indicative only and aims to illustrate a preferred growth strategy for Loirston which balances development with the provision of key elements of infrastructure, public realm and landscape improvements. This flexibility is welcomed, however, we would highlight the comments made above</p>	<p>Comments noted and the importance of infrastructure delivery and phasing to unlock the whole of the Loirston is fully acknowledged. Section 6.1.1 of the Framework to include sentence highlighting “that all landowners will be required to work together to deliver the necessary infrastructure for delivery of the whole Opportunity Site</p>	<p>Update Section 6.1.1 of the Framework accordingly, as per Officer response.</p>

<p>whereby no landowner/developer should be able to ransom/delay another landowner/developer in the delivery of development on their land. It is critical that all parties work together for an appropriate phased delivery of infrastructure to serve the entire Framework area. Given the breakdown of densities and urban design within the site, it will be important to ensure that a number of different areas are opened up for development at the same time to provide an appropriate range and choice for prospective purchasers. This will improve the marketability/deliverability of the entire development.</p>	<p>allocation in line with the Phasing set out in the Framework”.</p>	
<p>3.13 On pages 77 and 78 there is high level reference to the key aspects of each Phase. We would wish the following additions to be made to the text:-</p> <ul style="list-style-type: none"> • 6.1.2 Phase 1 – The southern access from Wellington Road requires to be taken up to the boundary of blocks C7/D4 as early as possible and no later than prior to occupation of the 100th unit within Phase 1. This is to ensure that the Monro/Churchill land is appropriately served at the earliest opportunity, particularly if there is a cost sharing infrastructure agreement between the parties as recommended below. • The second junction to the north of Wellington Road should be provided prior to occupation of the 300th unit within Phase 1 to correspond with the requirements of the Planning Permission in Principle. As such provision of this junction requires to move out of Phase 2 and into Phase 1. 	<p>The established Development Framework and the existing PPiP (P130892/PPiP) show the phasing of development blocks across the site. In this regard and more specifically, Conditions 14 and 15 of P130892/PPiP require delivery of one junction prior to first occupation and the other prior to 300th occupation and Condition 34 for delivery of vehicular connection to Redmoss Road. Full implementation of the PPiP consent ensures connections to the existing road network and to other parcels of land within the site are delivered, with Conditions 14, 15 and 34 being the mechanism for this delivery.</p> <p>The PPiP states that that no more than 300 houses on the application site shall be occupied unless the 2nd access has been implemented, it doesn't specifically refer to Phase 1, as the need for the access junction is based on the number of houses it serves, not their location in a given phase. The 2nd junction is also deemed to be the first step in delivering and unlocking phase 2. The Development Framework phasing section 6.1.4 highlights the completion of the southern side of the south end of</p>	<p>Update Framework text in Sections 6.1.2-6.1.3 accordingly as per Officer response, to reflect position of specific access points as per the PPiP Conditions (P130892/PPiP).</p>

<ul style="list-style-type: none"> • 6.1.3 Phase 2 – As noted above, the second junction to the north of Wellington Road should now be provided by the end of Phase 1. • In a similar vein the completion of the southern side of the south end of Redmoss Road requires to be provided by the completion of Phase 2 rather than it being provided at the end of Phase 3. 	<p>Redmoss Road as a key part of that phase of works, it does not specify the timing within that phase.</p> <p>The relevant text within Sections 6.1.2-6.1.3 can be revised to reflect position of specific access points as per the PPIp Conditions (P130892/PPIp). However, it should be noted that if any level of access prior to delivery of the first junction was to be proposed, a Section 42 application would be required to be submitted. A scheme which was contrary to the conditions of the PPIp approval could not be considered by the MSC process. Alternatively, any other alteration to the previously approved approach would require to be assessed separately as part of a new and standalone planning application.</p>	
<p>3.14 On pages 79, 80 and 81 under paragraph 6.2, there is a table referencing delivery. Simply stating that landowners/developers and Aberdeen City Council are involved in the delivery of infrastructure is not sufficient. Reference is also made in the table to the obligations set out in the Legal Agreement. However, this Agreement relates only to the land controlled by Hermiston. As outlined above, it is critical to the delivery of the development that no landowners/developer can ransom or delay another from the delivery of development on their</p>	<p>Comments noted. The overall phasing strategy has been revised to accord with and remains the same as earlier 2012 version of the Framework. The phasing and infrastructure delivery sections has previously been agreed by all parties with high-level timings and responsibilities identified. The importance of infrastructure delivery and phasing to unlock the whole of the Loirston is fully acknowledged, however a balance is required to be struck to enable the Framework document to remain and offer guidance at a more strategic level as the wider Loirston</p>	<p>No amendment proposed to Framework.</p>

<p>land. We would respectfully suggest that this section needs to make that clear and to make it clear that the Council in their capacity as Planning Authority and Roads Authority will work to ensure that all of the development blocks are suitably serviced at the earliest opportunity. It is recommended that the parties enter into an infrastructure delivery arrangement at the earliest opportunity and this should be referenced in the Framework.</p>	<p>site develops over time (without the need to continually update).</p> <p>It is acknowledged that due to the timing of the updated Framework, some consents for parts of the Opportunity Sites at Loirston have already been progressed, which includes specific planning conditions on more detailed matters such as access connections. Whereas the land to the west of Redmoss Road is outwith the existing Planning Permission in Principle boundary (PPiP P130892).</p> <p>However, further detail is not necessarily available or included within strategic level guidance documents, e.g. to be determined for each phase and portion of development, for each developer at relevant stage of phased development. The delivery table format and presentation in the Framework document matches the approach used in other local masterplanning guidance at this strategic level, outlining strategic requirements and key locations for infrastructure connections. The later phased masterplans and planning applications detailing specific infrastructure and developer obligations required at the relevant point in time.</p> <p>Officers do however recommend that further work is undertaken with all landowners and developers involved to ensure that an infrastructure delivery arrangement is developed in line with the agreed phasing of the development in the Framework. This can be mutually agreed between landowners and developers, to inform the planning application process as the Loirston site continues to be developed.</p>	
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Planning & Deployment Committee

Presbytery Clerk, Rev John Ferguson
email JFerguson@churchofscotland.org.uk
direct dial 01224 698119x

Our reference:

Your reference:

11 December 2019

Dear Rebecca,

Draft Loirston Development Framework

The Presbytery and the Kirk Sessions of South St Nicholas Church and Torry St Fittick's Church would very much wish to engage with the Council in future discussions and we note our interest in being part of community development in the area.

We are currently starting a wide-ranging consultation in the area about the future role of the church and how we use our facilities with a view to considering the creation of a new Multi Use Church Centre close to or in the Loirston Area.

We are very optimistic about the future by developing what is the best of the traditional role of the Church within a community and to explore new avenues of community engagement with an inclusive and vibrant approach for the benefit of all.

We look forward to being part of development in the future.

Yours sincerely,

Scott M. Rennie

Rev Scott M. Rennie

Convenor, Planning and Deployment Committee



December 9, 2019

Rebecca Kerr
Aberdeen City Council
Sent by e-mail to rekerr@aberdeencity.gov.uk

Dear Rebecca:

Re: Draft Loirston Development Framework

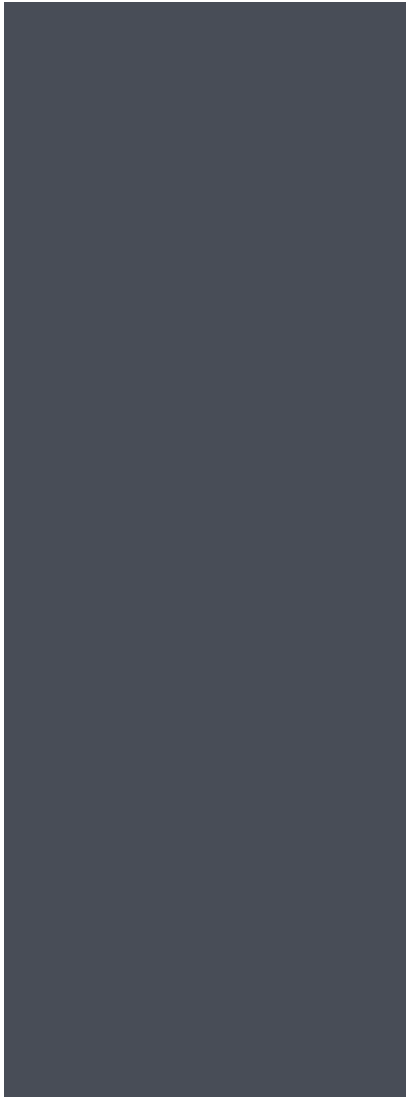
I am writing to you on behalf of Churchill Homes (Loirston) Limited regarding the Council's consultation on the Draft Development Framework in response to the consultation open to 9th December 2019. The attached response sets out amendments that our client seeks to be made to the Development Framework. We would be happy to engage with the Council and the other developers on these and any other amendments to the Development Framework prior to this being finalised.

Yours sincerely,



Daniel Harrington
Head of Planning
T +44 (0) 1224 586277 M +44 (0) 7557238719 | daniel.harrington@norr.com

Enc Consultation Response
Cc Grodon Pirie – Churchill Homes



Consultation Response

Loirston Development Framework

IAAB190063

Churchill Homes

December 9, 2019

1 Introduction

This report has been prepared on behalf of Churchill Homes (Loirston) Limited, hereafter referred to as Churchill Homes to set out a response to Aberdeen City Council's consultation on the Draft Loirston Development Framework (LDF). The Draft LDF updates the previously adopted LDF.

Churchill Homes controls 26.2ha of the Loirston site (Aberdeen Local Development Plan reference OP59). This represents a significant proportion of the developable area. The extent of land control is shown in Figure 1. Hermiston Securities and Aberdeen City Council own and control the land to the south and east of Redmoor Road. The remaining land is owned by private individuals.

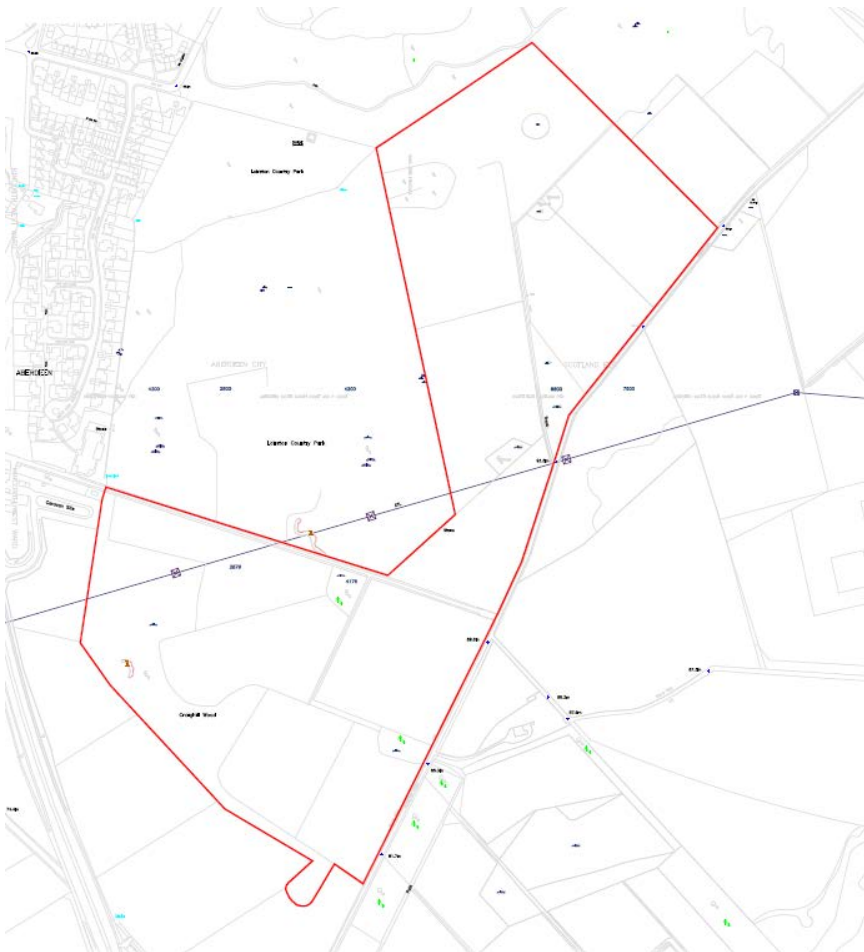


Figure 1: Churchill Homes' Land

Churchill Homes have not been involved in the review of the LDF and had been preparing plans for an application for the land under their control. The plans being developed have been based on the existing LDF. Given the further work completed on this and the Council's decision to review the LDF it is necessary to give consideration to the design development in the revised LDF. There are also other matters relating to some of the changes that affect the delivery of the site as a whole, particularly affecting our client's interests for which we have set out changes requested.

