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

Town House,
ABERDEEN 14 January 2021

PLANNING DEVELOPMENT MANAGEMENT COMMITTEE

The Members of the **PLANNING DEVELOPMENT MANAGEMENT COMMITTEE** are requested to meet in Virtual - Remote Meeting on **THURSDAY, 21 JANUARY 2021 at 10.00 am.**

FRASER BELL
CHIEF OFFICER - GOVERNANCE

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 10 December 2020 - for approval (Pages 9 - 28)

COMMITTEE PLANNER

- 5.1 Committee Planner (Pages 29 - 30)

WHERE THE RECOMMENDATION IS ONE OF APPROVAL

- 6.1 Detailed Planning Permission for demolition of existing industrial units and erection of a 5/6 storey building to form 33 flats - Units 1, 2 and 3 Union Glen Aberdeen (Pages 31 - 68)

Planning Reference – 191857

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

[Link.](#)

Planning Officer: Jane Forbes

- 6.2 Approval of Matters Specified in condition - Approval of matters specified in conditions (1): (i-access), (ii-siting), (iii-siting design), (iv-landscaping), 10 (SUDS) and 14 (waste management) for planning permission in principle ref. P110790 for the erection of cafe (class 3) with outdoor seating area at Stoneywood Estate Aberdeen (Pages 69 - 90)

Planning Reference – 200196

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

[Link.](#)

Planning Officer: Lucy Greene

OTHER REPORTS

- 7.1 Draft City Centre Conservation Area Character Appraisal - PLA/21/002 (Pages 91 - 204)

DATE OF NEXT MEETING

8.1 Thursday 18 February 2021 at 10am

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

Website Address: www.aberdeencity.gov.uk

Should you require any further information about this agenda, please contact Lynsey McBain, Committee Officer, on 01224 522123 or email lymcbain@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, 10 December 2020. Minute of Meeting of the PLANNING DEVELOPMENT MANAGEMENT COMMITTEE. Present:- Councillor Boulton, Convener; Councillor Stewart, Vice Convener, the Depute Provost; and Councillors Allan, Cooke, Cormie, Greig, MacKenzie, Malik and Radley (as substitute for Councillor Copland).

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 5 NOVEMBER 2020

1. The Committee had before it the minute of the previous meeting of 5 November 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 Convener asked whether a Pre Determination Hearing date had been set for the application in regards to Binghill House and it was noted that this would be done following neighbour notifications, but a hearing would be held February/March 2021 at the earliest.

The Committee resolved:-

to note the information contained in the Committee business planner.

TILLYDRONE NURSERY, DILL ROAD ABERDEEN - 201125

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

That the application for detailed planning permission for the formation of an access road and associated works at Tillydrone Nursery, Dill Road Aberdeen, be approved subject to the following conditions:-

Conditions

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1. Landscaping Schemes

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;
- d) 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.

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

The Committee resolved:-

to approve the application conditionally, with an extra condition added to read:-

3. Footway

That no development hereby approved shall take place unless there has been submitted to and approved in writing by the planning authority, details of a suitable footway of at least 2.0m in width along the northern edge of the access road hereby

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approved. The access shall not be brought into use unless the footway as so approved is complete and ready for use on site, unless otherwise agreed in writing with the planning authority.

Reason: In the interests of road safety.

LAND EAST OF FALKLAND AVENUE, COVE, ABERDEEN - 200584

4. 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 detailed planning permission for a residential development of 167 dwellings with associated infrastructure, subject to conditions and subject to the conclusion of a legal agreement securing payment of developer obligations and ensuring that the development was delivered exclusively as affordable housing.

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.

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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

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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 fence, 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; and
- (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.

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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 duntakings 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;

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- 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

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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.

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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.

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

The Committee resolved:-

- (i) to agree to add an extra informative note as below;
- (ii) to agree to reword condition 10, listed below; and
- (iii) to otherwise approve the application as per the recommendation.

INFORMATIVE

Secured by Design Award Attention is drawn to the consultation response from Police Scotland's Architectural Liaison Officer, which strongly encourages the applicants to seek the 'Secured by Design' award in order to demonstrate that safety and security have been proactively considered and that the development will achieve high standards in these respects.

Secured by Design' (SBD) is a police initiative to encourage the building industry to adopt crime prevention measures in development design to assist in reducing the opportunity for crime and the fear of crime, creating a safer and more secure environment. 'Secured by Design' is endorsed by the Association of Chief Police Officers (ACPO) and has the backing of the Home Office Crime Reduction Unit. It has been drawn up in consultation with the Department of Transport, Local Government and the Regions (DTLR, formerly DTLR).

CONDITION 10

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.

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- 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 (i) appropriate provision for the use of duntakings 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 and (ii) specific details to demonstrate planting and/or boundary enclosures to safeguard amenity at East Lynne from adverse impact associated with use of the neighbouring area of car parking.
- g) An indication of existing trees, shrubs and hedges to be removed; and
- 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.

ALBA GATE, STONEYWOOD PARK ABERDEEN - 200833

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

That there be willingness to approve the application 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. The application was for detailed planning permission for the redevelopment including the change of use and extension of the existing building to a mixed use unit which accommodated 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, at Alba Gate, Stoneywood Park Aberdeen.

Conditions

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(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.

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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.

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(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

PLANNING DEVELOPMENT MANAGEMENT COMMITTEE

10 December 2020

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

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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

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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.

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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 EFFICENCY

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.

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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 Stoneywood 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

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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.

The Committee heard from Alex Ferguson, Planner, who spoke in furtherance of the application and answered various questions from members.

The Committee resolved:-

to approve the application.

15 MABERLY STREET ABERDEEN - 200621

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

That the application for detailed planning permission for the redevelopment of an existing site for the erection of 17 residential flats over four storeys including demolition and all associated works at 15 Maberly Street Aberdeen, be refused.

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

The Convener, seconded by Councillor Greig, moved:-
that the application be refused.

Councillor Cormie, seconded by Councillor Cooke, moved as an amendment:-
that the application be approved as the development is considered to be appropriate for this mixed use area, whilst meeting the aims of the City Centre Masterplan in terms of promoting City Centre living and the significant demand for affordable one bedroom flats. It will have no impact on the amenity of the area in terms of siting, noise, overlooking, or overshadowing. As such, the development complies with Policy NC1 - City Centre Development – Regional Centre, Policy H2 - Mixed Use Areas, Policy D1 - Quality Placemaking by Design, Policy H3 – Density and Policy T5 – Noise.

Whilst there will be a loss of a traditional granite building, it is considered that there is sufficient reuse of granite within the site for the development to be acceptable in terms of Policy D5 - Our Granite Heritage especially given the context whereby a mix of materials would not be out of keeping given the mix of materials in surrounding buildings such as Broadford Works and the Bastille.

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10 December 2020

Overall, the development is considered acceptable when assessed against all relevant policies of the Aberdeen Local Development Plan 2017 and applicable Supplementary Guidance Planning Obligations, Transport and Accessibility, Flooding, Drainage and Water Quality, Green Space Network and Open Space, Resources for New Development. There is no material consideration which warrant refusal in this instance.

On a division, there voted:- for the motion (8) – the Convener, the Vice Convener and Councillors Allan, Cooke, Greig, MacKenzie, Malik and Radley, for the amendment (1) – Councillor Cormie.

The Committee resolved:-
to refuse the application.

ABERDEEN PLANNING GUIDANCE: DRAFT LOIRSTON DEVELOPMENT FRAMEWORK (2020) - CONSULTATION RESULTS - PLA/20/233

7. The Committee had before it a report by the Chief Officer – Strategic Place Planning, which presented an updated Loirston Development Framework, the findings of the public consultation and additional landowner engagement exercises and sought approval to adopt the document as Aberdeen Planning Guidance (non-statutory planning guidance).

The report recommended:-
that the Committee –

- (a) approves 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); and
- (b) approves the content of the Loirston Development Framework (2020) (Appendix 1) as Aberdeen Planning Guidance (non-statutory planning guidance).

The Committee heard from Rebecca Kerr, Planner, who spoke in furtherance of the report and answered various questions from members.

The Committee resolved:-
to approve the recommendations.

- **Councillor Marie Boulton, Convener**

	A	B	C	D	E	F	G	H	I	J
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	21 January 2021									
4	City Centre Conservation Area Appraisal	To present the City Centre Conservation Area Appraisal	On agenda	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.	
5	Stoneywood Estate - 200196	To approve or refuse the matters specified in conditions (1): (i-access), (ii-siting), (iii-siting design), (iv-landscaping), 10 (SUDS) and 14 (waste management) for planning permission in principle ref. P110790 for the erection of cafe (class 3) with outdoor seating area	On agenda	Lucy Greene	Strategic Place Planning	Place	1			
6	Unit 1-3 Union Glen - 191857	To approve or refuse the demolition of existing industrial units and erection of a 5/6 storey building to form 33 affordable flats	On agenda	Jane Forbes	Strategic Place Planning	Place	1			
7	18 February 2021									
8	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.	
9	81 Charleston Road North Aberdeen - 200599	To approve or refuse the change of use from Class 3 to hot-food takeaway		Alex Ferguson	Strategic Place Planning	Place	1			
10	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.	

	A	B	C	D	E	F	G	H	I	J
	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										
11			18 March 2021							
12			22 April 2021							
13			20 May 2021							
14			17 June 2021							
15			19 August 2021							
16			30 September 2021							
17			04 November 2021							
18			09 December 2021							
19										
20			Future applications to PDMC (date of meeting yet to be confirmed.							
21	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			
22	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			
23	Kings College (February 2021 at the earliest)	As above but approval or refusal for Listed Building Consent.		Matthew Easton	Strategic Place Planning	Place	1			
24	Stoneywood House - 201037	To approve or refuse the installtion of fencing		Lucy Greene	Strategic Place Planning	Place	1			

PLANNING DEVELOPMENT MANAGEMENT COMMITTEE



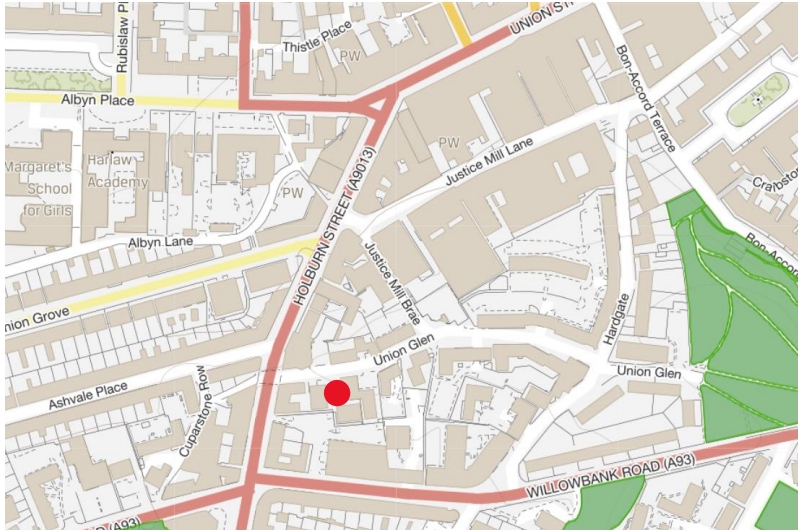
21 January 2021

Demolition of existing industrial units and erection
of a 5/6 storey building to form 33 flats

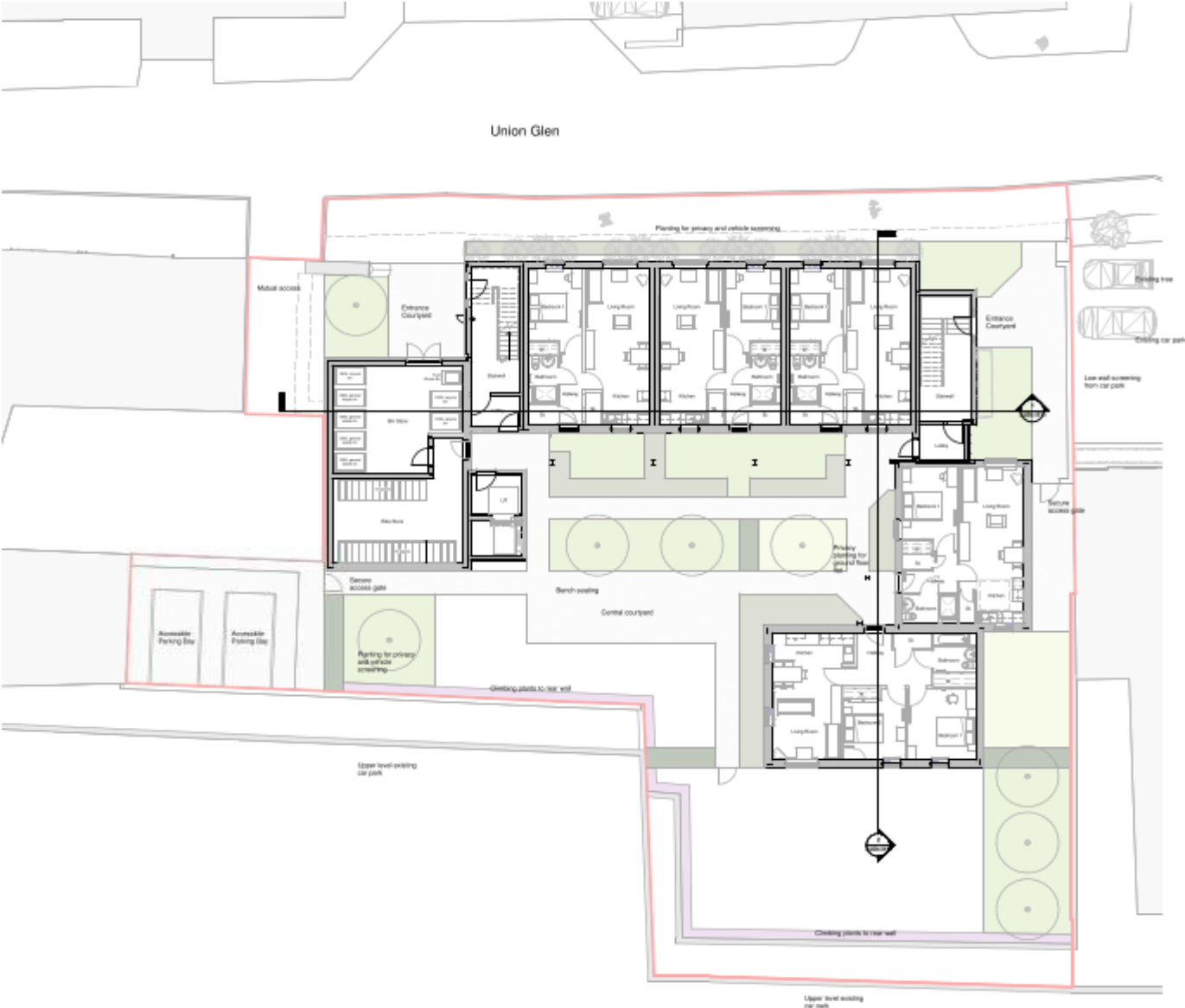
Units 1, 2 & 3 Union Glen

Detailed Planning Permission
191857/DPP

Site Location



Site Layout Plan

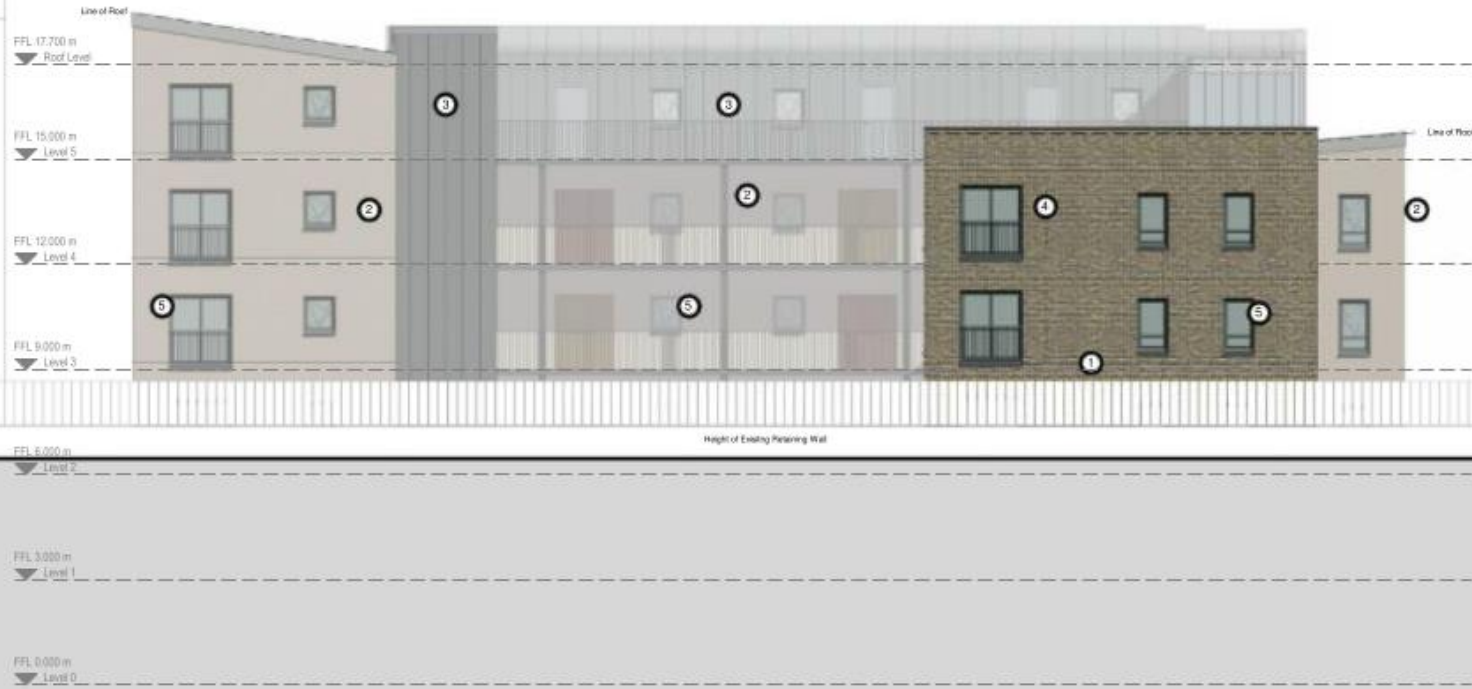


Proposed South Elevation



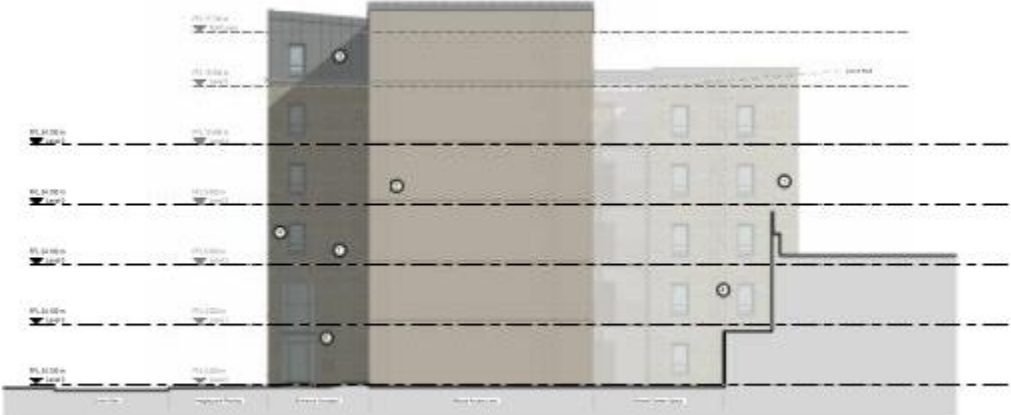
1 South Elevation 1.
1 : 100

Proposed South Elevation (incorporating retaining wall)

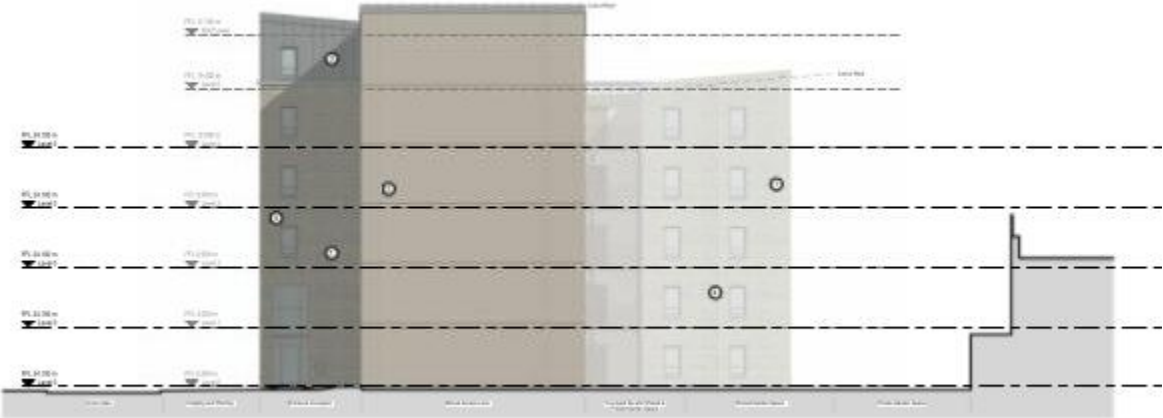


2 South Elevation 2.
1: 100

Proposed West Elevations



① West Elevation 1.
1:100



② West Elevation 2.
1:100

Facing South & East

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Facing South-West



Facing West



Image of Development – Facing East



Image of Development – Facing West



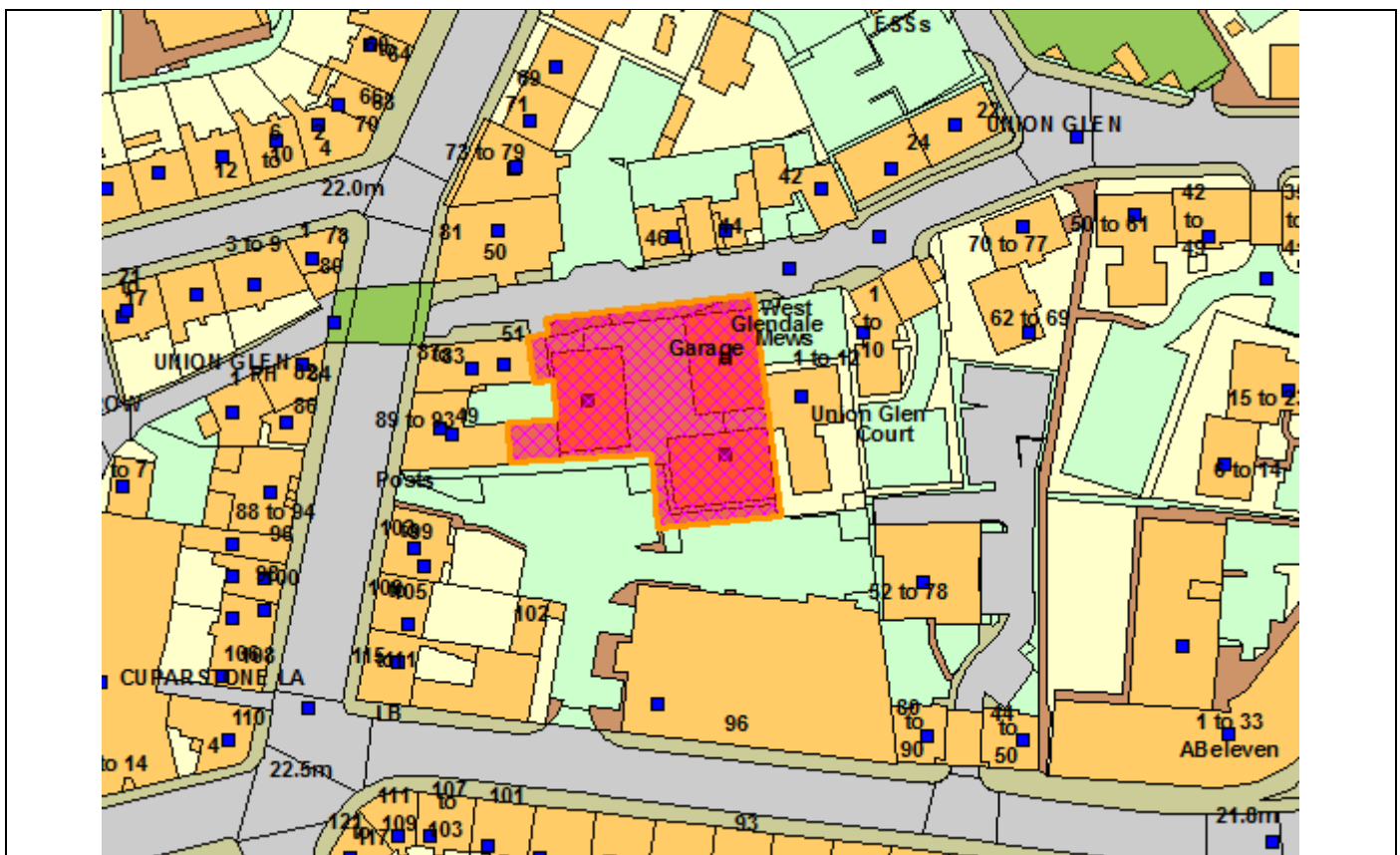


Planning Development Management Committee

Report by Development Management Manager

Committee Date: 21 January 2021

Site Address:	Units 1, 2 And 3, Union Glen, Aberdeen, AB11 6ER
Application Description:	Demolition of existing industrial units and erection of a 5/6 storey building to form 33 flats
Application Ref:	191857/DPP
Application Type	Detailed Planning Permission
Application Date:	20 December 2019
Applicant:	Warehouse 13 Ltd
Ward:	Torry/Ferryhill
Community Council:	City Centre
Case Officer:	Jane Forbes



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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 delivers a minimum of 25% as affordable housing

APPLICATION BACKGROUND

Site Description

The application site, which extends to an area of 1439m², is located on the south side of Union Glen, and at a distance of some 25 metres to the east of the Holburn Street Bridge. The site is currently occupied by 3 industrial business units, but historically formed part of the Union Glen Distillery site. To the north and east of the application site are contemporary flatted properties, both four storeys in height. To the north-west of the site is an area of car parking which lies adjacent to a more traditional granite 3 storey building with a frontage onto Holburn Street, but where the rear of the building, which is occupied by Aberdeen Drilling School, is accessed off Union Glen. To the west of the site is the rear of a traditional, 6 storey tenement building which fronts onto Holburn Street and comprises retail units at street level, with residential accommodation both above and below this. To the south of the application site the ground level rises approximately 6.5 metres between the boundary of the application site and a car parking area for the neighbouring Willowbank Retail Park, both of which are accessed off Willowbank Road.

Relevant Planning History

Application No.	Proposal	Decision Date
P141430	Demolition of existing industrial units and erection of an apart-hotel comprising 71 room suites with associated parking and landscaping	19.03.2015 Status: Conditional planning permission granted in July 2015 following committee instruction of 19 March 2015 to approve subject to conclusion of an appropriate legal agreement relating to the payment of developer contributions
P151052	Demolition of existing industrial units and erection of an apart-hotel comprising 71 room suites with associated parking and landscaping (Variation to previously approved scheme)	18.08.2015 Status: Approved subject to conditions and legal agreement

APPLICATION DESCRIPTION

Description of Proposal

This application seeks detailed planning permission for a residential development comprising 33 flats with associated works, which would follow the demolition of 3 industrial units currently occupying the site. The proposed development comprises 4 linked blocks, with the main 6 storey block facing north onto Union Glen, and the remaining 3 blocks which range between 5 and 6 storeys in height lying towards the southern/eastern and western boundaries and arranged around a private central courtyard area which lies within the southern part of the site. Entry to the flats is provided via two entrances and communal stairwells located on the east and west elevations of the main block, and accessed through open courtyard areas off Union Glen. These entrances provide access to the rear private courtyard area allowing entry to the ground floor units. The units located on the upper floors are accessed off the stairwells via open balconies which link all four blocks and overlook the private central courtyard area which is proposed to the rear (south) of the main block. The

proposal also includes a single lift which forms part of the western block and serves all upper floors, again with ground level access via the central courtyard area.

The proposal is for a no car development, with the exception of two accessible car parking spaces which would be delivered within the rear, south western corner of the site and accessed off Union Glen. The proposal includes secure parking for 33 cycles within part of the ground floor of the western block. Internal bin storage is also accommodated within the ground floor of the western block, with direct access onto Union Glen.

The proposed development incorporates a staggered building line on all four elevations, with both flat and pitched roof designs, and finished in a mix of external materials including buff coloured brick facing, smooth buff render, light grey rainscreen cladding, dark grey aluminium framed windows, doors and screens.

The proposal has seen several amendments since its initial submission which has resulted in some reconfiguration of the site layout and re-alignment of development within the site. This has resulted in all 4 residential blocks being more clearly linked to form one building, and an increased separation distance between the proposed development and the rear (southern) boundary wall of the site. The amendments have also seen a change to the original mix of residential units, albeit with no change to the total number of 33 units as originally proposed, resulting in 23 x 1 bed and 10 x 2 bed units, with corresponding floorspaces of 53.1m² and 70m². Renotification of neighbours has taken place as a result of the aforementioned changes.

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=Q2NOZJBZLYR00>

- Design and Access Support Statement (dated November 2019)
- Design Development Statement (dated November 2020)
- Planning Support Statement
- Proposed Landscape Layout
- Drainage Assessment
- Noise Impact Survey & Assessment (Rev C, dated 17/12/2020)
- Site Layout Sun Shadow Study
- Elevational Sun Studies

Reason for Referral to Committee

The application has been referred to the Planning Development Management Committee because more than 5 representations stating objection to the proposal have been received, thus reaching the relevant threshold stated in the Council's scheme of delegation.

CONSULTATIONS

ACC - Roads Development Management Team – No objection. Noted the site location within the City Centre and within controlled parking zone (CPZ) B. Commented on various aspects of the proposal as follows:

Walking and Cycling

The site is located within the city centre and will be served by an existing network of publicly adopted footpaths. To ensure an appropriate connection to the existing network an upgrade and continuation

of a footpath along the frontage of the site to an adoptable standard will be required. These works will require to be designed to ACC's standards, therefore the development will be subject to a Section 56 Roads Construction Consent procedure. An advisory has been included to this effect. The nearest cycle provision to the site would be along Justice Mill Lane to the north and Holburn Street to the west, both of which are recommended cycle routes by both Aberdeen City Council and Aberdeen Cycle Forum, with these routes connecting to designated cycle lanes and National Cycle Route 1.

Public Transport

Given the sites' city centre location, the various bus services utilising Union Street and Holburn Street as part of their routes will allow residents of the proposed development access to public transport to all parts of the city, with the nearest bus stops located within 250m of the site.

Parking

It is noted that this proposal does not include any associated general car parking provision and 2 disabled/accessible spaces which are located to the west of the site. Given the city centre location of the site, zero parking would be accepted provided appropriate mitigatory measures are in place. This would include adequate cycle storage/parking facilities and contributions towards the enhancement of the 'Car Club'.

The level of accessible parking provision which is proposed is in line with the expected standards outlined within Aberdeen City Council's Supplementary Guidance on Transport and Accessibility, and is deemed acceptable. Similarly, with a total of 33 secure cycle parking spaces proposed, relating to 1 space per residential unit, the level of provision is also deemed acceptable.

In terms of 'Car Club' contributions, the Council's Transport Strategy Team has confirmed that contributions in the form of £400.00 per unit should be sought and that the nearest existing 'Car Club' space located on Hollybank Place can accommodate an increased capacity. The contributions shall allow for the provision of membership packs and a level of credit to the 'Car Club' for future residents of the proposed development, whilst also supporting future enhancement of the existing 'Car Club' provision in the City.

Residential Travel Pack

A framework for a Residential Travel Pack which will serve to encourage residents to utilise sustainable and active modes of travel has been outlined in the Transport Statement submitted, and includes the required overarching aims, realistic modal share targets and a series of measures to obtain such targets. A finalised Residential Travel Pack requires to be conditioned.

Drainage Impact Assessment

The applicant's Drainage Impact Assessment is acceptable, demonstrating adequate levels of treatment and drainage can be provided.

Scottish Water – No objection. Advised that at the time the application was submitted there was sufficient capacity with regards public water supply and foul water treatment. Noted that the development proposals impact on existing Scottish Water Assets within the site; and that for reasons of sustainability and to protect customers from potential future sewer flooding, Scottish Water would not accept any surface water connections into the combined sewer system, with relevant details included as part of an advisory.

ACC - Waste and Recycling – No objection. Outlined detail of the waste service which would be provided by ACC Waste Team upon building completion, and the requirements of the development in relation to refuse storage and uplift, the detail of which is included as an advisory. Confirmed that no garden waste bins are provided for flat residences as it is assumed that grounds are maintained

as part of a service charge for the building and undertaken by a commercial contractor.

Scottish Environment Protection Agency - No objection. Advised that the change in land use from commercial / industrial to housing would increase the vulnerability of the site, in terms of its use, from a "less vulnerable use" to "highly vulnerable use" as referenced in Scottish Planning Policy and as set out in the SEPA Land Use Vulnerability Classification Guidance. Advised that the northern part of the application site lies within the medium likelihood (0.5% annual probability or 1 in 200 year) flood extent of the SEPA Fluvial Flood Map and there are areas of surface water flooding indicated to the north of the site. Confirmed they had no record of flooding at the site and with regards to the existing and proposed site plans, the erection of the proposed flatted development would not significantly increase flood risk elsewhere as the footprint is similar to the commercial development which is already occupying the site. With no records of flooding at the site and taking into account that the site is within an existing built up area, confirmed they had no objection to the proposed development on flood risk grounds.

With water quantity aspects of surface water drainage and the maintenance of the existing sewer / culvert networks considered to be largely the remit of local authorities and Scottish Water, sought to ensure that any surface water and culvert / drainage system risk would be recognised and considered by the relevant bodies. Advised that any comment made by Aberdeen City Council with regards to surface water management and maintenance of the culvert network would be supported. Solutions that involve any on-site engineering design consideration for SUDS would be a matter for the local authority to consider in conjunction with Scottish Water.

ACC - Environmental Health – Raised no objection to the proposal and provided the following comments:

Noise Impact Assessment

Confirmed that the proposed development would be located near Holburn Street, parts of which have been declared noise management areas due to road traffic noise. The proposal would therefore likely be impacted on by road traffic noise. The proposed residential units would also be near several commercial premises at the Willowbank Retail Park which may emit some noise that could impact on the development.

Advised that the provision of suitable mitigation measures could address these noise issues and sought submission of an appropriate noise assessment by a suitably qualified noise consultant in order to ascertain the predicted impacts of likely noise sources on the proposed residential development and any necessary control measures.

The amended Noise Impact Assessment (Reference: proposal Number:20031-R01-C, version: C, dated: 17 Dec 2020) submitted in association with the proposed development was reviewed and found to be reasonable. Confirmed that the proposed development would be considered acceptable in relation to noise provided the noise mitigation measures achieving at least an equivalent effect of those measures contained within the NIA report were applied, including achievement of an acceptable façade sound insulation through appropriate glazing and ventilator units, and installation of suitable mechanical ventilation in rooms overlooking Union Glen. Appropriate conditions have been applied to ensure compliance with these requirements.

Local Air Quality Impact on Receptors

Advised that with Holburn Street having previously been declared part of the City Centre - Air Quality Management Area (AQMA) a number of factors were considered in relation to the impact of air quality and vehicle emission pollutants on the future residents of the proposed development, including the outcome of the Local Air Quality Management – Annual progress report 2019. It was confirmed that air quality at the site was deemed acceptable and no objections raised.

Air Quality Impact of Proposal

In relation to the impact of the proposal on local air quality from motor vehicle usage the application documentation advises of 2 parking spaces associated with the development. The Transport Statement (Reference: 127679 TS02, Issue 2, date: 16-12-19) and the daily vehicle trip generation has also been considered. Advised that traffic originating from the proposed development is not considered to significantly increase concentrations of PM₁₀ and NO₂ on the wider network.

Noise from Construction Works

An advisory should be included recommending that construction operations creating noise which will be audible beyond 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.

ACC - Developer Obligations – Assessment of the proposal has identified developer contributions required to mitigate the impacts of the development in the following areas:

- Core Path Network: £8,110 for the improvement of Core Path 75;
- Secondary Education: £2,635 for provision of additional capacity through reconfiguration of floor space within the existing building at Harlaw Academy;
- Healthcare Facilities: £12,579 towards reconfiguration of healthcare facilities within the City Centre in order to increase capacity, as existing facilities in the vicinity of the development are currently operating at or over capacity;
- Open Space: £2,752 towards the enhancement of existing open spaces in the vicinity of the development site (eg Open Space Audit site AS34). Part of the contribution may also be used towards community food growing in the vicinity of the development;
- Transportation requirements will be identified by the Council's Roads Development Management Team;
- Affordable Housing: Policy H5 requires a minimum of 25% of units (in developments totalling 5 or more units) to be provided as affordable housing. Whilst no affordable housing contribution would be required given the temporary waiver which is applicable to all new planning applications within the defined City Centre zone, the waiver would be subject to the duration of any permission being limited to 1 year.

ACC - Housing – Confirmed that Aberdeen City Council currently have a moratorium on affordable housing contributions on developments of 50 units or less in the city centre and recommended the developer enter into early discussions with the Housing Strategy team on how best affordable homes be delivered. Advised that it was likely that the proposed development would be well suited to low cost home ownership but that social rented housing would be equally welcomed.

ACC - Education – Advised that the proposed development is zoned to Ferryhill School and Harlaw Academy. Confirmed that there was sufficient available capacity at Ferryhill School to accommodate the number of pupils expected to be generated by this development, but that Harlaw Academy was close to capacity, and it was expected that the school would need to be reconfigured in order to accommodate pupils generated by the development, so a contribution from the developer to cover the cost of this work would be required.

