

Public Document Pack



To: Councillor McRae, Convener; Councillor Bouse, Vice-Convener; and Councillors Alphonse, Blake, Boulton, Clark, Cooke, Copland, Crockett, Farquhar, Lawrence, Radley and Thomson.

Town House,
ABERDEEN 22 June 2023

PLANNING DEVELOPMENT MANAGEMENT COMMITTEE

The Members of the **PLANNING DEVELOPMENT MANAGEMENT COMMITTEE** are requested to meet in **Council Chamber - Town House** on **THURSDAY, 29 JUNE 2023 at 10.00 am**. This is a hybrid meeting and Members may also attend remotely.

The meeting will be webcast and a live stream can be viewed on the Council's website. <https://aberdeen.public-i.tv/core/portal/home>

JENNI LAWSON
INTERIM CHIEF OFFICER – GOVERNANCE (LEGAL)

B U S I N E S S

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 7 - 8)

DETERMINATION OF URGENT BUSINESS

- 2.1. Determination of Urgent Business

DECLARATION OF INTERESTS AND TRANSPARENCY STATEMENTS

- 3.1. Members are requested to intimate any declarations of interest or connections

MINUTES OF PREVIOUS MEETINGS

- 4.1. Minute of Meeting of the Planning Development Management Committee of 1 June 2023 - for approval (Pages 9 - 16)
- 4.2. Minute of Meeting of the Planning Development Management Committee (Visits) of 8 June 2023 - for approval (Pages 17 - 30)

COMMITTEE PLANNER

- 5.1. Committee Business Planner (Pages 31 - 36)

GENERAL BUSINESS

REPORTS

- 6.1. Draft Energy Transition Zone Masterplan - Consultation - PLA/23/210 (Pages 37 - 136)
- 6.2. Aberdeen Planning Guidance: Outdoor Seating - PLA/23/217 (Pages 137 - 164)

WHERE THE RECOMMENDATION IS ONE OF APPROVAL

- 7.1. Detailed Planning Permission for the Change of use from residential dwelling (class 9) to mixed use (class 3 and 4) including community cafe, with ancillary office accommodation and meeting hall; erection of single storey extension to form additional seating areas to cafe; formation of access ramp, external seating area and erection of bin store with associated hard and soft landscaping works - Wallace Tower, Tillydrone Road Aberdeen (Pages 165 - 184)

Planning Reference – 221380

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

[Link.](#)

Planning Officer: Dineke Brasier

- 7.2. Listed Building Consent - Conversion of existing building to form community cafe with ancillary office accommodation and meeting hall; erection of single storey extension to form additional seating areas to cafe; internal alterations; formation of access ramp, external seating area and erection of bin store with associated hard and soft landscaping works - Wallace Tower, Tillydrone Road Aberdeen (Pages 185 - 196)

Planning Reference – 221379

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

[Link.](#)

Planning Officer: Dineke Brasier

- 7.3. Detailed Planning Permission for the erection of supported living accommodation (Class 8 - residential Institutions), comprising eight residential units and ancillary staff office building, new vehicular access, car parking, infrastructure, open space and landscaping - former Stoneywood School site, Stoneywood Road Aberdeen (Pages 197 - 224)

Planning Reference – 230428

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

[Link.](#)

Planning Officer: Alex Ferguson

- 7.4. Detailed Planning Permission for the installation of floodlighting to the existing 3G pitch (part retrospective) - International School Of Aberdeen, North Deeside Road, Cults (Pages 225 - 238)

Planning Reference – 230405

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

[Link.](#)

Planning Officer: Dineke Brasier

- 7.5. Detailed Planning Permission for the erection of detached dwellinghouse and associated works - 30 Woodend Place Aberdeen (Pages 239 - 252)

Planning Reference – 230601

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

[Link.](#)

Planning Officer: Robert Forbes

- 7.6. Detailed Planning Permission for the erection of 2 storey side extension and single storey rear extension - 40 Woodstock Road Aberdeen (Pages 253 - 266)

Planning Reference – 230398

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

[Link.](#)

Planning Officer: Rebecca Kerr

- 7.7. Detailed Planning Permission for the erection of timber glazed pavilion for an outdoor seating area retrospectively - 52 The Green Aberdeen (Pages 267 - 276)

Planning Reference – 230437

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

[Link.](#)

Planning Officer: Alex Ferguson

- 7.8. Detailed Planning Permission for the erection of a hydrogen production and vehicle re-fuelling facility, solar farm and underground solar grid connection (Aberdeen Hydrogen Hub) - Hareness Road And Ness Former Landfill Site, Coast Road, Aberdeen (Pages 277 - 296)

Planning Reference – 230299

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

[Link.](#)

Planning Officer: Lucy Greene

WHERE THE RECOMMENDATION IS ONE OF REFUSAL

- 8.1. Detailed Planning Permission for the change of use from amenity land to temporary outdoor seating area for public house including erection of marquee with bar, adjacent storage container, and associated al fresco areas - land opposite 10 Queen's Terrace Aberdeen (Pages 297 - 310)

Planning Reference – 230407

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

[Link.](#)

Planning Officer: Roy Brown

DATE OF NEXT MEETING

- 9.1. Thursday 24 August 2023 - 10am

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

Website Address: 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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Agenda Item 1.1

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 and any conditions to be attached 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 29.11 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. The Convener will usually call a short recess for discussion between officers and Members putting forward an alternative to the recommendation.

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PLANNING DEVELOPMENT MANAGEMENT COMMITTEE

ABERDEEN, 1 June 2023. Minute of Meeting of the PLANNING DEVELOPMENT MANAGEMENT COMMITTEE. Present:- Councillor Henrickson, Convener; Councillor Bouse, Vice Convener; and Councillors Alphonse, Blake, Boulton, Clark, Cooke, Copland, Farquhar, Lawrence, McRae, Mrs Stewart (as substitute for Councillor Crockett) and Thomson.

Also present as a local member – Councillor Yuill (for item 3 only)

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 20 APRIL 2023

1. The Committee had before it the minute of the previous meeting of 20 April 2023, for approval.

The Committee resolved:-

to approve the minute as a correct record.

COMMITTEE PLANNER

2. The Committee had before it the committee business planner, as prepared by the Interim Chief Officer – Governance.

The Committee heard from the Chief Officer – Strategic Place Planning, who provided a brief verbal update in relation to the Proposed Local Development Plan 2020 (PLDP) and its impending adoption at the Council meeting on 14 June 2023.

The Committee resolved:-

to note the verbal update in relation to the PLDP and also the information contained in the committee business planner.

FORMER BRAESIDE PRIMARY SCHOOL - 221310

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 erection of 30 affordable residential units with associated infrastructure and open space, at the former Braeside

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Primary School site, be approved subject to a legal agreement and subject to the following conditions:-

Conditions

(01) DURATION OF PERMISSION

The development to which this notice relates must be begun not later than the expiration of 3 years beginning with the date of this notice. If development has not begun at the expiration of the 3-year period, the planning permission lapses.

Reason – in accordance with section 58 (duration of planning permission) of the 1997 act.

PRE-COMMENCEMENT OF DEVELOPMENT

(02) TREE PROTECTION FENCING

No development (including demolition or site setup) shall take place unless the tree protection measures shown in Tree Survey BPS-2210-TR-C and drawing BPS-2210-TP (dated 11 October 2022) by Astell Associates have been implemented. Thereafter the fencing shall remain in place for the duration of construction of the development, taking account the phasing within the drawing.

Reason – to protect trees and vegetation from damage during construction in accordance with Policy NE5 (Trees and Woodlands).

(03) LANDSCAPING AND BIODIVERSITY ENHANCEMENT

No development shall take place unless a detailed scheme of hard and soft landscaping covering all areas of public and private space has been submitted to and approved in writing by the planning authority. The scheme shall include details of –

- Existing and proposed finished ground levels
- Existing landscape features, trees and vegetation to be retained or removed
- Existing and proposed services and utilities including cables, pipelines and substations
- Proposed woodland, tree and shrub numbers, densities, locations, species, sizes and stage of maturity at planting
- Proposed measures to enhance biodiversity (see NatureScot's [Developing with Nature guidance](#))
- Proposed hard surface finishing materials
- Location and design of any street furniture
- Arrangements for the management and maintenance of existing and proposed open space and landscaped areas
- A completed checklist from Annex C of the Developing with Nature guidance.

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Thereafter, unless otherwise agreed in writing with the planning authority, no unit shall be occupied unless all paths, hard landscaping and any artificial bio-diversity enhancement features have been constructed or provided and are ready for use. All soft 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 five years from the completion of the development, in the opinion of the planning authority is dying, is severely damaged or becoming seriously diseased, shall be replaced by plants of similar size and species to those originally required to be planted.

Reason – to satisfactorily integrate the development into the surrounding area, enhance the biodiversity value of the site and to create a suitable environment for future residents.

(04) BOUNDARY TREATMENTS

No development shall take place unless a scheme showing the detailed design of the proposed boundary treatments for the site and individual plots has been submitted to and approved in writing by the planning authority. The scheme shall include the removal of the fence which currently separates the site from the playpark to the south. Thereafter, unless otherwise agreed in writing with the planning authority, no unit shall be occupied unless the said scheme has been implemented, in accordance with the approved details.

Reason – to satisfactorily integrate the development into the surrounding area and create a suitable level of residential and visual amenity.

(05) CONNECTION TO CORE PATH

No development shall take place unless a detailed specification for the path link between the site and Core Path 69, as shown on Halliday Fraser Munro drawing 12273 A SK(00)005 (Rev.P24), has been submitted to and approved in writing by the planning authority. Thereafter, unless otherwise agreed in writing with the planning authority, no unit within the development shall be occupied unless the path link has been constructed and is available for use.

Reason – to ensure the development is satisfactorily connected into the surrounding path network.

(06) EXTERNAL LIGHTING

No development shall take place unless a scheme of external lighting for the footpaths and car parks within the site has been submitted to and approved in writing by the planning authority. Thereafter, unless otherwise agreed in writing with the planning

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authority, no unit shall be occupied unless the external lighting scheme has been implemented in accordance with the approved details.

Reason – to ensure a suitable level of residential amenity & public safety and to minimise the impact upon wildlife.

(07) ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

No development shall take place unless a detailed scheme of electric vehicle charging infrastructure has been submitted to and approved in writing by the planning authority. The scheme shall take account of the requirements of section 7.2 (Electric Vehicle Charging) of the Building Standards Domestic Technical Handbook (June 2023) and show the location and specification of active and passive charging infrastructure. Thereafter, unless otherwise agreed in writing with the planning authority, no unit within the development shall be occupied unless the scheme has been implemented and charging points are available for use.

Reason – to ensure provision is made for the charging of electric vehicles.

(08) WATER EFFICIENCY

No development shall take place unless a scheme of water efficiency for each house type has been submitted to and approved in writing by the planning authority. The scheme shall consider 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 gold standard for water use efficiency in domestic buildings. Thereafter, unless otherwise agreed in writing with the planning authority, no unit shall be occupied unless for that unit the approved measures have been implemented and are available for use.

Reason – to reduce pressure on water abstraction from the River Dee, which at times of low flow can have impacts on freshwater pearl mussel, one of the qualifying features of the River Dee Special Area of Conservation.

(09) LOW AND ZERO CARBON BUILDINGS

No development shall take place unless a scheme detailing compliance with the section 4 'Policy Requirement Low and Zero Carbon Generating Technologies' within the Resources for New Development Supplementary Guidance has been submitted to and approved in writing by the planning authority. Thereafter, unless otherwise agreed in writing with the planning authority, no unit shall be occupied unless any recommended measures specified within the scheme have been implemented in full and are available for use.

Reason – to ensure that the development complies with requirements for reductions in carbon emissions.

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(10) CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

No development shall take place unless a site-specific Construction Environmental Management Plan(s) (the “CEMP”) has been submitted to and approved in writing by the Planning Authority. The CEMP must address the following issues (i) surface water management including construction phase SUDS; and (ii) construction site traffic access and egress arrangements.

Thereafter, unless otherwise agreed in writing with the planning authority, development shall be undertaken in accordance with the approved CEMP.

Reason – to minimise the impacts of necessary demolition / construction works on the environment.

PRE-OCCUPATION OF UNITS**(11) GEO-ENVIRONMENTAL VALIDATION REPORT**

No unit within the development hereby approved shall be occupied unless a validation report, demonstrating that the recommendations in section 5.0 of the Response to ACC Contaminated Land Unit Consultation – 9 November 2022 by Fairhurst have been undertaken, has been submitted to and approved in writing by the planning authority.

Reason – to ensure the ground within the site is remediated to a suitable level for the proposed residential use.

(12) DRAINAGE

No unit within the development hereby approved shall be occupied unless details of the connection point between the site surface water sewer system and the public sewer system has been submitted to and approved in writing by the planning authority. The details shall include confirmation that Scottish Water accept the proposed new connection. Otherwise, unless otherwise agreed in writing with the planning authority, no unit shall be occupied unless all drainage works detailed in the approved Drainage Assessment (146472 DA01 (Rev.7) and drawing 146472/2200 (Rev.F) produced by Fairhurst (or such other drawing approved for the purpose) have been installed in accordance with the approved details and are available for use.

Reason – to safeguard water qualities, prevent flooding and ensure that the proposed development can be adequately drained.

(13) PROVISION OF CAR PARKING

No unit within the development hereby approved shall be occupied unless all car parking spaces have been constructed and laid out in accordance with Halliday Fraser Munro drawing SK(00)005 (Rev.P24) (or such other drawing approved for the purpose). Thereafter, the parking spaces shall be used for no purpose other than for the parking of vehicles belonging to those living or visiting the development.

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Reason – to ensure a suitable level of parking is provided.

(14) WASTE STORAGE PROVISION

No unit within the development hereby approved shall be occupied unless the bin storage areas have been provided in accordance with Halliday Fraser Munro drawing SK(00)005 (Rev.P24) or such other drawing as may be approved in writing by the Planning Authority for the purpose.

Reason – to ensure space is available to place bins for collection.

(15) BRAESIDE PLACE – CYCLIST CONTRAFLOW

No unit within the development hereby approved shall be occupied unless the measures shown on Fairhurst drawing 146472/1008D (or such other drawing approved for the purpose) to implement a cyclist contraflow on Braeside Place have been implemented.

Reason – to ensure satisfactory access for cyclists to the site.

(16) PARKING CONTROLS

No unit within the development hereby approved shall be occupied unless (i) the ‘no parking at anytime’ waiting restrictions within the development and on Braeside Place, shown on Fairhurst drawing 146472/1001G (or such other drawing approved by the planning authority for the purpose), have been implemented; and (ii) a traffic regulation order is in place to ensure the waiting restrictions have effect.

Reason – to minimise indiscriminate parking and ensure the free-flow of traffic.

(17) RESIDENTIAL TRAVEL PACK

No unit within the development hereby approved shall be occupied unless a residential travel pack, aimed at encouraging use of modes of transport other than the private car, has been submitted to and approved by the Planning Authority. Thereafter, on first occupation of each unit, the pack shall be provided to the occupier.

Reason – to encourage use of more sustainable modes of transport.

ONGOING RESTRICTION

(18) REMOVAL OF PERMITTED DEVELOPMENT RIGHT (PLOTS 5, 13 and 18)

Notwithstanding the provisions of Article 3 and Class 2B of Schedule 1 of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 (or any other future class or order covering the same matter), no improvement, addition or

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alteration to the external appearance of a dwellinghouse which would result in a window being present on the north facing elevation of any of the dwellinghouses located on plots 5, 13 and 18 (as shown on Halliday Fraser Munro drawing 12273 A SK(00)005 (Rev.P24), or other such plan to be agreed in writing) of the development hereby approved shall take place without a further grant of planning permission from the planning authority.

Reason – to preserve the privacy of existing residential properties on Braeside Place.

The Committee heard from Mr Matthew Easton, Senior Planner, who spoke in furtherance of the application and answered various questions from Members.

The Committee then heard from Keith Pirie, Braeside and Mannofield Community Council, Debbie Knorz, Rhona MacRae, Malcolm Campbell, Michael Crawford and Caroline McLean who all spoke against the proposal and objected to the application.

At this juncture, Councillor Yuill noted a transparency statement, as he was a Board Member of NHS Grampian who had been referred to in the report. Councillor Yuill felt it was still appropriate that he made his representation as a local member.

The Committee then heard from Councillor Yuill, local member for the application, who also objected to the application.

Councillor Boulton, moved as a procedural motion, seconded by Councillor Blake:-
that a site visit take place before the application was determined.

On a division, there voted – for the procedural motion (8) – the Convener and Councillors Blake, Boulton, Cooke, Clark, Farquhar, Mrs Stewart and Thomson – against the procedural motion (5) – the Vice Convener and Councillors Alphonse, Copland, Lawrence and McRae.

The Committee resolved:-

to adopt the procedural motion and therefore defer consideration of the application in order for a site visit to be held on Thursday 8 June 2023.

SITE OF FORMER TREETOPS HOTEL, 161 SPRINGFIELD ROAD, ABERDEEN - 211528

4. The Committee agreed to hold a site visit on Thursday 8 June 2023 before determining the application.

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PLANNING ENFORCEMENT ACTIVITY REPORT – APRIL 2022 TO MARCH 2023 - PLA/23/112

5. The Committee had before it a report by the Chief Officer – Strategic, Place, Planning, which informed Members of the planning enforcement work that had been undertaken by the Planning Service from 1st April 2022 to 31st March 2023.

The report recommended:-

that the Committee notes the contents of the report.

The Committee resolved:-

- (i) to request that legal officers liaise with Councillor Mrs Stewart in regards to an enforcement query;
- (ii) to request that a follow up report be submitted to this committee in relation to ongoing enforcement issues and how these could be progressed; and
- (iii) to otherwise note the content of the report.

LAND AT GREENFERNS, SITES OP28 & OP33, ABERDEEN - PRE DETERMINATION ROUTE - 230173

6. The Committee had before it a report by the Chief Officer – Strategic Place Planning, which considered whether planning application 230173/PPP, which triggered the statutory criteria to require that a Pre-Determination Hearing be held, should be determined by the Planning Development Management Committee or if it would be advisable for the Pre Determination Hearing and determination to be carried out by Full Council.

The report recommended:-

that the Committee -

- (a) note the contents of the report; and
- (b) agree that the application be the subject of a statutory pre-determination hearing by a special meeting of the Planning Development Management Committee and that the application is then determined at a subsequent scheduled Planning Development Management Committee meeting.

The Committee resolved:-

to approve the recommendations.

DATE OF NEXT MEETING

7. The Convener advised that the date of the next meeting would be changed to Thursday 29 June 2023 at 10am due to the adoption of the Local Development Plan.

- **Councillor Henrickson, Convener**

PLANNING DEVELOPMENT MANAGEMENT COMMITTEE (VISITS)

ABERDEEN, 8 June 2023. Minute of Meeting of the PLANNING DEVELOPMENT MANAGEMENT COMMITTEE (VISITS). Present:- Councillor Henrickson, Convener; Councillor Bouse, Vice Convener; and Councillors Alphonse, Blake, Boulton, Clark, Cooke, Copland, Farquhar and McRae.

Also present as local member: Councillor Greig (for item 2)

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.

FORMER BRAESIDE PRIMARY SCHOOL - 221310

1. With reference to article 3 of the minute of the Planning Development Management Committee of 1 June 2023, whereby Members agreed to have a site visit before determining the application, 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 erection of 30 affordable residential units with associated infrastructure and open space, at the former Braeside Primary School site, be approved subject to a legal agreement and subject to the following conditions:-

Conditions

(01) DURATION OF PERMISSION

The development to which this notice relates must be begun not later than the expiration of 3 years beginning with the date of this notice. If development has not begun at the expiration of the 3-year period, the planning permission lapses.

Reason – in accordance with section 58 (duration of planning permission) of the 1997 act.

PRE-COMMENCEMENT OF DEVELOPMENT

(02) TREE PROTECTION FENCING

No development (including demolition or site setup) shall take place unless the tree protection measures shown in Tree Survey BPS-2210-TR-C and drawing BPS-2210-TP (dated 11 October 2022) by Astell Associates have been implemented. Thereafter the

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fencing shall remain in place for the duration of construction of the development, taking account the phasing within the drawing.

Reason – to protect trees and vegetation from damage during construction in accordance with Policy NE5 (Trees and Woodlands).

(03) LANDSCAPING AND BIODIVERSITY ENHANCEMENT

No development shall take place unless a detailed scheme of hard and soft landscaping covering all areas of public and private space has been submitted to and approved in writing by the planning authority. The scheme shall include details of –

- Existing and proposed finished ground levels
- Existing landscape features, trees and vegetation to be retained or removed
- Existing and proposed services and utilities including cables, pipelines and substations
- Proposed woodland, tree and shrub numbers, densities, locations, species, sizes and stage of maturity at planting
- Proposed measures to enhance biodiversity (see NatureScot's [Developing with Nature guidance](#))
- Proposed hard surface finishing materials
- Location and design of any street furniture
- Arrangements for the management and maintenance of existing and proposed open space and landscaped areas
- A completed checklist from Annex C of the Developing with Nature guidance.

Thereafter, unless otherwise agreed in writing with the planning authority, no unit shall be occupied unless all paths, hard landscaping and any artificial bio-diversity enhancement features have been constructed or provided and are ready for use. All soft 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 five years from the completion of the development, in the opinion of the planning authority is dying, is severely damaged or becoming seriously diseased, shall be replaced by plants of similar size and species to those originally required to be planted.

Reason – to satisfactorily integrate the development into the surrounding area, enhance the biodiversity value of the site and to create a suitable environment for future residents.

(04) BOUNDARY TREATMENTS

No development shall take place unless a scheme showing the detailed design of the proposed boundary treatments for the site and individual plots has been submitted to and approved in writing by the planning authority. The scheme shall include the removal of the fence which currently separates the site from the playpark to the south.

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Thereafter, unless otherwise agreed in writing with the planning authority, no unit shall be occupied unless the said scheme has been implemented, in accordance with the approved details.

Reason – to satisfactorily integrate the development into the surrounding area and create a suitable level of residential and visual amenity.

(05) CONNECTION TO CORE PATH

No development shall take place unless a detailed specification for the path link between the site and Core Path 69, as shown on Halliday Fraser Munro drawing 12273 A SK(00)005 (Rev.P24), has been submitted to and approved in writing by the planning authority. Thereafter, unless otherwise agreed in writing with the planning authority, no unit within the development shall be occupied unless the path link has been constructed and is available for use.

Reason – to ensure the development is satisfactorily connected into the surrounding path network.

(06) EXTERNAL LIGHTING

No development shall take place unless a scheme of external lighting for the footpaths and car parks within the site has been submitted to and approved in writing by the planning authority. Thereafter, unless otherwise agreed in writing with the planning authority, no unit shall be occupied unless the external lighting scheme has been implemented in accordance with the approved details.

Reason – to ensure a suitable level of residential amenity & public safety and to minimise the impact upon wildlife.

(07) ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

No development shall take place unless a detailed scheme of electric vehicle charging infrastructure has been submitted to and approved in writing by the planning authority. The scheme shall take account of the requirements of section 7.2 (Electric Vehicle Charging) of the Building Standards Domestic Technical Handbook (June 2023) and show the location and specification of active and passive charging infrastructure. Thereafter, unless otherwise agreed in writing with the planning authority, no unit within the development shall be occupied unless the scheme has been implemented and charging points are available for use.

Reason – to ensure provision is made for the charging of electric vehicles.

(08) WATER EFFICIENCY

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8 June 2023

No development shall take place unless a scheme of water efficiency for each house type has been submitted to and approved in writing by the planning authority. The scheme shall consider 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 gold standard for water use efficiency in domestic buildings. Thereafter, unless otherwise agreed in writing with the planning authority, no unit shall be occupied unless for that unit the approved measures have been implemented and are available for use.

Reason – to reduce pressure on water abstraction from the River Dee, which at times of low flow can have impacts on freshwater pearl mussel, one of the qualifying features of the River Dee Special Area of Conservation.

(09) LOW AND ZERO CARBON BUILDINGS

No development shall take place unless a scheme detailing compliance with the section 4 'Policy Requirement Low and Zero Carbon Generating Technologies' within the Resources for New Development Supplementary Guidance has been submitted to and approved in writing by the planning authority. Thereafter, unless otherwise agreed in writing with the planning authority, no unit shall be occupied unless any recommended measures specified within the scheme have been implemented in full and are available for use.

Reason – to ensure that the development complies with requirements for reductions in carbon emissions.

(10) CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

No development shall take place unless a site-specific Construction Environmental Management Plan(s) (the "CEMP") has been submitted to and approved in writing by the Planning Authority. The CEMP must address the following issues (i) surface water management including construction phase SUDS; and (ii) construction site traffic access and egress arrangements.

Thereafter, unless otherwise agreed in writing with the planning authority, development shall be undertaken in accordance with the approved CEMP.

Reason – to minimise the impacts of necessary demolition / construction works on the environment.

PRE-OCCUPATION OF UNITS**(11) GEO-ENVIRONMENTAL VALIDATION REPORT**

No unit within the development hereby approved shall be occupied unless a validation report, demonstrating that the recommendations in section 5.0 of the Response to ACC Contaminated Land Unit Consultation – 9 November 2022 by Fairhurst have been undertaken, has been submitted to and approved in writing by the planning authority.

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8 June 2023

Reason – to ensure the ground within the site is remediated to a suitable level for the proposed residential use.

(12) DRAINAGE

No unit within the development hereby approved shall be occupied unless details of the connection point between the site surface water sewer system and the public sewer system has been submitted to and approved in writing by the planning authority. The details shall include confirmation that Scottish Water accept the proposed new connection. Otherwise, unless otherwise agreed in writing with the planning authority, no unit shall be occupied unless all drainage works detailed in the approved Drainage Assessment (146472 DA01 (Rev.7) and drawing 146472/2200 (Rev.F) produced by Fairhurst (or such other drawing approved for the purpose) have been installed in accordance with the approved details and are available for use.

Reason – to safeguard water qualities, prevent flooding and ensure that the proposed development can be adequately drained.

(13) PROVISION OF CAR PARKING

No unit within the development hereby approved shall be occupied unless all car parking spaces have been constructed and laid out in accordance with Halliday Fraser Munro drawing SK(00)005 (Rev.P24) (or such other drawing approved for the purpose). Thereafter, the parking spaces shall be used for no purpose other than for the parking of vehicles belonging to those living or visiting the development.

Reason – to ensure a suitable level of parking is provided.

(14) WASTE STORAGE PROVISION

No unit within the development hereby approved shall be occupied unless the bin storage areas have been provided in accordance with Halliday Fraser Munro drawing SK(00)005 (Rev.P24) or such other drawing as may be approved in writing by the Planning Authority for the purpose.

Reason – to ensure space is available to place bins for collection.

(15) BRAESIDE PLACE – CYCLIST CONTRAFLOW

No unit within the development hereby approved shall be occupied unless the measures shown on Fairhurst drawing 146472/1008D (or such other drawing approved for the purpose) to implement a cyclist contraflow on Braeside Place have been implemented.

Reason – to ensure satisfactory access for cyclists to the site.

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8 June 2023

(16) PARKING CONTROLS

No unit within the development hereby approved shall be occupied unless (i) the 'no parking at anytime' waiting restrictions within the development and on Braeside Place, shown on Fairhurst drawing 146472/1001G (or such other drawing approved by the planning authority for the purpose), have been implemented; and (ii) a traffic regulation order is in place to ensure the waiting restrictions have effect.

Reason – to minimise indiscriminate parking and ensure the free-flow of traffic.

(17) RESIDENTIAL TRAVEL PACK

No unit within the development hereby approved shall be occupied unless a residential travel pack, aimed at encouraging use of modes of transport other than the private car, has been submitted to and approved by the Planning Authority. Thereafter, on first occupation of each unit, the pack shall be provided to the occupier.

Reason – to encourage use of more sustainable modes of transport.

ONGOING RESTRICTION

(18) REMOVAL OF PERMITTED DEVELOPMENT RIGHT (PLOTS 5, 13 and 18)

Notwithstanding the provisions of Article 3 and Class 2B of Schedule 1 of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 (or any other future class or order covering the same matter), no improvement, addition or alteration to the external appearance of a dwellinghouse which would result in a window being present on the north facing elevation of any of the dwellinghouses located on plots 5, 13 and 18 (as shown on Halliday Fraser Munro drawing 12273 A SK(00)005 (Rev.P24), or other such plan to be agreed in writing) of the development hereby approved shall take place without a further grant of planning permission from the planning authority.

Reason – to preserve the privacy of existing residential properties on Braeside Place.

Following the site visit, where Planning Officers showed Elected Members of the Committee around the area, presented relevant scheme drawings and pointed out significant features, the Committee met at the Town House and heard from Matthew Easton, Senior Planner, who spoke in furtherance of the application and answered various questions from members.

The Convener moved, seconded by Councillor Boulton:-

that the application be deferred for the following reasons and to allow the following issues to be addressed by the applicant:-

PLANNING DEVELOPMENT MANAGEMENT COMMITTEE (VISITS)

8 June 2023

- the proposed houses at Plot 13 and Plot 18 along the northern boundary and houses on Braeside Place would be in overly close proximity to each other to the detriment of the residential amenity of existing and proposed residents;
- the reduction in the width of the existing landscape strip, specifically the hedge, along the northern boundary would be detrimental to the landscape setting and biodiversity of the site and the amenity of neighbouring and proposed houses; and
- the proposal would currently constitute overdevelopment of the site in that context.

Councillor McRae moved as an amendment, seconded by Councillor Copland:-
that the application be approved in line with the officer recommendation, with conditions 10 and 12 amended to read:-

(10) CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

No development shall take place unless a site-specific Construction Environmental Management Plan(s) (the "CEMP") has been submitted to and approved in writing by the Planning Authority. The CEMP must address the following issues (i) surface water management including construction phase SUDS; and (ii) construction site traffic access and egress arrangements; and (iii) management of dust. Thereafter, unless otherwise agreed in writing with the planning authority, development shall be undertaken in accordance with the approved CEMP.

Reason – to minimise the impacts of necessary demolition / construction works on the environment.

(12) DRAINAGE

No development shall take place unless details of the connection point between the site surface water sewer system and the public sewer system has been submitted to and approved in writing by the planning authority. The details shall include confirmation that Scottish Water accept the proposed new connection. Otherwise, unless otherwise agreed in writing with the planning authority, no unit shall be occupied unless all drainage works detailed in the approved Drainage Assessment (146472 DA01 (Rev.7) and drawing 146472/2200 (Rev.F) produced by Fairhurst (or such other drawing approved for the purpose) have been installed in accordance with the approved details and is available for use.

Reason – to safeguard water quality, prevent flooding and ensure that the proposed development can be adequately drained.

On a division, there voted :- for the motion (4) – the Convener and Councillors Blake, Boulton and Farquhar – for the amendment (6) – the Vice Convener and Councillors Alphonse, Cooke, Copland, Clark and McRae.

PLANNING DEVELOPMENT MANAGEMENT COMMITTEE (VISITS)

8 June 2023

The Committee resolved:-

to adopt the amendment and therefore approve the application conditionally, subject to a legal agreement and with amended conditions 10 and 12.

SITE OF FORMER TREETOPS HOTEL, 161 SPRINGFIELD ROAD, ABERDEEN - 211528

2. With reference to article 4 of the minute of Planning Development Management Committee of 1 June 2023, whereby it was agreed to hold a site visit before determining the application, the Committee had before it a report by the Chief Officer – Strategic Place Planning, **which recommended:-**

That the application for detailed planning permission for a residential development of 77 units comprising 44 houses and 33 flats (6 storey block), associated roads and parking, drainage infrastructure, open space and landscaping at the site of the Former Treetops Hotel, 161 Springfield Road, Aberdeen, be approved conditionally and subject to a legal agreement:-

Conditions

(01) DURATION OF PERMISSION

The development to which this notice relates must be begun not later than the expiration of 3 years beginning with the date of this notice. If development has not begun at the expiration of the 3-year period, the planning permission lapses.

Reason – in accordance with section 58 (duration of planning permission) of the 1997 act.

PRE-COMMENCEMENT OF DEVELOPMENT

(02) TREE PROTECTION FENCING

No development (including demolition or site setup) shall take place unless the tree protection measures shown in Arboriculture Impact Assessment 9791 (V9) and drawing 374593-GIS006 (Rev.B) (dated 11 August 2022) by Envirocentre have been implemented. Thereafter the fencing shall remain in place for the duration of construction of the development.

Reason – to protect trees and vegetation from damage during construction in accordance with Policy NE5 (Trees and Woodlands).

(03) LANDSCAPING AND BIODIVERSITY ENHANCEMENT

PLANNING DEVELOPMENT MANAGEMENT COMMITTEE (VISITS)

8 June 2023

No development shall take place unless a detailed scheme of hard and soft landscaping covering all areas of public and private space has been submitted to and approved in writing by the planning authority. The scheme shall include details of –

- Existing and proposed finished ground levels
- Existing landscape features, trees and vegetation to be retained or removed
- Existing and proposed services and utilities including cables, pipelines and substations
- Proposed woodland, tree and shrub numbers, densities, locations, species, sizes and stage of maturity at planting
- Proposed measures to enhance biodiversity (see NatureScot's Developing with Nature guidance)
- Proposed hard surface finishing materials
- Location and design of any street furniture
- Location and design of general and dog waste bins
- Arrangements for the management and maintenance of existing and proposed open space and landscaped areas
- A completed checklist from Annex C of the Developing with Nature guidance

Thereafter, unless otherwise agreed in writing with the planning authority, no unit shall be occupied unless all paths, hard landscaping and any artificial bio-diversity enhancement features have been constructed or provided and are ready for use.

All soft 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 five years from the completion of the development, in the opinion of the planning authority is dying, is severely damaged or becoming seriously diseased, shall be replaced by plants of similar size and species to those originally required to be planted.

Reason – to satisfactorily integrate the development into the surrounding area, enhance the biodiversity value of the site and to create a suitable environment for future residents.

(04) BOUNDARY TREATMENTS

No development shall take place unless a scheme showing the detailed design of the proposed boundary treatments for the site and individual plots has been submitted to and approved in writing by the planning authority. The scheme shall include retention of the stone wall along the Springfield Road boundary, taking account of the new junction and closure/amendment of the existing openings, with reinstatement of the wall where appropriate.

PLANNING DEVELOPMENT MANAGEMENT COMMITTEE (VISITS)

8 June 2023

Thereafter, unless otherwise agreed in writing with the planning authority, no unit shall be occupied unless the said scheme has been implemented, in accordance with the approved details.

Reason – to satisfactorily integrate the development into the surrounding area and create a suitable level of residential and visual amenity.

(05) PROVISION OF PATH TO COUPER'S POND

No development shall take place unless a detailed specification for the path link between the site and Couper's Pond, as generally shown on Halliday Fraser Munro drawing P(00) 302 (Rev.P8), has been submitted to and approved in writing by the planning authority. Thereafter, unless otherwise agreed in writing with the planning authority, no unit within the development shall be occupied unless the path link has been constructed and is available for use.

Reason – to ensure the development is satisfactorily connected into the surrounding path network.

(06) EXTERNAL LIGHTING

No development shall take place unless a scheme of external lighting for the development, including car parks and paths within the site, has been submitted to and approved in writing by the planning authority. Thereafter, unless otherwise agreed in writing with the planning authority, no unit shall be occupied unless the external lighting scheme has been implemented in accordance with the approved details.

Reason – to ensure a suitable level of residential amenity & public safety and to minimise the impact upon wildlife.

(07) ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

No development shall take place unless a detailed scheme of electric vehicle charging infrastructure has been submitted to and approved in writing by the planning authority. The scheme shall take account of the requirements of section 7.2 (Electric Vehicle Charging) of the Building Standards Domestic Technical Handbook (June 2023) and show the location and specification of active and passive charging infrastructure. Thereafter, unless otherwise agreed in writing with the planning authority, no unit within the development shall be occupied unless the scheme has been implemented and charging points are available for use.

Reason – to ensure provision is made for the charging of electric vehicles.

(08) WATER EFFICIENCY

No development shall take place unless a scheme of water efficiency for each house type and the block of flats has been submitted to and approved in writing by the

PLANNING DEVELOPMENT MANAGEMENT COMMITTEE (VISITS)

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planning authority. The scheme shall consider 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 gold standard for water use efficiency in domestic buildings. Thereafter, unless otherwise agreed in writing with the planning authority, no unit shall be occupied unless for that unit the approved measures have been implemented and are available for use.

Reason – to reduce pressure on water abstraction from the River Dee, which at times of low flow can have impacts on freshwater pearl mussel, one of the qualifying features of the River Dee Special Area of Conservation.

(09) LOW AND ZERO CARBON BUILDINGS

No development shall take place unless a scheme detailing compliance with the section 4 'Policy Requirement Low and Zero Carbon Generating Technologies' within the Resources for New Development Supplementary Guidance has been submitted to and approved in writing by the planning authority. Thereafter, unless otherwise agreed in writing with the planning authority, no unit shall be occupied unless any recommended measures specified within the scheme have been implemented in full and are available for use.

Reason – to ensure that the development complies with requirements for reductions in carbon emissions.

(10) CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

No development shall take place unless a site-specific Construction Environmental Management Plan(s) (the "CEMP") has been submitted to and approved in writing by the Planning Authority. The CEMP must address the following issues (i) surface water management including construction phase SUDS; and (ii) construction site traffic access and egress arrangements. Thereafter, unless otherwise agreed in writing with the planning authority, development shall be undertaken in accordance with the approved CEMP.

Reason – to minimise the impacts of necessary demolition / construction works on the environment.

(11) SITE INVESTIGATION REPORT

No development shall take place unless it is carried out in full accordance with a scheme to deal with contamination on the site that has been approved in writing by the planning authority. The scheme shall follow the procedures outlined in Planning Advice Note 33 (Development of Contaminated Land) and shall be conducted by a suitably qualified person in accordance with best practice as detailed in BS10175 (Investigation of Potentially Contaminated Sites - Code of Practice) and other best practice guidance and shall include:

PLANNING DEVELOPMENT MANAGEMENT COMMITTEE (VISITS)

8 June 2023

- an investigation to determine the nature and extent of contamination,
- a site-specific risk assessment,
- a remediation plan to address any significant risks and ensure the site is fit for the use proposed.

Thereafter, no building(s) on the development site shall be occupied unless –

- 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
- a report specifically relating to the building(s) has been submitted and approved in writing by the planning authority that verifies that remedial works to fully address contamination issues related to the building(s) have been carried out, unless the planning authority has given written consent for a variation.

The final building on the application site shall not be occupied unless a report has been submitted and approved in writing by the planning that verifies that completion of the remedial works for the entire application site, unless the planning authority has given written consent for a variation.

Reason – to ensure that the site is fit for human occupation.

PRE-OCCUPATION OF UNITS

(12) DRAINAGE

No unit within the development hereby approved shall be occupied unless all drainage works detailed in the approved Drainage Assessment (139685 - DA04 (Rev.2) and drawing 139685/2010 (Rev.B) produced by Fairhurst (or such other drawing approved for the purpose) have been installed in accordance with the approved details and are available for use.

Reason – to safeguard water qualities, prevent flooding and ensure that the proposed development can be adequately drained.

(13) PROVISION OF CAR PARKING

No unit within the development hereby approved shall be occupied unless for that unit the associated driveway has provided, or in the case of the block of flats all parking spaces within the communal car park have been constructed and laid out in accordance with Halliday Fraser Munro drawing P(00)006 (Rev.P3) (or such other drawing approved for the purpose). Thereafter, the parking spaces shall be used for no purpose other than for the parking of vehicles belonging to those living or visiting the development.

Reason – to ensure a suitable level of parking is provided.

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8 June 2023

(14) WASTE STORAGE PROVISION

No unit within the development hereby approved shall be occupied unless the bin storage areas for that unit have been provided in accordance with Halliday Fraser Munro drawing P(00)302 (Rev.P8) and P(00) 132 (Rev. P5) or such other drawings as may be approved in writing by the Planning Authority for the purpose.

Reason – to ensure space is available to place bins for collection.

(15) CYCLE STORAGE PROVISION

No flat within the development hereby approved shall be occupied unless (i) the cycle storage building has been provided in accordance with Halliday Fraser Munro drawing P(00)302 (Rev.P8) and P(00) 132 (Rev. P5) or such other drawings as may be approved in writing by the Planning Authority for the purpose; and (ii) short-stay cycle stands for visitors to the flats and adjacent open space has been provided in accordance with details to be submitted to and approved in writing by the planning authority.

Reason – to ensure a suitable level of cycle parking is provided.

(16) RESIDENTIAL TRAVEL PACK

No unit within the development hereby approved shall be occupied unless a residential travel pack, aimed at encouraging use of modes of transport other than the private car, has been submitted to and approved by the Planning Authority. Thereafter, on first occupation of each unit, the pack shall be provided to the occupier.

Reason – to encourage use of more sustainable modes of transport.

ON-GOING REQUIREMENT

(17) FLOOD PREVENTION

The design levels for the site for the spillway channel and overland flow pathway will be set in accordance with drawing 139685/2903 (Rev. A) (or such other drawings as may be approved in writing by the Planning Authority for the purpose) and finished floor levels for the block of flats (plots 45 – 77) will be a minimum of 68m AOD. This spillway and overland flow pathway will be maintained in perpetuity for the lifetime of the development.

Reason – To reduce any residual flood risk resulting from exceedance, or breach, of the Couper's Pond embankment.

Following the site visit, where Planning Officers showed Elected Members of the Committee around the area, presented relevant scheme drawings and pointed out significant features, the Committee met at the Town House and heard from Matthew

PLANNING DEVELOPMENT MANAGEMENT COMMITTEE (VISITS)

8 June 2023

Easton, Senior Planner, who spoke in furtherance of the application and answered various questions from members.

The Committee then heard from Mr Ray Grant and Mr Michael Crawford, who both objected to the application.

The Committee then heard from Councillor Martin Greig, local member for the application, and also objected to the application.

The Convener moved, seconded by Councillor McRae:-

that the application be approved in line with the officer recommendation, with an amended condition 10 to read:-

(10) CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

No development shall take place unless a site-specific Construction Environmental Management Plan(s) (the “CEMP”) has been submitted to and approved in writing by the Planning Authority. The CEMP must address the following issues (i) surface water management including construction phase SUDS; and (ii) construction site traffic access and egress arrangements; and (iii) management of dust. Thereafter, unless otherwise agreed in writing with the planning authority, development shall be undertaken in accordance with the approved CEMP.

Reason – to minimise the impacts of necessary demolition / construction works on the environment.

Councillor Boulton, moved as amendment, seconded by Councillor Cooke:-

that the application be deferred to allow the applicant to address the following issues:-

- with the height and visual impact and privacy issues associated with the proposed flats by way of reduction in height by approximately 2 storeys; and
- investigate addition of a pedestrian crossing on Countesswells Road.

On a division, there voted – for the motion (6) – the Convener, the Vice Convener and Councillors Alphonse, Copland, Clark and McRae – for the amendment (4) – Councillors Blake, Boulton, Cooke and Farquhar.

The Committee resolved:-

to adopt the motion and therefore approve the application conditionally subject to a legal agreement, with an amendment to condition 10.

- **Councillor Dell Henrickson, Convener**

	A	B	C	D	E	F	G	H	I
1	PLANNING DEVELOPMENT MANAGEMENT COMMITTEE BUSINESS PLANNER The Business Planner details the reports which have been instructed by the Committee as well as reports which the Functions expect to be submitting for the calendar year.								
2	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Directorate	Terms of Reference	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
3			29 June 2023						
4	Guidance on Outdoor Seating	At the meeting of PDMC on 1 September 2022, it was agreed to approve the content of the draft Guidance on Outdoor Seating; Instruct the Interim Chief Officer - Strategic Place Planning to, subject to any minor drafting changes, publish the draft Guidance on Outdoor Seating document for a four week non statutory public consultation; and instruct the Interim Chief Officer – Strategic Place Planning to report the results of the public consultation and any proposed revisions to the draft Guidance on Outdoor Seating to a subsequent Planning Development Management Committee within the next six months.	On agenda	Donna Laing	Strategic Place Planning	Place	5		
5	ETZ Masterplan	To present the Masterplan with recommendation to go out for a 4 week consultation	On agenda	Laura Robertson	Strategic Place Planning	Place	4 and 5		
6	Wallace Tower - 221380 - DPP	To approve or refuse the application for Change of use from residential dwelling (class 9) to mixed use (class 3 and 4) including community cafe, with ancillary office accommodation and meeting hall; erection of single storey extension to form additional seating areas to cafe; formation of access ramp, external seating area and erection of bin store with associated hard and soft landscaping works	On agenda	Dineke Brasier	Strategic Place Planning	Place	1		
7	Wallace Tower - 221379 - LBC	To approve or refuse the application for Conversion of existing building to form community cafe with ancillary office accommodation and meeting hall; erection of single storey extension to form additional seating areas to cafe; alterations to internal partitions; formation of access ramp, external seating area and erection of bin store with associated hard and soft landscaping works	On agenda	Dineke Brasier	Strategic Place Planning	Place	1		

	A	B	C	D	E	F	G	H	I
	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Directorate	Terms of Reference	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
2									
8	Former Stoneywood School - 230428	To approve or refuse the application for Detailed Planning Permission for the erection of supported living accommodation (Class 8 - residential Institutions), comprising eight residential units and ancillary staff office building, new vehicular access, car parking, infrastructure, open space and landscaping	On agenda	Alex Ferguson	Strategic Place Planning	Place	1		
9	International School - 230405	To approve or refuse the application for detailed Planning Permission for the installation of floodlighting to the existing 3G pitch (part retrospective) - International School Of Aberdeen, North Deeside Road, Cults	On agenda	Dineke Brasier	Strategic Place Planning	Place	1		
10	30 Woodend Place - 230601	To approve or refuse the application for for the erection of detached dwellinghouse and associated works	On agenda	Robert Forbes	Strategic Place Planning	Place	1		
11	40 Woodstock Road - 230398	To approve or refuse the application for the erection of 2 storey side extension and single storey rear extension	On agenda	Rebecca Kerr	Strategic Place Planning	Place	1		
12	52 The Green - 230437	To approve or refuse the application for the erection of timber glazed pavilion for an outdoor seating area retrospectively	On agenda	Alex Ferguson	Strategic Place Planning	Place	1		
13	Hareness Road and Ness Former Landfill - 230299	To approve or refuse the application for the erection of a hydrogen production and vehicle re-fuelling facility, solar farm and underground solar grid connection (Aberdeen Hydrogen Hub)	On agenda	Lucy Greene	Strategic Place Planning	Place	1		
14	Land opposite 10 Queens Terrace - 230407	To approve or refuse the application for the change of use from amenity land to temporary outdoor seating area for public house including erection of marquee with bar, adjacent storage container, and associated al fresco areas	On agenda	Roy Brown	Strategic Place Planning	Place	1		
15			24 August 2023						
16	PRE APPLICATION FORUM - Land At Rigifa Farm Cove Road Aberdeen	To hear from the applicant in relation to proposed battery storage units with associated infrastructure, control and switch containers and associated works		Gavin Clark	Strategic Place Planning	Place			

	A	B	C	D	E	F	G	H	I
	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Directorate	Terms of Reference	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
2									
17	PRE APPLICATION FORUM - land At Coast Road St Fittick's Park/ Gregness Headland/Doonies Farm Aberdeen.	To hear from the applicant in relation to application for a proposed business/industrial development (class 4/5/6); road infrastructure; active travel connections; landscaping and environmental works including drainage and other infrastructure		Lucy Greene	Strategic Place Planning	Place			
18	The James Hutton Institute, Countesswells Road - 221419	To approve or refuse the application for formation of access road, amended car parking and associated drainage		Matthew Easton	Strategic Place Planning	Place	1		
19	Land At Greenferns Sites OP28 & OP33	To approve or refuse the application for Residential-led, mixed use development comprising approximately 1,650 homes, employment use, a neighbourhood centre comprising local retail and commercial provision, leisure and community uses and associated infrastructure including new and upgraded access roads, landscaping, open space and engineering works		Gavin Clark	Strategic Place Planning	Place	1		
20	Airyhall Distribution Service Reservoir - 230212	To approve or refuse the application for installation of tank mounted solar PV arrays and associated equipment		Matthew Easton	Strategic Place Planning	Place	1		
21			21 September 2023						
22			02 November 2023						
23	Committee Annual Effectiveness Report	To report on the annual effectiveness for the period 14 October 2022 to 14 October 2023.		Lynsey McBain	Governance	Commissioning	GD8.5		
24			07 December 2023						

	A	B	C	D	E	F	G	H	I
	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Directorate	Terms of Reference	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
2									
25	Procedure for Representations	At the meeting of PDMC on 3 November 2022, a new draft procedure was agreed for allowing representations to speak at Committee. It was agreed to instruct the Chief Officer – Strategic Place Planning to report back to the Committee on the effectiveness of the Procedure by December 2023.		Alan Thomson	Strategic Place Planning	Place	5		
26			Future applications to PDMC (date of meeting yet to be finalised).						
27	Aberdeen Grammar School FP's Club, 86 Queens Road - 211806	To approve or refuse the application for erection of 3no. villas, 4no. apartments and 2no. maisonette apartments with associated works		Jane Forbes	Strategic Place Planning	Place	1		
28	Summerhill Church Stronsay Drive - 220990	To approve or refuse the application for redevelopment of church and manse site for residential development (14 dwellings)		Lucy Greene	Strategic Place Planning	Place	1		
29	Waterton House Abereen - 230297	To approve or refuse the application for PPP for 16 residential plots		Lucy Greene	Strategic Place Planning	Place	1		
30	Rosehill House, Ashgrove Rd West - 230414	To approve or refuse the application for McDonald's Restaurant with drive thru		Lucy Greene	Strategic Place Planning	Place	1		
31	Former Cordyce School, Riverview Drive - 221232	To approve or refuse the application for erection of 91 homes including associated infrastructure, open space and landscaping		Dineke Brasier	Strategic Place Planning	Place	1		
32	56 Park Road - 221074	To approve or refuse the application for the erection of 30 flats		Robert Forbes	Strategic Place Planning	Place	1		
33	92-126 John Street - 230514	To approve or refuse the application for the erection of student accommodation (circa 383 beds) with associated infrastructure and landscaping		Gavin Clark	Strategic Place Planning	Place	1		
34	Woodend - Culter House Road - 210889	To approve or refuse the application for erection of 19no. self-build dwelling houses with associated landscaping, access and infrastructure		Dineke Brasier	Strategic Place Planning	Place	1		

	A	B	C	D	E	F	G	H	I
	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Directorate	Terms of Reference	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
2									
35	Ground Floor Right, 53 Erskine Street - 230582	To approve or refuse the application for change of use to Short Term Let accommodation (max occupancy 2 people)		Alex Ferguson	Strategic Place Planning	Place	1		
36									
37									

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ABERDEEN CITY COUNCIL

COMMITTEE	Planning Development Management
DATE	29 June 2023
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Draft Energy Transition Zone Masterplan – Consultation
REPORT NUMBER	PLA/ 23/210
DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Laura Robertson
TERMS OF REFERENCE	4 and 5.

1. PURPOSE OF REPORT

- 1.1 This report presents the draft Energy Transition Zone (ETZ) Masterplan. The report seeks approval to undertake public consultation on the document, with the results of the consultation and any recommended revisions to the document subsequently reported back to this Committee within 6 months for approval of the Masterplan as non-statutory Aberdeen Planning Guidance (APG).

2. RECOMMENDATION(S)

That the Committee:-

- 2.1 Approve the content of the draft ETZ Masterplan (Appendix 1);
- 2.2 Instruct the Chief Officer – Strategic Place Planning to, subject to any minor drafting changes, publish the draft ETZ Masterplan for a six week period of non-statutory public consultation; and
- 2.3 Instruct the Chief Officer – Strategic Place Planning to report the outcomes of the public consultation and any proposed revisions to the draft ETZ Masterplan to a subsequent Planning Development Management Committee within the next six months.

3. CURRENT SITUATION

Reason for Guidance

- 3.1 The Aberdeen Local Development Plan (ALDP) 2023 was adopted on 16 June 2023. The ALDP 2023 contains Policy B5 (Energy Transition Zone) which identifies three areas of land allocated as OP56 (St Fittick's Park), OP61 (Doonies) and OP62 (Bay of Nigg / Gregness). The ALDP 2023 sets out that OP56 and OP61 will support renewable energy transition related industries in association with Aberdeen South Harbour while OP62 relates to the Aberdeen Harbour expansion. The Local Development Plan also highlights the need for a joint Masterplan for all three of the sites. This is what the draft ETZ Masterplan seeks to do, with the intention of becoming non-statutory Aberdeen Planning Guidance. The draft ETZ Masterplan has been prepared by a consultant team on behalf of ETZ Ltd.
- 3.2 The draft Masterplan document sets out that *"It is critical to the future sustainability of the region's economy to diversify its established knowledge, skills, and infrastructure and be a key driver of energy transition toward meeting net zero targets. To enable and accelerate this, ETZ Ltd is advancing a targeted programme of investment and development to create a new globally recognised green energy cluster in Aberdeen. The Energy Transition Zone Masterplan has been prepared to provide a spatial framework for Local Development Plan allocated sites around Aberdeen South Harbour, as well as wider areas of brownfield land, green and open space, and communities in Torry and Cove."*

Background and the Draft Masterplan

- 3.2 The draft ETZ Masterplan states that *"ETZ Ltd was established in 2021, as a private sector led and not-for-profit company, with the purpose of repositioning the North-East of Scotland as a globally recognised integrated energy cluster focused on the delivery of net zero. It is funded by the UK and Scottish Governments and Opportunity North-East, with a clear purpose and commercial focus. All financial benefit from the use of public sector funding or future funds will be re-invested into common interests for development of energy transition activities."*
- 3.3 The document sets out the purpose of the masterplan, noting it *"seeks to articulate the ETZ Ltd vision and objectives into a spatial framework that supports development of the Local Development Plan allocated Opportunity Sites (OP56 / 61 / 62) and wider brownfield assets. This will accelerate energy transition, attract investment in high-value manufacturing for net zero technologies, and deliver wider benefits in terms of job-creation, place-making, and the local environment"*.
- 3.4 The document has been prepared in accordance with Council's Interim 'Aberdeen Placemaking Process' APG (formerly the 'Masterplanning Process'). The format and the content of the document is as follows:
- Explains the strategic context and need,
 - Identifies the engagement and consultation that has taken place,

- Looks at the study area and identifies land ownership, policy, existing communities and social demographics, environmental, biodiversity and landscape, landscape character, flood risk, cultural heritage, infrastructure, development infrastructure and community infrastructure and local development considerations.

3.5 Chapter 3 notes that the draft Masterplan seeks to provide an *“integrated approach to site planning, urban design, sustainable transport, ecology, landscaping, and community involvement for a range of sites in multiple ownerships over a large area.”*

3.6 Section 3.2 of the document, identifies the main principles under a number of headings: –

1. Design and Placemaking,
2. Environmental protection and enhancement,
3. Land use integration,
4. Local connectivity and sustainable travel,
5. Planning for net zero.

3.7 The draft Masterplan is split into different campuses (areas of the site) and each section of the document sets out the planning overview, opportunities and constraints, investment and development proposition as well as preventative and remedial measures. Each section also includes a masterplan layout identifying developable areas, opportunities, constraints and considerations.

The ETZ area is split into the following sections:

3.8 **Community and energy coast**

This covers the whole area and is a combination of projects, initiatives, and measures across the masterplan area. The Community & Energy Coast vision is one of *“a more inclusive, resilient, and successful place that reflects a ‘Just Transition’ with strong and tangible benefits realised locally”*. This prioritises the investment in the local greenspaces and community infrastructure. It will enhance connections and invest in green networks and community infrastructure. Details on these improvements can be found on pages 58-72 of the draft Masterplan.

3.9 **Marine Gateway**

The Marine Gateway (OP56 and OP62) is located around the new harbour and includes St Fittick’s Park and Bay of Nigg / Gregness. The vision is to see the area *“Developed as a high value integrated port and manufacturing hub the Marine Gateway is the leading deep-water port of the NE Coast with activity forming a catalyst for wider investment across the ETZ and Region”*. This whole area will not be developed and the area around East Tullos Burn will be retained. Details on this area can be found on pages 74 – 100 of the draft Masterplan.

3.10 Hydrogen Campus

The Hydrogen Campus (OP61) incorporates land at Doonies situated on the west side of the Coast Road. The development vision is for the area to be *“Developed as a specialist Energy Transition campus anchored around a Green Hydrogen Test and Demonstration Facility (GHTDF) the campus will reinforce Aberdeen's position as the leading centre in green hydrogen technology, production and application. Commercial partner investment will drive additional applications and form a key part of the emerging Scottish hydrogen technology ecosystem”*. Details on this area can be found on pages 102 – 114 of the draft Masterplan.

3.11 Offshore wind campus

The Offshore wind campus would be located on land at Hareness Road, to the eastern edge of Altens Industrial Estate and is designated in the Local Development Plan 2023 as Business and Industrial Land (covered by Policy B1) and is suitable for Class 4 (Business), Class 5 (General Industrial) and Class 6 (Storage and Distribution) uses. This campus would include a cluster of commercial, manufacturing, test and demonstration and innovation facilities. The draft Masterplan notes that *“Anchored by the National Floating Wind Innovation Centre (FLOWIC) the Offshore Wind Campus is a cluster supporting the development of offshore wind commercial applications, technologies and services, alongside complementary renewable energy activities.”* Details on this area can be found on pages 116 – 126 of the draft Masterplan.

3.12 Innovation Campus

Located on brownfield land the innovation campus will seek to target smaller businesses, providing them with flexible industrial, workshop, and office units for innovation companies looking to start-up, expand or diversify their business. This campus will be *“anchored by ETZ Ltd's delivery of the 'Energy Incubator & Scale-Up Hub' (EISH) to be situated on vacant land (formerly Trafalgar House) at Hareness Road, at the centre of Altens Industrial Estate.”* Details on this area can be found on pages 128 – 136 of the Draft Masterplan.