2 Proposed Amendments to Draft Development Framework

2.1 Revised Block Plan

The original LDF included a primary school within block C2, which is now proposed to be moved to an alternative location. At the same time Churchill Homes have been considering the detailed design response to the LDF to achieve the vision, whilst also ensuring that the authority's technical requirements in relation to parking and waste collection can be provided for, that areas of open space are overlooked and that the properties provide street frontage and that properties can address the any main corners.

In response to the vision the revised plan has been considered in relation to the distinctive characters that are set out in the LDF.

Tied to the existing landscape - in the case of the land in Churchill Homes' control this generally relates to the retention of key consumption dykes where possible and the reuse of existing materials in new landscape features. Given the extent of stone dykes in the site these cannot be retained in their entirety and these will require to be rebuilt alongside the new housing. Where possible these are to be retained as a feature, particularly those of curved walls, which will create particular interest. It is proposed to make more use of these features by creating larger spaces surrounding.

Green spaces – The proposal retains the same level of green space and seeks to provide for corridors linking alongside areas of open space that are accessible and useable to the residents.

Green streets – The streets and green corridors remain an important part of the proposals. The layout retains a permeable structure with connections to the wider framework as set out in the LDF.

A place with a core density – The densities set out in the LDF have been followed in this plan generally, but with a phased delivery affordable housing will be provided within the earlier phases leading to a slight adjustment to the density of block C04.

Distinctive character - The detailed design of housing and landscape to create a distinctive character will require to follow the principles of the LDF.

An updated schedule for the entire development, to demonstrate how the blocks and housing numbers fit into the overall plan is set out in Section 2.4 of this report.



Figure 2: Revised Block Plan

2.2 Road Network

The committee report makes reference to a revised road network and block layouts resulting from the changes. The Access and Junction Strategy contained on page 39 does not match the road pattern on page 76 with the secondary street as shown in Figure 3. Ensuring connectivity within the development and importantly vehicular connections to our client's land is essential for the delivery of the whole allocation. It is requested that the connection along Redmoss Road is retained as shown on Page 39 and other plans are updated to ensure that they reflect this strategy.



Page 49 Land Use and Density



Page 39 Access & Connectivity

Figure 3: Road Network Discrepancies

2.3 Phasing

The phasing of the development has been updated and it is understood that for Hermiston Securities and Aberdeen City Council this reflects the delivery approach set out in the Matters Specified in Conditions application. However, at 6.1 of the Draft LDF the changes to the phasing go beyond this and have altered the phasing of the land in the control of Churchill Homes and other parties. All of Churchill Homes' land would be phased for development after the completion of all of Aberdeen City Council's land, which was not the intent of the original LDF. The development blocks in Churchill's control have been changed as follows:

- C1 moved from phase 2 to 4
- C2 moved from phase 2 to 3
- C3 moved from phase 2 to 4
- C4 moved from phase 2 to 3
- C7 moved from phase 2 to 3

The LDF seeks to identify a phasing strategy to implement the vision. The multiple developer interest in the site is a benefit in the delivery of the vision. This should be taken advantage of in the LDF phasing to drive competition and delivery rates. There is combined vehicular access infrastructure required to deliver the entire proposal. This is addressed through Planning Permission in Principle reference 130892, which was granted subject to Condition 34 that requires a scheme for road connections to be approved and subsection c) required that no work will be completed beyond the 400th units unless vehicular connection and pedestrian footpath are taken to the relevant legal boundaries of the application site. The plan in Figure

4 identifies the location for the access to be provided and this is shown as being delivered as a part of Phase 1.

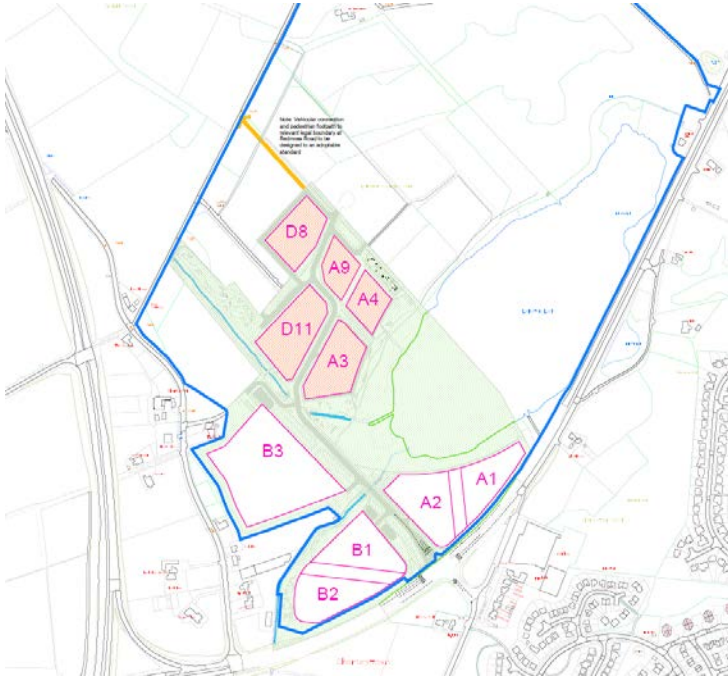


Figure 4: Access Plan Approved as Condition

There is opportunity to consider short-term access from existing road networks to allow for the development to proceed concurrently with linkage provided as an early phase.



Figure 5: Phasing Plan

It is understood that the phasing strategy set out on page 76 is indicative only, but it should be reflective of the land ownership interests and provide equal opportunity for development to be taken forward. Figure 5 below identifies the location for the first phase of Churchill Homes' land close to the existing and new access points. Development would then progress from this point. It would be expected that new access would be taken to the boundary of the site during the completion of Phase 1.

2.4 Housing Numbers

The schedule of development blocks has been adjusted in the Draft LDF and it has been understood that the Council have sought to retain the housing numbers at 1,500 as identified within the allocation. It should be highlighted that the Planning Permission in Principle granted allows for the development of 1,067 units on specified blocks and this results in additional units compared to the number of units identified in the original LDF.

The Draft LDF has since sought to rearrange the provision of employment and retail uses within the site as listed below:

- B3 changes from residential with local retail and commercial to high density residential
- E5 changes from residential with other ground floor uses to employment
- A7 changes from higher density residential to employment.

Given planning permission remains for the development the areas approved for residential development may remain as such. Therefore, whilst not explicitly referenced, the Draft LDF as presented sets the context for an increase in units to 1,129 an additional 217 units from the original LDF. A comparison of the housing block numbers is set out in Table 1.

Table 1: Housing Block Comparison					
Development Block	Draft Framework Units	PPiP Units	2017 Framework Blocks	2017 Framework Units	Real Potential
A1	0		A1	0	
A2	0		A2	0	
A3	41	59	A3	38	59
A4	22	31	A4	22	31
A5	33	48	A5	33	48
A6	30	44	A6	32	44
A7	0	32	A7	23	32
A8	19	21	A8	17	21
A9	17	18	A9	17	18
B1	0	0	B1	0	0
B2	0	0	B2	0	0
B3	122	60	B3	50	122
B4	15	16	B4	24	16
B5	8	24	New Block		24
D1	56	64	D1	56	64
D2	40	45	D2	40	45

D3	28	31	D3	28	31
D4	29	33	D4	29	33
D5	25	28	D5	25	28
D6	25	29	D6	25	29
D7	27	30	D7	26	30
D8	29	32	D8	37	32
D9	22	25	D9	14	25
D10	16	18	D10	13	18
D11	40	45	D11	24	45
E1	32	35	E1	83	35
E2	33	37	E2	33	37
E3	42	47	E3	42	47
E4	26	29	E4	26	29
E5	0	36	E5	32	36
E6	24	35	E6	16	35
E7	0	0	E7	0	0
E9	38	44	E8	0	44
F13.1	14	14	F13 (proportion)	17	14
F14.1	22	22	F14 (proportion)	20	22
F15	31	35	F15	31	35
Remov ed			D12	39	
Total	906	1067		912	1129

Our client has no objection to Aberdeen City Council and Muir Group seeking to increase the number of units on their land. This detail comes from the development of detailed design, an understanding of the housing mix, and making the most efficient use of land.

It may be appropriate to acknowledge that the detail on housing numbers is to be flexible as per the allocation in the Local Development Plan. Importantly, our client seeks assurance that this will not be used as a means to restrict the development potential on the other land owners that engaged in the original LDF.

The Planning Permission in Principle has allowed for the development of additional land to the south west of Loirston Academy for the provision of a primary school and residential development. This included an area that was identified in the original LDF for neighbourhood open space.

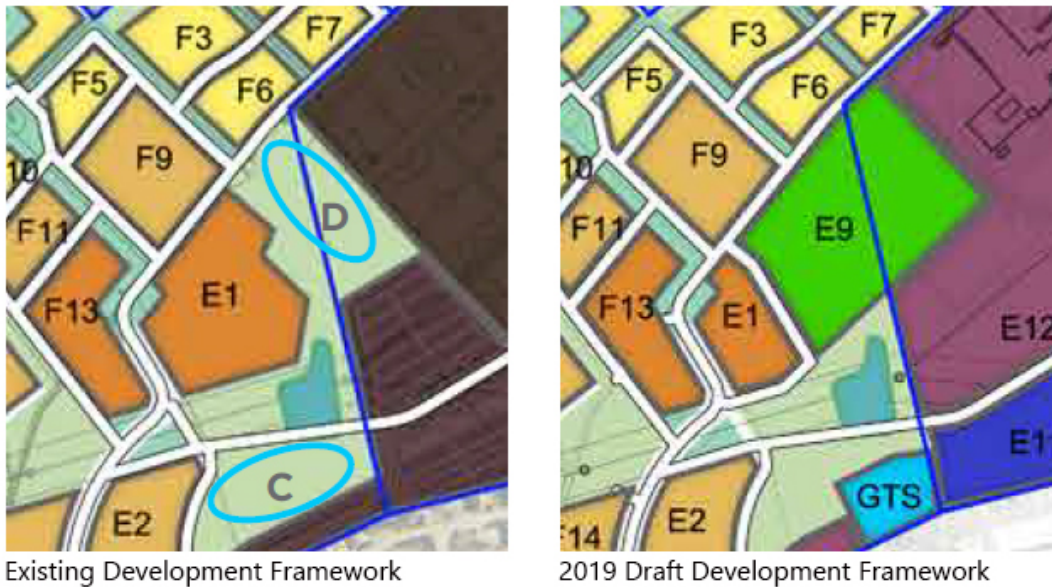


Figure 6: Comparison of Approved and Draft LDF

The school was removed from development block C2. In response to this there has been an inadequate replacement of housing units on block C2. Development Block E1 in the original LDF was noted as 1.66ha and this has been replaced with E1 and E9 covering an area of 3.25ha. A primary school is noted in Supplementary Guidance on Developer Obligations as occupying an area of approximately 1.2ha. The residual land for residential development in accordance with the original LDF would equate to only 0.46ha. Conversely the removal of the school from block C2 has resulted in an increase of 16 units. At a low density this additional land should equate to 36 units. A revised schedule to match our client's block plan has been attached including for an increase in housing units to reflect the additional land for removing the school.

There have also been some minor changes to the unit numbers in the blocks within our clients land and these are requested to be amended in line with the original LDF. Based on the original

- 20 units swapped from E9 into the additional land at C2 where the primary school was previously located.
- Single figure units have been removed from blocks C1, C3, F2, F8 totalling 7 units, which should be retained.

A revised schedule has been prepared to set out what the revised housing numbers for the blocks associated with the changes to the block plan.