City Centre Community Council – No comments

REPRESENTATIONS

11 representations have been received in relation to this application, all of which state their objection to the proposal. The matters raised can be summarised as follows:

- Proposed development would cast shadow over the existing building which lies opposite the site and take away all natural sunlight.
- The proposed development would result in an increased volume of traffic and does not take into account the need for vehicles to access and manoeuvre along a narrow section of road, including for waste collection.
- Insufficient infrastructure within the area for the additional pedestrians, cyclists and motorists which the development would generate.
- Inadequate parking provision is proposed for the development. It is highly likely that future residents of the proposed development would own cars.
- No evidence of current uptake of car clubs in the City, and given the already high car ownership in the area, a low/no car development does not appear feasible in this location. Concerned that whilst the proposed development is identified as 'car free' in the supporting Planning Statement submitted by the applicant, the reality is that future residents of the proposed development could still own a car.
- Access to on-street parking in the area is already a major problem and this proposal would exacerbate these problems.
- Residents within the surrounding area are having to install parking posts to protect existing car parking areas and the proposed development does not take this issue into account.
- Inadequate infrastructure within the area to support the demolition and subsequent building of the proposed development, with narrow road access, resulting in significant inconvenience to residents.
- The proposed development will result in increased traffic in the area, causing significant disruption both during and after construction, and with the street too narrow and the surrounding road network in general unable to cope with such an increase, accidents and indiscriminate parking may result.
- Adverse impact due to noise during demolition and building works affecting existing amenity, including for those residents working day/night shift work pattern.
- Hours of construction should be restricted to ensure no adverse impact on amenity for existing residents.
- Adverse impact of development on 4 storey building at 42-46 Union Glen with the proposed development standing approximately 6 metres above 46 Union Glen
- Proposed development at 6 storeys in height will be much higher and out of keeping with those in the surrounding area which are all 4 storeys in height with the exception of the 6 storey property at No 49/51 Union Glen.
- Proposed development would impact on privacy with existing flats at West Glendale Mews not currently overlooked by the neighbouring industrial units. The proposed development would change that, resulting in much less privacy.
- The proposed development would result in the loss of industrial units and the employment associated with the existing businesses, and be contrary to the Aberdeen City & Shire Strategic Development Plan which seeks to improve the vitality of town centres and employment opportunities.
- The proposed development would be contrary to the Aberdeen City and Shire Strategic Development Plan on regeneration which seeks to respect the character of the area.
- Existing security of the shared access to the private car parking area on the western boundary of the site would be compromised.
- The scale and design of the proposed development would look out of place in this location. The proposal does not respect the scale, massing, material palette and street form of Union Glen.
- Concerns raised by the inappropriate use of metal in the material finish of the proposed development which is not in keeping with other modern development along Union Glen.
- The proposed development would be detrimental to existing amenity. It would not allow for sufficient separation distance between residential properties and result in loss of daylight and

overshadowing and be contrary to the SG on Splitting of Residential Curtilages.

- Over provision of residential flats in Aberdeen with high number of flatted properties already on the market. No demand for 2 bed flats in the surrounding area. Introduction of new residential properties to what is a depressed market will further de-value existing properties.
- Already a significant number of empty properties in surrounding area which are for sale/to let, and an additional 33 flats would only make the situation worse.

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

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

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)

Policy D1 - Quality Placemaking by Design

Policy D2 - Landscaping

Policy H2 - Mixed Use Areas

Policy H3 - Density

Policy H5 - Affordable Housing

Policy I1 - Infrastructure Delivery and Planning Obligations

Policy NC1 - City Centre Development - Regional Centre

Policy NE4 - Open Space Provision in New Development

Policy NE6 - Flooding, Drainage and Water Quality

Policy R2 - Degraded & Contaminated Land

Policy R6 - Waste Management Requirements for New Development

Policy R7 - Low and Zero Carbon Buildings, and Water Efficiency

Policy T2 - Managing the Transport Impact of Development

Policy T3 - Sustainable and Active Travel

Policy T5 - Noise

Policy CI1 - Digital Infrastructure

Supplementary Guidance and Technical Advice Notes

- Planning Obligations
- Transport and Accessibility
- Affordable Housing

- Resources for New Development
- Noise
- Green Space Network and Open Space

Proposed Aberdeen Local Development Plan (2020)

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

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

The foregoing can only be assessed on a case by case basis. The relevant policies are:

Policy D1 - Quality Placemaking

Policy D2 - Amenity

Policy D4 - Landscape

Policy H2 – Mixed Use Areas

Policy H3 - Density

Policy H5 - Affordable Housing

Policy I1 - Infrastructure Delivery and Planning Obligations

Policy NE2 - Green and Blue Infrastructure

Policy NE4 – Our Water Environment

Policy R2 - Degraded & Contaminated Land

Policy R5 - Waste Management Requirements for New Developments

Policy R6 - Low and Zero Carbon Buildings and Water Efficiency

Policy T2 - Sustainable Transport

Policy T3 – Parking

Policy FVC5 – City Centre Living

Policy WB3 - Noise

Policy CI1 - Digital Infrastructure

Other Material Considerations

- City Centre Masterplan

EVALUATION

Development Plan

The application requires to be determined in accordance with the Aberdeen City Local Development Plan (ALDP), so far as material to the application unless material considerations indicate otherwise. The relevant policies of the ALDP are considered below.

Strategic Development Plan

In terms of assessment against the Aberdeen City and Shire Strategic Development Plan (SDP), the proposal is not considered to be regionally significant or require consideration of cross-boundary issues and, therefore, does not require detailed consideration against the SDP.

Principle of Development

The site lies within the city centre and is zoned under Policy NC1 (City Centre Development –

Regional Centre) of the ALDP. Policy NC1 states 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 Aberdeen City Centre Masterplan (CCMP). Whilst the application site lies just beyond the boundary identified as the CCMP area, it does immediately adjoin it, and therefore as part of the consideration of the proposed development, the aims of the CCMP are of particular relevance in terms of addressing the expectations of Policy NC1.

The CCMP outlines as one of its key aims, that of supporting 'A living city for everyone', including by increasing the amount, quality and type of housing within the city centre in order to address demand and increase the vibrancy that a resident population can bring to the city centre. The proposed redevelopment of the site for residential use would address this aim of the CCMP, in accordance with Policy NC1 (City Centre Development – Regional Centre) of the ALDP, and in this respect the proposal is deemed acceptable in principle.

The site is also zoned under H2 (Mixed Use Areas) in the ALDP, which states that applications for 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. The proposal would see a change of use for the site and the loss of the 3 business units, and whilst acknowledging that these are existing businesses operating as a motor repair garage, and for storage/distribution purposes, given the surrounding area is predominantly in residential use, with flatted properties lying to the north, east and west of the site, the introduction of a flatted development to the site would be more in-keeping with the existing residential character, and remove uses which would not generally be considered as compatible within a predominantly residential environment. Notwithstanding this, the acceptability of the proposed flatted development in principle in terms of Policy H2 is also dependent on avoiding undue conflict with adjacent uses and demonstrating that an acceptable residential environment can be achieved. This is assessed in detail below.

The proposed layout of the development has taken account of the constrained nature of the site, including the significant change in ground level between the application site and the car park area associated with Willowbank Retail Park which lies immediately to the south, with a retaining wall and associated fencing extending along the length of the southern boundary of the site rising to a height of some 8.5 metres. Amendments were sought to the original positioning of the building within the site, which saw the south elevation of the southernmost block moved back from the southern boundary in order to ensure there was sufficient separation between this elevation and the aforementioned retaining wall, thus allowing sufficient daylight to all ground floor units and thereby delivering a suitable level of amenity for future residents, including a more open aspect and outlook onto the garden ground and courtyard area. Again as a result of amendments to the original layout, all flats are now dual aspect, with the majority having open plan kitchen/living space with windows facing both north and south, thus improving sunlight/daylight opportunities, especially within the units at lower levels.

Both eastern blocks within the proposed development incorporate window openings on their western elevations, however these openings would either be screened by the westernmost block or would be at a distance of some 32 metres from the blank gable end of the tenement building which lies to the west of the site and fronts Holburn Street. Similarly, the windows proposed within the stairwell of the western block would face onto a second blank gable of the same tenement building. All remaining window openings within the proposed development would face north, onto Union Glen, east onto the front car park of the neighbouring development on Union Glen, or south towards Willowbank Retail Park and car park, thereby introducing no overlooking of private garden ground or amenity space.

As a result of the aforementioned changes in development layout, the functionality and overall quality of external amenity space which is being delivered as part of the proposal has improved, in particular with regards the garden ground which lies to the south of the southernmost block, with a

separation distance of some 11 metres now achieved between the southern elevation of the building and the southern boundary of the site, thus ensuring this space gains a reasonable amount of daylight, allowing for improved planting/landscaping opportunities, to the benefit of future residents. Sunlight studies submitted in support of the proposed development demonstrate that the level of shadowing created is not of significant concern, with a reasonably good level of sunlight achievable for the development from March through to October at both mid-day and 3pm. As a result of amendments to the original layout, and all 33 units now designed as dual aspect, this has further improved access to daylight.

As highlighted above, the area surrounding the site is predominantly residential, and whilst there is a 3 storey building to the north-west in office use and immediately to the rear (south) of the site are the car park and commercial units associated with Willowbank Retail Park, it is considered that the future amenity of the occupants of the proposed flats would not be compromised by these existing neighbouring uses, nor would the proposed residential use impinge on the viability or operation of the aforementioned commercial/business uses.

The potential impact of the proposal on the amenity of residents within the surrounding area must also be taken into account, and given the scale of existing industrial/business units on site, it is apparent that the proposed 5/6 storey flatted building would result in a significant increase in development massing within the site, however full consideration has been given to the design and layout of the proposed building in order to minimise any potential adverse impact on neighbouring properties.

The revised layout has seen a more staggered building line introduced along the northern boundary which has resulted in the north-east corner of the frontage being stepped back, thereby reducing the massing and visual impact of this aspect of the building. It is accepted that part of the northern elevation of the building which rises to 6 storeys in height will front directly across Union Glen towards the 4 storey flatted building at 42 – 46 Union Glen and this will result in a significant change to the outlook for the westernmost section of this property, given its current outlook onto the easternmost industrial unit occupying the site. It is also accepted that the proposed 5/6 storey building would undoubtedly have a considerable visual impact on the wider surrounding area, however the scale of development which is being sought is not considered to be excessive, nor inappropriate given the context of the site, where it lies within a relatively high density city centre location.

The proposal incorporates staggered roof levels, where the height of the 4 blocks which form the development and link across the site take full account of the height of neighbouring buildings, with the roof apex of the 6 storey western block sitting some 3.3 metres below the roof ridge of the neighbouring tenement to the west, and to the east of the site, where the proposed development drops down to 5 storeys within the two easternmost blocks, the roof apex would sit just 1.4 metres above the ridge level of the neighbouring flatted property. A separation distance of no less than 12.3 metres would be achieved between the northern elevation of the proposed development and the flatted building opposite at No 44-46 Union Glen, and whilst the proposal introduces windows to this same elevation, facing towards the front elevation of the aforementioned building and existing window openings, this would be across a public road, within a city centre location, where the density of development is such that a degree of overlooking from neighbouring properties is not unusual, and in this instance would have relatively limited impact on existing privacy.

It is acknowledged that the height of proposed development would have an adverse impact on sunlight to the building at No 44-46 Union Glen, with an apparent increase in shadow cast in October, as shown within the sun shadow study submitted. It would therefore be likely that such impact on sunlight would continue during the remaining winter months, however the study does demonstrate that the proposed development would not introduce overshadowing of the property opposite throughout the year, with no additional impact during summer months, and only limited

impact in March, where the ground and 1st floor levels are affected at mid-day and 3pm, but the two uppermost floors would remain in sunlight. As such, whilst accepting the proposal will cast shadow and affect sunlight to the neighbouring property at 44-46 Union Glen, the overall impact is not deemed as significant throughout the year, arising predominantly during the winter months when overshadowing and loss of sunlight would generally be less evident.

Taking all of the above into account, it is accepted that the proposed development would have some impact on existing amenity, however it is considered that the scale and nature of development being sought for the site can be successfully delivered, providing an appropriate residential environment for future residents, without significant detriment to the amenity of existing neighbouring land uses, in accordance with the expectations of Policy H2 (Mixed Use Areas) of the ALDP.

Scale, Design and Layout of Development

Policy D1 (Quality Placemaking by Design) of the ALDP states that “all development must ensure high standards of design and have a strong and distinctive sense of place which is a result of context appraisal, detailed planning, quality architecture, craftsmanship and materials. Well considered landscaping and a range of transportation opportunities are required to be compatible with the scale and character of developments”. The policy states that proposals should be distinctive, welcoming, safe and pleasant, easy to move around, adaptable and resource efficient.

The scale and layout of the proposed development has been discussed already in some detail above in terms of the requirements of Policy H2 (Mixed Use Areas), and in this respect it is accepted that sufficient consideration has been given to both these aspects of the development, given the constraints of the site and in the context of the surrounding area and neighbouring buildings.

The design of the proposed development is clearly contemporary in nature, and taking into account that the surrounding properties include both traditional granite tenements and modern flatted block development, the introduction of contemporary style development such as this would serve as a suitable contrast, whilst also suitably respecting the scale and massing of existing development within the surrounding area. The varied heights of the largely mono-pitched roof, staggered building lines and mix of material finishes incorporated within the design, including brick facing, smooth render, rainscreen cladding, glass and aluminium framing, would all provide an appropriate level of design quality to the building. Amendments were sought to the original positioning of the building, which saw the south elevation of the southernmost block moved back from the southern boundary in order to ensure there was sufficient separation between this elevation and the aforementioned wall, thus allowing sufficient daylight to all ground floor units and delivering a good level of private amenity space within the internal courtyard area, with suitable levels of hard and soft landscaping.

Amendments were also sought to the two main entrances to the development on the east and west corners of the building, providing a wider path and clearer connectivity from the street, improved landscaping and glazed screening with canopy to frame the entrances, all of which delivers a more distinctive and legible entrance to the building.

As outlined above, the general scale of development as proposed is deemed acceptable, however it is acknowledged that the front (north) elevation of the building would appear somewhat imposing within the streetscene, and the height of the uppermost floor in particular seems to emphasise this, potentially as a result of the introduction of an alternative material finish in the form of the standing seam cladding. Amendment to this aspect of the proposal was sought, however it was not forthcoming, mostly for the reason that the mono-pitch roof which slopes north to south on this section of the building allows the rainwater pipes to be accommodated discreetly, screened behind the roof upstand, and the only alternative would be to incorporate these within the main front elevation of the property, which it is suggested would have a negative impact on the overall design quality.

Whilst the the justification provided for retaining this design feature has not perhaps been particularly persuasive, it is nevertheless considered that on balance, this would not over-ride the overall positive aspects of the proposed development, and would not be sufficient to merit refusal of the application, given the proposal includes a number of positive design elements and more broadly, would see the delivery of housing, with at least 25% being affordable, within this city centre location. On this basis it is felt that the proposal would suitably address the broad objectives of Policy D1 (Quality Placemaking by Design) of the ALDP.

Density of Development

Policy H3 (Density) of ALDP advises that the City Council will seek an appropriate density of development on all housing sites, and states that all residential developments must meet a minimum density of 30 units per hectare (net), with higher density considered appropriate for city centre locations; have consideration of the site's characteristics and those of the surrounding area; and create an attractive residential environment, including the safeguarding of living conditions with the development. It is also worth noting that for residential developments exceeding one hectare, Policy H3 (Density) of the PALDP seeks no less than 50 dwellings per hectare, with the aim of achieving efficient use of land.

In this instance, with a site area of some 0.14 hectares, the proposed development of 33 units with associated communal amenity space/garden ground would equate to a density level of 235.7 units per hectare, therefore far exceeding the minimum requirements of Policy H3, and delivering a density in keeping with this city centre location. The proposed layout of development has taken full consideration of the sites characteristics, including the significant change in ground level along its southern boundary, with the communal amenity space being delivered within an enclosed central courtyard area to the north of the southern boundary, ensuring sufficient separation distance between the rear wall of the site and the residential development. Whilst the 5/6 storey height of development would undoubtedly appear more dominant than much of the surrounding residential properties along Union Glen, its height would nevertheless relate well to the neighbouring 6 storey tenement block which lies immediately to the west of the site, and a step down to 5 storeys within the 2 blocks of the development which lie adjacent to the eastern boundary ensures a more comfortable relationship with the neighbouring block of flats immediately to the west, which sits at 4 storeys in height.

Taking the above into account, it is considered that the proposal suitably addresses the requirements of Policy H3. It would deliver a high density residential development within this city centre location, securing an efficient use of land, with a scale and form of development which has fully considered the site characteristics, providing an acceptable environment for future residents and whilst not insignificant in scale, would not appear overly dominant in the context of the surrounding area.

Transport and Access

Policy T2 (Managing the Transport Impact of Development) of the ALDP states that commensurate with the scale and anticipated impact, new developments must demonstrate that sufficient measures have been taken to minimise traffic generated and to maximise opportunities for sustainable and active travel, whilst Policy T3 (Sustainable and Active Travel) seeks to ensure that developments are accessible by a range of transport modes, with an emphasis on active and sustainable transport, and the internal layout prioritising walking, cycling and public transport penetration. Policy T3 further highlights the need for links between residential, employment, recreation and other facilities to be protected or improved for non-motorised transport users, making it quick, convenient and safe for people to travel by walking and cycling.

The application site is located in the city centre, on the edge of the City Centre Masterplan (CCMP) area, and within walking distance of a wide variety of shops, workplaces, places of entertainment

and local schools. The site allows ease of access to a varied choice of public transport bus routes, as well as to the city's main rail and bus stations, and would itself be easily accessible by a range of different transport modes, including sustainable and active travel.

The proposal has been submitted as a car free development, with the exception of 2 accessible car parking spaces which would be located to the rear of the flatted properties, and within an existing area of hardstanding accessed directly off Union Glen via a pend. The SG on Transport and Accessibility provides a guideline off-street car parking requirement of a maximum of one space per residential unit in the city centre, whilst also advising that no and low car developments may be acceptable in such locations, depending on access to cycling and public transport options. With low and no car developments contributing to the Council's clear ambitions to cut traffic flow within the city centre, the preference for low levels of car parking in new city centre developments is also reflected within the CCMP.

The Roads Development Management Team considered the proposed development, including the detail of the Transport Statement submitted in support of the proposal, the scoping of which had previously been agreed upon, and provided comment, including in relation to parking, sustainable travel (including walking, cycling and public transport), and a travel plan framework.

They confirmed that the city centre location of the site means it is well served by an existing network of cycle routes and adopted footpaths, whilst acknowledging that some upgrading of the footpath immediately to the front of the proposed development would be necessary in order to bring it up to an adoptable standard.

They also highlighted that ease of access to public bus services utilising both Union Street and Holburn Street, with the nearest bus stops located within just 250m of the site, would ensure a wide range of bus route options would be available to future residents.

The Roads DM Team noted the proposal would deliver 2 accessible car parking spaces, and confirmed that on the basis that the site was located within the city centre, the absence of general car parking was acceptable provided suitable mitigatory measures were in place such as adequate cycle storage/parking facilities and contributions towards the enhancement of the Car Club, as per the requirements of the SG.

In this respect the proposal would include 33 cycle parking spaces which would be provided within the ground floor of the westernmost block of the building, thereby allowing for 1 secure and covered space per flatted unit, a level which is considered acceptable and which would serve to encourage opportunities for sustainable and active travel for future residents.

Policy T3 (Sustainable and Active Travel) does recognise that there will be instances where people will require to travel by car, and the Roads DM Team has confirmed that a financial contribution towards the Car Club is acceptable on the basis that there is spare capacity identified at the existing 'Car Club' space on Hollybank Place, and contributions in the form of £400.00 per unit will go towards the issue of membership packs and a level of credit for each future resident of the development, and to the future enhancement of Car Club provision.

Finally, the Roads DM Team has confirmed that the framework for the Residential Travel Plan outlined within the Transport Statement includes the necessary overarching aim, realistic modal share targets and measures to obtain these targets. The associated Residential Travel Pack would be completed and submitted to the Planning Service, in consultation with Roads Development Management, for approval prior to occupation of the first unit, and its submission secured via condition.

Whilst concerns were raised in representations regarding inadequate infrastructure in the area, lack

of on-street parking, poor accessibility to the site, and the potential adverse impact which the proposal could have on existing parking arrangements, the Roads DM Team raised no concerns with the proposal and were satisfied that the mitigation measures which would support a range of sustainable and active modes of travel were appropriate for the scale of development and location of the site, and no concerns were raised with regards existing or future access and parking arrangements, including in relation to construction of the development or for future servicing. The proposal is in accordance with current policy and guidance in terms of supporting no/low car parking in the city centre, a position which is further strengthened by the revised policy on parking within the PALDP.

Taking the above into account, and subject to a legal agreement to secure the Car Club contributions, it is considered that the proposed development has been located and designed to ensure traffic generation is suitably limited and sustainable and active travel well supported, in accordance with the expectations of Policies T2 and T3 of the ALDP and the corresponding SG.

Noise

Policy T5 (Noise) of the ALDP states that in cases where significant exposure to noise is likely to arise from development, a Noise Impact Assessment will be required as part of a planning application, and that housing and other noise sensitive developments will not normally be permitted close to existing noisy land uses without suitable mitigation measures in place to reduce the impact of noise.

The Council's Environmental Health Service were consulted and advised that with parts of Holburn Street declared noise management areas due to road traffic noise, there was a likelihood, given the site location, that this could affect the proposed development. The proposed residential units would also be near several commercial premises within the neighbouring Willowbank Retail Park, and these could also emit noise and potentially impact on the development. They were of the opinion that the provision of suitable mitigation measures could address these noise issues and sought submission of an appropriate noise assessment.

The amended Noise Impact Assessment (Reference: proposal Number:20031-R01-C, version: C, dated: 17 Dec 2020) submitted in association with the proposed development highlights noise issues which would likely have an adverse effect on the level of residential amenity achievable for future residents of the development, including in relation to road traffic noise from Holburn Street bridge, and to a far lesser extent from louvres associated with the property at 50 Union Glen, and from the Willowbank Road Retail Park site. It proposes mitigation measures to address the noise impact, including the introduction of a closed window strategy for the development, with acoustically attenuated ventilation, thus ensuring the internal noise levels during the night-time period will meet the WHO Guideline recommendations.

The Council's Environmental Health Service has confirmed they have no objection to the proposed development, provided the noise mitigation measures identified within the aforementioned NIA are introduced, including in the form of glazing and ventilator units and mechanical ventilation within rooms overlooking Union Glen, and achieve at least an equivalent effect of those measures which are contained within the NIA as submitted. Conditions would be applied to ensure compliance with these requirements, thus addressing Policy T5 (Noise). An advisory would also be included with regards hours of construction, in order to suitably protect the amenity of residents within the surrounding area.

Affordable Housing

Policy H5 (Affordable Housing) of the ALDP requires that housing developments of five units or more contribute no less than 25% of the total number of units as affordable housing. The applicant

has advised that it is their intention to deliver 100% affordable on site, and whilst this level would be welcomed, it should nevertheless be noted that we can only require the development to comprise a minimum of 25% affordable housing, in accordance with current Policy H5, and this would be suitably reflected in the legal agreement. The Council's Housing Strategy Team supports the decision-making process by advising on existing housing need and demand and in this instance has advised that the proposed development would likely be well suited to low cost home ownership but that social rented housing would be equally welcomed.

Education

The application site lies within the school catchment zones for Ferryhill Primary School and Harlaw Academy. The consultation response from colleagues in Education confirmed that whilst there was sufficient capacity at Ferryhill, Harlaw Academy was operating close to capacity, and it was expected that reconfiguration work would be required in order to provide additional capacity for pupils generated by this development.

A contribution of £2,635 has therefore been agreed with the developer towards the provision of additional capacity at Harlaw Academy through the reconfiguration of floor space within the existing school building.

The proposed development is therefore considered to be acceptable from an education perspective.

Developer Obligations

Policy I1 (Infrastructure Delivery and Planning Obligations) of the ALDP sets out that development must be accompanied by the necessary infrastructure, services and facilities required to support expanded communities. An assessment has been carried out by the Council's Developer Obligations Team, and a number of contributions identified based on impacts associated with the proposed development.

Taking into account the contribution highlighted above towards Secondary Education (£2,635), the remaining contributions identified would be payable towards the Core Path Network (£8,110), Health Care Facilities (£12,579) and Open Space (£2,752), and controlled via a legal agreement. Subject to the provision of these contributions the proposal would comply with Policy I1 of the ALDP and the associated SG on Planning Obligations.

In addition to the above, financial contributions are also requested from Roads Development Management towards the Car Club scheme, the detail of which is addressed within the evaluation of the proposed development under Transport and Accessibility.

Open Space/Landscape

Policy NE4 (Open Space Provision in New Development) of the ALDP states that the Council will require the provision of at least 2.8ha per 1,000 residents of meaningful and useful open space in new residential development. In this instance that would equate to approximately 1,372m² for this proposal. The 440m² of on-site amenity space which is proposed in the form of a central courtyard area, which would provide good quality, secure, outdoor space for future residents, would nevertheless be lower than what would typically be expected for this scale of development. However, taking into account that the site is relatively well served by recreational public open space, with the Bon Accord Terrace Gardens lying just 280m to the east and Rubislaw Terrace Gardens at some 500m to the north west of the site, it is considered that the shortfall of open space being delivered on site in this instance must be viewed in the context of what is a high density city centre development, and on balance the expectations of Policy NE4 have been reasonably addressed, subject to a financial contribution towards off-site enhancement of existing open space in the vicinity of the development site.

Policy D2 (Landscape) of the ALDP 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, with the level of detail required appropriate to the scale of the development. The proposed development would deliver a shared communal courtyard area and private garden space, and as shown on the landscaping scheme and associated maintenance plan submitted in support of the proposal, the detail of which can be conditioned, this would incorporate an appropriate level of both soft and hard landscaping, including along the street frontage onto Union Glen. Taking into account the existing industrial character of the site, it is considered that the proposed landscaping scheme would considerably enhance the existing setting and deliver a much improved landscape character to the site, to the benefit of future residents of the development and those of surrounding residential properties, thereby suitably addressing the requirements of Policy D2.

Other Technical Matters

Policy NE6 (Flooding, Drainage and Water Quality) of the ALDP requires the submission of a Drainage Impact Assessment for new development proposals comprising of 5 or more homes, to include detail on how surface water and waste water will be managed. SEPA was consulted on the proposed development and on the basis that they had no record of flooding at the site and that it was located within an existing built up area, confirmed they had no objection to the proposal, and advised that they would support any comment by ACC with regards surface water management and maintenance of the culvert network, including SUDS design. The DIA submitted in support of the proposed development outlined that foul drainage would be served via gravity drains and a disconnection chamber into the existing combined sewer located in Union Glen, whilst surface water run-off would be addressed by means of new gravity drains and gullies which would discharge to a new cellular storage attenuation tank located within the courtyard area of the site to the rear of the northern block, with this discharging at a restricted rate via an outlet control manhole, stone filled trench and disconnection chamber to the existing surface water culvert. All drainage within the site up to the disconnection chamber would be owned and maintained by the site owner in accordance with a maintenance schedule. The DIA further outlined that as part of the construction phase SUDS, a method statement, detailing how surface water arising during construction would be dealt with, would be prepared by the contractor for approval prior to commencement of works on site. The DIA was considered by the Roads Development Management Team who raised no objection to the proposed drainage scheme which included a detailed drainage layout plan. The proposal is thereby considered to be suitably in accordance with the requirements of Policy NE6 (Flooding and Drainage).

Policy R6 (Waste Management Requirements for New Development) of the ALDP states that all new developments should have sufficient space for the storage of general waste, recyclable materials and compostable wastes where appropriate. Flatted developments require communal facilities that allow for the separate storage and collection of these materials. The proposed development addresses such a requirement, thereby according with Policy R6, with a communal area which would serve all 33 units allocated for waste storage within the ground floor of the westernmost block of the proposed development, with direct access onto Union Glen. The Transport Statement submitted in support of the application highlights that service vehicles, including Aberdeen City Council refuse lorries, use Union Glen to service the existing residential and commercial properties that it gives access to, including the existing premises on the site. The Council's Waste Strategy Team was consulted on the proposal and raised no objection, outlining details of the waste service to be provided for the development, all of which have been included as an advisory.

Policy R2 (Degraded and Contaminated Land) requires that all land that is degraded or contaminated, including visually, is either restored, reclaimed, or remediated to a level suitable for its proposed use. Given the industrial history of the site, conditions have been applied to ensure any contaminated land is identified and such contamination suitably addressed prior to the occupation of the site, thereby complying with Policy R2 (Degraded and Contaminated Land).

Policy R7 (Low and Zero Carbon Buildings, and Water Efficiency) requires all new buildings to 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. The policy also requires all new buildings to use water saving technologies and techniques. Compliance with Policy R7 would be suitably addressed by applying appropriately worded condition(s) requiring the submission of detail to the Planning Authority demonstrating that the building complies with these requirements.

Policy CI1 (Digital Infrastructure) requires all new residential and commercial development to have access to modern, up-to-date high-speed communications infrastructure. Taking into account the city centre location of the proposed development, and on the basis that the OFCOM website confirms the area has access to standard and superfast broadband, it is considered that compliance with Policy CI1 is achievable, subject to a planning condition securing submission and implementation of a scheme for the provision of full-fibre broadband.

Matters Raised in Representations

Most of the issues raised have been addressed within this evaluation, however those not already addressed are considered below:

- Over provision of residential flats in Aberdeen with high number of flatted properties already on the market. No demand for 2 bed flats in the surrounding area. Introduction of new residential properties to what is a depressed market will further de-value existing properties
- Already a significant number of empty properties in surrounding area which are for sale/to let, and an additional 33 flats would only make the situation worse.

The need for additional housing and current market demand/provision is not a material consideration. The City Centre Masterplan seeks to improve the vitality of the city centre, and this includes through supporting an increase in people living in the city centre.

Proposed Aberdeen Local Development Plan

In relation to this particular application, the majority of policies in the Proposed Aberdeen Local Development Plan 2020 (ALDP) substantively reiterate those in the adopted Local Development Plan. A number of new policies have been introduced within the PALDP and these are outlined below along with an appropriate assessment of the proposed development:

- Policy D2 (Amenity) 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 deliver an acceptable residential environment without adversely affecting the amenity of neighbouring properties, as outlined in the evaluation above. The proposal would thereby address the requirements of Policy D2.
- Policy T3 (Parking) of the PALDP reflects much of the existing requirements outlined in Policies T2 and T3 of the adopted ALDP. There is however a change with regards the provision of car parking in the city centre which is of particular relevance in terms of this current application, with the principle of 'zero parking' being introduced for all new development within the city centre. In this regard, taking into account that the proposal under consideration is already proposing zero parking on site, with the exception of 2 accessible spaces, it is considered fully compliant with the requirements of Policy T3 of the PALDP.

- Policy VC1 (Vibrant City) is supportive in principle of new development in the city centre which would support its vibrancy and vitality throughout the day and/or into the evening. The proposed development would deliver additional housing in the city centre, thus contributing toward its vibrancy and vitality throughout the day, in accordance with Policy VC1.
- Policy VC5 (City Centre Living) is a new policy which aims to encourage an increase in city centre living by supporting new residential development in the city centre in principle, provided it can be demonstrated that a suitable residential amenity can be achieved. The proposed development would deliver an acceptable residential amenity, as outlined in the evaluation above. The proposal would thereby address the requirements of Policy VC5.
- Policy H3 (Density) supports a net density for new development of no less than 50 dwellings per hectare, compared to the level of 30 dwellings per hectare under current policy, with a view to achieving efficient use of land in terms of the scale and layout of the site and its context. Higher densities are expected within the city centre, in and around town centres, public transport nodes and on brownfield sites.

The proposal is therefore considered to be acceptable in terms of both Plans for the reasons outlined above.

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. The Legal Agreement would also provide the mechanism for ensuring the development delivers a recognised form of affordable housing, at a minimum of 25%, and retained as such in line with the proposal that is considered as part of 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.

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 delivers a minimum of 25% as affordable housing

REASON FOR RECOMMENDATION

Planning legislation requires that planning applications are determined in accordance with the development plan unless material considerations indicate otherwise. The site is zoned under Policy H2 (Mixed Use Areas) in the Aberdeen Local Development Plan (ALDP), and whilst the proposed development would result in the loss of 3 existing industrial units, it would see the delivery of 33 flats in the city centre, of which at least 25% would be affordable, thereby complying with the vision of the City Centre Masterplan (CCMP) and with the expectations of Policy NC1 (City Centre Development – Regional Centre) and Policy H5 (Affordable Housing) of the ALDP. The surrounding area is predominantly residential in nature, and subject to the introduction of appropriate noise mitigation measures, as identified, the requirements of Policy T5 (Noise) would be addressed, and a satisfactory residential environment could be delivered without causing undue conflict with adjacent land uses, in accordance with the Policy H2 (Mixed Use Areas) of the ALDP.

The city centre location of the proposed development would ensure ease of access for future residents by sustainable modes of transport. It lies within close proximity to bus routes, and within

easy access of employment opportunities, shops, schools and leisure facilities, and within walking distance of the central bus and rail stations. Taking into account factors such as its sustainable location, and provision of secure cycle parking, the absence of general parking provision on site is considered acceptable, and subject to a legal agreement to secure Car Club contributions, the proposed development would fully comply with the expectations of Policies T2 (Managing the Transport Impact of Development) and T3 (Sustainable and Active Travel) of the ALDP.

Developer obligations would be payable towards education, healthcare, open space and core path network enhancement, thereby addressing the requirements of Policy I1 (Infrastructure Delivery and Planning Obligations)

The proposal is considered to be suitably compliant with relevant ALDP Policies, including in relation to Design (D1), Landscaping (D2), Open Space Provision (NE4), Density (H3), Degraded & Contaminated Land (R2), Waste Management Requirements for New Development (R6), Digital Infrastructure (C11), Flooding, Drainage and Water Quality (NE6), Low and Zero Carbon Buildings and Water Efficiency (R7).

Overall, the development is considered acceptable when considered against the relevant policies and Supplementary Guidance of the Aberdeen Local Development Plan 2017. It is also considered that the proposal complies with the relevant policies in the Proposed Local Development Plan 2020, and that this represents a material consideration in favour of approval. Matters raised in representations are noted, however these are not of sufficient weight to warrant refusal of an application which is considered suitably compliant with the Development Plan.

CONDITIONS

(1) RESIDENTIAL TRAVEL PACK

No unit of the residential development hereby approved shall be occupied unless a Residential Travel Pack in accordance with the agreed Travel Plan framework has been submitted to and approved in writing by the planning authority. Each travel pack shall identify details of different travel options available in the area in order to discourage the use of the private car. 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 and reduce dependency on the private car for travel.

(2) SOUND INSULATION

No unit of the residential development hereby approved shall be occupied unless achievement of the facade sound insulation performance requirements stipulated within Table 5 of Section 8.1 of the NIA (Ref 20031-RO1-C, dated 17 December 2020) is achieved, through:-

- I. application of suitable glazing units throughout the development as per the example glazing configuration provided within Table 6 of section 8.2, or equivalent (as demonstrated).
- II. application of ventilator units throughout the development which provide the minimum ventilator performance as detailed within Table 6 of section 8.2.

Reason: In order to ensure that a satisfactory residential environment can be created for the occupants of the proposed development.

(3) MECHANICAL VENTILATION

No unit of the residential development hereby approved shall be occupied unless suitable mechanical ventilation has been installed in rooms overlooking Union Glen which comply with NR25 as per the stated mechanical through-the-wall ventilators manually controlled (by occupants) Titon Sonair units advised within section 9 of the NIA (Ref 20031-RO1-C, dated 17 December 2020), or equivalent (as demonstrated).

Reason: In order to ensure that a satisfactory residential environment can be created for the occupants of the proposed development.

(4) 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:

1. Existing and proposed finished levels.
2. The location of new trees, shrubs, hedges and grassed areas.
3. A schedule of planting to comprise species, plant sizes and proposed numbers and density.
4. The location, design and materials of all hard landscaping works including walls, fences and gates.
5. 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 in the interests of the visual amenity of the area.

(5) CONTAMINATED LAND

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
4. verification protocols to demonstrate compliance with the remediation plan

No building(s) on the development site shall be occupied unless:

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

The final building on the application site shall not be occupied unless a report has been submitted and approved in writing by the planning 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.

(6) CARBON REDUCTION AND WATER EFFICIENCY

The development hereby granted planning permission shall not be occupied unless an Energy Statement and Water Efficiency Statement applicable 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:

1. Full details of the proposed energy efficiency measures and/or renewable technologies to be incorporated into the development;
2. 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 as required under Policy R7 (Low and Zero Carbon Buildings and Water Efficiency) of the Aberdeen Local Development Plan 2017.

(7) FULL FIBRE BROADBAND

No unit of the residential development hereby approved 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 ALDP.

(8) SURFACE WATER DRAINAGE

The residential development hereby approved shall not be occupied unless the proposed surface water drainage systems have been provided in accordance with the approved plans and the Drainage Assessment (Issue 1), prepared by Fairhurst, dated December 2019, or such other detail as may subsequently be submitted and approved in writing by the planning authority. 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.

(9) CONSTRUCTION MANAGEMENT SCHEME

No development pursuant to this planning permission shall take place unless a detailed site specific construction method statement for the site has been submitted to and approved in writing by the planning authority. The method statement must address (i) surface water management including construction phase SUDS; (ii) site waste management including details of disposal of demolition materials; and (iii) appropriate dust abatement measures. Such statement shall be implemented in full for the duration of works on the site.

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

(10) CYCLE & CAR PARKING

No unit of the residential development hereby approved shall not be occupied unless the assisted car parking spaces and cycle parking has been provided in accordance with drawing No. L(00) 003 REV P06 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.

Reason: In the interests of promoting sustainable and safe travel and ensuring provision of a suitable level of secure on site parking

(11) 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 roof, wall, window and door materials 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.

ADVISORY NOTES FOR APPLICANT

WASTE STORAGE AND COLLECTION

The 33 flats will be provided with the following:

- 3 x 1280l general waste containers
- 3 x 1280l co-mingled recycling containers
- 1 x food waste container for each bin store (each flat will receive a kitchen caddy, bin liners and associated information)

The following costs will be charged to the developer:

- Each 1280l bin cost £413.60
- Each food waste container cost £514.49

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 points:

- No excess should be stored outwith the containment provided. Information for extra waste uplift is available to residents at either www.aberdeencity.gov.uk/wasteaware or by phoning 03000 200 292. 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>
- If the bin store will be locked and/ or a barrier to the car park, 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.

Developers must contact Aberdeen City Council a minimum of ONE month before properties will be occupied. Bins MUST be on site prior to residents moving into properties. A Purchase Order should be raised with Aberdeen City Council using the above details and we will provide further guidance for purchasing the bins.

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.

SCOTTISH WATER COMMENTS

Infrastructure within boundary

According to our records, the development proposals impact on existing Scottish Water assets.

The applicant must identify any potential conflicts with Scottish Water assets and contact our Asset Impact Team directly at service.relocation@scottishwater.co.uk.

The applicant should be aware that any conflict with assets identified may be subject to restrictions on proximity of construction.

Scottish Water Disclaimer *"It is important to note that the information on any such plan provided on Scottish Water's infrastructure, is for indicative purposes only and its accuracy cannot be relied upon. When the exact location and the nature of the infrastructure on the plan is a material requirement then you should undertake an appropriate site investigation to confirm its actual position in the ground and to determine if it is suitable for its intended purpose. By using the plan you agree that Scottish Water will not be liable for any loss, damage or costs caused by relying upon it or from carrying out any such site investigation."*

Surface Water

For reasons of sustainability and to protect our customers from potential future sewer flooding, Scottish Water will not accept any surface water connections into our combined sewer system.