3.13 Skills Campus

Also located on brownfield land, this campus is clustered around the core formed by the existing NESCol Campus. The aim is for it to provide *“new bespoke education & training facilities for net zero, utilising brownfield land for development of an Advanced Manufacturing Skills Hub (AMSH) aiming to accelerate the next generation of supply-chain skills and knowledge for Aberdeen.”* Details on this area can be found on pages 138 – 148 of the Draft Masterplan.

The Remainder of the Document

3.14 The remainder of the draft ETZ Masterplan document goes on to provide details on supporting infrastructure, including Brownfield land renewal, road

infrastructure and rail infrastructure. Finally, it looks at the proposed Masterplan delivery including strategic mitigation, timescales, and phasing.

Public Consultation

- 3.15 Stakeholders and other interested parties have had the opportunity to comment on the development site, as part of the Local Development Plan process and consultations carried out by ETZ Ltd. This report seeks approval to proceed with public consultation on the Draft Energy Transition Zone Masterplan over a 6-week period. The consultation will be undertaken electronically with documentation made available via the Council's website. The consultation will be communicated via an advertisement in a newspaper and also through the Council's website, the Local Development Plan newsletter and social media platforms.
- 3.16 The Draft Masterplan would be made available as follows:
- Publication of document on Aberdeen City Council 'Consultation Hub' <https://consultation.aberdeencity.gov.uk/>
 - Issue of a press release on the Council's website advertising the consultation period, how to view and comment on the Draft Masterplan.
 - Advert placed in the local newspaper to advertise the consultation period.
 - Notification (email) of the consultation will also be issued to statutory consultees such as Community Councils.
 - Email reminders to be sent w/c 31 July, (given the period has been extended to 6 weeks instead of the usual 4 weeks).
- 3.15 Subject to Committee approval, the results of the public consultation will be reported back to a future meeting of this Committee (within the next 6 months) including any recommended revisions to the Draft Framework.

4. FINANCIAL IMPLICATIONS

- 4.1 There are no financial implications associated with this report. The cost of preparing the document has been met by ETZ Ltd and the document produced by Ironside Farrar on their behalf.
- 4.2 The public consultation process will front-load any planning issues and ultimately benefit future Officer involvement and time in evaluating forthcoming planning applications should the final document go on to be adopted as non-statutory Aberdeen Planning Guidance.

5. LEGAL IMPLICATIONS

- 5.1 As a major landowner, proposals for the development of land and assets owned by Aberdeen City Council will, where applicable, be subject to assessment in line with the principles and standards set out in the Masterplan document.

6. ENVIRONMENTAL IMPLICATIONS

- 6.1 The Strategic Environmental Assessment carried out as part of the Aberdeen Local Development Plan preparation included the allocation of sites OP56, 61 and 62. Any future planning applications would be subject to an EIA screening process under the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017.
- 6.2 A Habitats Regulations Appraisal (HRA) is required and, if Members agree the recommendations of this report, an HRA will be carried out by Council officers in co-ordination with ETZ Ltd during the consultation period and reported back with consultation results and recommendations.

7. RISK

The assessment of risk contained within the table below is considered to be consistent with the Council's Risk Appetite Statement.

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	Not having an up-to-date Masterplan could result in longer timescales to manage and process planning applications for the area and affect the planning authority's obligation to determine applications within a set time period.	The draft document provides advice on what is required for the planning application process and land use requirements as well as any improvements and mitigation.	L	Yes
Compliance	Delaying consultation could affect the opportunity for public comment on	The draft document provides advice on what is required for the planning	L	Yes

	the draft ETZ Masterplan	application process and land use requirements as well as any improvements and mitigation.		
Operational	By not providing guidance through an agreed Masterplan, officers could, over time, provide inconsistent advice.	The draft document provides clarity, consistence and certainly in terms of principles and site aspirations.	L	Yes
Financial	Not having guidance could lead to uncertainty at planning application stage, potentially leading to more staff time spent processing applications and a greater number of planning application appeals.	The draft document provides clarity, consistence and certainly in terms of what is required as part of the planning application process. It also identifies where mitigation and improvements are required and sets guidelines and principles for the whole area to ensure consistency and development	L	Yes
Reputational	Not considering guidance on a project that ACC own land within and is identified for development within the adopted Local Development Plan.	The draft Masterplan process is in place to inform the production of such documents as identified in the LDP.	L	Yes
Environment / Climate	Ensures Net Zero Route map is considered in the design of proposals. Noted that the environment of these areas will be altered.	The draft Masterplan document notes that proposals have to consider energy use and emissions. It is also noted that the sites went	L	Yes

		through the necessary SEA process during consideration of the LDP and an HRA will be carried out prior to seeking adoption of the document. There is also the opportunity within the draft Masterplan to identify areas and help deliver biodiversity net gain.		
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8. OUTCOMES

<u>COUNCIL DELIVERY PLAN 2022-2023</u>	
Impact of Report	
<p>Aberdeen City Council Policy Statement</p> <p><u>Working in Partnership for Aberdeen</u></p>	<p>The proposal within this report support the delivery of the following aspects of the policy statement: -</p> <p>A Prosperous City – Work with partners to stimulate sustainable economic development, including a managed transition to a carbon neutral economy and work in partnership with the academic, business and other relevant sectors to ensure the long-term future of the energy industry.</p> <p>Building a Greener and Sustainable City- Work with partners to deliver a just transition to net zero and plan to make Aberdeen a net-zero city by no later than 2037, and earlier if that is possible.</p>
Aberdeen City Local Outcome Improvement Plan 2016-26	
<p>Local Outcome Improvement Plan Prosperous Economy Stretch Outcomes</p>	<p>The draft ETZ Masterplan states it “provides the basis for future development of energy transition industries, skills, innovation and investment in high-value manufacturing. It also focuses on the delivery of wider benefits in terms of job-creation, place-making, and the local environment.” thereby supporting a ready supply of employment land which would result in job creation (Key Driver 2.1, 2.2).</p>

Prosperous People Stretch Outcomes	The draft Masterplan seeks to include and improve green spaces to support health and well-being of all ages (Key Driver 11.3).
Prosperous Place Stretch Outcomes	Supports outcome 13 by aiming to create a globally recognised green energy cluster contributing to progress on the Net Zero Routemap.
Regional and City Strategies <i>City Strategies and Strategic Plans</i>	<p>Aberdeen Local Development Plan 2023</p> <p>Support the Aberdeen Local Development Plan 2023 by ensuring implementation of its allocated sites and policies forming the Energy Transition Zone.</p> <p>Net Zero Aberdeen Routemap</p> <p>Confirms that a just energy transition is a vital priority The ETZ Masterplan supports the Net Zero Aberdeen Routemap through the proposal of retrofitting and reuse of brownfield land and buildings as well as providing opportunities for net zero development and specialist co-located port activity. It also contributes to the Net Zero theme strategies of mobility, buildings and heat, circular economy, energy supply, our natural environment and empowerment.</p>

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Subject to committee approval of this application the Integrated Impact Assessment will be carried out prior to the consultation responses and the Draft Masterplan being reported back.
Data Protection Impact Assessment	Not required.
Other	Not required.

10. BACKGROUND PAPERS

10.1 Aberdeen Local Development Plan 2023

11. APPENDICES

11.1 Appendix 1 – Draft Energy Transition Zone Masterplan

12. REPORT AUTHOR CONTACT DETAILS

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Energy Transition Zone Masterplan Document

Final Submission Draft | V08

IronsideFarrar

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*“The Energy Transition Zone, which will be located adjacent to Aberdeen’s new **£400 million** south harbour development, is expected to directly support 2,500 green jobs by 2030, alongside a further 10,000 transition-related jobs.”*

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61008 | Version 8

31/03/2023



Executive Summary

Aberdeen and North East Scotland has a proud reputation as a thriving global hub for the oil & gas industry – driving job creation and growth across the region for decades. It is critical to the future sustainability of the region’s economy to diversify its established knowledge, skills, and infrastructure and be a key driver of energy transition toward meeting net zero targets. To enable and accelerate this, ETZ Ltd is advancing a targeted programme of investment and development to create a new globally recognised green energy cluster in Aberdeen.

The Energy Transition Zone Masterplan has been prepared to provide a spatial framework for Local Development Plan allocated sites around Aberdeen South Harbour, as well as wider areas of brownfield land, green and open space, and communities in Torry and Cove.

It provides the basis for future development of energy transition industries, skills, innovation and investment in high-value manufacturing. It also focuses on the delivery of wider benefits in terms of job-creation, place-making, and the local environment. It has been prepared in consultation with a wide range of statutory and non-statutory stakeholders and following an extensive period of local engagement including three community consultation events held in Torry.

- The Masterplan is structured around the development of a specialist campus model:
- **Community & Energy Coast** – a programme of investment in local greenspace, biodiversity, and community infrastructures to deliver tangible local benefits across the area.
 - **Marine Gateway** – a hub of high-value manufacturing and port-integrated activity forming a catalyst for wider investment across ETZ – sited at Aberdeen South Harbour and a reduced development area within the OP56 Opportunity Site at St Fittick’s.
 - **Hydrogen Campus** – a specialist Campus for manufacturing, R&D, and test & demonstration of hydrogen technologies, strengthening Aberdeen’s position as a sector leader – sited at the OP61 Opportunity Site (Doonies) and adjacent brownfield land for future expansion.
 - **Offshore Wind Campus** – a cluster of manufacturing, supply-chain, R&D, and test & demonstration activity for offshore wind and wider energy transition uses – sited in Altens.
 - **Innovation Campus** – a purpose-developed mix of flexible industrial and commercial units for innovative start-up and growing energy transition businesses – sited in Altens.
 - **Skills Campus** – a new net zero education & training facility to accelerate the next generation of energy skills and knowledge and support delivery of ETZ Jobs & Skills Plan – sited in Altens.

Informed by the process of engagement, detailed review of local context, and in alignment with LDP and NPF4 priorities, the masterplan provides guidance for sustainable development and place-making across these sites. Its key outcomes and conclusions include:

- Development should maximise the potential of Aberdeen South Harbour to support energy transition – with limited land adjacent to the Harbour safeguarded for specialist activity with specific co-location requirements.
- While still enabling sites for high-value manufacturing, development within St Fittick’s Park should minimise greenspace land-take and retain the East Tullos Burn, with a reduced developable area representing just over half of the area allocated in the Park within Opportunity Sites OP56 and OP62.
- Opportunities to redevelop brownfield land as part of an integrated cluster should be maximised – applying Circular Economy principles to develop sites suitable for a range of energy transition activities.
- The environmental mitigation hierarchy should be followed across all development - seeking to avoid, minimise, mitigate and compensate environmental impacts.
- Opportunities for strategic environmental and place-making measures have been identified across the masterplan, including enhancement of East Tullos Burn, local greenspace, biodiversity, and active travel. These should be coordinated through further detailed planning and developed with local stakeholders to support a more inclusive, resilient and successful place.



01

Introduction

Aberdeen and North East Scotland has been home to a globally recognised energy industry for over 50 years. The region has experienced significant growth and developed a world-renowned ecosystem of innovation, skills, and infrastructure. There is now a clear imperative to de-carbonise the economy and achieve net zero by 2045 and, with its existing expertise and proximity to planned offshore renewables in the North Sea, Aberdeen has a key role in enabling the transition away from fossil fuels and towards a low carbon future.

Energy Transition Zone Masterplan
 The Aberdeen City Council (ACC) Local Development Plan (LDP) has identified land around Aberdeen South Harbour for development of the Energy Transition Zone, including land within Opportunity Sites at St Fittick’s Park (OP56), Bay of Nigg (OP62) and Doonies (OP61).

The sites contain a range of environmental and infrastructure assets, and the LDP recognises that potentially significant opportunities exist in the area for net zero development and specialist port co-located activity.

The LDP requires that a comprehensive masterplan should be prepared to ensure a coordinated approach to development of an Energy Transition Zone across the LDP Opportunity Sites. It should also incorporate wider brownfield industrial land at Altens and East Tullos which can form part of an integrated cluster focused on delivering net-zero.

The Masterplan has been prepared to ensure development across this area is properly planned in accordance with the LDP. It seeks to ensure development provides opportunities for high value renewables activity, new investment, growth and jobs, as well as promoting and enhancing the green and blue infrastructures across the area that collectively will accelerate the transition to net zero and deliver a range of benefits for local communities.

It has been developed through iterative design development and technical review, in parallel with detailed engagement with statutory bodies, stakeholders and local communities. This has shaped a place-based framework to guide development, support investment into identified Opportunity Sites as well as brownfield industrial land, deliver enhancement to local community infrastructures, greenspaces, and biodiversity, and strength both active travel and wider connectivity across the area.

ETZ VISION: *By 2030 we will have designed and built in phases a unique Energy Transition Zone adjacent to the new harbour development at Aberdeen South Harbour. It will be a **leading-edge catalyst** for innovation and **high value manufacturing**, and a **centre of excellence** for offshore renewables, large scale production of hydrogen and CO2 storage.*

*Through the success of the ETZ, the region and the **energy supply chain** will become a **global leader in energy transition**, and a net exporter of product, services, technologies, and skills.*

*This purpose-built **net zero green space**, connected to the coastline, will provide future Energy Transition organisations and the **local community** with amenities, job opportunities, **a strong blue-green network supporting a long term business environmentally sustainable business cluster**; harnessing the region's natural resources and existing skills base to **maximise the future value potential from Energy Transition developments for future generations.**"*

1.1 ETZ Vision & Objectives

ETZ Ltd was established in 2021, as a private sector led and not-for-profit company, with the purpose of repositioning the North East of Scotland as a globally recognised integrated energy cluster focused on the delivery of net zero. It is funded by the UK and Scottish Governments and Opportunity North-East, with a clear purpose and commercial focus. All financial benefit from the use of public sector funding or future funds will be re-invested into common interests for development of energy transition activities.

ETZ Ltd are advancing a place based transformational programme, developed to create a new globally recognised integrated energy cluster with a spatial focus around the new Aberdeen South Harbour, Altens and East Tullos Industrial Estates, together with wider programmes for innovation, skills and supply-chain development and research and development with industry and academic partners.

To deliver the vision and ambition for the region, ETZ Ltd will work collaboratively with Scottish Enterprise (SE), Aberdeen City Council (ACC) and Port of Aberdeen (PoA) and industry stakeholders across the UK to deliver activity that will drive the green economic recovery and create a solid foundation for an integrated energy cluster focused on the delivery of net zero.

The masterplan seeks to articulate the ETZ Ltd vision and objectives into a spatial framework that supports development of the Local Development Plan allocated Opportunity Sites (OP56 / 61 / 62) and wider brownfield assets. This will accelerate energy transition, attract investment in high-value manufacturing for net zero technologies, and deliver wider benefits in terms of job-creation, place-making, and the local environment.

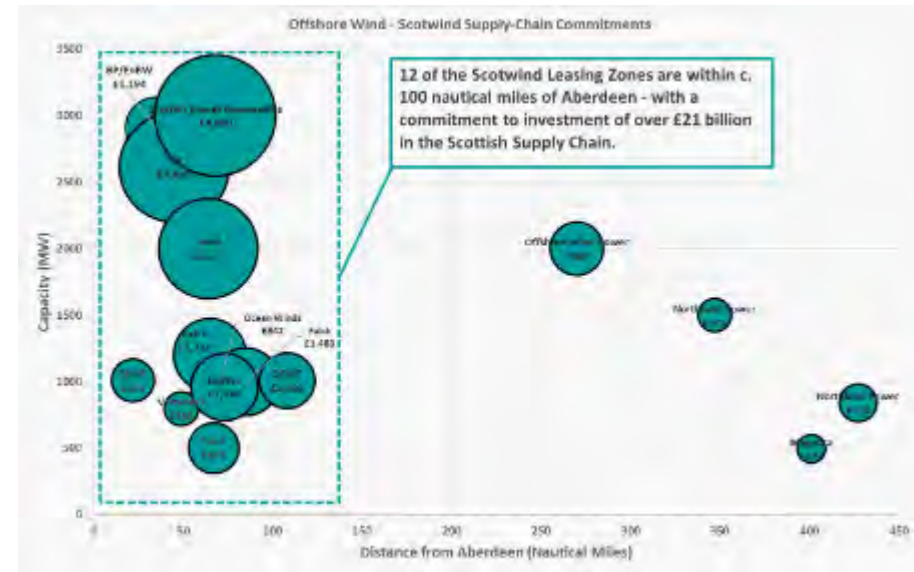
The strategic objectives for the ETZ are set out below:

- Attract and maximise inward investment, retain existing investors and help ensure the region becomes a focal point for energy transition in the UK and Europe, promoting and harnessing our local natural resources and existing skills and expertise to create a sustainable low carbon and integrated energy cluster.
- Assemble the land for the core staging areas to support the offshore wind potential and related UK supply chain content from the ScotWind licensing round and hydrogen production and the supporting infrastructure to leverage the Aberdeen South Harbour new facility.
- Develop an Energy Coast to deliver a green network for walking, cycling and enhanced community amenities, linking the ETZ with the coast and the city
- Stimulate research, development and innovation through to commercialisation and scale; creating and enabling energy transition opportunities and international export potential in the short (2020-25) and medium term (2025-35) to support commercialisation of green hydrogen and floating wind; high-value manufacturing related to the offshore wind and hydrogen; digital solutions and business innovation and incubation related to low carbon energy **including Carbon Capture Utilisation & Storage (CCUS)**.
- Design and deliver a jobs and skills programme to support inclusive employment opportunities by reskilling and upskilling people to establish a new long-term sustainable industry base with international export potential. This will unlock exciting careers and job opportunities for future generations across the community by involving those areas in the immediate vicinity of the zone.

Fundamental to the vision for the Energy Transition Zone is creating and retaining sustainable energy jobs in Aberdeen and wider North East Scotland Region. The region is currently home to around 45,000 energy jobs (over half of Scotland's total) and the capability, knowledge and skills of this workforce will play a critical role in the transformation of the energy sector and delivery of net zero. As the economy seeks to de-carbonise and transition towards renewable energy, there is a clear opportunity and need to transition these roles into new sectors and activities such as offshore wind, hydrogen, carbon capture, utilisation & storage. The globally integrated energy cluster at ETZ will play a significant role in this process supporting long-term economic benefits in the form of inclusive job creation, safeguarding existing employment, as well as attracting inward investment, and supporting local community benefits. It is anticipated that the full delivery of the ETZ will lead to creation of c. 2,500 full-time equivalent jobs (gross) at its peak, as well as securing and catalysing c. 10,000 further energy transition related jobs across the region.

To support inclusive job creation, ETZ Ltd is developing a Jobs & Skills Plan in collaboration with Aberdeen City Council, Skills Development Scotland and NESAs (National Energy Skills Accelerator). The Plan will complement development and investment proposals guided by the Masterplan, and support delivery of training facilities and programmes within the Zone to position the North East as a world class region for skills development and training in support of energy transition.

In summary, the Energy Transition Zone will contribute significantly to the Inclusive Growth agenda. Direct investment in new education and training facilities will help advance the understanding and equality of opportunities in the energy sector and support the development of skills required to succeed. It will support a transition to high quality, well-paid, and sustained employment and facilitate the provision of a highly skilled workforce.



ScotWind leasing zones & supply-chain commitments. The bubble represents the relative size of each leasing zones' committed investment into the Scottish Supply Chain with the developer and exact figure noted inside (£M). The majority of offshore wind leasing zones including the largest proposed developments, are all within c.100 nautical miles of Aberdeen.

1.2 Strategic Context & Need

Aberdeen and North East Scotland has been a thriving global hub for the oil & gas industry driving growth across the region and supporting the UK's economic and energy security for over 50 years. It is a centre of excellence for offshore engineering, especially around service support and sub-sea operations.

In order for Aberdeen and the North East to be a leading player in the transition to net zero, and to leverage its established knowledge and expertise, there must be investment now in the development of the skills, infrastructure and innovation capacity that will support and service renewable energy needs. It is critical to the future sustainability, to jobs and economic prosperity of the region's economy.

This strategic need has been recognised and embedded within policy at local and national government levels – which support the safeguarding and coordination of key development sites and infrastructures around Aberdeen South Harbour and nearby greenfield and brownfield sites for energy transition.

- **NPF4 sets out an integrated strategy to bring together within the Planning Framework the governments priorities to achieve sustainable development. The framework defines a national spatial strategy to support the development of sustainable places, liveable places and productive places.**

Aberdeen Harbour is designated as a 'National Development' – recognising the potential of the South Harbour as a cluster of port accessible offshore renewable energy research, manufacturing and support services.

- **The LDP designates specific Opportunity Sites (OP56/61/62) around the Harbour for Energy Transition Zones and applies a presumption in favour of development for renewable energy related development (LDP) within these areas.**

- **Scottish Government Policy** including National Strategy for Economic Transformation (2022), Draft Energy Strategy and Just Transition Plan (2023), Offshore Wind Policy Statement (2020), and Hydrogen Policy Statement (2020) all support development of ETZ (and projects therein) to accelerate Scotland's transition to net zero, deliver jobs, innovation and skills development, and strengthen the North East's position as a leading hub for renewables.

ScotWind Offshore Renewables

Crown Estate Scotland's ScotWind leasing round was completed in January 2022 and was the first round of seabed leasing in Scottish waters for over a decade. This has initiated a major new tranche of offshore wind development that will be central to achieving Scotland's net zero ambitions. It sets out seabed option agreements for 20 offshore wind farms, with a total potential capacity of up to 28 GW. 12 of the ScotWind sites, with a combined potential capacity of 17 GW (60% of current ScotWind Licences), are situated within c. 100 nautical miles of Aberdeen, making it a natural hub for the sector.

Collectively the developers of these sites are committed to supply-chain investment of £21 Billion into Scotland's supply chain, across development, manufacturing, installation, and operational phases. The Scottish Government has recognised there is an urgent need to develop the manufacturing and supply-chain capacity within Scotland to meet this demand, and to ensure the full extent of economic, environmental and social benefits of offshore wind are realised.

Scottish Offshore Wind Energy Council's (SOWEC) Strategic Investment Assessment (2021) reflects this, highlighting that: "without access to sufficient high quality port space, Scotland cannot hope to attract critical activities like manufacturing". It recommends stronger collaboration between Ports, industry, and the public sector to bring forward investment and grow capacity, so that Scotland is attractive as a location for manufacturing and fabrication, and so that Scottish expertise in subsea engineering can transition effectively from oil and gas to offshore wind.

In modelling options for growing Scottish and UK content in the offshore wind supply chain, SOWEC's analysis estimates that up to 15 new manufacturing facilities will be required in the UK and up to 6 of these in Scotland. Particular priorities for Scotland were manufacture of: turbine towers, floating foundations, jacket foundations, substation platforms, and sub-station foundations. In each of these cases, facilities need to be located in close proximity to a Port to allow for importing of raw materials (e.g. steel) and the mobilisation and export of finished products due to their size and inability to transport by road.

In addition to those items listed, there is significant investment interest around manufacture of large component parts such as landing platforms or transition pieces, and other elements of the offshore supply chains such as anchors and cables which can also support energy transition activities in the de-carbonisation of the oil & gas sector.

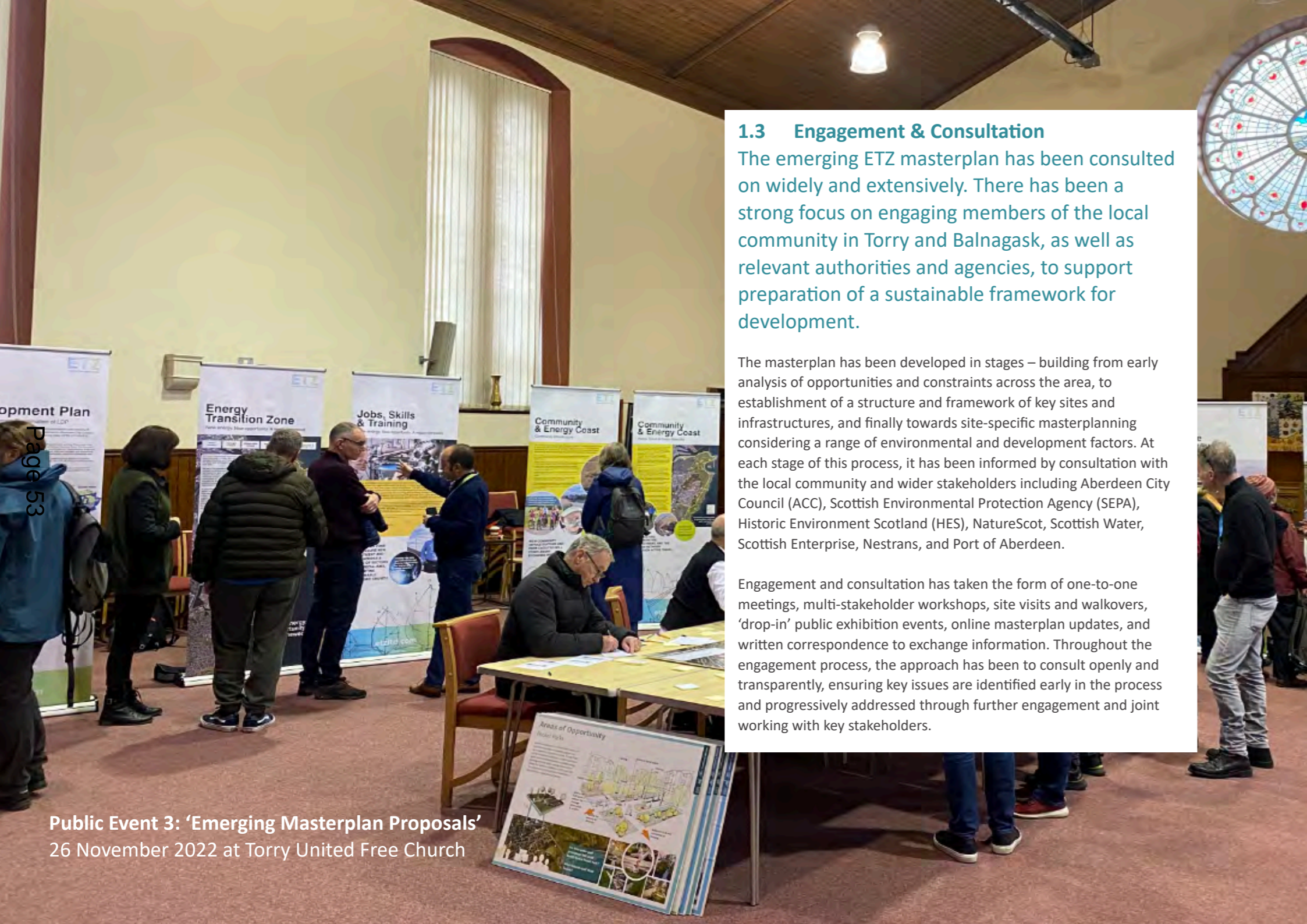
Green Hydrogen

Hydrogen is also rapidly emerging as central to the future net zero economy. Aberdeen and North East Scotland has already emerged as a leading hub of hydrogen activity, with current and planned projects expected to generate 200 MW+ by 2025-27, and potential for up to 1GW of production by 2030-32. The city's wealth of experience in the oil & gas sector is capable of being re-utilised for hydrogen-based activity, with identified potential for up to 29,000 jobs in the sector by 2040. There is already significant interest and planned activity in the Zone to support hydrogen production, distribution, and use – including BP, ERM Dolphyn, and Vattenfall among others who are seeking to base leading edge technologies and projects within Aberdeen.

Energy Transition Manufacturing & Supply Chain

Within sectors like offshore wind and hydrogen, energy transition will require the progressive development and commercialisation of new technologies. This will involve the reorganisation of existing manufacturing capacity together with new manufacturing activities and all associated supply-chains. For offshore wind this can involve specialist fabrication of moorings, semi-submersible, tension and other sub-sea structures, power electronics and cables, turbine components, mono-piles and transition pieces. The rapid growth of hydrogen as a green fuel presents opportunities for the manufacture of electrolysers and associated components, hydrogen fuel cells, and specialist equipment for distribution and storage. Aberdeen is ideally positioned to attract significant investment as a manufacture, supply-chain and service hub for offshore wind, hydrogen and the wider renewables sectors, both in terms of geography and existing knowledge and skills-base.

To maximise this transformational economic opportunity, it requires early, catalytic investment into land and infrastructure. This is especially critical for land which can integrate with the port and accommodate the specialised high-value manufacturing processes associated with offshore renewables. Offshore renewables also bring long-term opportunities in the supporting Operations & Management (O&M) activity that requires port co-location, and related services around remote sensing, technical monitoring and performance management skills. The masterplan has been informed by detailed review and input from specialist advisors working within these energy transition sectors, to establish future needs to support ScotWind and the key opportunities and areas of growth for Aberdeen. ETZ Ltd and Port of Aberdeen are working with Scottish Enterprise, Scottish Development International and Invest Aberdeen to progress inward investment inquiries linked to ScotWind delivery, including manufacturing, fabrication, service support and technology providers.



Public Event 3: 'Emerging Masterplan Proposals'
26 November 2022 at Torry United Free Church

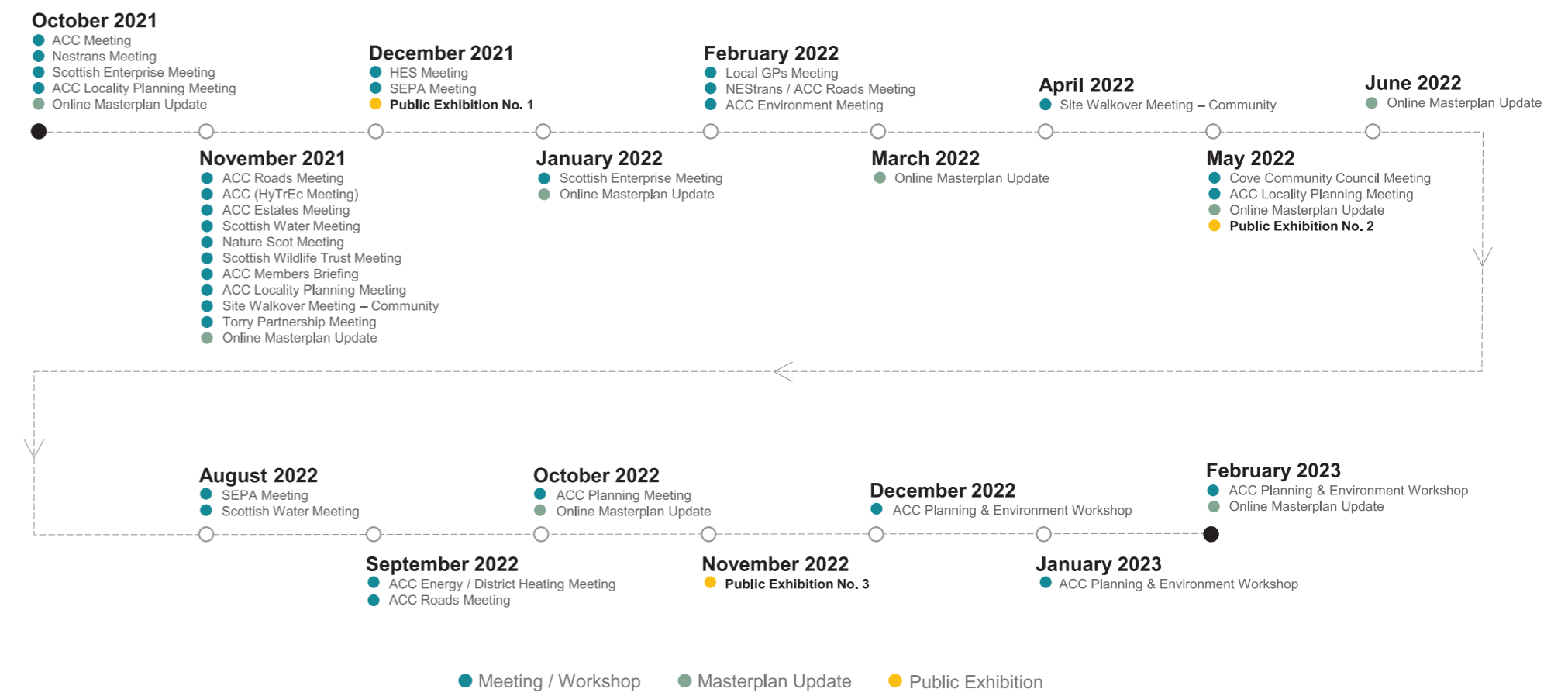
1.3 Engagement & Consultation

The emerging ETZ masterplan has been consulted on widely and extensively. There has been a strong focus on engaging members of the local community in Torry and Balnagask, as well as relevant authorities and agencies, to support preparation of a sustainable framework for development.

The masterplan has been developed in stages – building from early analysis of opportunities and constraints across the area, to establishment of a structure and framework of key sites and infrastructures, and finally towards site-specific masterplanning considering a range of environmental and development factors. At each stage of this process, it has been informed by consultation with the local community and wider stakeholders including Aberdeen City Council (ACC), Scottish Environmental Protection Agency (SEPA), Historic Environment Scotland (HES), NatureScot, Scottish Water, Scottish Enterprise, Nestrans, and Port of Aberdeen.

Engagement and consultation has taken the form of one-to-one meetings, multi-stakeholder workshops, site visits and walkovers, 'drop-in' public exhibition events, online masterplan updates, and written correspondence to exchange information. Throughout the engagement process, the approach has been to consult openly and transparently, ensuring key issues are identified early in the process and progressively addressed through further engagement and joint working with key stakeholders.

Stakeholder Engagement Timeline





Public Event 1: ‘Listening’
4 December 2021 at Torry United Free Church

Community Consultation

The local communities in Torry, Balnagask, and Cove have been and will continue to be key stakeholders and partners in the development of the Energy Transition Zone. Local people, and representative groups, have been actively engaged throughout the period of masterplan preparation, as well as through liaison with Community Planning Officers (Torry Locality Planning).

The focus of community engagement on the emerging masterplan has been through ‘drop-in’ public exhibitions – held on three occasions across 2021 and 2022 at the Torry United Free Church. For all three events, flyers were delivered to all households (5000+) within the Torry community, and advertised online through the ETZ website, social media, and via email to contacts within the ETZ mailing list. All consultation material presented at events was published online (via a dedicated consultation website) to ensure it was accessible to a wide audience, and available for local people unable to attend in person.

The ‘drop-in’ public exhibitions provided an open forum for members of the public to review the latest information on masterplan proposals. The events were attended by ETZ Ltd and their consultants and gave the opportunity for people to feedback directly on the issues most important to the community. While the exhibition events provided the focus of community engagement at key stages in the masterplan process, these were complemented through the period by a combination of:

- Online masterplan updates published to a dedicated webpage.
- One-to-one meetings and site walkovers with local representatives (Torry Partnership) and local interest groups (Friends of St Fittick’s)
- Written feedback and correspondence via a dedicated email address for the project.



Event 1: ‘Listening’

**4 December 2021 at Torry United Free Church
C. 110 Attendees**

Consultation Event 1 focused on introducing the masterplanning process and ETZ’s vision. It was a ‘listening exercise’ to hear the views of the community, build understanding of local context, and ensure key issues for planning and development could be raised at an early stage.

Event 2: ‘Exploring Opportunities’

**28 May 2022 at Torry United Free Church
C. 45 Attendees**

Consultation Event 2 sought to update the local community on the developing masterplan programme and explain the emerging response to key issues including East Tullos Burn and brownfield land. The event introduced potential areas of opportunity that the masterplan could support and enable, including active travel connections, pocket parks, enhanced access to Tullos Wood, and renewed park facilities.

Event 3: ‘Emerging Masterplan Proposals’

**26 November 2022 at Torry United Free Church
C. 110 Attendees**

Consultation Event 3 was held after publication of the Examiners Report into the Proposed ACC LDP and provided an update on the proposed Modifications to the Plan and requirements for the masterplan. Plans, graphics, and illustrations showed emerging illustrative layouts for key sites, including St Fittick’s Park and Doonies, along with identified areas of environmental mitigation and compensation. Consultation also sought further feedback on emerging proposals for investment in community infrastructure, active travel, green networks, and biodiversity within the masterplan.



Public Event 2: 'Exploring Opportunities'
28 May 2022 at Torry United Free Church



Through the engagement outlined above and in dialogue with the local community a wide range of issues and perspectives were raised, with a particularly strong interest in the allocated Opportunity Sites at St Fittick's Park and Bay of Nigg (OP56 and OP62), and the potential for resultant impacts on access to greenspace, biodiversity, and local environmental quality. The key issues and themes of feedback that emerged across the community consultation are summarised below:

Land Use & Economy

- Recognition and support for the principle of energy transition in Aberdeen, reducing reliance on oil & gas and transferring skills to the green economy.
- Brownfield land should be prioritised for development over greenfield sites, making the most of existing land within Altens and East Tullos.
- Interest in what type of energy transition users, sectors and activities would locate on identified Opportunity Sites, and if there was demand or need for these in Aberdeen.
- Doonies Farm has been on the current site for many years, and some felt it should be protected by the City Council rather than allocated for energy transition use.
- Clarity sought on how economic development within ETZ would deliver opportunities for local people in terms of jobs, skills, training.

Parks & Greenspace

- There was significant concern around the loss of a portion of St Fittick's Park, which is highly valued by the community in Torry as its main green and open space.
- Uncertainty as to how much of the park may be temporarily used and restored, or developed, either by ETZ or by Port of Aberdeen as part of their construction of the South Harbour.
- Concern around the potential impacts on local health & well-being (including mental health) as a result of the loss of greenspace.

Local Environment

- East Tullos Burn was significantly enhanced in 2014 through a SEPA / ACC / Community partnership project, creating new wetlands which add to the quality of the park, as well as providing local biodiversity and drainage benefits. Strong views the Burn should be retained as a key local asset.
- Development at St Fittick's Park is close to residential properties within Torry, and there was concern around potential for impacts on local amenity, including from noisy port-related activities.
- Potential impacts from construction must be carefully managed given the sensitivity of the local environment and proximity to communities.
- There has been previous development in the area, including Ness Energy-from-Waste Facility (East Tullos) and Aberdeen South Harbour (Bay of Nigg) and the cumulative impact of development on the local environment must be considered.

Access & Connectivity

- The programme for delivery of improvements to the Coast Road must be coordinated and aligned with delivery of major development, including South Harbour, to ensure sufficient capacity within the road network.
- In particular, the potential for construction and operational traffic from either South Harbour or ETZ Development routing through Torry (Victoria Road) was raised as a significant concern.
- Recognition that local access and connectivity to the Green Network in South Aberdeen, including Tullos Wood and Balnagask-Cove Coast, could be improved.

Decision Making and Local Influence

- Some in the community felt that local voices have not been heard or listened to in previous decision making around other developments, including Ness Energy-from-Waste and Aberdeen South Harbour.
- There was some mistrust within the community of local institutions and organisations, in particular around how local benefits and committed actions and mitigations have been delivered from development.



Public Event 3: 'Emerging Masterplan Proposals'
26 November 2022 at Torry United Free Church

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In addition to public consultation undertaken through 'drop-in' exhibition events open to the public, local representative groups and bodies have been engaged and fed-back into the masterplan process. This has included attendance at the exhibition events, one-to-one meetings with ETZ Ltd and consultants, informal site visits, and written feedback. Specific groups and local bodies that have been engaged and the key issues arising from discussion and feedback are summarised below:

Organisation	Key Interests and Areas of Discussion
Torry Partnership & Aberdeen South Locality Planning	<ul style="list-style-type: none"> All areas of activity and development that impact on local communities with specific concerns around any loss of greenspace and impacts on local amenity. Nature and scale of proposed land uses and activities within ETZ. Traffic and transport impacts – Coast Road delivery programme and impacts on local road network within Torry.
Cove & Altens Community Council	<ul style="list-style-type: none"> All areas of activity and development that impact on local communities with specific concerns around any loss of greenspace and impacts on local amenity. Traffic and transport impacts – Coast Road delivery programme.
Torry GP Practice & Health Practitioners	<ul style="list-style-type: none"> Potential for development proposals and loss of greenspace to impact on health outcomes in an area of significant deprivation / health and well-being issues.
Friends of St Fittick's Group	<ul style="list-style-type: none"> Impacts of development on St Fittick's Park as a key community asset, particularly around local amenity, biodiversity, and health and well-being. Protection of local environmental features – including East Tullos Burn and associated habitats.
Local Representatives & Community Leaders	<ul style="list-style-type: none"> Impacts of development on St Fittick's Park including local amenity, biodiversity, health and well-being.

Statutory Bodies & Agencies

In parallel with the programme of consultation at the local community level, engagement has been ongoing with statutory agencies and organisations to identify areas of sensitivity, shape emerging proposals, and ensure a framework for development that is sustainable. The following bodies have been engaged through a series of meetings and workshops across the period of masterplan preparation.

Organisation	Key Interests and Areas of Discussion
NatureScot	<ul style="list-style-type: none"> Approach to protecting local environmental, particularly designated assets (SSSI, Geological Conservation Review, Local Nature Reserves). Local landscape character and environment & place assets. Impacts on local greenspace and biodiversity / habitats (St Fittick's Park).
HES	<ul style="list-style-type: none"> Setting of local heritage assets, in particular St Fittick's Church (Scheduled Monument). Opportunities for enhancement and appreciation of Tullos Hill Cairns (Scheduled Monuments).
SEPA	<ul style="list-style-type: none"> Maintaining hydrological and ecological function of East Tullos Burn, including wetlands within St Fittick's Park. Opportunities for environmental enhancement and improvement of water quality, drainage functions.
Scottish Water	<ul style="list-style-type: none"> Protection of Scottish Water assets & infrastructure serving Nigg Waste-Water Treatment Works. Potential service diversion requirements to facilitate / enable development.
Nestrans	<ul style="list-style-type: none"> Regional Transport Strategy Development of Regional Transport initiatives addressing all modes (active travel / Public transport/marine/rail/road). Freight requirements and intersection of marine/rail/road modes within masterplan. Coast Road Assessments and coordination of delivery across the area between parties.



Public Event 3: 'Emerging Masterplan Proposals'
26 November 2022 at Torry United Free Church

Direct engagement on the emerging masterplan has been undertaken with Port of Aberdeen to coordinate development programmes, operational needs, and to ensure a strong combined proposition for inward investment. Engagement and project review has also been undertaken at regular intervals with Scottish Enterprise and Nestrans to gather feedback on emerging proposals and share information.

More broadly, ETZ Ltd have undertaken significant engagement with operators, sector specialists, and industry bodies within the masterplan area and across Aberdeen to guide the masterplan process. This has included ongoing dialogue with landowners in Altens and East Tullos, oil & gas operators, offshore wind suppliers and developers, hydrogen production / technology companies, and industry bodies such as Net Zero Technology Centre.

Aberdeen City Council

Detailed engagement has been ongoing with Aberdeen City Council across the period of masterplan preparation. This has sought to ensure coordination with Council-led works programmes and initiatives relevant to development in the area (e.g. Hydrogen Hub, Coast Road upgrade), land & property issues, and organisation of consultation activity around Local Elections (May 2022) and the process of LDP preparation.

Specific engagement with the Council as Local Planning Authority in relation to the Masterplan development has taken place post publication of the Independent Examiners Report into the Proposed LDP (in September 2022) and agreement of the findings and proposed modifications by the City Council. It has included a series of workshop meetings with officers from across Council service areas.

Engagement Summary

The consultation and engagement processes outlined above have been integral to the process of preparing the masterplan, and have directly informed the approach to development, environmental mitigations, and place-based interventions across the area. Across the various modes of consultation and from the range of perspectives heard, it has clearly emerged that the Opportunity Site at St Fittick's Park represents the confluence of key masterplan issues, with co-location to the port presenting a unique opportunity for high-value energy transition activity, balanced against the existing greenspace and biodiversity within the park.

Council Service Area / Team	Key Interests and Areas of Discussion
ACC Planning & Design Officers	<ul style="list-style-type: none"> Design and development management principles for masterplanning. Land use and planning policy requirements (Local Development Plan and NPF4). ACC Masterplanning Process. Planning for 'Successful Places'.
ACC Roads & Transport Planning	<ul style="list-style-type: none"> External Transportation Links to ASH (Coast Road) – design, timescales, and coordination. Masterplan road and connectivity options – including potential road re-alignments. Traffic / transport impacts.
ACC Environment, Landscape & Biodiversity Officers	<ul style="list-style-type: none"> Environmental mitigation hierarchy – avoiding, minimising, mitigating impact on key environmental assets (incl. East Tullos Burn, local biodiversity / habitats / wildlife, woodland). Local landscape character areas. Integration of existing Green Network and opportunities for enhancements. Approach to environmental assessment across key sites.
ACC Archaeology & Historic Environment	<ul style="list-style-type: none"> Approach to mitigating impacts on the setting of local heritage assets, in particular St Fittick's Church (Scheduled Monument).
ACC Estates	<ul style="list-style-type: none"> Property and ownership arrangements across the masterplan area. ACC held land and property assets.
ACC Capital Projects & Energy	<ul style="list-style-type: none"> Local green energy opportunities arising from future ETZ development. Potential for District Heating Network connections and future hydrogen integration.

The masterplan has therefore sought to provide a sustainable framework for development that fully realises the area's potential to lead the City's energy transition, while protecting the most important environmental assets and comprehensively mitigating impacts and enabling wide-ranging benefits that are accessible to local people. It has adopted a place-based approach – integrating the delivery of economic, social, and environmental infrastructures across the area into a single framework.

Beyond the submission of the masterplan, there is an ongoing commitment from ETZ to work in partnership with the local community and stakeholders to ensure local issues, along with wider considerations around social, environmental and economic imperatives are positively addressed as the masterplan progresses and through future development planning processes. **This will also ensure that mitigation and compensatory measures are planned and developed to align with community priorities through a partnership working approach.**





02 Place Context & Strategy

The masterplan is developed from a detailed understanding of existing local assets, context and character across Torry, Balnagask, Cove, Altens, and East Tullos. It seeks to establish a framework for energy transition development that will positively enhance this area through design quality, job-creation, active travel connections and integration, and environmental investment across the area and in surrounding communities.



Masterplan Study Area

While development will be principally **focused towards LDP allocated 'Opportunity Sites' and designated 'Business & Industry' Land**, the place-based approach to masterplanning has involved consideration of a wider area. This includes the communities of Torry & Balnagask and Cove, green and open spaces connecting these including Tullis Hill and the Coast, existing brownfield land in East Tullis & Altens, and associated transport and services infrastructure that serve these areas.

The masterplan seeks to identify where and how ETZ development can be delivered across this area in a form that is sustainable, as well as integrating and enabling wider initiatives that can effect positive change in the area delivering a broad range of social, environmental and economic outcomes and benefits.

Land Ownership

Within the masterplan area there are a range of land ownerships and development interests. All land within St Fittick's Park and on the coastal strip encompassing land at Girdleness, Gregness, Doonies is in the ownership of Aberdeen City Council.

The Port of Aberdeen have current lease and ownership interests on land associated with their development of the South Harbour around Nigg Bay, including land within St Fittick's Park and at Gregness which are currently being used for construction compounds and storage.

Within the industrial estates of Altens and East Tullis there is a mix of private ownership interests, reflecting their commercial nature and development pattern. The City Council own the ground lease to a number of sites within East Tullis on Greenwell Road and Greenbank Crescent.

ETZ Ltd has acquired three brownfield sites within the Masterplan area, all on Hareness Road. These are the Former Richard Irvin House, Former Muller Dairy Site, and the 6-acre brownfield site of former Trafalgar House. These will be refurbished, extended, and developed to the highest feasible energy performance standards, and will provide key hubs of activity within the Masterplan to be operated by ETZ Ltd and partners (specific detail is provided within Section 4).

ETZ Ltd do not otherwise own land within the masterplan area but have a purpose and remit to facilitate development and investment, collaborating with the City Council and wider partners (including private sector landlords), to form a new globally recognised integrated energy cluster providing new jobs and wider benefits for the city and region. **Across the area they will seek to create developable sites, accelerate enabling infrastructure and site servicing works, and lead the development and delivery of wider environmental and community infrastructure projects.**



Figure 3. Summary ACC Estates Plan showing areas of land owned by Aberdeen City Council – including land at St Fittick's Park, Nigg Bay, Tullis Wood, and within East Tullis Industrial Estate. (Nb. Plan is illustrative and may not reflect exact title boundaries or lease agreements within areas of ACC ownership)

2.1 Place Context: Planning & Policy

The place-based approach to masterplanning is a direct response to policy priorities at both national and local levels, where there is a clear policy drive for planning and development to deliver positive outcomes for Place, Inclusive Growth, Health & Well-being, Just Transition and Net Zero.

The Scottish Government has established a nationwide target of reaching net zero emissions by 2045, among the most ambitious carbon reduction programmes in the world. Meeting ambitious net zero targets will require a rapid transformation across all sectors of the economy and society, coupled with large-scale development and deployment of renewable energy technologies. Recognising the scale of transformation and change that will be involved, the Scottish Government have prioritised ‘Just Transition’ to ensure that the journey to net zero is fair for everyone, with opportunities for people to participate in and benefit from the investment, development and innovation that will drive energy transition.

Linked to Place Principle and net zero priorities, the delivery of ‘20-minute neighbourhoods’ is now Scottish Government policy embedded in the NPF4 and Programme for Government 2020-21.

The recently adopted **National Planning Framework 4** (NPF4) embeds all the above Scottish Government priorities in its approach to planning and development. Priorities for the ‘North-East’ are identified as: transition to net zero, improving local liveability, regenerating coastal communities, and decarbonising connectivity.

NPF4 forms part of the Development Plan, alongside the Local Development Plan, and future planning applications within ETZ must therefore demonstrate compliance with specific policy requirements and priorities around:

- **Sustainable Places** (Climate Mitigation & Adaptation, Biodiversity, Natural Places, Forestry, Woodland and Trees, Historic Assets and Places, Coastal Development, Energy, Zero Waste, Sustainable Transport).
- **Liveable Places** (Design Quality & Place, Local Living & 20-Minute Neighbourhoods, Infrastructure First, Heating & Cooling, Blue & Green Infrastructure, Flood Risk & Water Management, Health & Safety).
- **Productive Places** (Community Wealth Building, Business & Industry).

The NPF4 also defines the six qualities of ‘Successful Places’ which all development should seek to support and deliver, and which the masterplan has incorporated and sought to positively address. These are:

- **Healthy** – Supporting the prioritisation of women’s safety and improving physical and mental health.
- **Pleasant** – Supporting attractive natural and built spaces.
- **Connected** – Supporting well connected networks that make moving around easy and reduce car dependency.
- **Distinctive** – Supporting attention to detail of local architectural styles and natural landscapes to be interpreted, literally or creatively, into designs to reinforce identity.
- **Sustainable** – Supporting the efficient use of resources that will allow people to live, play, work and stay in their area, ensuring climate resilience, and integrating nature positive, biodiversity solutions.
- **Adaptable** – Supporting commitment to investing in the long-term value of buildings, streets and spaces by allowing for flexibility so that they can be changed quickly to accommodate different uses as well as maintained over time.

Of direct relevance to ETZ and aligned with the LDP it identifies Aberdeen Harbour as a National Development (No.14). Land outwith the Harbour is not included in the National Development, though there is support for reorganisation of land use around the Harbour in line with the spatial strategy of the LDP, and optimisation of the Harbour to support net zero and stimulate economic investment. NPF4 states that: “the South Harbour can act as a cluster of port accessible offshore renewable energy research, manufacturing and support services”.

The Scottish Government’s **National Strategy for Economic Transformation** was published in March 2022 and also recognises the significant economic potential of energy transition, where Scotland has potential first-mover advantage and ability to become a world-leader in renewable energy, hydrogen economy, and wider industrial de-carbonisation.

The Scottish Government has also recently published its **Draft Energy Strategy and Just Transition Plan** (January 2023) for consultation. The Plan sets out measures to deliver a fair and secure zero-carbon energy system for Scotland, further accelerating the transition from oil & gas and maximising the potential of renewable energy to meet energy needs in a secure and affordable way that supports new economic opportunities. The Plan reinforces and strengthens Scotland’s ambitious renewable energy and de-carbonisation targets and seeks a Just Transition by maintaining or increasing employment in Scotland’s energy production sector and maximising the use of Scottish manufactured components in the energy transition, ensuring high-value technology innovation.

The Energy Transition Zone is highlighted within the Plan as a future focal point and catalyst for high-value manufacturing, research, development, testing and deployment with significant opportunities in offshore wind, hydrogen, and carbon capture storage.



Local Development Plan Policy for Energy Transition

The Local Development Plan (anticipated to be adopted in May 2023) has identified Opportunity Sites and Policies to support development of an Energy Transition Zone. The Policies recognise that the construction of Aberdeen South Harbour creates the opportunity to accommodate location specific energy transition developments that capitalise on supporting the rapid delivery of offshore developments.

Following prior consultation, the LDP was subject to Independent Examination during 2022 by Scottish Government appointed Reporters. After representations by local stakeholders, statutory bodies, ACC, and ETZ Ltd, the Reporter recommended Modifications to the Plan to require additional detail around environmental protection measures within the ETZ, which were subsequently accepted by ACC and incorporated into the Final Plan.

Specific LDP policy requirements are considered and addressed in detail within Section 4, but key extracts are summarised below and shown on the LDP Proposals Map:

- OP56 (St Fittick’s Park)**
“The site, along with OP61, will support renewable energy transition related industries in association with Aberdeen South Harbour. Any development at this site must have a functional association with the South Harbour which precludes it being located elsewhere”.
- OP61 (Doonies)**
“This area, along with OP56, will support renewable energy transition related industries in association with Aberdeen South Harbour.
- OP62 (Bay of Nigg)**
“Aberdeen Harbour expansion in accordance with Bay of Nigg Development Framework”.

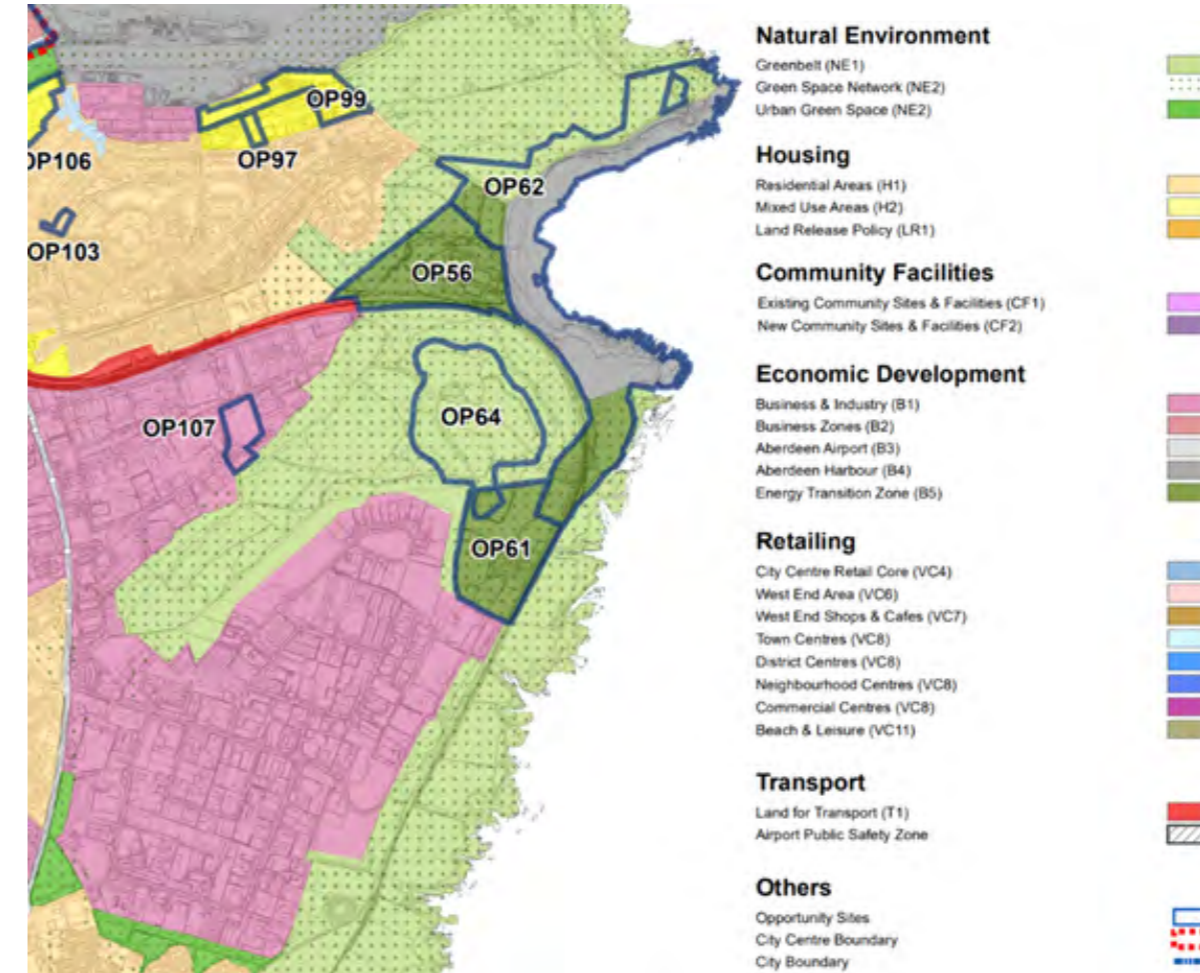
The Local Development Plan requires a joint masterplan for Opportunity Sites OP56, OP61, and OP62 and that this specifically considers the following matters:

- The extent of developable areas within B5 Energy Transition Zone zoning.
- Areas which should remain undeveloped and the extent of any buffer zones.
- Mitigation measures to ensure the continued viability of linear habitats including the East Tullos Burn, recreation and Core Path network.
- Options for the use of the waste-water treatment plant.
- Measures to avoid, minimise, mitigate, and compensate potential impacts on biodiversity / greenspace that will ensure at least no net loss of biodiversity across the masterplan area.