Housing Schedule				
Development Block	Block Area	Land Use	Proposed Residential Density	Units
A1	0.59	Employment		0
A2	0.69	Employment		0
A3	0.69	Residential only	Higher	41
A4	0.37	Residential only	Higher	22
A5	0.56	Residential only	Higher	33
A6	0.52	Residential only	Higher	30
A7	0.59	Employment		0
A8	0.4	Residential only	High	19
A9	0.34	Residential only	High	17
B1	0.82	Retail		0
B2	0.88	Retail		0
B3	2.49	Residential only	High	122
B4	0.78	Residential with local retail and commercial	Special	15
B5	0.21	Residential only	Medium	8
C5	0.64	Residential only	Low	19
C6	0.97	Residential only	Low	28
C8	0.3	Residential only	Low	8
C9	0.76	Residential only	Low	22
D1	1.45	Residential only	Medium	56
D2	1.03	Residential only	Medium	40
D3	0.57	Residential with other uses	High	28
D4	0.75	Residential only	Medium	29
D5	0.51	Residential only	High	25
D6	0.65	Residential only	Medium	25
D7	0.68	Residential only	Medium	27
D8	0.59	Residential only	High	29
D9	0.56	Residential only	Medium	22
D10	0.33	Residential only	High	16
D11	0.83	Residential only	High	40
E1	0.64	Residential only	High	32
E2	0.85	Residential only	Medium	33
E3	1.07	Residential only	Medium	42
E4	0.66	Residential only	Medium	26
E5	0.81	Employment		0
E6	0.41	Residential only	Higher	24
E7	8.01	Community		0
E8	2.62	community		0
E9	1.83	Primary school with residential	Special	15
E10	6.11	Secondary School		0
E11	1.82	Employment		0
E12	1.32	Community		0

F3	0.6	Residential only	Low	18
F4	0.3	Residential only	Low	9
F6	0.46	Residential only	Low	13
F7	0.36	Residential only	Low	10
F13	0.29	Residential only	high	17
F14.1	0.5	Residential only	Medium	20
F15	0.8	Residential only	Medium	31
CH01	1.3	Residential only	Low	21
CH02	0.57	Residential only	Low	19
CH03	0.74	Residential only	Low	26
CH04	0.7	Residential only	Medium	28
CH05	0.4	Residential only	Low	9
CH06	1	Residential only	Low	27
CH07	0.63	Residential only	Medium	19
CH08	0.8	Residential only	Medium	18
CH09	1.63	Residential only	Low	41
CH10	2.02	Residential only	Medium	60
CH11	0.6	Residential only	Low	18
CH12	0.7	Residential only	Low	22
CH13	0.9	Residential only	Low	22
CH14	0.6	Residential only	Low	16
CH15	0.7	Residential only	Low	20
CH16	0.4	Residential only	Low	12
CH17	0.2	Residential only	Medium	8
CH18	0.9	Residential only	Medium	35
CH19	0.4	Residential only	Low	12
CH20	0.6	Residential only	Medium	22
CH21	0.6	Residential only	High	34
Total	73.54			1500

3 Summary

The opportunity to review the revised LDF and feed into the document prior to its agreement is welcomed by our Client Churchill Homes. It is necessary to keep Frameworks and Masterplans under review to ensure their deliverability. Detailed plans are being progressed to take forward development of the land under the control of Churchill Homes and the timing of this review provides a good opportunity to update Aberdeen City Council with the detailed plans. It is inevitable, as demonstrated in the detailed design development of the neighbouring land, that the broad development blocks require some adjustment to suit. The key principles for the vision of the LDF provide a context in which these can take place.

In direct response to the Draft LDF we would request that the following changes are made. Our client would be happy to engage with the Council on these amendments further.

1. Block plan for Churchill Homes' land amended as shown in Figure 1.
2. Ensure consistency of road network and retain main street structure for accessibility for all land owners.
3. Revise the phasing plans to separate Churchill Homes' phasing from other developers to plan for concurrent development and effective delivery of the allocation.
4. Adjust the housing numbers as set out in the Housing Schedule in this report to reflect the relocation of the primary school from Block C2 for E9.



By email to: pi@aberdeencity.gov.uk

Ms Rebecca Kerr
Masterplanning, Design & Conservation
Aberdeen City Council (LDP)
Marischal College
Ground Floor North
Board Street
Aberdeen
AB10 1AB

Longmore House
Salisbury Place
Edinburgh
EH9 1SH

andrew.stevenson2@hes.scot

T: 0131 668 8960

Our ref:
Our case ID: 300020229

09 December 2019

Dear Ms Kerr

[Aberdeen City Council – Loirston Draft Development Framework](#)

Thank you for your consultation which we received on 12 September 2018 about the above development framework. We have reviewed the details in terms of our historic environment interests. This covers world heritage sites, scheduled monuments and their settings, category A-listed buildings and their settings, inventory gardens and designed landscapes, inventory battlefields and historic marine protected areas (HMPAs).

Your council's archaeological and cultural heritage advisors will also be able to offer advice on the draft development framework. This may include heritage assets not covered by our interests, such as unscheduled archaeology, and category B- and C-listed buildings.

In terms of our remit as referred to above we note that there are no such designations within the boundary of the development framework. We can therefore confirm that we have no comments to offer on this occasion.

Should you wish to discuss this response the officer managing this case is Andrew Stevenson and they can be contacted by phone on 0131 668 8960 or by email on andrew.stevenson2@hes.scot.

Yours faithfully

Historic Environment Scotland



Rebecca Kerr
Aberdeen City Council
Masterplanning, Design & Conservation
Development Management
Strategic Place Planning
Marischal College
Ground Floor North
Broad Street
Aberdeen
Aberdeen City
AB10 1AB

Tommy Hart
Scottish Hydro Electric Transmission Plc
200 Ashgrove Road West
Aberdeen
AB16 5NY
07778 375400
Tommy.Hart@SSE.com

09 December 2019

Dear Rebecca,

Draft Loirston Development Framework Consultation

I refer to your consultation on the Draft Loirston Development Framework and I am pleased to have the opportunity to make representations on this matter on behalf of Scottish Hydro Electric Transmission plc (SHE Transmission).

SHE Transmission is the owner of the electricity transmission network across the north of Scotland and holds a licence under the Electricity Act 1989 to develop and maintain an efficient, co-ordinated, and economical system of electricity transmission.

As you will be aware, the Loirston site is oversailed at the north west corner by a 132kV overhead electricity transmission line which links electricity transmission substations at Craigiebuckler and Redmoss, all of which are critical to ensuring security of electrical supply to Aberdeen City and the surrounds.

We note that there has been no change in relation to the proposed uses under and adjacent to the overhead line from the previous Loirston Development Framework and Masterplan. We note from the figure on page 47 and the description of uses on page 48, that the developer has promoted the land beneath the overhead line for open space, for Green Networks and Sustainable Urban Drainage purposes. On the basis of the information supplied, SHE Transmission has no reason to believe that the adoption of the proposed development framework would interfere with SHE Transmission's interests.

200 Ashgrove Road West, Aberdeen, AB16 5NY

 ssen.co.uk

Scottish and Southern Electricity Networks is a trading name of: Scottish and Southern Energy Power Distribution Limited Registered in Scotland No. SC213459; Scottish Hydro Electric Transmission plc Registered in Scotland No. SC213461; Scottish Hydro Electric Power Distribution plc Registered in Scotland No. SC213460; (all having their Registered Offices at Inveralmond House 200 Dunkeld Road Perth PH1 3AQ); and Southern Electric Power Distribution plc Registered in England & Wales No. 04094290 having their Registered Office at No. 1 Forbury Place 43 Forbury Road Reading RG1 3JH which are members of the SSE Group www.ssen.co.uk

Should there be any material change to the draft proposals, or should there be more detailed plans for the SUDS, landscaping and other potential development which sit underneath/ immediately adjacent to the overhead line, we would request early consultation.

Yours sincerely

Tommy Hart
Town Planner

Rebecca Kerr

From: Alistair Watson [REDACTED]
Sent: 08 December 2019 12:19
To: Rebecca Kerr
Cc: PI
Subject: Draft Loirston Development Framework (2019)

Dear Rebecca,

Draft Loirston Development Framework (2019)

I would like to provide some further information to support further assessment, mitigation and enhancements relating to this Development Framework. I am confident that it is within the capability of the developer to modify designs going forward if required to address these concerns.

Otter

I have provided a separate submission regarding otter use of the Loch of Loirston because Aberdeen City Council should consider some of those additional details as an exception from duty to make environmental information available under Regulation 10(5)(g) of The Environmental Information (Scotland) Regulations 2004 for a species listed by Scottish Natural Heritage as a 'sensitive' species for records at less than 1km² resolution. The further information should be used to inform the Developer and Aberdeen City Council officers.

The suitability of the Loch for otter breeding should be protected through careful design to protect otter habitat features and connectivity structurally and from disturbance (also taking into account potential increases in recreational activity). Any further Habitats Regulations Appraisal of the development will have to consider the potential for likely significant effects on otter as a qualifying species of the River Dee Special Area of Conservation. In particular wide buffer areas around the Loch, particularly at the southern end should continue to be protected from future development and opportunities for habitat enhancements pursued.

Although otters can become tolerant to human activity, I am concerned about the narrow width of buffer strips in the Burnside area along the watercourses. These should be free from artificial lighting and other disturbances to otters, however I note details in the approved 151073 and the pending 191469/MSC (for plot B3) so I appreciate that there may not be not be potential to seek amendments to designs in that area unless the developments are delayed and require further applications.

Nathusius' pipistrelle (bat)

Nathusius' pipistrelle has been rarely recorded in the United Kingdom. Monitoring in recent years has found that the Loch of Loirston is used by this species. This species was not detected during the surveys reported in the Environmental Statement. Therefore, the Loch may be of higher value for bats than originally assessed. It is my belief that records will now be held by the North East Scotland Biological Records Centre; however, the developer may consider contacting the University of Aberdeen's School of Biological Sciences for details of student projects which monitored bats on the Loch, or contacting the North East Scotland Bat Group.

Retaining shrub and tree cover around the Loch, and in corridors moving away from the Loch, is desirable in terms of maintaining insect productivity, to vary wind speed across the Loch for bat foraging and to provide dark commuting routes away from the Loch. The small woodland belts to the north west and south west of the Loch are likely to be used as commuting routes by the bats but I am not aware of recent monitoring to demonstrate this. Although a matter for more detailed design a commitment could be made to ensuring that the lighting of development minimises light spill towards the water, retained woodlands and skywards. Further considerations may be appropriate at more detailed stages of design with reference to the Institution of Lighting Professionals Guidance Note 08/18 'Bats and artificial lighting in the UK'.

From: David Carmichael <David.Carmichael@SCOTTISHWATER.CO.UK>

Sent: 02 December 2019 15:22

To: PI <PI@aberdeencity.gov.uk>

Subject: Consultation on proposed Local Planning Policy and Technical Advice Notes

Dear Sirs,

I refer to your email dated 08 November 2019 regarding the consultations for the Technical Advice Note, Development along the Lanes and the Loirston Development Framework 2019 Masterplan.

Scottish Water would like to thank you for the opportunity to comment the documents.

1. For the Technical Advice Note, Scottish Water does not have any specific comments to make on the proposed materials.
2. For the Development along the Lanes and Loirston Development Framework 2019 Masterplan the following comments refers:

I have attached Scottish Water's surface water policy; this provides clear guidance for all developers and planning authorities regarding surface water design and management.

Developers would be advised to submit Pre-Development Enquiries at their earliest convenience to Scottish Water to permit an accurate assessment of our current ability to service proposed sites. Pre and post development flows and other factors (such as the use of pumping stations) will determine existing capacity within both the immediate water and wastewater networks in particular. Water and Drainage Impact Assessments may be needed for some or all of the sites above. Where network mitigation is identified following these assessments, upgrade works must be funded and carried out by developers. Scottish Water can contribute to upgrade works via Reasonable Cost Contributions. However, it should be noted that in some cases where significant upgrades are identified, all costs may not be fully recoverable.

I have included a link below to the Scottish Water website for additional guidance and contacts:

<https://www.scottishwater.co.uk/you-and-your-home/connecting-your-property/planning-your-development>

Work carried out by the developer should conform to the standards as indicated in the Scottish Water publications, 'Water for Scotland and 'Sewers for Scotland' which are currently on their 4th edition.

The document for Loirston refers to the 2nd Edition which is acceptable for sites that are underway. However, all new sites should be designed to comply with the most up to date iteration of Sewers for Scotland and Water for Scotland which can be found on the Scottish Water website:

<https://www.scottishwater.co.uk/Help-and-Resources/Document-Hub/Business-and-Developers/Connecting-to-Our-Network>

In addition to the above and for the Development along the Lanes document, it should be noted that Scottish Water may need access to service the sewerage system draining the proposed

developments. It is likely that the sewer for older properties will be combined (foul/surface water) and that the portion of surface water should be removed from the sewerage system as part of the development process.

I trust that the above information is acceptable in line with your consultation. Should you require further clarification, please do not hesitate to contact me.