There may be limited exceptional circumstances where we would allow such a connection for brownfield sites only, however this will require significant justification taking account of various factors including legal, physical, and technical challenges. However it may still be deemed that a combined connection will not be accepted. Greenfield sites will not be considered and a connection to the combined network will be refused.

In order to avoid costs and delays where a surface water discharge to our combined sewer system is proposed, the developer should contact Scottish Water at the earliest opportunity with strong evidence to support the intended drainage plan prior to making a connection request. We will assess this evidence in a robust manner and provide a decision that reflects the best option from environmental and customer perspectives.

General Notes

- Scottish Water asset plans can be obtained from our appointed asset plan providers: Site Investigation Services (UK) Ltd Tel: 0333 123 1223 Email: sw@sisplan.co.uk www.sisplan.co.uk
- Scottish Water's current minimum level of service for water pressure is 1.0 bar or 10m head at the customer's boundary internal outlet. Any property which cannot be adequately serviced from the available pressure may require private pumping arrangements to be installed, subject to compliance with Water Byelaws. If the developer wishes to enquire about Scottish Water's procedure for checking the water pressure in the area then they should write to the Customer Connections department at the above address.
- If the connection to the public sewer and/or water main requires to be laid through land out-with public ownership, the developer must provide evidence of formal approval from the affected landowner(s) by way of a deed of servitude.
- Scottish Water may only vest new water or waste water infrastructure which is to be laid through land out with public ownership where a Deed of Servitude has been obtained in our favour by the developer.
- The developer should also be aware that Scottish Water requires land title to the area of land where a pumping station and/or SUDS proposed to vest in Scottish Water is constructed.

Please find all of our application forms on our website at the following link <https://www.scottishwater.co.uk/Business-and-Developers/Connecting-to-OurNetwork>

Next Steps

For developments of 10 or more domestic dwellings (or non-domestic equivalent) we require a Pre-Development Enquiry (PDE) Form to be submitted directly to Scottish Water prior to any formal Technical Application being submitted. This will allow us to fully appraise the proposals.

Where it is confirmed through the PDE process that mitigation works are necessary to support a development, the cost of these works is to be met by the developer, which Scottish Water can contribute towards through Reasonable Cost Contribution regulations.

ROADS CONSTRUCTION CONSENT

It should be noted that the proposed works to upgrade and create a continued adopted footpath along the frontage of the site will require to be designed to Aberdeen City Council standards. The development will therefore be subject to a Section 56 Roads Construction Consent procedure and the applicant should contact Colin Burnet on 01224 522409 to discuss this matter in further detail.

CONSTRUCTION HOURS

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, the following controls are recommended:

- a) 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.

SEPA – ADVICE FOR THE APPLICANT

Regulatory Requirements:

- You will need to comply with CAR General Binding Rule 10 which requires, amongst other things, that all reasonable steps must be taken to ensure that the discharge of surface water from a site does not result in pollution of the water environment.
- Good practice guidelines regarding construction and pollution prevention should be followed and can be found at the Guidance for Pollution Prevention (GPPs) Netregs webpage. For waste management, including demolition waste, refer the waste management measures and specifically the Waste Management Plan template on the NetRegs website.
- Details of regulatory requirements and good practice advice for the applicant can be found on the Regulations section of our website. If you are unable to find the advice you need for a specific regulatory matter, please contact a member of the regulatory services team in your local SEPA office.

For information:

In line with Building Standards, we are opposed to any building directly above culverts. The applicant should consider whether the site layout provides sufficient distance between any development and nearby culverts in the event of a problem with the culvert, such as collapse or should a requirement for any maintenance to be carried out arise.

PLANNING DEVELOPMENT MANAGEMENT COMMITTEE

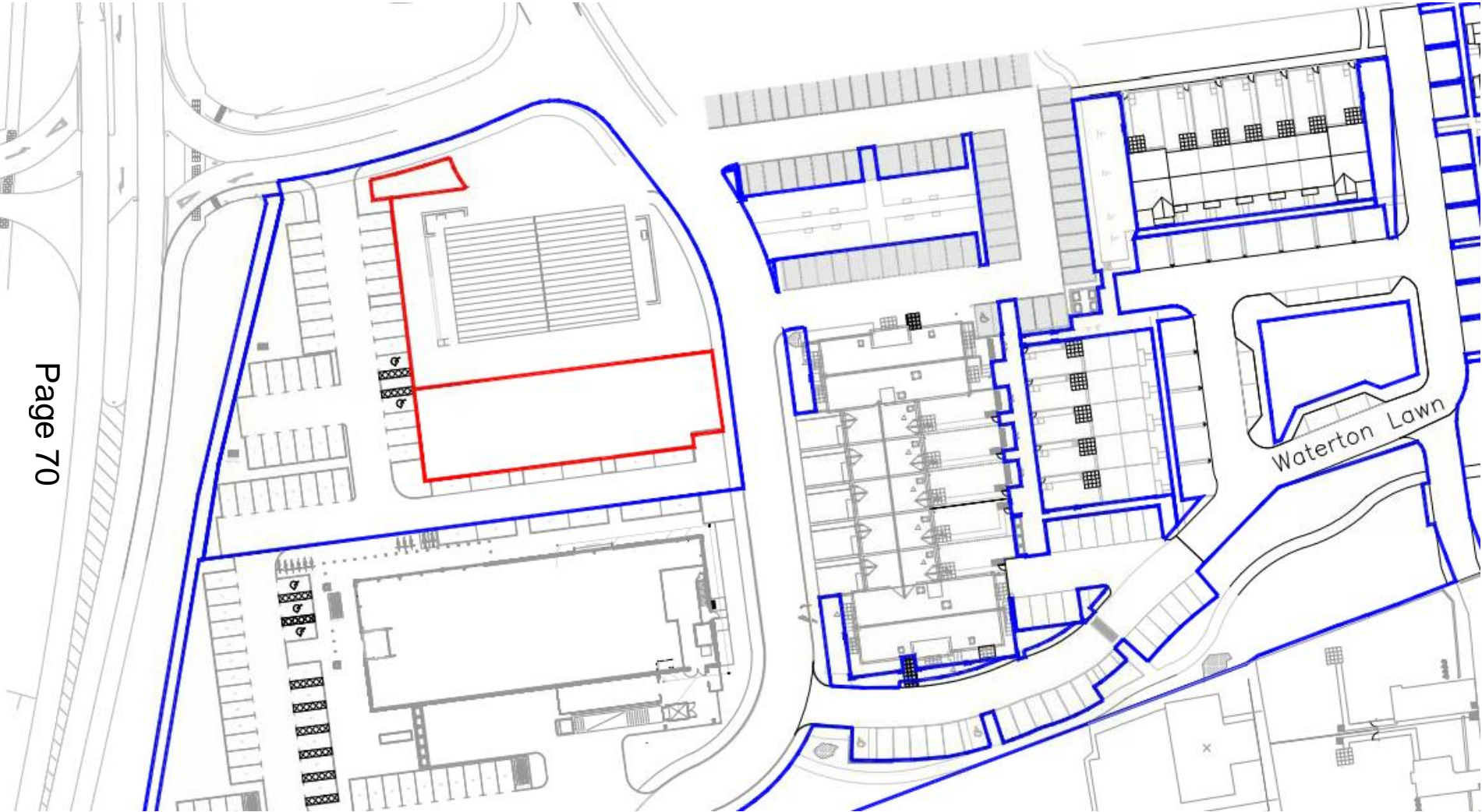


Description: **Approval of matters specified in conditions (1): (i-access), (ii-siting), (iii-siting design), (iv-landscaping), 10 (SUDS) and 14 (waste management) of planning permission in principle ref. P110790, for the erection of cafe (class 3) with outdoor seating area**

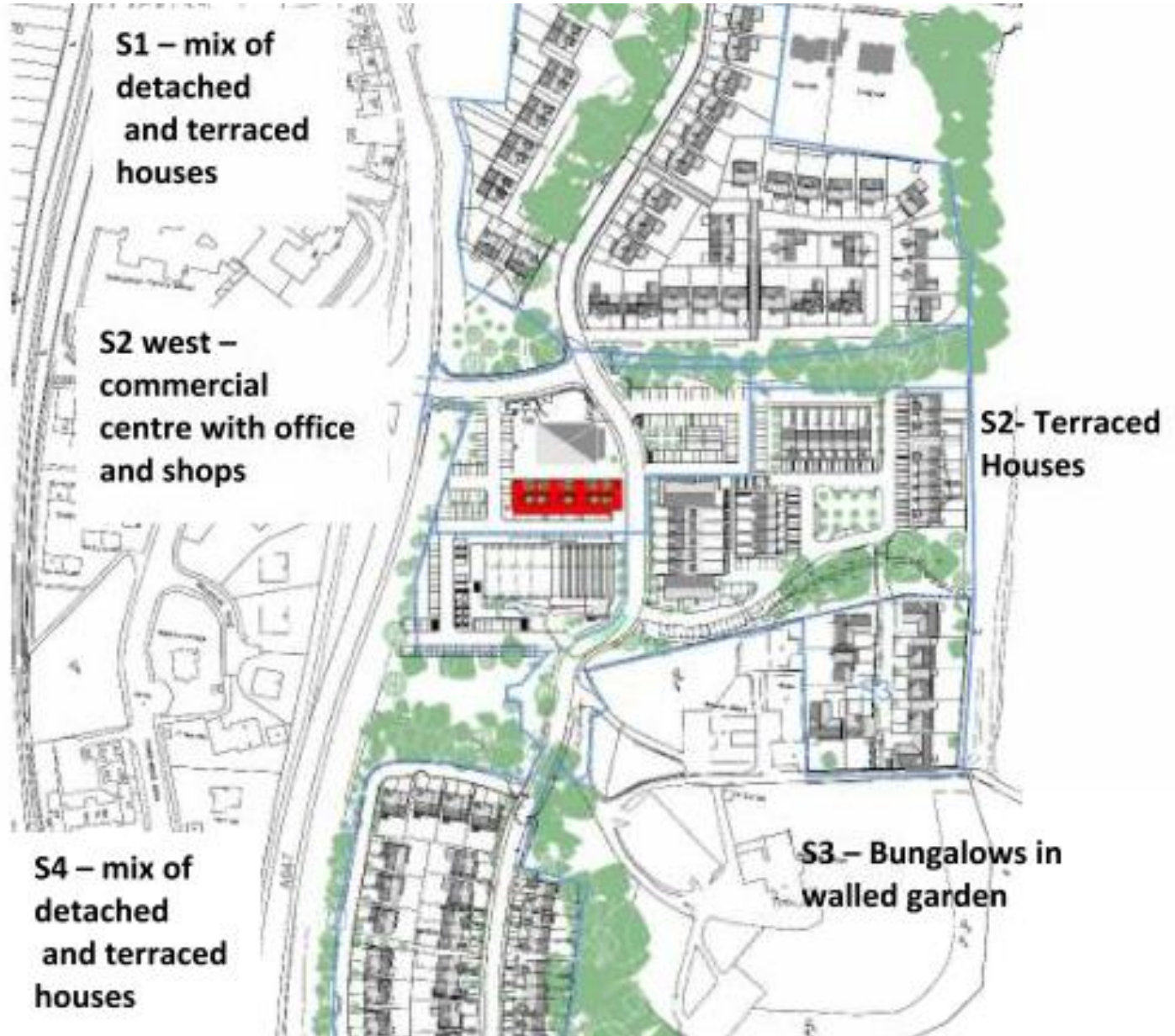
Address: **S2, Stoneywood Estate, Stoneywood**

Type of application : **Matters Specified in Conditions**
Application number: **200196/MSC**

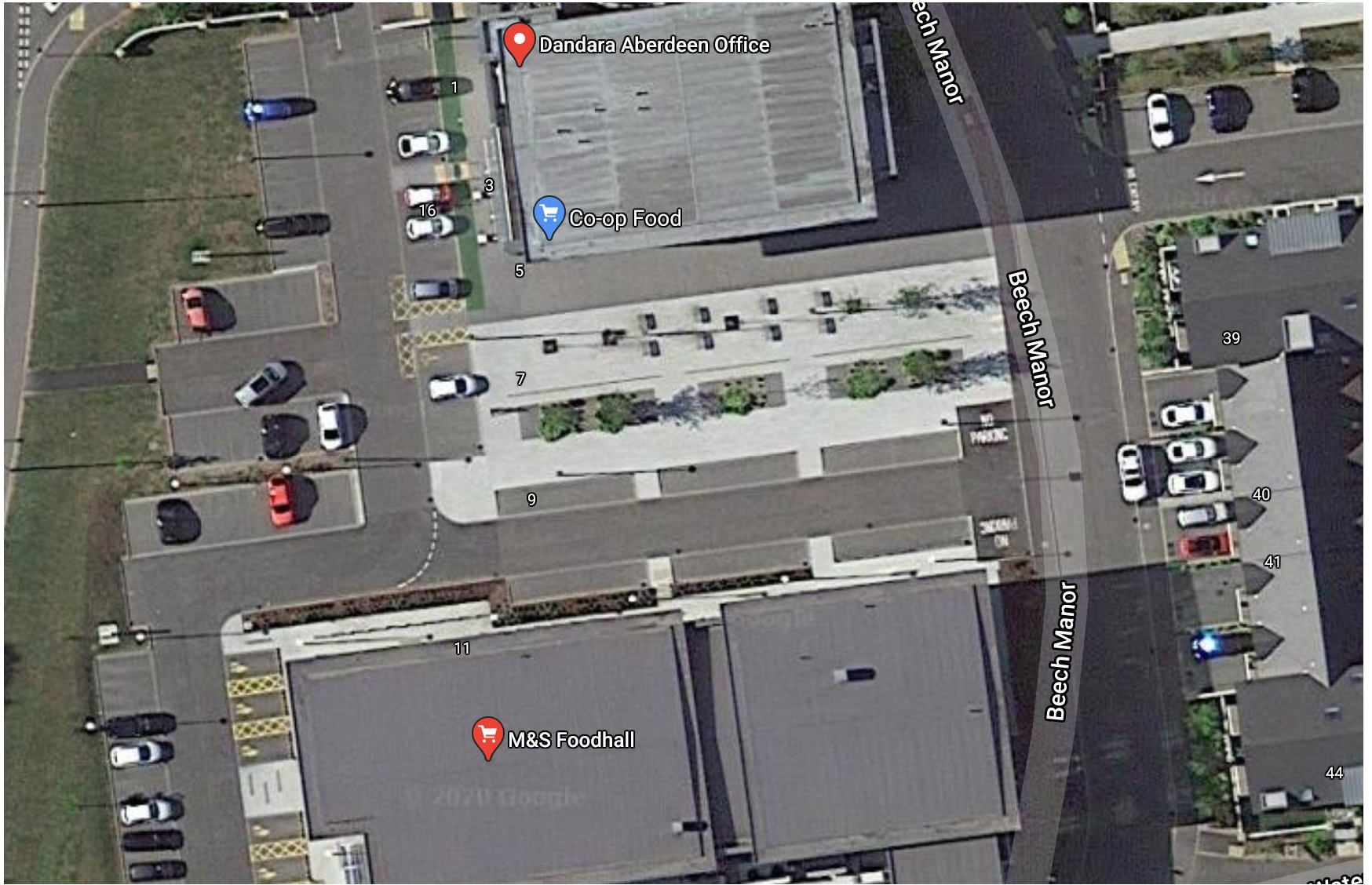
Site



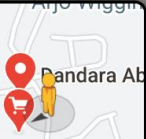
Stoneywood South



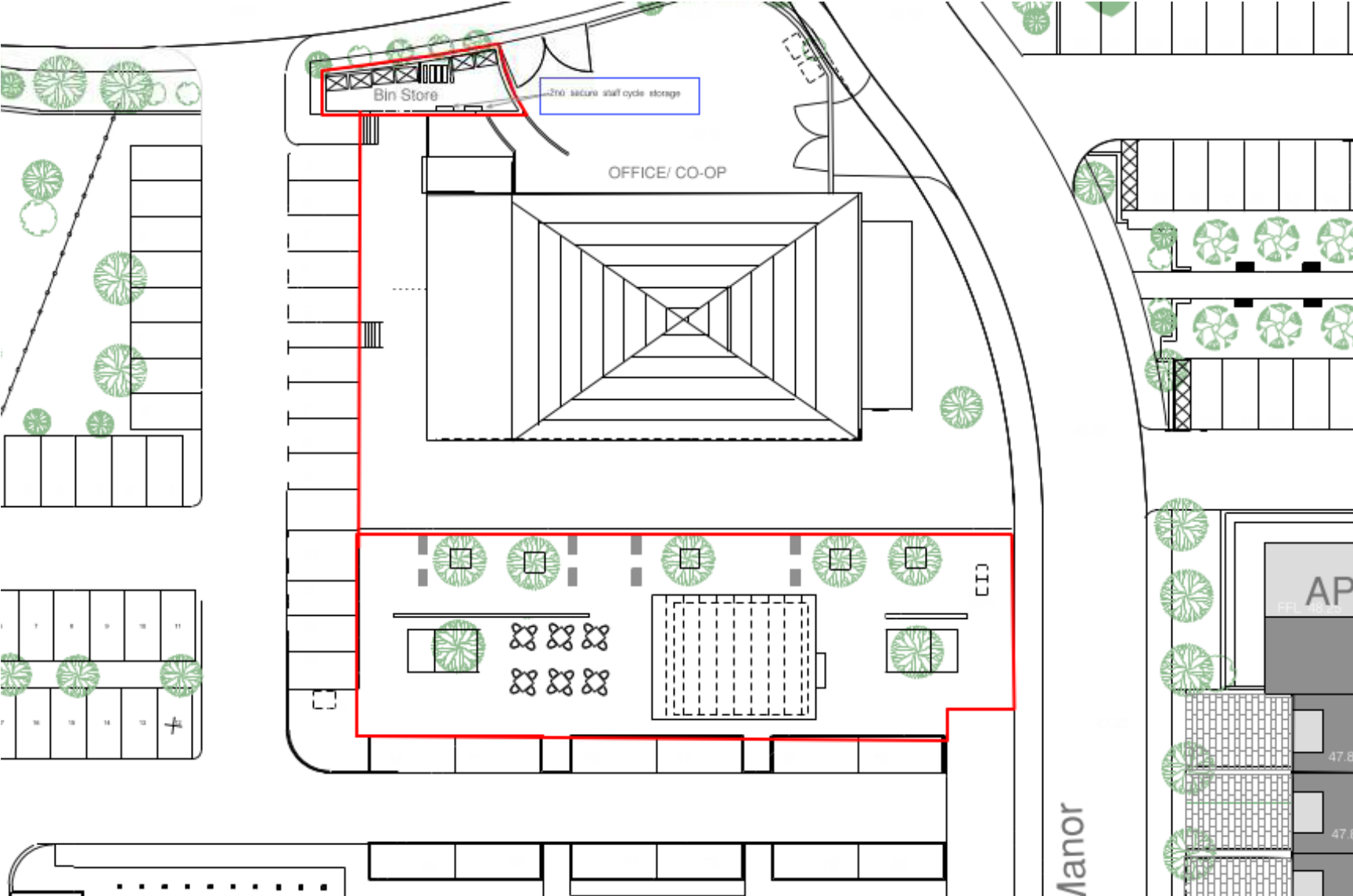
Plan/Image Description



Streetview from Beech Manor



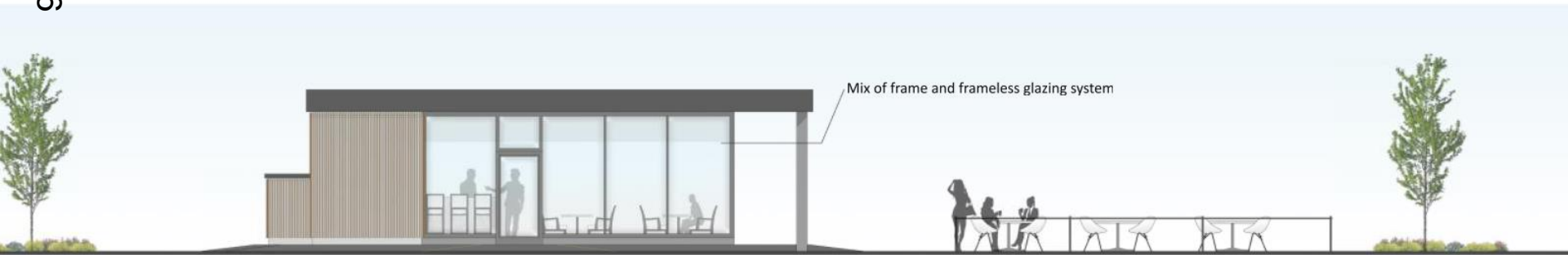
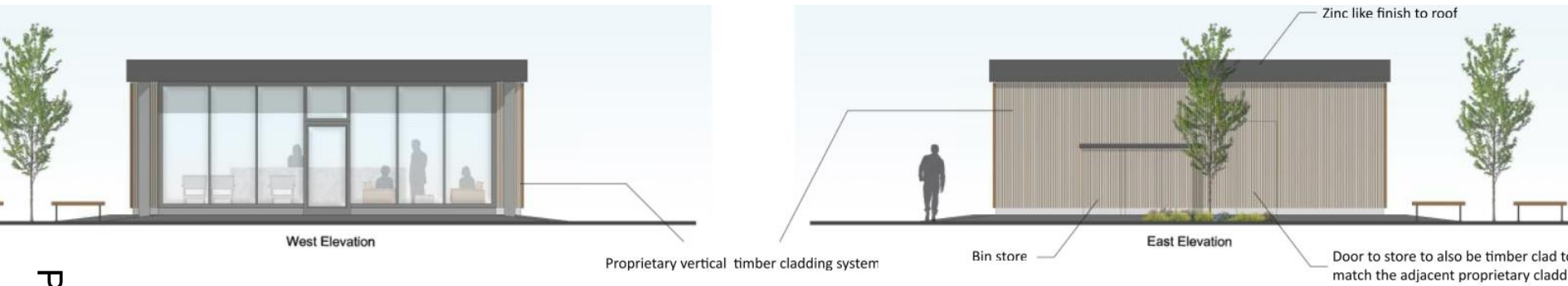
Layout Plan



Plan/Image Description



Elevations





S1 – mix of detached and terraced houses

S2- Terraced houses and apartments

S3 – Bungalows in walled garden

Office and shop

Shop

S4 – mix of detached and terraced houses

Proposed coffee shop



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Stoneywood Development Framework Section 4.11

A pedestrian controlled crossing should be located on the A947 to provide a safe crossing point to the school and access to existing bus stops.

The current preferred location for a new Health Centre is within S2 as part of the Mixed Use Centre, refer to Infrastructure Delivery Statement.

Mixed use buildings should be organised to define a high quality civic space on the primary street.



Primary road to pass through areas of woodland. Exact alignment of road to be determined by tree survey.

A high quality civic space should be created to allow mixed use buildings to 'spill out' and encourage social interaction.

The spaces must be well defined by the proposed buildings and plot boundaries of walls. Buildings must overlook the space to provide natural surveillance. Where corner units are located, these must address both the space and street.

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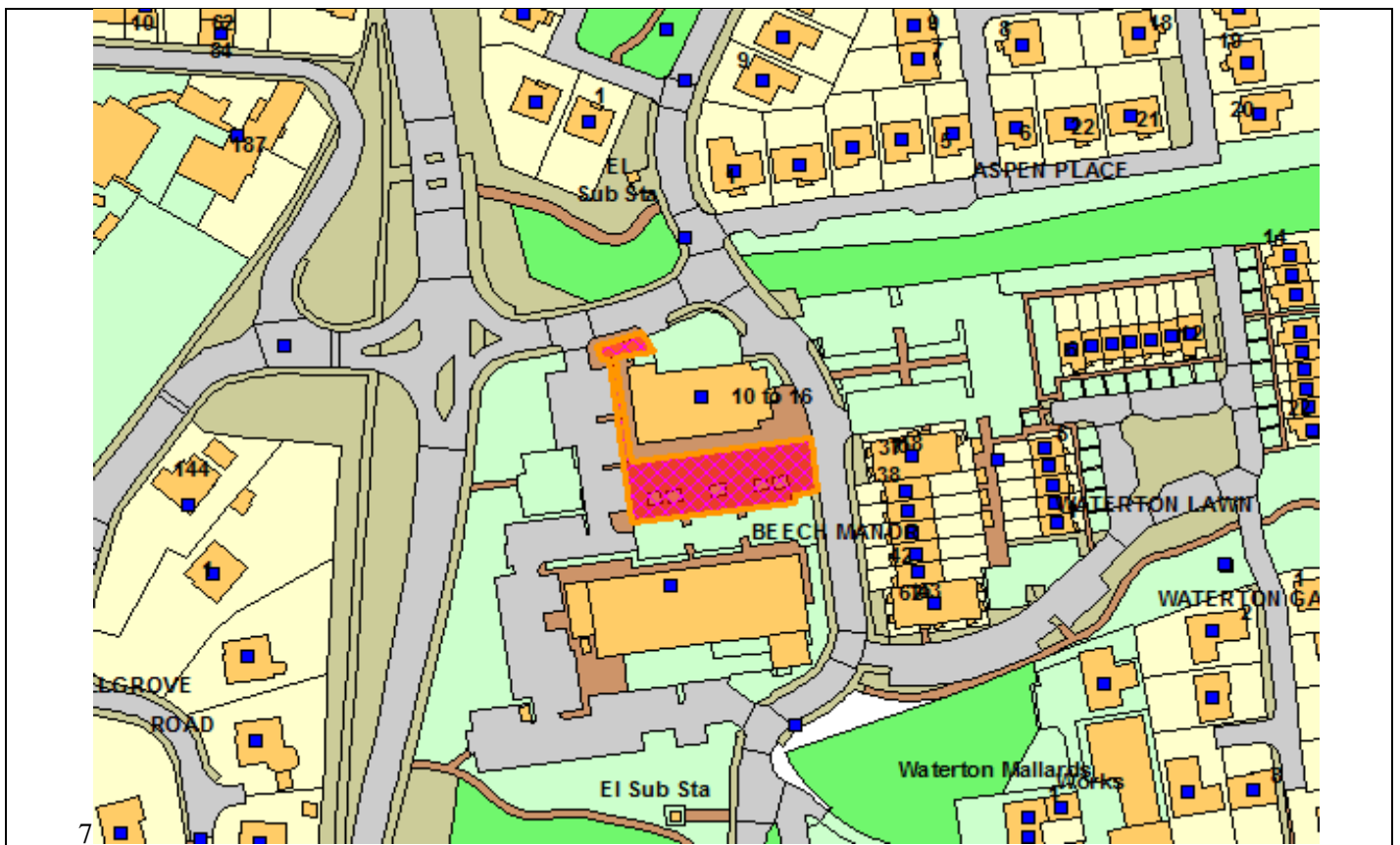


Planning Development Management Committee

Report by Development Management Manager

Committee Date: 21 January 2021

Site Address:	S2, Stoneywood Estate, Stoneywood, Aberdeen AB21 9LA
Application Description:	Approval of matters specified in conditions (1): (i-access), (ii-siting), (iii-siting design), (iv-landscaping), 10 (SUDS) and 14 (waste management) for planning permission in principle ref. P110790 for the erection of cafe (class 3) with outdoor seating area
Application Ref:	200196/MSC
Application Type	Approval of Matters Specified in Cond.
Application Date:	14 February 2020
Applicant:	Dandara
Ward:	Dyce/Bucksburn/Danestone
Community Council:	Dyce And Stoneywood
Case Officer:	Lucy Greene



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RECOMMENDATION

Approve Conditionally

Site Description

The application site lies between the existing M&S and Co-op buildings at Stoneywood. This is the mixed-use commercial area that forms part of the Stoneywood Estate development by Dandara and acts as a central focal point to the new housing built to the north and east. The application site is also contained by the 3 ½ storey flats and 2 ½ storey townhouses that front onto the east side of Beech Manor. The area is presently laid out as public open space with hard and soft landscaping, containing benches, individually planted young silver birch trees and four small landscaped beds each containing a silver birch tree (nine (9no.) trees in total) and is hard surfaced. The Design Statement describes it as the main civic square within the Stoneywood development and a key focal point.

To the east is Beech Manor from which vehicles access the commercial car parks, whilst to the west is Stoneywood Road (A947), with an area of grass between the car park and the road. A path leads between Stoneywood Road and the car park immediately to the west of the site.

Relevant Planning History

Application Number	Proposal
P110790	Proposed residential development of approximately 425 houses with a mix of supporting & ancillary facilities including a neighbourhood centre, landscaping, open space & recreational facilities
Approved on: 02/05/2012	

APPLICATION DESCRIPTION

Description of Proposal

The application seeks the approval of matters specified in Condition 1 (design, layout & landscaping), Condition 10 (SuDS) and Condition 14 (waste storage) pertaining to the Planning Permission in Principle (PPP) granted under application 110790.

The application proposal is for the erection of a café / coffee shop of approximately 70m² in size and roughly square in footprint. There would be an accompanying external area indicatively containing six tables, west of the coffee shop.

Two benches would be relocated within the site and three silver birch trees would be removed within the footprint and immediately adjacent to the café.

The proposed building would be single storey and flat roofed, largely fully glazed to three elevations with a timber clad section to the east end where the building would contain 'back of house' facilities. The roof would be clad in a 'zinc like' cladding with fascia in the same material. The roof would overhang supported on corner posts on the front elevation to create a canopy. Refuse would be stored in an area to the rear and cycle parking stands are shown next to the front elevation.

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=Q5LAYLBZFPC00>

Reason for Referral to Committee

The application has been referred to the Planning Development Management Committee because

there is an objection from the Dyce and Stoneywood Community Council.

CONSULTATIONS

ACC - Roads Development Management Team – Following submission of a parking survey, satisfied that there is sufficient parking within the wider area. The Swept Path Analysis (SPA) for delivery vehicles in the car park is acceptable, the parking layby should be chamfered at 45 degrees on both sides to accommodate delivery vehicles. Notes that the applicant would schedule deliveries with their supplier so that the time of arrival is known, and outside peak customer hours, allowing parking bays to be used for car parking at other times.

With regard to parking on Beech Manor, it is recommended that “At any time” restrictions be implemented on the west side of Beech Manor to prevent customers parking there and on the pavement. This should be conditioned.

ACC - Environmental Health – No comments received

Dyce and Stoneywood Community Council – object to the proposal, for the following reasons:

- The proposed café would result in the loss of public open space and trees and is therefore not consistent with Policy NE4: Open Space Provision in New Development and Supplementary Guidance: Open Space;
- The objection reflects the opinions of local residents who consider that the proposal would have a negative effect on residential amenity and is therefore not consistent with Policy H1: Residential Areas.

REPRESENTATIONS

Four (4no.) representations have been received in respect of the application, these were all objections and are for the following reasons:

- The site already has two retail outlets, both of which serve takeaway hot drinks and convenience food and one of which has a café area;
- Views from residents’ properties will be impacted with the loss of the town square feel and introduction of rear elevation of a cafe;
- The proposal would compromise privacy of residents;
- Increase in litter;
- Beech Manor is not yet adopted, has become a ‘rat run’ and due to on street parking, the road is dangerously narrow, the situation would be exacerbated by the proposal;
- Customers and heavy goods vehicles would block residents’ driveways on Beech Manor;
- Delivery vehicles would be likely to use Beech Manor as a ‘loading bay’, which would create disturbance for residents;
- Car park is too small to accommodate visitors to a further unit;
- Impact on property values;
- There are no speed restriction or ‘children playing’ warning signs within a family oriented area and traffic would increase with another business;
- The café seating area could attract more children to the square at night, abusing landscaping and fixtures;
- Comments relating to landscaping around the replacement football pitch, which was carried out minimally and is not maintained

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 Local Development Plan (2017)

Policy H1 – Residential Areas

Opportunity Site OP17 – Stoneywood

Policy D1 – Quality Placemaking by Design

Policy T5 – Noise

Policy T2 – Managing the Transport Impact of Development

Policy T3 – Sustainable and Active Travel

Policy R6 – Waste Management Requirements for New Development

Policy R7 – Low and Zero Carbon Buildings and Water Efficiency

Policy NE4 – Open Space Provision in New development

Policy NE5 – Trees and Woodland

Supplementary Guidance and Technical Advice Notes

Stoneywood Estate Development Framework and Masterplan;
Transport and Accessibility.

Proposed Aberdeen Local Development Plan (2020)

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

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

The foregoing can only be assessed on a case by case basis.

EVALUATION

Principle of Development

The application site falls within an area identified as S2 within the Stoneywood Development Framework (DF). The public space is described within the Design Principles section of the DF as being defined by mixed use buildings, with active frontages. Café use is included within the list of possible uses. The DF describes a primary street passing through a mixed use area and public space. The layout as built differs slightly from the DF layout, with residential use to the east of Beech Manor, the primary street, and the mix of uses and public space to the west. The proposal would be located within part of the public space, however, the public space around the building would remain, with public as well as private external space. There is also further public space which exists on the east side of Beech Manor. It is therefore concluded that the proposal is not

discordant with the DF.

In terms of Policy H1, it remains to be considered whether the café use would be complementary to residential use in this particular instance. There are several aspects to this: noise and activity of customers, disturbance from vehicular movements associated with the café and visual amenity. These are considered further below in relation to Condition 1 of planning permission in principle P110790.

Matters Specified in Conditions:

Condition 1 – Access, siting, design and landscape

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

(i) means of access,

(ii) siting,

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

(iv) the landscaping of the site

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

In terms of access, the existing car park has been shown to have sufficient spaces free at various times throughout the day for visitors to the café to be accommodated, although it is also envisaged that many trips would be made by residents on foot and to multiple destinations. Deliveries would be arranged at less busy customer times and there are a number of double parking bays alongside the café which could be used, the swept path analysis shows that these are accessible by a van. With a condition requiring parking restrictions to be applied on Beech Manor when it is adopted in the near future, it is considered that the proposal would be acceptable in terms of both access and the impact of vehicular movements on residents nearby.

The café would be a small pavilion, sited to provide frontages to three sides, whilst not immediately opposite residential accommodation. The building would lie to the immediate south of the Coop / office building. Its frontage would be to the west onto an area of external seating, which would be adjacent to the benches in the public space and to the existing trees. Although some of the space would be ‘private’ there would be eight (8 no.) benches for public use. The combination of these would further animate the space, which was little used during case officer site visits during the summer.

The café would be single storey and timber clad to the east elevation, it would be more than 31m from the front elevation of the flats. There would also be two trees between the café and flats, with others within the area between the Co-op and the Café. Although these are currently relatively small, their contribution to the visual appeal of the public space, will become increasingly significant. The relationship in terms of massing, siting and design and appearance is considered acceptable.

The applicant has submitted a statement identifying the open space within the wider development and showing that this complies with Policy NE4, whilst much of this public space would remain undeveloped.

Noise

A Noise Impact Assessment (NIA) was received which assesses predicated noise from customers

in the café, in the external seating area and plant. The assessment finds the levels to be acceptable in terms of the nearest residential property, having established appropriate levels with the Environmental Health Service prior to submission. The recommendation is that the levels are set conservatively to protect the occupiers of the café itself as levels would be acceptable in terms of the nearest residential property. A condition is recommended that would require implementation of the recommendations of the NIA. The proposal would be consistent with Policy T5 – Noise.

In terms of landscaping, three existing trees would be removed for the development, these are young silver birch and would be replanted elsewhere. There would remain landscaping within the area to contribute to the character of the public space.

Condition 10 - SUDS

“that no construction work on any phase of development, including the construction of roads and paths, shall take place unless details of the proposed SUDS measures for that phase, road or path have been submitted to, and approved in writing by, the planning authority. No residential or commercial unit shall be occupied, and no road or path shall be brought into use, unless the approved SUDS measures for that particular unit, road or path have been implemented and are fully operational - to ensure that the site is properly drained and in the interests of sustainability”.

The proposal would not change the amount of hard surfaced area on the site. The applicant has confirmed that the area is currently drained to the Stoneywood surface water sewer which delivers treatment and attenuation and the construction of a café would not change the surface water catchment.

Drainage for surface water would remain as existing, there is no increase in the extent of hardsurfaced area.

Condition 14 - refuse

“that none of the residential units or commercial properties in any phase shall be occupied unless a detailed scheme showing the arrangements for the segregation, storage, collection and management of residential, commercial and business waste arising from within that phase has been submitted to, and approved in writing by, the planning authority and the scheme has been implemented - in the interests of sustainability and to ensure that waste is properly stored, collected and disposed of”.

Refuse storage would take place to the rear of the café where would be a small enclosure for bins. This arrangement provides sufficient space in a suitable location and is acceptable.

Matters Raised in Objections

Many of the matters raised in objections and the Community Council’s response have been dealt with above, the following should also be noted:

- Only those matters covered by the above-noted conditions may be considered through the current application;
- Café customers wishing to consume their purchases within the area would be likely to sit within the café external area where the café would be responsible for clearing tables;
- Beech Manor is due to be adopted and can therefore be covered by the condition relating to parking restrictions. Speed restrictions and other signage would also be erected where necessary at that point, as a consequence of this proposal.

- Impact on property values is not a material planning consideration and impact on residential amenity is dealt with above;
- The café would be responsible for the security of its tables, chairs and property. There is no reason to suspect that the proposal would encourage anti social behaviour;
- Matters relating to the remainder of Stoneywood are not relevant to this particular application.

Proposed Aberdeen Local Development Plan

In relation to this particular application, the policies in the Proposed Aberdeen Local Development Plan 2020 (ALDP) substantively 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 would be sited appropriately as a small pavilion between the larger retail, office and residential buildings, and would help animate the public space by expanding the diversity of uses, consistent with the Stoneywood Development Framework. By reason of the external appearance, massing, control of noise from plant and existing landscaping, the proposal would complement its surroundings with no detrimental impact on residential amenity anticipated. The proposal would be therefore be consistent with policies H1: Residential, D1: Design and T5: Noise in the Aberdeen Local Development Plan 2017.

Sufficient parking provision would be available within the existing car park, whilst deliveries and cycle parking would be provided for, all in accordance with policies T2: Managing Transport and T3: Sustainable and Active Travel.