Complementing the Opportunity Site designations, Policy B5 of the LDP (‘Energy Transition Zone’) relates to land areas within OP56, OP61 and part OP62, and provides a presumption in favour of development, production, assembly, storage and/or distribution of infrastructure required to support renewable energy related industries including offshore wind, tidal, hydrogen, and solar.

The masterplan has been developed to incorporate these Opportunity Sites and wider surrounding areas. It forms a comprehensive framework that considers and addresses the specific requirements outlined in the LDP, along with wider opportunities for positive place-shaping and environmental enhancement.

The Bay of Nigg Development Framework was adopted (2016) as proposals for Aberdeen Harbour expansion were developed, to plan for necessary infrastructure and how to maximise impacts of investment for business and communities. The Bay of Nigg Development Framework pre-dates the current planning policy context (LDP and NPF4) as well as wider acceleration of Scotland’s transition net zero (Climate Change Plan and Draft Energy Strategy & Just Transition Plan) and the significantly increased scale of offshore renewables ambition (ScotWind Leasing Round). The purpose of this ETZ Masterplan is in-part to provide a refreshed and renewed plan for development across the area, reflecting this focus on energy transition.



The Local Development Plan

ETZ sits at the centre of overlapping agendas around Place, Net Zero, Just Transition, Health & Well-being, and Inclusive Growth. The Masterplan promotes a balanced approach based on sustainable place making that includes the following:

- A masterplan area that incorporates and considers all aspects of Place within the communities of Torry, Balnagask and Cove and how ETZ can contribute meaningfully to improvement for these communities.
- Working closely with the local community and other stakeholders through a programme of consultation and engagement to provide direct input and shape the Masterplan outcomes.
- A framework for delivery of energy transition development and infrastructure that addresses national priorities, whilst ensuring opportunities for local employment, inclusive skills development, and spin-off community benefits are embedded.
- Supporting local liveability and 20-minute neighbourhoods through mixed-use development and greenspace enhancement that is accessible through active travel and complementary to wider service and place-shaping improvements in the area.

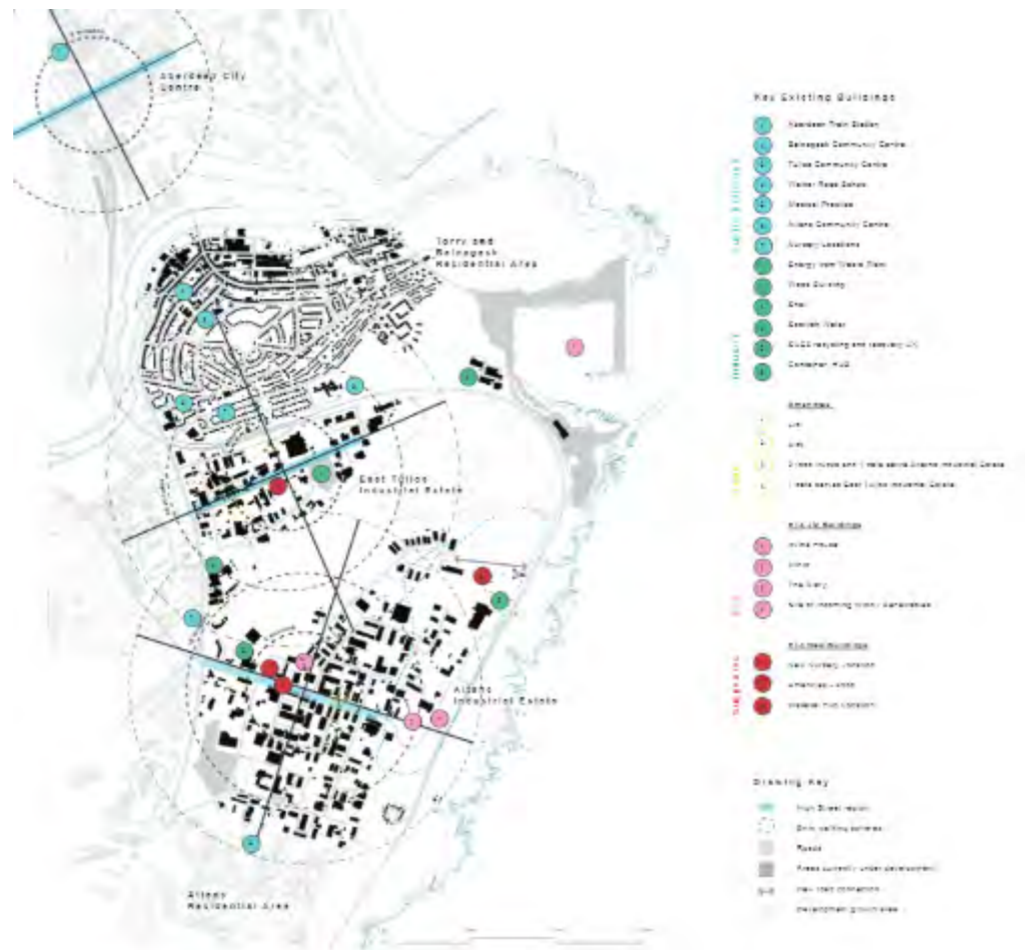
2.2 Place Context: Community & Social

The area of Torry (population of around 10,500) with Cove (population of around 8170) sit north and south of the masterplan area with the two communities having different place profiles and qualities.

Historical Context

The urban form of Torry and surrounding areas emerged through growth of Aberdeen in the late 19th century. After construction of the Victoria Bridge new municipal housing was developed in the area, particularly from the mid-20th century onwards, including as a planned ‘Garden Suburb’ with new housing and estates such as at Tullos Circle. Around the same time, areas of former agricultural land at East Tullos and Altens began to be developed into commercial use, which continued to accelerate through oil & gas growth of the 1970’s and 1980’s into the industrial estates that exist today.

Through the recent development of the Aberdeen South Harbour the capacity and character of the masterplan area has changed significantly, in particular around the Balnagask-Cove Coast and St Fittick’s Park. The Energy Transition Zone along with other infrastructure (Ness Energy-from-Waste, Aberdeen South Harbour Transportation Links) will evolve this further. It must be developed sensitively and with an integrated approach that supports place-based investment and delivers wider benefits around the Green Network, active travel connectivity, and **enhanced local biodiversity**.



Circular Economy Study (Collective Architecture)
Integrating facilities, buildings and community assets across the Zone.

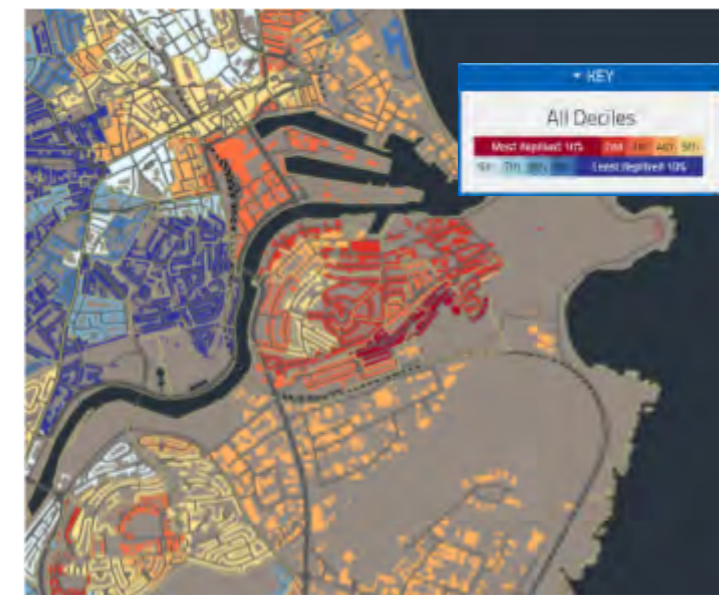
Torry Neighbourhood

The neighbourhood of Torry is in close proximity of identified Opportunity Sites at St Fittick’s Park and Bay of Nigg. It is a community that has experienced a range of deprivation across indices of employment, housing, health, household income, education and crime. As identified through Locality Planning, communities within Torry feel unsupported with and wish to see improvement across many of the characteristics within the Place Standard Toolkit. The topic areas with the greatest positivity are around natural space, play and recreation, facilities and amenities, which the Opportunity Site allocations indicates may change and be at risk.

Through engagement, communities have expressed that the development of Aberdeen South Harbour, Ness Energy from Waste facility, Former Ness landfill, and **Nigg Bay Waste Water Treatment Works (WWTW)**, along with limited investment in housing stock combine to negatively impact on local place quality and community health and well-being.

Health professionals within the community (GP Practice) have raised concerns around health and well-being associated with loss of greenspace and its impact on mental and physical health. The housing stock in Torry is mainly flatted, and many homes have limited outdoor or garden space. Access to public greenspace for passive and active recreation, contact with nature, and outdoor activity is therefore considered to be an important health measure.

Within Torry there is an engaged and active network of community groups and initiatives. The Locality Plan (2017-2027) estimates there are 150 community activities taking place every week with about 1,500 participants – including Torry Dancers, Community Garden, Torry Youth Action Group, Torry Recovery Group, Big Noise Torry (After School Music Club), and ongoing activities at Old Torry Community Centre (Tai Chi, Yoga, Fitness Classes, Dancing).



Scottish Index of Multiple Deprivation (SIMD)

Cove Neighbourhood

The Cove neighbourhood is a popular residential location owing to its village-like status. It is a quiet suburb at the southern edge of Aberdeen City. It suffers significantly less deprivation than Torry. Operating as a smaller nuclear settlement with positive place attributes the index of deprivation records geographic access as the most significant area of disadvantage for some parts of the neighbourhood. Primary issues for Cove relate to the impacts on transport, place and environmental quality from any future development.

2.3 Place Context: Environment and Biodiversity & Landscape

The masterplan area contains a range of environmental and local biodiversity features, including locally designated sites and areas well used by local communities and which contribute to place quality and health & well-being.

There is a mix of open, semi-natural greenspaces and more defined urban parks that provide a range of habitats and biodiversity. The area has undergone significant change over the past decade, affecting the balance between urban, industrial and greenspace character and local amenity. Improvements have included investment in the East Tullos Burn and wetlands, and planting in St Fittick's Park, **but the area has also been characterised by significant development of industrial and energy infrastructure** through Aberdeen South Harbour and the prominent Energy from Waste facility in East Tullos.

Greenspaces are typically diverse and provide a range of habitat and biodiversity – particularly within St Fittick's Park, Tullos Wood, and on the Balnagask-Cove Coast. A Site of Special Scientific Interest (SSSI) is located to the south of Nigg Bay (designated for its quaternary geology and geomorphology).

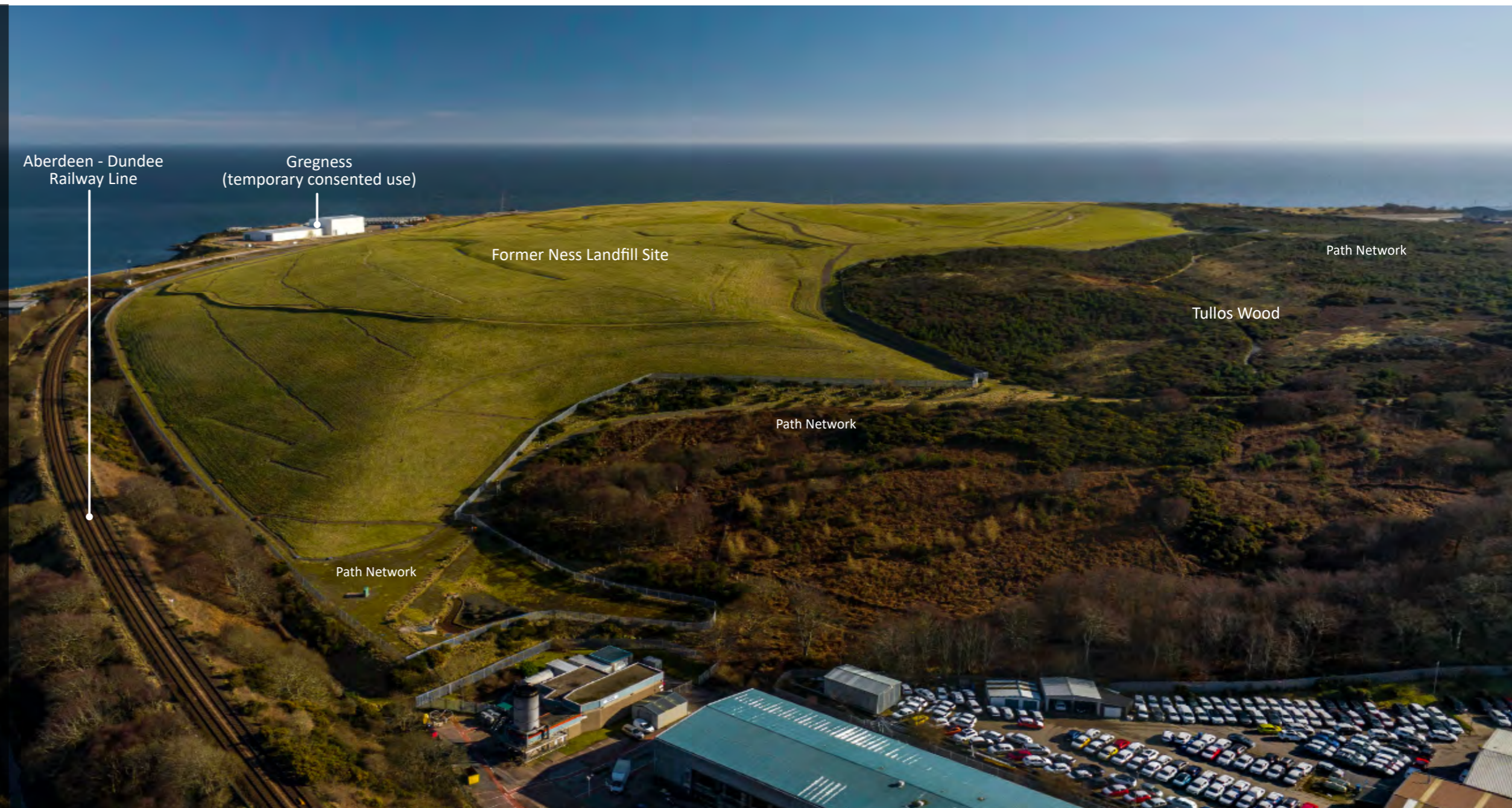
In addition to those core greenspace and landscape assets the area includes:

- **Walker Park** - sited next to Girdleness Lighthouse and has recently been utilised as a temporary construction site associated with Aberdeen South Harbour. It is to be reinstated upon completion of the Harbour and will be re-integrated into the Green Network.
- **Nigg Bay Golf Club / Balnagask**- occupies the Greyhope Bay headland and while operational as an 18-hole course remains publicly accessible and is a popular location for dog-walking and local recreation. The Masterplan does not propose any development of the Golf Course.
- **Former Ness Landfill** – situated to the west of the railway as it curves toward Aberdeen, the former landfill is not publicly accessible but is maintained as an open grassland by the City Council. **Proposals for a solar farm on the site have been submitted and there is potential for complementary grassland management for biodiversity to be delivered through development.**

Tullos Hill is designated as a Local Nature Conservation Site and includes a mix of habitats including broadleaved woodland, neutral grassland, scrub woodland, bracken, acid grassland, dry heath, and small patches of lowland birch woodland and wet heath. Species of bullfinch, red-backed shrike, Eurasian tree sparrow have been recorded on the site. A roe deer population on Tullos Hill has previously been identified and is actively managed by the City Council to encourage natural regeneration.

- At its north-western edge the LNCS includes areas of Ancient Woodland (NatureScot) and upland birchwood included within the Native Woodland Survey of Scotland
- A programme of Tree Planting was undertaken in 2012 as part of the city-wide 'Tree for Every Citizen' initiative, predominantly focused on areas of acid grassland. The existing path network connects key vantage points and historic burial cairns on the hill but is poorly connected to communities.
- Areas within the LNCS include landfill sites (landfill ceased in 2001) restored to grassland including the former Ness Landfill to the north which is not publicly accessible.
- Tullos Hill also contains a grouping of well preserved pre-historic burial Cairns – Tullos Cairn, Baron's Cairn, Cat Cairn, and Crab's Cairn all of which probably date from 2nd Millennium BC. They are all designated by HES as **Scheduled Monuments**.

Tullos Hill

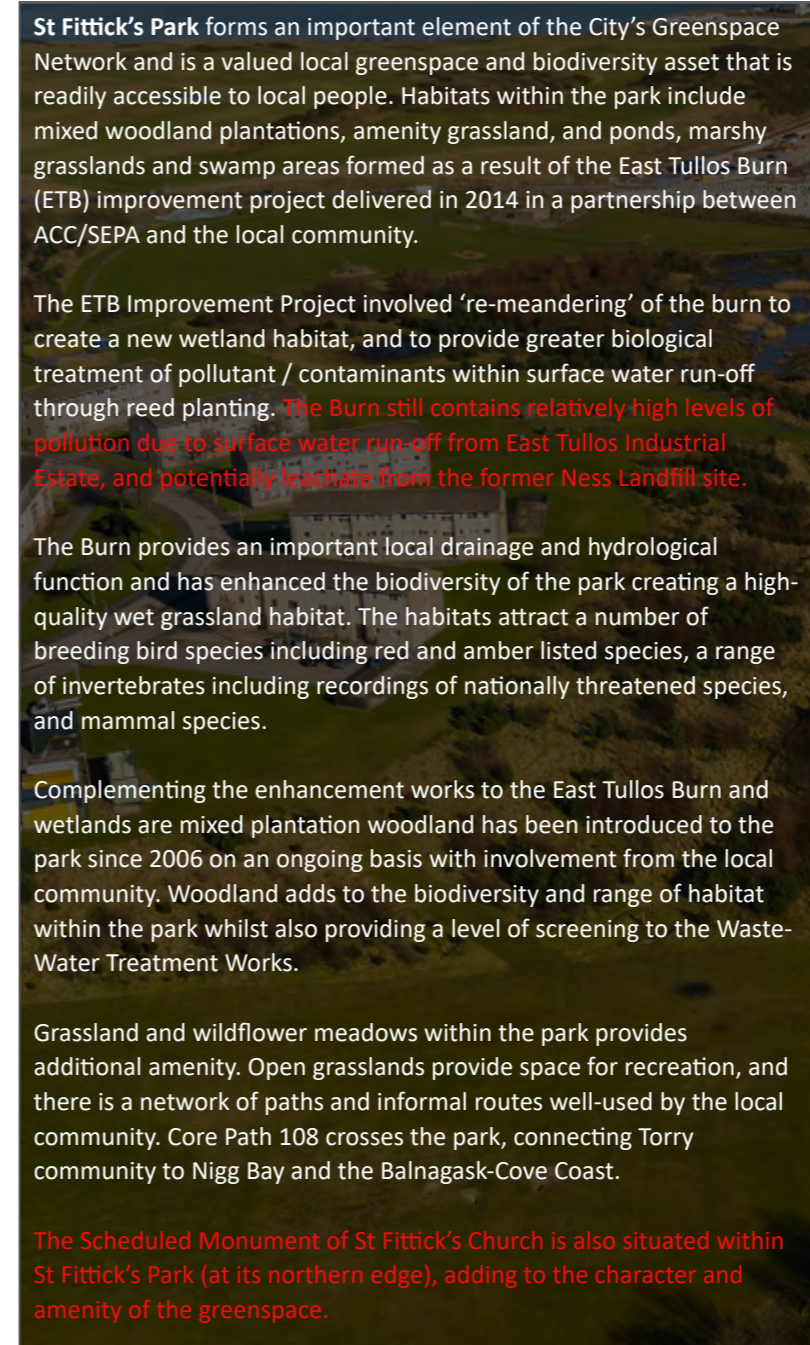




The **Balnagask to Cove Coastline** is also designated as a Local Nature Conservation Site, including the cliffs, caves, and beaches along the stretch of rugged and largely undeveloped coast. Habitats include coastal and neutral grasslands, European dry heath and coastal heath and areas of gorse scrub. As a result, there are numerous coastal plants and associated insects and invertebrates, and the site attracts a variety of coastal birds. There is also geological interest with andalusite in regionally metamorphosed magmatic rocks and areas of Nigg Bay towards the north of the site are designated as a geological SSSI.

- The Core Path (No. 78) connects and provides accessibility across the coastal greenspace, tracking the cliff-top ridge. It is well-used primarily as a walking route, connecting into local routes within Altens, Torry, and Cove.
- The coastal fringe to east of the railway is part of agricultural grazing operated by Doonies Rare Animals Farm. Coastal exposure and agricultural management limit current ecological status with the area managed as a productive grazing sward.

The Balnagask to Cove Coastline



St Fittick's Park forms an important element of the City's Greenspace Network and is a valued local greenspace and biodiversity asset that is readily accessible to local people. Habitats within the park include mixed woodland plantations, amenity grassland, and ponds, marshy grasslands and swamp areas formed as a result of the East Tullos Burn (ETB) improvement project delivered in 2014 in a partnership between ACC/SEPA and the local community.

The ETB Improvement Project involved 're-meandering' of the burn to create a new wetland habitat, and to provide greater biological treatment of pollutant / contaminants within surface water run-off through reed planting. **The Burn still contains relatively high levels of pollution due to surface water run-off from East Tullos Industrial Estate, and potentially leachate from the former Ness Landfill site.**

The Burn provides an important local drainage and hydrological function and has enhanced the biodiversity of the park creating a high-quality wet grassland habitat. The habitats attract a number of breeding bird species including red and amber listed species, a range of invertebrates including recordings of nationally threatened species, and mammal species.

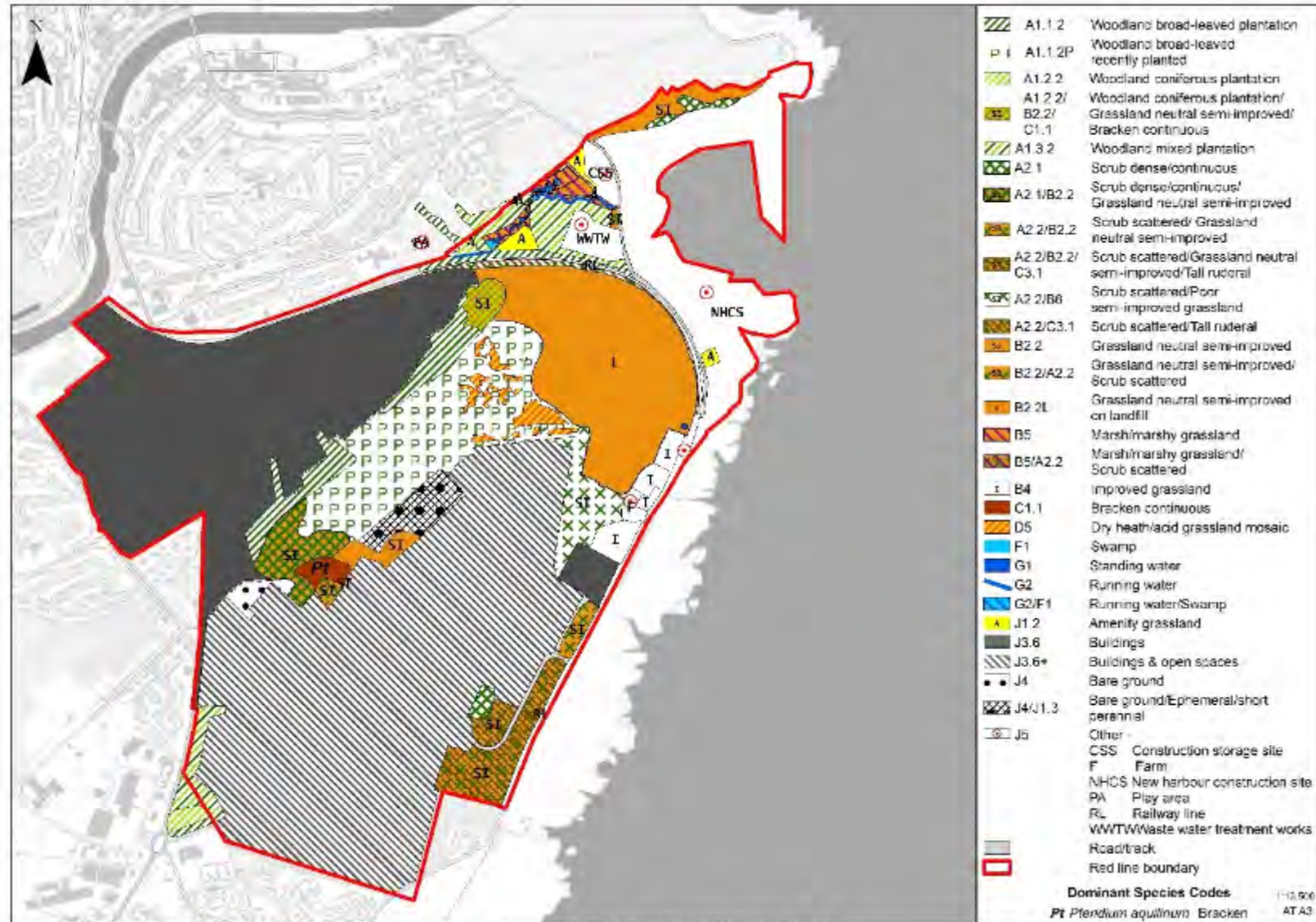
Complementing the enhancement works to the East Tullos Burn and wetlands are mixed plantation woodland has been introduced to the park since 2006 on an ongoing basis with involvement from the local community. Woodland adds to the biodiversity and range of habitat within the park whilst also providing a level of screening to the Waste-Water Treatment Works.

Grassland and wildflower meadows within the park provides additional amenity. Open grasslands provide space for recreation, and there is a network of paths and informal routes well-used by the local community. Core Path 108 crosses the park, connecting Torry community to Nigg Bay and the Balnagask-Cove Coast.

The Scheduled Monument of St Fittick's Church is also situated within St Fittick's Park (at its northern edge), adding to the character and amenity of the greenspace.



St Fittick's Park



Overview Plan from Phase 1 Habitat Survey. The area contains a mix of grassland and woodland habitats, and the wetland habitats associated with East Tullos Burn in St Fittick's Park.

Landscape Character

The area includes a mixture of landscape character types from a rugged coastal strip to wooded semi-rural hill and from the urban residential area of Torry/Balnagask to industrial estates at East Tullos and Altens. Landscape character and capacity can be referenced to the NatureScot Landscape Character Types (LCT's) that include:

- Cliffs and Rocky Coast – Aberdeen LCT covers the coastal strip between the Dee and Cove Bay and includes Nigg Bay Golf Course, Girdle Ness, St Fittick's Park, Nigg Bay and, to the south, the coastal strip lying mainly east of the railway.
- Low Hills – Aberdeen LCT covers the ridge of Tullos Hill south of the railway loop, lying between Tullos and Altens Industrial Estates. This is the southernmost of several hills on the periphery of Aberdeen which form prominent landmarks seen across the city.



Cliffs and Rocky Coast



Tullos Hill

Flood Risk

SEPA Flood Risk Mapping indicates instances across the masterplan area where there is surface water flood risk, including within St Fittick's Park associated with the drainage and hydrological function of the East Tullis Burn. Elsewhere across the masterplan area there are pockets of identified surface water flood risk within East Tullis Industrial Estate, and on the Coast Road around its junction with Hareness Road and at the SUEZ Recycling Centre. Future development proposals will need to be informed by Flood Risk Assessment and Drainage Assessment to fully consider implications on local flood risk and water environment.

SEPA Mapping does not identify risk from river or coastal flooding (including future scenarios), which is limited to those areas around the River Dee.



Figure 8. SEPA Flood Risk Mapping. Purple shading indicates areas currently at risk from surface water flooding. Future Flood Risk Assessment must consider potential impacts of development on local flood risk and any necessary mitigation measures.

Cultural Heritage

Associated with the historic development of Torry there are a number of important cultural heritage assets within the area. The Masterplan seeks to preserve and positively incorporate these assets.

- Torry & Cove settlements including a varied assemblage of Listed Buildings (Category A/B/C Listed) including Girdleness Lighthouse & east/West Leading Lighthouses, Smoke House, Church Buildings, cottages, historic tenements and architectural structures.
- **St Fittick's Church (Scheduled Monument)** – situated at the northern edge of St Fittick's Park it comprises the remains of a former parish church founded between 1189 and 1199. It was reconstructed and enlarged in the 18th century, but parts of the walls are 13th century. The setting and surrounding context of the Church has changed significantly in recent years following the development of Aberdeen South Harbour and associated infrastructure.
- Torry Battery (Scheduled Monument) – situated to the north of Balnagask Golf Course and overlooking Aberdeen Harbour entrance, the Battery was built in 1860. The remains comprise the perimeter wall, gateway and guardhouse, gun mounts and footings of some interior buildings.
- Girdleness Lighthouse (Category A Listed) – built in 1833 to aid navigation to Aberdeen Harbour and the River Dee.
- Tullis Hill – Tullis and Doonies Hill has a rich history with around 200 historic and archaeological features, including Barons, Cat, Crabs and Tullis Cairns – four Bronze-Age burial cairns that are Scheduled Monuments.



Cultural Heritage Designations (HES Designations Map Search)

2.4 Place Context: Infrastructure & Development

Infrastructure including travel, employment, education, recreation and health are all additional element of place that sit alongside the cultural and environmental aspects of place.

Regional Transport Strategy

Aberdeen City Council, Nestrans and regional partners are within the Regional Transport Strategy advancing a range of studies to set out the strategic needs 2020-240 building on the completion of the AWPR and other planned investments. Key elements of this relevant to ETZ include proposals associated with:

- A952 Wellington Road Corridor.
Key corridor facilitating Energy Transition Zone, South Harbour and community linkages.
- Craiginches Railfreight Facility.
Key rail freight opportunity site to south of City, part of ETZ masterplan area, adjacent to South Harbour.
- Regional Hydrogen Fuelling Facilities.
Expanding the network of hydrogen refuellers is key to the region's hydrogen ambitions.
- Transport Mobility Hubs.
Key to enabling a move to decarbonised and integrated transport system.

Transport Connectivity & Movement

Active travel choices within the area are relatively limited. Routes are primarily on-road that connect Aberdeen City Centre to Torry/ Cove/Kincorth via Wellington Road or Victoria Road and the Coast Road. **An off-road cycle route for sections of NCR1 has recently been delivered through the Aberdeen South Harbour project – running parallel to the East Coast Main Line.** Public transport routes similarly follow the same city arterials Wellington Road (Services 3/3A/3B) with circular services in Torry (Services 12 /15).



Aberdeen City Council Core Paths

Leisure and recreational access are provided by the Coastal Path (NCR1 / CP 78), National Cycle Route (NCR1), local path networks (Torry (CP108/104) /Girdleness (CP78)/ Tullos Wood (CP103) /Coastal Path (CP78) and connections to Kincorth Hill (CP79/103) and Cove Bay (CP78/95/83/81). Gradient, path quality and connections make many of these routes less than fully accessible.

The primary transport corridors for South Aberdeen comprise the A96 (Wellington Road) and the Coast Road together with the Aberdeen-Edinburgh Rail Line which runs from Aberdeen to the southern edge of Bay of Nigg and along the coast.

Proposals are being coordinated through ACC Roads and Nestrans for upgrading to the existing strategic road network, including development of the External Transportation Links to Aberdeen Harbour project (Wellington Road to ASH) to secure improved access to Aberdeen South Harbour. This will include upgrade to the Coast Road to provide additional capacity, a new bridge crossing to replace the existing signalise one-way crossing of the East-Coast Main Line, and active travel provision. ACC Roads Team and Nestrans are currently advancing the Coast Road design to DMRB Stage 2/3. Subject to ongoing design development and approvals, it is understood that the current programme provides for completion in 2026/27.

In parallel, ACC Roads and Nestrans have undertaken early options appraisal and consultation on future travel options for Wellington Road – seeking to enhance its function as a key multi-modal corridor serving South Aberdeen and strategic development within the Energy Transition Zone and Aberdeen South Harbour. The potential for signalisation of the Hareness Road – Wellington Road Junction (currently a roundabout) has been identified as a potential option, along with additional crossings, bus lanes and active travel infrastructure. The projects are subject to further detailed feasibility, design appraisal, and costing, **together with the development of a Scottish Transport Appraisal Guidance (STAG) Report and further work to define the project elements, scope and programme.**



Strava 'Heatmap' showing most frequently used pedestrian and cycle routes across the area (by Strava App users). This illustrates the strong movement corridor along the coast. Connections from St Fittick's to Walker Park and Girdleness Lighthouse, as well as around Gregness, have been interrupted during construction of the South Harbour. There are relatively weak connections between Torry and Tullos Wood.

Aberdeen South Harbour

The development of Aberdeen South Harbour provides strategic marine infrastructure and is one of the key catalysts for the Energy Transition Zone. It commenced initial operations in Q4 2022 and will become fully operational in 2023.

The £400million infrastructure development, transforms the marine capacity of the Port of Aberdeen through the creation of over 1,400 metres of deep-water quay and over 125,000 m² of quayside laydown area.

The South Harbour creates a deep-water multi-use facility capable of offering facilities for a range of port and logistic operations. This includes supporting Port of Aberdeen's existing customer base as well as major new opportunities associated with the pipeline of offshore wind activity through ScotWind, with developers actively seeking deep-water port capacity required for deployment.



Aberdeen South Harbour

Rail Infrastructure

The Craiginches rail halt and sidings are situated within East Tullos (Greenwell Road). The facility has limited capacity and currently handles inter-modal container traffic and bulk cargoes primarily concrete. Opportunities for electrification of the Dundee-Aberdeen rail line are being progressed by Network Rail but are yet to be detailed in full. An EIA Screening was undertaken in 2022 (22/0591/ESC) highlighting works likely to include Overhead Line Equipment, modification to existing bridge structures including potential demolition of bridge access to Ness Landfill (adjacent to Waste Water Treatment Works).

Craiginches Rail Sidings offer opportunity to develop railfreight for the region. A detailed Railfreight Feasibility Study is currently being advanced by Nestrans to assess the opportunity for expansion of rail freight and modal shift from road to rail / freight servicing. Nestrans are looking to develop a regional infrastructure to support the sustainable movement of freight (marine/rail) and identify areas of opportunity associated with decarbonising rail and connecting Craiginches to nearby hydrogen fuelling facilities.



Rail Infrastructure

Employment Land & Local Infrastructure

East Tullos and Altens industrial estates developed in the 1970's and comprise a diverse mix of industrial, service and distribution users (Class 4 /5 /6) together with research and educational institutions. There are significant voids and under-developed plots and buildings within each of the estates. Land ownership is fragmented with a combination of freehold/leasehold properties.

A large proportion of the available stock is towards the end of its beneficial life and now no longer suits occupiers' needs, especially as tenants seek more energy efficient buildings. Industrial occupiers continue to seek good quality modern industrial space but there is limited new build stock on the market requiring more advanced and speculative development to address shortage. However, build costs and market uncertainty creates a challenging property investment market.

There continues to be a need to extensively refurbish and repurpose buildings and provide industrial space aligned to industry needs.



East Tullos Industrial Estate

• Altens Industrial Estate

Large industrial estate with accommodation ranging from modern office 'HQ' buildings to dilapidated industrial units. It remains well occupied with a high number of energy (oil & gas/renewable) companies with available capacity and well positioned to support energy transition and create new jobs. Through undeveloped plots and poorer quality and vacant buildings, there is potentially significant areas of brownfield land within Altens suitable for development and renewal, including land on Hareness Road and Peterseat Drive.

• East Tullos Industrial Estate

East Tullos has a more diverse user base than Altens, including retail, car showrooms, scrap metal processing, and the newly developed Ness Energy-from-Waste facility. Beyond the higher-value Wellington Road frontage, there are a number of lower quality buildings within the estate and a number of properties are vacant or on interim and short-term lettings. There has been little renewal or investment over recent years (aside from NESS EfW).

Significant opportunity exists to promote brownfield land development and secure further regenerate of the Altens and East Tullos Estates. Integrating both sites into the Energy Transition Zone and will support a diverse cluster of economic activity with on-site training and skills facilities.



Altens Industrial Estate

Net Zero & Energy Infrastructure

Within the masterplan area there has been recent development of energy and utilities infrastructure with the potential to positively complement future ETZ development.

Ness Energy-from-Waste facility

Developed on the former gas holder site in East Tullos, and due to become operational in 2022. It incinerates non-recyclable waste from Aberdeen, Aberdeenshire and Moray Council areas and operates as a CHP plant, with electricity generated sold back to the National Grid.



Ness Energy from Waste Facility

District Heating Network

Linked to the Energy-from Waste Facility Aberdeen City Council are developing a District Heating Network. The development involves up to 2,500m of underground pipework / ductwork / cabling to distribute heat to local housing and community buildings including: Tullos Primary School and community pool, Torry Community Hub, Balnagask Social Work office, and dwellings within Torry. Planning permission (211700/DPP) was granted in 2022 and the first customers are anticipated to be connected in 2023. The proposals would integrate with the existing 'HEATNET' district heating system (installed 2020) that supplies heat from gas boilers to Grampian, Brimmond, Morven Court, Deeside Family Centre, Balnagask House and Provost Hogg sheltered housing.



District Heating Network

Nigg Waste Water Treatment Works (WWTW)

Nigg WWTW was constructed in 2002, at the eastern edge of St Fittick's Park. It processes waste-water from the majority of homes and businesses in Aberdeen – serving a population equivalent of roughly 250,000. Sub-terrain infrastructure (rising mains, combined sewer overflows, outfalls, surface water drains) associated with the WWTW sits beneath St Fittick's Park and at Gregness and are considered in detail in site-specific masterplanning.

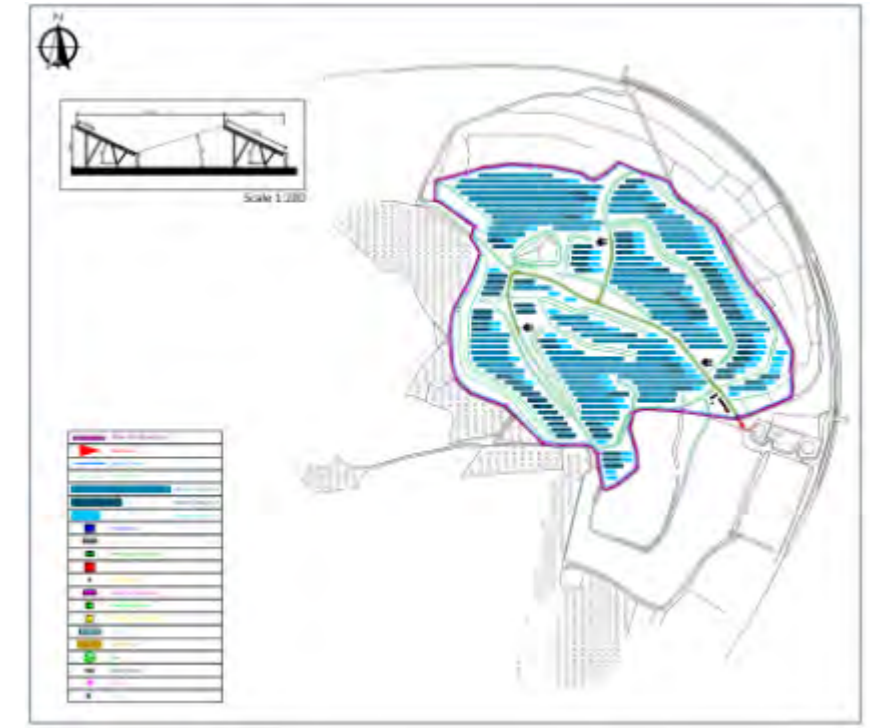


Nigg Waste Water Treatment Works

Solar Farm & Hydrogen Hub

bp Aberdeen Hydrogen Energy Ltd (a joint venture between bp and Aberdeen City Council) are progressing proposals for a Solar Farm on the site of former Ness Landfill to connect to and enable production of green hydrogen at a 'Hydrogen Hub' re-fuelling facility. **A planning application was submitted in March 2023 and is currently under consideration.**

The Hydrogen Hub is to be located on brownfield land at Hareness Road (on the eastern edge of Altens Industrial Estate), connected to the Solar Farm via a below-ground cable. It is anticipated this will utilise ground-mounted photovoltaic panels and have potential for 8MW of green electricity generation. Subject to consents, construction is expected to start during 2023 with hydrogen production beginning by the end of 2024.



Solar Farm & Energy Hub



Wetland habitats to be developed and enhanced for amenity & biodiversity benefit



Active and informal greenspace important for residents without gardens



Retained St Fittick's Park areas upgraded in consultation with local communities



Improving water quality will support biodiversity

2.5 Place Context: Community Infrastructure & Local Development

The Aberdeen South Locality Planning Partnership identifies Torry as a priority neighbourhood and provides a partnership forum to plan and deliver improved outcomes across the area. The Torry Partnership has developed a plan aligned with the city-wide Local Outcome Improvement Plan to tackle issues which are of most importance to the local community.

The South Aberdeen Locality Planning Partnership in developing the Locality Plan engaged closely with local communities. Workshops have promoted broad based participation and used the Place Standard to explore local needs and to develop an Action Plan.

The key priorities for the Torry Partnership are summarised below. **Development of the ETZ has the potential to support and accelerate delivery of these priorities, especially around employment opportunities, skills & training, and positively shaping place.**

SOUTH ABERDEEN LOCALITY PLANNING PARTNERSHIP KEY PRIORITIES:

Economy

- Improving and creating employment opportunities, developing skills, training and support for young people and businesses.
- Reduce number of people living in poverty. Address food poverty and fuel poverty by identifying and using local assets.

People

- Support children and young people to achieve maximum potential
- Focus on early intervention, prevention and re-enablement actions reduce inequalities and improve physical / mental well-being outcomes

Place

- Identify and maximise use of green space; Community food growing and community garden access (inter-generational community gardens)

The Torry Partnership Locality Plan (Aberdeen City – South) Identified Community Priorities.



Wetland management to include control of invasive species



Developing a new boardwalk to provide close contact with nature



Upgraded paths and path networks to extend access



Retaining and enhancing waymarking and local place features

A programme of investment and regeneration includes a number of active projects currently identified by the community which are either being advanced or for which funding is sought. They include:

Torry Community Hub

Development on the site of the former Torry Academy to include a Primary School (434 pupils), Early Years Provision (100 pupils), Community Hub, Café, Library, sports pitches, Community Space, and access to a range of services. Construction is expected to complete by Summer 2023.

Torry Battery & Greyhope Bay Centre

A viewing and interpretation space (overlooking Greyhope Bay) sited within Torry Battery using re-purposed shipping containers. It provides a café and community space with outdoor seating. It has a decked access walkway for dolphin spotting. The facility opened in 2022 and provides a new destination and focus for activity at Girdleness.

Torry Skate Park – Seeking Funding Support

Through ACC Locality Planning, the prospect of a proposed extension to the existing Skate Park has been explored in order to create a more ambitious and testing experience for young people including incorporation of a bowl, pool and quarter pipes.

Torry Pump Track / BMX or similar – Seeking Funding Support

ACC Locality Planning have also consulted on the potential for development of a new BMX (Pump / Cycle) Track within St Fittick’s Park, providing extended sport and recreation opportunities for young people.

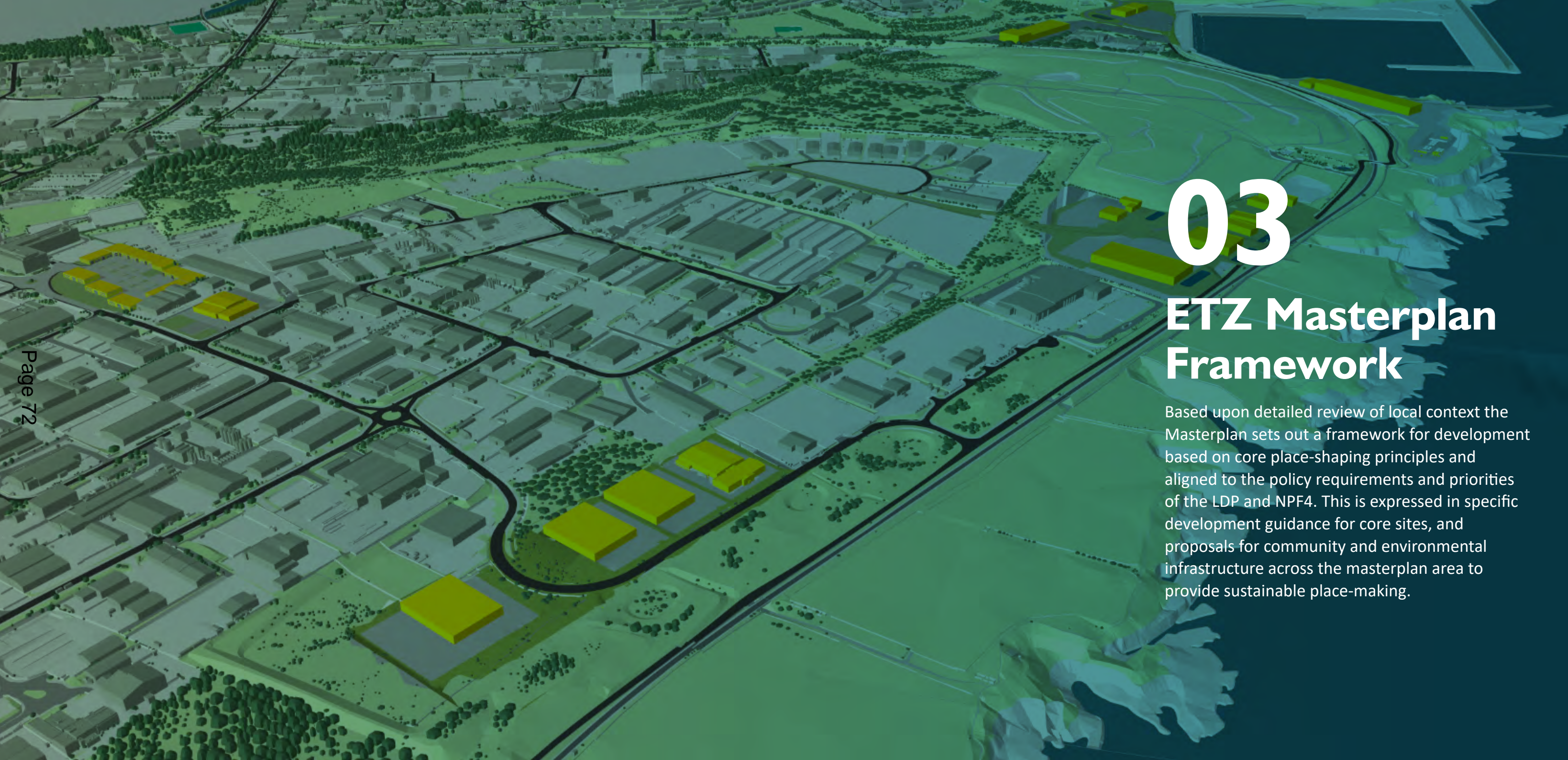
Community Gardens

Within Torry there are several community gardens and areas for local food growing which are well supported and used as places for local gatherings and outdoor social activity.

- Tullos Community Garden has been supported by ACC grant funding since 2018 to regenerate an area of disused land between Tullos Place and Tullos Crescent and has continued to grow.
- St Fittick’s Edible Garden has been created at the former St Fittick’s Council Depot, providing raised planting beds for fruit & vegetables, outdoor seating and space for education, and has plans for herb garden, potting shed and greenhouse.



Torry Community Hub being developed in the heart of the community



03

ETZ Masterplan Framework

Based upon detailed review of local context the Masterplan sets out a framework for development based on core place-shaping principles and aligned to the policy requirements and priorities of the LDP and NPF4. This is expressed in specific development guidance for core sites, and proposals for community and environmental infrastructure across the masterplan area to provide sustainable place-making.

The Masterplan has been prepared in line with ACC's 'Masterplanning Process' Technical Advice Note (TAN) (2010).

It seeks to provide an integrated approach to site planning, urban design, sustainable transport, ecology, landscaping, and community involvement for a range of sites in multiple ownerships over a large area. As required by the Supplementary Guidance the Masterplan includes mapping of local context and key features, key site locations and development proposals, and a framework for landscape and biodiversity across the area. It considers in detail the issues of:

- **Context** – baseline information, planning policy, development vision and objectives, development options and feasibility.
- **Identity** – planning & design principles for successful places – buildings, open spaces & landscape, ecology & biodiversity, infrastructure & services, sustainability.
- **Connection** – accessibility by sustainable modes of transport, external links and access to services, and infrastructure impacts and requirements
- **Communication and Engagement** – Local community and representative groups / bodies, elected Members, statutory bodies and agencies across areas of transport, local environment, cultural heritage, and infrastructure.

Consultation on draft Aberdeen Planning Guidance to be adopted and sit alongside the revised Local Development Plan was undertaken between 24 February and 21 April 2023. This included a revised 'Aberdeen Placemaking Process' which will replace the 'Masterplanning Process' TAN that has informed masterplan preparation, though reflects the same key principles and requirements summarised above.

3.1 Masterplan Vision and Opportunity

The vision for the Masterplan is to support the creation of a thriving Energy Transition Zone for the benefit of local people, Aberdeen & the North East, and Scotland as a whole. It must provide a comprehensive framework for development of essential energy transition uses on core Opportunity Sites and integrate enhancements to local environment & biodiversity, community infrastructure, and active travel connectivity.

It aims to support long-term, sustainable economic growth for Aberdeen by developing a cluster of energy transition business activity with a strong focus on innovation, high-value manufacturing and supply-chain growth supporting energy transition and the delivery of new and emerging technologies.

Delivering these objectives requires a coherent long-term plan with clear focus to exploit the regions significant competitive advantages supported by multi-partnered investment to create jobs and accelerate the transition to net zero.

The region is an internationally recognised Centre of Excellence in Offshore Energy (Oil & Gas) and is now transitioning that expertise into Offshore Energy (Wind / Hydrogen) through innovation, inward investment and new business activity. ScotWind and the continued growth in wider renewable energy sectors will transform commercial opportunities, supporting new energy and hydrogen technologies and applications, and growing the business network that links academic/ institutional /regulatory organisations based in Aberdeen with global players, partners and operators.



Apprenticeships and Training Based Employment



Certification and Pre-Deployment Engineering Jobs



Construction & Project Management Jobs

To realise this opportunity the masterplan proposes a framework that supports investment in the core areas of energy transition where Aberdeen has the opportunity to have a leading role. The masterplan focusses on delivery of:

- Market-Ready land supply facilitating development within core sites for business growth, inward investment, new process manufacturing / services including land enabling port-centric activity for high value co-located essential users.
- Measures that address ‘whole-place needs’ and ensure development positively contributes towards delivery of ‘Successful Places’ – especially around health & wellbeing, local connectivity, attractive and distinctive spaces, and nature positive biodiversity solutions.
- Sustainable development of environment, transport and community infrastructures - including new travel connections, innovative low-carbon energy solutions, and efficient use of land, buildings and resources to support net zero targets.

3.2 Masterplan Principles

The Masterplan has defined a series of high-level principles to support sustainable place-making across different sites and contexts. These principles have been derived from local and national planning priorities, arise from key issues and opportunities identified from site analysis, and feedback from local community, consultees and key stakeholders. They establish a set of guiding principles and reference point for the development of more detailed proposals for specific sites.

1. Design & Place Quality

Development within the Masterplan should:

- 1.1 Incorporate high-quality design and landscaping – demonstrating contextual understanding that is sensitive to local qualities of place, landscape, ecology, **the wider natural environment** and built environment.
- 1.2 Contribute to the delivery of ‘Successful Places’ – designing for Healthy, Pleasant, Connected, Distinctive, Sustainable, and Adaptable places as defined in NPF4.
- 1.3 **Provide buildings with high standard of architectural design and detailing that positively adds to the attractiveness of the built environment. Design should have consideration to siting, scale, massing, colour, colour, orientation, details, footprint, proportions and materials to provide a strong and distinctive sense of place.**
- 1.4 Positively integrate existing natural and landscape features and identify opportunities to **enhance** biodiversity and connect to greenspace.
- 1.5 Incorporate and reflect Just Transition principles, ensuring that local communities are able to influence and shape energy transition development and that benefits and opportunities from development are accessible to local people.

2. Environmental Protection & Enhancement

Development within the Masterplan should:

- 2.1 Follow the environmental mitigation hierarchy of avoid, minimise, mitigate, compensate, with particular regard for potential impacts to local environmental assets and the amenity of local communities.
- 2.2 **Ensure no net loss of biodiversity and, in line with the mitigation hierarchy set out in Policy 3 of the NPF4, restore and enhance biodiversity within the Masterplan area, and evidence through appropriate assessment and reporting.**
- 2.3 **Respect local environmental constraints and designations, and identify opportunities to positively integrate existing environmental features, such as woodlands, local greenspaces, and watercourses.**
- 2.4 Have regard to local context in the scale and massing of buildings and seek to minimise and/or mitigate impacts to the setting of local heritage sites and landscape character.
- 2.5 **Positively enhance the local environment (including biodiversity) across all sites.**



Development should positively integrate existing environmental features, such as woodlands, local greenspaces, and watercourses, and seek to enhance connections within and between elements of the Green Network.

3. Land Use Integration

Development within the Masterplan should:

- 3.1 Support delivery of designated Opportunity and Business & Employment sites for energy transition uses with a priority towards securing high-value and employment generating activity.
- 3.2 Integrate with and complement activity at Aberdeen South Harbour, optimising the potential of this critical marine infrastructure **as a catalyst for energy transition across the masterplan area.**
- 3.3 Safeguard limited land adjacent to the Harbour for specialist activity with specific co-location requirements
- 3.4 Maximise opportunities to redevelop brownfield land within Altens and East Tullos as part of an integrated cluster linked to Opportunity Sites and Aberdeen South Harbour.
- 3.5 **Avoid development on Green Belt and Greenspace Network areas unless specifically supported by LDP policy.**



Development should complement activity at Aberdeen South Harbour and optimise the potential of this critical marine infrastructure as a catalyst for energy transition.

4. Local Connectivity & Sustainable Travel

Development within the Masterplan should:

- 4.1 **Be focused towards key transport and movement corridors that are accessible and have existing or future potential for multi-modal connectivity.**
- 4.2 **Utilise transport corridors and strategic routes on the Coast Road, Hareness Road, Souterhead Road – avoiding vehicle movements routing through residential areas.**
- 4.3 **Incorporate active travel connections and infrastructure to link communities, greenspace, employment sites, cultural heritage assets, and local services – supporting local living and the strengthening of 20-minute neighbourhoods.**
- 4.4 **Support and facilitate planned road infrastructure enhancements, including the Coast Road and Hareness Road upgrades being delivered by ACC (Aberdeen South Harbour External Transportation Links).**
- 4.5 **Explore opportunities for new road connections that add capacity and connectivity benefits and/or positively complement planned road infrastructure enhancements.**

5. Planning for Net Zero

Development within the Masterplan must:

- 5.1 Incorporate principles of sustainable design, taking account of whole-life carbon emissions, energy and resource efficiency, and circular economy.
- 5.2 Seek to conserve and maximise the potential of existing buildings and infrastructure assets through net zero focused retrofit, upgrade, and extension/ redevelopment.
- 5.3 Incorporate flexibility in design and function, allowing for adaptive re-use of buildings and materials over their lifetime, and ‘future-proofing’ for renewable energy technologies.



3.3 Core Masterplan Elements & Enabling Infrastructures

Based on designated LDP 'Opportunity Sites', brownfield land sites, and the surrounding Green Network, the masterplan is structured around five 'Campuses' across the ETZ which will be the principal focus of development for high-value manufacturing and wider supply-chain, innovation, and skills development around energy transition.

The 'Community & Energy Coast' is the sixth core element of the masterplan – comprising a range of projects and place-based interventions to improve the quality of active travel connections across the Green Network, local greenspaces and associated habitats and biodiversity, and local community infrastructures.

Community & Energy Coast

A programme of place-based projects across the masterplan area – representing the investment in enhancing greenspace and green networks, the East Tullos Burn and associated wetlands, local biodiversity, and active travel connections. These projects seek to support and accelerate commercialisation and innovation. High-quality campus design will be suitable for attracting new high-value manufacturing opportunities and supporting supply chain companies.

Marine Gateway

A specialised cluster of activity centred around Aberdeen South Harbour and including land at St Fittick's and Gregness. It is fully equipped to service and supply offshore wind and other renewables markets with deep-water port, marine infrastructure and co-located development sites suitable for high-value manufacturing that will serve as a catalyst for wider ETZ investment.

Hydrogen Campus

The Hydrogen Campus will support the significant low carbon hydrogen production growth opportunity across the region. Green Hydrogen Test and Demonstration Facilities (GHTDF) will form the transformational anchor project to provide “on demand” hydrogen to industrial users and accelerate commercialisation and innovation. High-quality campus design will be suitable for attracting new high-value manufacturing opportunities and supporting supply chain companies.

Offshore Wind Campus

Situated on brownfield land at the eastern edge of Altens, the Offshore Wind Campus will provide a cluster of commercial, manufacturing, test & demonstration, and innovation facilities anchored by the National Floating Wind Innovation Centre (FLOWIC). The Campus will support the growth of a strong offshore wind supply chain as well as opportunities for complementary energy transition activities including a potential site for the bp Aberdeen Hydrogen Energy Ltd ‘Hydrogen Hub’.