Yours Faithfully

David Carmichael

Development Planner

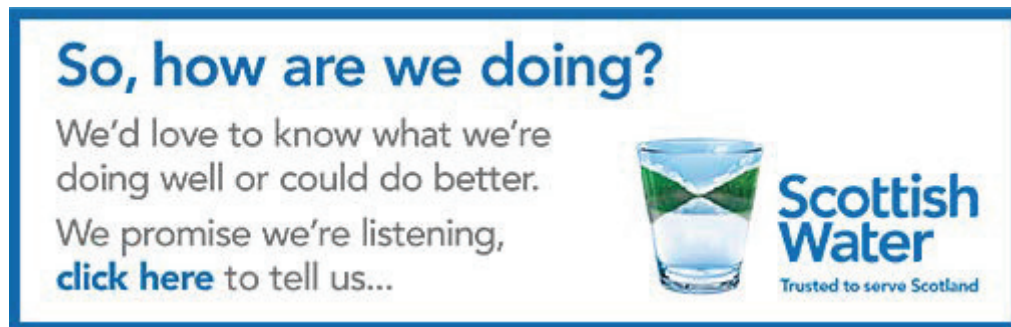
(Working Mon – Wed)

Development Engagement Team

Scottish Water

Kingshill House, Arnhall Business Park, Westhill, Aberdeen, AB32 6UF

Mobile: 07785469988



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Opinions, conclusions and other information in this message that do not relate to the official business of Scottish Water ("SW"), Scottish Water Horizons Ltd ("SWH"), Scottish Water International Ltd ("SWI") or Scottish Water Solutions 2 Ltd ("SWS2") shall be understood as neither given nor endorsed by them. The contents of Emails sent and received by SW, SWH, SWI and SWS2 are monitored.

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Scottish Water

www.scottishwater.co.uk

Our ref: PCS/168632
Your ref:

If telephoning ask for:
Clare Pritchett

9 December 2019

Rebecca Kerr
Aberdeen City Council
Planning and Sustainable Development
Business Hub 4, Marischal College
Broad Street
Aberdeen
AB10 1AB

By email only to: pi@aberdeencity.gov.uk

Dear Ms Kerr

Town and Country Planning (Scotland) Acts
Planning application:
Consultation on proposed Local Planning Policy and Technical Advice Notes:
Aberdeen Local Development Plan 2017
Draft Loirston Development Framework

Thank you for your consultation email which SEPA received on 8 November 2019. SEPA welcomes the opportunity to comment on the Draft Loirston Development Framework June 2019 and would be happy to engage further, in meeting or writing, on any revisions to the document.

Advice for the planning authority

We have reviewed the Draft Loirston Development Framework June 2019 by open optimised environments.

We suggest that the table in 6.2 Delivery is updated and revised to make it clearer for all parties what the requirements are and how and when the requirements will be delivered. Examples of revisions are given below:

- 'when to be delivered' should be linked to specific planning applications/phases – rather than 'in parallel with associated development';
- 'ACC to advise' should be completed by ACC;
- Site wide infrastructure requirements and a timetable for their implementation should be clearly identified as part of the masterplan;
- The 'Drainage Impact Assessment' should be completed and the results incorporated in the table;

- The mitigation requirements from the EIA should be identified & incorporated into the table including the specific opportunities to protect and improve the water environment and measures to mitigate the impact on existing water features;
- Further details on the proposals to enhance/re-naturalize the Leggart burn and the burn which feeds in the loch, including re-meandering should be provided.
- An accurate plan of all water features and buffer strips with dimensions should be provided.
- Lochside
 - any specific proposals for the loch should be detailed (the habitat around the loch could be improved by planting reeds around the loch (dark green area in picture in page 72).
 - details of environmental improvements to loch setting should be clearly identified;
 - details of enhancement of sensitive wetland areas should be provided;
 - details of boardwalk/decking/jettys should be provided;
- Burnside - details of improvements to watercourse corridor;
- Charleston - details of improvements to existing watercourse;

We would welcome the idea of increasing the number of wild flowers that attract pollinators not only in the green corridors but also on road verges for example. The seeds for these flowers should be from local provenance. This approach will require to create 'poorer' soils in nutrients and won't need the addition of top soil. This will help wild flowers to grow as well as reduce the amount of nutrients getting to the loch and, therefore, reducing the likelihood of blue-green algae blooms. The following guidance has more information on this. <https://www.plantlife.org.uk/uk/our-work/publications/road-verge-management-guide> The advice provided in this document is not only applicable to road verges but also to any other type of green space.

If you have any queries relating to this letter, please contact me by telephone on 01224 266609 or e-mail at planningaberdeen@sepa.org.uk.

Yours sincerely

Clare Pritchett
Senior Planning Officer
Planning Service

Disclaimer

This advice is given without prejudice to any decision made on elements of the proposal regulated by us, as such a decision may take into account factors not considered at this time. We prefer all the technical information required for any SEPA consents to be submitted at the same time as the planning or similar application. However, we consider it to be at the applicant's commercial risk if any significant changes required during the regulatory stage necessitate a further planning application or similar application and/or neighbour notification or advertising. We have relied on the accuracy and completeness of the information supplied to us in providing the above advice and can take no responsibility for incorrect data or interpretation, or omissions, in such information. If we have not referred to a particular issue in our response, it should not be assumed that there is no impact associated with that issue. For planning applications, if you did not specifically request advice on flood risk, then advice will not have been provided on this issue. Further information on our consultation arrangements generally can be found on our [website planning pages](#).

FROM : Arnold Strachan (Owner of OP60)

The Bothy,
Mains of Charleston,
Nigg,
Aberdeen AB123LP.

Tel. [REDACTED]
[REDACTED]

TO : Rebecca Kerr,
Aberdeen City Council,
Strategic Place Planning,
Business Hub 4,
Marischal College.

Dear Ms Kerr

Subject : Draft Loirston Development Framework

Comments and Views 05/12/2019

Firstly, as a **member of the community** as well as a **stakeholder** and therefor directly affected by the Framework/Plan referred to, I find it astonishing and very disappointing that there has been no engagement whatsoever re.the proposed draft plans for OP60.

Item 2.2 Ownership (P14) : "Hermiston and ACC, have worked together to involve other key stakeholders in the overall process" ----- could there be some explanation why I have not been approached/contacted?

I note that :

a) Item 5.3 Access and Connectivity (p39) flags up the “view” that a minor street would ‘share’ our farm/home entrance. Would my understanding of this be correct?? and if so what measures would be used to mitigate our current good interface with the environment? Also, drainage would be a concern given that ‘artificial surfaces’ coupled with slope could create problems.

6.1 Phasing & Delivery (p76).....understood

6.2 Delivery (p79) –I note that parties involved identify landowners in the table column 6

..... could you please intimate when approximately I would be expected to be approached/contacted and by what means of communication.

c) I understand that buildings up to four storeys are planned for OP60 west of our property. I would expect mitigating measures to be adopted to protect neighbours amenity and privacy that we currently enjoy.

I look forward to an acknowledgement that this letter has been received.

Yours sincerely,
Arnold Strachan.



05/12/2014



HALLIDAY FRASER MUNRO

CHARTERED ARCHITECTS & PLANNING CONSULTANTS

10202/001/SL

09 12 2019

MASTERPLANNING, DESIGN & CONSERVATION
STRATEGIC PLACE PLANNING
ABERDEEN CITY COUNCIL
BUSINESS HUB 4
MARISCHAL COLLEGE
BROAD STREET
ABERDEEN
AB10 1AB

For the Attention of Ms Rebecca Kerr – Planner

By email to pi@aberdeencity.gov.uk

Dear Rebecca,

Consultation on Loirston Development Framework 2019

Representation on behalf of A Monro & Co

We refer to the above public consultation in respect of the Loirston Development Framework 2019.

We write on behalf of our client, A Monro & Co, who own a substantial amount of land within the Loirston Development Framework area. This area has previously been promoted for development by Churchill Homes (Aberdeen) Ltd.

Our client welcomes the opportunity to comment on the draft updated Development Framework however, would have appreciated more direct involvement in the process. In the Report to the Planning & Development Management Committee on 19th September 2019, it is stated at para 4.2 that the Draft Framework has been produced by OPEN on behalf of the landowners. This is not the case, as our client was not party to this and has not been involved in any consultation exercise or the drafting of the Development Framework.

We also note that fresh public consultation has not been undertaken in respect of the Draft Framework, and public comments dating back to 2012 have been used as the basis for the document update. We would suggest it would have been constructive and beneficial to undertake public consultation in 2019, the results of which could be fed into the updated Framework.

ABERDEEN | BELFAST | DUNDEE | EDINBURGH | GLASGOW | LEEDS | LONDON

REGISTERED OFFICE 8 VICTORIA STREET, ABERDEEN AB10 1XB T 01224 388 700 E info@hfm.co.uk W hfm.co.uk

Registered in Scotland, Registration Number: SC312492

A Monro & Co own a substantial area of land at the north west part of the allocated OP59 site. This includes development blocks C1 – C9 and F1 – F2, F5, F8 – 13. This amounts to circa 500 houses of a 1,500 house allocation. Page 14 of the draft updated Development Framework illustrates our client's land as being owned by Churchill Homes (Aberdeen) Ltd. This is not the case.

The update to the Development Framework to reflect recent developments and planning permissions, including the Calder Park Football Stadium, City South Academy, and the cessation of Aberdeen Football Club pursuing land at Loirston Loch for a new stadium is welcomed.

We note that the proposed primary school has been relocated from development block C2 (within our client's ownership) to block E9. We agree this is a sensible amendment in terms of grouping together educational facilities, and welcome the residential development proposed in its place.

The updated Framework also seeks to amend the development phasing to change the majority of proposals on our client's land to Phase 4, the penultimate development phase, construction on which may be many years away. This is set out on page 78 of the agreed 2012 Development Framework and page 76 of the Draft Framework. This change clearly moves the majority of our client's land into Phase 4 and Phase 3 from what was previously spread over Phases 2, 3 and 4. We are not aware of any overriding justifications or reasons for this. We would suggest that including the 'C' development blocks as Phase 2 would be the most effective and sensible option, following on from the pending MSC application 191469/MS for 92 houses on development block B3. This would allow development to naturally progress in a south-east to north-west arrangement, alongside the recent developments to the north and south of the allocated land at Loirston.

Para 4.2 of the September Committee report states that the 'Framework has been developed 'ownership blind' with regard to density, land use and character.' We are concerned that this is not the case when considering the development phasing indicated on our client's land.

In summary, we would suggest that further consultation is required on the proposals to allow our clients the opportunity to properly and effectively input into the Development Framework. If not, please regard this letter as an objection to the amendments proposed to the development block phasing on our client's land as described above, set out within the updated Loirston Development Framework 2019.

I would be grateful if you would confirm receipt of this letter. Please don't hesitate to get in touch should you wish to discuss any aspect further or require additional information.

Yours sincerely,



SCOTT LEITCH
ASSOCIATE PLANNING CONSULTANT
FOR AND ON BEHALF OF HALLIDAY FRASER MUNRO

cc. A Monro & Co.



LOIRSTON DEVELOPMENT FRAMEWORK

CONSULTATION RESPONSE

ON BEHALF OF A MONRO & CO

HALLIDAY FRASER MUNRO

OCTOBER 2020

1. Introduction

- 1.1. This response has been prepared by Halliday Fraser Munro, Chartered Architects and Planning Consultants on behalf of A Monro & Co who own a substantial amount of land within the Loirston Development Framework area. This representation is in response to the Loirston Development Framework 2019, July 2020 Rev C.
- 1.2. We previously made representation in respect of the Loirston Development Framework 2019 consultation held between November and December 2019. Our representation at that time made comment on three aspects of the draft 2019 Framework in relation to ownership, phasing and the location of the primary school. Our client welcomes the opportunity to make further comment on the amendments made following the 2019 consultation.
- 1.3. This response will address each of these themes in turn.

2. Ownership

- 2.1. A Monro & Co own a substantial area of land to the north west of the allocated OP59 site. Included in this are development blocks C1-C4, C7, F1 and F2, F5, F8-F12, part of F13 and part of F14. This amounts to circa 500 houses of the 1,500 house allocation. The 2019 draft updated Development Framework illustrated this land as being owned by Churchill Homes (Aberdeen) Ltd, however this was not the case and we requested the Framework be amended to reflect A Moro & Co's land ownership status.
- 2.2. We welcome the update made to the *Key Ownerships* map on page 14 which now correctly identifies the land owned by A Monro & Co.

3. Phasing

- 3.1. The 2019 updated draft Framework sought to amend the development phasing. The proposed change would have resulted in the majority of our client's land not coming forward for development until Phase 4, the penultimate development phase, which would be many years away. In the previously agreed 2012 Development Framework development of the A Monro & Co land was spread throughout phases 2, 3 and 4. We were unaware of any justification for this change to the phasing and were concerned about the impact on interests in our clients land and made representation to that effect in December 2019. Indeed, the inclusion of land in multiple ownerships within the various phases could help



bring development forward in parallel and quicker than the proposed Framework would otherwise support.