CONDITIONS

1. Benches, Refuse and Cycle storage
That the café shall not be brought into use unless the benches, refuse storage and cycle storage are provided as shown on the approved drawings, or others as may be subsequently agreed in writing with the planning authority.
Reason: To ensure the provision of seating within the public space.
2. Low and Zero Carbon Equipment
That the building hereby approved shall not be occupied unless a scheme detailing compliance with the Council's 'Low and Zero Carbon Buildings' supplementary guidance and Policy R7 of the Aberdeen Local Development Plan 2017 has been submitted to and approved in writing by the planning authority, and any recommended measures specified within that scheme for the reduction of carbon emissions have been implemented in full.
Reason: to ensure that this development complies with requirements for reductions in carbon emissions specified in the City Council's relevant published Supplementary Guidance document, 'Low and Zero Carbon Buildings'.
3. Parking Restrictions
That the use shall not take place unless there have been implemented on site parking restrictions "at any time" on this stretch of Beech Manor between the southern extremity of the unit to the south of the site (M&S) and the northern extremity of the unit to the north (Co-op and office) or thereabouts, in accordance with a plan to be submitted to and approved in writing by the planning authority, unless otherwise agreed in writing.

Reason: In the interests of road safety.

4. That no development shall take place unless a plan showing 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. Any trees which within a period of 5 years from the date of this approval, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a size and species similar to those originally required to be planted, or in accordance with such other scheme as may be submitted to and approved in writing for the purpose by the planning authority.

Reason: in the interests of the amenity of the area and to ensure adequate protection for the trees on site during the construction of the development.

5. Noise

That the café shall not be used unless the conclusions and recommendations of the Noise Impact Assessment by CSP Acoustics, dated 24th May 2018 have been implemented in full and remain operational and in place, unless otherwise agreed in writing with the planning authority.

Reason: in the interests of the amenity of the occupiers of nearby buildings.

ADVISORY NOTES FOR APPLICANT

That, except as the Planning Authority may otherwise agree in writing, no construction or demolition work shall take place:

- (a) outwith the hours of 7.00 am to 7.00 pm Mondays to Fridays;
- (b) outwith the hours of 9.00 am to 4.00 pm Saturdays; or
- (c) at any time on Sundays,

except (on all days) for works inaudible outwith the application site boundary. [For the avoidance of doubt, this would generally allow internal finishing work, but not the use of machinery] - in the interests of residential amenity.

ABERDEEN CITY COUNCIL

COMMITTEE	Planning Development Management
DATE	21 st January 2021
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Draft City Centre Conservation Area Character Appraisal
REPORT NUMBER	PLA/21/002
DIRECTOR	
CHIEF OFFICER	Gale Beatie
REPORT AUTHOR	Ross Wilson
TERMS OF REFERENCE	5) Adopt non-statutory planning management guidance

1. PURPOSE OF REPORT

- 1.1 To seek approval to consult on an update to the City Centre Conservation Area Character Appraisal.

2. RECOMMENDATION(S)

That the Committee:-

- 2.1 Approves the content of the Draft City Centre Conservation Area Character Appraisal (CACA) (Appendix 1) and proposed boundary changes (Appendix 2) for a minimum 6-week period of public consultation;
- 2.2 Approves a minimum 6-week period of public consultation on the proposed Regulation 11 Direction (Appendix 3) for the Proposed City Centre Conservation Area; and
- 2.3 Instructs the Chief Officer – Strategic Place Planning to report the findings of the public consultation exercises back to a future meeting of this Committee (within 12 months).

3. BACKGROUND

3.1 Planning Policy

- 3.1.1 A Conservation Area is defined in legislation as being “*an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance*” (Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997). Conservation area designation

embraces the quality and interest of an area as a whole, rather than individual buildings within it.

3.1.2 Under current legislation, conservation area designation automatically brings the following works under planning control:

- Demolition of buildings;
- Removal of, or works to, trees;
- Development involving small house extensions, roof alterations, stone cleaning or painting of the exterior, provision of hard surfaces and additional control over satellite dishes; and,
- Minor works that are “permitted development” elsewhere such as
 - replacement windows and doors.

3.1.3 Both the Aberdeen Local Development Plan 2017 and the Proposed Aberdeen Local Development Plan 2020 commit the Council to producing Conservation Area Character Appraisals in order to support the built heritage planning policies, specifically Policies D4 – Historic Environment and D5 – Our Granite Heritage.

3.1.4 Conservation Area Character Appraisals define and evaluate key attributes such as buildings, streets, views and open space that contribute towards the areas’ special architectural and historic interest. As such, they provide supporting background information for development management case officers, planning consultants, developers, agents, owners of historic buildings in the Conservation Area as well as members of the general public with an interest in the historic built environment. Conservation Area Character Appraisals are useful tools in assessing the impact of development on the character of a Conservation Area, identify important issues that affect the Conservation Area and are a material consideration when determining planning applications as well as encouraging interest and participation in conservation issues amongst people living and working in Conservation Areas.

3.2 City Centre Conservation Area Character Appraisal Revision

3.2.1 The Union Street Conservation Area was originally designated on 1st July 1968. It was subsequently extended in 1980, 1985, 1987, 1996 and 2007. The first Conservation Area Appraisal was written in 2007 and, although still a sound document in terms of its general content, requires to be updated to take into account an updated policy and socio-economic context as well as recent developments. In addition, the Council has a requirement to update this document in line with grant conditions for the Union Street Conservation Area Regeneration Scheme (CARS).

3.2.2 A comprehensive review of the Conservation Area has taken place as part of this exercise. The Conservation Area has been considered within the context of the City Centre Masterplan, Sustainable Urban Mobility Plan (SUMP), Local Outcome Improvement Plan (LOIP) and will be a key document for informing decisions made regarding future development within the city centre from small alterations to historic buildings to larger new developments.

3.2.3 The first change is to the name of the Conservation Area. After a review of the area, limiting the name to Union Street was felt to be somewhat misleading considering the substantial area of the city centre covered by the Conservation Area.

3.2.4 The structure of the updated appraisal document has also changed somewhat from the previous appraisal. One of the more substantial changes is the reduction in the number of character areas from 11 to 3, as well as giving more clearly defined boundaries to these character areas. This change allows for more detailed analysis of the new character areas, and makes the updated appraisal more detailed and useful for assessing development within the city centre.

3.2.5 Five boundary changes are proposed as part of the review of the City Centre Conservation Area. These are summarised below and detailed further in Appendix 2

- Include Marischal Square and the immediate area.
- Include 41-43 Holburn Street (The Foundry), 16-18 Union Grove, and 28-38 Holburn Street and 4-14 Union Grove.
- Include 8-14 Chapel Street
- Include 15-17 Gallowgate
- Include 12-14 Virginia Street 22-24 Virginia Street

3.2.6 The largest boundary change seeks to include Marischal Square and the surrounding area. Including this area would improve the continuity of the Conservation Area and allow for clearer more consistent decision making for future development in this area. The other boundary changes are relatively minor, but all the buildings proposed are worthy of inclusion in the Conservation Area and would contribute to its special character.

3.3 Proposed Regulation 11 Direction

3.3.1 As part of the City Centre Conservation Area Appraisal review it is proposed to make an application for a Regulation 11 Direction representation to the Scottish Government to remove deemed consent for large 'To Let / For Sale' signs in the City Centre Conservation Area (See Appendix 3 for details).

3.3.2 The proposed Regulation 11 direction would give the local authority more control over the type of For Sale or To Let signs that would be erected within the City Centre Conservation Area. At times these can be unsightly and detract from the amenity and special character of the Conservation Area. Increased control would mean this impact could be minimised.

3.4 Next Steps - Public Consultation

3.4.1 Conservation Area Character Appraisals provide an opportunity to involve communities in identifying the different characteristics and important elements of their Conservation Area.

3.4.2 This report seeks approval to proceed with public consultation on the Draft City Centre Conservation Area Character Appraisal, the proposed boundary changes, and the Proposed Regulation 11 Direction over a minimum 6 week period.

3.4.3 Section 63 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 requires the appraisal document to be submitted to a public meeting. As a result of COVID-19 restrictions, the public consultation will be an online consultation only. This will be carried out through the Aberdeen City Council Consultations Hub and other online facilities (e.g. Microsoft Teams).

3.4.4 The Draft City Centre Conservation Area Character Appraisal would be made available as follows:

- Publication of document on Aberdeen City Council 'Consultation Hub' <https://consultation.aberdeencity.gov.uk/>
- Issue a press release on the Council's website advertising the consultation period, how to view and comment on the Draft document and proposals.
- Press advert placed in the P&J newspaper to advertise the consultation period.
- Notification (email) of the consultation will also be issued to statutory consultees and all Community Councils.
- All Community Councils that fall within the boundary of the Conservation Area (and proposed boundary amendments) will be consulted. These are City Centre, George Street, Castle Hill and Pittodrie, Rosemount and Queens Cross Community Councils. Where possible, presentations will be given to the Community Councils via Microsoft Teams or similar.
- Aberdeen Inspired and the Disability Equity Partnership will also be consulted. Presentations will be given via Microsoft Teams or similar.

3.4.5 Subject to Committee approval, the results of the public consultation will be reported back to a future meeting of this Committee (within 12 months), including any recommended revisions to the Draft document.

3.5 Next Steps – Strategic Environmental Assessment

3.5.1 A Strategic Environmental Assessment (SEA) may be required for the proposed Draft Appraisal as it falls within the 'sets the framework for future development consent of projects' remit. A SEA Screening submission is currently underway which will assess whether the Draft Conservation Area Character Appraisal is likely to have significant environmental effects. This will be submitted to the Consultation Authorities shortly. The results of this process will be reported

back to a future meeting of this Committee alongside the outcomes of the public consultation.

4. FINANCIAL IMPLICATIONS

- 4.1 There are no financial implications arising from this report. The cost associated with the public consultation can be met within the existing provisions of the Strategic Place Planning budget.
- 4.2 As a major landowner in the city, proposals for the development of land and assets owned by Aberdeen City Council will, where this is applicable, be subject to assessment in line with the principles and standards set out in the Draft Conservation Area Character Appraisal.

5. LEGAL IMPLICATIONS

- 5.1 There are no known legal, resource, personnel, property, equipment, sustainability and environmental, health and safety policy implications arising from this report. In terms of legal implications any decision will need to be consistent and based within statutory guidelines in order for the conservation area to be legally designated.

6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
Financial	None	N/A	N/A
Legal	None Not following statutory guidelines for varying existing conservation area designations.	N/A	The procedure set out in the legislation will be followed.
Employee	By not providing approved advice and direction Officers could, over time, provide inconsistent advice resulting in longer timescales to manage and process planning applications.	L	The Draft City Centre Conservation Area Appraisal provides parameters to encourage acceptable forms of development in advance of planning applications being submitted. This enables consistent advice for site specific proposals.
Customer	By not providing advice the Customer is open to developing proposals that	L	Preparing planning advice provides greater clarity, consistency and certainty.

	may not be appropriate to the location.		
Environment	Not providing this advice could result in lost opportunities to protect and enhance our built environment and encourage appropriate forms of development.	L	The Draft City Centre Conservation Area Appraisal is prepared to give planning consideration and parameters and is a material consideration in the evaluation of planning proposals and is subject to Strategic Environmental Assessment screening.
Technology	IT issues with online materials and surveys	L	Early contact with IT Service to identify suitable support.
Reputational	Not providing approved advice opens the possibility of inconsistency and delays in decision making.	L	The preparation and approval of Conservation Area appraisals illustrates the Council's approach to development matters in protecting and enhancing our city through consistent means.

7. OUTCOMES

Local Outcome Improvement Plan Themes	
	Impact of Report
Prosperous Economy	The appraisal document helps to stimulate ideas at the earliest stage of the design process for new developments whilst taking into consideration Aberdeen's distinct sense of place which helps strength the identity of Aberdeen to economic investment (Key Driver 1.3).
Prosperous People (Adult)	Promoting planning advice that is subject to an inclusive approach of public engagement and consultation gives the opportunity for interested parties to shape and take ownership of policy and advice that guides development in Aberdeen. (Key Driver 7.1) Public consultation is available to all ages helping to foster inclusive decision making (Key Driver 7.1).
Prosperous Place	The advice promotes sympathetic forms of development in suitable locations to support an attractive city where development opportunities are capitalised upon for the benefit of the city. (Key Driver 14.1)

Design Principles of Target Operating Model	
	Impact of Report
Customer Service Design	<p>The process of creating approved planning advice involves engagement and consultation with interested parties in order that they influence, shape and have ownership of material considerations that direct development in the city. This advice provides front-loaded technical considerations at an early stage in the development process when expenditure is relatively low, and the considerations of the Local Authority are known in order to plan for high quality development</p> <p>Consultation includes both internal and external stakeholders and will be hosted digitally on the Council's 'Consultation Hub'.</p>
Organisational Design	<p>The Draft City Centre Appraisal document follows a internal collaborative process with colleagues from teams across the Strategic Place Planning Service in order to reach a consensus prior to proceeding to Committee and seeking interested party involvement to shape the outcome.</p> <p>The appraisal document will be available to view on the Council's website and the outcomes of the public consultation process will be reported to Committee for transparency. The development of the document also will have undertaken internal consultation with colleagues from teams across the Strategic Place Planning Service.</p>
Governance	The appraisal document is governed through the Council's Committee Reporting Procedure to ensure transparency and the consultation process allows the creation of an inclusive document. Guidance will be reviewed alongside future development plan review process.
Workforce	The appraisal document allows for a more informed and consistent approach to decision making, saving staff time and is supported by in-house skills on the topic area.
Process Design	This appraisal document was last reviewed 13 years ago. This document needs to be updated to ensure it remains relevant.
Technology	The appraisal document would be available as an on-line resource to any interested party.
Partnerships and Alliances	The appraisal document follows engagement and consultation with external interested parties including formally constituted groups in order that everyone interested shapes and can take ownership of the outcome

8. IMPACT ASSESSMENTS

Assessment	Outcome
Equality & Human Rights Impact Assessment	<i>EHRIA completed (see Appendix 4) – the assessment shows a neutral impact on the protected groups.</i>
Data Protection Impact Assessment	<i>Not required</i>

9. BACKGROUND PAPERS

Aberdeen Local Development Plan 2017:

https://www.aberdeencity.gov.uk/sites/default/files/LDP_WS_20170328.pdf

Proposed Aberdeen Local Development Plan 2020

<https://committees.aberdeencity.gov.uk/documents/s107795/Appendix%201%20-%20Proposed%20Local%20Development%20Plan.pdf>

10. APPENDICES

Appendix 1 - Draft City Centre Conservation Area Character Appraisal

Appendix 2 – Proposed Boundary Changes

Appendix 3 – Proposed Regulation 11 Direction

Appendix 4 – Equalities & Human Rights Impact Assessment

11. REPORT AUTHOR CONTACT DETAILS

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10	Grants	84



1 Introduction

1.1 The Town and Country Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997, Section 61, describes Conservation Areas as “*areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance*”. Each local authority is required to determine which parts of its area are of special architectural or historic interest and designate these areas as Conservation Areas in order that their character can be protected. Conservation Areas contribute significantly to our local, regional and national heritage and identity. They define a sense of place through that place’s characteristics of planning, materials, landscaping and often quality craftsmanship, which collectively today provides a valued continuity and a context for everyday life. The ability to understand what makes Conservation Areas important and an appreciation of their value translates to our sense of what is valued and our ability to be good custodians. Conservation Areas are special places that require good conservation and quality placemaking skills in order that proposals within them protect and enhance their character for today and for future generations to enjoy.

1.2 Historic Environment Scotland’s [Interim Guidance on Designation of Conservation Areas and Conservation Area Consent](#), states that ‘*local planning authorities should designate and review existing and potential conservation areas and identify existing and proposed Article 4 Directions. This should be supported by Conservation Area Appraisals and Management*’. The designation of a Conservation Area enables local authorities to identify and promote opportunities for development as well as areas that would benefit from enhancement schemes. Designation also provides an opportunity for public consultation on the various land use issues affecting Conservation Areas and their preparation can assist planning authorities and others in the formulation, monitoring and evaluation of local place policies. The purpose of a Conservation Area Character Appraisal is:

- to justify the designation of the Conservation Area and review the existing boundaries;
- to identify important characteristics of the area in terms of townscape, architecture and history;
- to identify important issues that affect the Conservation Area;
- to identify opportunities for development and enhancement schemes;
- to encourage interest and participation in conservation issues amongst people living and working in Conservation Areas; and,
- to produce a useful tool in Conservation Area management.

1.3 The City Centre Conservation Area Character Appraisal is a key document to inform decision making regarding future development proposals within the city centre, from small alterations to historic buildings to large new developments. One of the key elements for development within the city centre is assessing the significance of a building, site or area. The City Centre Conservation Area Appraisal is not exhaustive but gives a good overview of the various character areas, key buildings in the city centre and their importance. Being guided by the Appraisal is a key fundamental step to ensuring future development protects and enhances the historic character of the city centre whilst still delivering development that allows Aberdeen to thrive.

1.4 Profile

Designation Date:	01 July 1968
Extended: Early 2021 (precise date to be confirmed, and subject to outcome of public consultation exercise)	08 April 1980 24 April 1985 24 November 1987 10 October 1996 21 June 2007
Previous Character Appraisals:	21 June 2007
Size (Hectares):	56.87
Number of Character Areas:	3
Number of listed buildings (as of Oct 2020):	Total – 280 Category A – 24 Category B – 155 Category C – 101
Buildings At Risk:	7
Scheduled Monuments:	None
Adjoining Conservation Areas:	3
Historic Environment Record (HER):	518

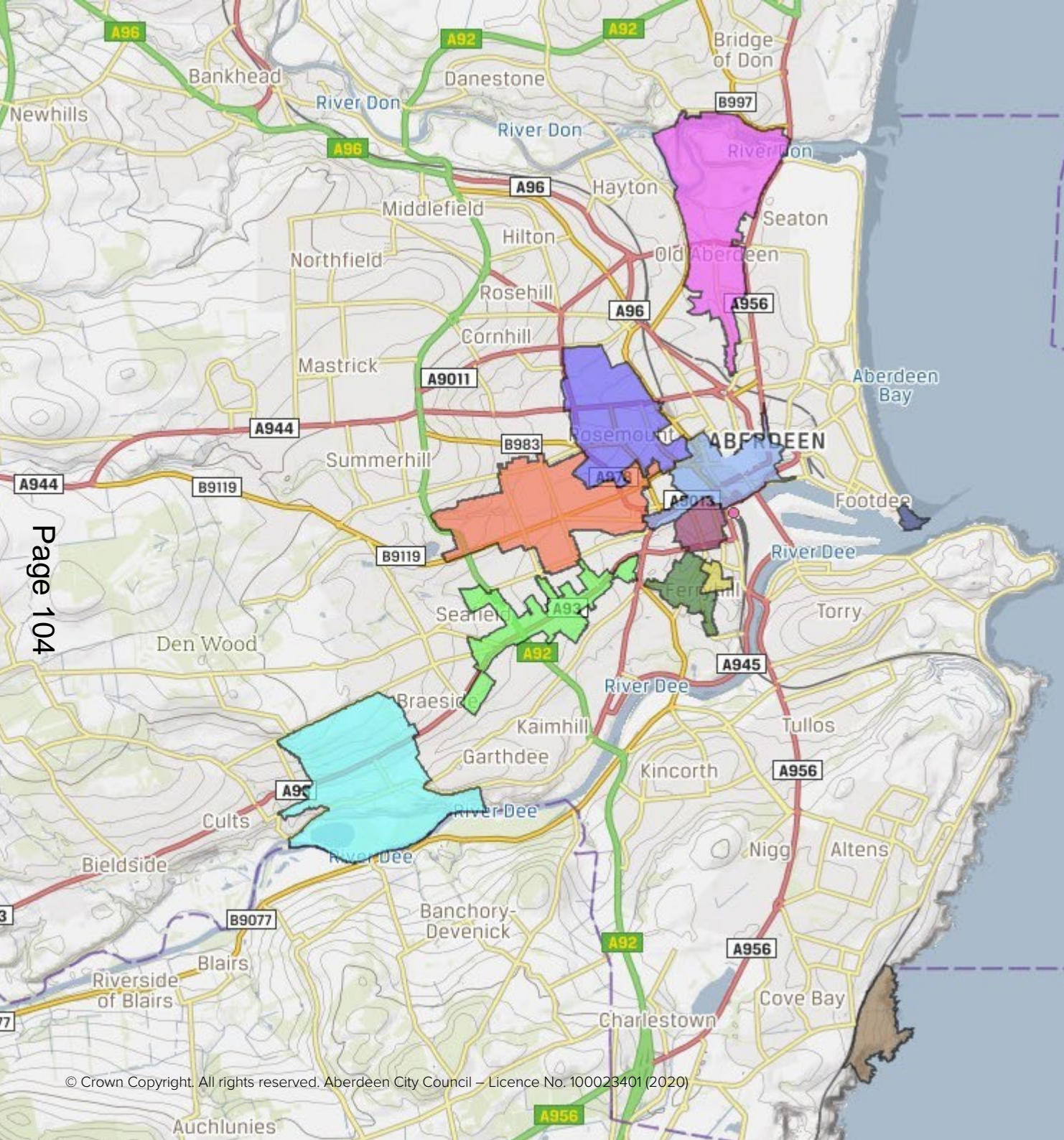
1.5 Summary of Significance

1.5.1 The 1968 Aberdeen Town Council designated the Union Street Conservation Area in response to the Civic Amenities Act of 1967, which placed greater emphasis on the protection of historic areas. Renamed the Aberdeen City Centre Conservation Area, it is worthy of continued protection because of the historical, physical, cultural, architectural and economic significance of the area. A number of City Centre Masterplan projects are within the boundary of the Conservation Area including the **Union Street Conservation Area Regeneration Scheme (CARS)** which would not be possible without Conservation Area status. The Conservation Area continues to face the sustained pressure of balancing the often-competing interests of commercial development and Conservation Area management.



1.5.2 The Conservation Area comprises the original settlement area of 'New Aberdeen' around St Katherine's Hill and the harbour, sheltered by the banks of the River Dee. It includes Union Bridge and Union Street, a hugely important example of early nineteenth century town planning. Union Street is a product of early nineteenth century technological innovation and is an impressive engineering feat, as well as being the setting for a high proportion of the City's most important and impressive buildings, many of which are listed. Union Street is Aberdeen's principal street and functions as the City's commercial and historic heart, meaning that it faces a wide range of cultural, financial and commercial pressures. This Conservation Area is a palimpsest; it is an example of complementary layers of history, built up over time, and reflects many centuries of urban development in a busy city centre. Both the built fabric of the area and the spaces in between the buildings therefore need to be effectively managed, to protect the special character of the Conservation Area.

City of Aberdeen Conservation Areas 2021



- Albyn Place/Rubislaw
- Bon Accord Crescent/Crown Street
- City Centre
- Cove Bay
- Ferryhill
- Footdee
- Great Western Road
- Marine Terrace
- Old Aberdeen
- Pitfodells
- Rosemount

2. LOCATION, HISTORY AND DEVELOPMENT

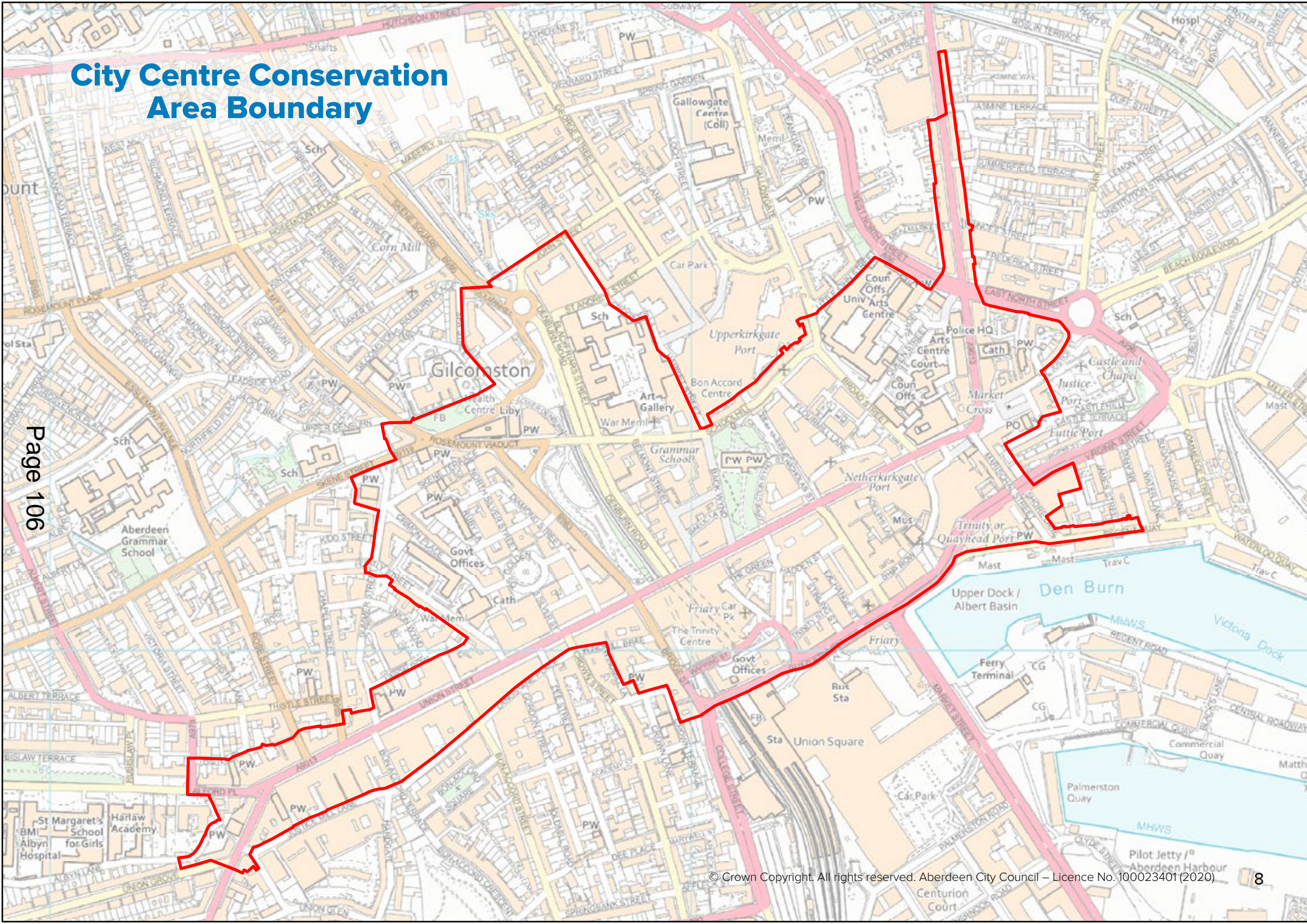


2.1 Location

2.1.1 The City Centre Conservation Area is located in the centre of the City of Aberdeen, encompassing its cultural and economic heart and the principal area of historic settlement. Union Street forms the spine of the Conservation Area, with areas of historic settlement and planned expansion spreading to the north

and south, including the remains of the medieval city. The Conservation Area extends to the edge of the harbour, formed in the mouth of the River Dee. The location of the city was determined by the route of the Den Burn, the coast, the River Dee, the lochs which once occupied the area (Loch of New Aberdeen, Loch of Old Aberdeen), the Spital Burn and the then separate settlement of Old Aberdeen to the north.

City Centre Conservation Area Boundary



Geology

2.1.2 Aberdeen is constructed in an area where the underlying geology is primarily granites and related rocks, such as granitic gneises. Whilst their hardness makes them difficult to work, these are very durable and make excellent building stones. Consequentially they have been used heavily in Aberdeen's buildings and have had a lasting and very visual legacy, leading to Aberdeen being known as both 'the granite city' and 'the silver city'. The abundance and qualities of the granite placed it as the primary building material from the 17th century until the mid-20th century, the precursor to the locally quarried and finely worked granite were the field rubble stones used both in the formation of walls, dykes and for all building works.

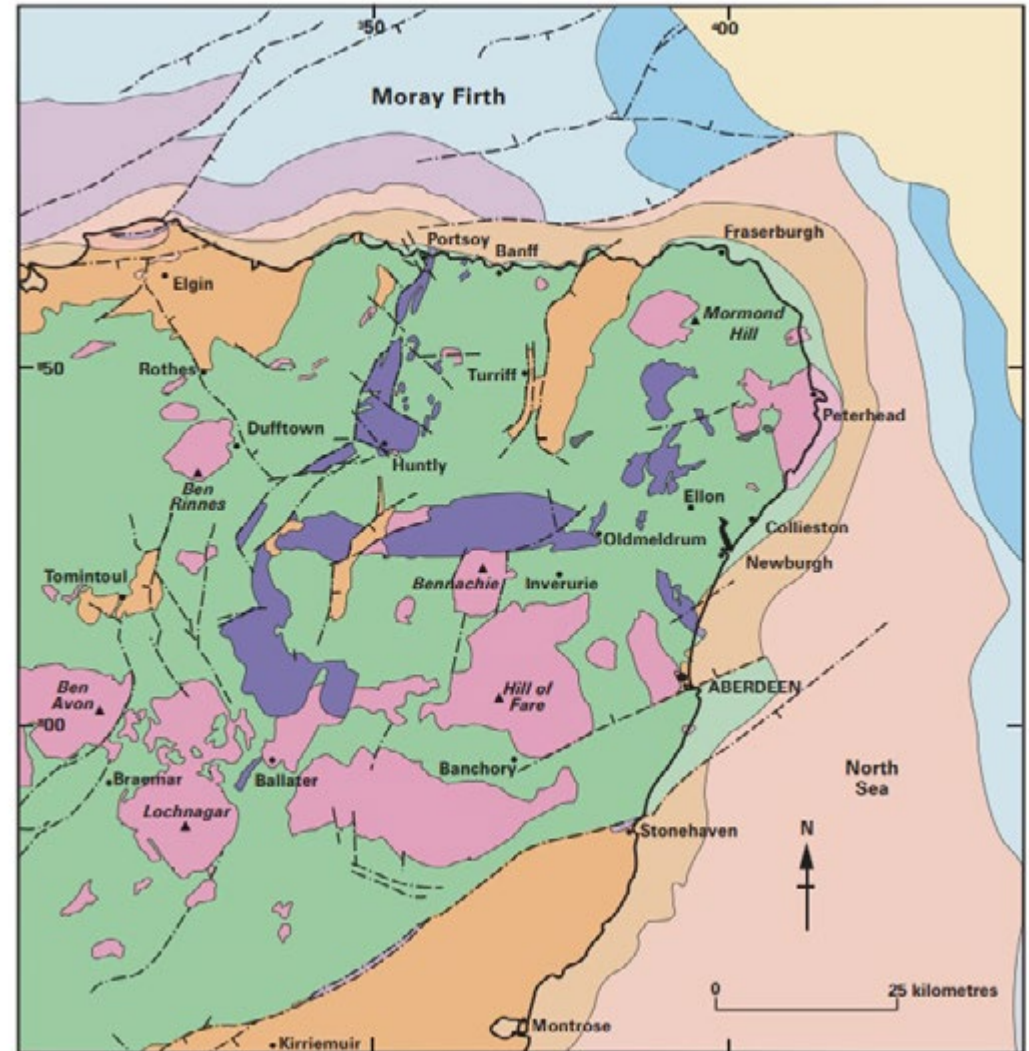
2.1.3 Another historically important, relatively local, building material was Foundland slate. This slate, along with some other quarries such as the adjacent Tillymorgan Hill and Skares Hill, was used prior to the later imported Welsh slate and had a much rougher, more distinctive, look.

2.1.4 Clays which are suitable for brick and tile manufacture are located within the environs of Aberdeen, meaning that both these products have also been used in traditional local construction, with bricks having been made in the City from the 18th Century.

Topography

2.1.5 The City Centre Conservation Area lies on a sloping site which rises to the north and west, away from the sea and the River Dee. There are a number of natural high-points within the Conservation Area, which were used historically for important buildings, such as St Nicholas Kirk and Aberdeen's Castle, as well as the low point at the Den Burn valley, which restricted the City's growth for many years. The topography affords many buildings excellent views to the south and allows attractive views of the City from the south, looking north. Although much of the development in the 19th, 20th and 21st centuries has somewhat ignored or overcome the natural topography, it is of vital importance to the historic development of the City and means that the City still retains its connections with the North Sea, and consequentially its economic prosperity today. The changes in level around Union Street and its elevated position are still evident even though they are not always obvious. It is easy to forget how 'hilly' the Conservation Area is.

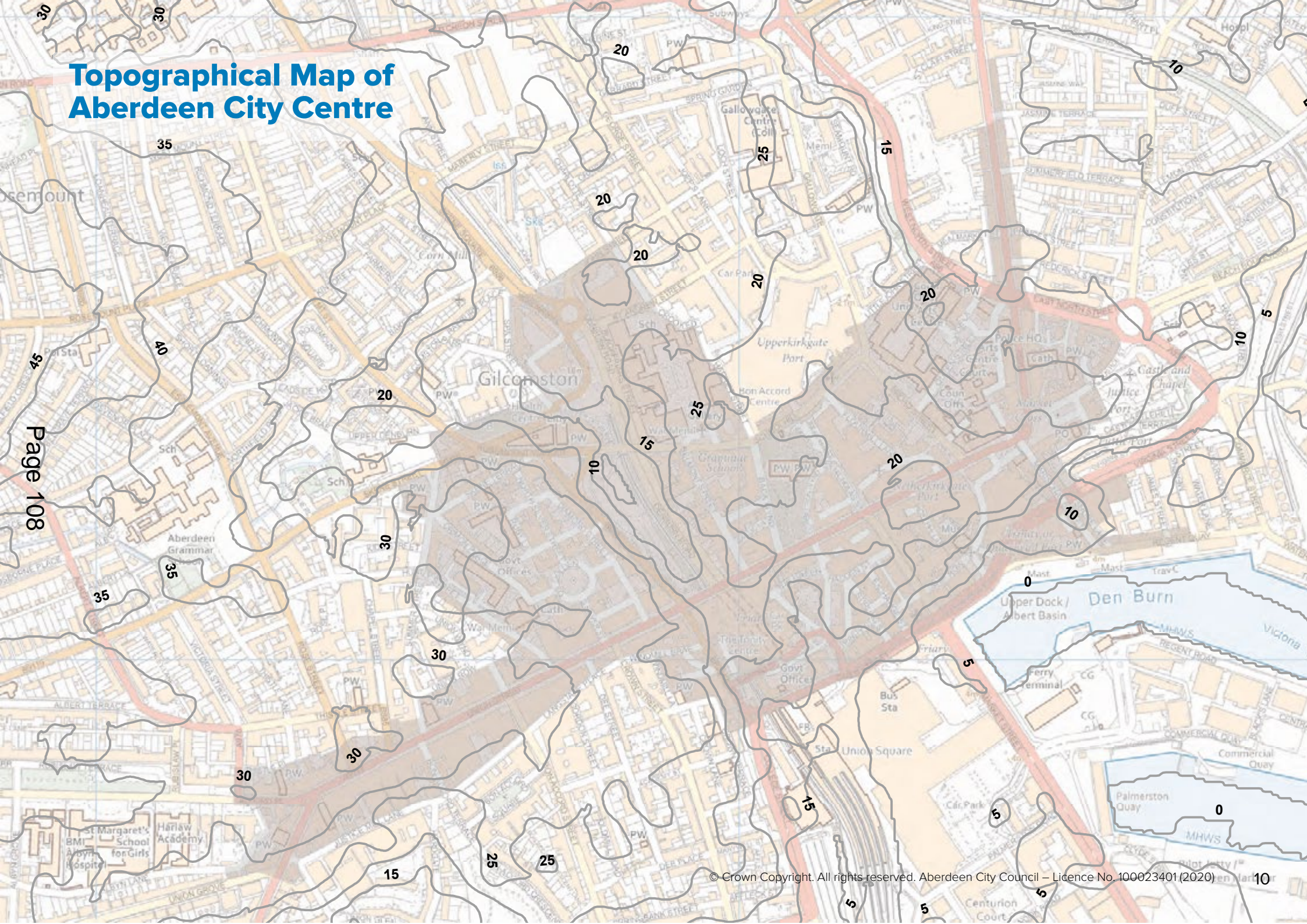
Geological Map of Northeast Scotland (North East Scotland Merritt and Leslie)



- Palaeogene to Neogene – Quartz & flint gravel
- Palaeogene – Sandstone, siltstone & mudstone
- Late Cretaceous – Chalk
- Early Cretaceous – Sandstone & mudstone
- Jurassic – Mudstone with subsidiary sandstone & siltstone
- Permian to Triassic – Sandstone, Siltstone & mudstone
- Devonian – Conglomerate & sandstone with sparse volcanic rocks (The Old Red Sandstone)

- **Igneous & Meta-Igneous Rocks**
- **Ordovician to Devonian mainly** – Granite & related rocks
- **Ordovician mainly** – Gabbro & related rocks
- **Ordovician** – Volcanic & sedimentary rocks of the Highland Border
- **Late Precambrian to Early Cambrian** – Metamorphosed Dalradian sedimentary rocks with subsidiary volcanic rocks
- **Geological boundary, solid**
- - - **Fault**

Topographical Map of Aberdeen City Centre





2.2 Development History

Early Settlement

2.2.1 Human activity in the area goes back to 6000 BC when it was stimulated by the twin estuaries of the Dee and the Don which provided not only a route inland but also a source of food and shelter. Aberdeen developed around a series of hills; St Katherine's Hill, Castle Hill and the Gallowgate Hill, which have shaped the pattern of development ever since. The first settlement of 'New Aberdeen' probably clustered at the west base of St Katherine's Hill, a defensible position which was aided by natural landforms such as the sea to the east and south, a loch to the north-west and surrounding marshy areas.

2.2.2 Archaeological excavation of the Green area, close to the base of St Katherine's Hill, has uncovered Mesolithic flints and flint knapping tools. Shell middens and a range of other early archaeological features have also been discovered in and around the area. Evidence was also found of a Neolithic Long Cairn, which indicates a settled existence in the area, as do a number of later Bronze Age cairns.

2.2.3 During the development of the Marks & Spencer building in the Netherkirkgate in the 1960s, evidence was found of an Iron Age settlement. Little is known about the history of Aberdeen during the early medieval period, but excavation has confirmed the existence of a settlement by the mid to late twelfth century.

Medieval Street Pattern

2.2.4 Evidence of the development of Aberdeen around St Katherine's Hill can still be seen today in the street patterns of the Castlegate, Shiprow, Netherkirkgate, Correction Wynd, Back Wynd, Flourmill Lane and Carnegie's Brae.

2.2.5 The Kirk of St Nicholas was founded sometime before 1151 to the north west of St Katherine's Hill and was known as the Mither Kirk. It was one of the largest medieval burgh Kirks in Scotland. A Trinitarian Friary stood south-west of St Katherine's Hill from as early as 1273 and remained in existence until the mid-sixteenth century. The friary complex of the Carmelites was located to the south of the Green, close to the confluence of the Dee and the Denburn, the



Blackfriars settled to the north of the Mither Kirk at Schoolhill and the Greyfriars were located where Marischal College is now.