Skills Campus

NESCol is situated at the heart of the ETZ Masterplan area and will form the centre of Skills Campus, including new development of an Advanced Manufacture Skills Hub. It will be operated in collaboration with North East Scotland College and provide a range of new training facilities for net zero to deliver the next generation of supply-chain skills & knowledge for Aberdeen.

Innovation Campus

An Energy Incubator and Skills Hub will anchor the Innovation Campus to foster supply chain community building, technology research and development, commercialisation and manufacturing, alongside targeted business support to drive entrepreneurship, innovation and growth. It will include commercial and industrial manufacturing units and space, purpose designed for innovative start-up and growing SME businesses in the energy transition supply chain.

Alongside those core elements the masterplan has considered and identified enabling infrastructures that are either being developed, or will require investment to support activity within the Energy Transition Zone:

Brownfield Land Renewal

A programme of renewal, re-purposing, and re-development of existing industrial land across Altens and East Tullos, with a focus on circular economy and energy efficiency. Maximising the potential of existing assets, enabling market-ready sites, and strengthening the Place quality of industrial estates.

Road Network Infrastructure

Development of the Coast Road with full supporting active travel measures and connections promoting enhanced connectivity including new linkages connecting brownfield land assets and long-term definition of the port boundary and buffer to St Fittick’s Park.

Rail & Freight Infrastructure- incorporating the East Coast Main Line crossing through the masterplan area and the Craiginches Rail Facility providing opportunities for low-carbon freight (potential hydrogen fuelling) integrated within the Energy Transition Zone.

Energy Infrastructure

Sustainably powering and heating buildings across the Zone through renewables and energy-saving technologies. Potential future opportunities will include incorporation of Hydrogen as a low-carbon fuel source and development of local heating networks subject to feasibility.

Utilities Infrastructure & Waste Management

Develop sustainable utility and waste management should be in-built into site development arrangements promoting a Construction & Environmental management approach on all site developments.



Core Masterplan Elements



04

ETZ Campuses

The core elements around which the Energy Transition Zone masterplan is focused are the 5 development Campuses, together with the Community & Energy Coast.

For each of these elements the masterplan sets out a vision for development, identifying potential activities and uses, and taking into account key opportunities and constraints and wider site context. Site specific development and planning guidance is provided through core design parameters and reflecting specific policy and sustainable place-making requirements. These should be followed in the future development of detailed proposals while allowing for future changes in market requirements, technologies and infrastructures which may emerge during future design development and approval stages.

The masterplan seeks to capture placemaking opportunity to ensure all development is well integrated within the specific context and qualities of each site. Across all sites, potential environmental mitigations, compensations and enhancements are identified and reflected in development and planning guidance, along with supporting place infrastructures such as active travel connections, biodiversity measures, landscape planting, and SuDS.



East Tullos Burn 2.0 & Wetlands

Projects

- Burn Channel Extension
- Water quality enhancement
- Habitat enhancement
- East Tullos boardwalk
- Invasive species control
- Park access improvements



St Fittick's Park & Green Networks

Projects

- Park facility enhancement
 - Skate Park / Pump Track / Play
 - Community Growing
- New local parklets
- Tullos Wood Gateway
- Path improvements



Local Biodiversity Eco-System Landscape

Projects

- Pollinator Coast
- Compensatory Tree Planting
- Habitat Management
- Green Roof Developments



Active Travel & Healthy Communities

Projects

- Coastal Footpath
- Tullos Wood path network
- Coast Road Cycleway Link
- Trim Trail & Waymarking

Community & Energy Coast

4.1 COMMUNITY & ENERGY COAST

A key focus of the Energy Transition Zone is to build and support sustainable place through more than just economic development. As well as creating jobs and supporting skills and training, ETZ Ltd will work with partners, businesses and the community to accelerate the transition to net zero, positively shape the area, enhance biodiversity and local environmental capacity, and across the Masterplan realise opportunities to build a more sustainable, liveable and productive place in accordance with the principles of NPF4.

The Community and Energy Coast programme is a combination of projects, initiatives and measures across the masterplan area. It seeks to develop a supporting environmental and community infrastructure alongside economic and investment activity. It will involve partnership with communities, Aberdeen City Council, businesses, and third-sector organisations, focused towards realising stronger benefits at the local level and ensuring development is geared towards delivering 'Successful Places'. The programme will form the basis for ongoing community and third-sector engagement, and create opportunities for local participation and empowerment in the delivery of local development that enhances and add to local resources, capacity, assets, and place qualities.

Development Vision

Developed as a diverse programme of investment in the local environment and community – the Community & Energy Coast vision is to support a more inclusive, resilient and successful place that reflects a 'Just Transition' with strong and tangible benefits realised locally. The programme prioritises investment in local greenspaces and community infrastructure, habitats and biodiversity, green networks and active travel connections. It will connect development within ETZ and local communities to the coastline and the wider Green Network – harnessing and building on the area's natural qualities. In parallel to direct investment, ETZ Ltd will also seek to establish a Community Fund to enable community-led activity and participation.

Community & Energy Coast – Key Areas of Opportunity

The Community & Energy Coast programme looks to develop, extend, and enhance core social and environmental assets that serve local needs and priorities. In parallel to the ETZ development proposals on Opportunity Sites, the masterplan has identified the potential for investment and delivery of projects that overlap and intersect around the priorities of:

East Tullos Burn and Wetlands – Protecting the Burn and wetlands and investing in their further enhancement as a thriving wetland eco-system. Enhancement can address invasive species and water quality, building on the previously delivered East Tullos Burn Enhancement Project, and supporting the hydrological and ecological functions of the Burn.

- **St Fittick's Park, Greenspace & Green Networks** – Greenspace is an important local asset, and St Fittick's Park is valued by the community in Torry. The value of greenspace is determined through a combination of quality, quantity and accessibility. The loss of quantity can be compensated for through enhancement to quality and accessibility. Investing in St Fittick's Park and access to wider facilities across the Green Network can support a higher value, more inclusive greenspace that supports wider participation and use.
- **Local Biodiversity, Eco-systems & Landscape** – Providing for no net loss and enhancement of biodiversity across the masterplan area, through protection of key existing habitats, creation of new habitats for priority species, management of existing habitat for biodiversity management and the development of a new landscape framework comprising blue-green infrastructures and woodland planting.
- **Active Travel & Healthier Communities** – Supporting new enhanced active travel routes across the masterplan area that provide contact with nature and strengthen accessibility and connections between the Green Network and communities. Providing opportunities for outdoor activity, recreation & leisure, and supporting stronger and healthier communities.

Across these priorities the Masterplan identifies a range of potential measures and interventions to address the impacts of development, and ensure positive enhancement of local place and environment. At this masterplanning stage proposals are at concept design level – with limited project definition. Through future planning processes they will be subject to detailed feasibility, review, design development, and consultation and collaboration between ETZ Ltd, ACC (both as landowner and local planning authority), and key community and statutory stakeholders. This will assist in finalising the scope, form, and delivery of projects within the Programme – ensuring they are properly coordinated and delivered alongside economic investment, and meet the needs and priorities of the local community as established through further engagement and Locality Planning.



East Tullis Burn & Wetlands

East Tullis Burn & Wetlands

The East Tullis Burn and the associated wetlands within St Fittick’s Park are highly-valued features of the local environment, providing eco-system services in terms of drainage & hydrology, wetland riparian habitats for wildlife, and adding to the amenity and quality of the park. These are important assets to the community and have a key role in the amenity of the St Fittick’s Park greenspace.

Significant investment was made in the Burn through the 2014 East Tullis Burn Enhancement Scheme, delivered through collaboration between SEPA, the City Council, and the local community. The scheme created improvements to the biodiversity, amenity and water quality of the Burn, and ‘meandered’ the previously straight engineered channel to form the wetlands as they exist today.

The project is illustrative of what can be achieved in nature-based solutions and in providing blue-green infrastructure to support place-making. The masterplan recognises this and has identified retention and further enhancement of the East Tullis Burn as a priority project. Development of an East Tullis Burn 2.0 Scheme would further enhance both amenity and biodiversity, and be essential to delivering a successful and sustainable development within St Fittick’s Park.

While highly successful as a project, there remain issues around water quality and management of the riparian habitats around the watercourse and within the wetlands. In particular, a number of invasive and non-native species (Typha) are impacting on native species and closing out the open-water and hampering the function of the Burn. There is an opportunity to continue investment in the Burn, extend its qualities as a wetland habitat, and positively manage for greater biodiversity whilst also enhancing its functional hydrology. Targeted investment in nature-based solutions can positively and pre-emptively enhance the local blue-green infrastructure, enhance amenity, add capacity and resilience, whilst also protecting and enhancing biodiversity and safeguarding natural systems.

The masterplan therefore identifies the delivery of an East Tullis Burn 2.0 Project as an opportunity to address existing issues around water quality **and landscape management while enabling creation of an accessible development site within the St Fittick’s Park Opportunity Site. This can ensure the Burn is retained within St Fittick’s Park and can sustainably co-exist with future development, and enhance its overall function in terms of hydrology, biodiversity, and amenity.**

The East Tullis Burn 2.0 Project would comprise the following elements:

- East Tullis Channel Extension of the Burn through local re-alignment, to the north of its current alignment, while still flowing to the existing outfall within Nigg Bay. **re-aligned section of the Burn would provide at least equivalent channel width / depth and recreate the ‘meandering’ course of the current Burn to ensure water flow is slowed and wetlands maintained, along with a corridor of native species landscape planting to provide buffer to adjacent development.**
- **Water Quality Enhancement** through the introduction of management and pre-treatment of **surface water run-off from East Tullis Industrial Estate which flows into the Burn.** Measures would attenuate flows to improve water quality and reduce the level of contaminants within the water, enhancing the amenity of the Burn and supporting biodiversity.
- **Wetland Habitat Enhancement** through a combination of **landscape management around the Burn with priority for native species,** and potential utilisation of vacant land within East Tullis Industrial Estate that could provide additional wetlands complementary to water quality treatment (subject to technical feasibility and ACC Estates agreement).
- **East Tullis Boardwalk** provision to allow closer integration and access to blue-green network and closer contact with nature. **Boardwalk (or other similar pathway provisions) should be designed with durable materials and to minimise future maintenance requirements.**
- **Invasive Non-Native Species management programme** to manage non-native invasive species and associated local native re-stocking within the landscape around the Burn and wetlands, in particular targeting Typha species which have overgrown around the watercourse and wetlands.
- **Burn and Park Access Improvements** As part of park mitigation improve blue-green network with access points to water/burn margins and signage.

Delivery of the project is to be led by ETZ Ltd, Aberdeen City Council, and the local community, seeking to build on the success of the 2014 East Tullis Burn Enhancement Scheme. SEPA will be consulted at all stages and closely involved in development of the project as regulator under The Water Environment (Controlled Activities) (Scotland) Regulations 2011.

Detailed design and feasibility must be informed by further development of baseline information around water quality, technical appraisal of existing hydrology and water flow through the burn, and review of channel length, dimensions and capacities to ensure that any amendment to these elements addresses existing issues and enhances the Burn’s hydrological and biodiversity function. Further review of land ownership and surface water infrastructure arrangements within East Tullis Industrial Estate should also inform future technical feasibility and detailed design **of measures to address water treatment and quality.**

Specifically, the local re-alignment of a section of the Burn will be designed to reflect local topography, with preliminary review of site levels indicating there is not significant technical constraint to local re-alignment. The re-aligned section will continue to flow through the low-lying section of the park and re-connect to the same Nigg Bay outfall. Targeted earthworks will be required to form a diversion and new meandering channel which will be informed by detailed survey and modelling of contours, levels and associated water flow.

The re-alignment of the Burn would be developed in accordance with best-practice and guidance established by SEPA, informed by and forming an extension of technical design work undertaken for the 2014 East Tullis Burn Enhancement Scheme. A CAR License will be required for channel modifications and would be progressed in accordance with the Practical Guide and associated licensing requirements and specific guidance therein for engineering works.

Partners	ETZ / Local Community / Aberdeen City Council / SEPA / Scottish Water.
Lead Delivery	ETZ Ltd.
Programme	2023-2026 Implementation



St Fittick's Park, Greenspace & Green Networks

St Fittick's Park, Greenspace & Green Networks

Access to good quality open spaces is important in contributing to a greener, healthier, smarter, safer, stronger, wealthier and fairer places. The existing greenspace and green network are a significant asset across South Aberdeen, providing a wide variety of open spaces (PAN 65 typology) and with a diverse range of function and character that contribute strongly to the qualities of place around Torry and Cove. The greenspace importantly provides a range of local habitats, eco-systems, alongside its recreational function.

St Fittick's Park is valued by the local people both for its proximity, sited immediately next to the community and for its qualities as a greenspace including play facilities, skate-park, paths and trails, woodland planting, wetland habitats and wildlife, and areas of green open space suitable for a range of leisure, recreation, and outdoor activity and relaxation. Consultation and engagement have highlighted a community concern at any loss of greenspace quantity. In planning for greenspace, it is recognised that it is the quality and accessibility of greenspace that is often the most critical factor in determining whether greenspace meets the full range of local needs and delivers a broad range of inclusive benefits to local communities.

The South Aberdeen area and the Torry Community has a high quantity of greenspace (St Fittick's Park and Tullos Football Pitches / Girdleness / Walker Park / Torry Battery / Tullos Wood) and wider managed recreational greenspaces (Balnagask Golf Course) and green network links (Coastal Path / Core Paths / NCR1). Active sport (sports pitches), play (Skate Park / Play Stations / Zip Wire) health and exercise (Outdoor Gyms / Path Networks) community growing (Community Growing-Allotments) are provided for, together with a strong network of paths and informal routes allowing for walking/running and leisure and relaxation. Opportunities for innovative play and exploration are available within the park woodland and path networks.

Development proposals within the OP56 and OP62 'Opportunity Sites' will involve development of existing areas of the park, resulting in the loss of some woodland and a reduction in the quantity of greenspace. It is essential that this is appropriately mitigated and compensated for by enhancing both the quality and accessibility of the park to ensure the greenspace is as inclusive as possible and positively addresses the diverse needs of all age and user groups within the community.

Park enhancement to compensate for any reduction in quantity **must include:**

- Investing to enhance the function and amenity of greenspace, including greenspace close to homes with outdoor seating, small park amenity areas, and play facilities to encourage time outdoors and outdoor activity.
- Investing in facilities to encourage level of activity/participation and generate additional use. Areas identified within the South Aberdeen Locality Plan include enhancement to the Skate Park and support for a pump-track, extended community growing, and play facilities.
- Investing in improving accessibility to wider greenspace with paths/ trails and waymarking greenspaces that are difficult to access and where path connections offer low security/surveillance and restrict accessibility for those of limited mobility and in vulnerable groups.
- Investing to enhance the path/cycleway network to develop a clearer path hierarchy with primary paths connected to the NCR1 (Coastal Path/ Active Travel Routes) and local circular and exploratory walks creating an easily accessible network of routes for joggers/ dog-walkers /recreational walkers. Additional fitness/outdoor gym elements and measured routes (0.5km/ 1.km/ 3km) all help to extend participation.

Elsewhere, the masterplan has identified opportunities to more closely integrate other elements of the Green Network with communities within Torry and Cove. In particular, Tullos Wood and the Balnagask-to-Cove Coast have strong attributes as greenspaces with a mix of open space, woodland and other habitats, coastal path routes, and excellent views of the city and coast. However, currently these areas are a little more challenging to access with weaker existing connections to local community. The masterplan has identified opportunities for investment to improve their connectivity improve waymarking, add viewpoints and collectively strengthen the quality and accessibility to the Green Network across the South Aberdeen area.

In addition, St Fittick's Church (Scheduled Monument) is situated at the northern edge of St Fittick's Park, and is an important local feature in a prominent location at a 'gateway' to Aberdeen. The setting and surrounding context of the Church has changed significantly in recent years following the development of Aberdeen South Harbour and associated infrastructure, and would be further changed by development within Opportunity Sites at St Fittick's Park.



St Fittick's Park, Greenspace & Green Networks

The St Fittick's Park and Green Network Projects would therefore comprise the following elements:

1. Park Facility Enhancements to mitigate loss of quantity of greenspace with improvements to quality and accessibility of the greenspace, extending and encouraging use across the community, improving access for those of limited mobility and providing additional facilities and reasons to get outdoors and be active. The projects tabled at the consultation that could form part of the park enhancement (to be agreed with local community/ and advanced through co-design) proposed by ETZ are as follows:

- Extension to the small skate park and /or pump track.
- Additional play facilities – particularly facilities for explorative/innovative play.
- Enhancement of opportunities for community growing.

2. Local Parklets providing enhanced park greenspace facilities within currently under-utilised spaces within Torry. To be sited with good and easy access from housing to bring park and civic space close to residents and extend the qualities of the park into the community. Importantly these smaller spaces need to be fully accessible (Older People / Young People / Carers / Neighbourhood Groups, etc), and encouraging the many residents without gardens to be active and use the outdoors. The design and locations of parklets will be confirmed through consultation and be located to offer safe access and good natural surveillance.

3. Tullos Wood Gateway to create a new entrance to the area from within East Tullos to enhance accessibility to Tullos Wood /Tullos Hill and the wider Green Network from Torry. **As noted above, existing routes to access the area are limited, and will be further reduced by the Network Rail's planned demolition of the footbridge access crossing the East Coast Main Line, adjacent to the Waste Water Treatment Works .**

There is an opportunity to provide a more accessible, legible and direct entrance supported by improvements to surrounding pathways and landscape corridors to strengthen the connection to greenspace including Kincorth Hill / Dee Path Network and the Coastal Path. By providing a safe and accessible route, suitable for a wide range of users, it will extend opportunities for local recreational walking, cycling, outdoor exercise and contact with nature.

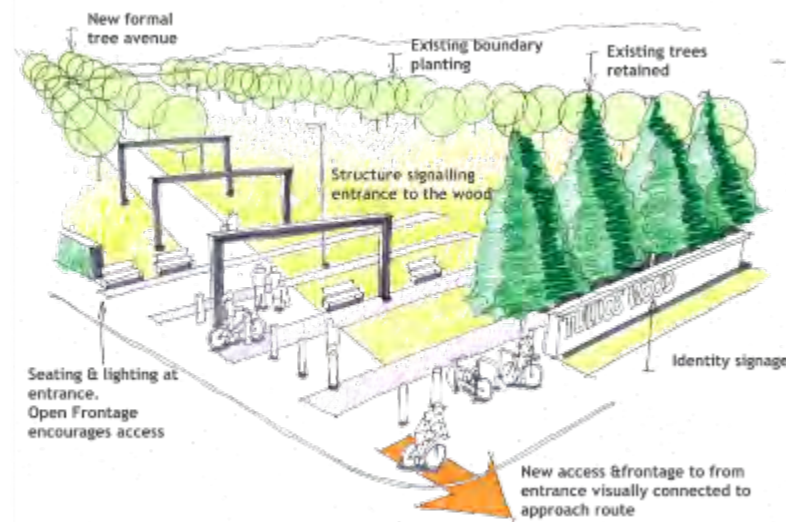
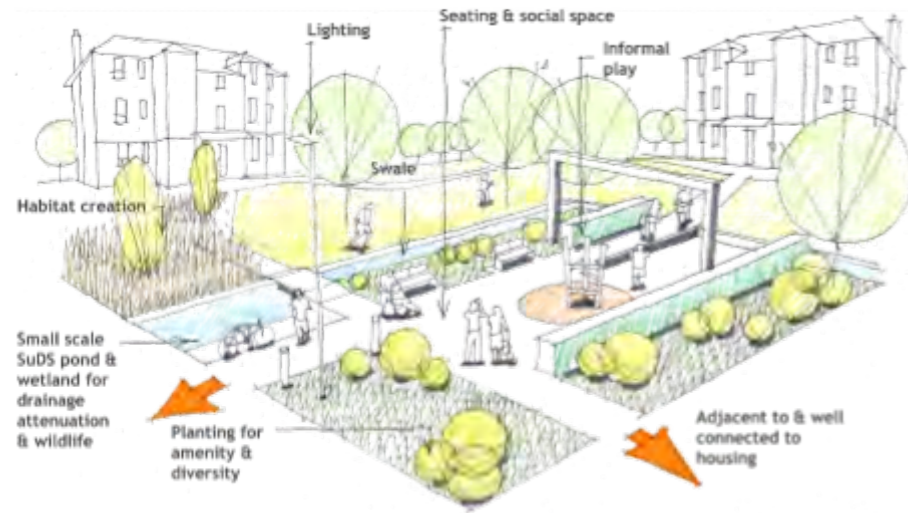
Approaches to improving Tullos Wood access have been considered and explored during community consultation and a detailed option appraisal addressing access, land ownership, gradients and user security is recommended.

4. Path Realignments / Improvements to quality and accessibility of St Fittick's Park will seek to further develop the path network and upgrade paths where necessary (e.g., Girdleness Road / Kirkhill Place / Balnagask Circle/ Coast Road) and strengthen the network to allow more ready accessibility. Improvements in the area of East Tullos Burn would provide for a boardwalk allowing safe access to water margins (wildlife interest/viewing waterfowl/ etc) and contact with nature. Path routing and management can also avoid sensitive habitats and support the sustainable operational management of the wetlands.

5. St Fittick's Church – Interpretation & Restoration – sensitive landscape treatments to the Church and surrounding boundary areas to adapt to changed local context and minimise impacts on setting arising from industrial development and potential road realignment. This would be developed in consultation with HES and ACC Archaeology, potentially incorporating low-level planting, living walls, and other landscape features having particular regard to potential level differences across the area. Additional measures to positively enhance the wider public benefit associated with the Church would also be agreed with HES and ACC, but would be anticipated to include new interpretative signage around the story of the Church and its position within local history, and provision of specialist stonework / fabric repair and/or sensitive up-lighting.

Delivery of the programme and the projects within is to be led by ETZ Ltd, in collaboration with the local community and Aberdeen City Council. Further detailed design and feasibility review will include development of baseline information, and definition of best practice for park, greenspace and habitat development in consultation with the local community and ACC Greenspace and Locality planning team.

Partners	ETZ / Local Community / Aberdeen City Council / Locality Planning / Young People / HES & ACC Archaeology (St Fittick's Church)
Lead Delivery	ETZ Ltd.
Programme	2023-2026 Implementation



Biodiversity Protection & Enhancement

Within St Fittick’s Park and across the masterplan area there are a range of wildlife habitats and biodiversity features – including wetlands, broad-leaved and coniferous woodlands, heath, coastal cliff-tops, and open grasslands. Phase 1 Habitat Surveys, along with protected species, wintering and breeding bird, and bat surveys have been undertaken to establish a robust baseline assessment of existing biodiversity, and these will continue to inform detailed site masterplanning in future.

The area has previously benefitted from investment in local biodiversity, including the East Tullos Burn Enhancement Scheme (2014) (described above), as well as the Diamond Woodland Initiative (2012) which involved planting across c. 30 hectares of Tullos Hill with a mix of broad-leaved and coniferous trees. The planting has seen some losses with selective infill and reinforcement required to extend the range of habitat, provide additional tree planting, replace stock losses and enhance amenity. Within St Fittick’s Park mixed plantation has been introduced on an ongoing basis since 2006, to provide a woodland belt screening the Waste-Water Treatment Works.

The LDP provides a policy requirement to ensure at least ‘no net loss of biodiversity’ across the masterplan area, while NPF4 (Policy 3) seeks for development to contribute to the enhancement of biodiversity, including where relevant, restoring degraded habitats and building and strengthening nature networks and the connections between them. The masterplan is committed to achieving no net loss of biodiversity across the area and providing positive enhancement of biodiversity assets through a combination of targeted projects and management interventions focused on supporting local habitats.

Development within the Zone, especially on greenfield Opportunity Sites OP56, OP62, and OP61, will have the potential to impact on local biodiversity – most directly through the loss of existing woodland cover and areas of grassland. While avoided and minimised through reduced developable areas, buffer zones, and retention of the most valuable assets (East Tullos Burn), measures to mitigate and compensate are required to ensure a biodiversity net gain is achieved. This includes direct projects led by ETZ to offset and enhance biodiversity within the masterplan area, and more detailed site-specific measures to integrate biodiversity into development through landscape frameworks.

Areas within the masterplan with potential for enhancement to contribute to the area’s biodiversity and habitat connectivity include Tullos Wood, and the former Ness Landfill and the coastal cliff-tops where there is amenity grassland that could be purposefully managed for biodiversity. The masterplan seeks to target these areas for biodiversity projects to mitigate the impacts of development, complement existing biodiversity features and create a connected range of habitats extending across the Green Network at Girdleness, St Fittick’s Park, Tullos Wood, Ness Landfill, and coastal strip.

The Biodiversity Protection & Enhancement Projects would therefore comprise the following elements:

1. **‘Pollinator Coast’** project creating new habitat / biodiversity opportunities within along coastal corridor and Ness Landfill site (invertebrates), adding to and complementing the B-Line initiative in partnership with ACC. The project will involve targeted coastal plant species (Kidney Vetch / Common Rock Rose) that support B-Lines priority invertebrate species Small Blue and Northern Brown Argus, addressing fragmentation and strengthening habitat connectivity across the Green Network. The project will directly enhance the grassland habitat value of the Ness Farm Landfill Site, which offers significant capacity to create habitat for pollinators and can positively co-exist with the bp Aberdeen Hydrogen Energy Ltd Solar Farm proposals. Pollinator planting will also be introduced at selected locations on the coastal path to provide further habitat enhancement and extend the connected nature corridor, taking advantage of linear elements to make habitat connections.
2. **Compensatory & Replacement Tree Planting** additional planting across the masterplan area to extend woodland cover, provide for new native tree planting and address woodland fragmentation. The main areas for new planting are identified as Tullos Wood (building on the Jubilee Woods Project) and Coastal Strip (Land East of the Railway) as primary planting areas. **New native woodland planting will provide replacement for mitigation of areas of tree loss required to create a developable site at St Fittick’s Park**, and ensure no net loss of woodland cover.
3. **Habitat Management** Pro-actively identifying areas within the site for biodiversity enhancement through new work or enhanced ecological management. Development of local biodiversity will be closely aligned to the Local Biodiversity Action Plan and Nature Conservation Strategy working with

the City Council and NE Scotland Biodiversity Partnership and third sector organisations. The community have expressed clear support for biodiversity enhancements and local participation in design, monitoring and management rimes will be encouraged.

4. Development Landscaping. Significant areas of development are proposed within existing brownfield industrial estates and new investment within the LDP Opportunity Sites. Across all sites, development will provide green landscaping including tree planting, hedgerows, and other landscape features to enhance local amenity, integrate with surrounding Green Networks and support habitat connectivity. **This should contribute to the enhancement of biodiversity in accordance with NPF4.** Where appropriate design will look to incorporate green roofs into the roofscape of new and repurposed buildings. Green roofs can improve surface water drainage from buildings, boost thermal performance and support a wider range of habitat in brownfield and intensively used industrial areas.

In addition to the above, the retention and further investment into the East Tullos Burn (see above) is a separate enhancement project that can positively support a significant feature of the area’s biodiversity and protect the wetland habitats within St Fittick’s Park. Delivery of the projects is to be led by ETZ Ltd, in collaboration with the local community, Aberdeen City Council, and NatureScot. Detailed design and feasibility review will include further development of existing baseline information, and definition of best practice for the protection and enhancement of biodiversity and local habitat in consultation with NatureScot, SEPA, NESBREC and others.

Future development proposals should be informed and supported by appropriate assessment and measurement of biodiversity (eg. Strategic Biodiversity Action Plan), ensuring measures are coordinated across the area and demonstrate delivery of overall net-gain in accordance with the requirements of NPF4.

Partners	ETZ / Local Community / Aberdeen City Council / NatureScot / NESBP-NESBREC / Third Sector eg. Woodland Trust / Others
Lead Delivery	ETZ Ltd.
Programme	2023-2026 Implementation

Active Travel & Healthy Communities

The existing Green Network in South Aberdeen is highly valued by the community for its contribution to local amenity, space for leisure and recreation, and positive impact on health & wellbeing. Across and between elements of the Green Network existing active travel routes have been developed through ACC's Core Paths Network and Cycle Strategy. These offer off-road opportunities for active travel and movement and compliment on-road cycleways/footways.

The completion of Aberdeen South Harbour and the implementation of the Coast Road will include further investment in Active Travel including a new segregated cycle-way on Hareness Road and along the full length of the Coast Road. Active travel segregated cycleway routes will also be provided for within any of the additional links at Peterseat Drive and in the area west of Aberdeen South Harbour

Existing leisure trails and walks such as the Coastal Path, Kincorth & Tullos Hill Trail, and routes around the Torry Battery & Girdleness form part of the network, and across the masterplan area there is approximately 25km of existing routes and pathways. However, in places these are not fully integrated and connected or not fully accessible to all users. **Network Rail's planned demolition of the footbridge access to Tullos Wood (adjacent to the Waste Water Treatment Works) will remove an existing access and connection between elements of the Green Network.**

Local improvements to paths, waymarking and signage could significantly enhance access and the quality of these routes and Green Network connections. ETZ is therefore seeking to facilitate the development of an integrated Active Travel Network across the area, with emphasis on connecting green spaces at Tullos Wood, Kincorth Hill, St Fittick's, Walker Park, Balnagask Coast, including the National Cycle route 1 (NCR1) **and ensuring that employment sites are fully and sustainably accessible.**

The masterplan has identified a number of areas where improvements to connections and Active Travel choice can be enhanced and extended as an integral part of the masterplan. These will form part of masterplan-wide mitigation and compensation for the loss of greenspace, extending the range and accessibility of the Green Network, and creating enhanced routes, trails, and pathways that support active and healthy lifestyles.

Active travel interventions will strengthen and contribute to the creation of 20-minute neighbourhoods and liveable places across the communities of Torry, Cove, Balnagask. Creating easy access and providing safe, accessible well-connected walking routes can support active communities with wider health benefits. In addition to these identified projects, individual Campuses within ETZ will positively integrate Active Travel measures (Cycle path connections / Cycle parking/storage to ensure places of work are fully accessible, support low-carbon travel, and enable safe and easy connectivity through the area for all users.

The Active Travel & Healthy Communities Projects would therefore comprise the following elements:

- 'Energy Coast' Coastal Path - Greyhope Road to Aberdeen South Harbour – targeted upgrade to Coastal Path (Core Path 78) section around Aberdeen South Harbour and Girdleness to include re-surfacing / reinforcement of pathway where degraded, or addressing localised drainage issues, and adding accessibility, wayfinding, and interpretation features (Nigg Bay SSSI).** Improving local Green Network quality and accessibility for all communities and provide for health & well-being. All works to be integrated with planned Port of Aberdeen works to footway on Greyhope Road, as well as tied into any future re-alignment of the Coast Road.

- Energy Coast' Coastal Path – Gregness to Cove (Off-Road) – targeted upgrade to Coastal Path (Core Path 78) section from Gregness to Cove to include re-surfacing / reinforcement of pathway where degraded, or addressing localised drainage issues, and adding accessibility, wayfinding, and interpretation features. Enhancements should maintain the character of the Coastal Path as a sea-cliff recreational walking route (up to 1m width), ensuring the Local Nature Conservation Site and local habitats (nesting birds) are not negatively impacted. Works to be integrated with and tie into planned Port of Aberdeen works to reinstate Coastal Path around Gregness headland upon completion of Aberdeen South Harbour construction.**

- Tullos Wood Path Enhancements** to upgrade and waymark walking routes within Tullos Hill /Tullos Wood, creating accessible connections between the historic cairns (Scheduled Monuments) that positively draw on the area's cultural heritage and link this to healthier and more active lifestyles with defined path routes. This should also incorporate vantage points with views to the Coast and City, and wider connections to the surrounding Green Network including Kincorth Hill, Coast, and Girdleness.

Path upgrading, connections and waymarking can help support easier access and encourage more active lifestyles. Being more active, spending time outdoors and doing regular moderate exercise provides major and long-lasting health benefits.

- Coast Road Cycleway Links completion** of segregated cycle lanes within the upgraded Hareness Road Corridor / Coast Road and provision of connecting link roads at Peterseat Drive ASH Road Links.

- Outdoor Exercise and Health/Well-being** exercise stations can form a useful addition on path networks to support active recreation and promote regular exercise - **supporting 'Healthy' Places in accordance with NPF4.** NHS Choice advises that undertaking regular exercise offers a wide range of health benefits and promotes walking for health, cycling and gentle, daily exercise. **'Trim trails'** and exercise stations can make exercise fun and be part of family or group exercise.

Delivery of the projects is to be led by ETZ Ltd and in-part by Aberdeen City Council in connection with planned works to the Coast Road. They will be delivered in collaboration with the local community, Aberdeen City Council, Nestrans and NatureScot. Detailed design and feasibility review will further development of the baseline information around local walking and cycling connectivity, and define best practice for development of active travel infrastructure in consultation with ACC Officers, Nestrans and others.

Partners	ETZ / Local Community / Aberdeen City Council /
Funding	NESTRans / NatureScot
Programme	Lead Delivery
	2023-2026 Implementation



COMMUNITY & ENERGY COAST

The range of potential measures and projects identified through the 'Community & Energy Coast', and how these relate to development and other features across the masterplan area are shown on the indicative plan below.

Further detail of these measures will be set out within future planning application(s) and subsequently secured through planning conditions / obligations.

These are further expressed in relation to specific development sites within Campus Guidance in Section 4 and Masterplan Delivery in Section 6.

Illustrative Plan Community & Energy Coast

- 1 **Tullis Wood Gateway & Path Connections** – enhancing accessibility to Tullis Wood from Torry through provision of a more accessible, legible and direct entrance to the Wood, utilising brownfield land within East Tullis Industrial Estate. Associated pathway and landscaping improvements will connect to the new Gateway, enhancing connectivity across the Green Network.
- 2 **St Fittick's Park Facilities** – improving the quality of facilities within St Fittick's Park through a combination of extension to the skate park and/or BMX Pump Track, provision of additional play facilities, or creating opportunities for community good growing. To be developed and defined through further engagement with the local community and advanced through process of co-design.
- 3 **East Tullis Burn 2.0 Project** – retention and enhancement of the East Tullis Burn and wetlands, building on the success of the 2014 improvements works. Local realignment of a section of the Burn is proposed to enable development, and measures are identified to improve water quality, manage invasive non-native species, and enhance wetland habitats as part of overall biodiversity enhancement.
- 4 **Local Parklets** - providing enhanced park and local greenspace facilities within currently under-utilised open space in close proximity to housing – extending access and adding to local amenity. Specific locations and amenities within Parklets to be confirmed through further consultation and in coordination with ACC.
- 5 **Pathway & Active Travel Improvements** - Core Path and other walking routes through development sites at St Fittick's, Gregness, and Doonies to be re-instated and enhanced to maintain connectivity through the area and ensure full accessibility across the Green Network. Tying into and connecting to wider active travel routes across the masterplan area including NCR1 and enhancements being delivered through ACC upgrade of Coast Road and Hareness Road.
- 6 **'Energy Coast' Coastal Path** – upgrade to existing Coastal Path to include targeted re-surfacing / reinforcement of pathway where degraded, and provision of interpretation and way-finding features to enhance overall quality– while maintaining current character as a sea-cliff recreational walking route and avoiding impacts on adjacent habitats.
- 7 **Pollinator Coast** - strengthening habitat connectivity and overall enhancement of biodiversity at locations across the Masterplan (including Development Sites) through targeted pollinator planting – complementing ACC B-Line initiative with coastal plant species to support priority invertebrates.
- 8 **Compensatory and Replacement Tree Planting** – provision of tree planting across the masterplan area (with a priority for native species) to extend woodland cover and provide replacement for areas of tree loss as a result of development. Specific locations and species to be informed by woodland survey and developed through a Landscape / Biodiversity Framework.
- 9 **Outdoor Exercise** – outdoor exercise and fitness stations can be integrated to path networks or around existing park facilities – adding to the quality and range of facilities within the Green Network and supporting local health & wellbeing.
- 10 **Development Plot Landscape Frameworks** - incorporating a range of measures within Development Sites to support overall enhancement of biodiversity and habitat connectivity – including landscape planting to support amenity and integrate with surrounding Green Network as well as potential green roofs and living walls adding to the 'Pollinator Coast'.
- 11 **St Fittick's Church Interpretation & Restoration** – addressing the impact on the setting of the Scheduled Monument through landscape mitigation, and enhancing its status as a key asset to St Fittick's Park through new interpretive signage and specialist stonework / fabric repair (to be developed in consultation with ACC Archaeology / HES).

Community Fund

In addition to the potential for direct investment and delivery of projects through the Community & Energy Coast Programme, ETZ Ltd are exploring the establishment of an annual Community Fund for 2023-2028. This would provide support to local community groups and charities meet their aspirations and ambitions.

The Fund would operate as a stand-alone commitment by ETZ Ltd to the communities in closest proximity to planned development. It aims to support smaller, local initiatives and programmes led by the community and directly addressing their priorities. Funding would be awarded on a grant application basis to local projects that supported or enable community participation, local social and environmental resilience, energy transition, youth activity and out-reach – example projects might include community events, food-growing and community garden expansion, or energy-efficiency improvements to community assets.

Development & Delivery

The Community & Energy Coast programme comprises committed projects across the masterplan area, that will be led by ETZ Ltd working in collaboration with partners over a phased programme of delivery.

The projects provide essential mitigation and compensation for the potential impacts that may arise from economic development within the ETZ, particularly at St Fittick’s Park, Gregness, and Doonies. Projects identified within the Community & Energy Coast programme will be aligned to wider development site delivery and infrastructure, with the timing of delivery secured through pre-commencement planning conditions / obligations to ensure core elements of mitigation are delivered in advance of, or in parallel with, development as agreed with Aberdeen City Council.

Outside of development sites / Campuses, the future management and maintenance of environmental enhancements and physical infrastructures delivered as part of the Community & Energy Coast will be subject to future arrangements between ETZ Ltd., ACC, and developers. In all cases maintenance and upkeep requirements should be minimised at design stage, and it is recognised that funding endowment(s) for ACC adoption and/or private agreement(s) around maintenance may be required, depending on the final nature of projects and infrastructures.

Partners	ETZ / Locality Planning Team / Aberdeen City Council / Local Community / Young People
Lead Delivery	ETZ ltd.
Programme	2023-2028 Implementation

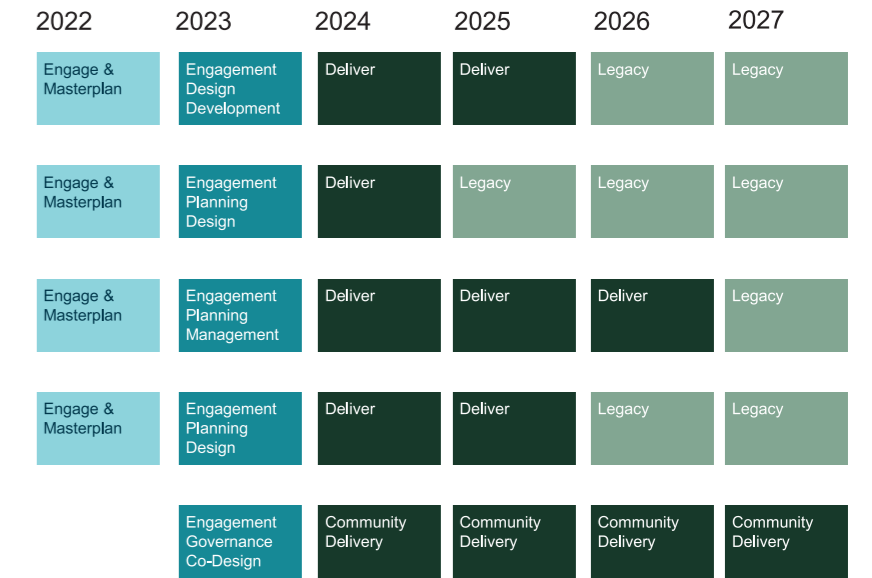
St Fittick’s Park & Greenspace / Green Networks

East Tullos Burn

Biodiversity Protection / Enhancement

Active Travel & Healthier Communities

Community Fund



Indicative Delivery Timeline - Community & Energy Coast



Marine Gateway

4.2 MARINE GATEWAY

Offshore renewables, especially offshore wind, is major economic opportunity for Aberdeen and the North-East. Aberdeen South Harbour has been developed as a major infrastructure asset with the capability to service and support investment in offshore renewables generated through the ScotWind licensing for the period 2025-2050 and beyond.

The Marine Gateway is centred around Aberdeen South Harbour and incorporates land at St Fittick's Park and Gregness which are within Opportunity Sites OP56 and OP62 allocated within the LDP. It provides a focus within the Energy Transition Zone for specialised offshore renewables activity that has specific operational requirements linked to marine infrastructure and logistics, including uses requiring port co-location to enable direct transhipment of manufactured and fabricated goods for offshore deployment. The Harbour was conceived in advance of the current energy crisis and ScotWind Licensing, which has significantly advanced the scale of Scotland's offshore wind ambition and created additional demand for land across all Scottish East Coast ports in order to achieve this. The Harbour has very limited developable land suitable for large-scale manufacturing, component fabrication and service support. Optimising available space and efficient use of land around the Harbour will be critical to meet future demand and to seize significant economic opportunities from energy transition – as recognised by the LDP and NPF4.

Development Vision

Developed as a high value integrated port and manufacturing hub the Marine Gateway is the leading deep-water port of the NE Coast with activity forming a catalyst for wider investment across the ETZ and Region. Port co-located investment in manufacturing, fabrication and renewable technologies supports an extensive local supply chain providing goods and services for offshore activity. Direct port access has secured specialist manufacturing investment creating a regional cluster of renewable energy companies supporting ScotWind.

Marine Gateway – Planning & Policy Overview

The Marine Gateway incorporates land at St Fittick's Park, Gregness and within Aberdeen South Harbour. These areas are included within the Opportunity Sites OP56 (St Fittick's Park) and OP62 (Bay of Nigg) as designated within the LDP, as well as being covered by Policies B4 and B5 relating to Aberdeen Harbours and Energy Transition Zones, respectively.

The Bay of Nigg Development Framework was adopted in 2016 as proposals for Aberdeen Harbour expansion were developed, to plan for necessary infrastructure and to maximise impacts of investment for business and communities. The Framework pre-dates the current planning policy context (LDP and NPF4) as well as wider acceleration of Scotland's transition net zero (Climate Change Plan and Energy & Just Transition Plan) and the significantly increased scale of offshore renewables ambition (ScotWind Leasing Round). While identifying a potential road link from East Tullos to the Harbour (across St Fittick's) it did not identify land within St Fittick's Park or Gregness as potential development opportunities (consistent with LDP policy at the time).

The OP56 Opportunity Site allocations contains a significant area of St Fittick's Park (along with the Nigg Bay Waste Water Treatment Works and Railway). A small area at the north of the park is within the OP62 Opportunity Site and has been used as a temporary storage area associated with construction of the Harbour.

The OP62 Opportunity Site contains the Bay of Nigg and associated coastal land required for development of the Harbour. This includes Gregness as a large coastal site sitting above the Harbour, which currently has a temporary consent (170156/MSC) for marine revetment structure manufacturing and construction compound associated with the Harbour construction.

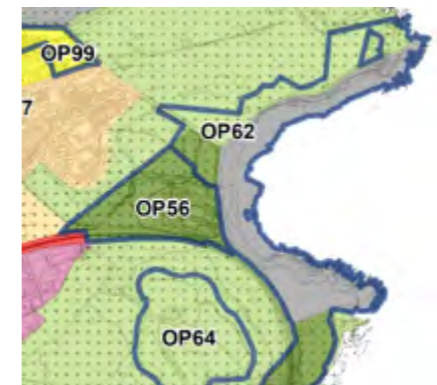
As previously noted, the recently adopted NPF4 supports the regeneration of existing industrial land and re-organising land use around the South Harbour in line with the spatial strategy of the LDP. It recognises that Aberdeen Harbour is a strategically important asset for the economy of North-East Scotland, and that the South Harbour specifically can act as a cluster of port accessible renewable energy research, manufacturing and support services.



POLICY	Summary Extract
OP56	<i>"This site, along with OP61, will support renewable energy transition related industries in association with Aberdeen South Harbour. Any development at this site must have a functional association with the South Harbour which precludes it being located elsewhere, such as the size of the infrastructure preventing transport from other locations or requiring 'roll on / roll off' level access to the South Harbour".</i>
OP62	<i>"Aberdeen Harbour expansion. Bay of Nigg Development Framework approved"</i>
Policy B4	<i>"There will be a presumption in favour of harbour infrastructure and ancillary uses, which are required for the effective and efficient operation of the harbour, and which have a functional requirement to be located there. This may include administrative offices, warehousing and storage (including fuel storage), distribution facilities and car/HGV parking. Other harbour-related uses will be treated on their merits".</i>
Policy B5	<i>"There will be a presumption in favour of the development, production, assembly, storage and/or distribution of infrastructure required to support renewable energy related industries; this includes offshore wind, tidal, hydrogen and solar...Development proposals will be required to include suitable open space and landscape enhancements for the well-being of people and wildlife"</i>

The LDP requires for Opportunity Sites OP56, OP61 and OP62 that masterplanning specifically considers the following matters:

- The extent of developable areas within B5 Energy Transition Zone zoning.
- Areas which should remain undeveloped and the extent of any buffer zones.
- Mitigation measures to ensure the continued viability of linear habitats including the East Tullos Burn, recreation and Core Path network.
- Options for the use of the waste-water treatment plant.
- Measures to avoid, minimise, mitigate, and compensate potential impacts on biodiversity and greenspace that will ensure at least no net loss of biodiversity across the masterplan area.



Local Development Plan (LDP)

Marine Gateway – Opportunities & Constraints

St Fittick's Park & Aberdeen South Harbour

The Marine Gateway incorporates both the essential marine infrastructure and co-located high value manufacturing sites that will be the catalyst for investment across the zone. The Harbour and development sites can provide a port-integrated cluster of energy transition activity, forming a competitive market proposition that is well positioned to attract major inward investment by specialist operators.

The Harbour provides 1,400 metres of quay at water depths of up to 10.5 metres (LAT), with a turning circle of 300 metres and a channel width of 165 metres. The quays provide operators with flexibility and capacity to accommodate heavy lift capability and transfer of extra-heavy loads (6,000 tonnes plus) with fully segregated quay and apron drainage systems, incorporating interceptors, for controlled operations.

Land within the Opportunity Sites OP56 and OP62 offers the potential to create development platforms with direct and contiguous access to deep-water quaysides at the Harbour, and to be functionally integrated with Harbour operations. Integration with the port and capacity to transport extra-large and/or heavy and specialised equipment between manufacturing facility and quays (e.g., Anchors, Cables, Sub-Sea Structures), or to provide specialist quayside services (Operation & Maintenance / Certification) is key for offshore renewable operators.

The Coast Road currently forms the boundary between St Fittick's Park and the Harbour – linking northwards into Torry (Victoria Road) and southwards towards Gregness and industrial land within Altens. To maximise land area contiguous with the Harbour, strengthen connectivity between manufacturing sites and the Harbour, and to minimise potential for road user conflicts, the potential for the re-alignment of the Coast Road within the Marine Gateway has been identified as an opportunity. Realignment could provide a defined boundary and partial buffer between industrial activity within the Harbour and nearby greenspace and be designed to facilitate movement of heavy goods to quayside. **Subject to specific operational requirements this may involve a managed crossing to facilitate inter-connectivity between the OP56 site and Harbour.**



St Fittick's Park is a public greenspace that is valued by the community for its amenity and contribution to local environment and character. The Park is part of the ACC Core Green Space Network, and provides a large, multi-use open space extending from Balnagask and bounded by St Fittick's Road, Coast Road and the East-Coast Mainline Railway

The Park also contains St Fittick's Church (Scheduled Monument) and the East Tullos Burn which serves an important drainage and hydrological function and provides wetland habitats. The Waste-Water Treatment Works situated within the park is served by significant sub-terrain infrastructure, including rising mains and sea outfalls. Each of these features and assets require careful consideration in development proposals to ensure that impacts are minimised, **and in the case of St Fittick's Church and East Tullos Burn to explore opportunities to enhance their contribution to the overall amenity of the Park.**

In particular, the East Tullos Burn and wetlands is a key feature within the park which was subject to significant investment in 2014 to improve water quality, enhance biological capacity, and create a biodiverse wetland habitat. Delivered through collaboration between ACC, SEPA, and the community the project 're-meandered' the Burn and provided new landscaping (wetland / wildflower planting) along with new access paths. The project and surrounding greenspace woodland has now matured and provides an important biodiversity, hydrological, and amenity function, enhancing the qualities of the park as a local greenspace.

The Nigg Bay Waste-Water Treatment Works (WWTW) situated within the park is served by significant sub-terrain infrastructure, including rising mains and sea outfalls which must be considered in the siting and configuration of development. The potential for odour from the WWTW must also be considered for future development, and the potential for an Odour Impact Assessment may be required depending on end user.

Opportunities for incorporation of the WWTW into the Marine Gateway have been considered through masterplanning. The facility has specific operational requirements and specialist infrastructure associated with large-scale water treatment, limiting opportunities for future integration into energy transition development. The facility serves a significant proportion of the Aberdeen City and Aberdeenshire region, such that its re-location or change to treatment processes

would incur significant disruption and have implications for waste-water treatment across the area and is not considered feasible. Potential synergies around utilisation of waste-heat or effluent from the facility may still emerge depending on end-users within development sites and future technical innovations, and these should be explored through ongoing coordination with Scottish Water.

Potential development within St Fittick's Park and at Aberdeen South Harbour is also in close proximity to existing homes within Torry (Balnagask Circle / Pentland Crescent). Ensuring that impacts on local amenity are minimised may constrain the scale and type development that can be delivered.

Gregness

The development area at Gregness is not capable of direct co-location with the Harbour but benefits from immediate proximity and ability to transport materials to the Harbour over a very short downhill distance (c. 500m) via the Coast Road. Site development is constrained by sub-terrain Scottish Water infrastructure (rising main and sea outfall), access requirements to the Harbour breakwater, and placement of its sector light which is essential to ship navigation. A coast-guard lookout station and antenna sit at the western edge, with a fenced boundary and functionally separated from the remainder of the site. **The site's exposed coastal cliff-top setting makes it a prominent and visible location, necessitating careful consideration of landscape in building design and configuration.**

Areas within the OP62 Opportunity Site at both Gregness and St Fittick's Park have been utilised as compounds by Port of Aberdeen during the course of Aberdeen South Harbour construction. Development of these areas must be coordinated with the Port, taking account of committed reinstatements and wider mitigations associated with the South Harbour and incorporating these where feasible alongside future development proposals, whilst ensuring delivery against latest LDP Opportunity Site allocations and land use priorities therein.

In particular, the Coastal Path (Core Path 78) routes around the cliff-top edge of the Gregness site, though has been inaccessible as a result of the construction compound on the site. There is an existing planning requirement for the Coastal Path to be re-instated upon completion of the Harbour construction works which should be reflected in future proposals for the site.



Aberdeen South Harbour

Illustrative Concept
High Value Energy Transition Manufacturing Co-located with Port

The Nigg Bay Site of Special Scientific Interest is located at the south-west of Nigg Bay, consisting of exposed cliff face and foreshore. It is designated for its geological features, noted as a classic locality for quaternary stratigraphy in north-east Scotland. It is separated but in close proximity to developable areas at Gregness, and will require careful assessment of the potential for impacts from development, including during the construction period.

These constraints limit the principal development area to the north of the site, broadly mirroring the footprint of the existing construction compound. It presents the opportunity for manufacturing / industrial development producing large-scale components, materials, goods to support energy transition. Areas to the south of the site may be appropriate for associated storage, or smaller-scale energy transition uses that may benefit from a coastal location and/or proximity to the Harbour.

While the Harbour and OP56 and OP62 Opportunity Sites represent a major economic and energy transition development opportunity, existing land uses, site infrastructure, and blue-green network assets provide constraint, and a balance is required between development and protecting both greenspace and biodiversity assets.

Development within the Marine Gateway therefore requires coordinated planning that appropriately addresses opportunity and constraint to achieve sustainable development. This means incorporating measures to avoid and minimise environmental impacts such as landscape buffers, as well mitigation and compensatory provision including investment in local biodiversity, amenity, and retaining and improving accessibility to greenspace.

Opportunities	Constraints
<ul style="list-style-type: none"> • Co-located investment sites with potential Aberdeen South Harbour integration. • Development site(s) suitable and safeguarded for high-value manufacturing and energy transition use. • Enhancement of St Fittick's Park & East Tullos Burn. • Coast Road re-alignment to unlock additional contiguous land areas. 	<ul style="list-style-type: none"> • Valued local greenspace and park. • East Tullos Burn and wetlands – key hydrological and ecological asset. • St Fittick's Church Scheduled Monument and local landscape character. • Scottish Water Waste-Water Treatment Works and associated below ground infrastructure. • Proximity to existing residential communities within Torry & Balnagask.



Aberdeen South Harbour

Former Ness Landfill site

Retained East Tullos Burn & Wetlands supporting enhanced biodiversity

**Illustrative Concept
High Value Energy Transition Manufacturing Co-located with Port**

Investment & Development Proposition

The Marine Gateway is a location of active investment interest from energy transition and offshore renewables operators. Identified sectors for high-value, energy transition related development with strong co-locational requirement that could be accommodated on development plots within the Marine Gateway include:

High-Value Energy Transition Activity	Port Co-Location Requirement
Cable Manufacture	Large scale manufacturing of offshore cable Requirement for spooling of specialist HV cables directly from quayside to factory and factory to quayside for offshore deployment.
Sub-sea Engineering (Seabed Infrastructure, Chains, Anchors, Moorings)	Large/heavy components manufacturing requiring marine import/export of goods and requiring deployment ship-shore. Scale and weight limits mobility and require port integrated site for offshore deployment.
Tower and Foundation Structures, transition piece, floating offshore wind platforms, spars, etc	Large/heavy components manufacturing requiring marine import/export of goods and requiring deployment ship-shore. Scale and weight limits mobility and require port integrated site for offshore deployment.
Certification / Testing, Remote Sensing, Sub-sea Inspection, Robotics	Specialist port servicing and technology-based testing at final deployment linked to O&M activity.
Operations & Maintenance - Fixed & Floating Assets - (Offshore Wind)	Quayside 24/7 requirement for Operational and Maintenance of windfarm assets (fixed/floating) including operational management and transfer of crew to/from vessels.

The Scottish Government and Crown Estate Scotland (CES) have established within the ScotWind Leasing process a requirement on local content for offshore wind projects.

The Offshore Wind Sector Deal set a target of 60% lifetime UK content in domestic projects and a commitment to increase UK content in the capital expenditure phase. Under the agreement, offshore wind developers are required to set out their supply chain commitments and a total of £21bn has been committed to the Scottish supply-chain from ScotWind North Sea offshore wind farms. Port access is fundamental to much of the offshore wind supply chain and Aberdeen has the potential to attract a significant share of this investment.



In 2022 CES also launched the Innovation and Targeted Oil & Gas Leasing Round (INTOG) for offshore wind projects that will directly reduce emissions from oil & gas production, adding to the future pipeline of North Sea offshore renewables activity.


As a port co-located development proposition, the Marine Gateway is a critical component of the Energy Transition Zone. It provides the opportunity to attract highly specialised and employment generating activity such as high-value manufacturing for renewable energy technologies and servicing the full life-cycle of offshore renewables. Development within the Marine Gateway should be a catalyst for wider investment and supply-chain development across the area, including in Altens and East Tullos, through active management and coordination by ETZ Ltd, Port of Aberdeen, ACC, and private landowners to maximise combined impact.

Development Guidance

Development within the Marine Gateway should work within the identified constraints as far as possible. It must seek to achieve a balance that provides high-value, employment generating development that contributes to net zero objectives, while limiting its footprint and preserving key assets within the park including East Tullos Burn and wetlands. **As a result, the overall maximum developable area identified by the masterplan is approximately 7-8 ha, compared to the 15.3 ha of OP56 and OP62 Opportunity Site designations within the Park.**

Within a reduced developable area, the Masterplan seeks to configure multiple plots that are functionally integrated within the Harbour, with scale and typology that respects site constraints. Two principal plots suitable for high-value manufacturing and close integration with the Harbour are identified (St Fittick's and Gregness), plus a flexible plot directly contiguous with the Harbour enabled by a potential re-alignment of the Coast Road.

<p>Land Use</p> 	<p>Land use within the Marine Gateway should comprise flexible Class 4 (Business)m Class 5 (General Industrial) and Class 6 (Storage & Distribution) uses. Larger development plots within St Fittick’s Park and Gregness should be suitable for specialised high-value manufacturing activity associated with energy transition. Development elsewhere within the Marine Gateway should support renewable energy and/or marine-related activities that deliver economic benefits around job creation and add value to the local economy.</p> <p>As required by the LDP, any development at the OP56 site must have a functional association with the South Harbour which precludes it being located elsewhere, such as the size of the infrastructure preventing transport from other locations or requiring ‘roll on / roll off’ level access to the South Harbour.”</p> <p>Opportunities for future collaboration around sustainability or circular economy associated with WWTW operations should be coordinated with Scottish Water.</p> <p>Relevant planning policies and associated guidance to be considered in the development of future planning applications include:</p> <ul style="list-style-type: none"> • Local Development Plan Policies: B4 (Aberdeen Harbour) and B5 (Energy Transition Zone). • National Planning Framework 4 – National Development 14.
<p>Design Quality</p> 	<p>Development within the Marine Gateway should:</p> <ul style="list-style-type: none"> • Create flexible investment sites capable of meeting future market requirements, while minimising greenspace land-take and safeguarding key local environmental assets. • Provide industrial buildings of high-quality design, incorporating sustainable and durable cladding, materials, and detailing that positively add to the built environment and local character. • Provide building heights reflecting standard industrial typologies, typically in the range of 10-15m (eaves height) subject to land uses and specific end-user requirements. Further design development should be informed by Landscape & Visual Impact Assessment to inform plot specific approach to height, massing and building form. • Secure and allow for close integration with the Aberdeen South Harbour operational areas and quays – while providing clear long-term and secure port boundaries. • Provide for sustainable development that minimises resource use and total energy demand through passive and active measures, and where feasible integrate renewable energy technologies within development. • Where feasible, incorporate green / living walls and roofs, landscape planting, and creative elevational design to the west-facing building façades. <p>Relevant planning policies and associated guidance to be considered in the development of future planning applications include:</p> <ul style="list-style-type: none"> • Local Development Plan Policy: D1 (Quality Placemaking), D2 (Amenity), D3 (Big Buildings), D4 (Landscape), D5 (Landscape Design), D6 (Historic Environment), R6 (Low and Zero Carbon Buildings). • ACC Supplementary Guidance: Big Buildings, Landscape, Resources for New Development.