- 3.2. We note that in the July 2020 Rev C of the Framework the phasing strategy has reverted to that in the earlier 2012 and 2017 versions of the Framework. We welcome this and consider it a more appropriate strategy allowing development to progress in a logical manner following on from the pending MSC application 191469/MS for 92 houses on block B3.
- 3.3. The phasing plan at 6.1.2 on page 77 sets out that development at Phase 1 is focussed around the new southern road access off Wellington Road and will deliver a portion of A, B and D development blocks. At 6.1.3 details for Phase 2 are given with one of the key aspects of Phase 2 listed as the second junction to the north of Wellington Road. Some further detail on the road network these new accesses connect to would be welcomed to provide clarity as to when development blocks C will be reached.
- 3.4. Whilst we recognise that the primary means of accessing the site are via the two new junctions on Wellington Road with detail given regarding their delivery in the framework, we consider more detail regarding the existing access in the south of the site which links Wellington Road to Redmoss Road should be given.
- 3.5. Condition 34 of APP/130892 requires a road network connection between OP59 and the southern section of Redmoss Road to ensure that development of the wider Loirston Development Framework area is not compromised, and the allocation may be delivered in full. We agree that securing the road connection in this location is crucial and we consider further clarity on the delivery of this is required rather than relying on statements such as that at 5.17 which refers to “...potential links between Redmoss Road and the Burnside area”. One way to achieve this is to remove “potential” from 5.17.
- 3.6. The framework sets out that the working assumption for access to the site is that there will be a maximum of two access points onto Wellington Road and that, “Additional opportunities exist from Redmoss Road, but this is being explored as a possible bus only link perhaps able to be shared with pedestrians and cyclists” (p.42). This suggests that there will be no vehicular access from Redmoss Road apart from buses. We consider it would be essential for the framework to be updated to include the requirement for a road connection from Old Stonehaven Road/Redmoss Road to facilitate phased development of our client’s land should the wider linkages not be delivered as anticipated. Once the development is completed and all access roads available to all parts of the site then the potential for a bus only link in this location may be appropriate.

4. School

- 4.1. We welcome that the proposed location of the primary school remains in development block E9 and in its previous location, block C2, residential development is now proposed.



5. Conclusion

- 5.1.** In summary, we welcome the updates made to Rev C of the Loirston Development Framework with regards to phasing and ownership.
- 5.2.** We request that the framework be updated to include detail of the vehicular connection to Redmoss Road/Old Stonehaven Road and it be made clear that this access is not restricted to bus use and pedestrians and cyclists only until all other proposed accesses are in place and operational.
- 5.3.** We trust that our comments and requests will be taken into consideration as the final version of the Framework is produced.

Rebecca Kerr

From: Rebecca Kerr
Sent: 17 November 2020 17:11
To: Rebecca Kerr
Subject: FW: Loirston: Consultation on Development Framework

From: A Strachan
Date: Saturday, 7 November 2020 at 22:57
To: Christopher Gray
Subject: Re: Loirston: Consultation on Development Framework

Hello Christopher

Many thanks for all your help and understanding in updating and also my better understanding of the process.

Best Regards,

On Tue, Oct 27, 2020 at 5:11 PM Christopher Gray wrote:

Hello

It was good to speak to you yesterday and get your final feedback on the revised drawings that I provided last week. To quickly summarise so that I can report back to Rebecca at ACC:

- You are happy with the updated Landownership plan which now reflects your land holdings within the Opportunity Site area;
- You had a final comment on the extent of development block 78E and asked that we match the southern boundary with the line of the existing dyke which runs between Old Stonehaven Road and the A92. The attached pdf shows that amendment and also shows the infill of a landscape buffer along the full extent of this boundary (there had been previously been a drawing error which left a block of 'white' land in this area).

I hope this now addresses all your concerns, but please do get in contact if there is anything else.

Kind regards

Chris

Christopher Gray

Associate Director

open

optimised environments ltd

From: Christopher Gray
Date: Friday, 23 October 2020 at 15:54
To: A Strachan
Subject: Re: Loirston: Consultation on Development Framework

Hello

I hope you are well?

Have you had a chance to consider my email below from September? We are wrapping up the consultation process on the Loirston Development Framework and I have attached extracts from the current document which shows amendments to address your concerns:

1. Landownership. Page 14 now shows an additional area of land shaded as per our previous email exchange and annotated as "A. Strachan".
2. Access and Connectivity: Page 39 show the updated street network which shows the omission of any street network within Block 78E (ie. land under your control). Should you wish to pursue development in this area then proposals for access arrangements in this area would be progressed through a subsequent planning application(s).

I hope this now resolves any outstanding concerns you had over the material in the document. Please would you be able to confirm that you have received this email and (I hope) that you are happy with the proposed amendments so that I can report back to ACC?

Please don't hesitate to contact me if there is anything further

Kind regards

Chris

Christopher Gray

Associate Director

open

optimised environments ltd

From: Christopher Gray
Date: Wednesday, 23 September 2020 at 11:47
To: A Strachan
Subject: Re: Loirston: Consultation on Development Framework

Hi

Thanks for getting back to me. If I understand correctly, we should be showing you as the landowner for the full extent of land hatched in blue on the attached screenshot. If you are happy this is correct we will update the landownership plan in the document accordingly.

With the regards the road which is shown looping around your property (the yellow road within the block identified as 78E on the other attached screenshot), I am happy to omit that road entirely from the development framework document. Hopefully this satisfies your concerns that it would exit very close to your doorstep.

Just to confirm, these are high-level proposals only and it would be entirely up to you if you wished to develop your land – there is no requirement by having this land identified in the document. Any planning for development in the surrounding areas in land outwith your control would also have to involve consultation with yourself so this by no means a final point for input.

I hope that reassures you. If you are able to respond to the above two points that would be great so I can let Aberdeen City Council know how things have progressed.

Kind regards

Chris

Christopher Gray

Associate Director

open

optimised environments ltd

From: A Strachan

Date: Monday, 21 September 2020 at 23:02

To: Christopher Gray

Subject: Re: Loirston: Consultation on Development Framework

Hello Christopher

Yes , the area you describe as non grey tone with a "central" location as per screenshot above is bordered by the A92 to the west ,the farm buildings "Mains of Charleston " in the S.E. corner and small triangular section of land projecting into the SUDS ponds (CPO'd) .This narrow buffer piece of land was my concern when I examined the original proposed /draft Loirston Dev. Plan 2014 where I witnessed a minor road occupying this land and exiting literally ' on our doorstep'

I am still looking for copies of the section of the Loirston Dev Plan as applied to me so that I can confirm their existence for your perusal. I discovered the whole thing by sheer chance when I was researching something else!!

I thought I should get this off to you asap.I will find what I am looking for even though I don't have a PA!!

Best Regards,

On Wed, Sep 16, 2020 at 11:06 AM Christopher Gray

Hello

I've not been into my office recently to check if you had posted the material we discussed, but I thought there might be a shortcut to getting your title information by looking at the Registers of Scotland website: (<https://scotlis.ros.gov.uk/map-search>) to check your property boundary. I've attached screenshot from the website with the area of land I think we are discussing centred. Are you able to confirm that you are the landowner for those areas which do not have a grey tone over them around the Mains of Charleston area?

Kind regards

Chris

Christopher Gray

Associate Director

open

optimised environments ltd

From: A Strachan
Date: Friday, 4 September 2020 at 09:11
To: Christopher Gray
Subject: Re: Loirston: Consultation on Development Framework

OK, I will do that asap.

Best Regards,

On Fri, 4 Sep 2020 08:43 Christopher Gray wrote:

Hello

Thanks for getting back to me, I'm glad you received the correspondence.

I look forward to receiving your material which we will review and include in the document as necessary. If you are able to drop me a line once you have popped it in the post that would be very helpful – we are currently "Working from Home" and so I will need to go into the office to pick it up once it has been delivered.

Kind regards

Chris

Christopher Gray

Associate Director

open

From: A Strachan
Date: Thursday, 3 September 2020 at 21:02
To: Christopher Gray
Subject: Re: Loirston: Consultation on Development Framework

Hello Christopher

Thank you for getting back to me for the second time! To be honest I have been hunting high and low for the evidence that I gleaned from the 2012/2013 Loirston Development plan which quite clearly suggested that a minor road was proposed for the narrow corridor of land just to the south of our house at Mains of Charleston. I will try before the weekend to locate this document along with an outline of land owned by myself (referred to under sub title Landownership in your correspondence dated 13/08/2020).

I was surprised but at the same time disappointed to find out that Knight Frank had sent out letters to individual landowners within the ACC Opportunity Site boundaries advising of the public exhibition etc. to be honest I never received anything at all as described and, only found out about the Loirston Dev Plan when I was researching some information related to the AWPR..... by this time I was playing catchup but at the same time alarmed by what appeared to have been planned for our "front door" as it were. I was glad by the same token to pick up that I could/would have an opportunity to be directly engaged with OP60 going forward. (That assumes that I will be alerted in advance in order to make a contribution)

Your ref "I'm not quite sure which minor street " under subtitle Access and connectivity is the specific description in 2012/2013 Loirston Plan

Anyway as I said I will send you by mail the outline of my land/property and photo copy of the Loirston Plan page referring to this 'minor street'.

Many thanks again for getting back to me.

Best Regards, Arnold

**ACHIEV
AWARI**

Rebecca Kerr

From: Rebecca Kerr
Sent: 17 November 2020 16:59
To: Rebecca Kerr
Subject: FW: Response on Consultation on Loirston: Development Framework July 2020 Rev C

Importance: High

From: Elaine Farquharson-Black (Brodies Solicitors)
Sent: 16 November 2020 21:14
Subject: Response on Consultation on Loirston: Development Framework July 2020 Rev C
Importance: High

I refer to your email below which summarises the key issues/changes which have been made to the Draft Development Framework in response to representations which were submitted by Halliday Fraser Munro on behalf of the landowners of part of the site (A Monro and Company) and by NORR on behalf of Churchill Homes (Loirston) Ltd. Churchill has an option over the Monro land.

Since submission of the representations in December 2019, Churchill has entered into an arrangement with Robertson Homes for the development of the Monro land and I am jointly instructed by them to provide further comments on the revised Framework. These comments should be read in conjunction with the further comments submitted by HFM on behalf of their clients and with which my clients agree.

My clients' comments on the Rev C Framework are as follows:-

- It is understood that the intention is to adopt the revised Development Framework as Supplementary Guidance pursuant to the emerging Local Development Plan which recently went through its public consultation period. We currently await clarification of the Council's position on any objections which were submitted to the draft Plan during that period. Since the revised Framework will not be able to be adopted pursuant to the new LDP Plan until the Plan itself has been adopted, can you confirm that all references to the 2017 LDP, particularly at page 6 of the Framework, will be amended to reference the new Plan? To this end we attach a copy of representations which were submitted jointly on behalf of the landowners and Churchill/Robertson to the draft Plan.
- Linked to the allocation of the site in the LDP, it would be useful if the Framework made it clear that the 1500 homes allocated to the site in the LDP is an indicative capacity and not an upper limit.
- In a similar vein, also on page 6, it is noted that the Framework still refers to the 2014 Strategic Development Plan which has of course now been superseded. Again, it is assumed that the Framework will be updated to make reference to the new Strategic Development Plan.
- In Section 1.1.5 on page 7, it is noted that the Masterplan seeks to respond to 4 key issues for the City Council. These are stated to be context; identity; connection; and communication and engagement. We would have

expected delivery of the development to be a key issue for the Council given the size of the allocation and as such we would suggest that paragraph 1.1.5 is amended to make reference to delivery as a key issue.