2.2.6 A castle was built to the east of St Katherine's Hill and dominated the town from 1264 until it was destroyed in 1308. During the twelfth century the development of the town moved further north towards Upperkirkgate leaving the Kirk outwith the main settlement area whilst the Castlegate developed as the town's market place. Running north from the Castlegate was Broadgate, leading to Gallowgate and, from there, northwards to Old Aberdeen. To the west of Broadgate and running parallel with it was Guestrow. Westwards from Broadgate and Guestrow ran two streets, Upperkirkgate and Netherkirkgate, giving access to the parish church of St Nicholas. South from the market area, via Exchequer Row and Shiprow, was the route to the harbour. Skirting the south side of St Katherine's Hill, the road led westwards to the Green. Visitors to Aberdeen arriving from the south would travel north east from the Bridge of Dee, through the Hardgate, passing above the Ferryhill Mill Dam, over the New Brig and eventually descending to the hamlet of Windmill Brae and crossing the Denburn over the Bow Brig to the Green.

2.2.7 Aberdeen existed as an important medieval township before it was given the status of a royal burgh during the reign of David I (1084-1153). With this status came certain legal and economic privileges that helped Aberdeen to prosper. Alexander I (1107-24) gave a Charter that established a Merchant's Guild, an exclusive organisation whose power and influence would govern Aberdeen for

centuries. For administration purposes the town was divided into four quarters: the Green, Even, Crooked and Fuddy. There were six ports, or entrances into the town, where a fee was payable to enter. These were at Justice, Gallowgate, Fuddy, Upperkirkgate, Netherkirkgate and Shiprow. This enabled control over trade within the City boundaries and aided security. It was only in the eighteenth century that all the ports were removed. The founding of Marischal College at Broad Street in 1593 established Aberdeen's reputation as an educational centre, which by this time had two Universities. From the sixteenth century onwards Aberdeen's harbour developed substantially; a harbour overseer was appointed in 1751, and the construction of a pier followed, which allowed Aberdeen to optimise its role in international trade. The harbour and market were the central focus of Aberdeen's wealth during this period.

Urbanisation

2.2.8 A new Tolbooth (jail) was constructed at the Castlegate in 1750, a date which marked a new era of street construction in Aberdeen, as the need to expand became critical. Until 1750 Aberdeen maintained its medieval street network, which restricted development; the City was tightly confined to the streets around the base of St Katherine's Hill. During the eighteenth-century Aberdeen experienced rapid urban growth with an increase in the proportion of the region's population living in the town and a rapid increase in the size of the town. Marischal Street was one of the first new streets to be created in 1760 and was a hugely significant pioneering piece of urban planning and engineering, providing a direct route from the town centre to the quayside with a viaduct over Virginia Street. Belmont Street and Schoolhill were also developed at this time. Queen Street was constructed in 1775 to provide access from Broadgate to the flesh market, followed by the development of Carmelite, George, Charlotte, St Andrew, John and Tannery streets during the 1790s to the north of St Katherine's Hill. This period of development signified the first planned urban expansion of Aberdeen.



ROCH LANDS

Sundry Proprietors

*Lands Belonging to the
Marshall College & Mill &c*

Garden
Gordons
Hospital

College
Garden

North Street

The
Heading Hill

Castle Hill
Observatory

Bowling
Green

Page 111

AVAIL
CASTLE STREET

Church Yard

THE PIER

Dove Cot

The Green Well

Old Pier

Detail from City of Aberdeen map, Alexander Milne 1789 © National Library of Scotland

The Trinity Inch

Sands Flooded at High Water

Sands Covered



Construction of Union Street

2.2.9 A decision was taken by the City Fathers in the early nineteenth century to improve the southern approach into the City and to enable the City to expand westwards. Of the various options under consideration, the solution which was eventually acted upon was also the most ambitious. This entailed the removal of the top section of St Katherine's Hill and the creation of a bridge and a series of vaults to allow a gently rising roadway to be formed from the Castlegate across the Denburn Valley to the undeveloped land beyond the west bank of the Denburn. This westerly expansion was pioneering and visionary but also costly and led to the City's bankruptcy in 1817. The debt however was cleared by 1825.

2.2.10 The decision to provide the city centre with a wide street at a fairly uniform gradient by carrying it on a system of viaducts over the ancient streets in the valleys below was an imaginative one with far reaching effects. The width of the street allowed development of the buildings on each side of a scale and quality that firmly established Union Street as the City's principal street, even to this day, whilst the medieval street pattern around the Green and the St Nicholas Kirk remained largely intact.

2.2.11 Union Bridge, which crosses the Denburn, was opened in 1805 and was seen as the architectural centrepiece of Union Street. Development followed between the Castlegate and the newly built Union Bridge, and the permitted height for new buildings along this section was three storeys of dressed granite,

plus an attic. When the street was laid out the properties were residential houses, although it was not long before the first shops appeared. The name 'Union Street' was given to commemorate the union between Great Britain and Ireland in 1801. At the same time the construction of King Street commenced, providing a more direct link to Old Aberdeen and the north, and was completed in 1803.

2.2.12 Development westwards past Union Terrace was slow, apart from the development of Golden Square (1810). Major public buildings such as the Trinity Hall, the screen in front of St Nicholas Kirk and the Music Hall were built during the 1820s. Market Street was laid out after the New Market Company obtained an Act of Parliament in 1839 for the erection of a closed market, connecting Union Street with Guild Street and Trinity Quay. Market Street, Exchange Street and Hadden Street were laid out on a grid pattern between 1840 and 1842. Market Street was designed to line through with the Great Northern Road and connect Union Street to the harbour.

2.2.13 Bridge Street was developing by the late 1860s. Constructed on another viaduct of arches it forced the removal of low-lying cottages of the Poynerook and Windmill Brae. Bath Street was laid out in 1897 from Windmill Brae to Bridge Street. Although the eastern part of Guild Street was first developed in the 1840s, it was not until 1867 when a new Joint Station and bridge were constructed in the Denburn Valley that it met Bridge Street, completing and improving the new road connections from Union Street to the harbour. The



arrival of the railway over the now culverted Denburn transformed the surrounding industrial area into an urban park (Union Terrace Gardens) and had major implications for trade, as well as having a physical impact on the area, with the creation of the Denburn and Rosemount Viaducts enabling the further development of land at Schoolhill.

20th Century to Present Day

2.2.14 At the end of the 1930s Union Street was recognisable as a gracious Georgian thoroughfare interspersed with Victorian and distinctive art deco styles such as the Capitol Cinema and 73-77 Union Street (Cafe Nero). Most of the properties which had been designed for residential use were by now shop units on the ground floor. Significant buildings constructed at this time were the National Commercial Bank (1936) and 78-80 Union Street (1929) whilst 157-165 Union Street (now a hotel on the upper floors and retail on the ground) was built on the Palace Hotel site, on the south west corner of Union Bridge in 1957. The 'air space' above the south side of Union Bridge between the Old Palace Hotel and Trinity Hall was considered a gap site for development and in the late 1950s planning permission was granted to develop a row of shops across the south side of the bridge. Permission was also sought for the same type of development on the north side of the bridge in the 1960s, but this proposal was never realised.



Above: Palace Buildings & Union Bridge, George Washington Wilson 1877
Left: Music Hall, George Washington Wilson 1877

2.2.15 Tall buildings were developed in the city centre from the 1960s. While these were not included in the Conservation Area boundaries when it was initially designated (largely as they were not considered as being of historic notable interest at the time), a number of them, for example Virginia and Marischal Courts, are visible from the Conservation Area and therefore impact on its setting. The same is true for what is now Marischal Square on Broad Street, formerly the site of St Nicholas House. A number of the city centre multi-storey tower blocks are currently being considered for listing by Historic Environment Scotland.

2.2.16 With increased car ownership in the 20th century, motoring infrastructure has developed, including the construction of new roads and substantial alterations to existing ones, such as the Denburn Road and Virginia Street. Multi-storey car parks have been built, for example on Shiprow, Queen Street and Rennie's Wynd. Car parking and items relating to vehicular traffic, for example signs and traffic lights, have also become prevalent on most streets, altering their appearance. The surfacing of many streets has also been altered, from historic granite setts, to hot-rolled asphalt.

2.2.17 By the mid 20th century Union Street had been laid out as we see it today. The layout was conceived by the eighteenth and nineteenth century improvers and much of their architecture has survived, with the exception of the area impacted by the Trinity Centre covering one side of the bridge, Denburn and the associated highway developments which were carried out in the latter half of the 20th century.

2.2.18 More recent developments include Marischal Square, Union Square, Triple Kirks, the Bon Accord and St Nicholas shopping centres, which all have a major influence on the urban form as well as the function of the city centre. There have also been recent larger buildings constructed in a cluster at the former Capitol Theatre and the building adjacent (Silver Fin), and these buildings have altered the skyline of this part of the city centre.

2.2.19 Recently completed works to Aberdeen Art Gallery have involved a substantial internal refurbishment and the installation of a roof extension. These works allow the art gallery to attract larger world class exhibits that have certain space and climate control standards which the art gallery could not accommodate previously. The work also allows the building to be far more





accessible for people with disabilities. The Music Hall has also recently undergone a substantial internal renovation that improved the facilities including improving disabled access. This intervention will also see the long term future of the building secured as a music and arts venue.

2.2.20 The [City Centre Masterplan](#) outlines a 20 year development strategy for Aberdeen city centre. The masterplan document details the importance of Aberdeen's built heritage to the future development. A number of the key masterplan projects are in the boundary of the Conservation Area. Projects CM02 Queen Street, CM11 Union Street Conservation Area Regeneration

Scheme (CARS), EN08 Union Terrace Gardens, EN07 Castlegate, EN09 Golden Square and CM06: Aberdeen Indoor Market are all within the boundary of this Conservation Area. The City Centre Conservation Area Character Appraisal has and will continue to inform decisions made regarding a great number of the City Centre Masterplan projects.

2.2.21 Economic and commercial pressures continue to shape Union Street. This was recognised when the Conservation Area was designated in 1968 and these pressures remain a fundamental influence today.

3. Strategic Views

3.1 There are numerous key views both within the city centre and of the City from the outskirts and beyond. These are visible due to the topography, as described in Section 2.1.2, with views from higher areas of land down towards the coast and the River Dee and Don valleys.

3.2 Historical development in Aberdeen has left the City with a beautiful and interesting set of towers and spires, which contribute hugely to the skyline, make the City distinctive, and these views should be respected. Most of Aberdeen's city centre is however a fairly uniform height, which helps to give the historic character of the area a harmonious feel. In the 21st century a number of new larger buildings have been constructed with varying degrees of impact on the skyline. Future development must consider, assess and be very sensitive to its impact on the City's skyline and historic character, be of an outstanding design and not have a negative impact on important views. Many of the views of the city centre are from outside the City and / or the City Centre Conservation Area and often contain interesting contrasts between suburban or industrial development and City's historic core, as well as giving a sense of the City's evolution. Key views are outlined in the character area sections below (Sections 5-7).



Belmont Street



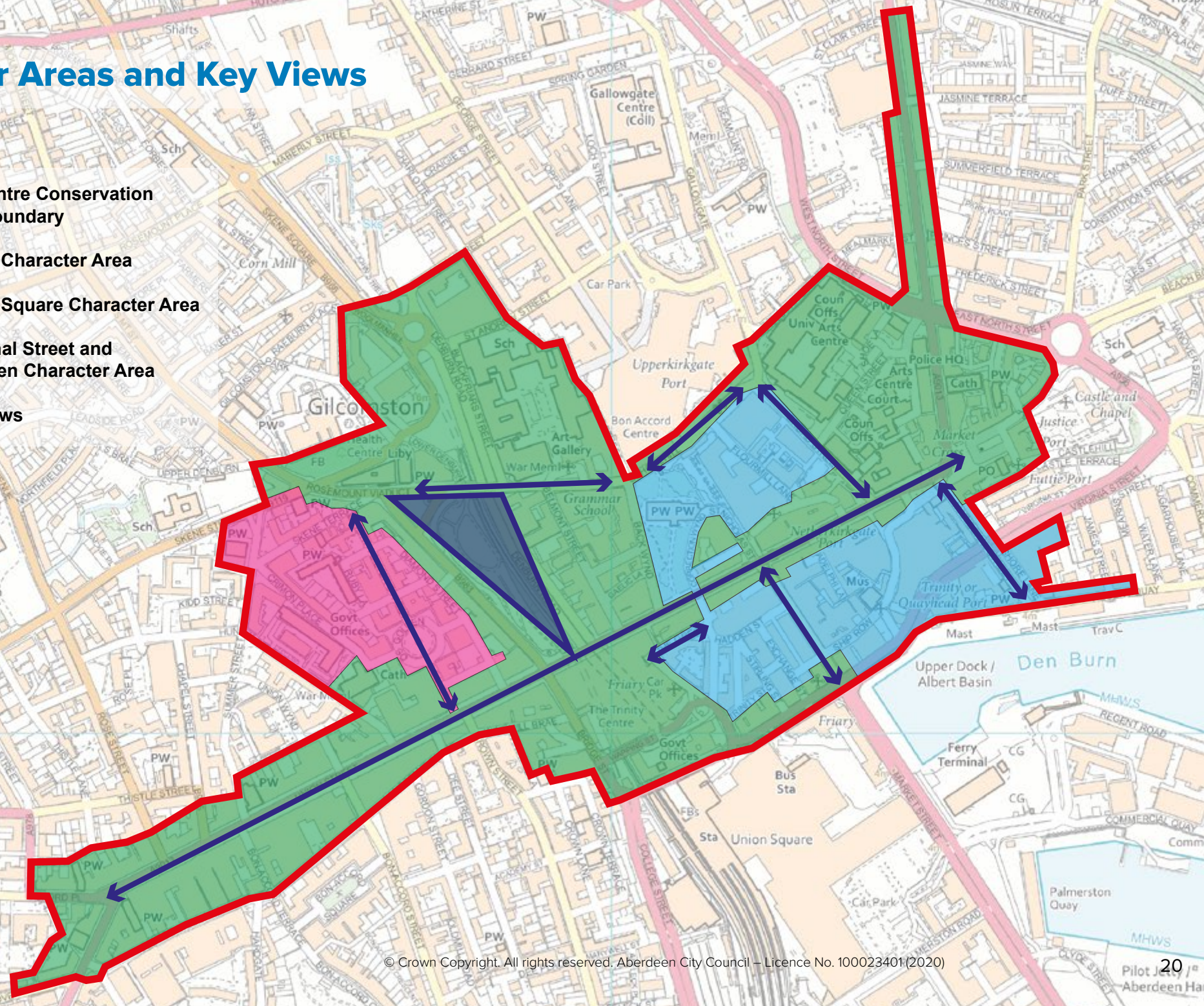
Golden Square



Marischal Street

Character Areas and Key Views

-  City Centre Conservation Area Boundary
-  Central Character Area
-  Golden Square Character Area
-  Marischal Street and the Green Character Area
-  Key Views





Shiprow



Upperkirkgate

4. Townscape Summary





4.1 The City Centre Conservation Area includes a range of streets and properties and therefore does not have a single identifiable character, but is made up of several areas each with buildings from different periods and with different functions. These areas are not distinct, but overlap, as would be expected from a city centre that has evolved over many centuries. These areas are strongly linked, both by the unifying effect of the granite masonry, cultural and economic ties and also by the dominating effect that Union Street has over the City. As these character areas are so interlinked it is challenging to define specific character areas, however for the purposes of assessment, 3 character areas have been identified and analysed within this appraisal. These are covered in sections 5-7 of this document.

4.2 As its name suggests the City Centre Conservation Area incorporates the centre of the City and, as such, the area is surrounded by the development of Aberdeen as it grew out from the central point. Union Street is positioned over the undulating ground of three hills and the Denburn valley, slightly inland from the sea and close to the mouth of the River Dee. The land comprises gently sloping ground from the edge of the coast. There is a drop in height above sea level across the Conservation Area from west to east from 35 metres at Alford Place to 15 meters at the Castlegate and down to 5 metres at the quayside. Union Street is immediately surrounded by relatively high-density development, therefore long-distance views across the site and an awareness of setting are not always apparent, but all the more dramatic where this occurs, particularly the view from Union Bridge over the valley of the Denburn. Important views exist

along King Street and along the length of Union Street from either end with definite but understated visual terminations by the Salvation Army Citadel and the College buildings.

4.3 The topography of Aberdeen shaped its development significantly and constrained the expansion of the town up until the beginning of the 19th century. The maps on pages 24 and 25 show the development of the street pattern from the late 17th century with St Katherine's Hill and the Castlegate as the central focus, through to the present day where Union Street is the main, central feature of street pattern. Up until the 19th century the street pattern was shaped by topography and the natural environment. This relationship becomes less apparent over time as advances in engineering enable early town planners to break free of topographical constraints.

4.4 Unusually for historic Scottish towns, no clear high street was formed in the settlement of Aberdeen until the development of Union Street in 1800. The high street function was met by the Castlegate which was a grander version of a market place, which shows that Aberdeen was a place of ambition and wealth at this time. Development encompassed geographical features and Aberdeen developed as a series of important 'areas' such as the Green, Castlegate and St Nicholas Kirk. The development of Union Street had a major effect on street pattern and formed an important spine. New roads quickly followed to the north (King Street), south (Market Street, Bridge Street) and west (Holburn Street, Alford Place) with little change in layout to the present day, only an increase in density of development.

4.5 A variety of building periods and styles contribute to the character of the Conservation Area ranging from the older historic fabric of St Nicholas Kirk and the sixteenth century Provost Ross and Skene's houses to 20th century shopping centres and civic buildings. There is a clear distinction within the Conservation Area between the bold geometry of Union Street (and the post-Union Street new town west of the Denburn) and the adjacent, intricate and organic, street pattern of the medieval heart of the original town. Notable landmark buildings falling within the City Centre Conservation Area include The Town House, The Salvation Army Citadel and the spires of Marischal College, Robert Gordon College, St Nicholas Kirk, and Triple Kirks as well as the Schoolhill domes of the Cowdray Hall, His Majesty's Theatre, City Library and St Marks. These landmarks afford legibility to the city centre and have the potential to aid pedestrian navigation. They are often seen and used as visual symbols of Aberdeen.



4.6 The City Centre Conservation Area contains many fine listed buildings and Union Street itself is listed at its vaulted section and at Union Bridge. Listed buildings form a high proportion of buildings in the Conservation Area and there are more category A listed buildings in this Conservation Area than in any other in Aberdeen.

4.7 An important characteristic of this Conservation Area and the City generally is the use of granite. This material helps to unify the various styles and periods of building. Granite predominates as a building material across the Conservation Area and is used in a variety of finishes from quarry-dressed to polished. There are notable exceptions such as the red-brick spire of Simpson's Triple Kirks on the corner of Belmont Street and Schoolhill. Sandstone was sparingly used for parts of historic buildings such as at the Gilcomston South Church on Union Street, the quoins are a notable curiosity on the 'Auld Hoose' of Robert Gordons College, and the anomaly of St Andrews Cathedral of golden sandstone on King Street. Modern buildings present a variety of materials from concrete through to glass but are very much in the minority. The majority of traditional roofs are covered with Welsh or Scotch slate, although copper and lead are used as cladding for domes and cupolas.

4.8 The relative hardness of granite has led to some details that are peculiar to granite buildings and distinctive to Aberdeen. Masonry carving work tends to be less elaborate than it might be with softer stones and it is the elegance of line, curve and proportion of many buildings which contribute to their architectural quality. There are subtle variations in the colours of granite from pink through to almost white, but granite is usually described as grey in colour. Variation in the appearance of granite is achieved through polished, rusticated and split faced finishing. Its crystalline structure sparkles and comes to life in sunlight. Granite's unifying effect on the City's architecture tends to add a sense of dignity and sobriety to the already orderly streets of the nineteenth century. The use of granite became more widespread in Aberdeen after 1730 as a result of the opening of Loanhead Quarry and the reopening by the Town Council of Rubislaw Quarry in 1741.

4.9 The character of Union Street and, in particular, the West End of Union Street changed with the gradual introduction and spread of shop units at ground floor level, a trend also seen along Princes Street in Edinburgh, which was also originally intended as a residential street. The original shopfronts were constructed in timber, with a timber fascia sign and stallriser, often with a



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Above: Detail from City of Aberdeen map, John Wood 1828. Below Detail from City of Aberdeen map, JG Bartholemew 1912 both © National Library of Scotland



SKENE TERRACE

regard to, the character of the area, be practical, well maintained and should help define the area.

4.11 The black and white street letter tiles on street names are a particular characteristic of Aberdeen and should be repaired and retained wherever possible.

4.12 A palette of blacktop and a variety of concrete paving materials have superseded older coverings that included granite. Granite kerbing in most areas remains due to the quality of the granite and the contribution it makes to the character of the conservation area.) Where street surfaces are replaced, consideration should be given to the use of traditional materials to enhance the character of the Conservation Area. A streetscape manual will be produced by the Council's Strategic Place Planning Service to guide the development of the public realm in the City Centre Conservation Area and across the city.

recessed door. Traditional shopfronts generally had vertical proportions and in taller shopfronts where the windows could be particularly high transom lights were often employed. Not many examples of original shopfronts survive on Union Street but more have survived along the southern section of King Street. Within the Conservation Area there are two main public areas of 'green space' at Union Terrace Gardens and St Nicholas Kirk. These areas do not form a large proportion of the Conservation Area, but their function and use contribute immensely to the character and appearance of the area. Apart from these two areas the City Centre Conservation Area is not a particularly 'green' Conservation Area and has little in the way of public green space. Whilst the St Nicholas Kirkyard is well used, Union Terrace Gardens suffers from under-use and is currently being transformed and rejuvenated as part of a multi-million pound scheme to improve access and increase the use of the gardens. Trees within Conservation Areas are afforded statutory protection by The Town and Country Planning (Scotland) Act 1997, recognising the valuable contribution that they make to the character of Conservation Areas.

4.10 Union Street is somewhat cluttered with street furniture including bus stops, bollards, seating, flower tubs, lampposts and barriers for example. Whilst some are attractive additions to the streetscape, others clutter pavements and public spaces. An overhaul of street furniture design and appearance as well as siting would benefit the appearance of the City Centre Conservation Area. Street furniture within the Conservation Area should be sympathetic to, and have



Right: Shiprow streetscape

5. Character Area 1: Central





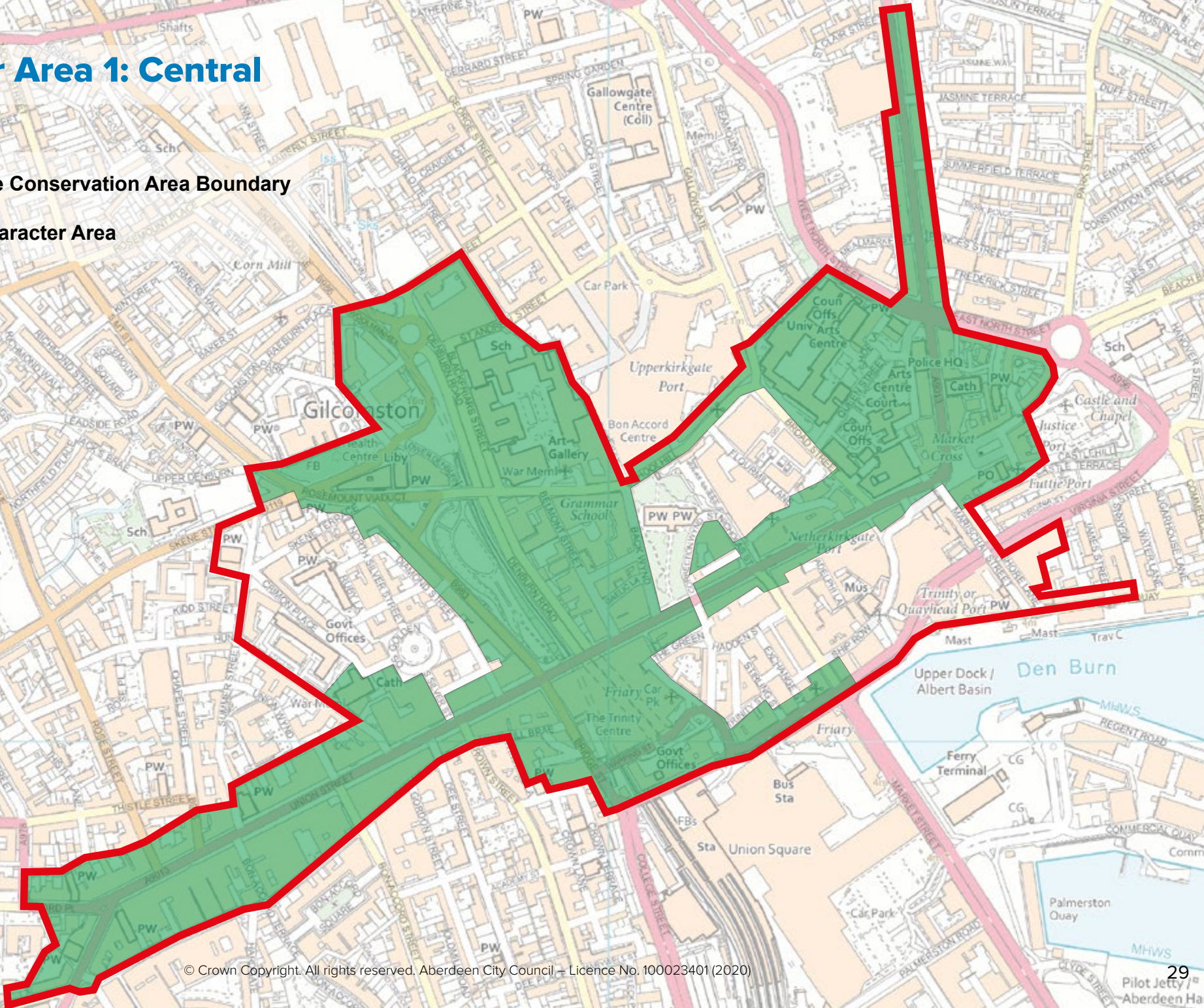
5.1 Three character areas have been identified and analysed within the City Centre Conservation Area. There will be instances where buildings will contribute to two or even three different character areas. In these instances the relevant sections from each character area appraisal should be used.



Above: Marischal College. Right: Aberdeen Town House

Character Area 1: Central

-  City Centre Conservation Area Boundary
-  Central Character Area





5.2 Key Streets

King Street, Union Street, Broad Street, Gallowgate, Little John Street, Flourmill Lane, Queen Street, Schoolhill, Rosemount Viaduct, Black Friars Street, Denburn Road, Castle Terrace, Bridge Street, Union Terrace, Woolman Hill, Rosemount Viaduct

5.3 Key Buildings

Marischal College, Marischal Square, Provost Skene's House, Music Hall, Town House, Tolbooth, Mercat Cross, 33 King Street (Aberdeen Arts Centre), 3 Castle Street and 2 Marischal Street (High Court), 146 Union Street and 1-3 Union Terrace (Chaophraya building), 154 Union Street (Lakeland building), His Majesty's Theatre, Art Gallery, Robert Gordon's College, the former Woolmanhill Hospital, the Central Library, Salvation Army Citadel, Marischal Court, 4 Castle Street (Archibald Simpson Public House), 208 Union Street, 78-80 Union Street (RBS), 60-62 Union Street (Clydesdale), St Andrew's Cathedral.



Rosemount Viaduct with Central Library, St Mark's Church and His Majesty's Theatre

5.4 Key Characteristics

Positive	Negative
Straight, planned streets	Maintenance of buildings
Sense of place and history	Street furniture clutter
Use of granite and slate	Loss of historic shopfronts
traditional shopfronts	Roller shutters
Detailed corner buildings	Vacant ground floor and upper units
Timber sash and case windows	Clutter on building fronts
Regular building line	On Street Bins (including belly bins)
Arrangement of principal streets and rear lanes	Generic urban realm
Cultural, civic and economic heart of Aberdeen	Lack of Flora
Grand civic buildings	

5.5 Setting and Views

5.5.1 This character area covers the centre of Aberdeen. The setting is consequentially densely urban and commercial. The area is dominated by Union Street, which is the City's main shopping and commercial street although this has been somewhat eroded by the construction of a number of shopping centres in the city taking people away from the traditional shopping destination. Union Street rises gently from east to west and is a linear street measuring 0.8 miles in length from the Castlegate to Holburn Junction. Rosemount Viaduct and Union Street fly over the Denburn Valley, with Schoolhill and Upperkirkgate being on a slight gradient, leading down towards Littlejohn Street, which slopes more steeply down towards West North Street. This valley becomes less pronounced to the north; the ground level flattens by Woolmanhill. Market Street and Bridge Street both slope south towards the harbour with Bridge Street also sitting on a viaduct. Windmill Brae and Bath Street follow the topography of this slope and show the steepness of the land clearly. Windmill Brae and its connection to the Green is a historical route that is clearly evidenced on Woods 1828 Plan of the Cities of Aberdeen. This route, though lost visually with the erection of the Denburn Road and Trinity Centre, still exists through the carpark of the shopping centre.



5.5.2 The linear nature of the streets and the frame provided by the buildings create the long-distance views down Union Street and King Street, which contribute significantly to the character of the area and are a key part of its setting. The views in both directions down Union Street and King Street are highly important and the streets' straightness reflects the City's nineteenth century aspirations. Key buildings in these views include the Salvation Army Citadel, the Town House and Marischal Court (which juxtaposes well with the neighbouring historic buildings) towards the east end of Union Street / the Castlegate and the Arts Centre on King Street, the tower of which is visible from as far away as the junction of King Street and Pittodrie Place, beyond the boundary of the Conservation Area. These views could be enhanced by improvements to shopfronts, a reduction in motorised traffic and a reduction of street clutter. Views out of the character area, into the Kirkyard and over Correction Wynd and the greenery / historic feel of these areas, give important contrast with Union Street. These views also show the undulating nature of these streets which people often assume are flat.

5.5.3 Along the length of Union Street is an iconic view with the Citadel building to its eastern end. The residential tower blocks of Marischal and Virginia Court that were completed in 1966 sit behind the Citadel building. These routes emphasise the straight and relatively level nature of the planned road system. Views within, into and out of this character area are extremely important.

5.5.4 The harbour and River Dee are key to the setting of the Conservation Area, being the *raison d'être* for the City itself. The sloping natural topography of the Conservation Area and its proximity to, and interaction with, the waterfront should be seen as key elements of its setting.

5.5.5 St Nicholas Kirk and Union Terrace Gardens are key for the setting of this part of the character area providing green lungs in the otherwise hard, granite environment. Similarly, views down streets which run perpendicular to Union Street and King Street are also important, particularly down Market Street and Marischal Street which have views of the harbour visible at the bottom. Both views give a sense of Aberdeen's topography and the slope of the ground downwards, to the south of Union Street.

5.5.6 Views in the city centre, particularly down Union Street, are enhanced by the number of high quality, grand corner buildings, including 1 Union Terrace (Chaopraya) and 4 Castle Street (Archibald Simpson Public House) and by the towers, domes and spires of buildings such as the Town House, 208 Union



Street and Gilcomston Church and the former Langstane Kirk (Soul Bar) which contribute to the skyline and help to create the City's distinctive silhouette. From the western end of Union Street, the view down Alford Place is important: trees dominate this view and give a clear sense of moving to a different part of the City. Likewise, the views down Holburn Street are important: this street slopes downward and views of the countryside beyond the City can be seen above the roofs in the foreground.

5.5.7 Many of the side streets off King Street and Union Street are primarily residential and thus have a different character to the principal shopping and business streets. The views glimpsed from and towards these streets, and the contrast between them, is important, giving an understanding of the City's development over the centuries.

5.5.8 One of the most important views is that over Denburn Valley and Union Terrace Gardens, both from Union Bridge and Rosemount Viaduct. This view gives a welcome break from the dense urban built form of the city centre and allows the vegetation in the gardens to be appreciated, along with the spires, towers and turrets of the Belmont Street area. Long distance views are visible

from Rosemount Viaduct of Broadford Works and the Bastille, which, along with Triple Kirks Spire, are brick structures and therefore create contrast with the granite which predominates in the city centre. These views over the Denburn valley are significant as they illustrate a key historic boundary within the City, which held back development for many years. Contrast between Union Street, with its dense urban development and the spaciousness of the valley add to the character of this area. The Nuart artwork on the side of the Belmont Cinema contributes positively to this view, adding visual interest to a previously blank elevation.

5.5.9 The long-distance views of this character area are very important. They demonstrate the importance of Union Street within the context of the City and aid navigation.

5.5.10 Other views in this character area that are shorter in length but still of note include:

- Along Rosemount Viaduct, Upperkirkgate and Schoolhill, with the trees in St Nicholas Kirkyard and Schoolhill adding vital colour to the scene and the towers of Marischal College and the Mitchell Hall creating visual interest to the east. The redevelopment of Union Terrace Gardens will add new complementary planting and building in this area.
- Along Belmont Street to the Art Gallery on Schoolhill, this is a vital link between these two key streets.
- From Bridge Street looking down on Windmill Brae.
- The view along Guild Street, towards the harbour.
- From Rosemount Viaduct over towards Woolmanhill Hospital and the recently redeveloped block of the Sandman Hotel on St Andrews Street.
- From Union Square towards the city centre, as this is the first view of the city centre that visitors get.
- The view over the Green from Union Street, down to the Market.



5.6 Built Environment

Orientation, Building Lines and Heights

5.6.1 There are a wide variety of buildings within this character area, the majority of which have retail or commercial premises on the ground floor, with office or residential above. There are also a number of significant buildings with civic or religious functions, such as churches, the Town House, His Majesty's Theatre, Marischal College, the Art Gallery, Robert Gordon's College, the former Woolmanhill Hospital and the Central Library. This character area contains some of Aberdeen's most impressive buildings and a substantial number of listed buildings.

5.6.2 The building line and building heights along most of the street frontages are fairly uniform with the streets densely built up, with only a few gaps between the buildings. The strong line of development contributes to the character of this area and provides a sense of uniformity and formality. The buildings rise straight off the rear of the kerb as would be traditional in a City Centre location. Few front courtyards or gardens are present in this character area. James Dun's House (61 Schoolhill) is a notable exception, as is 27-31 King Street, 333 Union Street and 222-224 Union Street (Molly Malones), all of which have private space to the front, although this is enclosed by railings.



5.6.3 A network of rear lanes run parallel and a short distance behind Union Street, the most prominent of which is Justice Mill Lane / Langstane Place / Windmill Brae. These lanes allow the buildings which front on to Union Street to have a rear exit straight/service area on to the lane. To the west the distance between the two roads is greater, allowing for separate buildings to front on to Justice Mill Lane and some areas of car parking to be formed to the rear.

5.6.4 The back lanes to the rear of feus are generally lined with lower height buildings often these were ancillary to the original building to the front. These rear developments have a less regular building line, with the loss of boundary walls and with some areas having been converted to car parking, rather than having a building fronting on to the road. A number of large extensions have been added to these buildings over the years, but the feus and their traditional form are largely still intact. Some of these rear lanes, for example Justice Mill Lane and Windmill Brae, are enlivened by restaurants and artworks such as those that form part of the painted doors project.



Left: Back lane clutter. Above: Langstane Place



5.6.5 The basic layout and building pattern reflects the nineteenth century development of Aberdeen, although some 20th and 21st century buildings, such as 429-443 Union Street (The Capitol), 73-77 Union Street (Café Nero) and the Trinity Centre are also included within the character area. Many of the buildings have been altered over the years, with additions such as dormers or new or altered shop fronts, and extensions built to the rear. The majority of buildings fit within plots of land which reflect the size and proportions of the historic feus which gives streets a rhythm and enhances the historic character.

5.6.6 Union Street, the Castlegate and Justice Street are orientated. They are crossed at regular intervals by roads running perpendicular, including King Street, Market Street, Bridge Street, Broad Street and Union Terrace. The Denburn Road also runs perpendicular, though located under Union Street, and does not intersect, unlike the others. Rosemount Viaduct, Guild Street, Upperkirkgate and Schoolhill run relatively parallel with Union Street, creating a logical and convenient network of streets. At the south-west end of the Conservation Area, Holburn Street runs to the south from Union Street and Alford Place to the west.

5.6.7 When Union Street was laid out the Town Council stipulated the height of the buildings should be four storeys to the east, falling to two to three storeys towards the west. A number of buildings have therefore retained their original ground and first floors and have had later upper storeys added, often in a

Above: Silver Finn and Capitol buildings. Right: Re-used E&M shopfront. Both Union Street.

different style, for example 214 and 220 Union Street. With the exception of twenty-first century additions, the buildings within this character area largely vary between two to four storey and attic structures.

5.6.8 Marischal College and the former Greyfriars Kirk are set back from the street slightly allowing a stronger setting for them as key buildings within the character area. To the front of Marischal College and Marischal Square an area of public realm with pedestrian priority has been developed, greatly improving the setting and ability to stop and appreciate Marischal College and its grandeur.

5.6.9 Marischal Square is a substantial, clearly modern, building completed in 2017. The building's Broad Street and Upperkirkgate facing elevations are not overbearing to the existing surrounding historic buildings. The use of granite cladding and glass ties the new structure in with the surrounding historic buildings whilst reading clearly as a modern building. The glass of Marischal Square also reflects Marischal College and provides another level of interest and a different perspective to the historic building.

5.6.10 The more recent modern development in this character area such as the Capitol, the Silver Fin and Triple Kirks are considerably higher than the traditional properties. These first two additions are partially visible from Union Street and are all clearly visible from certain viewpoints within the City.





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Typical Building Forms and Features

5.6.11 There are a significant number of listed buildings within this character area, and particular reference should be made to the Category A listed buildings including The Music Hall, The Art Gallery, St Nicholas Kirk and His Majesty's Theatre. These buildings have a civic purpose and are still used for the original purpose they were built. The Category A listed Council headquarters at Marischal College is a fine example of Gothic architecture and provides a strong civic presence in the City Centre. Most of Union Street is covered by some category of listing and this includes Union Terrace Gardens and the Smith Screen to the front of St Nicholas Kirk. These listed buildings and structures demonstrate how important the street was when it was built and the architectural quality that still remains now.

5.6.12 The prevalent building type is tenements with retail on the ground floor and offices or residential accommodation above, most commonly accessed by a separate door. This said, over recent years there has been an increase in

Above: Chaopraya, 1 Union Terrace. Right: The Archibald Simpson, Castle Street

ground floor uses being changed to restaurants, particularly to the west end of Union Street. This has largely occurred due to the changes in shopping trends and the development of the shopping centres that run north to south. A number of the shop fronts have been altered over time losing the quality that once was present. A number of grant funding opportunities have been available over the years from the local authority including the Green Townscape Heritage Initiative (THI). Grants for repairs and reinstatement of original architectural features in historic buildings are currently available from the Aberdeen City Heritage Trust (ACHT) and the Union Street Conservation Area Regeneration Scheme (CARS) (see Section 10).