<p>Transport & Connectivity</p> 	<p>Development within the Marine Gateway should:</p> <ul style="list-style-type: none"> • Create safe and attractive routes for walking and cycling across the area - ensuring active travel routes link to employment sites and make connections to wider Core Path and leisure path networks. • Consider options for road re-alignment across an area of St Fittick’s Park (within areas zoned for Energy Transition Zone), to provide a contiguous developable area linked to the Harbour and forming a new boundary with the Park. Road re-alignment should be closely coordinated with Port of Aberdeen to arrange points of access and ensure connectivity (including for public transport) to/from the Harbour. Inter-connectivity and operational association between development within OP56 and the South Harbour is likely to require a managed crossing (depending on end-user operational requirement) which will require careful coordination and management to ensure appropriate road safety (in consultation with ACC and Port of Aberdeen). • Options for road re-alignment should incorporate full active travel provision (walking and cycling) and maintain continuity of existing routes (Core Path 78 and National Cycle Network). • Provide access points to development sites from priority junctions, suitable for heavy-load vehicle movements. Points of access should promote traffic movements south-ward, connecting to the Coast Road /Hareness Road corridor. Access to the OP56 site will require crossing over re-aligned section of the East Tullos Burn which should be designed to minimise impacts on the watercourse. • Support Active Travel integration with covered and secured cycle parking facilities, along with car parking in accordance with ACC Standards (including EV Charging to support low-carbon journeys). • Proposals should be coordinated with planned ACC enhancement work (including road widening) to the Coast Road, noting potential for associated land requirements within the OP62 site at Gregness to enable construction of planned bridge crossing. <p>Relevant planning policies and associated guidance to be considered in the development of future planning applications include:</p> <ul style="list-style-type: none"> • Local Development Plan Policies: T1 (Land for Transport), T2 (Sustainable Transport), T3 (Parking). • ACC Supplementary Guidance: Transport & Accessibility. <p>In addition to planning requirements, the detailed design of any road infrastructure within the Marine Gateway should have regard to relevant standards within the Design Manual for Roads & Bridges, National Roads Development Guide (SCOTS), and be developed in close consultation with ACC Roads officers.</p>
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Infrastructure



Development within the Marine Gateway should:

- Ensure wayleaves and stand-off zones to below-ground infrastructure connected to WWTW are agreed with Scottish Water. Any future proposals that may involve re-configuration of this must ensure advance review of technical feasibility in collaboration with Scottish Water.
- Allow for ducting and wayleaves as appropriate to future-proof development connections to potential utility and renewable energy networks which may emerge within ETZ.
- Support improvements to water quality within East Tullos Burn (see Landscape & Environment Guidance).
- Ensure that all development is designed to be flood resilient and does not increase the current or future risk of flooding to surrounding land, especially within St Fittick's Park. Surface water management must be incorporated including sustainable flood risk management (SuDS) and appropriate blue-green infrastructures.
- **Retain current outfall to Nigg Bay for re-aligned section of the East Tullos Burn.**
- Ensure operational access is maintained from Gregness to essential port infrastructure (breakwater / sector light).

Relevant planning policies and associated guidance to be considered in the development of future planning applications include:

- Local Development Plan Policies: R6 (Low and Zero-Carbon Buildings), R7 (Renewable and Low Carbon Energy Developments), R8 (Heat Networks), NE4 (Our Water Environment).
- ACC Supplementary Guidance: Flooding, Drainage & Water Quality, Resources for New Development.



Opportunities to enhance access to St Fittick's Park and wetlands, and integrate new or existing active travel routes should form part of development.



Development should ensure wayleaves and stand-off zones to the WWTW and associated infrastructure are agreed with Scottish Water.

Landscape & Environment



Development within the Marine Gateway will result in some impacts to the local environment, and the loss of some existing greenspace within St Fittick's Park. Development should be designed and delivered in accordance with the environmental mitigation hierarchy to reduce these impacts as far as possible, integrate effectively with environmental projects in the Community & Energy Coast Programme, and contribute to the overall net gain of biodiversity across the masterplan area. The principles of environmental mitigation that all development within the Marine Gateway should follow are scheduled overleaf.

Relevant planning policies and associated guidance to be considered in the development of future planning applications include:

- Local Development Plan Policies: NE1 (Green Belt), NE2 (Green & Blue Infrastructure), NE3 (Our Natural Heritage), NE4 (Our Water Environment), NE5 (Trees & Woodland), WB1 (Healthy Developments), WB2 (Air Quality), WB3 (Noise), D6 (Historic Environment).
- ACC Supplementary Guidance: Landscape, Natural Heritage, Trees & Woodlands, Green Space Network and Open Space, Air Quality, Noise.



There are opportunities to enhance water quality within East Tullos Burn and manage for improved biodiversity.



Development should be integrated with Aberdeen South Harbour and provide high-value activity that is a catalyst to further investment across ETZ.

St Fittick's Park (OP56 / OP62)	PREVENTIVE MEASURES		REMEDIATIVE MEASURES	
Development providing for potential re-alignment of Coast Road and creation of platforms for high-value manufacturing and port-integrated activity.	AVOID <i>Avoiding</i> impacts on biodiversity and local environment through site selection, retention of valuable assets, sensitive design development, and scheduling of works.	MINIMISE <i>Minimising</i> the significance / extent of impacts through controls and limits on the physical extent of development, and/or construction and operation of development.	MITIGATE <i>Mitigating</i> impacts where these occur through targeted environmental interventions -such as the on-site re-establishment of habitats, landscape management, or incorporating blue-green infrastructure into development.	COMPENSATE + ENHANCE <i>Compensating</i> for unavoidable environmental impacts through provision of new or enhanced environmental assets / features / habitats – with specific and direct relationship to residual project impacts.
East Tullos Burn & Wetlands Development within OP56 has the potential for direct impacts on the hydrology and ecology of the East Tullos Burn, and associated wetland habitats within the park.	<ul style="list-style-type: none"> Complete survey/mapping of East Tullos Burn to protect hydrology and wetland system. Reduced development footprint – compared to 21ha OP56/OP62 combined allocation. Retention of East Tullos Burn as key design principle informing configuration of development plots. 	<ul style="list-style-type: none"> Provide minimum 40m buffer zones to East Tullos Burn to ensure separation from development and minimise impact on setting and ecology. Retain Nigg Bay outfall as per current arrangements. Avoid culverts or enclosed sections other than for road/ pedestrian footway-cycleway crossings. Ensure all development sites have full SuDS measures to treat/attenuate flows before discharge. 	<ul style="list-style-type: none"> Upgrade Burn Management (East Tullos) to extend annual management programme and retain open water/ de-silting works. Invasive Non-Native Species management programme to manage non-native species and associated local native re-stocking. Burn/Park Access Improvements – linked to greenspace mitigation, improve blue-green network with access points to water/burn margins. 	<ul style="list-style-type: none"> East Tullos Burn 2.0 Project to re-align and extend the channel (northern section) ensuring meandering of watercourse. Water Quality Enhancement through management and treatment of surface water from East Tullos Industrial Estate. Wetland Habitat Enhancement including landscape management and potential provision of additional wetlands to support treatment of surface water discharges. East Tullos Boardwalk – for closer integration / access to blue-green network and contact with nature.
Trees & Woodland Development within St Fittick's Park will result in the direct loss of trees and mature woodland habitats– principally in the area surrounding the existing WWTW.	<ul style="list-style-type: none"> Reduced development footprint - compared to 21ha OP56/OP62 combined allocation. Retain woodland belt along railway line and elsewhere in St Fittick's Park. 	<ul style="list-style-type: none"> Minimise losses to woodland wherever possible and safeguard boundary trees through CEMP. Provide buffer zones to site perimeters (WWTW / Park) with retained woodland planting. 	<ul style="list-style-type: none"> New Native Woodland Planting to ensure replacement of an equivalent area of tree planting to mitigates loss of trees and ensure no net loss of woodland cover. Native Amenity Trees & Hedgerows to be incorporated into site/plot landscape scheme. 	Compensatory Tree Planting additional planting across masterplan area to extend woodland cover and address woodland fragmentation – Tullos Wood and as potential priority planting area (subject to further survey and Landscape Framework)

St Fittick's Park (OP56 / OP62)	PREVENTIVE MEASURES		REMEDIATIVE MEASURES	
Development providing for potential re-alignment of Coast Road and creation of platforms for high-value manufacturing and port-integrated activity.	AVOID <i>Avoiding</i> impacts on biodiversity and local environment through site selection, retention of valuable assets, sensitive design development, and scheduling of works.	MINIMISE <i>Minimising</i> the significance / extent of impacts through controls and limits on the physical extent of development, and/or construction and operation of development.	MITIGATE <i>Mitigating</i> impacts where these occur through targeted environmental interventions -such as the on-site re-establishment of habitats, landscape management, or incorporating blue-green infrastructure into development.	COMPENSATE + ENHANCE <i>Compensating</i> for unavoidable environmental impacts through provision of new or enhanced environmental assets / features / habitats – with specific and direct relationship to residual project impacts.
Biodiversity Protection & Enhancement Ensure existing biodiversity is protected and enhanced by completing full habitat mapping and developing an ecological based response plan to address long-term enhancement of natural capital and biodiversity.	<ul style="list-style-type: none"> Complete detailed habitat mapping of core sites within the Marine Gateway Identify areas that contribute to local biodiversity and target / priority species. Integrate environmental / ecological mapping into early planning and design development. 	<ul style="list-style-type: none"> Identify and minimise direct impacts on areas of biodiversity value. Minimise losses to habitats wherever possible and build ecological / habitat protection into CEMP. 	<ul style="list-style-type: none"> Habitat Management - identify areas within the site for biodiversity enhancement through new planting / landscaping or enhanced ecological management. Park & Wider Managed Grasslands (see Pollinator Coast) 	<ul style="list-style-type: none"> 'Pollinator Coast' - programme creating new habitat / biodiversity opportunities (invertebrates) along coastal corridor. Habitat Connectivity - Enhance existing habitats / natural capital to address habitat fragmentation and link Green Network elements. Green Roofs- incorporated where feasible as part of Plot Landscape Frameworks.
Heritage (St Fittick's Churchyard) Development is proposed in close proximity to St Fittick's Churchyard (Scheduled Monument) with potential for impacts on its setting.	<ul style="list-style-type: none"> Reduced development footprint - compared to 21ha OP56/OP62 combined allocation. Potential road re-alignment sited within OP62 boundary to maximise separation from churchyard (reducing PoA development area). 	<ul style="list-style-type: none"> Provide minimum 40m buffer zones to St Fittick's Churchyard from development and/or re-aligned road to ensure separation from development and minimise impact on setting. 	<ul style="list-style-type: none"> Boundary Treatment to church and boundary areas incorporating combination low-level planting, living walls, and landscape features. Detailed measures to be agreed in consultation with ACC and HES - reflect changed landscape context surrounding the Church, and ensuring impact on setting of the Scheduled Monument are minimised and appropriately mitigated. 	<ul style="list-style-type: none"> Provision of new / replacement Interpretative Signage at site to ensure the story of Church and its position within local history positively contributes to amenity within the Park. Enhancing status of the Church as key asset for St Fittick's Park, in prominent location at a 'gateway' to Aberdeen, potentially through sensitive up-lighting specialist stonework / fabric repairs (to be developed in consultation with ACC Archaeology / HES).

St Fittick's Park (OP56 / OP62)	PREVENTIVE MEASURES		REMIADIATIVE MEASURES	
Development providing for potential re-alignment of Coast Road and creation of platforms for high-value manufacturing and port-integrated activity.	AVOID <i>Avoiding</i> impacts on biodiversity and local environment through site selection, retention of valuable assets, sensitive design development, and scheduling of works.	MINIMISE <i>Minimising</i> the significance / extent of impacts through controls and limits on the physical extent of development, and/or construction and operation of development.	MITIGATE <i>Mitigating</i> impacts where these occur through targeted environmental interventions -such as the on-site re-establishment of habitats, landscape management, or incorporating blue-green infrastructure into development.	COMPENSATE + ENHANCE <i>Compensating</i> for unavoidable environmental impacts through provision of new or enhanced environmental assets / features / habitats – with specific and direct relationship to residual project impacts.
Park, Greenspace & Green Networks Development within OP56 and OP62 will involve the loss of some local greenspace and functions / features of the existing public park.	<ul style="list-style-type: none"> Reduced development footprint – compared to 21ha OP56/OP62 combined allocation. Avoid greenspace adjacent to housing/ core park areas and main access points to park. 	<ul style="list-style-type: none"> Retain most valuable / significant park features – East Tullos Burn + Wetlands, play facilities, Core Paths. Provide buffer zones to site perimeters (WWTW / Park) with retained woodland planting. 	<ul style="list-style-type: none"> Path Realignments / Improvements - to enhance quality and accessibility of St Fittick's Park – including potential boardwalk and integrated with biodiversity and landscape management works. Park Enhancements to mitigate loss of quantity of greenspace with improvements to quality and accessibility. Extending use, improving access, and provision of additional facilities (e.g. skate park / pump track/ play/ community growing - to be agreed with local community). 	<ul style="list-style-type: none"> Local Parklets enhancing park and local greenspace facilities immediately adjacent to housing. Extending access (Older People /young People / Carers / etc), 'offsetting' loss of greenspace and adding to local amenity. 'Energy Coast' Coastal Path upgrade to improve local Green Network quality and accessibility for all communities and support local health & well-being. Tullos Wood Gateway – enhancing accessibility to local Green Network from Torry.

St Fittick's Park (OP56 / OP62)	PREVENTIVE MEASURES		REMIADIATIVE MEASURES	
Development providing for potential re-alignment of Coast Road and creation of platforms for high-value manufacturing and port-integrated activity.	AVOID <i>Avoiding</i> impacts on biodiversity and local environment through site selection, retention of valuable assets, sensitive design development, and scheduling of works.	MINIMISE <i>Minimising</i> the significance / extent of impacts through controls and limits on the physical extent of development, and/or construction and operation of development.	MITIGATE <i>Mitigating</i> impacts where these occur through targeted environmental interventions -such as the on-site re-establishment of habitats, landscape management, or incorporating blue-green infrastructure into development.	COMPENSATE + ENHANCE <i>Compensating</i> for unavoidable environmental impacts through provision of new or enhanced environmental assets / features / habitats – with specific and direct relationship to residual project impacts.
Local Amenity Development will involve industrial / commercial activity in relative proximity to existing sensitive receptors with the potential for impacts on local amenity – especially in terms of noise and visual impact.	<ul style="list-style-type: none"> Reduced development footprint - compared to 21ha OP56/OP62 combined allocation. Ensure a clear stand-off between development areas and residential properties. 	<ul style="list-style-type: none"> Development within OP56 site to be primarily 'built development' with limited external operations. Planning conditions to define parameters for height & massing reflecting standard industrial typologies and based on Landscape & Visual Impact Assessment. Planning conditions to provide operational controls on hours of use / outdoor activity. - Planning conditions to provide operational controls on hours of use / outdoor activity – based on Noise Impact Assessment. Noise control measures for construction period (including controlled working hours) to be agreed through CEMP / Noise Impact Assessment. 	<ul style="list-style-type: none"> Plot Landscape Frameworks for all sites addressing detailed layouts to protect amenity, incorporate screening and boundary treatments (living walls, shelterbelt, other landscape measures) to mitigate visual impact of built development and associated external areas. Landscape Planting & Boundary Treatments within park / buffer zones to provide partial screening to built development. 	<ul style="list-style-type: none"> Architectural/ Design Treatments Architectural and design measures associated with building detailing and combination of site planning / plot development, landscape treatments appropriate to the nature of future development and amenity needs.

Gregness (OP62)	PREVENTIVE MEASURES		REMEDIATIVE MEASURES	
Development providing platform suitable for manufacturing associated with ASH, and areas suitable for external storage and other energy transition uses.	AVOID <i>Avoiding</i> impacts on biodiversity and local environment through site selection, retention of valuable assets, sensitive design development, and scheduling of works.	MINIMISE <i>Minimising</i> the significance / extent of impacts through controls and limits on the physical extent of development, and/or construction and operation of development.	MITIGATE <i>Mitigating</i> impacts where these occur through targeted environmental interventions -such as the on-site re-establishment of habitats, landscape management, or incorporating blue-green infrastructure into development.	COMPENSATE + ENHANCE <i>Compensating</i> for unavoidable environmental impacts through provision of new or enhanced environmental assets / features / habitats – with specific and direct relationship to residual project impacts.
Biodiversity Protection & Enhancement Ensure existing biodiversity is protected and enhanced by completing full habitat mapping and developing an ecological based response plan to address long-term enhancement of natural capital and biodiversity.	<ul style="list-style-type: none"> Complete detailed habitat mapping of core sites within the Marine Gateway. Identify areas that contribute to local biodiversity and target / priority species. Integrate environmental / ecological mapping into early planning and design development. 	<ul style="list-style-type: none"> Identify and minimise direct impacts on areas of biodiversity value. Minimise losses to habitats wherever possible and build ecological / habitat protection into CEMP. 	<ul style="list-style-type: none"> Habitat Management - identify areas within the site for biodiversity enhancement through new planting / landscaping or enhanced ecological management. Native Amenity Trees & Hedgerows to be incorporated into Plot Landscape Framework. 	<ul style="list-style-type: none"> 'Pollinator Coast' - programme creating new habitat / biodiversity opportunities (invertebrates) along coastal corridor. Habitat Connectivity - Enhance existing habitats / natural capital to address habitat fragmentation and link Green Network elements. Green Roof Developments - incorporated where feasible as part of Plot Landscape Frameworks.

Gregness (OP62)	PREVENTIVE MEASURES		REMEDIATIVE MEASURES	
Development providing platform suitable for manufacturing associated with ASH, and areas suitable for external storage and other energy transition uses.	AVOID <i>Avoiding</i> impacts on biodiversity and local environment through site selection, retention of valuable assets, sensitive design development, and scheduling of works.	MINIMISE <i>Minimising</i> the significance / extent of impacts through controls and limits on the physical extent of development, and/or construction and operation of development.	MITIGATE <i>Mitigating</i> impacts where these occur through targeted environmental interventions -such as the on-site re-establishment of habitats, landscape management, or incorporating blue-green infrastructure into development.	COMPENSATE + ENHANCE <i>Compensating</i> for unavoidable environmental impacts through provision of new or enhanced environmental assets / features / habitats – with specific and direct relationship to residual project impacts.
Park, Greenspace & Green Networks Development at Gregness (OP62) may impact on accessibility to the local Green Network.	<ul style="list-style-type: none"> Reduced development footprint to core areas of site – ensuring that Coastal Path can be retained and re-instated (as required by conditions linked to Aberdeen South Harbour construction). 	<ul style="list-style-type: none"> Provide buffer zones to site perimeters – Coastal Path and clifftop so that these remain fully accessible and provide amenity value as part of the Green Network. 		<ul style="list-style-type: none"> 'Energy Coast' Coastal Path upgrade to improve local Green Network quality and accessibility for all communities and support local health & well-being.
Local Amenity Development will involve industrial / commercial development on an exposed coastal site, with the potential for impacts on local amenity – especially in terms of visual impact.	<ul style="list-style-type: none"> Reduced development footprint – situating primary built development to the north of the site closest to ASH and within parts of the site previously developed (Concrete Batching facility). 	<ul style="list-style-type: none"> Planning conditions to define parameters for height & massing reflecting industrial typologies and based on detailed Landscape & Visual Impact Assessment. Planning conditions to provide operational controls on hours of use / outdoor activity. 	<ul style="list-style-type: none"> Path Network Connections - (See Green Networks above). Plot Landscape Frameworks - addressing detailed layouts to protect amenity, incorporate screening and boundary treatments (living walls, shelterbelt, other landscape measures) to mitigate visual impact of built development and associated external areas. Landscape Planting & Boundary Treatments within buffer and boundary zones to provide partial screening to built development. 	<ul style="list-style-type: none"> Architectural/ Design Treatments Architectural and design measures associated with building detailing and combination of site planning / plot development, landscape treatments appropriate to the nature of future development and amenity needs that positively complement the industrial / infrastructure setting around Aberdeen South Harbour.



KEY MASTERPLAN CONSTRAINTS, OPPORTUNITIES & CONSIDERATIONS.

While the Harbour and OP56 and OP62 Opportunity Sites represent a major economic and energy transition development opportunity, existing land uses, site infrastructure, and blue-green network assets provide constraint, and a balance is required between development and protecting both greenspace and biodiversity assets.

Development within the Marine Gateway therefore requires coordinated planning that appropriately addresses opportunity and constraint to achieve sustainable development. This means incorporating measures to avoid and minimise environmental impacts such as landscape buffers, as well mitigation and compensatory provision including investment in local biodiversity, amenity, and retaining and improving accessibility to greenspace.

- 1 **East Tullos Burn** – improved and ‘re-meandered’ in 2014 through SEPA / ACC Community Partnership. Important hydrological and ecological function and key asset for St Fittick’s Park. Approximate route illustrated diagrammatically here.
- 2 **Wetland habitats** providing locally important biodiversity – in places overgrown by non-native species (Typha) closing out open water and hampering function of the Burn.
- 3 **East Tullos Burn outfall to Nigg Bay** (beneath Coast Road).
- 4 **Railway footpath** crossing to be closed by Network Rail
- 5 **Nigg Bay SSSI** – designated for its quaternary geology and geomorphology
- 6 **Existing residential communities** in Torry & Balnagask – in close proximity to allocated Opportunity Sites within St Fittick’s Park.
- 7 **Valued local greenspace** and community park – providing space for leisure and recreation.
- 8 **Existing Woodland** – screening Waste Water Treatment Works.
- 9 **St Fittick’s Church** (Scheduled Monument).
- 10 **Coast Road**
- 11 **Nigg Bay Waste Water Treatment Works** – major water treatment facility for Aberdeen and wider region, including sub-terrain rising mains and combined sewer overflows situated within the Park.
- 12 **Local Path Network** – including Core Path 78 which connects to Cove via the coastal cliff-top path and Core Path 108 crossing St Fittick’s Park.
- 13 **Footpath** to be provided as part of re-aligned Greyhope Road, associated with Aberdeen South Harbour construction.
- 14 **Tullos Wood** – a Local Nature Conservation Site with excellent views over the City and a number of Scheduled Monuments, but challenging to access from Torry.
- 15 **Aberdeen South Harbour** - £400m investment in deep-water marine infrastructure capable of serving offshore renewables sectors and catalysing investment.
- 16 **Co-located LDP Opportunity Site (OP56)** – designated for energy transition uses which have a functional association with Aberdeen South Harbour.



Railway Crossing (to be closed)



East Tullos Burn Outfall



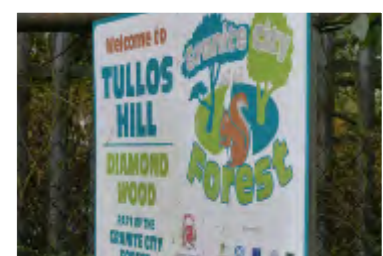
Local Greenspace



Local Path Network



Wetland Habitats including invasive non-native species



Tullos Wood



Aberdeen Bay Windfarm



St Fittick's Park

**Illustrative Plan
Key Masterplan Considerations**



STRATEGIC MITIGATIONS & COMPENSATIONS
 As set out within the 'Community & Energy Coast', the Masterplan identifies a range of mitigation and compensatory measures including specific proposals within and around St Fittick's Park to address the impacts of development on greenspace, local landscape and biodiversity, East Tullos Burn, cultural heritage, and local connectivity. These respond to specific requirements set out within the Local Development Plan (OP56 Allocation) and NPF4, as well as incorporating wider measures to ensure a sustainable development that positively contributes to local place-making.

Locations shown are indicative and the precise nature of mitigations and compensations will be informed through further detailed environmental and technical assessment (including EIA), as well as consultation and engagement with key stakeholders including ACC and local community. The full detail of proposed mitigation and compensation measures set out will be developed and secured through future planning processes, recognising that additional site specific mitigation and compensation may also be required as an outcome of EIA / Transport Assessment and other technical studies.

**Illustrative Plan
 Strategic Mitigations & Compensations**

- 1 **Local Parklets** – providing enhanced park and local greenspace facilities within currently under-utilised open space in close proximity to housing – extending access and adding to local amenity. Specific locations and amenities within Parklets to be confirmed through further consultation and in coordination with ACC.
- 2 **Heritage Interpretation and Restoration** – boundary treatment and landscaping to reflect changed setting of St Fittick's Church, along with provision of replacement interpretation signage and sensitive conservation repair (to be developed in consultation with HES / ACC Archaeology)
- 3 **Path Network** - Core Path and other walking routes through St Fittick's Park to be re-instated and enhanced to maintain connectivity through the area and ensure full accessibility across the Green Network.
- 4 **Boardwalk and Wetland access** – to allow closer integration, access, and contact with nature within St Fittick's Park and wetlands.
- 5 **Pollinator Coast Biodiversity** – strengthening habitat connectivity and biodiversity within the Coastal corridor through targeted pollinator planting – complementing ACC B-Line initiative with coastal plant species to support priority invertebrates.
- 6 **Tullos Wood Access & Path Connections** – to enhance accessibility to Tullos Wood and the wider Green Network from Torry – providing more accessible, legible and direct entrance along with associated pathway and landscaping improvements.
- 7 **Retained East Tullos Burn** – key ecological and hydrological asset retained and separated from proposed development sites through landscape buffer zones.
- 8 **Burn Re-Alignment** - Partial re-alignment and extension of eastern section of the channel to enable formation of development plots – replicating the 'meandering' course of the current section.
- 9 **Native Species Planting and Wetlands Habitat Management** – targeted removal of overgrown invasive non-native species (Typha) to improve areas of open water and functional hydrology, and associated re-stocking of native species around the Burn with wetland landscape to be managed for biodiversity.
- 10 **East Tullos Drainage Infrastructure** – management and pre-treatment of surface water run-off from East Tullos Industrial Estate to support water quality improvement within the Burn.
- 11 **Energy Coast 'Coastal Path'** – maintained Coastal Path (Core Path 78) incorporating pathway provisions arising from Aberdeen South Harbour construction, and tied in to planned Coast Road re-alignment with opportunity for interpretation around Nigg Bay SSSI.
- 12 **Plot Landscape Framework** – incorporating a range of measures within the Development to support biodiversity and habitat connectivity – including landscape planting to support amenity and integrate with surrounding Green Network as well as potential green roofs and living walls, adding to the 'Pollinator Coast'.
- 13 **Skate Park / BMX Pump Track** – potential extension and enhancement of Skate Park facility and/or BMX Pump Track to add to facilities within the Park – to be agreed with local community and Locality Planning Partnership, and advanced through co-design.
- 14 **Play Facilities** – potential extension or enhancement of existing play provision within St Fittick's to add to the overall quality of the Park, particularly around facilities for explorative or innovative play.
- 15 **Compensatory Tree Planting** – development in St Fittick's Park will result in the loss of trees and mature woodland, to be replaced and compensated across the masterplan area.



Path Network



Heritage Interpretation & Restoration



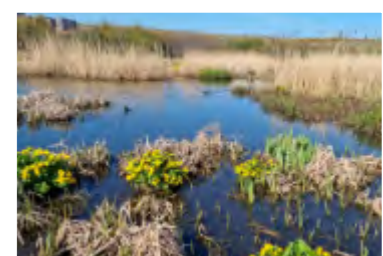
Pollinator Cost Biodiversity



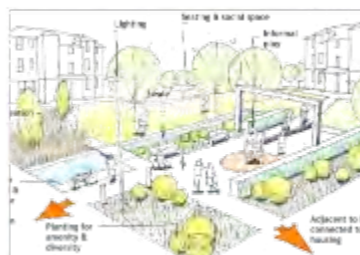
Skate Park



Boardwalk and Wetland Access



Enhanced Wetland Habitat



Local Parklets



Tullos Wood Access & Paths



INDICATIVE MASTERPLAN - ST FITTICK'S

The layout and design principles are captured within the illustrative campus layouts for the Marine Gateway. Developable areas shown are indicative and will be defined through further assessment and review but must reflect design guidance and address site constraints and opportunities on a reduced development area within the allocated Opportunity Site boundaries, along with issues and points raised during engagement with partners, stakeholders and the local community.

St Fittick's

- 1 Buffer zones to setting of St Fittick's Church for landscaping and screening treatment – with detailed consideration of levels and final road alignment. Detail to be agreed with HES and ACC Archaeology.
- 2 Buffer zones to retained East Tullos Burn incorporating native planting and landscaping – separating development from key wetland environments as far as possible.
- 3 Potential coast road re-alignment incorporating full active travel provision. Enabling creation of development plot contiguous with Aberdeen South Harbour. Detailed design to be agreed with ACC Roads.
- 4 Port integrated activity contiguous with Aberdeen South Harbour and with direct access to quayside.
- 5 High-value energy transition activity, such as manufacturing, with functional association to Aberdeen South Harbour which precludes it being located elsewhere. High-quality design incorporating durable materials, with height and massing informed by landscape & visual impact assessment.
- 6 Primary site access from re-aligned Coast Road – crossing the re-aligned section of the East Tullos Burn. Potential managed crossing of Coast Road for inter-connectivity with Aberdeen South Harbour dependent on end-user requirement.
- 7 SuDS provision (shown indicatively) to be incorporated into development plots – ensuring development is flood resilient and does not increase current or future risk of flooding to surrounding land, especially within St Fittick's Park.

○ Strategic Mitigations & Compensations – shown overleaf.



Aberdeen South Harbour



Jack-up Vessel



High Value Manufacturing

**Illustrative Concept
High Value Energy Transition Manufacturing Co-located with Port**



INDICATIVE MASTERPLAN - GREGNESS

The layout and design principles are captured within the illustrative campus layouts for the Marine Gateway. These reflect design guidance and address site constraints and opportunities along with issues and points raised during engagement with partners, stakeholders and the local community.

Development Proposals:

- 1 Principal site access from Coast Road – utilising existing site entrance.
- 2 High-value manufacturing activity – benefitting from immediate proximity and ability to transport materials downhill over a very short distance. Building footprint to be configured around Scottish Water sub-terrain infrastructure
- 3 Access to Aberdeen South Harbour breakwater and sector light maintained through development.
- 4 Development plot at the south of the site – configured around Scottish Water sub-terrain infrastructure and suitable for complementary, smaller-scale energy transition activity that may benefit from coastal location and/or proximity to the Harbour.
- 5 Planned coast road re-alignment including new rail crossing. All future development to be closely coordinated with ACC Roads, noting potential for associated land and/or phasing requirements to enable construction.

Strategic Mitigations & Compensations:

- 6 Landscape screening and treatment within buffer and boundary zones, incorporating native species suitable for coastal cliff-top environment and adding to site biodiversity.
- 7 Coastal path (Core Path 78) to be retained / re-instated (requirement of Aberdeen South Harbour planning consent) and form part of 'Energy Coast' with enhanced interpretation and wayfinding, including around Nigg Bay SSSI.
- 8 Native species amenity landscaping and planting around site boundaries within coastal corridor, to add to 'Pollinator Coast' and overall site biodiversity.
- 9 Building height and massing to be determined through Landscape & Visual Impact assessment, accounting for potential local landscape sensitivity as well as changing setting and character as a result of new marine infrastructure around Aberdeen South Harbour.



Gregness



Aberdeen South Harbour



Development must ensure access and functionality of Harbour infrastructure is maintained.



Hydrogen Campus

4.3 HYDROGEN CAMPUS

The production and distribution of low-carbon hydrogen, especially green hydrogen, will be a key part of Scotland’s future net zero economy. Hydrogen can be stored, liquified and transported via road / rail / sea / pipelines and has wide-ranging applications as a zero-carbon energy source especially in industry and transport.

Aberdeen has been an early adopter of hydrogen – and North East Scotland has the potential to produce >20% of Scotland’s low carbon hydrogen production target by 2030. A series of hydrogen production projects are being progressed within the ETZ area, including BP Aberdeen Hydrogen Energy Ltd.’s Aberdeen Hydrogen Hub, Vattenfall’s HT-1 project and ERM’s Dolphyn project.

The ETZ masterplan is seeking to further strengthen the City’s position as a centre for innovation and excellence in this specialist and growing sector. Doonies (OP61) is identified as a suitable and well-positioned site for a purpose-developed technology campus, providing new development and infrastructure to address challenges associated with hydrogen production, storage and distribution, and growing the hydrogen supply-chain and industrial / manufacturing base. Development of the site will seek to provide a multi-use cluster of industry operators, researchers and innovators, and institutional partners active in the emerging hydrogen sector.

Development Vision

Developed as a specialist Energy Transition campus anchored around a Green Hydrogen Test and Demonstration Facility (GHTDF) the campus will reinforce Aberdeen’s position as the leading centre in green hydrogen technology, production and application. Commercial partner investment will drive additional applications and form a key part of the emerging Scottish hydrogen technology ecosystem. The Hydrogen Campus will additionally attract green hydrogen high-value manufacturing opportunities, such as electrolyser manufacturing, and support supply chain companies exploiting green hydrogen production potential associated with ScotWind, INTOG and onshore wind developments.

Hydrogen Campus – Planning & Policy Overview

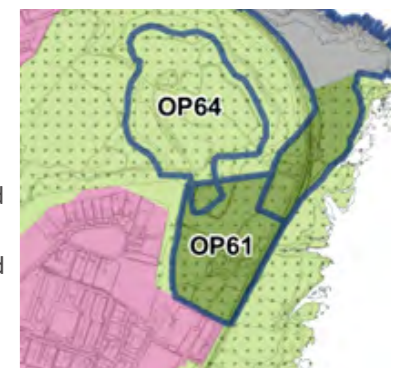
The Hydrogen Campus incorporates land at Doonies, situated on the west side of the Coast Road at the edge of Altens Industrial Estate. Land within Altens Industrial Estate (Peterseat Drive) also has the potential to support future expansion of the Campus and is designated as Business & Employment Land. The Doonies site is designated as Opportunity Site OP61 (Doonies) within the LDP, as well as being covered by Policy B5 relating to the Energy Transition Zone.

The OP61 Opportunity Site allocation includes areas of the former Ness Landfill to the north of the farm, overlapping slightly with the OP64 Opportunity Site which relates to development of a Solar Farm linked to the bp Aberdeen Hydrogen Energy Ltd. “Hydrogen Hub”.

POLICY	Summary Extract
OP61	<i>“This area along with OP56 will support renewable energy transition related industries in association with Aberdeen South Harbour...Other issues which need to be addressed include landscape impact of development, recreational access and habitat connectivity.”</i>
Policy B5	<i>“There will be a presumption in favour of the development, production, assembly, storage and/or distribution of infrastructure required to support renewable energy related industries; this includes offshore wind, tidal, hydrogen and solar...Development proposals will be required to include suitable open space and landscape enhancements for the wellbeing of people and wildlife”</i>

The LDP requires for Opportunity Sites OP56, OP61 and OP62 that masterplanning specifically considers the following matters:

- The extent of developable areas within B5 Energy Transition Zone zoning.
- Areas which should remain undeveloped and the extent of any buffer zones.
- Mitigation measures to ensure the continued viability of linear habitats including the East Tullos Burn, recreation and Core Path network.
- Options for the use of the waste-water treatment plant.
- Measures to avoid, minimise, mitigate, and compensate potential impacts on biodiversity and greenspace that will ensure at least no net loss of biodiversity across the masterplan area.



Local Development Plan (LDP)



**Illustrative Concept
Hydrogen Campus incorporating Manufacturing, R&D, Demonstrator and Support Services**

Page 101

Site Opportunities & Constraints

The Doonies site is currently greenfield and has been in use as a rare breeds farm, though the lease on the farm is due to end subject to agreement with ACC. The site is not subject to any environmental or cultural heritage designations and is relatively unconstrained for development. It offers strong potential for creation of a specialist technology campus with a mix of plot sizes suitable for different users.

The site has a direct access from the Coast Road and is sited directly opposite a single-track railway crossing linking to National Cycle Route 1 and the Coastal Path. There is an opportunity for creation of enhanced access to the site, delivered in coordination with the planned upgrade of the Coast Road (Aberdeen Harbour External Transportation Links) which will strengthen its connection to the South Harbour. In particular, masterplanning has identified an opportunity for creation of a new road link across the site, connecting the Coast Road directly to Peterseat Drive. This would deliver access to plots within the Campus and integrate the site closely with Altens Industrial Estate creating further opportunity for brownfield land renewal on vacant and under-utilised sites for future growth of the Campus.

The site is well removed from sensitive receptors and close to the shoreline providing an opportunity for connection to offshore renewables, including pipeline supply of green hydrogen produced offshore which is already being actively explored (see 'Investment & Development Proposition' below).

The former Ness Landfill sits immediately to the north of the site. Ground conditions and the potential for associated contamination would require thorough assessment as part of any development. At the northern boundary (between the landfill and the site) a narrow pathway provides access to/from Tullos Wood and the Coast, which should be integrated into development with opportunities for enhancement considered.

The site sits at the interface between the heavily industrial character of Altens (to the south and west) and the undeveloped, open coastal landscape (to the north and east), requiring careful design consideration to positively integrate development and provide a strong landscape quality.

Opportunities	Constraints
<ul style="list-style-type: none"> Specialist Campus to support / catalyse Hydrogen technologies. Creation of new Link Road connecting Peterseat Drive to Coast Road. Connection / expansion to future brownfield land renewal (Peterseat). Create strong landscape amenity. Strengthen active travel links and support Coast Road infrastructure. 	<ul style="list-style-type: none"> Site availability limited by current lease termination date. Adjacency of former Ness Landfill Site. Coastal landscape character.



**Illustrative Concept
Green Hydrogen Test & Demonstration Facility**

Investment & Development Proposition

The Hydrogen Campus is a location of active investment interest. Development interests are seeking a range of facilities that will include a mix of building typologies (Office and R&D (Class 4), Manufacturing (Class 5), Distribution (Class 6) suitable for research & innovation, advanced manufacturing, and production-based activities for hydrogen and its linked supply-chain. This includes:

Hydrogen Investment	Masterplan Requirements
Green Hydrogen Test and Demonstration Facilities (GHTDF)	R&D Facility utilising hydrogen from ERM’s Dolphyn project to demonstrate and test hydrogen (meters, valves, compressors etc) and equipment provide an innovation and technology test centre for new and emerging suppliers and service companies.
Enabled Sites for strategic green hydrogen production projects	Enabled land for strategic green hydrogen projects, such as the ERM Dolphyn project’s onshore facilities.
Manufacturing Facilities	Manufacturing associated with large / industrial scale hydrogen electrolyzers (and associated components) through to manufacture of hydrogen refuelling and battery cell technologies.
Large Scale Manufacturing	
Manufacturing Facilities	Cross-cutting innovation and academic and industry partnership will be required in the creation of Scotland's hydrogen economy. R&D and proof of concept / incubator and commercial workshop space for early-stage hydrogen companies.
Proof of Concept / Incubator	
Manufacturing Service & Support Technology Providers	Specialist sector leading companies associated with hydrogen and fuel cell technology, PEM fuel cell management, liquid/molecular hydrogen distribution systems and management.

The Hydrogen Campus will seek to offer a range of buildings suitable for innovation, research & development, start-up businesses, and institutions operating in the hydrogen sector such as ORE Catapult, EMEC, and Net Zero Technology Centre. Subject to future planning and development arrangements these may include co-working space, flexibly let offices, technology labs, technology demonstration facilities, and shared amenities, that together facilitate a high-quality environment for research, innovation and commercialisation.



The scale of site also offer potential for larger-scale industrial units suitable for high-value manufacturing and wider supply-chain activity, supporting the development of technologies and processes involved in hydrogen production, storage and distribution. These could include large scale specialist manufacturing of electrolyzers required to produce hydrogen, or production of hydrogen fuel cells used in low carbon transport and industrial processes.


As noted above, the site’s coastal location provides opportunity for onshore landing of offshore green hydrogen production. ERM Dolphyn is in advanced discussions to make landfall of their offshore green hydrogen production project at a site within the Hydrogen Campus, providing a ready supply of green hydrogen to the site for research, test & demonstration purposes, and for onward distribution to power the city of Aberdeen’s rapidly growing hydrogen sector. The Campus could be suitable as a landfall location for other offshore green hydrogen production, subject to future development and feasibility.

The emergence of new markets and supply-chains within the hydrogen sector will provide diversification opportunities for local companies that have previously serviced oil & gas sectors. The Campus will seek to provide a focus for leveraging and re-purposing the region’s expertise in these areas to create new economic value and jobs.

Development Guidance

Development within the Hydrogen Campus will promote a cluster supporting a regional Centre of Excellence that builds on the early adoption of hydrogen technologies by Aberdeen City Council and the opportunities for green hydrogen production associated with ScotWind, INTOG and the significant planned expansion of the onshore wind sector in Scotland.

<p>Land Use</p> 	<p>The Hydrogen Campus is proposed to be developed on a site currently in agricultural use operating as Doonies Farm, with future expansion potential on brownfield land at Peterseat Drive.</p> <p>Development within the Campus should principally comprise a mix of Class 4 / 5 with ancillary Class 6 uses. It should provide facilities suitable for a range of users in the energy transition and hydrogen sector, including research, test & demonstration / commercialisation of hydrogen technologies, and high-value manufacturing associated with production, storage, distribution, and use of hydrogen. A small portion of the on-site infrastructure may be Sui-Generis use class, reflecting its highly specific nature, and should be considered on its merits and with regard to their suitability within an energy transition and industrial cluster.</p> <p>Relevant planning policies and associated guidance to be considered in the development of future planning applications include:</p> <ul style="list-style-type: none"> • Local Development Plan Policies: B5 (Energy Transition Zone). • National Planning Framework 4 – National Development 14.
<p>Design Quality</p> 	<p>Development within the Hydrogen Campus should:</p> <ul style="list-style-type: none"> • Develop a coherent and structured Campus layout facilitating development of strategic green hydrogen projects, with development plots sited around the alignment of a Peterseat-Doonies Link Road. • Incorporate landscape and amenity features to provide the qualities of a Campus site. Higher amenity and design quality buildings should be located towards the Coast Road frontage and taking advantage of prominent / principal views offered by the site. • Provide building heights reflecting standard industrial typologies, typically in the range of 10-15m (eaves height) subject to land uses and specific end-user requirements. Further design development should be informed by detailed review of landscape & visual impacts to inform plot specific approach to height, massing and building form – taking account of scale/massing of adjacent sites and surrounding landform. • Provide for sustainable development that minimises resource use and total energy demand through passive and active measures, and where feasible integrate renewable energy technologies within development. <p>Relevant planning policies and associated guidance to be considered in the development of future planning applications include:</p> <ul style="list-style-type: none"> • Local Development Plan Policies D1 (Quality Placemaking), D2 (Amenity), D3 (Big Buildings), D4 (Landscape), D5 (Landscape Design), D6 (Historic Environment), R6 (Low and Zero Carbon Buildings). • ACC Supplementary Guidance: Big Buildings, Landscape, Resources for New Development.

<p>Transport & Connectivity</p> 	<p>Development within the Hydrogen Campus should:</p> <ul style="list-style-type: none"> • Create safe and attractive routes for walking and cycling across the area - ensuring active travel routes link to employment sites and make connections to wider Core Path and leisure path networks. • Ensure connectivity from the site to the Tullos Hill path network and support the creation of new routes through the site connecting to the Coast and NCR1. • Provide direct access via a priority junction from the upgraded Coast Road, with specific siting and design requirements to be agreed in consultation with ACC Roads & Highways. Proposals should be coordinated with planned ACC enhancements work (including road widening) to the Coast Road, noting potential for associated land requirements within the OP61 site. • Incorporate a new link road crossing the site, to service development plots within the Campus and connect the Coast Road directly to Peterseat Drive. The road should be suitable for heavy-load vehicle movements and incorporate full active travel provision (walking and cycling). • Support Active Travel integration with covered and secured cycle parking facilities, along with car parking in accordance with ACC Standards (including EV Charging to support low-carbon journeys). <p>Relevant planning policies and associated guidance to be considered in the development of future planning applications include:</p> <ul style="list-style-type: none"> • Local Development Plan Policies: T1 (Land for Transport), T2 (Sustainable Transport), T3 (Parking). • ACC Supplementary Guidance: Transport & Accessibility. <p>In addition to planning requirements, the detailed design of any road infrastructure within the Hydrogen Campus should have regard to relevant standards within the Design Manual for Roads & Bridges, National Roads Development Guide (SCOTS), and be developed in close consultation with ACC Roads officers.</p>
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Infrastructure



Development within the Hydrogen Campus should:

- Ensure that all development is designed to be flood resilient and does not increase the current or future risk of flooding to surrounding land. Surface water management must be incorporated including sustainable flood risk management (SuDS) and appropriate blue-green infrastructures. Where possible, development should seek to provide SuDS ponds to the Coast Road frontage of the site, reflecting site topography and complementing landscape planting.
- Give careful consideration to the adjacent Former Ness Landfill site and the potential for contaminated land, ensuring ground conditions suitability is fully considered and any remediation works are programmed.
- Consider regulatory requirements that may arise from on-site production and/or storage of hydrogen – potentially including COMAH / HSC / PPC licensing. Development involving hydrogen storage should be consulted at an early stage with the Health & Safety Executive, SEPA, and ACC to ensure risk management, health & safety, and operational processes are fully coordinated.
- Allow for ducting and wayleaves as appropriate to future-proof development connections to potential utility and renewable energy networks which may emerge within ETZ. **(including for distribution of hydrogen).**

Relevant planning policies and associated guidance to be considered in the development of future planning applications include:

- Local Development Plan Policies: R6 (Low and Zero-Carbon Buildings), R7 (Renewable and Low Carbon Energy Developments), R8 (Heat Networks), NE4 (Our Water Environment).
- ACC Supplementary Guidance: Flooding, Drainage & Water Quality, Resources for New Development.



Development of the Campus, including delivery of a new Link Road, should be closely coordinated with the planned upgrade of the Coast Road by ACC.

Landscape & Environment



Development of the Hydrogen Campus has the potential to result in impacts to the local environment. Development should be designed and delivered in accordance with the environmental mitigation hierarchy to reduce these impacts as far as possible integrate effectively with environmental projects in the Community & Energy Coast Programme and contribute to the overall net gain of biodiversity across the masterplan area. The principles of environmental mitigation that all development within the Hydrogen Campus should follow are scheduled overleaf.

Relevant planning policies and associated guidance to be considered in the development of future planning applications include:

- Local Development Plan Policies: NE1 (Green Belt), NE2 (Green & Blue Infrastructure), NE3 (Our Natural Heritage), NE4 (Our Water Environment), NE5 (Trees & Woodland), WB1 (Healthy Developments), WB2 (Air Quality), WB3 (Noise), D6 (Historic Environment)
- ACC Supplementary Guidance: Landscape, Natural Heritage, Trees & Woodlands, Green Space Network and Open Space, Air Quality, Noise.



Development should incorporate active travel routes connecting to the local Green Network, including the Coastal Path.



Brownfield land within Altens (Peterseat Drive) presents opportunity to integrate existing industrial sites and further expand the Campus

Doonies (OP61)	PREVENTIVE MEASURES		REMEDIATIVE MEASURES	
Development area providing for a Doonies-Peterseat Link Road and creation of development platforms for hydrogen test & demo, on-shore landing site, high-value manufacturing and supply-chain activity.	AVOID <i>Avoiding</i> impacts on biodiversity and local environment through site selection, retention of valuable assets, sensitive design development, and scheduling of works.	MINIMISE <i>Minimising</i> the significance / extent of impacts through controls and limits on the physical extent of development, and/or construction and operation of development.	MITIGATE <i>Mitigating</i> impacts where these occur through targeted environmental interventions -such as the on-site re-establishment of habitats, landscape management, or incorporating blue-green infrastructure into development.	COMPENSATE + ENHANCE <i>Compensating</i> for unavoidable environmental impacts through provision of new or enhanced environmental assets / features / habitats – with specific and direct relationship to residual project impacts.
Biodiversity Protection & Enhancement Ensure existing biodiversity is protected and enhanced by completing full habitat mapping and developing an ecological based response plan to address long-term enhancement of natural capital and biodiversity.	<ul style="list-style-type: none"> Develop within defined OP61 boundaries – excluding areas of former landfill and associated drainage to reduce developable area. Complete detailed habitat mapping of the existing Doonies site. Integrate environmental / ecological mapping into early planning and design development. 	<ul style="list-style-type: none"> Minimise losses to woodland and other habitats wherever possible and build ecological / habitat protection into CEMP. Provide buffer zones and separation to site perimeters (Landfill / Coast Road / SUEZ) with retained woodland planting where existing. Identify and minimise direct impacts on areas of biodiversity value. 	<ul style="list-style-type: none"> Invasive Non-Native Species management programme to remove non-native invasive species on the site (Giant Hogweed) and associated local native species re-stocking. New Native Woodland Planting to ensure no net loss of woodland cover. Native Amenity Trees & Hedgerows to be incorporated into site/plot landscape scheme to support biodiversity. On-site SuDS infrastructure complementing landscaping and adding wetland biodiversity where possible. 	<ul style="list-style-type: none"> Compensatory Tree Planting additional planting across masterplan area to extend woodland cover and address woodland fragmentation – Tullos Wood and Coastal Strip as potential priority planting areas. ‘Pollinator Coast’ programme creating new habitat / biodiversity opportunities (invertebrates) along coastal corridor. Green Roofs- incorporated where feasible as part of Plot Landscape Frameworks.

Doonies (OP61)	PREVENTIVE MEASURES		REMEDIATIVE MEASURES	
Development area providing for a Doonies-Peterseat Link Road and creation of development platforms for hydrogen test & demo, on-shore landing site, high-value manufacturing and supply-chain activity.	AVOID <i>Avoiding</i> impacts on biodiversity and local environment through site selection, retention of valuable assets, sensitive design development, and scheduling of works.	MINIMISE <i>Minimising</i> the significance / extent of impacts through controls and limits on the physical extent of development, and/or construction and operation of development.	MITIGATE <i>Mitigating</i> impacts where these occur through targeted environmental interventions -such as the on-site re-establishment of habitats, landscape management, or incorporating blue-green infrastructure into development.	COMPENSATE + ENHANCE <i>Compensating</i> for unavoidable environmental impacts through provision of new or enhanced environmental assets / features / habitats – with specific and direct relationship to residual project impacts.
Local Amenity Development will involve industrial / commercial development on an exposed coastal site, with the potential for impacts on local amenity – especially in terms of visual impact.	<ul style="list-style-type: none"> Site located away from sensitive receptors (residential, education, health) Develop within defined OP61 boundaries – excluding areas of former landfill and associated drainage to reduce developable area. 	<ul style="list-style-type: none"> Campus primarily of ‘built development’ with limited external operations. Planning conditions to define parameters for height & massing reflecting standard industrial typologies and based on detailed Landscape & Visual Impact Assessment. Planning conditions to provide operational controls on hours of use / outdoor activity 	<ul style="list-style-type: none"> Plot Landscape Frameworks for all sites addressing detailed layouts to protect amenity, incorporate screening and boundary treatments (living walls, shelterbelt, other landscape measures) to mitigate visual impact of built development and associated external areas. On-site Path Networks connecting to Tullos Wood to as part of Green Network – and connected to Peterseat-Doonies Link Road Active Travel provision. 	Architectural / Design Treatments – Design measures associated with building detailing and combination of site planning / plot development, landscape treatments appropriate to nature of future development and amenity needs – creating a high-quality ‘Campus’ development.



INDICATIVE MASTERPLAN

The masterplan layout and design principles are captured within the campus layouts for the Hydrogen Campus. These reflect design guidance and address site constraints and opportunities along with issues and points raised during engagement with partners, stakeholders and the local community.

Development Proposals

- 1 Flexible development sites in a range of industrial and commercial typologies, suitable for manufacturing, R&D, and wider supply-chain.
- 2 Test & Demonstration facilities supporting innovation for hydrogen production, distribution, utilisation, and storage.
- 3 Brownfield land with Alps Industrial Estate suitable for potential future expansion of Campus, subject to future feasibility.
- 4 Primary site access from the Coast Road – with specific siting and design requirements to be coordinated and agreed with ACC Roads.
- 5 Provision of a new link road crossing the site and connecting the Coast Road to Peterseat Drive, suitable for heavy-load vehicle movements and incorporating active travel (walking and cycling) provision.

Strategic Mitigations & Compensations

- 6 Boundary treatments and landscape buffers incorporating native planting and trees to ensure no loss of woodland cover, and enhance local amenity and biodiversity
- 7 Plot Landscape Frameworks across the Campus incorporating planting and landscaping within development plots to mitigate the visual impact of development and add to site biodiversity – potentially including green roofs, living walls, and other landscape features.
- 8 On-site SuDS infrastructure integrated with landscaping and complementing overall site amenity, and adding to wetland biodiversity where possible.
- 9 Coastal Path (Core Path 78) forming part of 'Energy Coast' to be upgraded through targeted re-surfacing / re-instatement where pathways is degraded and with new interpretation and wayfinding – maintaining existing character as a coastal clifftop recreational walking route.
- 10 Retention and upgrade of on-site path networks connecting to Tullos Wood as part of the Green Network – integrated and connected to active travel provision within new Link Road.
- 11 Former landfill to be partially developed as Ness Solar Farm. Targeted native species planting as part of 'Pollinator Coast' to strengthen habitat connectivity and biodiversity within the Coastal corridor – complementing ACC B-Line initiative with species to support priority invertebrates.



Illustrative Concept
Hydrogen Campus incorporating Manufacturing, R&D,
Demonstrator and Support Services



4.4 OFFSHORE WIND CAMPUS

Complementing the Marine Gateway, the Offshore Wind Campus will provide a cluster of commercial, manufacturing, test & demonstration, and innovation facilities within brownfield land at Altens, supporting the growth of a strong offshore wind supply chain within the Zone, as well as providing opportunities for wider energy transition uses.

The key investment catalyst for the Campus is ETZ Ltd's co-investment with the Offshore Renewable Energy (ORE) Catapult to create a world leading National Floating Wind Innovation Centre (FLOWIC). The Centre is being developed to accelerate the commercialisation of floating offshore wind throughout the UK, capitalise on demand for floating offshore wind created by ScotWind, and support the incubation of new products, services and businesses within the sector.

Development Vision

Anchored by the National Floating Wind Innovation Centre (FLOWIC) the Offshore Wind Campus is a cluster supporting the development of offshore wind commercial applications, technologies and services, alongside complementary renewable energy activities. The Campus supports developers, operators, equipment manufacturers, supply chain companies and small innovators with research, test, deployment and validation facilities and small-medium scale business space. It will enable and support collaboration between academia, national innovation partners and industry creating a cluster of energy transition investment and activities.

Offshore Wind Campus – Planning & Policy Overview

The Offshore Wind Campus is situated on land at Hareness Road, on the eastern edge of Altens Industrial Estate. The site is designated as 'Business & Industry' land within the LDP. Immediately to the east of the site land around the Coast Road, East-Coast Main Line and on the coastal fringe is designated as Greenbelt and Greenspace Network.

The site contains the existing Irvin House building (now renamed W-Zero-1), a vacant mixed-use office, industrial and storage and distribution facility.

POLICY	Summary Extract
Policy B1 	<p>"Land zoned for business and industrial uses on the Proposals Map, including already developed land, shall be retained for Class 4 (Business), Class 5 (General Industrial) and Class 6 (Storage and Distribution) uses and safeguarded from other conflicting development types.</p> <p>...</p> <p>New business and industrial land proposals shall make provision for areas of recreational and amenity open space, areas of strategic landscaping, areas of wildlife value and footpaths, in accordance with the Open Space Strategy and any approved non-statutory planning guidance, planning briefs or masterplans"</p>



Local Development Plan (LDP)

Offshore Wind Campus



**Illustrative Concept
Floating Offshore Wind Innovation Centre within Existing Irvin House**

Site Opportunities & Constraints

The site is brownfield land with relatively few constraints to development across multiple plots for industrial use supporting energy transition. Boundaries to the site are well defined by Altens Industrial Estate to the west and north, woodland screening to the south, and the Coast Road and East-Coast Mainline to the east.

The presence of FLOWIC at the site along with renewal of existing buildings (such as ETZ Ltd’s W-Zero-2 Building on Minto Avenue) presents a clear opportunity for co-located activity around offshore wind and/or wider renewable energy supply chain, forming a cluster integrated with the existing industrial character in Altens.

Across the site there is potential to form access to multiple plots directly from Hareness Road. Opportunity exists for access to be enhanced through positive integration with the planned upgrade of this section of road through the Aberdeen Harbour External Transportation Links which will strengthen its connection to the South Harbour. The siting of junctions / access points will need to be sited carefully to ensure appropriate visibility and spacing given the curvature of Hareness Road and existing site entrances.

The site is relatively well removed from sensitive receptors, though residences at Burnbanks Village (approximately 220m from the southernmost plot) will require consideration of local amenity impacts.