- On page 11 under Transportation Infrastructure, there is reference to a Transport Assessment currently being prepared by the Developer's Transport Consultants to support a future application for Planning Permission in Principle. That application has been approved and indeed Matters Specified by Condition consents issued thereafter. This section requires to be updated to reflect the current position. It is also noted that this section still refers to contributions towards the Strategic Transport Fund, which Fund was found to be unlawful. Reference to STF in the Framework should be removed.
- Still on page 11, the text on Cove Rangers Football Club and Aberdeen Football Club requires updating since matters have moved on since this part of the Framework was drafted. Related references on page 15 will also require updating.
- On page 14 at paragraph 2.2, it is confirmed that the Framework has been developed "*landownership blind*" and it goes on to advise that where delivery of key infrastructure is critical, ownership has been considered to ensure that proposals are pragmatic and realistic. Given the number of different owners and developers involved in the overall Loirston Development, it is submitted that the Framework needs to make it clear that all parties will require to work together to deliver the necessary infrastructure and no one party can ransom or delay another because of their failure or refusal to participate in the delivery of infrastructure. In this regard Aberdeen City Council must act not just as landowners who have an interest in developing parts of the Framework Area, but also as Planning and Roads Authority.
- On page 34 at paragraph 5.1, my clients welcome the confirmation that the Framework establishes a flexible structure, but again this requires to be amended to make it clear that it reflects the timing and allocations set out within the emerging LDP. This section goes on to advise that the Framework sets out a clear infrastructure delivery strategy illustrating what, how, when and with the involvement of which parties, elements such as streets, paths, schools and open space will be delivered. With respect it is submitted that the Framework as currently drafted does not provide a clear infrastructure delivery strategy. Reference should be made to the comment in respect of page 14 above and in respect Section 6 below.
- Section 5.3 and other related sections deal with the proposed access to the various development blocks within the Framework Area. The representation submitted by Churchill in December 2019 highlighted concerns with the vehicular connections to the Monro/Churchill land. Your response indicates that this was a drawing error and that page 39 "Access and connectivity" is correct and that the revised Development Framework updates the drawings to be consistent. With respect that does not appear to be the case. My clients' particular concerns relate to the break in the secondary street *ex adverso* blocks C8 and D6. On page 39 this is shown as a minor street. On page 35 it appears to be shown as a Core Path and on page 38 it is shown as a pedestrian/cycle route only and not part of the general street network. Paragraph 5.4.11 of the Framework indicates that minor streets give access to limited areas of development whereas secondary streets give access to development blocks. It is submitted that the street between block C8 and block D6 should be a secondary street as it is a continuation of the secondary street running from C9/D9 to C7/D4 and as such provides access to development blocks. There is no reason why there would a break in the secondary street network at this point.

- On page 42 at paragraph 5.4.5, the Framework advises that the vehicular access points are still to be fully confirmed. It is understood that the access points have now been confirmed through the AMSCs and it is submitted that this part of the Framework requires to be updated to reflect those accesses so that all parties know what is being delivered and where. When delivery occurs is dealt with below.
- On pages 49 and 50 the overall site has been divided into proposed residential densities. It is noted that the Framework acknowledges that the suggested densities should not be applied homogeneously within a development block, but rather there should be a mix of higher and lower densities. However, it goes on to advise that the sum of the densities should provide the desired number of units set out in section 5.6.3. It is submitted that sections 5.6 and 5.6.3 require amendments to confirm that the numbers in the table are indicative and the actual number of units for each block will be determined as part of the planning application process for the relevant part of the site, having regard to the housing market and demand at the time of application. The table should not be seen as setting an upper limit on the number of units in any block.
- On page 76, section 6.1.1 confirms that the Phasing Strategy is indicative only and aims to illustrate a preferred growth strategy for Loirston which balances development with the provision of key elements of infrastructure, public realm and landscape improvements. This flexibility is welcomed, however, we would highlight the comments made above whereby no landowner/developer should be able to ransom/delay another landowner/developer in the delivery of development on their land. It is critical that all parties work together for an appropriate phased delivery of infrastructure to serve the entire Framework area. Given the breakdown of densities and urban design within the site, it will be important to ensure that a number of different areas are opened up for development at the same time to provide an appropriate range and choice for prospective purchasers. This will improve the marketability/deliverability of the entire development.
- On pages 77 and 78 there is high level reference to the key aspects of each Phase. We would wish the following additions to be made to the text:-
 - **6.1.2 Phase 1** – The southern access from Wellington Road requires to be taken up to the boundary of blocks C7/D4 as early as possible and no later than prior to occupation of the 100th unit within Phase 1. This is to ensure that the Monro/Churchill land is appropriately served at the earliest opportunity, particularly if there is a cost sharing infrastructure agreement between the parties as recommended below.
 - The second junction to the north of Wellington Road should be provided prior to occupation of the 300th unit within Phase 1 to correspond with the requirements of the Planning Permission in Principle. As such provision of this junction requires to move out of Phase 2 and into Phase 1.
 - **6.1.3 Phase 2** – As noted above, the second junction to the north of Wellington Road should now be provided by the end of Phase 1.
 - In a similar vein the completion of the southern side of the south end of Redmoss Road requires to be provided by the completion of Phase 2 rather than it being provided at the end of Phase 3.
- On pages 79, 80 and 81 under paragraph 6.2, there is a table referencing delivery. Simply stating that landowners/developers and Aberdeen City Council are involved in the delivery of infrastructure is not sufficient. Reference is also made in the table to the obligations set out in the Legal Agreement. However, this Agreement relates only to the land controlled by Hermiston. As outlined above, it is critical to the delivery of the

development that no landowners/developer can ransom or delay another from the delivery of development on their land. We would respectfully suggest that this section needs to make that clear and to make it clear that the Council in their capacity as Planning Authority and Roads Authority will work to ensure that all of the development blocks are suitably serviced at the earliest opportunity. It is recommended that the parties enter into an infrastructure delivery arrangement at the earliest opportunity and this should be referenced in the Framework.

I look forward to receiving your response on these comments. I have copied the comments to Rebecca Kerr at the Council for her information as I know that Rebecca is looking to take the revised Framework to Committee in December. It would be helpful to have confirmation that the changes which my clients and the landowners have referenced will be made before the Framework is presented to Councillors for approval.

Regards

Elaine

Elaine Farquharson-Black | Partner | Brodies LLP Solicitors | brodies.com

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AWARI**

6- EHRIA Summary and Action Planning				
Report Title	Aberdeen Planning Guidance: Draft Loirston Development Framework (2020) – Consultation Results PLA/20/233			
Assessment Rating	RED – <input type="checkbox"/> RED AMBER - <input type="checkbox"/> AMBER - X GREEN - <input type="checkbox"/>			
Assessment not required	Stakeholders, interested parties and the public have had the opportunity to comment of the development on the Loirston site at many stages of the planning and design processes over the past decade. This includes the Aberdeen Local Development Plan preparation process, a programme of consultant-led community and stakeholder engagement, and through statutory planning application consultation. The public consultation exercise and additional landowner engagement undertaken builds upon this process, consulting on the updated Framework (including advertisement in local P&J newspaper and direct letter communications to interested parties). As further planning applications for development are submitted, the opportunity to comment further on the proposals, including detailed design, layout and facilities, will continue as the site develops over time.			
Assessment completed	N/A			
Identified Risk and to whom:	Recommended Actions:	Responsible Lead:	Completion Date:	Review Date:
Continued risk assessment All aspects of the draft will be reviewed by the author if it is enabled to proceed to public engagement and	Adopt as 'Aberdeen Planning Guidance' to the Aberdeen Local Development Plan 2017, if Committee is minded to approve.	Rebecca Kerr for Gale Beattie, Chief Officer	by end of 2020	Alongside Aberdeen Local Development

consultation and ultimately shaped into the final document.		Strategic Place Planning		Plan review process.
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7: Sign off

Completed by (Names and Services) :	Rebecca Kerr Strategic Place Planning
Signed off by (Head of Service) :	Gale Beattie Chief Officer Strategic Place Planning
<p>Only sections 6 and 7 will be attached to the committee report</p> <p>The full EHRIA will be published on Aberdeen City Council's website under http://www.aberdeencity.gov.uk/xeq_EHRIA_Search.asp</p> <p>Please send an electronic format of the full EHRIA without signature to: SHoward@aberdeencity.gov.uk</p>	

HABITATS REGULATIONS APPRAISAL PROFORMA

A: SCREENING

1. Name of Competent Authority

Aberdeen City Council

2. SITE DETAILS

2a. Name of Natura site affected

1. River Dee SAC

The assessment focuses solely on the River Dee SAC. The Loirston Development Framework is not predicted to have any likely significant effect on Moray Firth SAC because, although there is hydraulic connectivity of the River Dee SAC to Aberdeen Harbour which Moray Firth dolphins visit, the dilution over the distance make it obvious that their conservation objectives will not undermined.

2b. European qualifying interest(s)

1. River Dee SAC: Otter (Favourable Declining), Freshwater pearl mussel (Unfavourable No change), Atlantic salmon (Favourable Maintained)

2c. Conservation objectives for qualifying interests

Conservation objectives for River Dee SAC

To avoid deterioration of the habitats of the qualifying species (listed above) or significant disturbance to the qualifying species, thus ensuring that the integrity of the site is maintained and the site makes an appropriate contribution to achieving favourable conservation status for each of the qualifying features; and

To ensure for the qualifying species that the following are maintained in the long term:

- Population of the species, including range of genetic types for salmon, as a viable component of the site
- Distribution of the species within site
- Distribution and extent of habitats supporting the species
- Structure, function and supporting processes of habitats supporting the species
- No significant disturbance of the species
- Distribution and viability of freshwater pearl mussel host species
- Structure, function and supporting processes

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3. PROPOSAL DETAILS

3a. Proposal Title

Loirston Development Framework (OP59) Updated version (June 2019)

3b. Details of proposal for both the construction (if relevant) and operational phase(s)

The Loirston Development Framework covers the site identified in the Aberdeen Local Development Plan (ALDP) as Opportunity site OP59. The Framework also considers a wider area to show how the Loirston proposals (OP59) fit with other proposed schemes within the ALDP (specifically OP60 and OP61). Approximately 1500 homes and 11 hectares of employment land are proposed for the site covering an area of 119.2 ha. The Framework will be used to guide future detailed planning applications for the site and describes the issues which will need to be taken into account. This includes the site's context and history; transport and accessibility; planning and design principles; open space, landscape and topography; drainage and water; developer contributions; phasing and delivery; and the development process. A Habitats Regulations Appraisal is required to accompany development proposals in order to avoid adverse effects on the qualifying interests of the River Dee SAC.

The Loirston site lies approximately 1km to the southeast of the River Dee SAC and is within the River Dee (Grampian) river catchment. Surface water bodies onsite include Loirston Loch, Loirston Burn and an un-named burn, as well as a number of un-named field drains. Loirston Burn flows into Loirston Loch from the southwest, while the un-named burn flows from the loch in a north-westerly direction before sinking underground. It is assumed the un-named burn flows into Burn of Leggart which is a tributary of the River Dee.

Of the three qualifying interests, only otter is likely to be detected within the un-named burn/tributary connecting to the River Dee. Atlantic salmon and freshwater pearl mussel are highly unlikely to be detected using this un-named burn. Impacts on the quality of the water environment have potential to have some qualifying features through hydraulic connectivity to the River Dee. Freshwater pearl mussel larvae are dependent on salmon and trout life-cycles so any predicted impacts on Atlantic salmon will have an indirect impact on freshwater pearl mussel.

The Draft Consultation version of the Loirston Development Framework (June 2019) can be viewed here:

https://consultation.aberdeencity.gov.uk/place/draft-loirston-development-framework/supporting_documents/Appendix%201%20%20Draft%20Loirston%20Development%20Framework.pdf

<https://consultation.aberdeencity.gov.uk/place/draft-loirston-development-framework/>

4. Is the proposal directly connected with or necessary to the nature conservation management of a European site?

No

HABITATS REGULATIONS APPRAISAL PROFORMA

5. Is the proposal (either alone or in combination) likely to have a significant effect (LSE) on a European site?

In order to ascertain whether any of the proposal could have an effect on the Qualifying Interests in relation to their Conservation Objectives a screening exercise (Appendix 1 and 2) was undertaken on the Loirston Development Framework.

The first step of screening used a very broad approach which lists sections of the Development Framework document. Sections of the document which would not be likely to have a significant effect alone on the River Dee SAC for the reasons indicated were 'screened out'. The sections which are 'screened in' are those which propose activities which have the potential to cause a likely significant effect. It should be noted that some of the activities which have triggered sections to be 'screened in' are referred to several times in the document under different sections. This assessment is recorded in Appendix 1.

The next step in the screening assessment undertaken on the Loirston Development Framework considered the actual activities arising from the policies and projects described under different aspects of the Development Framework and what their likely effects would be on the qualifying interests of SAC. These aspects were considered in two groupings both alone, together and in combination with other nearby plans and projects in the River Dee catchment. This assessment is recorded in Appendix 2.

These screening exercises confirmed that **YES** there is a risk of likely significant effects on the qualifying interests arising from these aspects of the Development Framework alone or in combination with other plans and projects and an Appropriate Assessment is required.

B: APPROPRIATE ASSESSMENT (AA)

Note: An AA is a scientific appraisal of the impacts on a European site that needs to be able to ascertain whether the integrity of a European site will not be adversely affected. Aberdeen City Council, as a competent authority, can only give consent if they are certain as to the absence of such effects.