5.6.13 Windows to the upper floors are mostly timber sash and case. The facades to the buildings are granite and frequently fairly plain and austere, especially in earlier buildings, with simple detailing, such as string courses or hood moulding over the windows. Later in to the nineteenth century and 20th centuries buildings became more decorated as the technology for cutting granite developed and details such finials, pilasters or balusters became more common, as well as intricate window arrangements, with granite transoms and mullions. Good examples of intricate granite can be seen at 210 Union Street (Starbucks), 1 Union Terrace (Chaopraya) and 154 Union Street (Lakeland.) In





Academy shopping centre. This is mirrored in a smaller scale by many more domestically scaled corner buildings, which have carefully considered corners featuring a curve or a chamfer and sometimes a turret. Examples include 18 Bridge Street, 170 and 176 King Street, on the corners with Summerfield Terrace; 106 Union Street, on the corner with Correcting Wynd; 21-23 Bon-Accord Terrace, on the corner with Langstane Place and 50-54 Guild Street, on the corner with Carmelite Street.

5.6.16 The grand buildings in the character area, such as Marischal College, the Art Gallery and the Central Library are mostly built in a larger scale than the retail and commercial premises. They feature extra decorative devices, such as towers, domes and columned porticos, which do not feature on most of the other buildings, with the exception of some of the banks. With the exception of Marischal College, which is Gothic, these civic buildings are generally designed in a classical style and all of them contribute considerably to the character of the Conservation Area.

5.6.17 Union Bridge is worthy of note. It is part of the Union Street viaduct which enabled the city to expand to the east and is a key feature of the character area. It spans the culverted Denburn River and is a substantial and impressive

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in addition, contrasting shades of granite were sometimes used to highlight features such as is evident on the Denburn Viaduct. At parapet height many buildings are highly decorative such as 62 Union Street (Clydesdale Bank). These more decorated buildings are mainly nineteenth century, although there are a few 20th and 21st century additions.

5.6.14 Buildings which were designed to impress and reassure their users, such as banks, as exemplified by the North of Scotland Bank building (Archibald Simpson's Public House) or the 1 Union Terrace (Chaopraya) tend to have more ostentations detailing and stonework than many of the properties designed for retail on the ground floor. The western end of Union Street was originally designed as houses, meaning that the older buildings here are plain and almost all have been altered to insert a shopfront at ground floor level.

5.6.15 A number of buildings have curved or chamfered corners, allowing the appearance of a grand façade to be carried around the corner. Examples include 5 Castle Street (Archibald Simpson's Public House), 1 Union Terrace (Chaopraya), 114-120 Union Street (Espionage), 1-5 Rosemount Viaduct and the

Above: East end of Union Street. Right: Bridge Street



structure. It is visible from numerous locations in the character area notably from Union Terrace Gardens and Rosemount Viaduct. A further key feature of the bridge is the cast iron balustrade designed by William Kelly and more specifically the cast iron leopards (Kelly's cat's) which were designed by Sidney Boyes which were added as part of a scheme to widen the bridge in 1908.

5.6.18 The former Woolmanhill hospital has a level of grandeur and status and a presence within the streetscape and this character area. Designed by Archibald Simpson, its function and importance to the population of the time is clear. The complex contains one Category A and a number of Category B listed buildings.

5.6.19 Also within this character area is Robert Gordon College and the recently refurbished Sandman Hotel on St Andrews Street. The building on St Andrews Street was built as a training college and takes up the whole block.

5.6.20 There are some examples of the influence of Scots Baronial architecture within the character area. This is most prominent in the Salvation Army Citadel, the design of which is rumoured to be based on Balmoral Castle, and the style's influence is also visible on buildings such as the Town House, 22-24 Guild Street and 46 Schoolhill.

5.6.21 Common features on Aberdeen's historic buildings include hidden parapet gutters, nepus gables, decorative stair windows, arched window heads at ground floor level, dormers (both historically styled and poorly designed modern ones) and curved corners on buildings.

5.6.22 20th century additions to Union Street include several Art Deco buildings, such as both Burton's shops (one now Café Nero, the other now Schuh and Five Guys) and the Capitol, and more recent additions including 159-163 Union Street (Travelodge), 196-206 Union Street, the Town House extension and 1 Shiprow. The 21st century developed the city centre further, with development on the site of the Capitol, the Silver Fin building, Marischal Square and Triple Kirks adding to the vertical emphasis of the City with taller buildings in this character area. Some of the 20th century additions, such as the Trinity Centre, are considered to have a negative impact on the conservation area while some, such as Unit 10 The Academy (Nandos), have a neutral impact. A number of the more modern buildings use large areas of poor-quality cladding materials which would no longer be considered acceptable, such as grey-brown cement render and reconstituted stone blocks. The variety of buildings, detailing and architectural styles within this character area contribute to the character of this area.



5.6.23 The vertical emphasis of the spires within this character area are key. These aid orientation and showed the prestige of the church when it was built. There are a number of churches in the city centre and their presence is evident. Due to the reduction in attendance at church services a number of these have been changed to public houses or clubs. 333 Union Street, former Langstane Kirk (Soul Bar) has been converted into a public house and restaurant use, ensuring the buildings' long-term use. 27 Belmont Street (the former Priory Club) has been allowed to fall into a serious state of disrepair and is now on the Buildings at Risk Register.

5.6.24 Woolmanhill is currently on the Buildings at Risk Register but planning and listed building consent were granted in 2016 for conversion to a hotel, serviced apartments and residential flats. The conversion of these important buildings would make a very positive contribution to the character area and the City as a whole.

Former Infirmary Buildings, Woolmanhill

Materials

5.6.25 When Union Street and King Street were laid under the Act of 1800 for 'making two new streets in the city of Aberdeen' the Town Council stipulated the use of dressed granite as the principal exterior material. This has resulted in a uniform appearance to Union Street. As granite was local and was historically the best building material available, it has also been used for many of the other buildings within the character area. The front of the buildings are generally finished in smooth ashlar (sometimes Aberdeen Bond) but the sides and rear are often constructed of cheaper granite rubble, laid in courses, or in a random arrangement.

5.6.26 Most of the buildings have slate roofs; originally these would have been Scottish slate possibly from the local Foudland Quarry. Where this has been replaced a mixture of Welsh slate types has been used. Dormers have been added to many of the buildings over time and while many of these are in a traditional form with a lead roof or a pitched, slated roof and sides, many are inappropriate modern designs. These are usually box dormers with flat roofs, or poorly detailed and proportioned pitched roofed dormer, which are often linked. This detracts from the character of the Conservation Area. Where possible modern box dormers should be replaced with traditional scale and style dormers. Some roofs have traditional timber snow boards, which should be retained along with other traditional details and features.

5.6.27 Buildings with domes and some of the towers, such as the Town House, Art Gallery and Woolmanhill Hospital make use of metal coverings. These are a mixture of copper, as on the Art Gallery, and lead, as on St Mark's church. Lead is also used extensively in parapet gutters and for flashings on roofs and ridges on dormers, although zinc has sometimes been used as an alternative in recent years.

5.6.28 Cast iron railings and gates are present in small areas but mainly around the St Nicholas Graveyard and the former Langstane Kirk and the Congregational Church (Belmont Street)

5.6.29 Window frames are primarily constructed of timber, with some examples of metal on 20th and 21st century buildings, such as 78-80 Union Street (RBS). UPVC has been used in some buildings, although this has a negative impact on the Conservation Area and its use must be avoided, particularly on listed buildings.





5.6.30 Doors are also primarily timber, those leading to upper floors or domestic properties are usually panelled whereas many of those leading into offices or retail premises often contain glazing. A number of traditional doors have been replaced with modern metal framed doors, particularly in buildings with modern shopfronts. Encouragement should be given to owners to restore historic fabric and remove unsympathetic modern interventions. Some shops have an outer set of storm doors, which are open by day and closed at night, giving security while keeping the attractive appearance of the building. These are most frequently timber, but some are metal. As an alternative, some commercial premises with recessed entrances have metal gates, which allow visibility into the property while restricting access. A small number of properties have roller shutters, which have a negative impact on the Conservation Area.

5.6.31 There is a limited use of sandstone as a building material within the character area. This is most prominent on the Mercat Cross and St Andrew's Cathedral. It is used for detailing on some properties, such as the armorial carving on the south façade of 8 Upperkirkgate because it was a much easier stone to work with.

5.6.32 20th and 21st century buildings use a variety of modern materials, including imported granite or render. The use of modern materials but complementary colours are evident in the Marischal Square development.

Cowdray Hall dome and new entrance steps to Aberdeen Art Gallery

5.6.33 Brick is used within the character area. This is mostly in areas which are not visible, such as internal walls, but it can also be seen in some chimney stacks, rear walls and out buildings. Some of these bricks were made locally at Seaton Brickworks. Triple Kirks is an unusual building within the character area in that brick was used on prominent and very visible facades, as well as for the tower and spire.

5.6.34 Traditional shopfronts are generally constructed in timber, granite and glass however more recent replacements use a variety of materials, including metals and plastics. This results in a negative impact on the character area, as does poor maintenance. One of the aims of Conservation Area Regeneration Scheme is to improve the shopfronts of Union Street as doing so will make a positive contribution to the area.

5.6.35 Where rainwater goods are external, these are usually cast iron, although some have been replaced with aluminium or uPVC. Hidden and parapet gutters are usually lead lined. However, poor maintenance of these has resulted in a number of these failing, resulting in dark staining to the facades of buildings.





Guild Street, Bridge Street, Holburn Street are included in the **City Centre Air Quality Management Area** (poor air quality) which is of a serious concern of public health and quality of life in the city centre. A **Low Emissions Zone** (LEZ) is proposed for Aberdeen city centre which should address the issue of air quality

5.7.3 Union Street and King Street both have bus lanes and many of the roads within the character area have bus stops. This makes sustainable travel into the city centre easy and efficient but does add to street clutter.

5.7.4 The rear lanes and side roads have a mixture of hot rolled asphalt and setts, with some on-street parking. On-street parking is available on some of the more major roads, such as Union Terrace, but not Union Street itself.

5.7.5 Belmont Street and Broad Street have been designed to improve pedestrian movement and experience through an enhanced environment. The Castlegate is also pedestrianised with the original surface retained with the historic granite setts, that said the current surface in the Castlegate is in poor condition and is in need of repair and maintenance.

5.7 Public Realm

Streets, Parking and Pavements

5.7.1 The main vehicular routes through the city centre fall within this character area. These include Union Street, King Street, Market Street, Bridge Street, Guild Street, Wapping Street and the Denburn Road. These roads have a heavy flow of traffic and relatively wide lanes for traffic (some having been temporarily altered to allow for physical distancing during the COVID-19 emergency). They have a hot-rolled asphalt surface. These routes by their nature put vehicular movement before that of pedestrian or cycle with the Denburn having no pedestrian access at all.

5.7.2 Many of the roads in the city centre currently suffer an overly-large amount of vehicular traffic; this is particularly an issue on Union Street, King Street, Market Street and Bridge Street. Not only does the traffic lead to pollution, and therefore a poorer environment for both residents and visitors, but it can also create an environment which is unpleasant for pedestrians. Parts of Union Street, Market Street King Street, King Street, Virginia Street, Commerce Street,

Above: Denburn Road. Right: Union Terrace



5.7.6 Much of the character area has retained its historic granite kerbs. There are also a number of streets where historic granite setts are still in situ, under modern finishes. Granite setts, slabs and kerbs should be retained and /or be brought back in to use wherever possible.

5.7.7 There are a number of sets of traffic lights and signalised pedestrian crossings within the character area, the most heavily used are Union Street / Bridge Street / Union Terrace and Union Street/ Market Street junction. These are mostly on a timer rather than being pelican crossings and thereby give vehicular traffic priority.

5.7.8 There are a variety of street widths within this character area. Union Street as the principal street measures in excess of 15 metres along its length with the perpendicular busy roads of Market and Bridge Street measuring 11 metres and 13 metres respectively. The Denburn Road is around 20 metres wide and does not afford any pedestrian amenity, its purpose is traffic movement and deliveries to the rear of Belmont Street. Belmont Street itself is 5.3 metres in width but the pavements are lowered to make the environment more pedestrian friendly.

Justice Mill Lane and Windmill Brae are more historical in nature and measure 8.4 metres and 7.3 metres respectively.

5.7.9 A number of pavements within the character area have been upgraded with the use of high quality Caithness Stone – this is particularly evident on Union Street and Schoolhill. Elsewhere the materials are concrete slabs which are less attractive. There are also a few areas with hot rolled asphalt pavements, most notably on Union Bridge, where it has been lined out to imitate slabs due to weight restrictions on the bridge. Windmill Lane also has asphalted pavements. A few streets have historic granite slabs as paving surfaces, for example Windmill Brae.

5.7.10 Belmont Street and Back Wynd have improved pedestrian environment with lower pavements and improved surface. This change in character of the pavements changes the feel of the street, slowing cars and making pedestrians feel safer in the environment. The high quality materials and layout make this area of public realm a positive addition to the Conservation Area and contributes to its special character. Long term maintenance programs should to be identified and appropriate budgets allocated to cover these costs to ensure these elements continue to make a positive contribution to the special character of the Conservation Area.



5.7.11 The pavements, cluttered with street furniture such as bins, telephone boxes, telecommunications cabinets, planters and bus stops, make it worse. The street clutter is a particular issue on Union Street and Bridge Street where there is heavy footfall. A reduction in street clutter and a considered approach to future public realm projects in this area would go some way to addressing this issue. The rear lanes in the character area are surfaced with a mixture of concrete slabs, setts and hot rolled asphalt. They are cluttered, often with a large number of bins. The pavements are often very narrow.

Shopfront Signage

5.7.12 Aberdeen has few complete highly decorative historic shopfronts remaining, although many buildings have retained historic features such as a fascia, pilasters or decorative detailing. Several of those which have retained their historic frontages were historically banks. A number of simple historic shopfronts remain, particularly on King Street, although many of these have had features such as sub-fascias added. Historic shopfronts should be retained and if unsympathetic alterations have been carried out in the past these should be reversed wherever possible.

5.7.13 Large 'To Let' signs are becoming more prevalent in this area of the city centre. These detract from the special character of the area and should be avoided wherever possible, especially large triangular projecting signs. Sympathetically sized and sited signs would be welcomed and be more appropriate for such an important sensitive area of the city.

5.7.14 There are a few examples of interesting, historic signage, such as the three-dimensional boots on Upperkirkgate and Union Street and the clocks attached to the facades on Union Street.



Above: 213 Union Street (The Grill)

5.7.15 Many of the buildings within the character area were built as residential premises and have historically been converted to commercial use, necessitating the installation of a shopfront and signage. More recently, some units have been converted from commercial to residential, which has necessitated improving the privacy for the occupiers.

5.7.16 High quality modern shopfronts in a number of styles have been installed in some properties, some of which have aided by grants from Aberdeen City Heritage Trust, The Green THI and the Union Street Conservation Area Regeneration Scheme. These changes have a very positive benefit to the character of the street.

Street Signage

5.7.17 As several of the streets within the character area are major traffic routes, including Wapping Street, Union Street and King Street, these have important strategic directional signage. Many of the roads in the area also have both directional signage relating to local places of interest and other signage for vehicular traffic, for example one way, speed limit and parking signs. Union Street and King Street also have signage relating to the bus lanes. All these are essential for the safe movement of traffic.

5.7.18 There are a small number of signs relating to local and national cycle networks within this character area.

5.7.19 Signage for pedestrians includes wayfinding totem signs, which are distributed throughout this character area. These contribute positively to orientation and visitor experience in the city centre.

5.7.20 Many of Aberdeen's streets have the black and white tiled street name plates. These are distinctive to Aberdeen and add to the historic character of the City. Some even have the directional finger pointing the direction of the street, such as Carnegies Brae.

5.7.21 Inappropriate or excessive signage should be removed or replaced with more appropriate signage that is sympathetic and complementary to the special character of the Conservation Area.

Street Furniture

5.7.22 The streets within this character area contain an excess of street furniture, including bus stops, bins, signs, benches, planters, traffic lights, phone boxes; telecoms cabinets; post boxes; bollards; bike stands etc. The character area would be improved by this being rationalised and the removal of non-essential items.

5.7.23 There are a few items of street furniture which contribute positively to the Conservation Area, for example the red phone box on Queen Street, which should be retained and could be enhanced with improved upkeep. Similarly, Aberdeen's traditional red post boxes contribute positively to the streetscape, as does the gold post box in the Castlegate, although, again, some would benefit from enhanced upkeep.

5.7.24 Street lighting in the character area is mostly wall mounted, particularly on the principal streets, however there are some areas which have columns. These are mostly modern, for example the wall mounted lights on Rosemount Viaduct or the columns in the Schoolhill Pocket Park. A few historic luminaires have been retained, for example on Union Bridge and Union Terrace, which contribute to the character of the Conservation Area, helping to make the City distinctive and aid orientation by night. A few streets have modern, 'heritage' columns, for example Castle Street, outside the Sherriff Court and the corner of Bath Street and Bridge Place and some heritage wall lights, for example Bath Street. A small number of buildings are well illuminated, for example the Music Hall, Art Gallery, Marischal College, Sandman Hotel and 1 Union Terrace (Chaopraya), which again aid night-time orientation and encourage a successful night-time economy while providing interest to the buildings.

5.7.25 A number of buildings have less successful illumination schemes, which have a negative impact, particularly where the illumination is focussed on signage, which is often damaged or where there are roller shutters, which the illumination draws attention to. Poorly planned illumination has a negative impact during the daytime, where wires and luminaires are visible on buildings, adding clutter and obscuring architectural detailing. Redundant lighting should be removed and the any fixings holes and damaged stonework should be made good. Any new lighting fixtures should be of an appropriate style, quality, scale and be sympathetically sited. Any new wiring should be a dark recessive colour (black or dark grey) and routed as discreetly as possible.

Above: 367 Union Street (Topolabamba). Below: 363 Union Street Bruce Miller's Clock. 44





5.7.26 There are a small number of traditional railings within the character area, including outside 333 Union Street (Soul Bar) and 224 Union Street (The Abercrombie) on Union Street, on Belmont Street and outside 27-29 King Street, as well as sections of cast iron railings on Rosemount viaduct and Union Bridge. The railings beside the William Wallace statue relate to the statue itself and are important for its setting. These add to the historic character of the area and should be carefully preserved and enhanced. Some modern railings are also present, for example as a handrail to the ramp outside the Sheriff Court Annex. This character area also contains a number of examples of fine granite balustrades, for example above Union Terrace Gardens and outside St Mark's Church.

5.7.27 Utilitarian guardrails feature extensively in the Conservation Area and detract from its special character. They are used extensively around the Castlegate, contributing to this area feeling closed off and underused. The Conservation Area would be enhanced by the removal or reduction of utilitarian guardrails. The impact guard rails have on the character of the Conservation Area should be given due consideration when new guard rails are being installed or existing guard rails are being replaced.

5.7.28 Bollards are also very common within this character area. There are modern examples on Union Bridge and granite examples on St Nicholas Street. The more commonly used Aberdeen Bollards are located on the Castlegate and on the corner of streets such as Huntly Street and Bon-Accord Street. These are used for safety at junctions to avoid vehicles mounting the kerb. At the junction of Alford Place and Holburn Street there are bollards that have in the past not been effective and as a result a heavy bell shaped bollard has now been placed at this junction. This is not an attractive feature but clearly has a function of safety. The impact bollards have on the character of the Conservation Area should be given due consideration when new bollards are being installed or existing bollards are being replaced.

5.7.29 Within this character area are a number of important statues including William Wallace and Prince Albert near the theatre, Robert Burns situated on Union Terrace as well as Robert the Bruce to the front of Marischal College and the war memorial located on Blackfriars Street.

5.7.30 Union Street has catenary wires strung over the street. These allow for the easy hanging of the Christmas lights and for festivals and events to be promoted and celebrated. A catenary also hangs over the southern end of



Belmont Street, advertising the Art Gallery. This is an attractive historic sign, which contributes to the character of the Conservation Area and care should be taken not to obstruct it by installing visual clutter behind it. New catenaries must be designed and fitted with care and with consideration of what any installations look like both during the day and night.

5.7.31 There are a number of cycle stands within this character area, mainly within close proximity of Civic buildings. This is apparent with them located to the front of Marischal College, outside the Art Gallery and the Art Centre. These are quite sensitively sited and sit well within the streetscape. Cycle parking within the public realm is principally standard Sheffield stands. Some bollards have been installed on Union Bridge which have integrated cycle parking in a bid to reduce clutter. There is scope for a greater and more strategic provision of cycle parking in the city centre and for it to be more creatively designed, to integrate it with other street furniture. Long term cycle parking for residents should be considered in the future, as many city centre flats do not have storage available.

5.7.32 Recently new BT phone totems have been placed within this character area. These are smaller than the previous phone stands and have been well sited within the footway as to cause as little disruption as possible. These allow free emergency calls and include WiFi access and information. Benches are in a number of areas within this character area. There are spaces to stop and rest. On St Nicholas Street there are a number of polished stone seats, but a variety of benches and seats can be seen on Broad Street, Schoolhill (outside the Art Gallery), Castlegate, Marischal Square, Bon Accord Centre roof, Academy courtyard and many more.

5.7.33 Many of the character area's rear lanes have accumulated an unacceptable level of clutter, such as bins, signs and bollards. Often these are in poor condition. By their nature rear lanes were always used for storage and servicing but some of these are very prominent within the Conservation Area and a balance needs to be struck. The Conservation Area could be improved by the quantity of these being reduced.

5.7.34 There are a number of on street belly bins which are large and unsightly. The Conservation Area would benefit from the removal of these bins and replacement with bins that are more complementary to the character of the Conservation Area.

5.7.35 Totems have been added around the city centre to aid orientation and demonstrate how easy it is to walk around the city centre. There are a number within this character area. There are a number within this Character Area. These have a consistent design throughout the City which is welcomed. They are relatively small in size and sensitively sited to avoid obstruction or more clutter on the pavement.

5.7.36 Bus stops are prevalent in this character area. Particularly on Union Street where there are a number of bus shelters which are often located in clusters and take up large areas of pavement which can be unsightly and detract from the special character of the Conservation Area. These being clustered also reduced the footway and can cause issues for pedestrian movement especially if there are large queues for buses.

5.8 City Centre Masterplan Projects

5.8.1 The **City Centre Masterplan** outlines a 20 year development strategy for Aberdeen city centre. A large number of the key masterplan projects are within the boundary of the central character area, these are listed below.

5.8.2 CM02 Queen Street: A new residential led mixed use development opportunity created by the relocation of existing public sector land uses (town house extension, police and courts) potentially to the Marischal College eastern annex or elsewhere in the city centre. The redevelopment of these buildings creates the scope for new city centre housing, ground floor commercial uses and a network of public spaces.

5.8.3 CM11 Union Street Conservation Area Regeneration Scheme (CARS): The Union Street Conservation Area Regeneration Scheme (CARS) is a six year initiative aimed at the regeneration of Aberdeen's main thoroughfare. This conservation led programme is set up to tackle the problems of rundown historic buildings and streetscape where longstanding economic and structural decline has undermined the character of this historic and architecturally rich street.

5.8.4 CM05: Woolmanhill: The buildings associated with the former Woolmanhill Hospital present an attractive opportunity for a characterful residential development. This site currently has Listed Building Consent and Planning Permission for a hotel and residential apartments.



5.8.5 EN07 Castlegate: Castlegate will be presented as the ‘central civic space’ for Aberdeen, providing a strong focus and identity for the city centre. This will be a high quality space that responds to the rich architecture and strong urban design structure, forming a desired destination at the end of Union Street. The design approach will be minimalist and defined, adding clarity to the geometry of the space with high quality natural stone materials and lighting.

5.8.6 EN08 Union Terrace Gardens: this project which is currently on site will enhance the quality of the gardens as the city centre’s main green space resource and will seek to improve access, visibility and animation of the gardens. Improvements will include a new performance amphitheatre with stepped seating; a new walkway from Union Street to the lower garden level, a focal point building, a playpark, a new plaza at Rosemount Viaduct with building and reuse of the existing arches to provide further space for new attractions in the park. Finally the existing Victorian toilets which are currently on the Buildings at Risk register will be refurbished and the gents reimagined in a new use.

5.9 Green and Blue Infrastructure

5.9.1 The Aberdeen City Council **Open Space Audit**, identifies a number of open spaces within the character area. The largest of these is Union Terrace Gardens, followed by the Castlegate and St Nicholas Street. Smaller areas include an area to the north of Queen Street and Schoolhill Pocket Park. The quality of the open space within the area is deemed to be poor in the Open Space Audit. Open space is important for providing suitable residential amenity for those living in and around the City Centre Conservation Area. Living closer to parks and other areas of green space promotes increased physical activity and reduced levels of obesity. There is a clear link between mental health and physical activity. Having access to high quality green space encourages more people to take exercise. Health inequalities are reduced in areas with greener infrastructure. Social activity is more likely to occur in quality green spaces promoting community cohesion.

5.9.2 Natural infrastructure, parks, open spaces, community food growing sites, help bring individuals and communities together and are particularly beneficial to individuals and groups, communities, who feel socially isolated/excluded. High quality and easily accessible open spaces and natural features provide people and communities with a sense and pride of place that they feel they belong to.

5.9.3 There are very few street trees in this character area. The character area could be greatly enhanced by the addition of more, appropriately located, trees. In a number of locations, for example Schoolhill Pocket Park, street trees have not been replaced when they have died, leaving obvious vacant spots in the ground. Further investment in improving green infrastructure, including new tree planting, within the character area will help to promote and increase economic investment attracting businesses and customers to the area. Part/full pedestrianisation of suitable roads would further enable additional green infrastructure.

5.9.4 Additional trees and other vegetation within the character area in appropriate locations will contribute to a reduction in CO₂. Trees, shrubs, green roofs/walls, rain gardens and other forms of green infrastructure contribute to a reduction in ambient heat and flooding. Green infrastructure helps to slow the rate at which water reaches the ground and the rate of run off from hard surfaces through infiltration and interception. Additional tree planting and other



green infrastructure within the character area will encourage more active travel (walking and cycling). People are more likely to use active travel if the areas they are walking/cycling through are greener and more attractive.

5.9.5 A wide range of species make use of green infrastructure. Addition green infrastructure within the character area will make a valuable contribution to habitat networks linking green spaces and supporting biodiversity.

5.9.6 A number of trees are visible from the street, which are either not in the public realm, for example within the area to the front of 333 Union Street (Soul) or are within areas of open space, for example Union Terrace Gardens, the rooftop of the St Nicholas Centre or St Nicholas Kirkyard. Some of the rear lanes have street trees within privately maintained public realm, for example on Union Row (not in Conservation Area). All trees have an important part to play in the character of the area and any additions in appropriate locations are encouraged. The trees behind the Smith Screen, in St Nicholas Kirkyard, contribute positively to the area as well as those visible from the Schoolhill side. These give a vital view of vegetation on the otherwise very urban Union Street. Unfortunately Dutch Elm disease has developed in some of the trees in this area which has resulted in their removal.

5.9.7 There is one park in the character area – Union Terrace Gardens, which is currently underused. Formerly the bleaching grounds for laundry being cleaned in the Denburn. A scheme to redevelop the gardens and associated buildings with the inclusion of modern interventions and improved access is underway and is due for completion in 2021.

5.9.8 Other green space within this character area includes the St Nicholas Graveyard which in the summer is extensively used for sitting in and enjoying green space within the City. It has benches and areas to rest and stop. The trees in this area also make a very positive contribution to the streetscape.

5.9.9 The Denburn is culverted through this character area so there is limited interaction with the water. A water feature has been introduced within the public realm to the front of Marischal College, this is very well received and has encouraged members of the public to engage with the water and the streetscape as a whole. The harbour is visible from the various locations within the character area but is especially visible from the top of Marischal Street.



5.10 Negative Factors

5.10.1 Unfortunately there are a number of factors that cause a negative impact on the character of this area:

- Replacement of historic buildings with buildings of an inferior design quality, such as at 196-206 Union Street.
- Construction of the Trinity Centre had a negative impact on views from Union Bridge, blocking views to the south.
- Modern, unsympathetic interventions of dormers not designed for their context.
- The incremental loss of historic windows and doors has a negative impact on the character of the Conservation Area.
- Inappropriate modern replacement windows and doors.
- Shop roller shutters have a negative impact on the character of this area. Roller shutters provide a dead frontage at night time.
- Lack of maintenance over the years and resultant decay. (Common issues include: blocked or broken gutters and downpipes, slipped and missing slates, vegetation, defective chimneys and windows which need repairing and repainting).
- Vacant units at ground and upper level resulting in boarded up windows.
- Replacement of historic shopfronts with unsympathetic modern interventions and sub fascias,,
- Shops and businesses with signage which is excessive, poor quality, design, materials and is inappropriate for its context,
- Signage which has become damaged and not been maintained, repaired or replaced.
- Inappropriately sited satellite dishes, aerials, burglar alarm boxes and wiring for electrical equipment. The cumulative effect of these elements provides clutter and damage to the buildings.
- Cracked paving slabs.






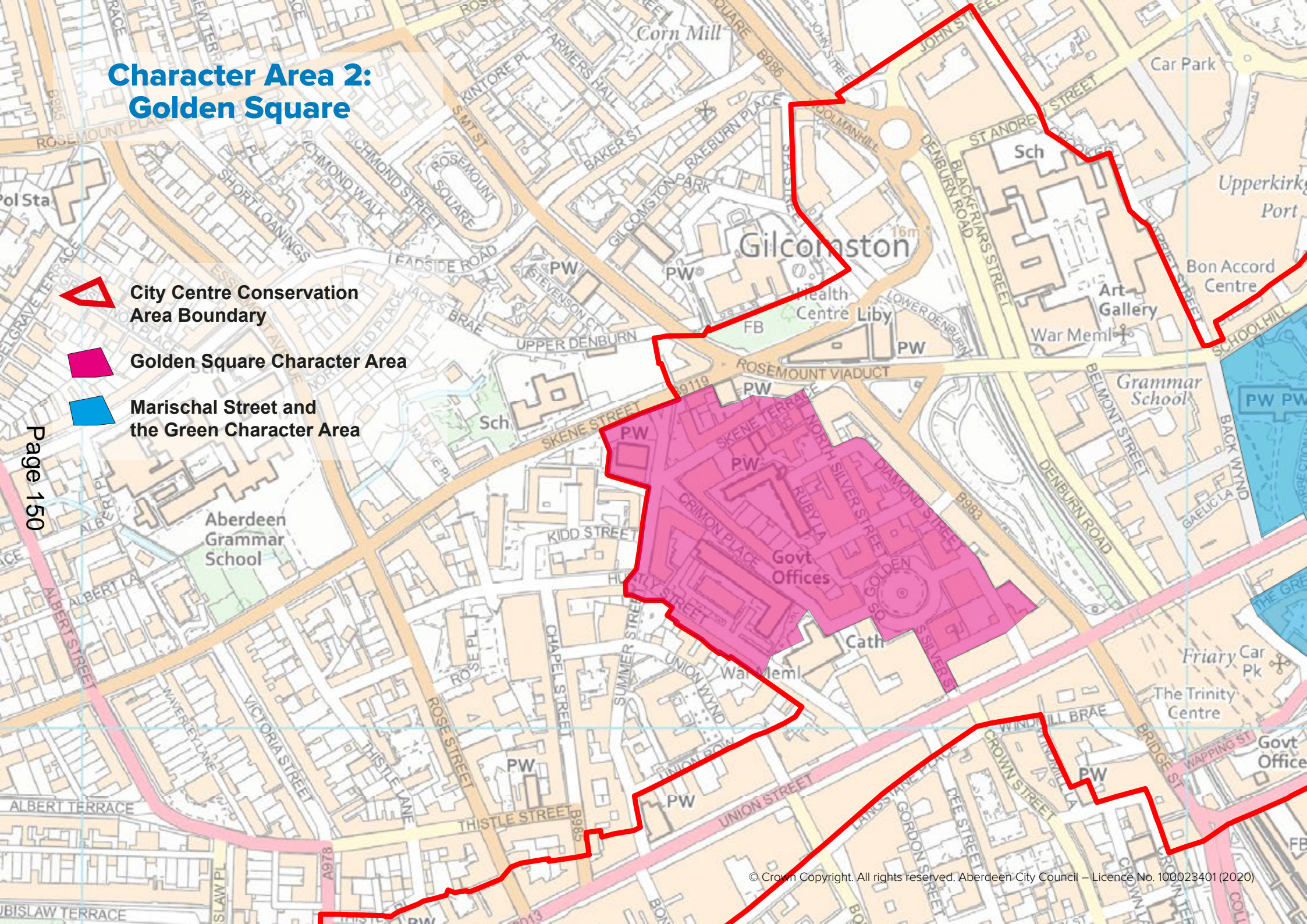
6. Character Area 2: Golden Square

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Character Area 2: Golden Square

-  City Centre Conservation Area Boundary
-  Golden Square Character Area
-  Marischal Street and the Green Character Area



Character Area 2: Golden Square

6.1 Golden Square is typical of 19th century formal squares with streets on each side running north/south and east west with a circular road around the centre of the square which includes a statue. Huntly Street, Crimon Place and North Silver Street, South Silver Street all run north-south in orientation and Skene Terrace runs east-west.

6.2 Streets

Golden Square, Skene Terrace, Summer Street (part), Crimon Place, Huntly Street, Ruby Lane, Ruby Place, North Silver Street, Diamond Street, Diamond Place, Lindsay Street, South Silver Street, Diamond Lane.

6.3 Key Buildings

16-20 Huntly Street (St Mary's Roman Catholic Cathedral), 23 North Silver Street (Migvie House), 50-56 Huntly Street (Former Blind Hospital), 1-21 Golden Square, and the Duke of Gordon Statue.

6.4 Key Characteristics

Positive	Negative
Formal square	Cracked concrete pavements
Use of granite and slate	Number of cars
Commercial premises on ground floor (traditional shopfronts)	Railings maintenance
Detailed corner buildings	To Let signs
Timber sash and case windows and original doors	Large street bins
Regular building lines	Hanging baskets
Arrangement of principal streets and rear lanes	Number of parking spaces (especially in the centre of the square)
Traditional setts and granite pavements	
Railings	

South Silver Street and Golden Square from Union Street



6.5 Setting and Views

6.5.1 Golden Square sits to the north of Union Street and the west of Union Terrace and was built between 1810 and 1821. All the properties facing onto the square are two storey apart from the rear of the Music Hall which is three storeys. The properties on the square generally consist of 2 storeys with basement and attic and provide a very strong setting for the Square. Golden Square is completed in the south west corner with the rear of the Music Hall which is part of the Central Character Area. The character of Golden Square differs noticeably from Union Street. It is quieter being set back from the main street, the buildings are smaller in scale and the trees surrounding the square give a more peaceful environment.

6.5.2 This character area also includes North Silver Street, South Silver Street and Diamond Street. These streets were developed at the same time as Golden Square and run at right angles providing symmetry of access to the square. The design of North Silver Street and South Silver Street are linear in nature. South Silver Street runs from Union Street to the square and North Silver Street runs from the square and terminates to the north with a set of steps at its junction with Skene Terrace.

Golden Square, North Silver Street, South Silver Street, Crown Street and Diamond Street were all developed during the same time period (1810-1821). These streets were the first set out to the west of the Denburn after the building of Union Bridge. The land was previously owned by the **Hammermen Incorporated Trades** (craftsmen connected to goldsmiths, silversmiths and other metal work) hence the street names. Golden Square, North Silver Street and Ruby Lane to name but a few.

6.5.3 When first built, Golden Square had a circular grassed garden to its centre reflecting the round shape of this area. Unfortunately this was given over to car-parking some time ago. The exact date is unknown but it is thought to be around the early 1950s.

6.5.4 The other streets within this character area differ. Crimon Street is flat with the eastern side being 2 storey properties with basement and attic. The west side of the street however has an office block (rear of 41 Huntly Street) that was constructed in the 1980s. A small part of the office block faces Huntly Street but it is largely screened by 50-56 Huntly Street. St Mary's Cathedral and 50-56

Huntly Street are grand and dominant within the streetscape. The topography is relatively flat apart from Skene Street which slopes down to the Rosemount Viaduct on its east.

6.5.5 Views through this character area are limited. The most important view is from Union Street up South Silver Street through Golden Square and on to North Silver Street. To the east, along Skene Terrace, views of St Mark's dome on Rosemount Viaduct are evident. This is a positive historic view that has not been eroded by modern development. Glimpses are afforded of St Mary's Cathedral from Crimon Place and Huntly Street itself.



North Silver Street from Golden Square



6.6 Built Environment

Orientation, Building Lines and Heights

6.6.1 The street widths in the character area vary from 3.6 metres on the one-way Skene Terrace, 5.7 metres on Ruby Lane and 7.7 metres on Crimon Place and North Silver Street. The narrower width of the streets adds to a sense of enclosure that is not evident within Golden Square itself which measures around 68 metres across.

6.6.2 The buildings around Golden Square are set back from the pavement with the addition of both basement and a stepped access to the ground floor. This access arrangement is also evident on Skene Terrace and parts of Crimon Place which is also stepped back from the edge of the footway. North Silver Street's properties face directly onto the street, leading to a greater sense of enclosure. The buildings in this character area are relatively consistent in height and design. The following sets out the prevalent heights and styles:

Left: St Mary's Cathedral Huntly Street. Above: Skene Terrace

6.6.3 Golden Square – Largely 2 storeys with attic and basement accommodation. Set in a formal square around. Though all the buildings are of similar scale they vary slightly in terms of design and detailing which is indicative of the various stages the buildings were constructed. The buildings on the square are generally uniform in form but differ in detailing. This provides a somewhat uniform streetscape with subtle differences to the individual buildings. The rear of the Music Hall is also located to the south of Golden Square which is quite prominent in the streetscape though the 3 storeys are stepped back slightly from the square itself.

6.6.4 North Silver Street – The majority of the buildings on this street are 2 storey with attic accommodation (dormers). Properties of note are the Globe Inn (13- 15 North Silver Street) and former Under the Hammer public house (11 North Silver Street) as well as John Milne’s Auction House (9 North Silver Street) all of which are between 2 and 2 ½ storeys and clustered together in a non-residential group. The southerly end of North Silver Street has a modern 2 storey office building (part of 12 Golden Square) opposite a single storey extension (7 North Silver Street).

6.6.5 Huntly Street – Consists of a mixture of properties. Heights vary from 2 ½ to 3 ½ storeys along the west side of this street. 33-41 Huntly Street dates back to around 1821 with the remainder of the street evident on the 1869 first edition Ordnance Survey map. To the east St Mary’s Cathedral and its strong elegant spire is visually prominent from close by and the wider cityscape.