The site slopes from west-to-east and further review of site topography and levels will inform more detailed proposals. British Geological Survey mapping indicates there is two areas of Made Ground at the western and southern edges of the site, which will also require further investigation as part of detailed planning.

Existing services at the site include Scottish Water infrastructure (sub-terrain foul sewers and surface water sewers) which cross east-west across the site. On the east side of Hareness Road are open drainage ditch and basins linked to surface water drainage from Altens Industrial Estate and Hareness Road.

Opportunities	Constraints
<ul style="list-style-type: none"> • Redevelopment of Brownfield land. • Co-located business space & Innovation Centre (FLOWIC). • Co-located investment sites with Altens Industrial Estate. • Key corridor through Altens Industrial Estate to Coast Road. 	<ul style="list-style-type: none"> • Ground conditions / made ground. • Existing local service and utility infrastructures. • Hareness Road curvature and siting of plot access.



**Illustrative Concept
Floating Offshore Wind Innovation Centre within Existing Irvin House**

Investment & Development Proposition

The Offshore Wind Campus seeks to provide flexible business space for a mix of energy transition activity, (industrial / R&D / commercial) forming a multi-use campus alongside the FLOWIC facility. The main components of the Campus are anticipated to include:

- National Floating Wind Innovation Centre – situated in former Irvin House (now renamed W-Zero-1) which has been acquired, renovated and re-purposed as the centrepiece of the Campus to support innovation and commercialisation in floating offshore wind.
- FLOWIC will anchor the Offshore Wind Campus and be a key early enabler for researchers and innovative / transitioning companies to locate within ETZ as part of a strong industry cluster that is immediately accessible to Aberdeen South Harbour and the 18GW of offshore wind development that is planned within 100 nautical miles of Aberdeen.
- The FLOWIC Centre is to be operated by Ore Catapult provide facilities for the following:
 - Digital Simulation and Modelling
 - Testing and validation of floating wind components / structures
 - Collaboration and joint working between academia and industry
- In addition to housing FLOWIC, the refurbished W-Zero-1 building will provide flexible office and light industrial accommodation for innovative companies operating in the energy transition supply chain and renewable sectors.
- Offshore wind supply chain development within flexible industrial units – new-build development opportunities where suitable to provide modern high-value manufacturing capabilities and allowing for co-locations within existing sites and buildings within the Altens Industrial Estate



- Linked to FLOWIC the plots within the site are well suited to accommodating facilities for test, validation and certification processes associated with offshore wind and the renewable energy supply-chain. These uses will benefit from close proximity to Aberdeen South Harbour and may require external areas for operation and/or specialist equipment which benefit from co-location to FLOWIC, other energy transition users, and setting adjacent to Altens Industrial Estate.


Brownfield land within the Campus may also be utilised for wider energy transition activity that can positively complement FLOWIC and associated offshore wind supply chain. Land within the Campus at Hareness Road has been identified as a preferred site for development of the ‘Hydrogen Hub’ to be delivered by bp Aberdeen Hydrogen Energy Ltd.

The Hydrogen Hub is proposed to operate as a green hydrogen production and re-fuelling facility, which would serve the Council’s fleet of buses, HGVs, and large vans to support transport decarbonisation and advance the take-up of hydrogen technologies in the city. Hydrogen will be produced on-site via electrolysis, utilising green power from the **planned** Ness Solar Farm, located approximately 1.5km to the north and connected via an underground cable.

Masterplan Development Guidance

The Offshore Wind Campus incorporates brownfield land for a mix of energy transition activities, anchored by the National Floating Wind Innovation Centre delivered in partnership with ORE Catapult.

<p>Land Use</p> 	<p>Development within the Campus should be for a mix of building typologies in Class 4 (Commercial / Light Industrial), Class 5 (Industrial) and Class 6 (Distribution) - providing flexible units with scale / facilities suitable for energy transition activities and supply chain.</p> <p>The National Floating Wind Innovation Centre will operate as a centre for innovation and house facilities for research, test & demonstration, and start-up / SME / innovator businesses in the energy transition supply chain – within Class 4 (Business) and potentially an element of Class 10 (Non-residential institutions).</p> <p>Elements of on-site infrastructure and development may be Sui-Generis use class, reflecting their highly specific nature and should be considered on their merits and with regard to their suitability within an energy transition and industrial cluster.</p> <p>Relevant planning policies and associated guidance to be considered in the development of future planning applications include:</p> <ul style="list-style-type: none"> Local Development Plan Policies: B1 (Business & Industrial Land)
<p>Design Quality</p> 	<p>Development within the Offshore Wind Campus should:</p> <ul style="list-style-type: none"> Develop a coherent and structured Campus layout with high-quality amenity, landscaping and frontages that enhance place quality on Hareness Road. Ensure development integrates with local landscape and townscape character. Building form and massing should reflect standard industrial typologies with heights in the range of 10-15m (eaves height) subject to land uses and specific end-user requirements. Develop a signage strategy for the Campus integrated and referenced with wider Hareness Road signage and ETZ branding. Provide for sustainable development that minimises resource use and total energy demand through passive and active measures, and integrate renewable energy technologies within development. <p>Relevant planning policies and associated guidance to be considered in the development of future planning applications include:</p> <ul style="list-style-type: none"> Local Development Plan Policies: D1 (Quality Placemaking), D2 (Amenity), D3 (Big Buildings), D4 (Landscape), D5 (Landscape Design), R6 (Low and Zero Carbon Buildings). ACC Supplementary Guidance: Big Buildings, Landscape, Resources for New Development.

<p>Transport & Connectivity</p> 	<p>Development within the Offshore Wind Campus should:</p> <ul style="list-style-type: none"> Create safe and attractive routes for walking and cycling across the area - ensuring active travel routes link to employment sites and make connections to wider Core Path and leisure path networks. Provide principal access from Hareness Road – with detailed junction siting / design requirements to be agreed in consultation with ACC Roads & Highways and integrate with planned upgrades to Hareness Road. Proposals should be coordinated with planned ACC enhancement work (including road widening) to the Coast Road, noting potential for associated land requirements within at Hareness Road. Support Active Travel integration with covered and secured cycle parking facilities, along with car parking in accordance with ACC Standards (including EV Charging to support low-carbon journeys). <p>Relevant planning policies and associated guidance to be considered in the development of future planning applications include:</p> <ul style="list-style-type: none"> Local Development Plan Policies: T1 (Land for Transport), T2 (Sustainable Transport), T3 (Parking). ACC Supplementary Guidance: Transport & Accessibility.
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Infrastructure



Development within the Offshore Wind Campus should:

- Ensure that all development is designed to be flood resilient and does not increase the current or future risk of flooding to surrounding land. Surface water management must be incorporated including sustainable flood risk management (SuDS) and appropriate blue-green infrastructures. Where possible development should integrate with existing SuDS and drainage infrastructure between Coast Road and Hareness Road.
- Allow for ducting and wayleaves as appropriate to future-proof development connections to potential utility and renewable energy networks which may emerge within ETZ.
- Consider regulatory requirements that may arise from on-site production and/or storage of hydrogen (if required) – potentially including COMAH / HSC / PPC licensing. Development involving hydrogen storage should be consulted at an early stage with the Health & Safety Executive, SEPA, and ACC to ensure risk management, health & safety, and operational processes are fully coordinated.

Relevant planning policies and associated guidance to be considered in the development of future planning applications include:

- Local Development Plan Policies: R6 (Low and Zero-Carbon Buildings), R7 (Renewable and Low Carbon Energy Developments), R8 (Heat Networks), NE4 (Our Water Environment),
- ACC Supplementary Guidance: Flooding, Drainage & Water Quality, Resources for New Development.



Existing industrial sites and brownfield land should be incorporated with a focus on sustainable retro-fit and re-purposing.



Vacant Business & Employment allocated land at the edge of Altens – suitable for a range of potential energy transition activities and supply-chain..

Landscape & Environment



Development of the Offshore Wind Campus has the potential to result in impacts to the local environment. Development should be designed and delivered in accordance with the environmental mitigation hierarchy to reduce these impacts as far as possible, integrate with environmental projects in the Community & Energy Coast Programme, and contribute to the overall net gain of biodiversity across the masterplan area.

The principles of environmental mitigation that all development within the Offshore Wind Campus should follow will include:

Avoiding impacts through

- Developing within designated Employment Land allocations and outside of Green Belt / Green Network areas, and well removed from sensitive receptors.
- Retaining existing woodland / hedge-row belts to site perimeter and ensuring appropriate separation from development.
- Completion of comprehensive pre-development surveys of ecology / ground conditions / drainage to inform design development.

Minimising the significance of impacts through:

- Pro-active management of potential construction impacts through a CEMP
- Operational controls on hours of use / outdoor activity for noise-generating uses and siting potential noise generating uses to be distant from noise-sensitive receptors. **Future development may be informed by Noise Impact Assessment to inform specific mitigations.**

Mitigating impacts through:

- Defined landscape framework for development plots, emphasising strong amenity frontage supported by landscape shelterbelts/native woodlands to site boundaries and along Hareness Road.
- SuDS infrastructure should be positioned to complement landscaping and provide additional campus amenity. Where possible SuDS features should integrate into existing blue-green infrastructure and network corridors.
- Delivering high-quality of design and detailing to site development – contributing positively to character and local amenity of Altens Industrial Estate.

Compensating for impacts through

- Incorporation of tree planting and other habitat features within the soft landscaping of development plots to provide amenity and support biodiversity. Planting should include native tree species & hedgerows to support habitat connectivity.
- Incorporation of green roofs to development plots where feasible to soften visual impact of buildings and create additional roofscape habitat.
- Relevant planning policies and associated guidance to be considered in the development of future planning applications include:
- Local Development Plan Policies: NE1 (Green Belt), NE2 (Green & Blue Infrastructure), NE3 (Our Natural Heritage), NE4 (Our Water Environment), NE5 (Trees & Woodland), WB1 (Healthy Developments), WB2 (Air Quality), WB3 (Noise).
- ACC Supplementary Guidance: Landscape, Natural Heritage, Trees & Woodlands, Green Space Network and Open Space, Air Quality, Noise.



Illustrative Concept
Floating Offshore Wind Innovation Centre with Hydrogen Hub and R&D and Support Facilities

INDICATIVE MASTERPLAN

The masterplan layout and design principles are captured within the campus layouts for the Offshore Wind Campus. These reflect design guidance and address site constraints and opportunities along with issues and points raised during engagement with partners, stakeholders and the local community.

Development Proposals

- 1 Flexible re-purposing and retro-fit of existing building to house innovation / R&D / commercialisation facilities for the energy transition supply chain – including National Floating Wind Innovation Centre (FLOWIC).
- 2 Hydrogen Hub to be developed by BP Aberdeen Hydrogen Energy Ltd as a production and re-fuelling facility – complementing wider energy transition activity.
- 3 Flexible industrial units suitable for offshore wind and wider energy transition supply chain – benefitting from proximity to Aberdeen South Harbour and planned upgrade to Coast Road.
- 4 Flexible external areas suitable for test & demonstration activity – complementing activity with FLOWIC and/or energy transition supply chain.
- 5 Opportunities for renewal and investment of brownfield land within Altens Industrial Estate enabled by ETZ.

Strategic Mitigations & Compensations

- 6 SuDS integrated with existing blue-green infrastructure and network corridors, complementing landscaping and adding to overall site amenity.
- 7 Site boundary treatments and landscape buffers incorporating native planting and trees to ensure no loss of woodland cover, and to enhance overall campus amenity and biodiversity
- 8 Plot Landscape Frameworks across the Campus incorporating planting and landscaping within development plots to mitigate the visual impact of development and add to site biodiversity – potentially including green roofs, living walls, and other landscape features.



Illustrative Concept
Floating Offshore Wind Innovation Centre within Existing Irvin House



Innovation Campus

4.5 INNOVATION CAMPUS

The Innovation Campus will seek to deliver a mix of industrial / commercial typologies (offices/ workshop/ services support space) providing space for energy transition businesses to locate within the Zone and have ready access to educational and commercial partners and related services infrastructure.

Anchored by ETZ Ltd’s Energy Incubator & Scale-Up Hub and seeking to grow to other sites over time, the Campus will be targeted at smaller businesses, providing flexible industrial, workshop, and office units for innovative companies looking to start-up, expand, or diversify within energy transition sectors. It will support the growth of a renewed industrial cluster in Aberdeen that builds on existing strengths and attracts new innovations in renewable technologies, services, and manufacturing.

Development Vision


Innovation and support for new and growing business is at the core of the ETZ mission and requires the provision of space and service/enterprise support for energy transition activity that includes small start-up business to large international inward investment. ETZ will be the location for starting and growing an energy transition enterprise, providing support for commercialisation of industry applications and services. The Innovation Campus will provide the space, facilities and networks that drive this, accelerating investment and attracting smart, ambitious, entrepreneurial companies to the region.

Innovation Campus – Planning & Policy Overview

The Innovation Campus will be anchored by ETZ Ltd’s delivery of the ‘Energy Incubator & Scale-Up Hub’ (EISH) to be situated on vacant land (formerly Trafalgar House) at Hareness Road, at the centre of Altens Industrial Estate. The site and all surrounding areas with Altens which are potentially suitable for future expansion are designated as ‘Business & Employment’ land within the LDP.

The EISH site benefits from two extant planning permissions:

- Detailed planning permission (210429/DPP) was granted in July 2021 for development at the western portion of the site (approximately one third), adjacent to Ian Wood House. Approved development was for: “erection of multi-let / start-up units in Class 5 and 6 with ancillary office and associated parking, infrastructure and landscaping”
- Planning permission in principle (210138/PPP) was granted in May 2021 for development at the eastern portion of the site. Approved development was for: “Commercial development, Class 5 and 6 use (circa 5,000 sqm floorspace), with associated infrastructure and landscaping”.

POLICY	Summary Extract
Policy B1 	<i>“Land zoned for business and industrial uses on the Proposals Map, including already developed land, shall be retained for Class 4 (Business), Class 5 (General Industrial) and Class 6 (Storage and Distribution) uses and safeguarded from other conflicting development types.</i> ... <i>New business and industrial land proposals shall make provision for areas of recreational and amenity open space, areas of strategic landscaping, areas of wildlife value and footpaths, in accordance with the Open Space Strategy and any approved non-statutory planning guidance, planning briefs or masterplans”</i>



Local Development Plan (LDP)



**Illustrative Concept
Innovation Campus with Serviced Offices, Flexible Workspace, R&D and Support Services**

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The site of the former Trafalgar House is cleared brownfield land with few constraints to flexible / multi-user industrial development supporting energy transition activity. Site boundaries are well defined relative to surrounding industrial users and Hareness Road from which the site is accessed via a roundabout (shared with Ian Wood House to the west).

The EISH site is centrally located within Altens Industrial Estate. In close proximity to this site and across the wider area there are a number of brownfield investment opportunities for future expansion to form a multi-site Campus.

Investment & Development Proposition

Opportunities	Constraints
<ul style="list-style-type: none"> • Cleared brownfield site suitable for industrial redevelopment – flexible configuration / layout for multi-let. • Direct access to Hareness Road and key movement corridor. • Situated at the heart of Altens Industrial Estate in a prominent and accessible location. Strong ‘anchor’ to support future growth of Campus to other sites. • Landscape / amenity frontage to site onto Hareness Road. 	<ul style="list-style-type: none"> • Existing residential unit located opposite on Hareness Road. • Potential for contaminated land associated with former industrial use.

The Innovation Campus seeks to provide flexible business space suitable for industrial, R&D, commercial energy transition activity in a highly accessible location, alongside targeted enterprise and business support from institutional partners. The main components of the Campus are anticipated to include:



- Priority development of the EISH on Hareness Road as the key ‘anchor’ investment in the Campus. Over time and as the Energy Transition Zone (and operators within it) matures, the Campus will grow and diversify. It will seek to incorporate additional brownfield land within Altens and East Tullos to provide a multi-site enterprise cluster with a greater mix and flexibility of units that can act as ‘grow-on’ space.


- Flexible industrial / commercial units across a range of sizes - allowing for companies looking for flexible office / hot-desk arrangements, up to medium-scale workshop / dry lab units for companies directly involved in technology development and supply chain services. Provision of a central ‘hub’ providing common facilities including conference / meeting space, café, networking, test & demo technologies (3d printing, VR).
- On-site presence from institutional and academic partners to provide on-site mentoring and support to businesses and facilitate the creation of pathways from R&D, to test & demonstration, to commercialisation, to scale-up. The EISH will be delivered and managed by ETZ Ltd in partnership with Scottish Enterprise, Net Zero Technology Centre (NZTC) and National Manufacturing Institute Scotland (NMIS), with NMIS operating a satellite facility within. Partnering arrangements are also proposed with University of Aberdeen and Robert Gordon University. In combination these partners will offer integrated technical and wider enterprise / commercial support to growing businesses to complement the physical accommodation and facilities within the Campus.
- Close integration and connection to facilities within other Campuses across ETZ including Hydrogen Test & Demonstration Facility and National Floating Wind Innovation Centre (FLOWIC) to provide opportunities for cross-collaboration and supply-chain growth, as well as connections to wider research and academic institutions that are driving net zero innovation across the region such as NESAs and OreCatapult.

Development Guidance

The Masterplan Development Guidance relates to the anchor development of the EISH at the former Trafalgar House site, comprising a total area of approximately 2.56 hectares situated on the north side of Hareness Road. It is anticipated that this may be delivered in two phases, to enable the facility (and businesses therein) to become established and then grow in scale over time.

Future growth of the Campus to additional sites will adhere to the same principles, with a focus on sustainable redevelopment of brownfield land for flexible industrial use suitable for start-up / SME / innovator companies and complementing wider ETZ investment programmes.

<p>Land Use</p> 	<p>Land use within the Innovation Campus should predominantly comprise flexible Class 5 (General Industrial) and Class 6 (Storage or Distribution), reflecting a mix of start-up / SME / innovator companies in the energy transition supply chain. Complementary Class 4 (Business / Light Industrial) uses may be provided, providing flexible / shared workspace environment as well as housing common amenities and facilities for occupiers of the Campus.</p> <p>It is anticipated that a first phase of the Campus will develop on the western portion of the site, providing up to 3,000 sqm in line with extant planning permission 210429/DPP. Development should be distributed across blocks providing multi-let industrial / commercial units in a mix of sizes / typologies.</p> <p>Future / later-phase expansion of the Campus may incorporate land to the east. Development should maintain parameters establish by extant Planning Permission in Principle (210138/PPP) for circa 5,000 sqm floorspace.</p> <p>Relevant planning policies and associated guidance to be considered in the development of future planning applications include:</p> <ul style="list-style-type: none"> Local Development Plan Policies: B1 (Business & Industrial Land)
<p>Design Quality</p> 	<p>Development within the Innovation Campus should:</p> <ul style="list-style-type: none"> Develop a coherent and structured Campus layout with high-quality amenity, landscaping and frontages that enhance place quality on Hareness Road. Ensure development integrates with local landscape and townscape character. Building heights should follow principles established within the current planning permissions, providing 2-3 storey commercial and industrial units. Develop a signage strategy for the Campus integrated/referenced with wider Hareness Road signage and ETZ branding. Provide for sustainable development that minimises resource use and total energy demand through passive and active measures, and where feasible integrate renewable energy technologies within development. Create flexible development units that respond to market requirements and offer flexibility of tenure/licensing for small and growing businesses. <p>Relevant planning policies and associated guidance to be considered in the development of future planning applications include:</p> <ul style="list-style-type: none"> Local Development Plan Policies: D1 (Quality Placemaking), D2 (Amenity), D4 (Landscape), D5 (Landscape Design), R6 (Low and Zero Carbon Buildings). ACC Supplementary Guidance: Landscape, Resources for New Development

<p>Transport & Connectivity</p> 	<p>Development within the Innovation Campus should:</p> <ul style="list-style-type: none"> Create safe and attractive routes for walking and cycling across the area - ensuring active travel routes link to employment sites and make connections to wider Core Path and leisure path networks. This should include positive integration with planned upgrade to active travel routes / connections on Hareness Road. Take principal access from Hareness Road, via the existing roundabout junction which currently serves the site. Specific design requirements to be agreed in consultation with ACC Roads & Highways and integrate with planned upgrades to Hareness Road. Consider potential for delivery of a new priority access junction to the east of the roundabout that may be introduced to support larger vehicle access to the site (as per the current planning permission). Support Active Travel integration with covered and secured cycle parking facilities, along with car parking in accordance with ACC Standards (including EV Charging to support low-carbon journeys). Provide adequate areas within the site for loading / servicing for industrial / commercial occupiers. <p>Relevant planning policies and associated guidance to be considered in the development of future planning applications include:</p> <ul style="list-style-type: none"> Local Development Plan Policies: T1 (Land for Transport), T2 (Sustainable Transport), T3 (Parking). ACC Supplementary Guidance: Transport & Accessibility.
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Infrastructure



Development within the Innovation Campus should:

- Allow for ducting and wayleaves as appropriate to future-proof development connections to potential utility and renewable energy networks which may emerge within ETZ.
- Ensure that development incorporates measures for treatment of surface water drainage and to minimise the risk of flooding – through combination of permeable surfaces, soakaways, and other SuDS features (as appropriate / required).

Relevant planning policies and associated guidance to be considered in the development of future planning applications include:

- Local Development Plan Policies: R6 (Low and Zero-Carbon Buildings), R7 (Renewable and Low Carbon Energy Developments), R8 (Heat Networks), NE4 (Our Water Environment).
- ACC Supplementary Guidance: Flooding, Drainage & Water Quality, Resources for New Development.



Vacant Business & Employment allocated land at the centre of Altens Industrial Estate – suitable for a mix of industrial typologies to support growing energy transition businesses.



Development should seek to provide landscape frontage that enhances the amenity and place-quality on Hareness Road.

Landscape & Environment



The Innovation Campus is situated on brownfield land within the Altens Industrial Estate, with limited potential for direct impacts to sensitive environmental receptors or local landscape. Development should nonetheless be designed and delivered to ensure that any potential for impacts is minimised in accordance with the mitigation hierarchy. Where possible it should incorporate enhancements to the local environment, including integration with environmental projects in the Community & Energy Coast Programme and contributing to the overall net gain of biodiversity across the masterplan area.

The principles of environmental mitigation that all development within the Innovation Campus should follow will include:

The principles of environmental mitigation that all development within the Innovation Campus should follow will include:

Avoiding impacts through

- Development within designated Employment Land allocations and outside of Green Belt / Green Network areas and well removed from sensitive receptors.
- Productive re-use / redevelopment of vacant brownfield land.
- Completion of comprehensive pre-development surveys of ground conditions / drainage to inform design development.

Minimising the significance of impacts through:

- Pro-active management of potential construction impacts through a CEMP.
- Operational controls on hours of use / outdoor activity for noise-generating uses (as appropriate) and siting potential noise generating uses to be distant from noise-sensitive receptors.

Mitigating impacts through:

- Defined landscape framework for the site emphasising strong amenity frontage supported by landscape shelterbelts/native planting to site boundaries. Development should maintain and seek to enhance existing set-backs from Hareness Road – providing landscape buffer with opportunities for planting.
- Opportunities for landscaping within the site forecourt / parking areas should also be considered to sub-divide areas and define boundaries.
- Delivering high-quality of design and detailing to site development – contributing positively to character and local amenity of Altens Industrial Estate.

Compensating for impacts through

- Incorporation of tree planting and other habitat features within the soft landscaping of development plots to provide amenity and support biodiversity. Planting should include native tree species & hedgerows to support habitat connectivity.
- Incorporation of green roofs to development plots where possible to soften visual impact of buildings and create additional roofscape habitat.

Relevant planning policies and associated guidance to be considered in the development of future planning applications include:

- Local Development Plan: NE2 (Green & Blue Infrastructure), NE3 (Our NE4 (Our Water Environment), NE5 (Trees & Woodland), WB1 (Healthy Developments), WB2 (Air Quality), WB3 (Noise).
- ACC Supplementary Guidance: Landscape, Air Quality, Noise.



Illustrative Concept
Innovation Campus with Serviced Offices, Flexible Workspace, R&D and Support Services

INDICATIVE MASTERPLAN

The masterplan layout and design principles are captured within the campus layouts for the Innovation Campus. These reflect design guidance and address site constraints and opportunities along with issues and points raised during engagement with partners, stakeholders and the local community.

Development Proposals

- 1 Flexible industrial units in mix of sizes and typologies suitable for start-up and innovator companies operating in energy transition supply chain.
- 2 Office / R&D / flexible workspace with shared amenities and on-site support services for growing energy transition companies – incorporating conference / meeting space, café, networking, test & demonstration technologies.
- 3 Defined areas for car / cycle parking and servicing – including adequate capacity for loading / servicing for industrial and commercial occupiers.
- 4 Principal site access from Hareness Road, via the existing roundabout junction which currently serves the sites. Specific design requirements to be agreed in consultation with ACC Roads and integrate with planned active travel upgrades to Hareness Road.

Strategic Mitigations & Compensations

- 5 Development set back from Hareness Road creating well defined and attractive frontage, supported by landscaping and planting to enhance overall site amenity and add to biodiversity within Altens Industrial Estate.
- 6 Landscape Frameworks for the Campus incorporating planting and landscaping within site forecourt and parking areas to sub-divide and define boundaries and contribute to overall enhancement of biodiversity. Built development may also incorporate landscape measures potentially including green roofs, living walls to soften the visual impact of development and create additional habitat.



Illustrative Concept
Innovation Campus with Serviced Offices, Flexible Workspace, R&D and Support Services



Skills Campus

4.6 SKILLS CAMPUS

Essential to the long-term success of the Energy Transition Zone will be providing leading-edge education and training infrastructure that can support and enhance the existing local skills base in Aberdeen and renew its position as a global leader in the energy sector for the 21st century. To facilitate this the masterplan includes proposals for a Skills Campus, to provide specialist and purpose-designed facilities for education and skills development around energy transition technologies and industries.

Development Vision

The Skills Campus sits at the heart of the Energy Transition Zone, clustered around a core formed by the existing NESCoI Campus. Through ETZ investment and partnership working it will provide new bespoke education & training facilities for net zero, utilising brownfield land for development of an Advanced Manufacturing Skills Hub (AMSH) aiming to accelerate the next generation of supply-chain skills and knowledge for Aberdeen. The facility will be fully accessible to the community as a net zero hub offering flexible spaces suitable for a range of learning and networking activities, as well as widening access to training & re-skilling opportunities.

Skills Campus – Planning & Policy Overview

The Skills Campus is situated on brownfield land at Hareness Road, at the centre of Altens Industrial Estate. The existing building (Former Muller Dairies site) is in industrial use. The site and all surrounding areas are designated as ‘Business & Employment’ land within the LDP.

Planning permission (210775/DPP) was granted in September 2021 for “erection of extension to form cold store / dispatch area”, though the development has not been initiated.

POLICY	Summary Extract
Policy B1 	<i>“Land zoned for business and industrial uses on the Proposals Map, including already developed land, shall be retained for Class 4 (Business), Class 5 (General Industrial) and Class 6 (Storage and Distribution) uses and safeguarded from other conflicting development types.</i> ... <i>New business and industrial land proposals shall make provision for areas of recreational and amenity open space, areas of strategic landscaping, areas of wildlife value and footpaths, in accordance with the Open Space Strategy and any approved non-statutory planning guidance, planning briefs or masterplans”</i>



Local Development Plan (LDP)



Illustrative Concept Skills Campus providing specialist and purpose-designed facilities for education and skills

Site Opportunities & Constraints

The site is under-utilised brownfield land with few constraints to redevelopment and/or extension for development to support energy transition. Site boundaries are well defined relative to surrounding industrial users and Hareness Road / Minto Avenue from which the site is accessed.

The existing NESCol Campus is situated immediately to the east providing strong opportunity for co-located activity and a strong cluster of education and skills activity that complements the industrial function within Altens.

Opportunities	Constraints
<ul style="list-style-type: none"> • Brownfield site suitable for industrial redevelopment / extension • Co-location to NESCol Altens Campus • Net zero retro-fit of existing industrial building for energy-efficiency. • Direct access to Hareness Road and key movement corridor • Situated at the heart of Altens Industrial Estate in a prominent and accessible location. • Landscape / amenity frontage to site onto Hareness Road. 	<ul style="list-style-type: none"> • Potential for contaminated land associated with former industrial use.

Investment & Development Proposition

NESCol Altens Campus is in the heart of the Energy Transition Zone, though is currently an understated facility in terms of its visible presence to Hareness Road especially, and in its wider connection to local communities, or to surrounding industrial users in the energy sector. The Skills Campus seeks to create a new cluster around NESCol, providing renewed opportunities for extension of its facilities and opportunities for enhanced skills and training.

The College’s current facilities are geared towards traditional engineering, automotive and construction skills. Opportunities to expand the College’s offering of training facilities are limited by the current configuration. In the face of changing technologies, increasing automation, and transition to net zero carbon there is a need to refresh and extend facilities to provide future student cohorts with more modern and advanced training in engineering trades, manufacturing, and service sectors that meet the needs of a changing energy industry.

The creation of a purpose-developed skills and training facility , extending space available to NESCol may also allow for the provision of new courses / training programmes within existing buildings, potentially tailored towards future trades / skills associated with energy transition such as electric vehicle maintenance, and domestic technology upgrades such as heat pump installation, hydrogen boilers, and new insulation techniques.

Alongside the new-build elements of the Skills Campus, the masterplan therefore supports longer-term enhancement and renewal of the existing NESCol facilities, to improve the student experience and to give a stronger profile and visual connection to Hareness Road frontage against which one of the Campus’ main blocks is sited.

Through development of the new-build elements of the Skills Campus, the masterplan supports and seeks to facilitate longer-term enhancement and renewal of the adjacent NESCol facilities. This will be led by NESCol and will consider opportunities to provide a stronger profile and visual connection to Hareness Road frontage against which one of the Campus’ main blocks is sited.

Through future investment there is potential for NESCol to further strengthen its role as an ‘anchor’ institution within the ETZ, and to form a key part of the corridor on Hareness Road that provides facilities for innovation, skills development, and commercialisation around energy transition.



Illustrative Concept
Skills Campus providing specialist and purpose-designed facilities for education and skills

Advanced Manufacture Skills Hub

Extending and adding to the existing NESCol facilities, the core project within the Skills Campus is the development of an Advanced Manufacturing Skills Hub (AMSH) to be situated on land adjacent to NESCol at Hareness Road. The AMSH is proposed to be developed through adaptive re-use and extension of an existing building and associated brownfield land, adopting Circular Economy principles and minimising its environmental impact. It will form an effective extension to the current NESCol facilities and provide new capabilities to grow and sustain the skills base within the Energy Transition Zone.

While continuing to be developed as a detailed project, it is anticipated that the AMSH will include the following facilities and features:

- Flexible teaching and demonstration space with equipment showcasing future green technologies and skills to students, visitors and the community.
- Welding & Fabrication Academy – modernised workshop facilities showcasing innovative practices, flexible welding booths, augmented reality welding zone for students and commercial clients. Key skill which will be in demand as offshore wind construction accelerates through 2020's and 2030's.
- Model “industrial lab” concept – in the form for a mobile manufacturing skills lab to engage regional schools in STEM subjects, demonstrate clean-fuel technologies.
- Advanced manufacturing demonstrator equipment including laser scanning, 3d printing, and remote-controlled robotics.
- Next-gen’ teaching including virtual reality / artificial intelligence to support advanced manufacturing processes and skills needed for the energy transition.
- The space will also support mobile manufacturing skills lab that can be used to extend the facility’s reach by visiting local schools to promote clean fuel technologies and energy sector careers.

Design and delivery of the building will also explore opportunities to provide net zero ‘exemplar’ development in terms of configuration, circular economy construction, and energy efficiency, including on-site renewable energy generation (wind / solar), battery storage , and potential for future hydrogen integration.



The facility will be open and accessible to the local community, with flexible space available for use by local groups for a range of activities and events that could include Men’s Sheds, local craft / activity groups, or simply as a meeting space for local organisations. While principally an educational facility, it is intended to be used throughout evenings and weekends, to make full use of its potential to support social and ‘third-sector’ activities around net zero, health & wellbeing, and community cohesion.


The future operation of the Skills Hub is to be led by NESCol as an extension of their existing facilities, while also extending local accessibility to programmes promoting upskilling and reskilling. NESCol will operate in collaboration and partnership with specialist institutions such as National Manufacturing Institute Scotland (NMIS), National Energy Skills Accelerator (NESA), Engineering Construction Industry Training Board (ECITB), Offshore Petroleum Industry Training Organisation (OPITO), as well as industry partners seeking to support specific training cohorts which can lead to direct employment opportunities for students. This will support delivery of a specialised curriculum so that students are trained in the skills required for energy transition employment, as well as ensuring that there is a skilled local workforce that meets the needs of offshore wind, hydrogen, and wider renewables sectors.

The Skills Campus will strengthen the profile and capacity for engagement for NESCol as the key education and training asset within the ETZ, in particular with the community and local industrial sectors. It will support career pathways within ETZ for young people, providing access to applied education and skills development opportunities that are directly relevant to energy transition and the changing face of the energy sector.

Development Guidance

Retain and support the extension of existing education and training facilities. Support new development and renewal / regeneration of currently under-utilised land around Hareness Road and Minto Avenue where this provides additional education and training facilities for energy transition / net zero activity. Extensions and amendments to existing buildings to enhance the provision of education and training facilities are also supported where these enhance the character and townscape of the area and incorporate high-quality materials.

<p>Land Use</p> 	<p>Land use within the Skills Campus should seek to extend and complement the existing uses within NESCol’s Altens Campus. It should provide facilities for practical training and skills development in energy transition and associated sectors –supporting the industrial cluster at Altens and around Aberdeen South Harbour. This should principally comprise Class 10 (Non-residential institution), and potential elements of ancillary Class 4 (Business), purpose developed and operated as an educational facility.</p> <p>New facilities should be accessible and available for use by the community, with operation seeking to facilitate evening and weekend use for local groups / activities.</p> <p>Relevant planning policies and associated guidance to be considered in the development of future planning applications include:</p> <ul style="list-style-type: none"> Local Development Plan Policies: B1 (Business & Industrial Land).
<p>Design Quality</p> 	<p>Development within the Skills Campus should:</p> <ul style="list-style-type: none"> Regenerate and re-purpose existing building(s) on the site in line with the principles of Circular Economy and sustainable design. This may include adaptive re-use and enhancement of existing building fabric, and extension to create space for new facilities. Create strong street frontages including site landscape and amenity features, enhancing the place quality on Hareness Road and shaping a defined Campus identity that positively complements existing NESCol Campus. Incorporate signage / wayfinding for the Campus and educational facilities therein – complementing wider Hareness Road signage and ETZ branding. Design for multi-purpose, flexible and adaptable buildings that can serve wide range of training / teaching / educational uses and suitable for wider community functions. Provide for sustainable development that minimises resource use and total energy demand through passive and active measures, and where feasible integrate renewable energy technologies within development. <p>Relevant planning policies and associated guidance to be considered in the development of future planning applications include:</p> <ul style="list-style-type: none"> Local Development Plan Policies: D1 (Quality Placemaking), D2 (Amenity), D4 (Landscape), D5 (Landscape Design), R6 (Low and Zero Carbon Buildings). ACC Supplementary Guidance: Landscape, Resources for New Development.

<p>Transport & Connectivity</p> 	<p>Development within the Skills Campus should:</p> <ul style="list-style-type: none"> Create safe and attractive routes for walking and cycling across the area - ensuring active travel routes link to employment sites and make connections to wider Core Path and leisure path networks. This should include positive integration with planned upgrade to active travel routes / connections on Hareness Road. Take principal accesses from Hareness Road / Minto Avenue, via existing junctions which serve the site. Any proposed amendment to site access / junctions should be agreed in consultation with ACC Roads & Highways and integrate with planned upgrades to Hareness Road. Support Active Travel integration with covered and secured cycle parking facilities, along with car parking in accordance with ACC Standards (including EV Charging to support low-carbon journeys). Provide adequate areas within the site for servicing of the development. Opportunities for external areas within the site to be utilised for clustering of food & drink vans and other mobile/ temporary uses that add to the amenity and place-quality of Altens should be explored given the sites location at the heart of the Estate and adjacency to NESCol. <p>Relevant planning policies and associated guidance to be considered in the development of future planning applications include:</p> <ul style="list-style-type: none"> Local Development Plan Policies: T1 (Land for Transport), T2 (Sustainable Transport), T3 (Parking). ACC Supplementary Guidance: Transport & Accessibility.
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Development should complement the existing NESCol Campus in Altens.

Infrastructure



Development within the Skills Campus should:

- Allow for ducting and wayleaves as appropriate to future-proof development connections to potential utility and renewable energy networks which may emerge within ETZ.
- Ensure that development incorporates measures for treatment of surface water drainage and to minimise the risk of flooding – through combination of permeable surfaces, soakaways, and other SuDS features (as appropriate / required).

Relevant planning policies and associated guidance to be considered in the development of future planning applications include:

- Local Development Plan Policies: R6 (Low and Zero-Carbon Buildings), R7 (Renewable and Low Carbon Energy Developments), R8 (Heat Networks), NE4 (Our Water Environment).
- ACC Supplementary Guidance: Flooding, Drainage & Water Quality, Resources for New Development.



Development should seek to enhance the frontage to Hareness Road and integrate with planned active travel measures.



Industrial land at the heart of Altens with potential for net-zero focused retro-fit and re-purposing to provide new skills & training facilities.

Landscape & Environment



The Skills Campus is situated on brownfield land within the Altens Industrial Estate, with limited potential for direct impacts to sensitive environmental receptors or local landscape. Development should nonetheless be designed and delivered to ensure that any potential for impacts is minimised in accordance with the mitigation hierarchy. Where possible it should incorporate enhancements to the local environment, including integration with environmental projects in the Community & Energy Coast Programme and contributing to the overall net gain of biodiversity across the masterplan area.

The principles of environmental mitigation that all development within the Innovation Campus should follow will include:

Avoiding impacts through

- Development within designated Employment Land allocations and outside of Green Belt / Green Network areas and well removed from sensitive receptors.
- Productive re-use / redevelopment of vacant brownfield land.
- Completion of comprehensive pre-development surveys of ground conditions / drainage to inform design development.

Minimising the significance of impacts through:

- Pro-active management of potential construction impacts through a Construction & Environmental Management Plan (CEMP).
- Operational controls on hours of use / outdoor activity for noise-generating uses (as appropriate). and siting potential noise generating uses to be distant from noise-sensitive receptors.

Mitigating impacts through:

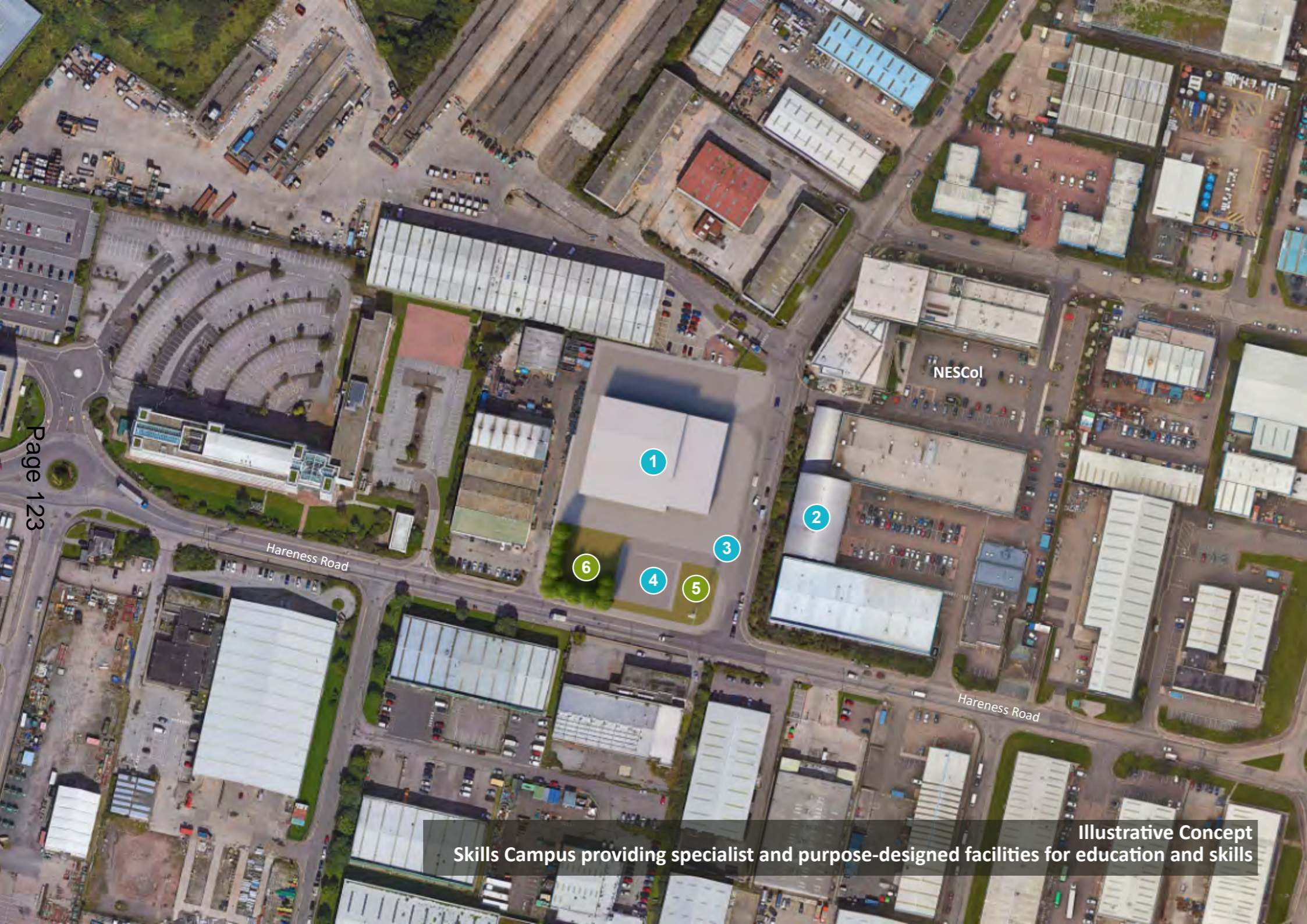
- Defined landscape framework for the site with a strong amenity frontage supported by landscape shelterbelts/native planting to site boundaries and along Hareness Road / Minto Avenue boundaries. Development should maintain and seek to enhance existing set-backs from Hareness Road – providing landscape buffer with opportunities for planting.
- Opportunities for landscaping within the site forecourt / parking areas should also be considered to sub-divide areas and define boundaries.
- Delivering high-quality of design and detailing to site development – contributing positively to character and local amenity of Altens Industrial Estate.

Compensating for impacts through

- Incorporation of tree planting and other habitat features within the soft landscaping of development to provide amenity and support biodiversity. Planting should include native tree species & hedgerows to support habitat connectivity and add to the amenity of Altens Industrial Estate.
- Incorporation of green roofs to development where possible to soften visual impact of buildings and create additional roofscape habitat.

Relevant planning policies and associated guidance to be considered in the development of future planning applications include:

- Local Development Plan: NE2 (Green & Blue Infrastructure), NE3 (Our NE4 (Our Water Environment), NE5 (Trees & Woodland), WB1 (Healthy Developments), WB2 (Air Quality), WB3 (Noise).
- ACC Supplementary Guidance: Landscape, Air Quality, Noise.



Illustrative Concept
Skills Campus providing specialist and purpose-designed facilities for education and skills

INDICATIVE MASTERPLAN

The masterplan layout and design principles are illustrated within the campus layouts for the Skills Campus. The site of the proposed Advanced Manufacturing Skills Hub comprises a total site area of approximately 1 hectare, situated on the north side of Hareness Road, with the existing NESCol Campus on the opposite side of Minto Avenue forming the remainder of the Campus.

Development Proposals

- 1 Advanced Manufacturing Skills Hub (AMSH) – re-purposing and retro-fitting vacant and under-utilised building in line with Circular Economy principles to provide a new centre for training and skills development around energy transition.
- 2 Existing NESCol Campus to which AMSH will form an effective extension, strengthening the profile and capacity of NESCol as the key education and training asset within the ETZ.
- 3 Principal site access from Hareness Road / Minto Avenue, via the existing entrance to the site. Specific design requirements to be agreed in consultation with ACC Roads and integrate with planned active travel upgrades to Hareness Road.
- 4 Under-utilised land within the sites provides opportunity for clustering of food & drink and other temporary/mobile uses that add to Campus quality and amenity at heart of Altens – subject to further review with ACC and operators.

Strategic Mitigations & Compensations

- 5 Development set back from Hareness Road creating well defined and attractive frontage, supported by landscaping and planting to enhance overall site amenity and add to biodiversity within Altens Industrial Estate.
- 6 Landscape Frameworks for the Campus incorporating planting and landscaping within site forecourt and parking areas to sub-divide and define boundaries and contribute to overall enhancement of biodiversity. Built development may also incorporate landscape measures potentially including green roofs, living walls to soften the visual impact of development and create additional habitat.

Torry

East Tullos
Industrial Estate

Aberdeen
South Harbour

Tullos Hill

Altens
Industrial Estate

05

Supporting Infrastructure

Long-term sustainable development across the ETZ area will require a range of enabling infrastructures to underpin place-making. As well as supporting development activity, infrastructure should positively contribute to wider qualities of Successful Places such as adapting to climate change, restoring biodiversity loss, improving health & well-being, and maintaining an active local economy.

The supporting infrastructure will help create a more sustainable, liveable and productive place and provide the basis from which economic, community, and environmental projects can be delivered across the Zone. It includes functional infrastructures such as road networks and connections, rail freight opportunities, low-carbon energy, utilities and services, as well Local Place infrastructures such as community facilities, habitat connectivity, active travel routes, and greenspace enhancements which ETZ is seeking to directly invest in through the 'Community & Energy Coast' programme.

5.1 BROWNFIELD LAND RENEWAL

ETZ are developing a major Brownfield Land Development programme across Altens and East Tullos Industrial Estates. ETZ's commitment to the circular economy starts with the maximising the value of existing allocated industrial land assets and ensuring brownfield land is prioritised and brought back into use.

The priorities are:

- Address the principals of the Circular Economy.
- Prioritise Brownfield Land for redevelopment.
- Support the re-development and re-purposing of existing buildings.
- Upgrading buildings to higher specification / Low Carbon / Energy Efficiency.
- Develop a portfolio of market-ready sites and buildings.

Brownfield land redevelopment helps support renewal of industrial land assets, strengthens place quality, safeguard and restore natural assets, promote re-use of vacant / derelict land and buildings and ensure the approach to development focuses has both a strong place and net zero focus. The re-use of vacant sites also provides opportunities to support restoration of environmental assets through enhanced biodiversity and habitat development as well as assisting in mitigating and adapting to the effects of climate change.

The programme is seeking to acquire or and/or invest with partners to redevelop land and buildings and ensure a portfolio of sites and buildings to meet a range of needs is available within the ETZ. The programme provides for:

- ETZ / landowner collaboration and investment to renew brownfield land and raise quality / profile of Altens and East Tullos Industrial Estates as key destinations for energy transition industries.
- Progressive site upgrading and the re-positioning of existing industrial land and building assets within Altens and East Tullos Industrial Estates to provide market-ready buildings that provide modern occupier requirements and are suitable for energy transition users.
- Building refurbishment will incorporate circular economy principles, promoting energy-efficiency improvements and take advantage of opportunities to generate low-carbon energy through roof-top solar panels and other renewables.
- Developing across the portfolio of new build and refurbished buildings a Net Zero Building Exemplar (Base: Standards Compliant/ Low Carbon: Upgrade Energy Efficiency / Net Zero: Full Building Retrofit Exemplar) as a demonstrator of energy efficiency/low carbon building refurbishment.
- Advancement of a number of Pilot Projects including buildings such as former Irvin House (W-Zero-1) and at Minto Avenue (W-Zero-2), Hareness Rd, Greenwell Rd and Peterseat Drive.
- Supporting as a priority brownfield land redevelopment and brownfield renewal across the ETZ masterplan area and maximising its potential as an industrial base for Aberdeen's energy transition and supply chain.
- Seeking to add stronger amenity and place-quality to Altens and East Tullos as business destinations – working with Aberdeen City Council and landowners to actively enhance key frontages, boundaries, property assets and signage.
- Working with Partners to support development common service facilities within the Hareness Road Corridor, including a potential Mobility Hub to integrate with local public transport, and to facilitate better management of food and beverage vans.

5.2 ROAD INFRASTRUCTURE

Transport connectivity for Aberdeen South Harbour, ETZ sites and local industrial has been subject to detailed Transport Assessments (STAG Appraisals) to ensure appropriate access between the strategic road network, harbour and proposed ETZ area.

These studies build on the ongoing Wellington Road Multi-modal Corridor Study and set out a preferred option for the Coast Road Upgrade (Wellington Road to Aberdeen South Harbour).

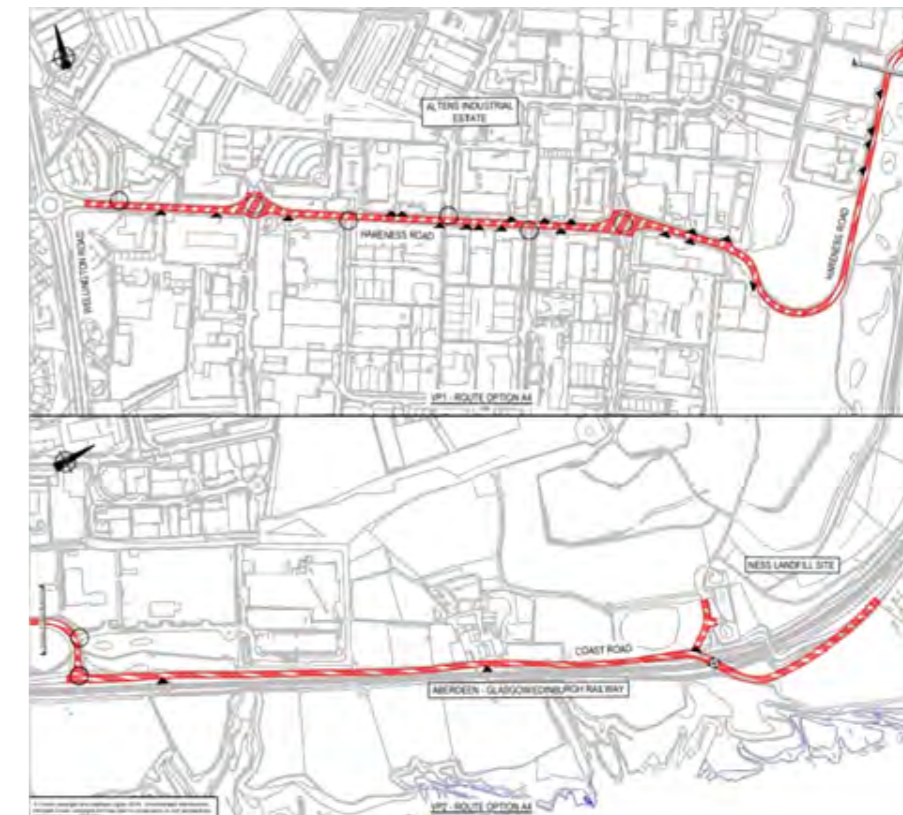
Essential to realising the full potential of development within ETZ will be the development of high-quality transport accessibility (marine/ rail/ road including integrated active travel) connecting the Aberdeen South Harbour, and all sites within the Zone. The proposals within the masterplan build on the ongoing Wellington Road Multi-modal Corridor Study and Coast Road Upgrade (Wellington Road to Aberdeen South Harbour) studies.

Within specific Campuses, the Masterplan has also identified opportunities where ETZ and Partners can actively invest in new infrastructure that will complement committed projects and create a highly connected and accessible net zero industrial cluster.

Planned road infrastructure enhancements within the Masterplan area are:

Hareness Road & Coast Road

The Coast Road is the key access route to Aberdeen South Harbour from the A956 / A92 / A90, as well as connecting the LDP Opportunity Sites (OP56 /OP61/ OP62) and brownfield land within Altens. It is the primary vehicle movement corridor for the Masterplan and key sites within.



External Transportation Links to Aberdeen South Harbour (Updated Strategic Business Case – August 2021). Preliminary Feasibility Design Study for preferred Option – showing extent of potential works with key junctions and access on the existing route, and indicative railway bridge crossing

ACC are currently progressing through design stages and detailed options assessment for a full upgrade of the Coast Road and Hareness Road (known as ‘External Transport Links to Aberdeen South Harbour’). The project scope includes replacement of the existing signalised rail bridge crossing to address constrained horizontal geometry and limited accessibility for larger / wider abnormal loads, as well as improving journey times.

The upgraded Coast Road will therefore enable full accessibility to Aberdeen South Harbour including for freight transport and form the primary access route for vehicle movements to/from the Harbour, ensuring that freight movement through nearby communities in Torry and Balnagask is minimised.

The upgraded route will incorporate active travel measures – with dedicated footway and cycleway provision on sections of Hareness Road and Coast Road to strengthen low-carbon connectivity across the area.

While subject to ongoing design and detailed technical appraisal of route options, it is anticipated that the upgrade works will be completed in 2026-2027. ETZ Ltd and future Partners will continue to engage with ACC Roads to ensure alignment of works programmes and coordination of design and delivery through the Coast Road corridor.

Wellington Road – Multi-Modal Corridor

Wellington Road is currently the primary traffic route into Aberdeen and the Masterplan Area from the south. Issues of traffic congestion, air quality, and lack of walking / cycling accessibility have been identified. The northern section of the Wellington Road, from Balnagask Road to Victoria Bridge, is designated as an Air Quality Management Area.

In addition to the Coast Road upgrade works, ACC have preliminarily identified a programme of improvement works to Wellington Road, to support multi-modal accessibility across the corridor from the A92 junction to Wellington Bridge. The Project has progressed through STAG 1 & 2 and recommended a package of works including cycleways, bus lanes, pedestrian crossings to enable greater use of the corridor by multiple modes of transport. The project will support efficient freight movement to / from Aberdeen South Harbour and the ETZ, and positively complements the development of a fully accessible energy transition and industrial cluster.

Recommended works include conversion of Hareness Road roundabout to a signalised junction with integrated pedestrian and cycle crossing facilities. More detailed options appraisal and technical design work (including OBC/FBC) is to be undertaken to further define the scope of the project and a programme for delivery.

In addition to road infrastructure works planned by ACC, the Masterplan has identified potential delivery of new roads to enable development and strengthen connectivity within the area.

Coast Road Re-Alignment (Marine Gateway) – Within the Marine Gateway, the option of re-aligning a section of the Coast Road situated between St Fittick’s Park and Aberdeen South Harbour is identified. A re-alignment of the road in-land to cross a section of the park (within OP56 / OP62 Opportunity Sites) would segregate port activity from local travel and transport movement and create a long-term secure boundary to all port activity. The re-aligned road would incorporate full active travel provision to maintain Core Path and National Cycle Routes through the area. Further detailed design must consider and ensure coordination of the following (in consultation with ACC, Nestrans, and Port of Aberdeen):

- Design Manual for Roads and Bridges and National Roads Development Guide (SCOTS) standards and ensuring appropriate horizontal / vertical alignments for expected traffic volumes and vehicle loads.
- Accesses to/from Aberdeen South Harbour and ensuring freight / abnormal load vehicle movements are directed southbound from the Harbour.

- Maintaining accessibility of buses to Aberdeen South Harbour and integrating with bus stop / turning areas within the Harbour.
- Provision of lay-by parking **and potential for EV charging** within re-aligned section of the road facilitating access for recreational users and people of limited mobility.
- Provision of dedicated footway and cycleways and connection to existing active travel routes through the area.
- Provision of road lighting and signage.
- Boundary treatments and landscaping within the road corridor, with particular regard to the setting of St Fittick’s Church (Scheduled Monument) and providing a long-term strong boundary for St Fittick’s Park. **This must consider levels and sectional details as they relate to the Church and road corridor.**
- Integration with planned Coast Road upgrade works programme being delivered by ACC.

Peterseat Drive – Coast Road Link (Hydrogen Campus) - Within the Hydrogen Campus, the Masterplan has identified opportunity to create a new road link between Peterseat Drive and the Coast Road (crossing the Doonies (OP61) site). The road link would serve development plots within the Campus and offer improved industrial access to Altens. It would situate Peterseat Drive at the centre of the Masterplan, extending travel connectivity and transforming the potential of existing industrial units, as well as wider catalysing effects for brownfield land within Altens.

The Link Road would complement the planned Coast Road upgrade. Subject to programme it can support delivery of the Coast Road and reduce disruption by providing an alternative route to the South Harbour and adding further capacity to the network south of Aberdeen South Harbour. Further detailed design must consider and ensure coordination of the following (in consultation with ACC and Nestrans):

- Design Manual for Roads and Bridges and National Roads Development Guide (SCOTS) standards and ensuring appropriate horizontal / vertical alignments for expected traffic volumes and vehicle loads.
- Potential further road re-alignment within Altens around Minto Avenue / Peterseat Drive to improve movement for heavy goods / extra wide loads and ensure brownfield sites can fully contribute to land availability within the ETZ.

- Design and siting of junction with the Coast Road.
- Provision of lay-by parking as part of the new road link, **and potential for EV charging provision.**
- Provision of dedicated footway and cycleways and connection to existing active travel routes through the area.
- Provision of road lighting and signage.
- Boundary treatments and landscaping within the road corridor.
- Integration with planned Coast Road upgrade works programme being delivered by ACC.

Both road infrastructure proposals within the Masterplan have been subject to preliminary design and technical review, including consultation with ACC Roads and Nestrans to identify key issues for further consideration. This has confirmed their in-principal feasibility and potential as complementary projects that can add to transport connectivity across the Masterplan area.

ETZ Signage & Branding – Linked to delivery of road infrastructure, the delivery of enhanced signage and branding within key movement corridors can support stronger sense of place and identify within the ETZ.