6a. Undertake Appropriate Assessment (AA) of the implications for the site in view of its conservation objectives.

As per the screening exercises which are recorded in Appendix 1 & 2, the aspects of Loirston Development Framework likely to have significant effects are listed below:

Development of OP59 Loirston site with proposed development including:

- Pg 39 Access & junction strategy diagram
- Pg 40 Pedestrian connectivity diagram
- 5.4.6 Street structure and hierarchy

The above sections either proposes or describes new roads and paths which crosses the unnamed burn.

HABITATS REGULATIONS APPRAISAL PROFORMA

- Pg 49, 5.6 Landuse and density diagram
- 5.8 Drainage (include indicative SUDs locations and catchment areas diagram)

The above sections of the document show that development on/next to the unnamed burn (which is within 2km of the River Dee) and state that surface water will be controlled and not exceed existing.

- 5.11 Lochside
- 5.12 Primary Street/Core Settlement
- 5.13 Burnside
- 5.16 A92
- 5.19 Relationship with Loch
- 5.20.1 Sketch studies for Lochside area

The above sections of the document contain general design policies however showing development on/near the unnamed burn.

Nature of likely Significant effects from above sections of the Development Framework screened in:

Construction – water quality may be affected through construction run off entering the River Dee SAC. Pollution could include increased sedimentation, siltation and nutrient loadings as well as other chemical pollutants. This could potentially affect all three qualifying interest species, but particularly freshwater pearl mussel downstream of the development.

Operation – water quality may be affected through surface water run off entering the River Dee through the unnamed burn/Leggart Burn and the topographic nature and watershed of the site particularly during the high rains. Pollution could include increased sedimentation. This could include increased sedimentation, siltation and nutrient loadings as well as other chemical pollutants. This could potentially affect all three qualifying interest species, but particularly freshwater pearl mussel downstream of the development.

Abstraction – this Council is committed to dialogue with the following authorities – SEPA, Scottish Water and SNH about the quantities of water which can be abstracted from the River Dee.

6b. Mitigation or modifications required to ensure adverse effects are avoided & reasons for these.

The final step of this assessment considered the application of mitigation measures proposed in the Development Framework for avoiding likely significant effects.

The following mitigation measures are proposed in the Development Framework:

- The scale of the development requires that a statutory Environmental Statement (EIA process) is produced to support the Planning Permission in Principle application (PPiP) which was approved conditionally in 2015 (Ref P130892). Key topic areas and specific mitigation

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measures are covered in the Environmental Statement.

- Key landscape features have been incorporated into the Development Framework and full consideration given to landscaping, green networks and corridors in the design - including surrounding existing watercourses such as the unnamed burn which helps protect otter habitats.
- Technical Flood Risk and Drainage Reports form part of the PPIp, which will include details of SUDs to aid protection of the water environment.
- A Construction Environmental Management Plan (CEMP) will be submitted as part of the PPIp and Environmental Statement. This will agree pollution prevention and control measures including those to protect the water environment helping to protect the interests of all qualifying species.
- A series of ecological surveys informed the EIA process and PPIp, including Phase 1 Habitat Survey and further surveys for otter which are a qualifying species.
- Biodiversity measures and enhancement have been considered in line with the developer's ecologist recommendations and the North East Scotland Local Biodiversity Action Plan (NELBAP) and detailed in the EIA process.
- Importance of a link between biodiversity, open space and natural green space provision is highlighted in the Framework, in accordance with Aberdeen City Council's Open Space Supplementary Guidance.
- Importance of protecting the River Dee Corridor out with the site to the north and the habitats and species that it supports.
- Environmental and ecological considerations of the SAC will inform the Drainage Design.
- Protection and enhancement of the existing landscape setting and identification of existing watercourses and their corridors in order to improve and enhance previously culverted channels.
- Incorporation of Sustainable Urban Drainage systems (SUDs) and their importance as a resource for the sustainable treatment of surface water runoff is in the Development Framework will be detailed as part of the PPIp.
- The Development Framework contributes to the River Basin Management Plan.
- Any environmental improvements will be sympathetic to the supporting habitats of qualifying species within the site, have regard for any sensitive areas and consider the ACC Supplementary Guidance "Buffer Strips adjacent to Water".
- Paths to sensitive areas close to and around the existing courses will be carefully constructed to prevent pollution of the water environment and disturbance to otters.

Contents of Environmental Statement / environmental topics considered relevant to qualifying species (as detailed in Scoping Opinion for Application Ref: P121437)

- Drainage – including details relating to both surface water drainage and waste water drainage.
- Identification of appropriate pollution prevention measures during periods of construction, operation, maintenance, demolition and restoration.
- Consideration of impact on Loirston Loch and demonstration that every effort has been made to leave the water body in its natural state. Investigation of scope for improvements to the water environment.
- Potential for impact on any wetlands present and associated proposals for mitigation. Appropriate habitat survey works should be carried out to identify and classify wetland areas.
- The schedule of works should be examined in relation to the phasing and timing of the Aberdeen Western Peripheral Route (AWPR). Environmental impact pre and post AWPR

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should be considered.

- Impact on any existing groundwater abstractions.
- Impact on watercourses feeding into reservoirs – inc. risk assessment and method statement Investigation of scope for imp.

Specific mitigation measures targeted at qualifying interests and species are:

- Clear demarcation of the construction site and temporary SUDs will be implemented to ensure that run-off from construction is dealt with prior to completion of the main SUDs for the site area as part of primary construction works. All SUDs will be designed following guidance provided in the CIRIA SUDs Manual and Sewers for Scotland (2nd Edition) criteria.
- Mitigation during construction and operation will be implemented to reduce the risks of containments being released from the site through surface water run-off.
- Contractor contracts will outline the steps required to deal with accidental spillages and the production of a Contractors Method Statement and further guidance will be included in the Construction Environmental Management Plan (CEMP). The CEMP will be produced as part of the EIA process and will include mitigation across a range of environmental topic areas including ecology and water environment.
- Construction phase activities which could pose disturbance issues including noise, vibration and light will be appropriately distanced from the river and potential otter habitats. Similar operational mitigation such as landscaping, use of buffers and sensitive lighting will address potential issues. This would be for the duration of works if otter are present. The EIA process will address the specifics of such mitigation, however if otters are present, mitigation will include Species Protection Plan for Otter, pre-construction update survey, adequate buffers between watercourses and construction, and sensitive use of lighting to minimise disturbance.
- The use of ecological buffer zones (particularly between development and watercourses/waterbodies) shall ensure the impacts are appropriately mitigated through effective absorption or screening of impacts.
- Ecological surveys, technical supporting reports and the Environmental Statement (as part of the PPIP) will detail specific mitigation relation to protection of such habitats around the Loirston Loch and unnamed burn.
- SUDs will ensure no direct drainage into the SAC from the development and therefore no adverse impacts to the habitats or qualifying species should occur.
- Regulated Drinking Water Abstractions take place at Mannofield and Invercarnie and Scottish Water abstractions are conditioned under licence at these locations. Potential effects on the River Dee SAC are regulated and conditioned as part of licence in line with the Habitats Directive, including mitigation. The currently licenced volumes of water abstracted by Scottish Water and licenced and regulated by SEPA do not have an adverse effect on the integrity of the River Dee and its qualifying features.

Relevant planning conditions for Loirston PPIP P130892:

Drainage

Prior to the commencement of any works in any phase on site a detailed scheme for surface water drainage shall be submitted to and agreed by the Planning Authority, in consultation with SEPA.

The scheme shall detail 3 levels of SUDS treatment for any hardstanding, yard areas on sites proposed for Class 5 and 6 industrial uses, 2 levels of sustainable drainage SUDS treatment for all roads and other areas of hardstanding/carparking and 1 levels SUDS treatment for roof run off, and all work shall be carried out in accordance with the approved scheme. Reason: to ensure adequate protection of the water environment from surface water run-off. Informative: The

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scheme shall be developed in accordance with the technical guidance contained in The SUDS Manual (C697) and should incorporate source control.

LNCS buffer / boundary

The LNCS designation boundary shall be implemented in full throughout the construction, operation and decommissioning of the development. There shall be no development, machinery movement or operations within the buffer zone without the agreement of the Planning Authority in consultation with SEPA. The buffer zone shall be identified on the ground, and no development adjacent to the LNCS shall take place unless the LNCS boundary has been protected with appropriate protective fencing as shown in figure 2 of BS5837 or such alternative as may be agreed with the planning authority in writing. Reason: In order to prevent potential unacceptable impacts on the water environment.

Geo-environmental

No development shall take place within any phase until a detailed geo-environmental investigation has been undertaken to identify potential impacts on wetlands within 250m of Loirston Loch and an associated scheme of mitigation is submitted and approved by the planning authority in consultation with SEPA, once approved the agreed scheme shall be implemented in full. Reason: In order to prevent potential unacceptable impacts on the water environment. Informative: the detailed geo-environmental investigation, will be followed up by a conceptual hydrogeological model and associated risk assessment which will inform the mitigation proposals.

Water asset mapping / hydrogeological assessment

Prior to the commencement of any works on site that the location (NGR of source) of the Private Water Supplies serving Charleston Cottage; Moss-side Croft and Tillyhowes Banchory Devenick are identified, and should they fall within 100m of roads, tracks or trenches or within 250m of borrow pits or foundations as proposed within the development that a quantitative hydrogeological assessment and where appropriate scheme of mitigation is developed by the applicant and agreed with the Planning Authority in writing in consultation with SEPA, once approved the agreed scheme shall be implemented in full during operation of the site. Reason: In the interests of protecting the water environment

Buffer strips

That no development shall be undertaken within any respective phase of the development until such time as a scheme detailing the incorporation of appropriate buffer strips around water courses within that phase has been formally submitted to, by way of an application for the Approval of Matters Specified in Conditions (AMSC), and approved in writing by, the planning authority - in order to protect and promote biodiversity and protect water quality.

CEMP

That no development shall commence within a given phase until site specific Construction Environmental Management Plan(s) have been submitted and approved in writing by the Planning Authority, via a formal application for MSC, in consultation with [SEPA, SNH or other agencies as appropriate] for that phase. All works on site must be undertaken in accordance with the approved CEMP(s) unless otherwise agreed in writing with the Planning Authority. The CEMP(s) must address the following issues:- • Surface water management • Site waste management • Watercourse engineering including crossings • Peat management • Pollution prevention and environmental management. Reason: In order to minimise the impacts of necessary demolition/construction works on the environment. Informative: It is recommended that the CEMP(s) is submitted at least 2 months prior to the commencement of any works on site; this is to

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allow the necessary agencies sufficient time to fully review the mitigation proposals to avoid any potential delays to the project moving forward.

Detailed Masterplan

That, unless the planning authority has given written approval for a variation, no development pursuant to any of the individual Phases of the development hereby approved (as detailed in the Phasing Strategy to be agreed in connection with Condition 1 of this consent) shall take place other than in full accordance with a detailed masterplan for that particular Phase that has been submitted to and approved in writing by the planning authority via a formal application for MSC. The masterplan(s) shall show in detail how all development within that phase will comply fully with the principles and criteria laid down by the approved Loirston Development Framework, Loirston Design and Access Statement and guidance in "Designing Streets" and "Designing Places" in terms of;

(i) block structure, (ii) access and connectivity (including street hierarchy and integration with the existing/future vehicular/pedestrian network and adjoining development), (iii) landscape framework (ensuring high quality integrated treatment of the public realm in compliance with the approved strategic landscape plan, tree protection, protection of wildlife, arrangements for the management and maintenance of open space, treatment of car parking and detail of local/district level open spaces and implementation of civic spaces), (iv) land use and density (including building heights and detailed typologies, density, details of any affordable housing provision and commercial space), (v) drainage (including provision for SUDS), (vi) character (including architectural treatment to provide character areas responding to context, ensuring a high quality palette of materials, use of street trees and boundary treatments), (vii) ensuring implementation of the key structural elements including the connections to the A956, the Primary Street, Loirston Square, the new Primary School and Lochside and Gateway Open Space areas, (viii) protection of trees and protected species, (ix) the sequence of demolition, development and provision of key elements (eg open space, commercial elements, roads, footpaths, etc,) within each phase to ensure that development within the phase is implemented in a planned and co-ordinated manner; unless the planning authority has given written consent for a variation. - in the interests of ensuring that the adopted Development Framework and Design and Access Statement for the site and the Planning permission in principle is translated into the creation of a high quality sustainable mixed use community on the ground.