6.6.6 Crimon Place – To the north side of the street the properties are residential and are largely 2 storey with basement and attic. A number of the properties at attic level have much later dormers that are not necessarily appropriate for the design of the property. To the south side is the rear of both St Mary’s Cathedral and the modern office building at 48 Huntly Street. The office is largely 3 storeys but is set back from the street edge providing some relief from the large solid façade.

6.6.7 Skene Terrace – The tenements to the north of Skene Terrace originate from around the 1800s. Again these are 2 storey with attic and basement levels and an elevated ached staircase that allows access to a communal hall for the flats. To the western end of the street is the YMCA Hall (52 Skene Terrace) and associated carpark. To the south of the street are two low level halls and a Unitarian Church as well as the Boys Brigade Hall which front onto Crimond Place. There is also a single 3 1/3 story tenement in the middle of the street (45 Skene Street).

6.6.8 Summer Street – Opposite the entrance to Skene Street is the Evangelical Church which has recently been refurbished. The only other part of this street that is included is the modern office on the corner of Huntly Street (62 Huntly Street), which takes up a large area of the block. The church is a positive and a strong element in the streetscape.





Typical Building Forms and Features

6.6.9 There are a large number of listed buildings within this character area. All of the properties on Golden Square and the east side of North Silver Street are Category B listed, including the Duke of Gordon Statue in the centre. These properties are listed in groups of 2 or 3 which relate to their location within the square. The corners of the buildings are formal and square in nature which is unusual in Aberdeen where a history of intricate curved and detailed corners to buildings is evident in buildings of this period. A number of dormers are present in this area in a variety of styles and periods. Railings are also still present, many of which are original. These afford a level of privacy and separation from the street. Large chimneys are evident on the properties demonstrating how many rooms the buildings have and the status of them when they were built.

6.6.10 On Huntly Street, St Mary's Cathedral (Category B listed) is a mid 19th century granite neo-gothic church with sandstone tracery, tower and spire giving the church a strong vertical emphasis. The church and the spire add considerably to the streetscape and the wider city scape. 50 Huntly Street (Category B listed) is a 2 storey 'U' plan building and former blind hospital designed by John Smith in a neo-classical style. The Category C listed buildings opposite at 33 – 1 Huntly Street have small commercial units to the ground floor and a slightly less grand granite finish. 43 Huntly Street is stepped back from neighbouring 41, resulting in 3 windows being on the visible gable allowing additional light and providing interest within the streetscape.

Left: St Mary's Cathedral. Above: Diamond Street

6.6.11 There are also a number of Category B listed buildings on the north side of Skene Terrace. These are designed with more a rusticated finish and are smaller in scale. Dressed granite is present around the windows and as a string course which demonstrates that these properties were likely rendered in the past. This is also reflected in the lack of ashlar dressed stone on the frontage.

6.6.12 The rear of the modern office block (48 Huntly Street) on Crimond Place is not of particularly high design quality but it could be argued it has a neutral impact on the area. From Huntly Street it has very little impact given it is largely screened by the listed building at 50 Huntly Street to its front. There are other buildings within this area that make a natural impact such as 62 Huntly Street and St Mary's Court. This said, if any redevelopment of these were to ever take place there is benefit in having them within the Conservation Area to ensure the highest quality replacement or refurbishment.

6.6.13 A key component of this character area are the back lanes. These are characterised by narrower streets lesser quality material and detailing, though still largely granite and timber. Brick is also used for rear extension and boundary walls again delineating the lesser quality of development on the rear lanes. Diamond Lane is a good example of these characteristics. Ruby Lane also has a number of more industrial looking brick warehouse buildings.

6.6.14 Low granite boundary walls are a very common feature with some fine examples of historic cast iron railings remaining on top of them within this character area. In particular on Golden Square and, to a lesser extent Skene Terrace, railings are evident.

6.6.15 To the north east corner of Golden Square number 9 has a metal balcony at first floor and at number 10 has a Bon Accord Crest on the railings, again in cast iron. Furthermore at number 19 there is a metal arch to the front of the property on the stairs. The use of metal in these detailed elements is a positive characteristic of the square and provides interest and decoration lacking elsewhere within this character area.

6.6.16 Within the Council's Historic Environment Record there are a small number of entries, but these largely relate to listed buildings and the Duke of Gordon statue. The lack of records may relate to the lack of recent development in this area meaning that no archaeological work has been carried out.



Materials

6.6.17 The buildings in this character area are constructed of largely granite walls with slate roofs (Scottish and Welsh) though different finishes to the granite face are apparent. On the formal Golden Square and North Silver Street, the visible front and street elevations to the side tend to be ashlar granite. There are limited views of the rear of these buildings but where they are visible they are more rustic cut stones. Crimon Place and Skene Terrace demonstrate lesser grandeur than Golden Square and this is evident in the more rustic random nature of the elevational treatment and the finish to the granite. This said, the Skene Terrace properties in particular appear to originally have had some form of lime based surface finish.

6.6.18 Brick is prevalent on a number of the rear lanes in this character area including boundary walls extensions and some former industrial buildings such as the warehouses on Ruby Lane that are now used for car parking.

6.6.19 Traditional timber doors and windows are still present in this character area, some of which are original or historic. These should be repaired and retained wherever possible. It is unclear what the window fenestrations would originally have comprised of given the variety from 1 over 1, 6 over 6 and in some cases 6 over 9 within Golden Square alone. Unfortunately, some windows have been altered to UPVc which is no longer supported to the principal elevation of properties in a Conservation Area, but in general this is in limited areas and the windows are largely timber of traditional proportions.

6.6.20 Where they are visible, most of the properties in this character area have cast iron gutters and downpipes. Within Golden Square the gutters are hidden behind a parapet and are not visible but will be formed in lead.

6.6.21 There are a number of modern buildings within the character area and these are generally finished in more modern materials such as concrete and dry dash render. Though not of such a high quality as the traditional materials, the colours still largely reflect the granite and slate and do blend in relatively well.

6.6.22 An important feature of the roofline of the historic buildings in this character area are the chimney stacks. These provide variety and break up the horizontal emphasis of the roofs. Some original chimney pots are still present on a number thus enhancing this element further. On the more salubrious properties these stacks are made of granite.





6.7 Public Realm

Streets, Parking and Pavements

6.7.1 The formal square is the main feature of this character area but unfortunately today it is heavily dominated by road surface and hardstanding. The square has also been given over to large areas of car parking which has a detrimental effect on the square, the setting of the surrounding listed buildings and the character area as a whole. This said the current parking arrangement is an improvement of that of the past. The streets circling Golden Square are one way but it is still very busy particularly during the day and early evening when events are on at the Music Hall. On-street parking is present in these areas with the width and directional requirements of the streets ensure that this can only take place on one side, such as Huntly Street and Skene Terrace. To the front of 50-56 Huntly Street the parking has been discretely provided to the sides of the property with only four spaces at the front helping to retain the setting of this important building with the streetscape.

6.7.2 North Silver Street measures 7.7 metres, Crimon Place at 6.2 metres where it leaves Golden Square and up to 7.7 metres as it moves past the modern building at Langlands House (rear of 48 Huntly Street), where the street width has been altered by the development. Skene Terrace is a very busy one way street cut through from Rosemount Viaduct. It is heavily trafficked but does have traffic calming measures to reduce speed. It also narrows half way along, down to 3.2 metres from an already narrow 4.8 metres highlighting the age of the street. Huntly Street is another older street with the original street pattern, setts and measures at 5.4 metres in width.

6.7.3 Historic granite setts are present on Diamond Street and Lane, South Silver Street, Huntly Street and at the entrance to Skene Terrace. The retention of these features, though costly and harder to maintain, are important for the character of the Conservation Area.

6.7.4 The pavements in this character area vary in quality, materials and width. Skene Terrace has a very narrow pavement, particularly on its south side, which is exacerbated by a large wall running adjacent. The pavements around Golden Square are high quality granite and granite kerbs reflecting the status of this square when it was built. Widths of pavements vary from 2.3 metres on Huntly Street, 1.4 metres on Lindsay Street to under a metre at circa 70 centimetres on Diamond Street. Ruby Lane, half of Crimon Place and Diamond Lane have no pavements at all given their subservient nature.

6.7.5 There are small areas where granite paving is used including the rear of St Mary's Cathedral. Concrete paving is fairly widespread in the character area except in key areas as described above. Granite kerbing is used more commonly which provides a higher quality finish to a concrete pavement. The concrete pavement slabs in a number of areas are in poor condition. This is likely as a result of vehicles illegally parking and stopping on them. Some have been replaced and in other areas, such as Huntly Street, an attempt to stop vehicles mounting the kerb has been made with the introduction of bollards. Granite paving and granite kerb stones should be retained in situ wherever possible. Any future public realm scheme should be of the highest quality (design and materials) and respect the special character of the area.



Shopfronts and Signage

6.7.6 Commercial signage is designed in a sensitive and appropriate way for the scale and design of the buildings on which these are present. The former Under the Hammer (11 North Silver Street), John Milne's Auction House (9 North Silver Street) and the Globe (13-15 North Silver Street) all utilise traditional signs with timber fascias. Within Golden Square the signage of businesses is again very sensitively designed, kept to a minimum and often located within the windows thereby ensuring minimal visual clutter. The positive minimal street signage and sensitive business signs are welcomed and are a positive element of this character area.

6.7.7 Large 'To Let' signs are becoming more prevalent in this area of the city centre. These detract from the special character of the area and should be avoided wherever possible, especially large triangular projecting signs. Sympathetically sized and sited 'To Let' signs would be welcomed and be more appropriate for such an important and sensitive area of the city.

Above: The Globe Inn. Right: Large projecting 'To Let' sign Golden Square

Street Signage

6.7.8 The traditional Aberdeen 'black finger' signs are used within this character area. These are located at a high level and in Golden Square are carefully lined along the string course which adds to the character. Generally they are in good condition except on North Silver Street where they are located at a lower height on the building and a number of letters are missing.

6.7.9 Signage in this area appears to have kept to a minimum with only statutory directional signage being present. This is welcomed as it reduces visual and physical clutter within the street. The vacant properties in this area, and in particular Golden Square, often have large "To Let" signs which detract from the character of the area. It is hoped that the City Centre Masterplans aspirations to encourage people to move back into the City Centre will result in the conversion of some of these vacant properties back to their former residential uses.





Street Furniture

6.7.10 Street furniture in this area is relatively limited and is largely focussed around Golden Square where there is space to accommodate it. Within Golden Square there are a few planters and hanging baskets which hang from the light fittings. There would be scope to have pleasant seating areas particularly if there was less vehicle priority within the square itself. Within Golden Square there is also a gold postbox celebrating the gold medal win of Neil Fachie in the 2012 Paralympics, this is well sited and makes a positive contribution to the Square.

6.7.11 On Huntly Street there are a few planters, but again these have been sited on wide parts of the pavement so as to not cause obstructions to pedestrians. Aberdeen Inspired have recently installed a pocket park / parklet on Huntly Street. Also on Huntly Street a number of bollards have been placed particularly at the wider part of the pavements to ensure no parking however these do cause a barrier for pedestrian movement and provide clutter but it is noted that the condition of the pavements necessitates their requirement.

6.7.12 A number of the properties have traditional railings still present which add to the formality of Golden Square while also making the properties on Skene Terrace more contained. These railings are generally painted black in colour but unfortunately in a number of instances their maintenance is poor resulting in rust and broken elements. Original and historic railings should be repaired and retained wherever possible. Any replacement railings should replicate the style and dimensions of the original railings as closely as possible.

6.7.13 Within this character area (in all streets except Crimon Place) heritage street lighting has been successfully installed. These are shorter than modern street lights, made of metal and are of a more traditional design. There are limited areas within Aberdeen where this type of lighting is present. The presence of this type of lights shows the historic importance of these streets and should be retained.

Above: Directional sign. Right: Gold post box in Golden Square





6.8 City Centre Masterplan Projects

6.8.1 The City Centre Masterplan outlines a 20 year development strategy for Aberdeen city centre. A key masterplan project is in the boundary of the Golden Square character area and is detailed below.

6.8.2 EN09: Golden Square: Re-engineering of this space from a vehicle dominated car park towards to a public square and events space associated with the Music Hall.

6.9 Green and Blue Infrastructure

6.9.1 There are a number of trees within this character area but no street trees as such. There are two trees on Huntly Street to the front of the St Mary's Court which complement the mature trees on the other site of the road in the grounds of 50 Huntly Street which are visible from a distance and soften the street. The closest to street trees are those within Golden Square which contribute positively to the character of the square and are very important within the streetscape. There have always been trees within Golden Square. These trees are mature but appear to be in a good condition of health so their retention is essential. There are also small areas of grass around the edge of the central part of Golden Square which on a sunny day are pleasant to sit out in. This small area of open space is very positive within the area.

Above: Traditional style lamp post. Right: Parking in Golden Square.

6.9.2 There are a number of smaller trees within the pocket of open space to the north west of St Mary's Cathedral. These trees and spaces are important within this otherwise rather hard landscape as they soften the streetscape and provide an area to pause. The Aberdeen City Council Open Space Audit, identifies 4 open spaces within the character area. These are all part of the Jack's Brae site.

6.10 Negative Factors

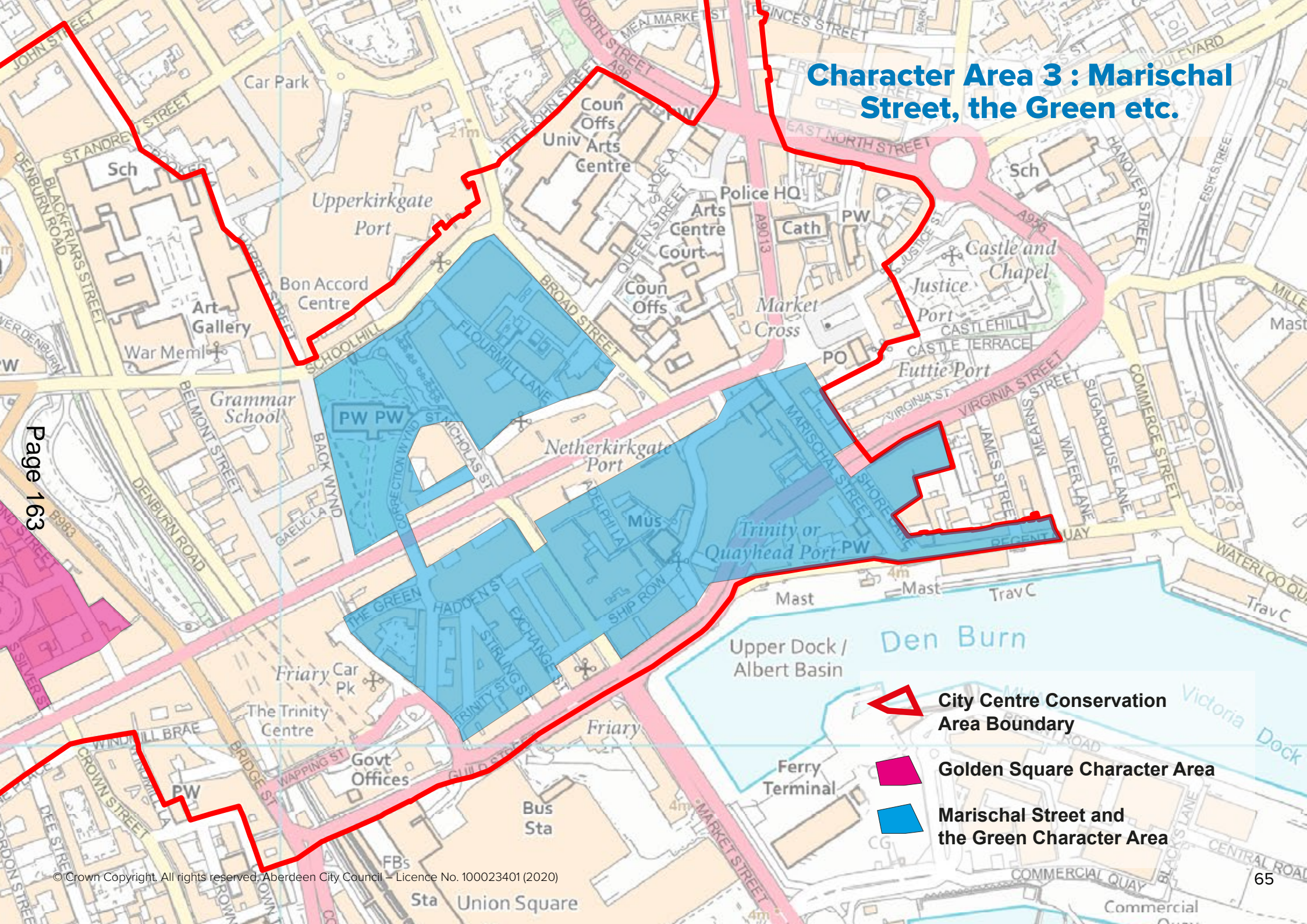
- Overdominance of parking in the square especially in the central element.
- Large street bins are present on Huntly Street. The area around them is poorly maintained and the bins by their nature are unattractive and do not make a positive contribution to the character area
- Modern, unsympathetic interventions of dormers not designed for their context.
- The incremental loss of historic windows and doors has a negative impact on the character of the Conservation Area.
- Inappropriate modern replacement windows and doors.
- Lack of maintenance over the years and resultant decay. (Common issues include: blocked or broken gutters and downpipes, slipped and missing slates, vegetation, failing leadwork, defective chimneys and windows which need repairing and repainting).
- Vacant units at ground and upper level.
- Large 'To Let' signs
- Cracked paving slabs.






7. Character Area 3: Marishal Street, the Green etc.



Character Area 3 : Marischal Street, the Green etc.



-  City Centre Conservation Area Boundary
-  Golden Square Character Area
-  Marischal Street and the Green Character Area

Character Area 3 : Marischal Street, the Green etc

7.1 This character area encompasses a number of key components of the early development of Aberdeen. This character area generally covers 16th century to the early 20th century but there are some exceptions to this. The layout of the character area reflects the somewhat unusual way the earlier elements intersect with the elements of the City built from the mid 19th century onwards. It is important to highlight the earlier developments within the city centre, as some of these are the most important and interesting areas of the City.

7.2 Streets

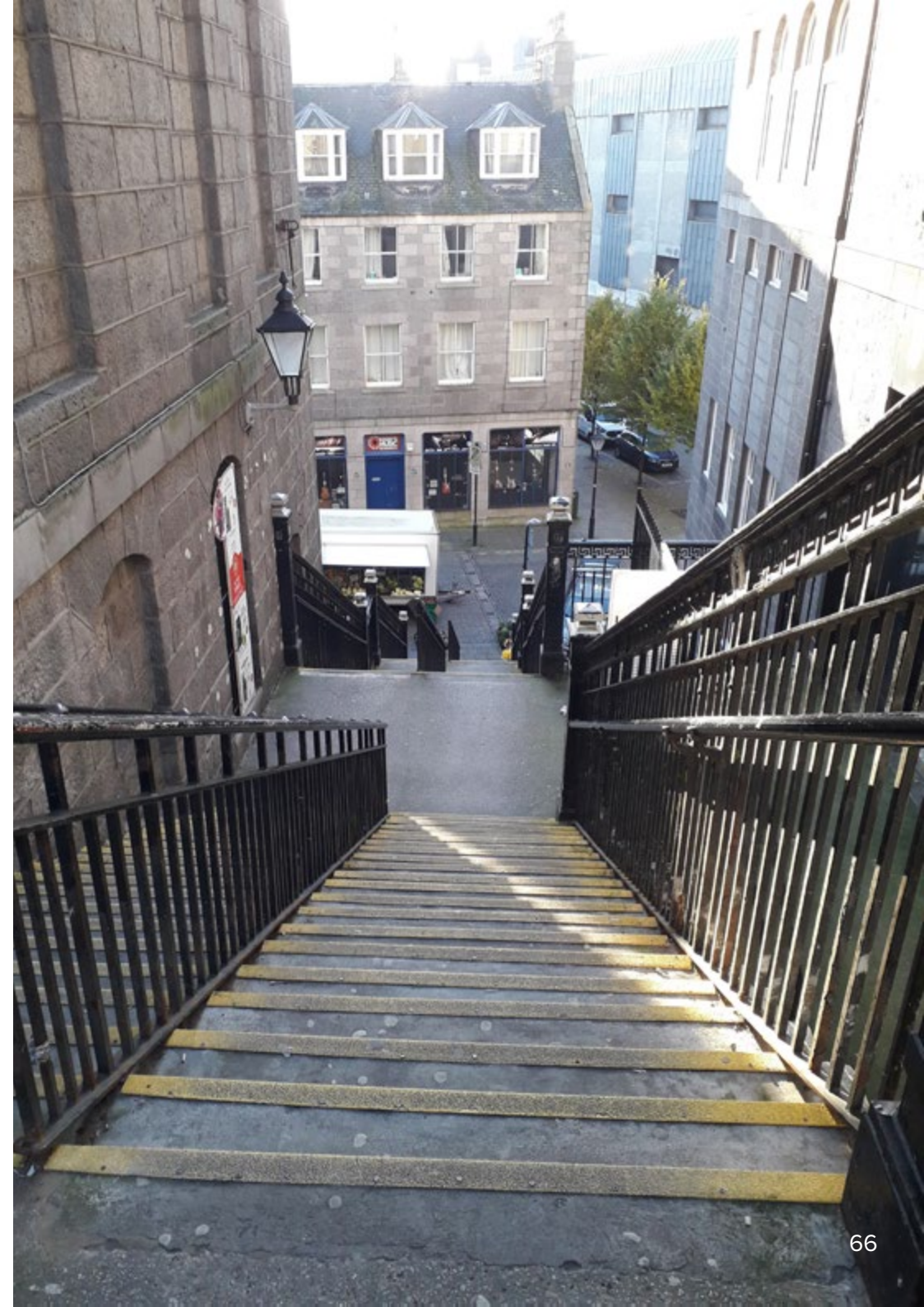
Marischal Street, Ship Row, Adelphi, Hadden Street, Exchange Street, Exchange Lane, Trinity Street Stirling Street, Carmelite Street (part), the Green. Correction Wynd, St Nicholas Lane, Weigh-House Square, Theatre Lane and Shore Lane (part). Remainder of Shore Lane, 22-24 Virginia Street, 39-40 Regent Quay and curtilage, Regent House and curtilage of 36a.

7.3 Key Buildings

53 Castle Street, the Tivoli Theatre, 48-50 Shiprow (Provost Watt’s House), 14-16 Regent Quay, 6-10 Virginia Street and 5-7 Weigh-House Square. 10-14 Marischal Street, 11-15 Marischal Street, 28-32 Marischal Street, 42,42a Marischal Street, 41-45 Marischal Street, 60 and 62 Marischal Street, Carmelite Hotel (Stirling Street), Provost Skene’s House, Provost Ross’s House, 33 Regent Quay.

7.4 Key Characteristics

Positive	Negative
Streetscape	Maintenance of buildings
Uses and activity	Street bins
Signage – street and shop	Vacant units at ground and upper level.
High quality materials in key areas	Gap site adjacent Back Wynd steps



Back Wynd Steps from Union Street looking down to the Green



The Green streetscape



The Green looking ahead towards Correction Wynd with Union Street above.



7.5 Setting and Views

7.5.1 The setting of the character area is less grand but no less interesting than the other two character areas. The smaller more enclosed streets like Shiprow, Flourmill Lane and Correction Wynd are reflective of the earlier (medieval) time period they date back to. Although these medieval streets have had a number of modern buildings constructed along them, they still retain a distinctive historic character which should be retained as some of the last remaining streets of this type.

7.5.2 This area reflects the historic topography of Aberdeen, (i.e. before the construction of Union Street). Shiprow curves around the remains of the historic St Katherine's Hill and Union Street flies over Correction Wynd, emphasising the difference in topography. The Green and its surrounding streets further demonstrate the effects of the different levels. The height of the buildings to the north of the Green are noticeably higher than those to the south. This is largely due to the buildings to the north fronting the higher Union Street.

Above: Aberdeen Market. Right: Marischal Street

To the west, the area is bounded by the Denburn Valley. Historically the Denburn Valley was a topographical feature which limited the expansion of the City although the route from the Green, across the Denburn to Windmill Brae and thence the Hardgate, the Bridge of Dee and beyond was an important route in and out of the City. This route, though the context has changed, is still there in a form through the Trinity Centre Carpark.

7.5.3 The Green is one of four administrative medieval quarters recorded by 1399 and was an important point of entry to the City. Religious and mercantile activity has underpinned the life and economics of the area over a 750 year period. The Green remains an important architectural and historic focus reminding us of Aberdeen's medieval urban origins through to its nineteenth century expansion. Although the surrounding buildings date from the early to mid 19th century the Green retains an older character and to an extent the existing historic buildings are a set piece which adds considerably to the special character of the Conservation Area. The Green now connects under Union Street to Correction Wynd along the edge of St Nicholas Kirk cemetery where the topography and level difference are also apparent. The buildings and public realm in and surrounding the Green benefitted from a Townscape Heritage Initiative (THI) from 2008 -2013 which successfully improved the condition of the historic buildings and public realm in the area.





7.5.4 The large former modern indoor market building at the east end of the Green dates back to the 1970s. Although it respects the scale of its surroundings and mimics the curved end onto the Green of the original Archibald Simpson designed market building that was previously on the site, the materials and design of the market building are of minimal architectural value and the building detracts from the character of the Green and the wider Conservation Area. Any replacement building will need to respect the scale and special character of the area.

7.5.5 Marischal Street was designed by William Law in 1766 and was the first formally planned street in Aberdeen. It is an important early example of a bridge street and flyover in Scotland demonstrating the engineering prowess in Aberdeen even at this early time (the bridge was replaced as a result of the widening of Virginia Street). The properties at the north end (north of the bridge) are the oldest. The buildings at the south end (south of the bridge) of the street are thought to be designed by William Smith (the father of James Smith). The buildings are generally smaller in height (2-3 storeys) and a lot simpler in style. Simple cornicing and raised margins are the prevailing detailing in the majority of buildings in the street. The raised margins are indicative of some sort of lime based surface finish.

Above: Provost Skene's House. Right: Smith Screen St Nicholas Kirk.

7.5.6 Provost Skene's House dates from the 16th century and is the only surviving example of a grand town house from this period. The oldest record of the house dates back to either 1545 or 1571 and it was recorded belonging to the Knollis family. The building was purchased in 1669 by Provost George Skene and its present appearance is attributed largely to him. It was restored as a museum in the 1950 and has been altered quite considerably internally but there are still numerous examples of historic interior features. The original setting of the house was compromised by slum clearance in the 1930s. More recently it was dwarfed by St Nicholas House until it was demolished in 2014. The current setting created by the Marischal Square development although not historic is far more complementary to the house than the previous building on the site. The building is currently being restored, upgraded and brought back into use as a museum with displays exploring the life and achievements of inspirational people from Aberdeen and North East of Scotland.

7.5.7 St Nicholas Kirk was one of the largest medieval parish churches built in Scotland. There are parts of the building that date back to the 12th century. The earliest record of the church dates back to 1157. The West Church was designed by James Gibb (1755), The East Church is designed by Archibald Simpson (1835-7) and the Steeple was designed by William Smith (1875-7). This forms the church that sits on the site today. Given the history of the building it is only fitting that it is in this character area but also contributes significantly to the special character of Union Street as well as the remaining small medieval core of the City. It is very much one of the, if not the, most historically important building in Aberdeen.





There are a number views in this character area that are worthy of note:

- Views from Union Street to Along Correction Wynd with St Nicholas Kirk.
- Views of the Green from Hadden Street
- Views of the green from the top of the Back Wynd Steps
- Views down Marischal Street from Castle Street
- Views up Marischal Street from Regent Quay.
- Views of St Nicholas Kirk and the smith screen.
- Views of Aberdeen harbour from within the area are vital to its character, for example down Marischal Street and from the other streets to the north of the harbour. The harbour and River Dee are key to the setting of the Conservation Area, being the *raison d'être* for the City. The sloping natural topography of the Conservation Area and its proximity to, and interaction with, the waterfront should be seen as key elements of its setting.



Above: St Nicholas Kirkyard. Right: Correction Wynd view from Union Street.



7.6 Built Environment

Orientation, Building Lines and Heights.

7.6.1 The building line and building heights along most of the street frontages are fairly uniform and the streets are densely built up, with few gaps between the buildings, providing a sense of uniformity and enclosure. The back lanes are generally lined with lower buildings and have a less regular building line, with some rear areas having been converted to car parking, rather than having a building fronting on to the road. Some of these rear lanes, for example Justice Mill Lane and Windmill Brae are enlivened by artworks such as those that form part of the painted doors project. A number of Nuart pieces are located within this character area. The Green shows the heights of the buildings and the different levels of the City with the north side being the rear of Union Street demonstrating the levels very well.

7.6.2 There is a huge variety of street widths in this character area with the narrower streets largely relating to their historic layout. Exchange Street measures 5.6 metres, Stirling Street 7.6 metres, Ship Row 5.5 metres, Shore Lane

Above: Marischal Street. Right: Nuart mural Shiprow.

4.6 metres and Marischal Street 7.8 metres. The Green itself is wide at 12.5 metres at its narrowest which is reflective of its use as the market area and its original entrance point to the City.

7.6.3 Across this character area the buildings vary greatly in height. On the north side of the Green, to the rear of Union Street, the properties go up to a maximum of 5 storeys with attic accommodation. This drops down on the south side of the Green to 3 storeys with attic in the traditional properties and 4 storeys with attic in the more modern developments. Off the Green, Stirling Street is 3 storeys with attic level, and Exchange Street varies between 2 and 3 storeys with attic.

7.6.4 Marischal Street descends steeply down from Union Street with the majority of buildings on the street being 3 storeys with attic accommodation until one travels over Virginia Street, where the properties on the east side of the street reduce in scale to 2 storey with attic. The topography allows for properties on this street to descend gradually which provides an interesting detail in the character area. Shore Lane to the rear of Marischal are 3- 4 storey with attic and basement levels. On the opposite side of Shore Lane is the Shore Porters warehouse which is 5 storeys and attic in height. The scale of the properties on this Lane, coupled with the narrow street and pavements can make this a very





enclosed space. Theatre Lane to the rear of the western side of Marischal Street is more enclosed with a number of pends formed along its length. The surface of Theatre Lane is undulating due to its poor quality and this makes the lane feel enclosed and unsafe. Along Virginia Street the warehouses are a very important feature of the character area. They provide a strong frontage to this area and a recognition of the industrial past and the harbour beyond. These buildings vary between 4 and 5 storeys and are of simple design with large loading bay doors on the ground floor level.

7.6.5 Like a number of the other character and Conservation Areas within Aberdeen, building maintenance is a big issue. This is particularly challenging where there are buildings in multiple ownership. Gutters, downpipes, roofs, and windows are common areas where poor maintenance results in issues and causes potential health and safety issues with falling debris. If a building is vacant this further results in poor maintenance and disrepair. This is particularly evident on some of the buildings on Marischal Street.

7.6.6 Within this character area there are a number of buildings on Historic Environment Scotland's Buildings At Risk Register. 62-64, 76-78, 82-84 Shiprow, Prince of Wales Public House 7,9 and 11 St Nicholas Lane and 28-32 Marischal Street have all been included in the Register, highlighting that their maintenance and condition is of a standard that may result in further decay putting them at risk. Small pockets of this character area have a detrimental effect on the character. Within this gap site a number of bins have been placed and a large amount of

Above: Bins and vegetation in Back Wynd gap site. Right: Shiprow.

vegetation has been allowed to grow out of the setts. This is highly visible and detracts from the character of the area. By their nature the rear lanes have bins and are of poorer quality, but this is expected in such areas. This said, maintenance should also be carried out in these areas as there is evidence of rusty windows, bars and satellite dishes that are no longer used.

7.6.7 This area does not allow particularly long distance views but one key view is down Marischal Street and Shore Lane to the harbour. Marischal Street provides a longer distance view from Union Street and is one of the only points where one can appreciate the proximity of Aberdeen harbour to the city centre.

7.6.8 Given the historic nature of this area there are a number of entries in the Sites and Monuments record. These include evidence of the Carmelite Friary Graveyard, the Friary itself, early medieval ploughing and the site of a former wool mill – to name only a few. This demonstrates how significant this area was historically and for the development of Aberdeen.





Typical Building Forms and Features

7.6.9 Marischal Street is made up for the most part by 2-3 storey buildings. At the bottom of Marischal Street the grand building of 33 Regent Quay provides a strong end to the street. 60-62 Marischal Street is also an important termination to the street with its large curved corner bay and drum tower. These at the time of their construction would have been highly visible from the harbour and are a fitting end to the development of Marischal Street. Unfortunately 60-62 Marischal Street has been in a state of disrepair for a number of years. The Category A listed 53 Castle Street (Sheriff Court Annex and High Court of Justiciary) at the top of Marischal Street again provides a very strong end point reflecting the importance of this relatively unassuming street.

7.6.10 The Carmelite Hotel is Category B listed, while numbers 10 through to 23 Stirling Street are all Category C listed. Within the Green itself, the corner buildings of 39 Green and 41-43 Green are all Category C listed. The Carmelite Hotel is a very interesting building and an example of a gothic style hotel making dramatic use of its corner site. Shiprow is built on a curve and the buildings at the lower level of the street are built on the same curve. To the top of the street the older buildings themselves do not curve but sit within the street and address it well.

7.6.11 Provost Ross's House at number 48-50 Shiprow is the only Category A listed building on Shiprow. The Maritime Museum with its modern subservient glass extension sits well within the streetscape, the extension set back from the building line. Shiprow at its lower section has both rear and fronts of buildings facing it. Trinity Lane, a popular cut through, has the appearance of a service lane with side doors and rear entrances to buildings. This said, the street surface is attractive with traditional setts.

7.6.12 Correction Wynd again is enclosed as space from both the St Nicholas graveyard wall and the flats opposite. The solid, high graveyard wall is a very strong feature within this part of the character area.

Carmelite Hotel



7.6.13 Interesting detailing is present on a number of the buildings in this character area including:

- curved windows and corner turrets on Exchange Street;
- oriel window and crenelated round turret on the Carmelite Hotel;
- numerous windows types and nebus gables throughout the whole character area;
- Painted glass windows;
- Columns and pediment details; and,
- String course at varying heights on the buildings.

7.6.14 There are also a number of curved corners which Aberdeen use very well. These include the bottom of Marischal Street, around the Green and the Carmelite Hotel. There are a mix of uses within this area that provide variety in this city centre location. The uses range from public houses and cafes to small independent shop units as well as a cinema and a bowling alley. This mix of uses ensures that the area is in use beyond the hours of 9am-5pm, encouraging evening activity as set out in the City Centre Masterplan.

7.6.15 An important feature on these buildings, and this area as a whole, is the artwork that was created for the Nuart festival over the last 3 years. Heavily focussed around the Green and its surrounds, this street art festival has brought life and colour back into the building's and activity back into the area and to encourage visitors to venture beyond the main streets. The main pieces of art from the 2017-2019 festivals are located within this character area.

Nuart mural at Aberdeen Market

Materials

7.6.16 The traditional buildings within this character area are largely granite with slate roofs. Scottish slate roofs are still evident on Marischal Street. The granite is finished in different ways, largely reflecting the status of the building. Around the historic Green, the granite, though laid in courses, is more rustic in look, with pick fronted granite being commonly used on the upper floors. To the ground floor, where commercial units are present, the stone has a smoother finish. The Carmelite Hotel has very interesting stone finishing across the building with smooth ashlar to the ground floor and the window surrounds on the north east elevation. There is a tooled face granite covering the remainder of the building. Aberdeen pinning stones are also evident in this character area such as along the St Nicholas Graveyard wall on Correction Wynd.

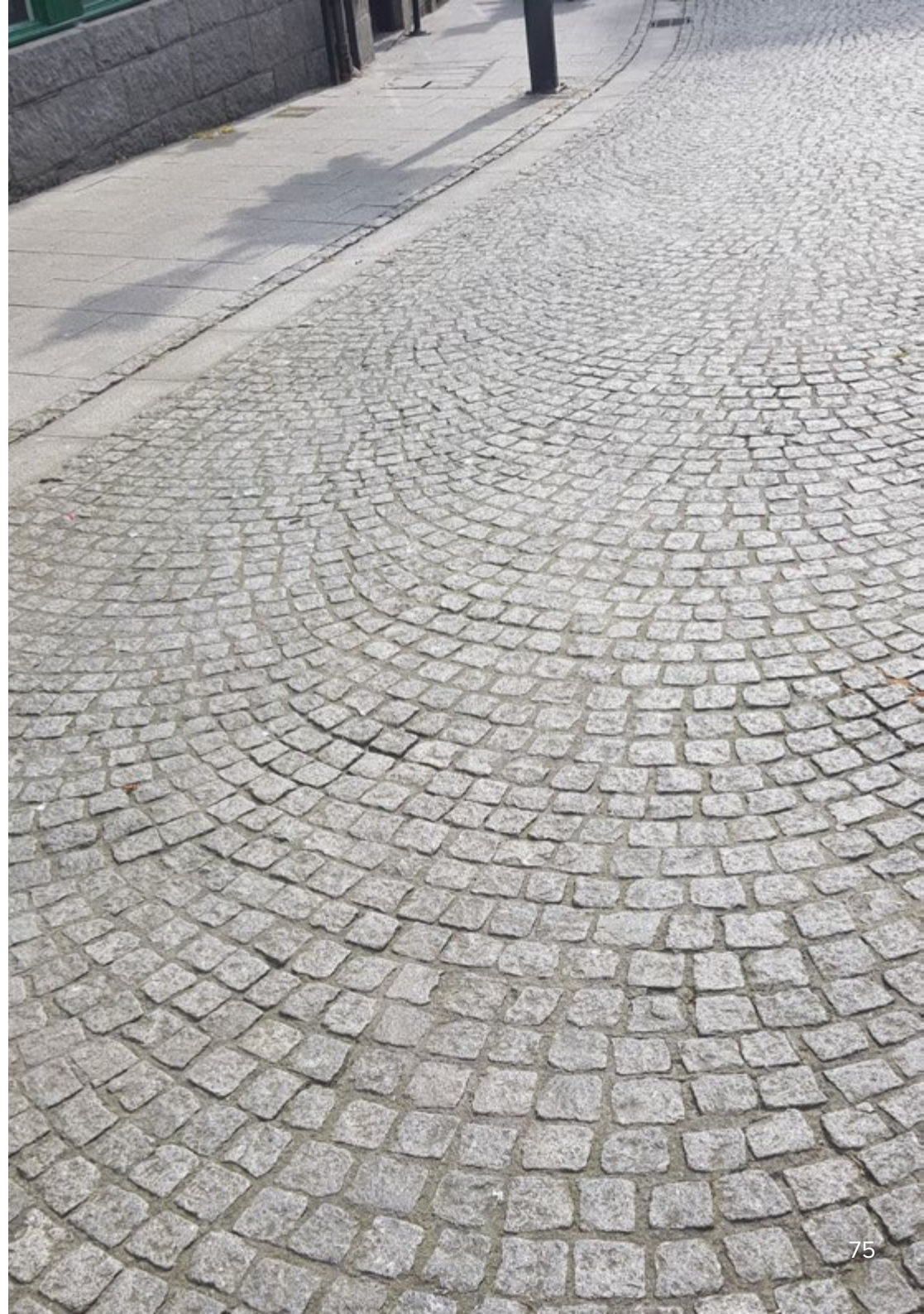
7.6.17 There is evidence on some of the buildings and down the walls of the lanes of traditional lime based surface finish applied to the buildings. This is evident on window ingos and in small areas on the stonework, this would have provided a very different look to the City. Down some lanes there is evidence of layers of lime wash on the walls. The reinstatement of these traditional lime based surface finishes would be welcome.