Hareness Road provides one of the primary spines and will develop as multi-user destination with industrial, innovation / start-up, and education / skills uses. Delivery of development sites and road infrastructure on Hareness Road and across Altens should take opportunity to incorporate ETZ branding and signage that enhances place quality and supports stronger awareness of the cluster. The Masterplan encourages a range of interventions to be developed in consultation with ACC and Development Partners (e.g. NESCol) that could include gateway features, banners, improved lighting, and signage and frontage treatments that form a complimentary package of works to the road improvements noted above.

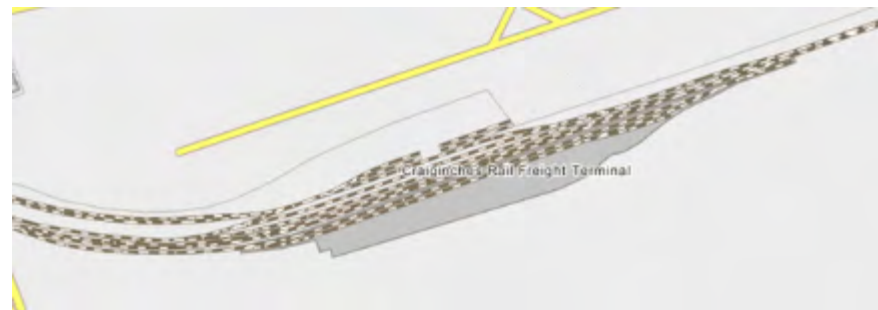
5.3 RAIL FREIGHT INFRASTRUCTURE

Craiginches Rail Halt and sidings at Greenwell Road (East Tullos) present a future development opportunity, which is currently under-utilised.

The site is relatively constrained by surrounding development, limiting opportunities for expansion beyond its current scale. It does provide opportunity for low-carbon rail freight to serve existing industrial activity and energy transition activity across the Campuses or elsewhere within East Tullos / Altens, facilitating modal shift from road to rail freight.

The integration within the Energy Transition Zone of a functional rail hub would complement the strong low-carbon marine and road transport accessibility and potentially create a differentiated offer for East Tullos which would support its longer-term renewal. In particular, the potential for Hydrogen re-fuelling and/or distribution should be explored as technologies continue to develop, working in partnership with ACC's Hydrogen Hub and long-term programme to promote the city as a market-leader in this sector, which has clear alignment with ETZ vision and objectives.

The masterplan therefore supports the long-term retention and renewal of the rail freight terminal as an asset. Opportunities to optimise the potential of the rail terminal should continue to be actively explored between ETZ Ltd, Nestrans, and Aberdeen City Council, including means to integrate effectively with energy transition activity within Altens and Marine Gateway.



Craiginches Rail Sidings

5.4 ENERGY & NET-ZERO INFRASTRUCTURE

Linked to the preparation of the Masterplan, ETZ Ltd have undertaken early review of future Energy Strategy to consider provision of low-carbon energy infrastructure within Campuses, suitable for the range of potential users across the Zone.

Detailed Energy Strategies for individual sites / Campuses will be developed as part of future planning, reflecting specific user needs and requirements, and seeking to incorporate the latest green energy technologies and best practices where feasible.

In the short term, it is anticipated that development within ETZ is likely to incorporate air-source heat-pump technologies – incorporated within Energy Centres serving specific buildings. Heat pumps are a relatively mature technology which utilise low grade heat and electricity to generate useable heat for space heating and hot water for buildings. New build development can be designed to accept lower temperate heat than traditional buildings. This enables heat pumps to operate at greater efficiencies.

In some instances, it may be feasible and offer greater energy efficiency to develop Campus Energy Centres and heat networks which can provide low-carbon, low-temperature heat across multiple plots / buildings within a Campus.

In parallel, opportunities across the ETZ to incorporate localised renewable energy production such as Solar PV or on-shore wind will be explored and positively considered where they can be integrated sustainably into development, and where they do not cause harm to the local environment, townscape / landscape character, or local amenity in accordance with LDP Policy R7.

Development of local heat networks and/or renewable energy should in all instances have regard to parallel green energy initiatives by Port of Aberdeen, Aberdeen City Council, Scottish Water, and other local development such as Ness Energy-from-Waste and associated Torry Heat Network and seek to positively coordinate and integrate delivery of green energy infrastructure across the area.

Subject to future development, technological advancement, and legislation, hydrogen may provide a significant opportunity to support local / Campus heat networks within the ETZ. Over the medium-longer term this could include transitioning to a higher temperature (if required) hydrogen boiler led network to serve new development. It is envisaged that in the short-term, generation of hydrogen will be restricted to a limited volume focussed on Test & Demonstration and for transport fuel replacement (bp Aberdeen Hydrogen Energy Ltd 'Hydrogen Hub').

Existing buildings within the ETZ (within Altens and East Tullos) are likely to require higher temperature heat. Opportunities to extend and connect local heat networks to serve existing buildings should be considered when the transition to hydrogen led heat is made. Hydrogen boilers can supply heat at temperatures equal to those currently required by existing building stock. Integrating existing buildings to a high temperature network could greatly reduce costs and disruptive retrofit requirements which would be required if they were to connect to a lower temperature, heat pump led network.

Complementary to ETZ Ltd's activity, Aberdeen City Council is actively exploring and developing District Heating Network opportunities. This includes developing a Heat Network connected to the Ness Energy-from-Waste Plant situated in East Tullos. Over time and subject to future feasibility this will seek to grow and connect with city-wide heating infrastructure, incorporating a range of low-carbon heat sources potentially including waste heat from processes within the Nigg Waste-Water Treatment Works and other industrial sources.

5.5 UTILITIES INFRASTRUCTURE & WASTE MANAGEMENT

The ETZ extends across a significant area combining a wide variety of land-uses sharing a range of utilities and with opportunity to develop utility networks delivering benefits across the zone. Existing utilities include power/water/drainage/digital and include a range of infrastructures including the Waste Water Treatment Works (WWTW) and SUEZ Recycling Facility and Ness EfW Facility.

Opportunities exist around developing energy generation connections with offshore wind, hydrogen, PV-solar production creating an energy network supporting industrial, transport (marine/railfreight/public transport) and commercial and domestic applications.

Energy & Utility Networks

Utility provision within development across the masterplan should include full suite of site servicing with digital, energy, and utility provision appropriately networked and future-proofed wherever possible to allow for future technologies / infrastructures to be incorporated.

Sustainable Urban Drainage

The masterplan will within plots require provision for sustainable drainage within all plots and sites integrated with site landscape and biodiversity measures and urban design detailing. Development areas sub-divided into plots will require a strategic site drainage strategy and appropriate planning for drainage and water impact assessments (DIA /WIA)

Water Infrastructure

The Nigg Bay Waste Water Treatment Works, situated within St Fittick's Park is a key element of water infrastructure for Aberdeen and the wider region. All proposed development adjacent to the WWTW and/or associated sub-terrain infrastructure must be closely coordinated with Scottish Water to ensure there are no operational impacts.

The masterplan area, including Opportunity Sites at St Fittick's Park, Gregness and Doonies Farm will be served by the Nigg Bay WWTW as well as the Invercappie Water Treatment Works and. Measures to provide for sustainable use of water across all development should be incorporated. A Pre-Development Enquiry should be submitted to Scottish Water at an early stage in design development to ensure appropriate future planning around network and capacity demand.

Waste Minimisation & Circular Economy

Promoting circular economy opportunity to minimise waste and adopt a Zero Waste planning approach should in all construction /related construction and operational activity promote waste minimisation and re-use of materials.



Altens Industrial Estate

Upgraded Coast Road

Doonies Farm

Tullos Wood

ABERDEEN

06

Masterplan Delivery

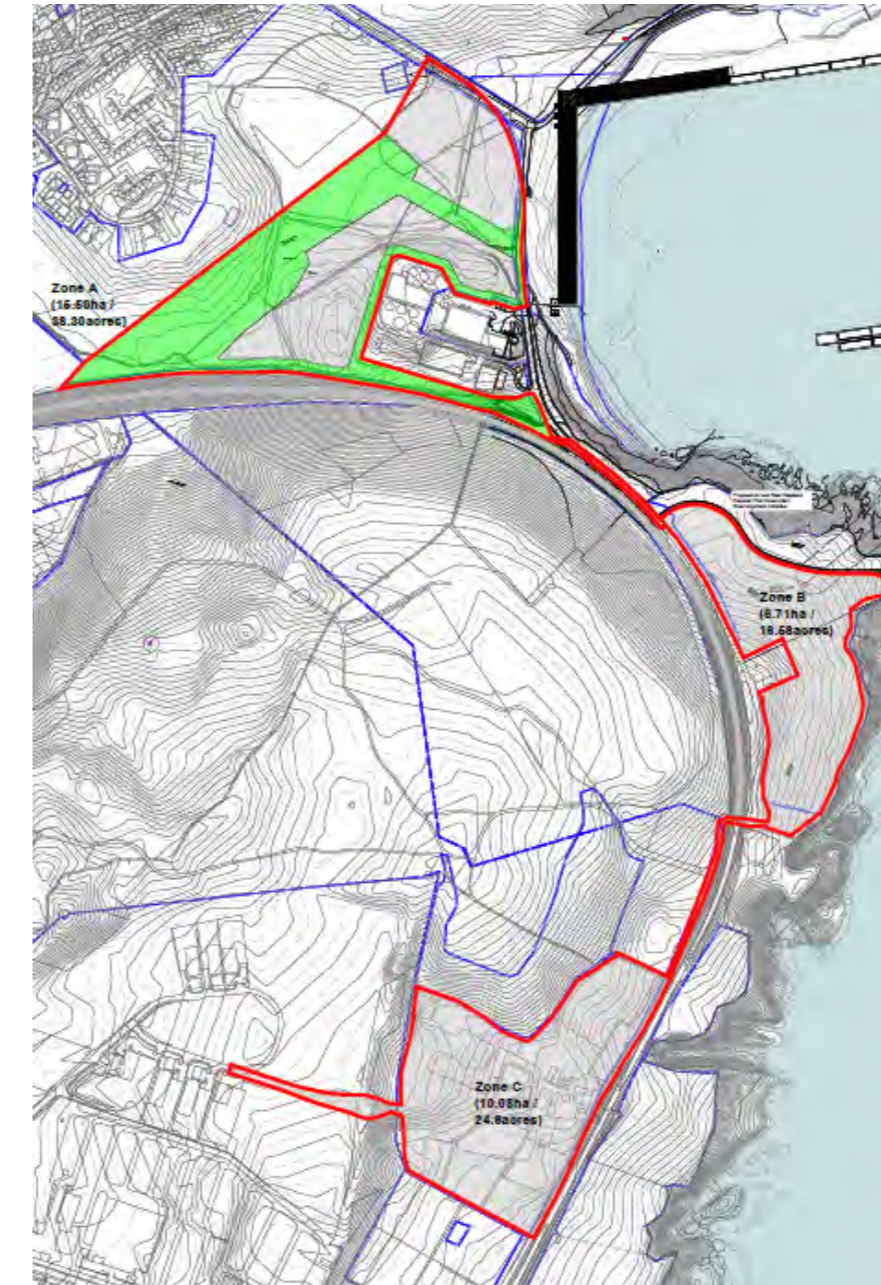
PLANNING & EIA

The Masterplan has been prepared for formal submission to Aberdeen City Council, for adoption as Supplementary Guidance in line with their established Masterplanning Process.

Aberdeen City Council will review and advance the Masterplan accordance with the *Aberdeen Masterplanning Process- Guide for Developers*. Following adoption as Supplementary Guidance the Masterplan will serve as a material consideration in the determination of future planning applications, and a framework for the assessment and setting of conditions and planning obligations.

The key reference documents for consideration in bringing forward this Masterplan are the Local Development Plan (LDP), National Planning Framework 4 (NPF4), and the relevant Aberdeen City Council Supplementary Planning documents and design guides.

The masterplan seeks to set an overall framework for development by a range of parties and stakeholders across the area, that will collectively contribute to the ambition of a thriving and market-leading cluster that places Aberdeen and the North-East at the heart of energy transition.



Indicative PPIP boundaries for development sites at OP56 (St Fittick's Park), OP61 (Doonies), and OP62 (Bay of Nigg).

The masterplan therefore does not confer permission for development on any of the potential sites, though it is the current intention of ETZ Ltd to seek planning permission in principle for early-action development on land within the LDP identified Opportunity Sites OP56 (St Fittick's Park), OP61 (Doonies), and OP62 (Bay of Nigg) and directly adjoining areas required for delivery of linked infrastructure.

The indicative Site Location Plan for a future PPIP application is shown below, defining specific Development Zones (A,B,C) for these areas within an overall red-line boundary.

Subject to progression of the Masterplan, it is anticipated that a PPIP application will be submitted in Summer 2023, with advance pre-application consultation and engagement undertaken in line with Scottish Government and ACC requirements following submission of a Proposal of Application Notice.

In line with the framework and Development Guidance set out within the Masterplan it is anticipated that Planning Permission in Principle (PPiP) will be sought for a mix of industrial uses (Class 4 / 5 / 6) and associated infrastructure works across the defined Development Zones, supporting the creating of an energy transition cluster.

Tabled below is an indication of likely development description for each Zone within the PPIP, along with linked measures of mitigation or compensation which have been identified within the Masterplan – such as pathway improvements, planting & landscaping, and wetland enhancement. Further detailed preparation of the PPIP and assessment by ACC and wider stakeholders during the determination period would inform the detailed wording of planning conditions and obligations to secure these measures (including for off-site works within the Masterplan area). These would control the timing and delivery of mitigation and compensation measures relative to the delivery of development, ensuring clear coordination of development and linked mitigations in line with the framework set by the Masterplan.



Zone	Zone Name	Area (Ha)	Indicative GFA (m2)	Description	Linked Strategic Mitigation & Compensation Measures (identified through Masterplan) (further detailed site-specific mitigation to be confirmed through EIA / Transport Assessment and other technical assessments and conditioned as appropriate)
A	St Fittick's	15.5	10,000 – 15,000 sqm.	<ul style="list-style-type: none"> Development of flexible Class 4/5/6 business/ industrial uses for Energy Transition – focused towards high-value manufacturing and other port-integrated activity Re-alignment of the Coast Road through site – connecting to St Fittick's Road Retention and partial re-alignment of East Tullos Burn to form development plots Associated infrastructure including site accesses, external areas for parking and storage, active travel connections, site landscaping, SuDS, utility & service connections. 	<p>1 • Local Parklets – providing enhanced park facilities within currently under-utilised open space in close proximity to housing within Torry & Balnagask. Specific locations and amenities to be confirmed through future consultation and in coordination with ACC and local community.</p> <p>2 • St Fittick's Church Interpretation & Site Improvement Works – incorporating boundary treatment / landscaping along with provision of interpretive signage and conservation repair (to be developed in consultation with HES / ACC Archaeology)</p> <p>3 • St Fittick's Park Path Re-Alignment & Improvements – re-aligned and enhanced Core and local Path networks within St Fittick's Park – maintaining connectivity and access across the Green Network.</p> <p>4 7 8 9 10 East Tullos Burn 2.0 & Wetland Enhancement including:</p> <ul style="list-style-type: none"> 4 7 • INNS management 8 9 • Native species planting and habitat management for biodiversity 10 • Boardwalk and wetland access • Water quality enhancement <p>6 • Tullos Wood Access & Pathway Improvements – creating new entrance to Tullos Wood and more legible, accessible and direct route, along with associated pathway and landscaping improvements that can support interpretation and access to historic cairns</p> <p>11 • Coastal Path (Core Path 78 section from Aberdeen South Harbour and including Greyhope Road) – enhancement to path quality, interpretation and way-finding. Integrated with Coast Road re-alignment and South Harbour works.</p> <p>12 • Plot Landscape Frameworks – incorporating planting, landscaping (including Green Roofs where feasible) and Boundary Treatments to support biodiversity and habitat connectivity.</p> <p>13 14 • St Fittick's Park Enhancements – including potential extension and enhancement of Skate Park / BMX Pump Track / Play Facilities – adding to quality of facilities within the Park. To be agreed with ACC / local community and advanced through co-design.</p> <p>15 • Replacement & Compensatory Tree Planting – replacing trees to be removed through development and ensuring no overall loss of woodland cover. Informed by arboricultural survey and Landscape Framework.</p>

*Indicative floorspace ranges are derived from the illustrative layouts shown within the ETZ masterplan and would be confirmed within future PPIP application(s).



Zone	Zone Name	Area (Ha)	Indicative GFA (m2)	Description	Linked Strategic Mitigation & Compensation Measures (identified through Masterplan) (further detailed site-specific mitigation to be confirmed through EIA / Transport Assessment and other technical assessments and conditioned as appropriate)
B	Gregness	6.71	8,000 – 12,000 sqm	<ul style="list-style-type: none"> Development of flexible Class 4/5/6 business / industrial uses for Energy Transition- focused towards high-value manufacturing and other port-integrated activity Associated infrastructure including site accesses, external areas for parking and storage, active travel connections, site landscaping, SuDS, utility & service connections. <p>*Annotations 1-5 on plan opposite relate to Development Proposals for the site, including buildings, roads and accesses, as described in more detail on pg 100.</p>	<p>6</p> <ul style="list-style-type: none"> Plot Landscape Frameworks (including Green Roofs where feasible), native species planting and landscaping to add to campus amenity and biodiversity. Pollinator Coast & Habitat Connectivity – native species amenity landscaping and planting targeted coastal plant species addressing fragmentation and adding to site biodiversity. <p>7</p> <ul style="list-style-type: none"> Coastal Path (Core Path 78 section between Doonies and Aberdeen South Harbour) – enhancement to path quality, accessibility, interpretation and way-finding. Integrated with planned re-instatement around Gregness headland (as required by Aberdeen South Harbour permission). <p>8</p> <ul style="list-style-type: none"> Landscape screening and treatment within buffer and boundary zones, including native species suitable for coastal environment. <p>9</p> <ul style="list-style-type: none"> Height and massing to have regard to landscape sensitivity as well as changing setting and character around Aberdeen South Harbour – informed by LVIA.

*Indicative floorspace ranges are derived from the illustrative layouts shown within the ETZ masterplan and would be confirmed within future PPIP application(s).

**Illustrative Plan
Marine Gateway**



**Illustrative Plan
Hydrogen Campus**

Zone	Zone Name	Area (Ha)	Indicative GFA (m2)	Description	Linked Strategic Mitigation & Compensation Measures (identified through Masterplan) (further detailed site-specific mitigation to be confirmed through EIA / Transport Assessment and other technical assessments and conditioned as appropriate)
C	Doonies	10.08	28,000 – 34,000 sqm.	<ul style="list-style-type: none"> Development of flexible Class 4/5/6 business / industrial uses within a Campus focused towards hydrogen and associated energy transition supply-chain activity. Provision of new road link crossing the site – connecting Coast Road to Peterseat Drive. Associated infrastructure including site accesses, external areas for parking and storage, active travel connections, site landscaping, SuDS, utility & service connections. <p>* Annotations 1-5 relate to Development Proposals for the site, including buildings, roads and accesses, as described in more detail on pg 114.</p>	<p>6 • Landscape screening and treatment within buffer and boundary zones, including native species and woodland.</p> <p>7 • Plot Landscape Frameworks (including Green Roofs where feasible). INNS removal and management, native species planting and landscaping to add to campus amenity and biodiversity.</p> <p>8 • On-site SuDS infrastructure complementing overall site amenity and adding to biodiversity</p> <p>9 • Coastal Path (Core Path 78 section from Doonies to Cove) – enhancement to path quality, accessibility, interpretation and way-finding – maintaining existing character as coastal walking route.</p> <p>10 • Retention and upgrade of on-site path networks – including connection to Tullos Wood as part of Green Network and integrated with active travel provision within new Link Road.</p> <p>11 • Pollinator Coast & Habitat Connectivity – native species amenity landscaping and planting targeted coastal plant species addressing fragmentation and adding to site biodiversity – including areas of former Ness Landfill in coordination with planned Solar Farm.</p>

*Indicative floorspace ranges are derived from the illustrative layouts shown within the ETZ masterplan and would be confirmed within future PPIp application(s).

The PPIp will require comprehensive Environmental Impact Assessment. This will include assessment of full suite of environmental topics, assessing potential for environmental effects in line with EIA Regulations (2017) and where appropriate identifying necessary mitigation and compensatory measures to be provided. Significant baseline and technical appraisal / assessments have informed the masterplan process, and will continue to be built upon and extended as part of the full statutory Environmental Impact Assessment. While subject to EIA Scoping Opinion from Aberdeen City Council (in consultation with statutory consultees) to confirm the methodology and requirements of assessment, it is likely that and EIA for development of the Opportunity Sites will cover the following topics:

- Planning Policy
- Ecology, Nature Conservation & Biodiversity
- Water Environment, Drainage & Flood Risk
- Air Quality
- Landscape & Visual
- Traffic, Transport, Movement
- Disruption Due to Construction
- Population & Human Health
- Geology, Soils & Contaminated Land
- Greenhouse Gas Emissions
- Noise Environment
- Cultural Heritage
- Cumulative Impacts
- Others as Identified by Screening

In addition to Environmental Impact Assessment, further assessments and studies will be required to support a future PPIp application. The final list and scope of planning deliverables will be agreed with ACC through pre-application process but may include:

- Planning Supporting Statement
- Tree Survey
- Air Quality Assessment
- Flood Risk Assessment
- Construction Environmental Management Plan
- Biodiversity / Landscape Framework
- Transport Assessment
- Ground Conditions Report
- Noise Impact Assessment
- Drainage Assessment
- Ecological Surveys (incl. Habitats and Protected Species)

Separate from the planning consenting requirements, a CAR License will be required for the proposed re-alignment works to the East Tullos Burn. This will be developed in close consultation with SEPA and will require further detailed bathymetric / geomorphological survey, modelling, and design development of the Burn channel to ensure works are compliant.

The potential for works to St Fittick’s Church has also been identified within the Masterplan. The approach and detailed scope for mitigation and enhancement of the Church and its setting will be developed with HES and ACC Archaeology, but could require separate Scheduled Monument Consent.

Development of other projects and infrastructure identified within the masterplan and supporting wider growth of the cluster (ie. those within LDP designated employment land) would be delivered through separate consents as necessary either by ETZ Ltd or other parties, and in line with the vision and overall framework established through the Masterplan.

As noted above, where planning applications within the ETZ require specific planning obligations to mitigate the impacts of development, these will be agreed with Aberdeen City Council during the determination of planning applications as required for individual sites and secured where appropriate or necessary through planning conditions and the mechanisms of a ‘Section 75’ or similar legal agreement.

Developer contributions may be sought to support infrastructure interventions across the ETZ area, and other local infrastructure improvements or mitigations required by proposed development. The scale of contributions will be agreed with Aberdeen City Council through planning application assessment and in line with the requirements of the Council’s Supplementary Guidance on Developer Obligations and Circular 3/2012 (Planning Obligations & Good Neighbour Agreements).

The initial phases of development within ETZ will be assessed and consented against the current Local Development Plan (adopted 2022), however future development and renewal of sites within ETZ over a longer time horizon of 5+ years may be brought forward in the context of future Development Plan(s). The ETZ Masterplan will remain a material consideration and the development guidance within should be considered in the planning and development process to ensure coordinated delivery across the Zone.

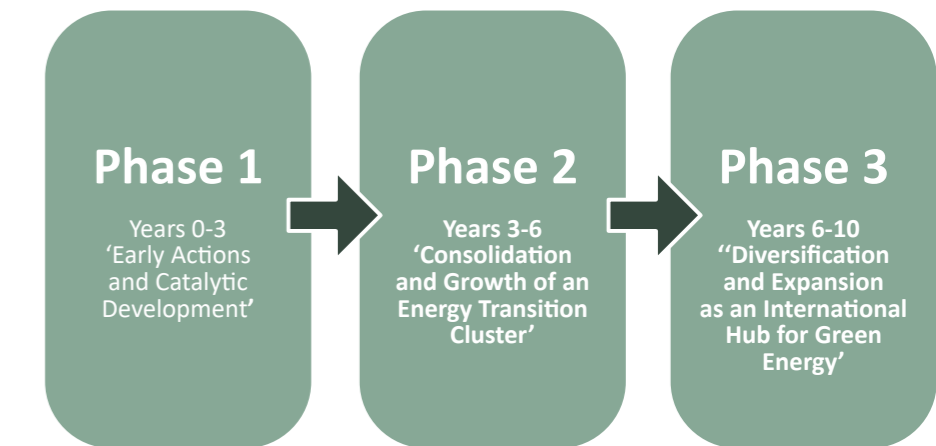
PHASING & DEVELOPMENT TIMELINE

The ETZ Masterplan seeks to provide a long-term planning document that sets out the relationships between place, project elements and local environment, and creates a spatial framework for future investment and development.

The ETZ programme for transition is an initiative for the next decade and beyond and it is important to consider the masterplan as a dynamic document that can be flexed and adjusted based on changing place, and investment needs over time.

- An indicative phasing timeline has been identified for the delivery of elements within the masterplan, seeking to balance delivery of development in response to market / investor demand, provision of supporting infrastructure, and managing impacts on local environment and communities. The indicative timeline sets out actions and potential projects led by ETZ Ltd., as well as complementary projects which will be led and delivered by key stakeholders across the area such as ACC, Port of Aberdeen, Nestrans, and future inward investors.
- The Phasing Strategy seeks to gradually establish and then grow in scale the campuses across ETZ. Key early actions that will facilitate the establishment of the ETZ Campuses on existing brownfield land are already well advanced, either benefitting from extant consents or utilising existing buildings, including creation of the National Floating Wind Innovation Centre, and development of the Energy Incubator and Scale-Up Hub.
- Critical to phasing and timely delivery of market-ready sites will be securing planning permission for development on identified Opportunity Sites. As noted above, it is the current intention of ETZ Ltd to progress planning permission in principle application in 2023 for these key sites, following further pre-application consultation with ACC and local communities.

- At this stage, the outlined approach to phasing is indicative and it should be recognised that exact sequence and timing of development will change in response to market drivers, partnership arrangements, project funding and feasibility, and other development factors. There will be overlap between phases and depending on market cycles and technological development it is likely that elements of the masterplan may be delivered quicker than others, to which supporting infrastructure will need to respond. Across the ETZ, development opportunities will be managed in consultation with ACC (and wider stakeholders) to ensure impacts are mitigated and supporting infrastructures delivered.
- Ensuring market-ready land / development sites is critical to success of Energy Transition Zone, especially with regard to current round of ScotWind leasing for which supply-chain is being established to enable build-out across the 2020’s.
- In parallel with energy-transition focused development within Campuses, it is essential that supporting infrastructures are delivered, ensuring that benefits from development flow to local communities, that environmental assets are protected and enhanced through development, and that the physical transport and utilities infrastructures are in place to serve current and future phases of development.



Years 0-3 – ‘Early Actions and Catalytic Development’



Energy Transition Zone Campuses

- **Enable the Marine Gateway and Hydrogen Campus** sites for inward investment focused around high-value manufacturing and energy transition supply-chain.
- Deliver **Green Hydrogen Test & Demo facility** (linked to ERM) as early action to catalyse development of the Hydrogen Campus. Support and enable the delivery of pioneering Green Hydrogen project including ERM, Vattenfall, and Hydrogen Hub (by bp Aberdeen Hydrogen Energy Ltd).
- Establish FLOWIC as a national centre for floating offshore wind R&D, test and validation and to anchor the Offshore Wind Campus.
- **Develop Energy Incubator and Scale-Up Hub** for growing businesses to locate in ETZ and as a catalyst for the Skills Campus
- **Develop Advanced Manufacturing Skills Hub** facility adjacent to and linked to NESCol Altens Campus.



Community & Energy Coast

- Progress design and delivery of **enhancements to St Fittick’s Park** and under-utilised green spaces in the locality – in collaboration with the local community.
- Enhanced access and **connectivity to Tullos Wood**.
- **East Tullos Burn 2.0 Project** to include re-alignment and lengthening of the Burn channel, improvement to water quality, and habitat development for Burn and wetlands.
- **Enhancement of biodiversity** across the area through Pollinator Coast, habitat management, and plot landscape frameworks.
- Enhancement of **active travel routes across the Green Network**, including the Coastal Path network as part of the ‘Energy Coast’.
- **Establish ETZ Community Fund** to help accelerate delivery of local development priorities.
- Implement **ETZ Jobs & Skills Plan** working with industry partners and local communities.



Enabling Infrastructures

- Support ACC delivery of **ASH Transportation Links Project** to upgrade Coast Road and provide enhanced connection (incl. HGV capability) between key ETZ nodes.
- Deliver **Peterseat-Doonies Road Link** as key enabling action to support development of the Hydrogen Campus, in coordination with ASH Transportation Links Delivery.
- Subject to development and investment requirements, deliver **Coast Road re-alignment** as part of Marine Gateway– strengthening access to key sites enabling port-contiguous developable areas.
- Support development of **Craiginches Rail Freight Feasibility Study** to identify future options for de-carbonisation and integration of rail-freight into ETZ.
- Establish a **framework for net zero development**, including facilities management support throughout the ETZ Campuses.
- Utilise heat-pump technologies to sustainably meet building heat & energy needs. Support and enable delivery of **renewable energy technologies** including wind and solar across the Zone and linked to Campus development.
- Continue ETZ Ltd. programme of **partnering and co-investment in brownfield land** across Altens and East Tullos – renewing and strengthening the quality of industrial land assets with a focus on circular economy and energy efficiency.

Years 3-6 – ‘Consolidation and Growth of an Energy Transition Cluster’



Energy Transition Zone Campuses

- Attract and enable further high-value investment into ETZ Campuses to support their continued development and expansion. Focus towards high-value supply-chain services and activity meeting demand from ScotWind delivery and wider renewables sectors.
- Expansion of Hydrogen Campus from Test & Demonstration to provide specialised technology and industrial units as sector matures and further manufacturing and supply-chain opportunities emerge.
- Follow-on investment in brownfield land within the Offshore Wind Campus to meet growing supply-chain needs.
- Expansion of Energy Incubator & Scale-Up Hub within Altens, extending across the full extent of its Hareness Road site and providing additional flexible space for growing businesses.
- Consolidation of the Advanced Manufacturing Skills Hub and further development of specialist curriculum and training opportunities tailored to energy transition industries.



Community & Energy Coast

- Support development and expansion of fully integrated active travel connections across Green Network, employment sites, and local community.
- Further collaboration and liaison with local communities to identify opportunities for development of enhanced community / greenspace facilities.
- Management and maintenance of East Tullos Burn and wetlands (in collaboration with ACC and community) to support enhanced water quality and biodiversity.
- Continued management and enhancement of landscape for local biodiversity through Pollinator Coast and Plot Landscape Frameworks – in partnership with ACC and wider stakeholders.
- Ongoing operation of ETZ Community Fund – supporting and enabling local priorities in collaboration with communities.
- Ongoing implementation of Jobs & Skills Plan to support local job creation and skills development.



Enabling Infrastructures

- **Potential delivery by ACC of Wellington Road upgrade (subject to future programme review) to provide enhanced transport corridor suitable for all users, including priority junctions at Hareness Road providing key gateway to ETZ.**
- **Potential development of a Mobility Hub at Hareness Road (NESCol) to complement road infrastructure improvements and integrate active travel and public transport movement.**
- Continue ETZ Ltd programme of partnering and co-investment in brownfield land across Altens and East Tullos – renewing and strengthening the quality of industrial land assets with a focus on circular economy and energy efficiency.
- **Create green energy Campus heat & power distribution centres utilising air source heat pump technologies (subject to feasibility) to service multiple buildings at greater efficiencies.**

Years 6-10 – “Diversification and Expansion as an International Hub for Green Energy”-



Energy Transition Zone Campuses

- ETZ Campuses fully established and developed as a thriving industrial cluster – leading Aberdeen and Scotland’s transition to net zero through development for high-value manufacturing, energy transition supply-chain, innovation, research & development, and skills & training.
- Opportunities for further expansion and diversification of Campuses are explored in close collaboration with ACC, PoA, and local stakeholders – with priority on maximising potential of brownfield land to serve next generation of green energy development.
- Continued renewal and investment into brownfield land within East Tullos and Altens to further support and grow the market-leading cluster of Energy Transition activity.



Community & Energy Coast

- Collaborative management of local environment and landscape to enable long-term establishment of habitats that support biodiversity across the area, and support sustainable blue-green networks including East Tullos Burn.
- Opportunities for further renewal, integration and expansion of active travel routes across the Green Network are explored with ACC, Nestrans, and other stakeholders as part of city-wide network.
- Ongoing implementation and evolution of Jobs & Skills Plan in response to changing technologies and industry needs – supporting sustainable, long-term local job creation and skills development.



Enabling Infrastructures

- Following earlier feasibility and options review, support investment and renewal of Craiginches Rail Freight Facility to enable multi-modal low-carbon transport links within the Zone.
- Subject to future exploration of feasibility and technological readiness, seek to support Local Heat & Energy Networks. Incorporating hydrogen as primary zero-carbon fuel source and extending across Campuses to include existing and new-build development, as well as potentially connecting into city-wide district heating networks led by ACC.
- Sustainable investment and renewal of local and strategic road network by ACC and Nestrans – supporting a fully accessible industrial cluster.
- Subject to future demand and technological advancement, supporting opportunities for scaled-up hydrogen production and enabling connectivity and integration with city-wide infrastructures, facilities, and export capabilities.

PROJECT PARTNERSHIPS & DELIVERY

To help deliver the vision and ambition for the region, ETZ Ltd will continue to work with core partners including Aberdeen City Council, Port of Aberdeen, and Scottish Enterprise – supported through funding from Opportunity North East and Scottish and UK Government. They will work collaboratively to share knowledge, develop complementary programmes, and support the alignment of interests to create a globally integrated energy cluster.

In addition to successfully deliver the ETZ, the project will continue to engage with a wider partnership featuring organisations including (but not limited to); Invest Aberdeen, SDI, NZTC, National Manufacturing Institute Scotland (NMIS), Global Underwater Hub, ORE Catapult, Nestrans, Robert Gordon and Aberdeen Universities, NESCol, and SDS.

ETZ Ltd are committed to local engagement and supporting the widest participation of communities in the delivery of programmes and projects, including working alongside communities as they draw down and fund local initiatives through the proposed Community Fund.

- The process of coordinating and preparing the masterplan has been led by ETZ Ltd, but delivery of the full potential of the Energy Transition Zone will require ongoing collaboration and partnership working with a wide range of groups. Engagement with communities has played a major role in developing the masterplan and the contribution, local knowledge and indeed challenge to the scope of projects has helped to identify mitigation measures and identify areas of opportunity for mitigation, compensation and enhancement.

- Minimising environmental impacts and impacts on local communities whilst providing opportunity to develop a more sustainable, inclusive and productive place will offer significant opportunity for co-design and collaboration around the detailed planning and design phases of the project. The masterplan sets out a range of committed projects that can build upon previous initiatives and programmes and support the ambitions of the Aberdeen South Locality Plan and wider Development Plan.

The proposed Campuses and supporting infrastructures across ETZ will be developed through ongoing collaboration between a wide range of partners and stakeholders – with ETZ Ltd seeking to take a leading role in coordinating and facilitating delivery. The matrices below highlight potential range of interests and contributions that will support delivery of projects and infrastructures.

ENERGY TRANSITION ZONE CAMPUSES - Partnership Delivery

	ETZ Ltd	ACC	Community	Port of Aberdeen	Energy Transition Operators	Inward Investment	NESCol & NESA	Industry Bodies	Statutory Bodies / Others
Community & Energy Coast Programme	✓	✓	✓	✓	✓	✓		✓	✓
Marine Gateway	✓	✓	✓	✓	✓	✓		✓	✓
Hydrogen Campus	✓	✓	✓	✓	✓	✓		✓	✓
Offshore Wind Campus	✓	✓	✓	✓	✓	✓		✓	✓
Skills Campus	✓	✓	✓		✓	✓	✓	✓	✓
Innovation Campus	✓	✓	✓		✓	✓		✓	✓

- ✓ Key Delivery Partner & Stakeholder
- ✓ Potential Delivery Support & Interest

ENERGY TRANSITION ZONE - ENABLING INFRASTRUCTURES - Partnership Delivery

	ETZ Ltd	ACC	Community	Port of Aberdeen	Nestrans	Transport Scotland	Network Rail	Scottish Water	Statutory Bodies & Agencies (e.g. SEPA / NatureScot)
Rail Freight Infrastructure	✓	✓	✓	✓	✓	✓	✓		✓
Road Infrastructure	✓	✓	✓	✓	✓	✓	✓		✓
Energy & Net-Zero Infrastructure	✓	✓	✓	✓				✓	✓
Utilities Infrastructure & Waste	✓	✓	✓	✓				✓	✓

- ✓ Key Delivery Partner & Stakeholder
- ✓ Potential Delivery Support & Interest

ABERDEEN CITY COUNCIL

COMMITTEE	Planning Development Management
DATE	29 June 2023
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Aberdeen Planning Guidance: Outdoor Seating
REPORT NUMBER	PLA/ 23/217
DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Donna Laing
TERMS OF REFERENCE	5.

1. PURPOSE OF REPORT

- 1.1 To seek approval to adopt the Aberdeen Planning Guidance (APG): Outdoor Seating.

2. RECOMMENDATION(S)

That the Committee:-

- 2.1 Note the findings of the consultation on the Draft Outdoor Seating Guidance Document, and subsequent responses and revisions proposed by Officers to the Draft document (refer Appendix 1) and
- 2.2 Approve the Aberdeen Planning Guidance: Outdoor Seating (Appendix 2) as non-statutory planning advice.

3. CURRENT SITUATION

Reason for Guidance

- 3.1 Report PLA/22/183 to Planning Development Management Committee on 01 September 2022 outlined the circumstances for the creation of Planning Guidance on outdoor seating. Outdoor seating, as defined in the Aberdeen Planning Guidance, can take the form of chairs and tables outside of a

premises, or larger covered structures to accommodate further seating. The proposed Aberdeen Planning Guidance on this topic provides general principles for all outdoor seating relating to location, design and neighbourliness. Specific guidance is also provided on outdoor seating on streets, privately owned car parks, public open space, seasonal consents / time limited applications and the Belmont Café Quarter. The Guidance also highlights where further consents may be required from other departments beyond the planning service (e.g. Roads and Licensing).

Public Consultation

3.2 The public consultation on the Draft Aberdeen Planning Guidance ran for a period of 4 weeks from Monday 26 September to Monday 24 October 2022. The document was made available and publicised during the consultation by the following methods:

- Publication of the Draft document on the Aberdeen City Council 'Consultation Hub'
<https://consultation.aberdeencity.gov.uk/planning/apg-outdoor-seating/>
- Hard Copy of the document available for review at Marischal College Customer Service Centre during normal opening hours of 9am to 1pm Monday, Tuesday, Thursday, Friday and 9am to 5pm on Wednesday.
- Social Media posts on Facebook and Twitter from Aberdeen City Council and Local Development Plan social media accounts during the consultation process.
- Notification by email to statutory consultees, Community Councils and other interested organizations.
- Notification to individuals, organisations and businesses signed up to the Local Development Plan Newsletter.

3.3 A total of 253 responses were received to the public consultation. 243 were from individuals, 8 from businesses and 2 from organizations. The responses received can be split into five themes; general support for outdoor seating (7 businesses / 2 organizations / 123 individuals), outdoor seating is not required (9 individuals), comments relating to the temporary Spaces for People measures installed during the Covid-19 emergency (15 individuals), comments on the content of the document (22 individuals), comments on a single premises (1 business / 73 individuals). 1 blank comment from an individual was also received. Appendix 1 presents the responses received, split into the five themes.

3.4 Changes made to the document following comments received during the public consultation period include adding further information to show the remit of the different consent processes required for outdoor seating establishments, and highlighting that outdoor seating is not solely for licensed premises. Text modifications have also been made to incorporate updates to Permitted Development Rights across Scotland which came into force on 31 March 2023.

Planning consent is still required for proposals which fall outwith the remit of the Permitted Development Rights. Changes have been made to the format of the document so it follows the Aberdeen Planning Guidance template, and the policies have been updated to reflect the Aberdeen Local Development Plan 2023. The document will help applicants, planning officers and other stakeholders to understand the planning requirements regarding outdoor seating where this is not covered by Permitted Development Rights. It will ensure a consistent approach to decision making. The final document will be desktop published and will be available to view on the Council's website.

Adoption Timeframe

- 3.5 On 20 September 2022, 19 days after the draft Aberdeen Planning Guidance was approved for consultation, Aberdeen City Council received the Reporters' Report into the Examination in Public of the Proposed Aberdeen Local Development Plan 2022. At Full Council on 14 December it was agreed to approve the adoption of the Aberdeen Local Development Plan as modified, and the Plan as modified was sent to the Scottish Ministers. Further to receipt of a Direction letter from Scottish Ministers dated 10 May 2023, the Aberdeen Local Development Plan 2023, as modified was presented to Full Council on 14 June 2023 with a recommendation to adopt. The Aberdeen Local Development Plan 2023 was adopted on 19 June 2023. This Aberdeen Planning Guidance would be non-statutory planning advice to support the Local Development Plan 2023.
- 3.6 As referenced in report PLA/22/183, the Scottish Government recently undertook a review of Permitted Development Rights, which included a consultation on moveable outdoor furniture. Permitted Development Rights are proposals where no planning consent is required, or where planning consent is required only in certain instances. The Scottish Government consultation on the review of Permitted Development Rights ended on 3 August 2022.
- 3.7 Given the timelines associated with both the Scottish Government consultation on Permitted Development Rights and the Aberdeen Local Development Plan 2023 it was felt pertinent, and resource efficient, to bring this Aberdeen Planning Guidance back to Members for approval after the results of the Permitted Development Rights consultation were known, and after the adoption of the Aberdeen Local Development Plan 2023.

4. FINANCIAL IMPLICATIONS

- 4.1 There are no financial implications associated with this report. The cost of preparing the document has been met through existing budgets.
- 4.2 The guidance document will help to mitigate any increase in applications and queries which will result in added pressure on the finances and staff resources of the Council's planning service.

5. LEGAL IMPLICATIONS

5.1 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 document. Once adopted, the Aberdeen Planning Guidance: Outdoor Seating document will be a material consideration to inform decisions on future planning applications in Aberdeen.

6. ENVIRONMENTAL IMPLICATIONS

6.1 A Strategic Environmental Assessment Screening Report was issued to the SEA Gateway. The SEA Gateway have confirmed there is no requirement for a Strategic Environmental Assessment.

6.2 A Habitats Regulations Appraisal (HRA) is not required as the APG does not specifically recommend any actions or projects.

7. RISK

The assessment of risk contained within the table below is considered to be consistent with the Council's Risk Appetite Statement.

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	Not delivering the aims of the City Centre Masterplan and Local Development Plan relating to the future of Aberdeen.	Encourages outdoor seating to facilitate a vibrant and welcoming city.	L	Yes
Compliance	Ensuring that planning permission is sought for outdoor seating where required.	The document provides advice on planning consent.	L	Yes
Operational	By not provided guidance, officers could,	The document provides clarity, consistence and certainly in terms of	L	Yes

	over time, provide inconsistent advice.	what is required for planning permission.		
Financial	Not having guidance could lead to uncertainty at planning application stage, potentially leading to more staff time spent processing applications and a greater number of planning application appeals.	The document should reduce the number of queries and provide clarity, consistence and certainly in terms of what is required for planning permission.	L	Yes
Reputational	Not providing guidance opens the possibility of inconsistency and misinformation.	The document sets parameters for development based on location, design and amenity.	L	Yes
Environment / Climate	Ensures Net Zero Route map is considered in the design of proposals	The document notes proposals have to consider energy use and emissions.	L	Yes

8. OUTCOMES

<u>COUNCIL DELIVERY PLAN 2022-2023</u>	
Impact of Report	
Aberdeen City Council Policy Statement	The proposal within this report support the delivery of the following aspects of the policy statement: -
<u>Working in Partnership for Aberdeen</u>	A vibrant city – make Aberdeen a more attractive place to live, work, study and visit
Prosperous Economy Stretch Outcomes	Supports outcome 2 by supporting the labour market and by allowing people to linger longer in spaces.

Prosperous People Stretch Outcomes	Support outcome 11 by facilitating spaces where individuals can interact socially.
Prosperous Place Stretch Outcomes	Supports outcome 13 by focusing on impact on proposals on Net Zero Route map.
Regional and City Strategies <i>City Strategies and Strategic Plans</i> City Centre Masterplan, Aberdeen Local Development Plan 2023	Supports the City Centre Masterplan by helping to facilitate a vibrant and welcoming city. Support the Aberdeen Local Development Plan 2023 by ensuring Aberdeen is an excellent place to live, visit and do business, and where the built, historic, and natural environment will be protected.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Full impact assessment not required.
Data Protection Impact Assessment	Not required.
Other	Not required.

10. BACKGROUND PAPERS

10.1 [Aberdeen Local Development Plan 2023](#)

10.2 [City Centre and Beach Masterplan 2022](#)

11. APPENDICES

11.1 Appendix 1 – Summary of responses received and officer responses

11.2 Appendix 2 – Aberdeen Planning Guidance: Outdoor Seating

12. REPORT AUTHOR CONTACT DETAILS

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Appendix 1 – PLA/23/217 Aberdeen Planning Guidance (APG): Outdoor Seating Summary of responses and issues arising from public consultation		
Representation received	Officer Response	Action as a result of Representation
Comments from Business Owners		
General Support		
Keep outdoor seating at establishments. They increase revenue, they increase employment and they bring a new dynamic to the city. The outdoor additions should remain and provide much greater benefit to the city and local areas than any possible drawbacks. I have the relevant information to make an informed decision.	We welcome the support for outdoor seating and its benefits.	No revision required.
The council should be doing more to encourage outdoor seating areas within the hospitality industry. Why has it taken so long?	Existing planning policy supports café culture – guidance on street cafes can be found within existing planning document, the Harmony of Uses Supplementary Guidance. The Aberdeen Planning Guidance document provides further information on what is required in terms on planning permission.	No revision required.
Larger pavements with less city centre traffic. It's good to see what work is being done in the city, well done.	The City Centre Masterplan promotes less city traffic and work is underway to progress many of the streetscape projects within it.	No revision required.
Comments from Organizations		
General Support		
Separate permission is required for trunk roads - a permit by Transport Scotland. Without this permission Transport Scotland will take enforcement action in such cases. Transport Scotland would require to be	Comments noted.	No revision required. Transport Scotland would be consulted on relevant planning applications.

<p>consulted on any planning application that includes proposals for outdoor seating, as defined within this guidance, that would be located within the adopted trunk road boundary.</p> <p>Scottish Water do not have any objection to the guidance.</p> <p>It should be noted that Scottish Water require 24-hour access to footpaths or roads in order to access, maintain or renew our assets and/or infrastructure. If necessary, we reserve the right to temporarily suspend outdoor seating at any venue as required for the duration of the works.</p>	<p>Comments noted.</p> <p>Comments noted.</p>	<p>No revision required.</p> <p>No revision required. This would be addressed through the Café Permit from the Roads Authority.</p>
<p>Comments from Individuals</p>		
<p>General Support – General support and further comment.</p>		
<p>Allowing outdoor seating is a fantastic idea. More café culture is needed. It is the norm in other cities and has positive benefits for tourism. It will add vibrancy to the city.</p> <p>Affordable parking facilities to encourage customers to visit the city centre is needed. Pricing has to be considered.</p> <p>Heaters will be required. Seagulls will need to be addressed.</p>	<p>We welcome the support for outdoor seating.</p> <p>Parking fees are outwith the remit of the planning authority. The document relates to planning considerations when determining applications of that nature.</p> <p>The use of heating is not within the remit of the planning service. This is covered within other consent process. The document notes that proposals should be mindful of energy use and emissions.</p>	<p>No revision required.</p> <p>No revision required.</p> <p>No revision required.</p>

Don't understand why No10 beer garden disappeared. Need tables and chairs in sunnier areas if the city to take advantage of the good weather.	The structure mentioned was subject to a planning application once the temporary measures to ensure spaces for people during the height of the COVID pandemic were removed.	No revision required.
There should be clear guidance on any outdoor seating covered or uncovered should be non smoking.	The legislation surrounding smoking and non-smoking areas is outwith the remit of the planning service.	Added text to document to highlight other consent processes.
Pedestrianisation of more areas in the city centre. Perhaps reviewing permitted development to identify other uses that could be supported in the city centre.	Pedestrianisation is outwith the scope of the document. Permitted Development is the remit of the Scottish Government.	No revision required.
Air Quality needs to be considered.	Environmental Health are a consultee in planning applications for outdoor seating and will make comment on air quality.	No revision required.
Cafes should be open longer.	Hours of operation falls within the remit of the owners and environmental health who are consultees in planning applications for outdoor seating.	No revision required.
You need to think about utilities.	Planning applications for outdoor seating are sent to a number of consultees including utilities companies, who make comment on the application.	No revision required.
Designs should be of a high quality.	The planning document provides guidance on design, which is to be of a high quality	No revision required.
Get the bins off the streets and make the streets people friendly again.	Work in making the streets people friendly is being actioned through the City Centre Masterplan.	No revision required.

Close Union Street to traffic and encourage hospitality into these spaces (also reduce the astronomical business rates to).	The pedestrianisation of the area noted was subject to a Council decision on 29 June 2022. Pedestrianisation is outwith the scope of the outdoor seating guidance document	No revision required
Not required		
<p>Please remove all outdoor seating. Safety for the partially sighted.</p> <p>We do not have the weather to sustain outdoor seating.</p> <p>The pavements aren't wide enough for outside seating. The parks should be left alone. Antisocial behaviour is bad enough in the city centre. Outside drinking only makes this worse. People live in the city centre.</p>	<p>Safety is addressed through further consent process - for example the Café Permit from the Roads Authority. The document relates to planning issues only.</p> <p>The use of heating is not within the remit of the planning service.</p> <p>The Roads Authority are a consultee in planning permission applications for outdoor seating, and assess applications on safety, including pavement width. The document provides guidance on outdoor seating and public open space and notes the principles of being a good neighbour. Environmental Health are a consultee in planning permission applications for outdoor seating, and assess applications for impact. Outdoor seating has a wider remit than licensed premises.</p>	<p>Added text to document to highlight other consent processes.</p> <p>Added text to document to highlight other consent processes.</p> <p>Added text to document to highlight the wider remit of outdoor seating.</p>
Spaces for people related comments		
<p>The wooden social distancing ones became an eyesore.</p> <p>Safe must be maintained. Thought should be given on the road layout for traffic when considering outdoor seating on Belmont Street.</p>	<p>The document relates to structures where planning permission is required, and not those put in place as a temporary measure to ensure spaces for people during the height of the COVID pandemic.</p> <p>The Roads Authority is a consultee for planning applications to outdoor seating.</p>	<p>Added text to document to highlight other consent processes.</p> <p>No revision required.</p>

<p>The whole point of the outdoor seating was to reduce the risk from Covid 19, not increase the premises capacity.</p> <p>Please do not allow Bars / Restaurants to take over the Rubislaw Gardens again. What happened to planning regs. Plastic windowed tents are not attractive. Several of these appear unsafe and unsightly. Some of the outdoor seating we have just now is an eyesore, it looks dirty & needs a good scrub.</p> <p>Doesn't leave much room in these one way streets for emergency services.</p> <p>Focus on reworking the city centre.</p>	<p>The document supports café culture and promotes the use of outdoor space to facilitate this.</p> <p>The structure noted was erected during the pandemic where national legislation relaxed the requirement for planning permission for such structures. The National relaxation of planning permission for outdoor seating structures came to an end at the end of September 2022. These structures now require planning permission and other consents. The document provides guidance on outdoor seating and public open space.</p> <p>Planning applications on outdoor seating are subject to consultation with Roads Authority who assess them and make comment relating to maintaining clear passageways and safety.</p> <p>The City Centre Masterplan is looking at long term plans to increase the vitality and vibrancy of the City Centre, this includes looking at incentives for 6 areas within the City Centre</p>	<p>No revision required.</p> <p>No revision required.</p> <p>No revision required.</p> <p>No revision required.</p>
<p>Comments on content of the document</p>		
<p>Seems comprehensive, but more pedestrian/cycle space to support more outdoor seating is required. Road space should be sacrificed over bus lanes, cycle lanes and pedestrians/cycle pavements. If a venue has outdoor seating then it should, or the council should, provide secure cycle parking points within the vicinity (preferably visible from said location).</p>	<p>We welcome support for the document. The current temporary outdoor seating structure in many areas of the city were put in place under temporary legislation. This has been removed. Under the extant rules outdoor seating would not be permitted on road ways . cyclelanes, Pedestrianisation is outwith the scope of the document, and the planning service. The Roads Authority are a consultee in planning permission applications for</p>	<p>No revision required.</p>

<p>Disagree with the view that the seating areas should be directly linked to the buildings they serve.</p>	<p>outdoor seating, and make comment on safety, space and cycle parking.</p> <p>The guidance note states clear routes must be maintained, and that crossing a footway should generally be avoided. The document does not state seating areas should be directly linked to the building they serve.</p>	<p>No revision required.</p>
<p>Roads in certain zones should be turned over to seating.</p>	<p>Pedestrianisation is outwith the scope of the document, and the planning service. The Roads Authority are a consultee in planning permission applications for outdoor seating, and make comment on safety, space and parking.</p>	<p>No revision required.</p>
<p>The current guidelines seem sufficient and agree that they should not obstruct pavements and pedestrians however with reduced footfall on Union Street surely more can be done in terms of incentives, reduced rates. Castlegate need to be addressed.</p>	<p>We welcome the support for the document. The current policy approach and document supports café culture in Aberdeen and provides guidance to applicants should they wish to submit an application.</p> <p>The City Centre Masterplan is looking at incentives for 6 areas within the City Centre including those mentioned. Safety and pavement width is addressed through further consent process - the café permit from Roads Authority.</p>	<p>No revision required.</p>
<p>greening - maintenance proposal should be provided - lighting is very important also for health reasons - I strongly disagree with continuity with surrounding area. We need colour, variety, we need to be inspired. - environmental impact like reduction in CO2/fuel use should be mentioned as desirable - to be practical this guide should include useful links to design examples, environmental guidance and lighting.</p>	<p>The maintenance of private structures is the responsibility of the individuals who have commissioned them. Lighting falls within the remit of environmental health who are consultees in planning applications for outdoor seating. The document notes design should be of a high quality. The final published document will include images; this is a draft for consultation. The erection of outdoor seating requires different consent processes from different profession—links to the different</p>	<p>No revision required.</p>

<p>Outdoor seating should not impede disabled access. Nor be intrusive in comparison to its surroundings eg if in conservation area. Anti-social behaviour linked to alcohol consumption should be addressed.</p> <p>The only objection I would have is that the council is putting possible limitations on use of hotel car parks. The Dutch Mill and The Chester Hotel have had very successful outdoor seating areas in their car parks for two years now and these are a great asset to the city.</p> <p>A number of the outdoor areas currently in the city are in place to supplement licensed establishments. Placing licensing outside/adjacent to this framework is simply wrong.</p> <p>Premises seeking to use outdoor spaces should ensure they have neighbouring property agreement.</p> <p>outdoor seating should fit within the footprint of the proprietors' existing premises and not impact adjacent</p>	<p>departments are noted at the end of the guidance document.</p> <p>Planning applications on outdoor seating are subject to consultation with Roads Authority who assess them and make comment relating to maintaining a clear passageway and safety. The planning guidance notes applications have to be suitable for their context. Licensing is outwith the remit of the planning authority. The document links to other consents which are required for outdoor seating applications. The purpose of the document is to encourage a range of outdoor seating for all.</p> <p>–Parameters on what will be considered acceptable in planning terms are outlined within the planning guidance. Structures erected during COVID were party to different temporary legislation - which has now been removed.</p> <p>Licensing is not the remit of the planning authority and all current processes around obtaining a premises license still apply.</p> <p>The guidance relates to planning permission only. The document notes the principles of being a good neighbour.</p> <p>Occupation of the pavement is assessed through a separate process, the Café Permit which is the remit of</p>	<p>No revision required.</p> <p>No revision required.</p> <p>Added text to document to highlight other consent processes.</p> <p>No revision required.</p> <p>Added text to document to highlight other consent processes.</p>
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<p>roads and pavements. Economic impact. Ensuring other facilities (eg toilets and kitchens) can cope with the increased headcount.</p> <p>Under “Design”, change ‘high quality’ to ‘sufficiently quality’ (or equivalent).</p> <p>The location should be considered in respect of any potential detriment (eg harassment) on persons attending nearby premises. There is no need for amplified music outside premises at any time of day, or night. Given the current awareness of the importance of ample and quality rest, this should be paramount in consideration of proposals to allow such intrusion into people’s lives.</p> <p>This kind of development, ie. Outdoor, or, specifically, pavement tables, should be restricted to the City Centre and commercial areas. The small area that has been allowed in Old Aberdeen is problematic – pavement blocking. Pavement cafes would distract from the historic vernacular streetscape, and the setting of the listed buildings and Conservation Area.</p>	<p>the Roads Authority. Toilet facilities and kitchen provision is not subject to planning permission.</p> <p>Policy D1 – Quality Placemaking of the Local Development Plan notes that all development must ensure a high standard of design. Keeping the design quality high will ensure the development complies with the overarching Policy D1.</p> <p>The document notes the principles of being a good neighbour. Planning applications on outdoor seating are subject to consultation with Environmental Health who assess the proposals and make comment, especially concerning noise and impact.</p> <p>The Roads Authority assess applications for safety. The document provides guidance on the design of outdoor seating, encouraging high quality, and continuity of design with any surrounding premises. There is guidance given on related to conservation areas and listed buildings. Comments noted as they relate to a specific premises and not the guidance document.</p>	<p>No revision required.</p> <p>No revision required.</p> <p>No revision required.</p>
Comments relating to one premise		
Business Owner		
I would like to support the outside seating area at the Dutch Mill Hotel. It employs many people and is run in a	Comments relate to a specific premises and not to the content of the guidance document	No revision required.

safe and clean environment and puts money back in to the local community every month.		
Individuals		
Support the proposal at the Dutch Mill. It is well supported, great space for people to meet and adds value and vibrancy to the city in Aberdeen. There are no noise issues, it provides income and employs staff.	Comments relate to a specific premises and not to the content of the guidance document.	No revision required.