Drainage Impact Assessment

No development within any phase pursuant to this grant of Planning Permission in Principle shall take place unless an appropriate drainage impact assessment, including results and calculations of 1 in 10, 1 in 30 and 1 in 200 year sensitivity tests and a full investigation and report of all watercourses within the vicinity of the site and the impact which the development shall have on the existing drainage network, has been submitted to the planning authority and subsequently approved via a formal application for MSC - in order to ensure that the proposal complies with policy NE6 (Flooding and Drainage) of the Aberdeen Local Development Plan.

The following measures were considered during this assessment. However this plan is unable to influence such mitigation measures for the following reasons:

Location, scale and spatial distribution of the Development Framework:

The OP59 site has been approved and accepted through the Aberdeen Local Development Plan = no change possible through the scope of this Development Framework.

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Changes to phase and timing:

The development itself is phased so that the environmental impacts can be properly managed. However, to ensure that the proposed development will not have likely significant effect on qualifying features we must ensure that planning permission is not granted until the applicant prepares an Environmental Statement = no further mitigation suggested with regard to phase and timing.

Remove policies or proposals predicted to have a likely significant effect or change the nature of them:

All predicted likely significant effects are predicted to be adequately mitigated through the use of positive policies and buffer zones = no removal or modification of Development Framework policies or proposals suggested.

All likely significant effects are predicted to be eliminated through the implementation of the above mitigation measures, the use of use of positive policies, buffer zones, further detailed site surveys, appropriate mitigation, the EIA process and Environmental Statement.

6c. Can it be ascertained that the proposal will not adversely affect the integrity of the site?

We consider that it has been ascertained that the proposal will not adversely affect the integrity of the site.

7. Advice and conclusion received from SNH in relation to plan or project

NatureScot response:

Thank you for consulting us on the draft Habitats Regulations Assessment which you have carried out on the draft Loirston Development Framework.

We note the contents of your assessment. In view of the mitigation outlined, we agree with your conclusion that the proposal will not adversely affect the integrity of the River Dee SAC. It will be important to ensure that the mitigation measures identified in the assessment are implemented.

8. Tracking Checklist/ Sign off

Proposal directly for Nature Conservation of a Natura Site – Section 4	No
Proposal Screened Out – Section 5	No
Appropriate Assessment Concludes Proposal Will Not Adversely Affect Any Site/ Qualifying Interest – Section 6c	Yes
Appropriate Assessment <u>Cannot</u> Conclude Proposal Will Not Adversely Affect Any Site/ Qualifying Interest – Section 6c	No

Date LDP HRA checked	26/06/2020
Date SNH consulted	03/09/2020
Date any other organisations consulted e.g.	n/a

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Dee Salmon Fishery Board, SEPA, Marine Scotland	
Signature (author)	<i>Rebecca Kerr</i>
Name and Job Title (author)	Rebecca Kerr Planner – Masterplanning, Design & Conservation Team (Development Management)
Date (author)	10/11/2020

Appendix 1. Screening of Loirston Development Framework (June 2019) for aspects which would be likely to have a significant effects

Screening of plan or projects described in Development Framework document	General policy	Too general with no info on where, how and when of development	Preventive, enhancement and conservation policy	Not generated by this Framework	Does not generate development and change	Change with no pathway	Change with 'no' or minimal effects	Screen in / out
1. The Masterplan Process								
1.1 The Planning Process	Yes				Yes			Out
1.2 Community Consultation and Engagement		Yes			Yes			Out – issues covered in more detail elsewhere in document
2. The Site								
2.1 City Context		Yes			Yes			Out
2.2 Ownership					Yes			Out
2.3 Evolving context				Yes				Out
2.4 Site description		Yes						Out
2.5 Historical development		Yes						Out
2.6 Site Analysis		Yes						Out
2.7 Existing facilities (community and commercial)		Yes						Out
2.8 Connectivity							Yes	Out
2.9 Landscape context		Yes						Out
2.10 Selected site panoramas		Yes						Out
3. Opportunity and Vision								
3.1 - 3.6	Yes	Yes						Out
4. Design Development								
4.1-4.3		Yes						Out
5. The Development Framework								
5.1 Introduction								
Pg.35 Dev Fra diagram	Yes							Out – illustrative diagram
5.2 Development structure, 5.2.1 Landscape Features	Yes		Yes					Out
5.2.2 Landform and orientation							Yes	Out – landform allows minimal

Screening of plan or projects described in Development Framework document	General policy	Too general with no info on where, how and when of development	Preventive, enhancement and conservation policy	Not generated by this Framework	Does not generate development and change	Change with no pathway	Change with 'no' or minimal effects	platforming Screen in / out
5.2.3 Views		Yes						Out
5.2.4 Spatial Experience		Yes						Out
5.2.5 Connections & integration	Yes							Out – illustrative diagram to describe access strategy
5.3 Access and connectivity	Yes							Out – general policy statement
Pg 39 Access & junction strategy diagram								In – proposes new roads and paths which crosses the unnamed burn
5.4 Pedestrians, 5.4.1 Core Path	Yes							Out – general core path policy statement
Pg 40 Pedestrian connectivity diagram								In – proposes new paths which crosses the unnamed burn
5.4.2 Cyclists	Yes							Out – general policy statement
Pg 40 Cyclist connectivity	Yes							Out – illustrative diagram
5.4.3 Public Transport	Yes							Out – general PT policy statement
Pg 41 Public Transport Provision	Yes							Out – illustrative diagram of existing PT provision
5.4.4 Parking							Yes	Out – effects insignificant
5.4.5 Access points	Yes							Out – general policy statement
5.4.6 Street structure and hierarchy								In – describes new roads and paths which may cross the unnamed burn

Screening of plan or projects described in Development Framework document	General policy	Too general with no info on where, how and when of development	Preventive, enhancement and conservation policy	Not generated by this Framework	Does not generate development and change	Change with no pathway	Change with 'no' or minimal effects	Screen in / out
5.4.7 Street sections	Yes							Out – general policy statement
5.4.8 – 5.4.14	Yes	Yes						Out – illustrative of street type and design not exact location
Pg 45 Open Space Hierarchy	Yes						Yes	Out
5.5 Landscape Framework (incl. SUDs) Pg 47 Open Space Categories			Yes				Yes	Out – SUDs provision will be detailed at planning application and design stages
Pg 49 Landuse and density diagram								In – within 2 km of River Dee and development on/next to unnamed burn
5.6 Landuse and density								In – within 2 km of River Dee and development on/next to unnamed burn
5.7 Topography							Yes	Out – landform allows minimal platforming
5.8 Drainage (include indicative SUDs locations and catchment areas diagram)			Yes					In – surface water will be controlled and not exceed existing greenfield run off however pathway to SAC exists
Pg 55, 5.9 Urban Design	Yes							Out – general design policies
5.9.1 Urban design principles	Yes							Out – general urban design policies
5.10 Character, 5.10.1 Integration with natural environment	Yes							Out – general design, architecture and character policies

Screening of plan or projects described in Development Framework document	General policy	Too general with no info on where, how and when of development	Preventive, enhancement and conservation policy	Not generated by this Framework	Does not generate development and change	Change with no pathway	Change with 'no' or minimal effects	Screen in / out
5.11 Lochside	Yes							In – general design policies however shows development on/near the unnamed burn
5.12 Primary Street/Core Settlement	Yes							In – general design policies however shows development on/near unnamed burn
5.13 Burnside	Yes							In – general design policies however shows development on/near unnamed burn
5.14 Sports and buffer landscape	Yes						Yes	Out – general layout design policies
5.15 Hillside	Yes						Yes	Out – general layout design policies
5.16 A92	Yes							In – general design policies however shows development on/near unnamed burn
5.17 Existing residential and employment	Yes		Yes					Out – general design policy statements incl. landscape buffer
5.18 Charleston	Yes							Out – general policy statement for OP78
5.19, Relationship with Loch								In – within 2 km of River Dee and development on/next to unnamed burn
5.20 Landscape and built character around the loch	Yes	Yes						Out – general design policy statements

Screening of plan or projects described in Development Framework document	General policy	Too general with no info on where, how and when of development	Preventive, enhancement and conservation policy	Not generated by this Framework	Does not generate development and change	Change with no pathway	Change with 'no' or minimal effects	Screen in / out
5.20.1 Sketch studies for Lochside area								In – within 2 km of River Dee and development on/next to unnamed burn
6, 6.1 Phasing strategy	Yes	Yes						Out
6.2 Delivery	Yes	Yes						Out

Appendix 2. Screening of aspects of the Loirston Development Framework (June 2019) for likely significant effects alone and in-combination effects

Aspects of Loirston Development Framework likely to have significant effects	Qualifying interests affected	Nature of effects	In-combination effects	Risk of likely significant effects?
<p>Development of OP77 Loirston site with proposed development including:</p> <ul style="list-style-type: none"> Pg 39 Access & junction strategy diagram Pg 40 Pedestrian connectivity diagram 5.4.6 Street structure and hierarchy <p>= proposes/describes new roads and paths which crosses the unnamed burn</p> <ul style="list-style-type: none"> Pg 49, 5.6 Landuse and density diagram 5.8 Drainage (include indicative SUDs locations and catchment areas diagram) <p>= surface water will be controlled and not exceed existing</p> <p>= within 2 km of River Dee and development on/next to unnamed burn</p> <ul style="list-style-type: none"> 5.11 Lochside 5.12 Primary Street/Core Settlement 	<p>Atlantic salmon, freshwater pearl mussel and otter</p>	<p><u>Conservation Objectives</u></p> <p>Population of the species, including range of genetic types for salmon, as a viable component of the site: Species within the River Dee SAC, in particular, otter, Atlantic salmon and Freshwater pearl mussel are sensitive to both direct and indirect impacts to water quality and condition. Diffuse pollution is an issue within the River Dee Catchment affecting water quality and salmon lifecycles.</p> <p>Water quality may be affected through construction run off into the loch and/or unnamed burn. This could include increased sedimentation, siltation and nutrient loadings as well as other chemical pollutants. Declines in water quality could potentially affect all three qualifying interest species. The magnitude and reversibility of impacts would depend on the particular type of pollution and the scale of the incident.</p> <p>Freshwater pearl mussels are sensitive to direct and indirect impacts to water quality and changes to its condition, through the release of sediments, nutrients or pollutants into the unnamed burn which flows to the SAC, which can smother spawning/ juvenile beds and gills of Atlantic salmon and pearl mussels.</p> <p>Potential disturbance of otters out with the SAC but using supporting habitats along the unnamed burn/Leggart Burn corridor. Otter will be sensitive to disturbance from anthropogenic activities and to adverse changes in water quality and condition.</p> <p>Distribution of species: Whilst the site is linked to the SAC via the Burn of Leggart /unnamed burn to Loirston Loch, it is considered that no significant barrier to the natural migration of species interest should occur.</p> <p>Distribution and extent of habitats supporting the species: The site lies 1.5km to the south east of the SAC designation;</p>	<p>The effect of this will be combined with other development in the area such as the potential for community stadium, Cove Masterplan residential development, Aberdeen Gateway Business Park site, OP53 Charleston (future employment), OP61 Calder Park and the Balmoral Business Park with proposed development of transport infrastructure such as Aberdeen Western Peripheral Route to the south and west of the site to create a likely significant effect.</p> <p>The effects which have been screened are not likely to have in combination effects with others already screened out.</p>	<p>Yes – there is a risk of likely significant effects on the qualifying interests arising from these aspects of the Development Framework alone or in combination with other plans and projects.</p>

<ul style="list-style-type: none"> • 5.13 Burnside • 5.16 A92 • 5.19 Relationship with Loch • 5.20.1 Sketch studies for Lochside area <p>= general design policies however showing development on/near the unnamed burn</p>		<p>therefore any impacts to the extent of habitat would be unlikely and indirect – via unnamed burn/supporting habitat.</p> <p>Structure, function and supporting processes of habitats supporting the species: Atlantic salmon, freshwater pearl mussel and otter are sensitive to adverse changes in water quality and condition. Particularly in relation to the construction phase, including the release of sediments, nutrients or pollutants into the water environment and downstream impacts on the River Dee SAC.</p> <p>Disturbance of the species: The Development Framework layout has the potential to disturb otter habitats related to habitats around the Loirston Loch and unnamed burn.</p> <p>Distribution and viability of freshwater pearl mussel host species: Host species (young salmon) are sensitive to adverse changes in water quality and condition. Potential effects relate particularly to the construction phase, including the release of sediments, nutrients or pollutants into the Loirston Loch / unnamed burn / Burn of Leggart / River Dee SAC.</p> <p>Structure, function and supporting processes of habitats supporting freshwater pear mussel host species: Indirect impacts would include reduction in water quality through discharges as part of construction or operation.</p>		
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