7.6.18 Dormers have been added to a number of the buildings and, while many of these are in a traditional form with a pitched, slated roof, many are inappropriate modern additions with flat roofs, usually covered by roofing felt. Some roofs have traditional snow boards, which should be retained. Lead is also used extensively in parapet gutters and for flashings on roofs and ridges on dormers, although zinc has sometimes been used as an alternative in recent years. The replacement of modern box dormers with traditionally sized and detailed dormers would be a welcome improvement to the individual buildings, the streetscape and the wider Conservation Area.

7.6.19 The building materials used in the lanes and wynds in this character area are clearly reflective of their historic use for deliveries and access. The granite is finished in a more random rubble manner with a more natural finish to the stone. This said, the granite still in most locations tends to be coursed.

7.6.20 The warehouses adjacent to the harbour use granite in courses, rather than randomly, this demonstrates the importance of these structures when they were built.

Granite sets at the Green





7.6.21 There are a large number of original and traditional style windows and doors still remaining within this character area. Window frames are primarily constructed of timber. uPVC has been used in some buildings, although this has a negative impact on the Conservation Area and its' use should be avoided. Doors are also primarily timber, those leading to upper floors or domestic properties are usually panelled, whereas many of those leading into offices or retail premises are less tradition and contain glazing. A number of traditional doors have been replaced with modern metal framed doors, particularly in buildings with modern shopfronts.

7.6.22 Some shops have an outer set of storm doors, which are open by day and closed at night, giving security while keeping the attractive appearance of the building. These are most frequently timber, but some are metal or uPVC. As an alternative, some commercial premises with recessed entrances have metal gates, which allow visibility into the property while restricting access. A small number of properties have roller shutters, which have a negative impact on the Conservation Area.

Above: Aberdeen Maritime Museum. Right: Granite detailing

7.6.23 20th and 21st century buildings use a variety of modern building materials, including reconstituted granite and render, as at 2-32 Rennie's Wynd, the Market and properties on Martin's Lane and Carmelite Street and Lane. Glass has been used on the Maritime Museum extensions.

7.6.24 Brick is used within the character area, though mostly in areas which are not visible, such as internal walls, but it can also be seen in some chimney stacks, rear walls and out buildings. Some of these bricks are likely to have been made locally at Seaton or Torry Brickworks.





7.7 Public Realm

Streets, Parking and Pavements

7.7.1 Virginia Street dual carriageway is a heavily trafficked distributor road that separates part of this Conservation Area from the rest. The road detracts from the special character of the Conservation Area. Realistically the road is unlikely to be rerouted or removed in the foreseeable future. Its primary function is traffic movement north to south through the City. Around the Green this character area is very much pedestrian priority with traditional setts, and in some places bollards to stop traffic moving through the space. Shiprow and Correction Wynd are again largely pedestrian focussed. There are a number of large enclosed carparks within this character area. Beyond the carparks there is very limited parking in the area with the main on-street parking being located on one side of Marischal Street. Parking bays within the Green former Townscape Heritage Initiative (THI) area are delineated with a course of setts and sympathetic white paint removing the visual intrusion of yellow painted lines.

7.7.2 Setts are used extensively in the streets in this character area and play an important part in its character. Original setts are still in situ on Shiprow, Correction Wynd, Theatre Lane and the Adelphi. Sensitive painting of parking bays around the Green has removed the visual intrusion of yellow lines which has a very positive affect on the character area.

7.7.3 The area surrounding the Green benefitted from a THI from 2008 -2013 which served to improve the public realm in the area. This included streetscape improvements as well as new planters and landscaping. The surface of the majority of this area is setts, both traditional and replacement. Setts are also located within the Regent Quay area on the lanes, a number of these clearly original. Both the historic and newer setts should be retained wherever possible.

7.7.4 The pavements in this character area vary greatly but granite kerbs are used often. The Green and surrounding area use high quality sympathetic materials. Pavements in this area are also lower than traditional pavements, thus allowing the pedestrian to feel they have more ownership over the space. The high quality streetscape in the Green is largely as a result of the THI scheme. The good quality pavements and kerb stones should be retained and replicated in other parts of the character area where appropriate and possible. Shiprow pavements are dual use cycle and pedestrian. They are of a width around 4.4 metres with a change in materials from granite slabs to modern pink granite setts which provide contrast with the street surface of traditional setts. Marischal Street and the pavements along Regent Quay are of much lesser quality with a number of cracked concrete paving stones. This said, on Marischal Street the kerb stones are high quality granite but the pavements themselves are concrete slabs. The cracked slabs are a result of inconsiderate parking of vehicles on the pavements. On the lanes, small pavements are present and are largely tarmac. On Weigh-House Square though the road surface is tarmac, the pavement is finished in setts to its east side.

7.7.5 Widths of pavements vary from 1.83 metres on the north of Marischal Street, 2.3 metres on Virginia Street, 2.9 metres on Exchange Street and 1.1 metres on Trinity Lane (reflective of its status and former use).



Shopfront Signage

7.7.6 Shop signage in this area varies in quality. The Green and Correction Wynd are particularly high-quality fascia signs made of timber, with console brackets and of appropriate proportions. Other signs are of lesser quality and do not fully consider their context or surroundings. These signs detract from the character of this area and should be replaced with more sympathetic signage.

7.7.7 Large 'To Let' signs are becoming more prevalent in this area of the city centre. These detract from the special character of the area and should be avoided wherever possible, especially large triangular projecting signs. Sympathetically sized and sited 'To Let' signs would be welcomed and be more appropriate for such an important and sensitive area of the city.

Street Signage

7.7.8 Signage in the Green former THI area has been kept to a minimum, limiting it to statutory directional signage and as such reducing clutter. There are also

some small information signs about parking times and meters. Where the streets become busier, and have increased use by service vehicles, the signage use increases, though still sensitively sited and not particularly intrusive. The Green area is also known locally as the Merchant Quarter and a number of the signs in this area providing advice on access and speed limits.

7.7.9 The traditional Aberdeen black tile street signs are used within this Character Area, largely located above the string course or above shop front level. They are in relatively good condition which is a positive feature and their retention is key.

Street Furniture

7.7.10 Within and surrounding the Green there have been new planters and trees planted as part of the THI scheme. These are evident on Carmelite Street where the addition of these complement the grey colour of the granite. Hanging baskets are also prevalent in this area located on the street lights and along the St Nicholas Graveyard wall. Hanging baskets are fairly prevalent in this area. The Baskets on the lamp posts add colour and character to the area. Due consideration needs to be given to the location and number of hanging baskets that are being attached to historic buildings so as not to detract from their special character.



Above: The Green. Right: Street furniture on Carmelite Street.

7.7.11 Given the high density of residential properties in this character area there are a number of large street bins which are very unsightly. Their design and condition are not in keeping with the historical nature or high quality of this area. The household food bins are smaller and more sympathetic to the streetscape but still quite alien in nature.

7.7.12 Within this character area a number of the electricity boxes at street level have been part of the Nuart festival, where small tower block houses have been designed on them. The gap site adjacent to the Back Wynd stairs also has a Lego installation adding to the visual interest of the space and improving the overall aesthetic of the gap site. This small and quirky change in their look has a very positive effect on the character area and the street as a whole by making something fun out of something typically unattractive and functional. Furthermore, a number of the doors have been painted with interesting new designs, providing interest and reasons to stop and appreciate the area.

7.7.13 Within this area the lighting is largely ornate, heritage style street lights and in some locations these are wall mounted further reducing street clutter. This type of lighting is in keeping with the surrounding buildings and contributes to the special character of the area.

7.7.14 There are areas to stop and sit within this character area. This is largely within the Green where there is space and room to pause and appreciate the surroundings. Also within the Green, Café 52 has an outdoor seating area and benches to again encourage sitting and appreciating the surroundings. The Green is also the venue for an open market and Inspired Nights on The Green which is a city centre street food market organised by Aberdeen Inspired.

7.7.15 Bollards have been used in this character area to restrict traffic movements, such as through the Green, and prevent parking on pavements elsewhere. The bollards are the same as those located elsewhere within the city centre ensuring a consistent design ethos.

7.7.16 There is very little street furniture beyond bins within the area adjacent to the harbour. This relates to the fact that this area is more industrial even now with the working harbour and warehouses still being present and the lack of visitors. Virginia Street by its distributor nature has guard rails, bollards and is clearly made for traffic movement over people movement but there is little reason to cross most of this road and it serves its purpose for traffic movement.



7.8 City Centre Masterplan Projects

7.8.1 The **City Centre Masterplan** outlines a 20 year development strategy for Aberdeen city centre. Two key masterplan projects in the boundary of the Green character area are detailed below.

7.8.2 CM06 Aberdeen Indoor Market: The design of the market building is not particularly in keeping with the historic Merchant Quarter and this building is becoming increasingly tired through lack of investment. The site presents a significant opportunity to introduce a mix of uses including retail that better addresses The Green and enhances the overall vibrancy and attractiveness of this area including other uses such as residential.

7.8.3 C09: Mither Kirk Project: The Open Space Trust has aspirations to reutilise the eastern wing of the St. Nicholas Kirk as a flexible public space. The trust are now progressing a business plan, which will include plans to create a new structure within the existing shell that could incorporate a range of uses (e.g. galleries, a small concert hall and / or heritage centre).

7.9 Green and Blue Infrastructure

7.9.1 The Green has a number of trees and planters which provide interest and colour in the area. There is no park or grassed area but the Character Area is very close to Union Terrace Gardens and the St Nicholas Graveyard which provide relief from the hard granite of the other areas. This is a high-density city centre location and there is very little space for planting.

7.9.2 Street trees are present on Rennie's Wynd, Martin's Lane and Hadden Street. A number of these were planted as part of the THI scheme with varying successes. Unfortunately, some in the past have been vandalised.

7.9.3 In the Regent Quay area there is no area of open space except the small triangle at the junction with Virginia Street. Again this largely relates to the working nature of this part of the character area.

7.9.4 The Denburn exits into the harbour in this area, but is culverted under the properties and streets. The major blue infrastructure on the edge of this character area is Aberdeen Harbour, the closest part being Victoria Dock. The harbour itself as well as the views of the harbour have a positive impact on this character



area, but there is no physical interaction with the harbour itself due to its working nature but is potentially a goal for the future. The Aberdeen City Council Open Space Audit, identifies 1 open space within the character area. This is the St Nicholas Kirkyard.

7.10 Negative Factors

- Gap site adjacent Back Wynd steps.
- Modern, unsympathetic interventions of dormers not designed for their context.
- The incremental loss of historic windows and doors has a negative impact on the character of the Conservation Area.
- Inappropriate modern replacement windows and doors.
- Lack of maintenance over the years and resultant decay. (Common issues include: blocked or broken gutters and downpipes, slipped and missing slates, vegetation, failing leadwork, defective chimneys and windows which need repairing and repainting).
- Vacant units at ground and upper level.

8: Buildings At Risk

8.1 There are currently 7 buildings on the Buildings at Risk Register in the City Centre Conservation Area:

- 2-4 Upperkirkgate and Gallowgate, Aberdeen University Students' Union (Former) (B listed).
- 32-52, Bridge Street & 1-25 Crown Terrace, Victoria Buildings (B listed).
- 26 -30 Union Street (C listed).
- Union Terrace Public Toilets, Union Terrace (B listed).
- Greyfriars John Knox Church (Former), Broad Street (A listed).
- The Triple Kirks, Schoolhill (A listed).
- 27 Belmont Street (the former Priory Club).

8.2 The redevelopment of the Triple Kirks site is nearing completion. The East Free Church and steeple are all that remain of the original buildings. The long term vacant site surrounding the steeple has been transformed into a 342 bed residential development called The Point. The former Grayfriars John Knox Church is currently in the process of being restored and brought back into use as a bar and restaurant. The Union Terrace Public Toilets are currently in the process of being restored and adapted for reuse as a café. This is part of the wider Union Terrace Gardens enhancement work. 26-30 Union Street is a priority project for the Union Street Conservation Area Regeneration Scheme and it is hoped a grant application for restoration works will be made.

8.3 Known as the Victoria Buildings 32-52 Bridge Street & 1-25 Crown Terrace is a four storey 15 bay monumental neo-classical building with extensive fine Greek and Egyptian motifs. The future of the Victoria Buildings is the most uncertain, but the buildings would lend themselves to retail and residential development.

The Category A-listed Tivoli Theatre was on the Buildings at Risk Register for a number of years but has been restored and brought back into use as a theatre by the Tivoli Theatre Company Ltd and has been open since 2013. The restoration work was part funded by The Green Townscape Heritage Initiative.



9: Preservation and Enhancement



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9.1 The following opportunities have been identified for development and enhancement within the Conservation Area:

9.2 Pedestrianisation: Pedestrianisation of a section of Union Street would be an opportunity to enhance its character and appearance of the street between Market Street and Bridge Street. Whilst pedestrianisation of this section of Union Street can improve the physical ambience safety and air quality for pedestrians, particular care will be required to be given to ensuring that pedestrianisation does not result in the diminution of the character of Union Street as a single and generally unified entity.

9.3 Vacant Upper Floors: National and local planning policy supports the re-use of vacant upper floors within the City Centre. The underuse of buildings particularly of upper floors is evident all along Union Street, but especially in the West End. Applications for alternative uses will therefore be encouraged if these can help regenerate badly effected areas of the Conservation Area.

9.4 Golden Square: The central area of Golden Square was used for car parking as early as the 1950s, which has impacted negatively upon the original character of the square. There are a number of car parks within and on the edge of the Conservation Area that are currently underused and the loss of Golden Square as a car park would not cause a significant loss to the overall parking provision in the city centre. The opportunity exists to return Golden Square to its intended use and to improve pedestrian links from Rosemount through to Union Street. Proposals have been previously discussed to move the car parking provision underground and to restore the square to a landscaped area which would improve the appearance of the area and create a more pedestrian friendly environment.

9.5 Castlegate: Despite its visual strengths, the Castlegate has not attracted the public in the numbers that had been hoped for. The City Centre Masterplan proposes *'Castlegate will be presented as the 'central civic space' for Aberdeen, providing a strong focus and identity for the city centre. This will be a*

Golden Square car parking



high quality space that responds to the rich architecture and strong urban design structure, forming a desired destination at the end of Union Street. The design approach will be minimalist and defined, adding clarity to the geometry of the space with high quality natural stone materials and lighting'. Development of the space along these parameters would be welcome. The existing granite flag stones could be recut and reused to form part or all of a new flatter more user friendly surface.

9.6 The Green: The Green area has enormous historical significance to the City and was the original market place for Aberdeen before this function moved to the Castlegate. The potential for regeneration of this area, more or less at the heart of the City Centre yet clearly neglected and underused. In addition to its strategic location, the quality of the townscape, the streetscape and certain key individual buildings make this a high priority for conservation and enhancement especially the indoor market building.

Left: Castlegate. Above: Aberdeen Market

10: Grants

Union Street Conservation Area Regeneration Scheme

10.1 The **Union Street Conservation Area Regeneration Scheme (CARS)** is a six year initiative aimed at the regeneration of Aberdeen's main thoroughfare. This conservation led programme is set up to tackle the problems of run down historic buildings and streetscape where longstanding economic and structural decline has undermined the character of this historic and architecturally rich street.

10.2 CARS provides financial help for Conservation Area based regeneration and conservation initiatives. Aberdeen City Council in partnership with Historic Environment Scotland (HES), Aberdeen City Heritage Trust and Aberdeen Inspired, has established this CARS scheme which aims to encourage the repair and enhancement of the physical fabric of properties within a defined area of the City Centre Conservation Area.

10.3 If you would like further information on the scheme, or would like to discuss a potential application, please contact the CARS Project Officer 01224 523 958/ 07769 932 034 or UnionStreetCARS@aberdeencity.gov.uk

Aberdeen City Heritage Trust

10.4 Aberdeen City Heritage Trust's vision is that Aberdeen's historic environment will be better understood, conserved, used and celebrated. It does this by supporting training and education events and making available discretionary grants for the interpretation of the historic environment. The Trust currently operates Building Repair and Shopfront Grants and Community Heritage Grants. These support property owners and communities explore, interpret and look after their heritage. The Trust Project Officer can be contacted Aberdeen City Heritage Trust 01224 522755/07827 233195 or Aberdeen City Heritage Trust, PO Box 10450, Aberdeen.

Other Sources of Funding

10.5 Funds can sometimes be applied for from other funders depending on the scale and nature of the work. Historic Environment Scotland and the National Lottery Heritage Fund both provide funding for built heritage projects.

Appendix 2 - Background Paper: Proposed Boundary Changes

The original Union Street Conservation Area boundary was designated in 1968. Over time minor amendments have been made to include new areas. The proposed new Conservation Area boundary changes are described in this Appendix and shown on the maps and photos below. There are 5 boundary changes proposed as part of this review of the City Centre Conservation Area Character Appraisal.

1. St Nicholas/Marischal Square

The current Conservation Area boundary excludes a small area bounded by Upperkirkgate/Broad St/Netherkirkgate/St Nicholas St. The new Marischal Square development and the St Nicholas Centre now occupies the majority of this area. It is bound by the current Conservation Area on all sides and is somewhat of an anomaly which has evolved as a result of later boundary changes to the original Conservation Area boundary (see Map 1 below). Including this area within the boundary of the Conservation Area would improve the continuity of the area, and allow for clearer more consistent decision making for future development.

The proposed boundary change would see the inclusion of the new Marischal Square development. Although this is a substantial, clearly modern, building, its Broad Street and Upperkirkgate facing elevations are not overbearing to the surrounding historic buildings. The use of granite cladding and glass ties the new structure in with the surrounding historic buildings whilst reading clearly as a modern building. Officers consider it would make a neutral addition to the Conservation Area.

The St Nicholas Centre would also be included in the Conservation Area with this proposed boundary change. Although this is also a modern building, the majority of the building is sited discreetly with minimal impact on the character of the Conservation Area. The larger sections of the building that face onto St Nicholas Street (M&S building) are very much of their time, do not over dominate the streetscape, and have a generally neutral impact on the character of the Conservation Area.

This proposed boundary change would also including Provost Skene's House (Category A listed), 14-28 Netherkirkgate (which are good examples of 19th century granite tenement buildings), and Flourmill Lane which is one of the few remaining medieval streets in the city centre. These historic assets are worthy of inclusion in the Conservation Area and would contribute to the special character of the area.



Map 1 – Proposed Boundary Change at St Nicolas / Marischal Square

The red line on Map 1 (above) denotes the area proposed to be included in the Conservation Area. The buildings shaded in red are Category A listed. The buildings shaded in green are Category B listed, and the buildings shaded in yellow are Category C listed. The blue/grey shaded area denotes the existing Conservation Area boundary. The proposed addition current sits as an 'island' within the existing defined boundary.



Photo 1: 14-28 Netherkirkgate



Photo 2: 14-28 Netherkirkgate



Photo 3: Marischal College and Marischal Square



Photo 4: Marischal Square reflecting Marischal College

2. Holburn Street and Union Grove

The proposed extension would include 41-43 Holburn Street (The Foundry), 16-18 Union Grove, and 28-38 Holburn Street and 4-14 Union Grove (Category B listed).

This minor adjustment of the boundary would bring 41-43 Holburn Street (The Foundry) and 16-18 Union Grove into the Conservation Area. Both of which are worth of protection this would afford them.

16-18 Union Grove dates from around 1915 and is a somewhat unusual building type especially for this area of the City. The building consists of two one-and-a-half story two bay cottages with pedimented dormers. The windows have been replaced with modern UPVC windows, but the buildings are still worthy of inclusion in the Conservation Area.

41-43 Holburn Street (The Foundry) is a good example of a 1920s granite building. The exterior of the building is relatively unaltered and contributes to the historic character of the streetscape and as such is worthy of including in the Conservation Area.

Skene House (28-38 Holburn Street and 4-14 Union Grove) is an imposing neoclassical style tenement building designed by Mathew and MacKenzie and built in 1887. Skene House is already Category B listed and will make a positive addition to the Conservation Area.



Map 2 – Proposed Boundary Change at Holburn Street / Union Grove

The red line on Map 2 (above) denotes the area proposed to be included in the Conservation Area. The buildings shaded in red are Category A listed. The buildings shaded in green are Category B listed, and the buildings shaded in yellow are Category C listed. The blue/grey shaded area denotes the existing Conservation Area boundary.



Photo 5: 16-18 Union Grove



Photo 6: 41-43 Holburn Street (The Foundry)



Photo 7: Skene House

3. Chapel Street

The Chapel Street extension proposes to include 8-14 Chapel Street within the boundary of the Conservation Area. 8 Chapel Street is an excellent example of relatively unaltered street facing facades. The curved corner of the granite tenement building contributes substantially to the character of the streetscape. 10-14 Chapel Street have seen some somewhat unsympathetic alterations such as uPVC windows and modern shopfronts, but these granite buildings still contribute to the special character of the Conservation Area and, in combination with 8 Chapel Street, would make a worthwhile addition to the Conservation Area.



Map 3 – Proposed Boundary Change at Chapel Street

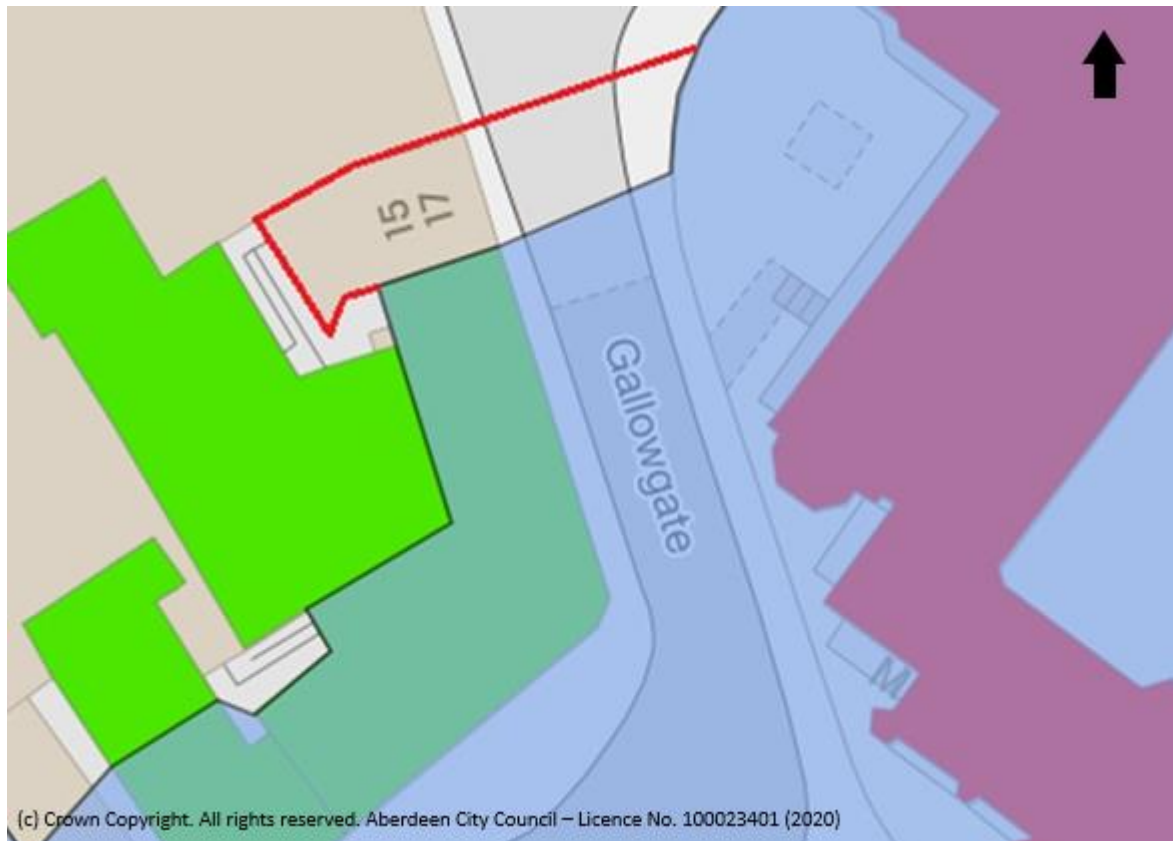
The red line on Map 3 (above) denotes the area proposed to be included in the Conservation Area. There are no listed buildings in the immediate environs of this proposed. The blue/grey shaded area denotes the existing Conservation Area boundary.



Photo 8: 8-14 Chapel Street (outlined in red)

4. Gallowgate Extension

This is a small proposed extension to the boundary of the Conservation Area along Gallowgate. It would include 15-17 Gallowgate within the Conservation Area. This building is a good example of a 19th century granite tenement building that contributes to the special historic character of the streetscape. As such, this building would benefit from inclusion within the Conservation Area.



Map 4 – Proposed Boundary Change at Gallowgate

The red line on Map 4 (above) denotes the area proposed to be included in the Conservation Area. The building shaded in red is Category A listed, and the buildings shaded in green are Category B listed. The blue/grey shaded area denotes the existing Conservation Area boundary.

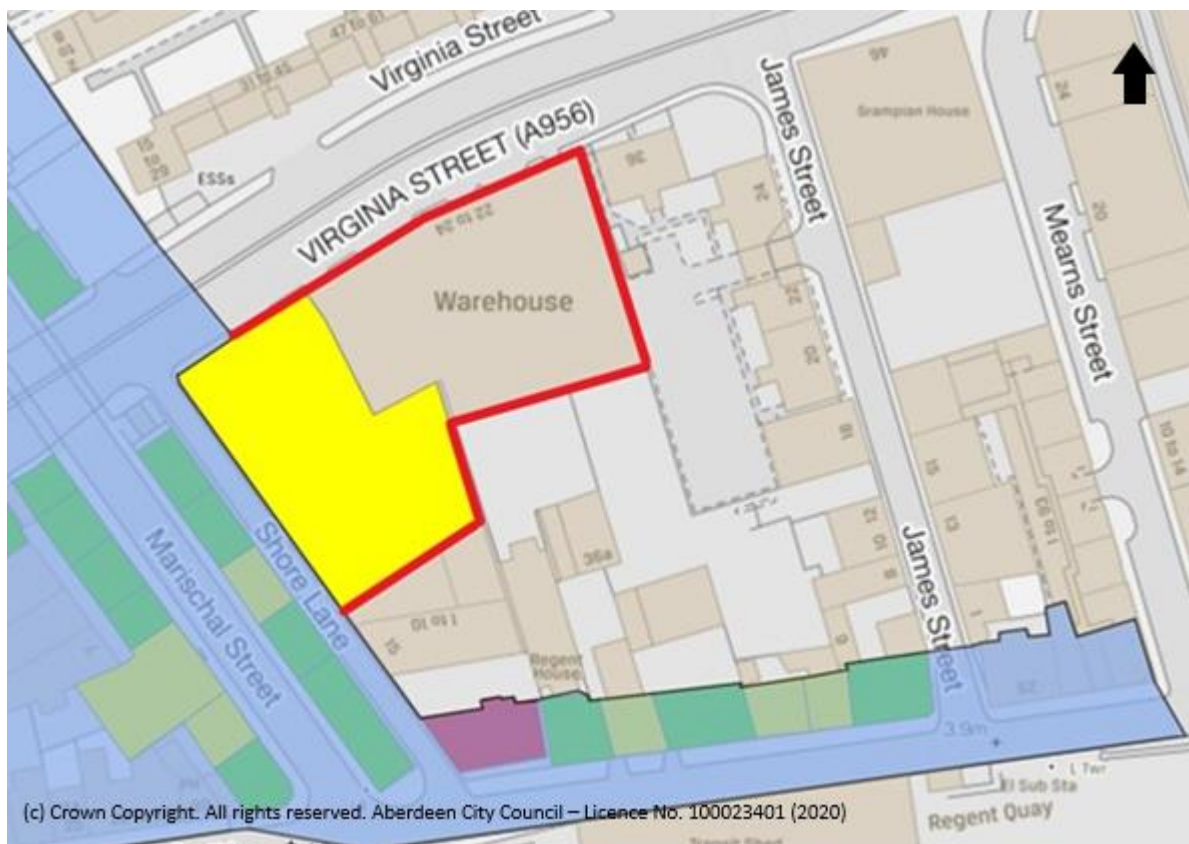


Photo 9: 15-17 Gallowgate

5. 12-14 Virginia Street 22-24 Virginia Street

To the east of the Marischal Street Bridge are the Category C listed 12-14 Virginia Street and the unlisted 22-24 Virginia Street warehouse buildings (see Photo 10 below). From historic map analysis this section of the warehouse appears to have been built at a similar time (around 1897).

These granite buildings, although showing some signs of neglect, contribute to the special character of this area of the Conservation Area (and, in particular, views from the Marischal Street Bridge). There are very few historic warehouse buildings left in Aberdeen and even fewer in the harbour area. These buildings are an important part of the history of the harbour and the wider City. They also contribute to the wider historic streetscape and therefore should be included in the Conservation Area.



Map 5 – Proposed Boundary Change at Virginia Street

The red line on Map 5 (above) denotes the area proposed to be included in the Conservation Area. The buildings shaded in red are Category A listed. The buildings shaded in green are Category B listed, and the buildings shaded in yellow are Category C listed. The blue/grey shaded area denotes the existing Conservation Area boundary.



Photo 10: 12-14 Virginia Street and the unlisted 22-24 Virginia Street (outlined in red)

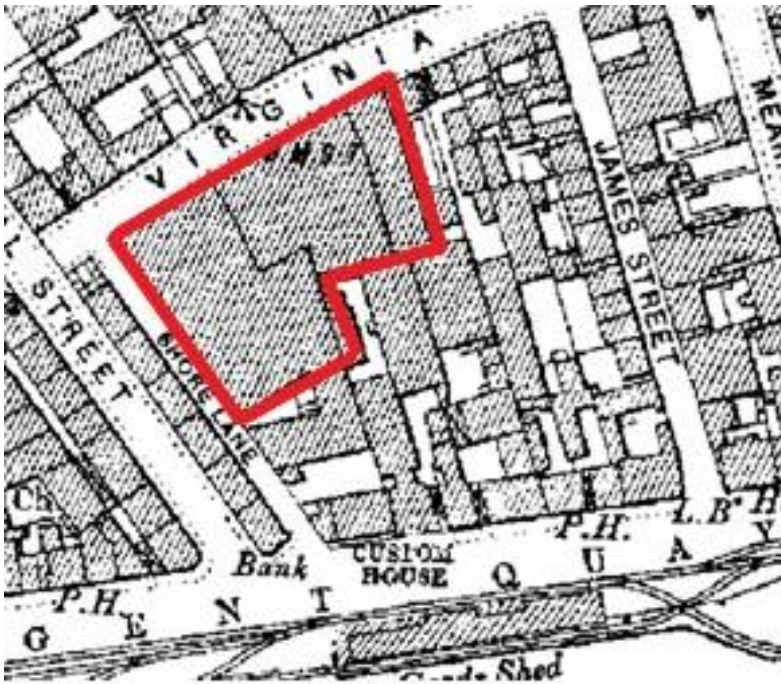


Photo 11: Extract from 1900 OS Map with 12-14 and 22-24 Virginia Street Outlined in Red

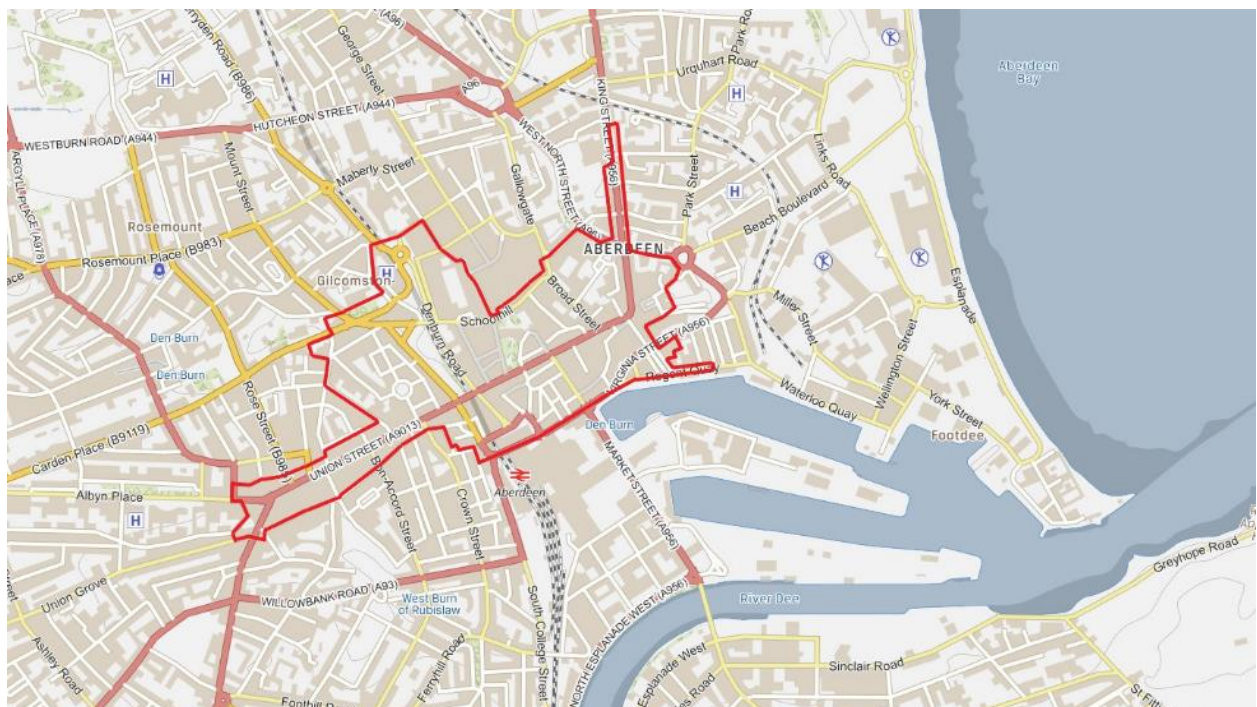
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Appendix 3 Proposed Regulation 11 Direction

As part of the City Centre Conservation Area Appraisal review it is proposed to make an application for a Regulation 11 Direction representation to the Scottish Government to remove deemed consent for large to let/for sale signs in the City Centre Conservation Area (See Appendix 3 for details). This will give the local authority more control over the type of For Sale or To Let signs that would be erected within the City Centre Conservation Area. At times these can be unsightly and detract from the amenity and special character of the Conservation Area. Increased control would mean this impact could be minimised.

Regulation 11 'Power to exclude applications of regulation 10' of the [The Town and Country Planning \(Control of Advertisements\) \(Scotland\) Regulations 1984](#) gives powers to exclude the application of regulation 10. The classes referred to in Regulation 10 are specified in schedule 4 of the above act and covers 'The specified classes of advertisements displayed with deemed consent'. A Regulation 11 Direction would remove deemed consent for the class of advertisement that is the subject of the direction. Certain types of advertisement (in this instance large projecting to let signs) would need to apply for advertisement consent.

The Regulation 11 Direction will be to remove deemed consent for Class 3 (1) 'advertisements relating to the availability for sale or letting of the land on which they are displayed'. The proposed boundary for the Regulation 11 direction is the same as the City Centre Conservation Area boundary. This is so the planning authority will be better able to control the erection of large to let and for sale signs within the City Centre Conservation Area.



City Centre Conservation Area Boundary (proposed area to be covered by the Regulation 11 Direction)



Denburn House To Let Sign



To Let Sign 5 Bon Accord Street



To Let Sign Skene Street

6- EHRIA Summary (See Para.6 of the Guide.)	
Report Title	<div style="border: 1px solid black; padding: 5px; margin: 5px 0;"> City Centre Conservation Area Character Appraisal Report Number: PLA/21/002 </div>
Assessment Rating	RED – <input type="checkbox"/> RED AMBER - <input type="checkbox"/> AMBER - <input type="checkbox"/> GREEN - X
Assessment not required	<p>Evidence The purpose of the report is to seek approval to put the City Centre Conservation Area Character Appraisal out for public consultation. The City Centre CACA</p> <ul style="list-style-type: none"> • identifies important characteristics of the area in terms of townscape, architecture and history Identify important issues that affect the conservation area; • identify opportunities for development and enhancement schemes; • encourage interest and participation in conservation issues amongst people living and working in conservation areas; and, • produce a useful tool in conservation area management. <p>Equality: There should be no direct impact on equality as the process of engagement in developing the proposals should mean all interested parties have been inclusively brought into the production of the City Centre Conservation Area Character Appraisal.</p>

	Human Rights: There should be no direct impact on human rights as the process of engagement in developing the proposals should mean all interested parties have been inclusively brought into the production of the City Centre Conservation Area Character Appraisal..
Assessment completed	N/A
Review of function impact	The process of review and evaluation of the City Centre Conservation Area Character Appraisal., and its future relevance and success, is part of the cyclical review of the production of the statutory Aberdeen Local Development Plan.

7- Action Planning (See Para. 7 of the Guide.)				
Identified Risk and to whom:	Recommended Actions:	Responsible Lead:	Completion Date:	Review Date:
Continued risk assessment All aspects of the City Centre Conservation Area Character Appraisal will be reviewed by the author as socio-economic and environmental circumstances evolve in Aberdeen. The City Centre Conservation Area Character Appraisal will be tested and evaluated against relevant development proposals.	Revisit EHRIA process Upon future revision the City Centre Conservation Area Character Appraisal will be subject to further EHRIA.	Ross Wilson for Gale Beattie Chief Officer Strategic Place Planning	12 November 2020	November 2025

8 - Sign off (See Para.8 of the Guide.)	
Completed by (Names and Services):	Ross Wilson – Snr Planner – Conservation

	Masterplanning, Design & Conservation Team
Signed off by (Head of Service):	Gale Beattie – Chief Officer Strategic Place Planning
<p>Only sections 6, 7 and 8 will be attached to the committee report The full EHRIA will be published on Aberdeen City Council's website under http://www.aberdeencity.gov.uk/xeq_EHRIA_Search.asp Please send an electronic format of the full EHRIA without signature to: SHoward@aberdeencity.gov.uk</p>	

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