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1. Introduction

1.1 Status of Aberdeen Planning Guidance

This Aberdeen Planning Guidance (APG) supports the Development Plan and is a material consideration in the determination of planning applications.

This APG expands upon the following Aberdeen Local Development Plan policies:

- Policy D1 – Quality Placemaking
- Policy D6 – Historic Environment (for applications in conservation areas / in the curtilage of, or affecting the setting of listed buildings)
- Policy T2 – Sustainable Transport
- Policy WB2 – Air Quality
- Policy WB3 – Noise
- Policy NE5 – Trees and Woodland
- Policy NE2 – Green and Blue Infrastructure (for applications in Urban Green Space and the Green Space Network)

1.2 Introduction to Topic / Background

The recent expansion of outdoor seating offered by hospitality businesses has transformed the city, creating a colourful, vibrant and busy atmosphere. Outdoor seating can animate a street and space, add to the ambience of a place and, due to increased footfall leading to natural surveillance, allow people of all ages to feel welcome. Outdoor seating can help to ensure the emerging café culture in Aberdeen will continue to develop in a positive and encompassing way. We continue to encourage the provision of outdoor seating in the city but we must be sure that the seating and any associated street furniture and structures meet the high standards that everyone expects.

Planning guidance on outdoor seating will help businesses to understand the criteria that need to be considered, from a planning perspective, when thinking about outdoor seating.

Outdoor seating as discussed in this document can take the form of moveable chairs and tables placed outside a premises, or larger covered structures to accommodate further seating.

Changes to planning legislation came into effect on 31 March 2023. These changes, known as Permitted Development Rights, allow for certain proposals to be implemented without the need to obtain planning permission.

As of 31 March 2023, planning permission is no longer required if a Class 3 (food & drink) premises, as defined in The Town and Country Planning (Use Classes) Order 1997 (these being a restaurant, cafes, or establishment where food and drink is consumed on the premises), or a public house wishes to:

- (a) change the use of part of a public road adjacent to relevant premises for the purposes of selling or serving food or drink supplied from those premises, or the consumption of food or drink supplied from those premises, and
- (b) place furniture on the public road adjacent to the premises for use in connection with such purposes.

A requirement of the above permitted development rights is that consent must be obtained from the relevant Roads Authority before any furniture is placed on the public road, which includes pavements and verges.

Within the Permitted Development Rights, 'furniture' is defined as:

- a) counters or stalls for selling or serving food or drink,
- b) tables, counters or shelves on which food or drink can be placed,
- c) chairs, benches or other forms of seating,
- d) umbrellas, ramps, barriers, heaters and other articles used in connection with the outdoor consumption of food or drink,
- e) decking structures for the purpose of creating a level surface on which items mentioned in sub-paragraphs (a) to (d) can be placed.

Planning permission is required for all other outdoor seating and associated furniture or structures not included in the definition above. For the avoidance of doubt, buildings and enclosed or covered structures (other than umbrellas and parasols) underneath or within which seating would be provided, will always require planning

permission. If you are unsure if you require planning permission please contact the Development Management service at pi@aberdeencity.gov.uk

Other consents required for outdoor seating must be obtained separately. These are noted below:

- A café permit will be required from the Roads Authority if the proposed development is located on a public road, which includes pavements and verges. Café permits will only be issued to cafes, restaurants, public houses or other catering establishments that serve food and drink within the premises, as covered by the existing licence, and employ sufficient staff to provide table management to the outside area. Café permit details a number of considerations including public safety, size and layout, boundaries, furniture including heaters, managing pavement café services, site cleanliness, good citizenship, hours of operation, permissions and operating requirements.
- If alcohol is to be served then an application also needs to be made to the Licensing Board.
- If a structure is to be erected then a Building Warrant may also be required.

Applicants are encouraged to contact the Licensing Board and Roads Authority early on in the process to discuss their proposals, and before submitting a planning application.

Links to further consent process can be found at the end of the document. This document covers planning considerations only. Matters which relate to other regulatory regimes (e.g. licensing) are not material planning considerations and would not be taken into account when deciding on a planning application in relation to outdoor seating.

1.3 Climate Change

Proposals should also be mindful of energy use and emissions - Aberdeen has an approved a Net Zero Routemap which strives to ensure the city becomes net zero by 2045.

2. Aberdeen Planning Guidance

2.1 General Principles for all outdoor seating and structures

Location

Proposals for outdoor seating should consider both the immediate and wider context in which they would be situated.

As a new addition to an area, the agent of change principle will be applied- whereby the applicant is responsible for ensuring their proposals would not cause unnecessary harm to the existing amenity of the surrounding area.

Proposals in conservation areas and within the curtilage of, or potentially affecting the setting of, a listed building will need to preserve or enhance the character and appearance of the conservation area and the special character and setting of listed buildings.

The location of nearby existing permanent street furniture should be considered in any design (e.g. bins, benches, bus stops, bollards).

Design

Outdoor seating should be of a high quality and continuity of design with any surrounding premises is encouraged.

Appropriate landscaping and “greening” using planting is encouraged, this could be in the form of planters and/or green walls to form an enclosure where appropriate.

Any perimeter enclosures over one metre in height should be partially ‘see-through’ in order to maintain visibility of activity. Any perimeter enclosures less than one metre in height should be of a high quality and appropriate design to provide shelter and clear delineation of the area.

Furniture and fixtures must not be fixed into the street or pavement surface. Furniture and associated items may need to be removed from the street and stored inside each evening – this will depend largely on the type of furniture / structures proposed and the location of the occupation.

New structures will always require planning permission and will generally not be supported where they would be attached to an existing building. Structures must be of an appropriate high quality design, scale and siting, particularly within a conservation area or within the curtilage or setting of a listed building.

Be a good neighbour

Outdoor seating areas should be visible from existing premises and kept under supervision.

Outdoor seating areas should not prevent access to neighbouring properties.

Residential amenity should be respected, especially in terms of noise emissions and light spillage .

Suitable arrangements for the storage and collection of refuse generated in outdoor seating areas must be made.

External public address systems or amplified music will not be acceptable at unsociable hours. Planning applications are subject to consultation with the Environmental Health Service who may require restrictions to be applied any planning permission via condition.

A clear route must be maintained to allow other footway users to pass the outdoor seating area or any queue without obstruction. Crossing the footway to reach an outdoor seating area should generally be avoided.

2.2 Specific Guidance

The following guidance should be considered in line with the general principles above.

2.2.1 Outdoor Seating on Streets

Subject to the general principles the Council supports and encourages the provision of street cafes in the form of outdoor seating in:

- fully pedestrianised areas (where vehicles have no right of entry);

- In areas supported through the City Centre / Beach Masterplan proposals; and
- areas where pavements are wide enough to accommodate the proposed street café.

It is important that street cafes are properly designed, administered and managed to ensure that they meet the high standards expected in Aberdeen. They should not obstruct public space or create a hazard for pedestrians.

Planning applications for street cafes on the pavement where adequate space is not provided to allow pedestrians a straight, obvious and unobstructed route past will not be supported. Such a route should not pass through the area used by the tables and chairs.

Applications for street cafes which occupy more than half the total width of the footway will not be supported.

2.2.2 Privately Owned Car Parks

Modifying areas of privately owned car parking within the curtilage of a building or immediately adjacent, such as in front of hotels, to provide outdoor seating associated with an existing use may be acceptable.

The Council supports and encourages active travel and public transport journeys; however consideration will need to be given to the impact of the removal of car parking in some areas. Accessible spaces for people with mobility impairments, including wheelchair users, and designated for that use must be retained or reworked into any proposal. Suitable drop off points must also be retained or included in any proposal.

Typically, no more than 50% of the car parking should be removed; this percentage could be increased if the need for the existing level of car parking is deemed to be more than necessary, for example if active or sustainable travel options are available and promoted, or if sufficient public or on-street car parking is available in the immediate area. Adequacy of car parking is not the only consideration and proposals must be balanced against the potential impact on amenity of the surrounding area from noise, visual impact, adverse impact on the historic environment and other factors.

2.2.3 Public open space

Open space within the city comprises greenspace and areas of civic space such as squares or other paved or hard surfaced areas with a civic function.

Redevelopment of green public open space is generally not supported. Policy NE2 – Green and Blue Infrastructure, subsection Urban Green Space will be used to assess such applications. Relevant considerations include the scale of the existing space, the scale of the proposed outdoor area, the percentage of greenspace proposed to be used, potential enhancement of the greenspace, and if more appropriate areas are available as an alternative to accommodate the proposals.

Outdoor seating within civic spaces will be supported, however this will be dependent on space available, the scale of the proposal, the percentage of space left over and the design of the proposal.

When a proposal to develop public open space of any form is put forward, a justification for the proposal will be required explaining what alternative options were considered, why this is deemed the most appropriate location and how the proposal will sit successfully within the site without a detriment to the wider public use of the space or the character of the area. The proposed use must not alter the primary use of the open space, dominate the open space or remove the primary uses of the open space.

2.2.4 Seasonal consents / Time Limited Applications

Planning permission may be sought for outdoor seating and movable structures which are themed on seasonal events. If this is the case, we would encourage applicants to apply for a time limited planning permission, whereby the days and months of occupation over a 2 year period are submitted as part of the planning application. This could relate to summer or winter months where there is more business demand and public desire for outdoor seating.

2.2.5 Belmont Café Quarter

This is an area that has recently become a thriving hub for food and beverage offerings and outdoor seating provision as a consequence of physical distancing and COVID- 19 regulations.

Through the City Centre Masterplan, the Belmont Street Quarter is earmarked as a key area to help transform the city into a vibrant, prosperous place in which to live, work, visit and thrive. The proposal for this area is to continue the café culture where outdoor seating would contribute to the vibrancy and vitality of the area. This guidance note

and the principles within in it will be of use for assessing any outdoor seating applications submitted. Given the nature of the area, any structures proposed should be semi-permanent, lightweight, and positively contribute to the townscape / historic character.

2.3 Who to Contact?

A number of different consents may be required for outdoor seating applications. The following links identify who should be contacted:

Applicants are encouraged to contact the Licensing Board and Roads Authority early on in the process to discuss their proposals, and before submitting a planning application

- To apply for a café permit, please see the Roads Authority - <https://www.aberdeencity.gov.uk/services/business-and-licensing/licences-and-permits/pavement-cafe-permit-application>
- If alcohol is to be served, please apply to the Licensing - <https://www.aberdeencity.gov.uk/services/services-business/licences-and-permits/licensing>
- To apply for planning permission or to check if planning permission is required, please contact the Planning Authority - <https://www.aberdeencity.gov.uk/services/planning-and-building/planning-applications/apply-planning-permission>
- Pre-application planning advice can also be sought - <https://www.aberdeencity.gov.uk/services/planning-and-building/planning-applications/apply-planning-permission/pre-application-advice>
- If a structure is to be erected please contact Building Standards about a Building Warrant - <https://www.aberdeencity.gov.uk/services/planning-and-building-standards/building-standards/apply-building-warrant>

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 <p>ABERDEEN CITY COUNCIL</p>	<h2 style="margin: 0;">Planning Development Management Committee</h2>
	<p>Report by Development Management Manager</p>
	<p>Committee Date: 29 June 2023</p>

Site Address:	Wallace Tower, Tillydrone Road, Aberdeen, AB24 2TP
Application Description:	Change of use from residential dwelling (class 9) to mixed use (class 3 and 4) including community cafe, with ancillary office accommodation and meeting hall; erection of single storey extension to form additional seating areas to cafe; formation of access ramp, external seating area and erection of bin store with associated hard and soft landscaping works
Application Ref:	221380/DPP
Application Type	Detailed Planning Permission
Application Date:	15 November 2022
Applicant:	Tillydrone Community Development Trust SCIO
Ward:	Tillydrone/Seaton/Old Aberdeen
Community Council:	Old Aberdeen
Case Officer:	Dineke Brasier



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RECOMMENDATION

Approve Conditionally

APPLICATION BACKGROUND

Site Description

The application site comprises an irregular shaped site extending to c.450m² and consists of the

Wallace Tower (also known as Benholm's Lodgings) and its immediate curtilage which is enclosed in part by a low granite boundary wall to the north and west and in part by low level metal railings. It is located in the very south west corner of Seaton Park near Tillydrone Road, which runs c.25m to its south west.

The building has an unusual history as it was originally located on Netherkirkgate in the city centre, but was moved to its current location and rebuilt in the 1960s as a Z-plan towerhouse, three storeys in height and constructed from granite with a slated roof, with two corner turrets and crow (corbie) stepped gables. The building itself was Category B Listed in 1967. It includes various decorative features, including an armorial panel and recessed sculptured figure. The building has been vacant for around 20 years, with its last use as a residential dwelling, thought to have ceased in 2003. It is therefore in a relatively poor state of repair with all windows and doors boarded up, and has been on the 'Buildings at Risk' register which is maintained by Historic Environment Scotland since 2005.

The site is bound to the north by a footpath running through the park forming a connection between Tillydrone Road to the west and to The Chanonry, St Machar's Cathedral and the main body of Seaton Park to its east and north. To the north of this footpath is a wooded area sloping down steeply to the River Don. East of the site is a grassed area forming part of the wider park; to its south is the pedestrianised, (laid in granite cassies) historic section of Tillydrone Road separated from the main park and the Wallace Tower by a category B listed granite rubble wall. There is a distinct change in level between Tillydrone Road and the Wallace Tower, and the building is a prominent feature in views to the east from this road, forming part of the entrance into Seaton Park from this direction.

Relevant Planning History

- 141336 – Listed building consent for proposed change of use and extension to former residential property to form new community café and ancillary community and office accommodation – Approved on 23rd February 2015, permission not implemented and now lapsed;
- 141400 – Detailed planning permission for change of use from residential dwelling (class 9) to mixed use (classes 3 and 4) to form community café and ancillary accommodation – Approved on 28th January 2015, permission not implemented and now lapsed;
- 211613/LBC – Conversion of existing building to form community café and ancillary office accommodation; erection of two storey extension to form additional seating areas to café; alterations to internal partitions; formation of access ramp, external seating area and erection of bin store with associated hard and soft landscaping works – Withdrawn;
- 211657/DPP – Change of use from residential dwelling (class 9) to mixed use (class 3 and 4) including community café and ancillary office accommodation; erection of two storey extension to form additional seating areas to café; formation of access ramp, extension seating area and erection of bin store with associated hard and soft landscaping works – Withdrawn;
- 221379/LBC - Conversion of existing building to form community cafe with ancillary office accommodation and meeting hall; erection of single storey extension to form additional seating areas to cafe; alterations to internal partitions; formation of access ramp, external seating area and erection of bin store with associated hard and soft landscaping works – Pending determination;
- 230610/LBC and 230611/DPP – Installation of replacement windows and restoration works to armorial panel and statue – Under consideration.

APPLICATION DESCRIPTION

Description of Proposal

Detailed planning permission is sought for a change of use of the existing building from a residential

dwelling (class 9) to a mixed use comprising class 3 (food and drink), class 4 (offices) and a community meeting hall.

To create the floorspace necessary for the café, a single storey extension of a modern design located to the north elevation of the building is proposed. The extension would project between c.6m and c.6.5m from the north elevation, would have a maximum length of c.17m, and would narrow somewhat to the east. The extension would be predominantly finished in corten steel standing seam cladding for both the walls and the roof, would feature a green wall to its west elevation and incorporate full height glazing to the south and east. The north elevation would be punctuated by two tall, relatively narrow windows with a vertical emphasis and a single window with a horizontal emphasis. A further tall, narrow window would be located in the west elevation. Level access would be formed into the east elevation of the extension. The roof would have a mono-pitched design sloping down towards the historic building and would incorporate two large rooflights set in line with the vertical windows in the north elevation. Vertical metal 'fins' would be set either side of the north elevation. Due to a change in levels across the site, the maximum height of the extension would be c.2.9m from ground level to the east, rising to c.4.1m to the west at its highest point.

Internally, the extension would be linked into the original listed building through the creation of a 1.5m wide slapping in the north elevation of the listed building at ground floor level. The extension would provide space for seating with a servery, whilst further seating would be located in the listed building with toilets and stores on the ground floor. A meeting hall would be created on the first floor and offices on the second floor in the original building.

Externally, an outdoor seating area would be formed to the east of the building within its curtilage, with space for a total of three 'Sheffield' stands for bike parking and a bin store to the west. A lighting strategy is proposed including uplighting of the two towers, vertical LED linear lighting over the metal 'fins' and the two vertical oriented windows in the north elevation, bollard lights to the east and west; and sensor activated security lighting in the gap between the extension and the original building.

For the avoidance of doubt, the current application only covers the proposed change of use, proposed extension and external alterations to the original listed building and its immediate curtilage to facilitate this proposed change of use, with the associated listed building consent application 221379/LBC also covering internal alterations.

Separate applications for detailed planning permission and listed building consent for replacement windows and restoration of the armorial panel and statue were submitted in May 2023 under references 230610/LBC and 230611/DPP and are currently under consideration. If any further alterations, such as replacement doors, would be required, then these again would trigger a requirement for further applications for detailed planning permission and listed building consent.

Amendments

In agreement with the applicant, the following amendments were made to the application:

- Alterations to the detailed design and materials of the extension including reduction in length, and reduction in overhang over the footpath to the north; slight repositioning to ensure west elevation of the extension lines up with the west elevation of the building; substitution of zinc cladding with corten cladding to walls and roof; substitution of render with a green wall to the west elevation and removal of signage zone; and alterations to window shapes and positioning.
- Additional detail added to site layout including proposed materials of hard surfacing materials; bin store and cycle parking.

Renotification and re-advertisement were undertaken as a result.

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=RLEF9MBZLGO00>

- Bat Survey Report by Countrywise, dated 12th June 2023;
- Design and Access Statement by Tinto Architecture; and
- Tree Survey Report by Struan Dalgleish Arboriculture, dated March 2023.

Reason for Referral to Committee

The application has been referred to the Planning Development Management Committee because the application is Recommended for approval and Old Aberdeen Community Council has raised an objection, and six or more timeous letters of objection have been received.

CONSULTATIONS

ACC - Waste and Recycling – No objection. General comments provided in relation to bin storage and collection in relation to commercial properties.

ACC - Roads Development Management Team – No objection. The site is served by a good network of pedestrian/cycle paths, which provide a connection to public transport provision along Tillydrone Road. Given no parking is provided on-site, the site/use will predominantly be aimed at serving the local community, university students etc. and would rely less on private car trips as the site is readily accessible in terms of walking, cycling and public transport. It is further noted that since the upgrades of Tillydrone Avenue/ Tillydrone Road as part of the 'Third Don Crossing' project there is no scope for indiscriminate parking due to the 'at any time' waiting restrictions in place.

In relation to disabled parking, as per previous applications for this site it is requested that some form of disabled parking provision will be provided to make the site accessible to disabled visitors. The most appropriate location to provide this would be within the bellmouth of the site entrance with a relocation of the existing bollards beyond this bellmouth. This shall not alter the use of this section of Tillydrone Road designated for pedestrians and cyclists. An alteration to the existing Traffic Regulation Order will be required. Details of this can be secured through a suitably worded condition. On this basis, the shortfall in parking is accepted.

Suitable cycle parking is provided through the provision of three 'Sheffield' stands.

ACC - Environmental Health – No objection to the proposal in principle. No commercial Local Extract Ventilation system is included on the drawings. However, the plans do also not indicate cooking equipment within the premises. On this basis, the premises would be considered unsuitable for unrestricted hot food preparation activities due to the risk of an adverse odour impact on neighbouring property. Nevertheless, no objection in principle subject to the inclusion of a suitably worded condition setting out that cooking and frying activities on the premises are restricted unless details of a suitable Odour Impact Assessment (including a Local Extract Ventilation needs assessment) have been submitted, agreed and implemented.

Archaeology Service (Aberdeenshire Council) – Supports the application following submission of amended/additional information. Recommends the inclusion of a suitably worded condition requesting a photographic survey of the building prior to development.

Old Aberdeen Community Council – Initial comments: Supportive of the principle that the building is returned to a sustainable use and advocates a careful and sensitive approach to any proposed adaptation or extensions with respect to the existing listed building and setting. However, raises the following objections to the current scheme:

1. Site plans provide insufficient consideration of the existing or proposed site conditions, including: proposed landscaping including paved or planted areas; modifications or treatments at the site boundaries, and particularly along the adjacent public path to the north; change of levels across site, and how the proposed 'accessible entrance' is accessed; vehicle parking provision; cycle parking provision; materials for the bin store. Updated plans would be required;
2. Questions retention of trees on the site, including a cherry tree within the eastern boundary. A tree survey and associated drawings are required;
3. The existing site anchors an edge of a valued area of dark night-time skies, an external lighting strategy is required.

Other concerns are noted as follows:

4. Further clarification required on use of first floor;
5. No clarification on intention for existing windows in the building; and
6. Given the location of the proposed café on a junction of cycle-oriented routes and due to the absence of car parking, sufficient cycle parking should be provided.

Following submission of amended drawings and renotification, a further consultation response was received, maintaining an objection to the proposed scheme on the following grounds:

7. External lighting could be of significant detriment to physical and visual amenity;
8. No details of a Local Extract Ventilation system and Odour Impact Assessment have been submitted;
9. Removal of cherry and maple trees near the Tower.

Provides the further additional comments:

10. Highly irregular to defer aspects of listed building works, such as potential replacement windows and doors, to a separate application. Usually these would be an integral part of the main LBC application. No information has been provided in relation to existing entry doors;
11. Noted that signage will be free-standing and subject to a further application;
12. Agrees with measures to minimise visual impact on the bin store;
13. No technical specification or maintenance plan provided for green wall. Fall-back scenario should be provided in case the green wall fails;
14. Removal of beech trees – have all possibilities to retain these been explored?;
15. Preferable arrangement for accessible access would be directly off the north-east corner, although it is acknowledged that this might not be achievable due to the site grading;
16. Six Sheffield stands currently provided, which is welcomed. Hopeful that this number can be expanded upon in the future if demand requires this.

REPRESENTATIONS

Due to the submission of amended drawings, the application was advertised and notified twice.

The first notification period resulted in a total of eight letters of objection and one letter of support, raising the following matters:

1. Objection in relation to sale of Wallace Tower to the applicant;
2. Design of proposed extension would have an adverse impact on and would be unsympathetic to the special character of the existing historic building;
3. No objection to principle of providing a small café, if this can be done without an extension;

4. Footprint of the extension would be larger than that of the original building, and can thus not be considered 'subservient' in relation to the historic building;
5. The inappropriate modern design would be highly visible from various viewpoints and would have an adverse impact on the integrity of the building;
6. The north elevation cannot be considered the 'rear' elevation of this building as all elevations are equally important due to the nature of the building;
7. Proposed modern materials would be inappropriate in relation to historic building and conservation area;
8. Creation of an outdoor seating area would adversely impact the character and special interest of the building;
9. Proposal could create a precedent for creation of modern extensions on other tower-houses across Scotland;
10. Insufficient information provided on internal alterations; proposals for existing windows; impact on trees in and around the site; lighting strategy; cycle parking; number of covers; project viability; site boundary definition and regrading of land;
11. Inaccuracies in drawings and 3D visuals;
12. Proposed location of disabled parking space – in bellmouth of Tillydrone Road, would harm the character and views along the historic section of Tillydrone Road;
13. 'Meeting hall' on the first floor would have no disabled access due to the absence of a lift;
14. Proposal would provide additional opportunities to re-energise the area.

The second notification period attracted a total of 13 timeous letters of objection, of which two had lodged a previous objection to the scheme. Matters raised can be summarised as follows:

15. Proposed extension would be unsympathetic and not subservient to the character of the historic building;
16. Proposed lighting would be detrimental to wildlife and plant life in the surrounding woodland;
17. Uncertainty surrounding commercial venture set up in the Wallace Tower. No viability statement submitted. What would happen if it would fail?;
18. Wallace Tower is Common Good Property and should be restored sympathetically using funds from the Common Good Fund and could then be let out either to the applicant, as a family house or art gallery without the need for an extension;
19. Removal of trees to facilitate development would have an adverse impact on surrounding flora and fauna and potential implications for stability of steep wooded bank;
20. Potential safety implications for children as the café would be located near a steep drop;
21. Do not support the transfer of ownership of building to Tillydrone Community Trust;
22. Inconsistencies and omissions noted in drawings of windows, doors and boundary walls;
23. No details submitted on proposed mix for re-pointing; removal of railings; safety/security fixings/ re-grading of grass; wash-down area for bins/ storage for outdoor tables/chairs; nappy changing area;
24. Would removal of boundary to east allow for outdoor seating area to spill out into the grassed area;
25. Location of cycle stands could result in damage to grass to east and would be inadequate for users.
26. Concern around inadequate operational café circulation space and fire exits.

MATERIAL CONSIDERATIONS

Legislative Requirements

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

Section 64 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 requires the planning authority to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.

Development Plan

National Planning Framework 4

National Planning Framework 4 (NPF4) is the long-term spatial strategy for Scotland and contains a comprehensive set of national planning policies that form part of the statutory development plan. The relevant provisions of NPF4 that require consideration in terms of this application are –

- Policy 1 (Tackling the Climate and Nature Crises)
- Policy 2 (Climate Mitigation and Adaptation)
- Policy 3 (Biodiversity)
- Policy 6 (Forestry, Woodland and Trees)
- Policy 7 (Historic Assets and Places)
- Policy 8 (Green Belts)
- Policy 9 (Brownfield, Vacant and Derelict Land and Empty Buildings)
- Policy 12 (Zero Waste)
- Policy 13 (Sustainable Transport)
- Policy 14 (Design, Quality and Place)
- Policy 15 (Local Living and 20 Minute Neighbourhoods)

Aberdeen Local Development Plan 2023

The following policies are relevant –

- Policy NE1 (Green Belt)
- Policy NE3 (Our Natural Heritage)
- Policy NE5 (Trees and Woodland)
- Policy D1 (Quality Placemaking)
- Policy D2 (Amenity)
- Policy D6 (Historic Environment)
- Policy D7 (Our Granite Heritage)
- Policy D8 (Windows and Doors)
- Policy R5 (Waste Management Requirements in New Developments)
- Policy T2 (Sustainable Transport)
- Policy T3 (Parking)

Other National Policy and Guidance

- Historic Environment Policy for Scotland (HEPS)
- Historic Environment Managing Change Guidance: Extensions

Other Material Considerations

- Old Aberdeen Conservation Area Character Appraisal

EVALUATION

Principle of Development

The site is located in an area designated as 'Green Belt' in the 2023 Aberdeen Local Development Plan (2023 ALDP). Policy 8 (Green Belts) of NPF4 sets out various types of development that might be considered appropriate in a green belt setting, which includes 'the reuse, rehabilitation and conversion of historic environment assets' under 8(a)(i). These types of development generally align with that considered acceptable in principle under policy NE1 of the 2023 ALDP. This list sets out under NE1(h) that buildings in the green belt which have a historic or architectural interest will be permitted to undergo an appropriate change of use which makes a worthwhile contribution to the visual character of the green belt.

The Wallace Tower is a category B-listed building, on the Buildings at Risk register maintained by Historic Environment Scotland. As such, it can clearly be considered a building of 'historic or architectural interest' and thus worthy of retention and its conversion would comply with relevant parts of both local and national green belt policies.

Policy NE1 continues under NE1(i) by setting out that extensions required to facilitate a conversion/rehabilitation scheme for a historic building can be considered acceptable if the original building will remain visually dominant to the new extension, the design and siting of the extension will be sympathetic in terms of massing, detailing and materials, and it will relate well to the original building. This will be discussed in detail below.

Policy 9 (Brownfield, vacant and derelict land and empty buildings) of NPF 4 encourages the reuse of vacant and empty buildings to ensure the use of existing assets is maximised. Under Policy 9(d) it specifically supports the sustainable reuse of vacant existing buildings to allow their embodied energy to be conserved. The proposal would see a long-vacant building brought back into use, and the proposal would thus suitably comply with this policy.

Policy 15 (Local living and 20 minute neighbourhoods) of NPF4 aims to create connected and compact neighbourhoods where people can meet the majority of their daily needs within a reasonable distance of their home. In Policy 15(a) it sets out that development proposals should contribute to local living. In this case, the proposal would see the introduction of a new mixed use facility consisting of a café, meeting room and offices within an existing residential area. The site is easily accessible by sustainable means of transport, including walking, cycling and wheeling, and bike parking facilities are included as part of the proposal. As such, the proposal would suitably comply with this policy and could provide a valuable additional community facility serving the immediate established residential area and also visitors to the historic area.

Impact on the historic building and the surrounding area

The Wallace Tower is a Category B-listed building set within the western area of Seaton Park and falls within the Old Aberdeen Conservation Area. It is currently on the Buildings at Risk Register as maintained by Historic Environment Scotland and has been vacant for around twenty years.

Policy 7 (Historic Assets and Places) of NPF4 sets out that development proposals for the reuse, alteration or extension of a listed building will only be supported where they will preserve its character, special architectural or historic interest and setting; and that development in conservation areas will only be supported where the character and appearance of the conservation area and its setting is preserved or enhanced. Historic Environment Policy Scotland (HEPS) contains various policies relevant in decision making in relation to historic assets. For this proposal, policies HEP2

and HEP4 are particularly relevant. Policy HEP2 sets out that decisions affecting the historic environment should ensure that its understanding and enjoyment as well as its benefits are secured for present and future generations. HEP4 sets out that changes to specific assets and their context should be managed in a way that protects the historic environment, and that opportunities for enhancement should be identified where appropriate.

Policy D6 (Historic Environment) of the 2023 ALDP sets out that development must protect, preserve and enhance Aberdeen's historic environment, and that there will be a presumption in favour of the retention and reuse of listed buildings, and that high quality design respecting the character, appearance and setting of the historic environment will be supported.

Guidance from Historic Environment Scotland contained in 'Managing Change in the Historic Environment: Extensions' (Managing Change) sets out that most historic buildings can be extended sensitively, and that extensions must project the character and appearance of the building; should be subordinate in scale and form; should be located on a secondary elevation; and must be designed in a high-quality manner using appropriate materials. The document sets out the difference between a 'deferential contrast' where the new becomes a self-effacing backdrop against the old, and an 'assertive contrast' where the new becomes a more or less equal partner to the old.

Policy 14 (Design, Quality and Place) of NPF4 sets out that all development proposals should be designed to improve the quality of an area, and that they need to be consistent with the six qualities of successful places: healthy; pleasant; connected; distinctive; sustainable; and adaptable. Policy D1 (Quality Placemaking) of the 2023 ALDP sets out that all development must follow a thorough process of site context appraisal to arrive at an appropriate proposal and that site context will differ from site to site. All proposals are required to ensure quality architecture, craftsmanship and materials; a well-considered layout; and a range of sustainable transport options. All proposals will need to meet the six essential qualities of placemaking, which are: distinctive; welcoming; safe and pleasant; easy to move around; adaptable; and resource efficient.

The proposed development is for a contemporary designed single storey extension to the northern elevation of the existing three storey historic tower house. The extension would face out onto a public footpath linking Tillydrone Avenue and Tillydrone Road to the west to the main body of Seaton Park and the Chanonry to the east. The extension would have a maximum width of c.5m and a maximum length of c.15m. It would be set in line with the west elevation of the historic building whilst projecting c.3m beyond the east elevation, with the footprint slightly angled to align with the footpath running along its north. Due to a change in levels across the site, the overall height of the extension would range from c.4.1m to c.2.9m. The extension would be finished in corten steel standing seam cladding with metal 'fins' to the roof and north elevation on a concrete look rendered basecourse and would feature a green wall to the west elevation and full height glazing to the south and east. It would link into the existing historic building through a structural glazed link and a new 1.5m wide opening would be formed in the original north elevation. To ensure this new opening would not have a detrimental impact on the fabric of the listed building, a suitably worded condition requesting a methodology statement providing details of the slapping and its finishes is recommended.

This design has gone through various iterations from a previous approval in 2015 (P141336 and P141400) for a fully glazed two storey extension in a similar location, which was not implemented and has now lapsed. Following submission of further applications in 2021 (P211613/LBC and 211657/DPP) for a similar proposal as that previously approved, it was considered, including through comments from Historic Environment Scotland, that this two storey form of extension could result in obscuring the form of the original listed building and that a single storey design would be preferred. These applications were subsequently withdrawn and the design significantly altered resulting in the proposal currently being assessed.

The single storey form of the proposed extension would reduce the impact of the proposal on the north elevation of the building to an acceptable extent. The modern design would provide an assertive contrast with the existing granite building and is considered to be a well-designed contemporary extension to this building as recommended in 'Managing Change'. It would include a minimal link to the Wallace Tower, which would emphasise the difference between the old and the new and its architectural form would provide a pleasing contrast with the traditional historic building. Proposed materials would be appropriate, with the corten cladding matching well and complementing both the colours of the granite in the original building and the soft colours of the landscaped setting of Seaton Park behind. The proposed green wall on the west elevation would provide a softer view of the extension from the approach on Tillydrone Road to the west as it would be seen against a backdrop of mature trees on the wooded bank to the rear.

Due to the nature of the detached building and its location within a park, it does not have a clear principal elevation. However, the positioning of the extension to the north can be considered to a secondary elevation when viewed from the main public thoroughfares of Tillydrone Road and Tillydrone Avenue with a further indication being that the main door into the building is currently located in the south elevation, again in line with guidance contained in 'Managing Change'. The single storey form has resulted in a larger footprint than previously approved, but due to this lower height and position to the north, the extension is considered subordinate and subservient in scale and form to the original building. The position of windows has focused on framing views towards the wooded bank to the north and the River Don below on the north elevation, whilst ensuring thermal efficiency through reducing the amount of glazing on that elevation. Full height glazing is incorporated in the east and south elevation, where most use can be made of solar gain, and where there would be a clear link between the café and the outdoor seating area proposed on the paved area to the east of the listed building with full views into the park to the east.

Internally, the main entrance into the building and into the café would be through new full height entrance doors in the south east corner of the extension. The reduction in height of the extension to single storey only would improve accessibility, and would simplify the layout of the café. The servery and seating would be located in the extension, with toilets, stores and some more tables on the ground floor of the original building. The first floor is proposed to be used as a meeting room, with offices on the second floor, and it is recognised that these uses are ancillary to the proposed main café use, and are to be flexible. Internal alterations would see the removal of modern partition walls within the listed building and their replacement with new partition walls to facilitate the proposed uses. In addition, existing doors are proposed to be replaced with fire doors. These doors are not original, and their replacement is therefore considered acceptable under policy D8 (Windows and Doors) of the 2023 ALDP. The proposed alterations to the existing listed building are considered appropriate and would not unduly harm the character and fabric of the listed building, in compliance with relevant parts of D6 (Historic Environment) of the 2023 ALDP and relevant policies in NPF4 and HEPS.

The proposal would see the removal of a section of c.3m length of granite boundary wall and a slapping in the north elevation constructed of granite to provide the link between the extension and the listed building. Policy D7 (Our Granite Heritage) of the 2023 ALDP sets out that the Council seeks retention and appropriate re-use, conversion and adaption of all historic granite buildings and features such as boundary walls, and that the visible re-use of salvage materials on site is required. It is acknowledged that the amount of granite proposed to be removed from the boundary wall and the building is insufficient to be used in a meaningful way in the proposed extension. However, re-use of these materials in the landscaping scheme can be explored, and a condition to that effect is recommended.

Externally, a timber bin store would be proposed to the west, set behind and protruding slightly, above the existing granite boundary wall. The bin store is minimal in its design and height to reduce

the impact this essential feature would have on the appearance of the wider site. Due to the proposed site layout, the area to the west of the building acts as a more functional, utilitarian part of the site, in part due to the limited amount of space in this area and the additional screening provided by the existing granite boundary wall. The proposed bin store would thus not intrude on the character and appearance of both the existing listed building and the main elevations of the proposed extension and its positioning is appropriate whilst allowing for sufficient space to store and manoeuvre all required bins. The existing granite setts to the south of the building would be retained whilst the new paved areas to the west and east of the building would be made up of locally sourced natural granite paving. An outdoor seating area and three Sheffield cycle stands would be located to the east of the building accessible both from the path running along the north of the building or from the grassed area to the east. Further entrances into the site would be through the existing steps leading up from Tillydrone Road to the south elevation and in the north west corner linking into the graded path down to Tillydrone Road providing level access.

Taking account of the high quality of the proposed design of the extension, its massing and positioning to the secondary north elevation and associated landscaping, and relatively minor alterations to the category B listed building and its associated boundary treatments, the proposal is considered to take due cognisance of the surrounding site context, including the special character and appearance of the listed building, and its position both within Seaton Park and the Old Aberdeen Conservation Area and suitably complies with all relevant local and national policies as listed previously.

Building at Risk Register

The Wallace Tower has been vacant for a period of around 20 years and is currently on the Buildings at Risk Register as maintained by Historic Environment Scotland. The Buildings at Risk Register has been in operation throughout Scotland since 1990 in response to a concern at the growing number of listed buildings and buildings in conservation areas that were vacant and falling in a state of disrepair. The Wallace Tower is one of a total of 57 buildings and structures within the Aberdeen City Council local authority area that is on this Buildings at Risk Register. It was first included on the Register in February 2005 when it had been vacant for about two years. At the last inspection by Historic Environment Scotland, in 2019, its condition was noted as fair but with signs of deterioration with windows and doors boarded up, a decorative sculpture damaged and mould growing on masonry. The listing of the Wallace Tower on the Buildings at Risk Register is a material consideration in the determination of this application.

This current application would see the building renovated and brought back into use, thus removing this building from the Buildings at Risk Register and securing its future. Given the building has been vacant for around 20 years, and no other viable options for its restoration and reinstatement have been promoted during that time, which can be demonstrated by the absence of other planning applications for any other use, this current scheme seems to provide a much needed opportunity to restore the building and bring it back into use. Removing the Wallace Tower from the Buildings at Risk Register would improve both the condition of the building itself, but also the setting and character of this part of Seaton Park and the wider Old Aberdeen Conservation Area. In that respect, it is noted that the Old Aberdeen Conservation Area Character Appraisal notes the current listing of the building on the Buildings at Risk Register as a weakness in its assessment of this part of the Conservation Area, which would be addressed through implementation of the proposal.

Impact on Residential Amenity

Policy D2 (Amenity) of the 2023 ADLP seeks to ensure that all development would not have a detrimental impact on residential amenity of existing properties, including due to smell and noise. Due to its location within Seaton Park, the nearest neighbouring residential property – 50 Tillydrone Road - is set at a distance of c.35m to the west. This distance ensures that the proposed change of use of the building would not have an adverse impact on the residential amenity of this property due

to noise, loss of privacy or overshadowing/loss of day and sunlight.

No detailed proposal has been submitted in relation to the preparation of hot food on the premises. Whilst Environmental Health would not object to the preparation of hot food on the premises in principle, at present they have insufficient information to establish whether this would result in an adverse impact in relation to smells. As such, a condition is recommended restricting the preparation of hot food, unless sufficient information in the form of a detailed Odour Impact Assessment and local ventilation extraction system has been submitted demonstrating that there would be no adverse impact on residential amenity.

In relation to the external lighting strategy, this is directly aimed at the Wallace Tower, and would not spill into Seaton Park, nor would it cause any reason for concern in relation to the residential amenity of the occupiers of 50 Tillydrone Road.

Trees

Policy 6 (Forestry, woodland and trees) of NPF4 aims to protect and expand forests, woodland and trees, and sets out that development will not be supported where it will result in an adverse impact on native woodlands, hedgerows and individual trees of high biodiversity value. Policy NE5 (Trees and Woodlands) of the 2023 ALDP sets out that development should not result in the loss of, or damage to, trees and woodlands; and that where tree removal takes place or is necessary for good arboricultural reasons, replacement planting will be required to ensure an overall net gain in tree cover.

The application site itself contains a single cherry tree, but, due to its location in the park, on the historic western approach to St Machar's Cathedral is in close proximity to a number of other trees. The application is supported by a detailed Tree Survey (Struan Dalgleish, dated March 2023) that surveys existing trees in the immediate area that may be affected by the development proposals. Immediately to the south and east is a cluster of trees including three Norway maples and two cherry trees and a group of smaller trees and shrubs. To the north, on the other side of the footpath, is a dense woodland sloping down towards the river, incorporating mature beech trees close to the footpath.

The proposal would see the loss of a total of eight trees. These would include the removal of the cherry tree within the application site and the trees immediately to the south and east of the application site, including the three Norway maples, and two ornamental cherry trees. The submitted Tree Survey Schedule sets out that the Norway maples are in a poor condition, whereas the ornamental cherry trees are proposed to be removed due to their proximity to the tower and the proposed works. A further three mature beech trees located to the north of the footpath at the top of the bank are proposed to be removed as the footprint of the proposed extension (between the northern elevation of the existing listed building and the footpath) would encroach significantly into their root protection area. It is acknowledged that the trees contribute positively to the visual amenity of the surrounding area, landscape character and biodiversity. As a result of the loss of these trees, the proposal would not be in line with Policy 6 (Forestry, woodland and trees) of NPF4 and policy NE5 (Trees and Woodlands) of the 2023 ALDP.

However, the applicant has indicated that replacement trees can be provided in other parts of Seaton Park. Details of number, species, size and exact location can be secured through a suitably worded suspensive condition, with the details to be agreed with the Council's Environmental Services who would ultimately be responsible for them. This replacement planting would provide some mitigation for the loss of the existing mature trees. It is further considered that, due to the tight site boundary and curtilage surrounding the Wallace Tower, the only possible location for the proposed extension is to the north, and, due to the size of the affected trees, any extension in this position is likely to result in a significant encroachment in the root protection area of the affected beech trees.

In this instance, taking account of the fact that the category B listed building is currently on the Building at Risk Register, and has been vacant for around 20 years, and that its proposed use as a café with meeting room and offices facilitated through a modest single storey extension to the north elevation is the only proposal that has come forward for its reuse and reinstatement during that time period, it is considered that the benefit of restoring the building and bringing it back into a community use outweighs the loss of these mature trees in this instance. The conflict with Policy 6 (Forestry, woodland and trees) of NPF4 and NE5 (Trees and Woodlands) of the 2023 ALDP is therefore accepted in this case.

Natural Heritage

Policy 3 (Biodiversity) of NPF4 and Policy NE3 (Our Natural Heritage) of the 2023 ALDP sets out that proposed development should not have an adverse impact on protected species. The site is located in an area considered suitable as a bat habitat due to its proximity to the River Don, wooded areas and the fabric of the building. As such, a bat survey was requested and duly submitted. This bat survey included a dawn and dusk survey of the building itself and was undertaken in May and June of this year. The surveys noted the presence of foraging bats around the tower and in the general area, but no bats were recorded roosting in the building. The bat survey included recommendations in relation to the installation of external lighting, with no lighting directed at the roof; and that an interior search of the building should be undertaken and a further survey of any trees proposed to be removed before any renovation works would take place. These recommendations can be captured in a suitably worded condition.

The proposed loss of the mature trees in and around the application site would have a negative impact on biodiversity in the immediate surrounding area. However, it is considered that, given the character of the surrounding area where these trees make up a small part of the overall wooded cover, this impact can be absorbed by the remaining tree cover and balancing necessary factors to allow the building to be redeveloped.

Other Matters

Parking and access

No on-site parking spaces would be provided, and this is considered acceptable given the location of the application site within the boundary of Seaton Park. The site is set within an established network of walking and cycling routes and is in close proximity to the bus route running along Tillydrone Road and Tillydrone Avenue 30m to the south. Following the opening of the Third Don Crossing, parking restrictions are in place, and there should be no indiscriminate parking resulting from the proposed development. On that basis, the shortfall in parking is accepted. However, it is recommended that provision be made for the creation of a single disabled parking space. It is considered that there would be scope for this in the existing bellmouth, and that existing dropped kerbs are in place at this location which should facilitate this proposal. A condition is recommended requesting further details of the creation of this disabled parking space.

Three Sheffield cycle stands providing sufficient space for the parking of six bikes are shown on the proposed site plan, which would be an acceptable provision.

Waste storage

The proposed site plan shows a bin store to the west of the building which would be capable of accommodating all required bins.

National Planning Framework 4

Consideration must be given to Policy 1 (Tackling the Climate and Nature Crises); Policy 2 (Climate Mitigation and Adaptation) and Policy 12 (Zero Waste) of NPF4. Policy 1 gives significant weight to the global climate and nature crises in order to ensure that it is recognised as a priority in all plans

and decisions. Policy 2 states that emissions from new development are minimised as far as possible. Policy 12 seeks the prioritisation of the reduction and reuse of materials in construction. In this case, the proposal would see the reuse of an existing long-vacant building, which would ensure it would be retained and its embodied carbon would be retained, thus minimising waste. Throughout NPF4, proposals that would result in the reuse of an empty building are generally supported as they generally have a lower impact on the environment than proposals for new buildings. The principle of extending this existing building would be acceptable as it would allow the original, historic building to be brought back into use. As such, even though the extension itself would require the use of new materials, this would be outweighed by restoring and reusing the existing historic building. The proposed extension, due to its orientation and design, which would see the introduction of a green wall; smaller elements of glazing to the north elevation and larger elements of glazing to the south and east elevations, would be considered to have been designed with climate change and adaptations in mind.

The loss of the trees required to facilitate the construction of the extension on the other hand, would not have a positive impact on the climate and nature crises. However, bringing the existing building back into use, taking into consideration the position of the building within a wooded landscape, where the removal of the trees would not harm any existing routes through this part of the park for wildlife, would outweigh the loss of these trees.

As such, it is considered that the proposal would generally comply with the relevant policies of NPF4 as listed above.

Matters raised by Old Aberdeen Community Council

1. Matters in relation to missing/insufficient information have been addressed through the planning process with all relevant information required to determine the application now submitted. Any information not submitted at this stage (e.g. Local Extract Ventilation System and Odour Impact Assessment; specification/maintenance of the green wall) can be submitted as part of suitably worded conditions;
2. Further details of the proposed lighting strategy can be requested as part of a suitably worded condition to ensure no adverse impact on wildlife and protected species;
3. Matters in relation to removal of trees are discussed in the evaluation above;
4. There is no legal requirement to cover all works to a listed building in a single application. The submission of further separate applications to cover other aspects such as replacement windows and restoration works to features is acceptable.

Matters raised in letters of objection

1. Matters in relation to the sale of Wallace Tower and the proposed Community Asset Transfer are civil matters and not material planning considerations;
2. Matters in relation to the design, proposed materials, impact of the proposal on the listed building and conservation area are addressed in the evaluation above;
3. It is not considered that the proposal would create a precedent given the unique nature of the building, its location within Seaton Park and the Old Aberdeen Conservation Area and the proposed design;
4. Matters in relation to missing/insufficient information have been addressed through the planning process and it is considered that all information required for the determination of the application is now available;
5. Matters in relation to disabled access are addressed through the Building Warrant process;
6. Matters in relation to the impact of the proposal on protected species and wildlife and removal of trees are addressed in the evaluation above;
7. The Planning Service can only assess the proposal that is submitted. Concerns in relation to

viability of the proposed venture are not a material planning consideration.

8. Matters related to internal circulation space and fire exits are considered under Building Standards legislation.

RECOMMENDATION

Approve Conditionally

REASON FOR RECOMMENDATION

The principle of the proposed extension and conversion of the Wallace Tower would constitute a type of development compliant with Policy 8 (Green Belts) and Policy 9 (Brownfield, Vacant and Derelict Land and Empty Buildings) of NPF4 and NE1 (Green Belt) of the 2023 Aberdeen Local Development Plan (2023 ALDP) as it would see the reuse of a vacant building of historic interest in the green belt.

The proposed extension, due to its high quality design, scale, massing and positioning is considered to make a suitable assertive contrast with the existing category B-listed building whilst ensuring it remains subservient to the scale and character of the original building. It would allow the listed building, which has been vacant for around 20 years, to be brought back into use, thus removing it from Historic Environment Scotland's Buildings at Risk Register. Proposed alterations to the listed building itself, comprising the forming of an opening in the north elevation to link the proposed extension to the listed building, and existing boundary treatments respect the nature and special character of the listed building. Taken together, the proposal is considered to have a positive impact on both the special character of the listed building and the surrounding area, which is characterised by its position within both Seaton Park and the Old Aberdeen Conservation Area. This would all be in compliance with Policy 7 (Historic Assets and Places); Policy 14 (Design, Quality and Place) of NPF4 and policies D1 (Quality Placemaking), D6 (Historic Environment); D7 (Our Granite Heritage) and D8 (Windows and Doors) of the 2023 ALDP and relevant parts of Historic Environment Policy for Scotland; and Historic Environment Scotland: Managing Change in the Historic Environment: Extensions.

The community facility consisting of a café, meeting room and offices would be set within an existing network of walking and cycling routes serving the surrounding residential area, with direct access to bus routes running along Tillydrone Road. Cycle store facilities and, subject to a condition, a disabled parking space would be provided as would sufficient bin storage. Due to the distance of the application site to the nearest residential property, the proposal would have no adverse impact on residential amenity. This would be in line with Policy 13 (Sustainable Transport) and Policy 15 (Local Living and 20 Minute Neighbourhoods) of NPF4 and policies D2 (Amenity), T2 (Sustainable Transport), T3 (Parking) and R5 (Waste Management Requirements in New Developments) of 2023 ALDP.

The proposal would have no adverse impact on protected species, and given the premise of the proposal is the reuse of an existing building, is considered not to have a significant impact on the Climate and Nature Crises whilst the extension has been designed to mitigate any future impacts of climate change and would thus comply with Policy 1 (Tackling the Climate and Nature Crises), Policy 2 (Climate Mitigation and Adaptation), Policy 3 (Biodiversity) and Policy 12 (Zero Waste) of NPF4 and NE3 (Our Natural Heritage) of 2023 ALDP.

It is accepted that the proposal would result in the loss of a total of 8 trees within and immediately surrounding the application site. As such, the proposal would conflict with Policy 6 (Forestry, Woodland and Trees) of NPF4 and NE5 (Trees and Woodlands) of 2023 ALDP. However, in this instance it is considered that the proposed development, which would see a long-vacant listed

building being brought back into a use accessible to the public, and which would remove this building from the Historic Environment Scotland's Buildings at Risk Register, would outweigh the loss of the trees, subject to a suitable replacement planting scheme elsewhere in Seaton Park . On that basis, the conflict with these policies is accepted in this instance.

There are no other material considerations that would warrant refusal of the application.

CONDITIONS

(01) DURATION OF PERMISSION

The development to which this notice relates must be begun not later than the expiration of 3 years beginning with the date of this notice. If development has not begun at the expiration of the 3-year period, the planning permission lapses.

Reason - in accordance with section 58 (duration of planning permission) of the 1997 Act.

(02) EXTERNAL MATERIALS DETAILS

That no development shall take place unless a scheme/samples detailing all external finishing materials to the roof and walls of the development hereby approved has been submitted to, and approved in writing by, the planning authority and thereafter the development shall be carried out in accordance with the details so agreed

Reason - in the interests of visual amenity.

(03) GREEN WALL

That no development shall take place unless a scheme providing details and a maintenance scheme of the green wall to be installed to the west elevation of the extension hereby approved has been submitted to, and approved in writing by the Planning Authority and thereafter the development shall be carried out in accordance with the details so agreed.

Reason – in the interests of visual amenity

(04) LANDSCAPING DETAILS

That no development shall take place unless a landscaping scheme providing details of all soft and hard landscaping has been submitted to, and approved in writing by the Planning Authority and thereafter the development shall be carried out in accordance with the details so agreed. For the avoidance of doubt, the landscaping scheme shall consider the reuse of granite to be removed from the existing boundary wall and north elevation.

Reason – in the interests of visual amenity

(05) METHODOLOGY STATEMENT (SLAPPING)

That no development shall take place unless a methodology statement providing details of the slapping to the north elevation of the original building and the finishing of the boundary wall has been submitted to, and approved in writing by the Planning Authority and thereafter the development shall be carried out in accordance with the details so agreed.

Reason – In the interest of the special character of the listed building and the Old Aberdeen

Conservation Area

(06) EXTERNAL LIGHTING SCHEME

That no development shall take place, and notwithstanding any information contained within drawing PL(00)005, unless details of an external lighting scheme have been submitted to, and approved in writing by the Planning Authority and thereafter the development shall be carried out in accordance with the details so agreed. For the avoidance of doubt, this external lighting scheme shall take account of the recommendations contained within the Bat Survey prepared by Countrywise, dated 4th June 2023, which specifies that no lighting should be directed at the roof.

Reason – To ensure the development has no adverse impact on protected species

(07) INTERIOR BUILDING SEARCH – PROTECTED SPECIES

That prior to the commencement of the development hereby approved no works within the listed building shall take place until a further interior search of the Wallace Tower for bats and bat roosts has been carried out.

Reason – To ensure the development has no adverse impact on protected species

(08) TREE REMOVAL – PROTECTED SPECIES

That prior to the commencement of the development hereby approved no trees shall be removed until those proposed to be felled have been checked for signs of protected species.

Reason – To ensure the development has no adverse impact on protected species

(09) TREE REPLACEMENT SCHEME

That prior to the commencement of the development hereby approved no trees will be removed from within or outside the site unless details of a suitable tree replacement planting scheme have been submitted to, and approved in writing by the Planning Authority in consultation with Environmental Services. For the avoidance of doubt, replacement trees shall be located within the boundary of Seaton Park, and the details to be submitted shall include a specification of their locations, number, species, sizes and stage of maturity at planting.

Reason – In the interest of visual amenity and to ensure appropriate tree cover will remain in Seaton Park

(10) TREE PROTECTION MEASURES (1)

That no development shall take place until tree protection barriers as shown on drawing 'Tree Survey Drawing' by Struan Dalgleish, April 2023 have been erected. Once in place, these tree protection barriers shall remain in situ until construction of the hereby approve development has been completed and all plant and machinery have been removed from site.

Reason – In the interest of protection of trees

(11) TREE PROTECTION MEASURES (2)

That no materials, supplies, plant, machinery, spoil, changes in ground levels or construction

activities shall be permitted within the protected areas specified in the scheme of tree protection as shown on drawing 'Tree Survey Drawing' by Struan Dalgleish, April 2023 - without the written consent of the Planning Authority and no fire shall be lit in a position where the flames could extend to within 5 metres of foliage, branches or trunks

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

(12) COOKING RESTRICTIONS

That 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 on the premises, unless a suitable Odour Impact Assessment (including a Local Extract Ventilation needs assessment) by a competent person, in line with relevant guidance, has been submitted to and approved in writing by the Planning Authority in consultation with Environmental Health, and subsequently the Local Extract Ventilation system has been installed in accordance with the approved details.

Reason – In the interest of amenity

(13) INSTALLATION BIN AND BIKE STORE

That the development hereby approved shall not be occupied until the bin store and bike stands as specified on drawings PL(00)003B and PL(04)003A have been installed and are available for use unless otherwise agreed in writing.

Reason – In the interest of public health and to promote sustainable transport methods

(14) DISABLED PARKING SPACE

That the development hereby approved shall not be occupied until details of a disabled parking space to be provided in the bellmouth off Tillydrone Road have been submitted and agreed in writing by the Planning Authority, and subsequently the disabled parking space shall be installed in accordance with the approved details.

Reason – To ensure accessible access to the development

(15) PHOTOGRAPHIC SURVEY

No demolition or other works in connection with the development hereby approved shall commence unless a photographic survey of the existing building on the application site has been submitted to and approved in writing by the Planning Authority. All external and internal elevations of the building together with the setting of the building and any unusual features of the existing building shall be photographed. The photographic viewpoints must be clearly annotated on a plan to accompany the survey. The photographs and plan must be in a digital format and must be clearly marked with the planning reference number.

Reason: To ensure that a historic record of the building is made for the inclusion in the National Monuments Record for Scotland and in the local Historic Environment Record.

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 <p>ABERDEEN CITY COUNCIL</p>	<h2 style="margin: 0;">Planning Development Management Committee</h2> <p style="margin: 5px 0 0 0;">Report by Development Management Manager</p> <p style="margin: 5px 0 0 0;">Committee Date: 29 June 2023</p>
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Site Address:	Wallace Tower, Tillydrone Road, Aberdeen, AB24 2TP
Application Description:	Conversion of existing building to form community cafe with ancillary office accommodation and meeting hall; erection of single storey extension to form additional seating areas to cafe; internal alterations; formation of access ramp, external seating area and erection of bin store with associated hard and soft landscaping works
Application Ref:	221379/LBC
Application Type	Listed Building Consent
Application Date:	15 November 2022
Applicant:	Tillydrone Community Development Trust SCIO
Ward:	Tillydrone/Seaton/Old Aberdeen
Community Council:	Old Aberdeen
Case Officer:	Dineke Brasier



RECOMMENDATION

Approve Conditionally

APPLICATION BACKGROUND

Site Description

The application site comprises an irregular shaped site extending to c.450m² and consists of the Wallace Tower (also known as Benholm's Lodgings) and its immediate curtilage which is enclosed in part by a low granite boundary wall to the north and west and in part by low level metal railings. It is located in the very south west corner of Seaton Park near Tillydrone Road, which runs c.25m to its south west.

The building has an unusual history as it was originally located on Netherkirkgate in the city centre, but was moved to its current location and rebuilt in the 1960s as a Z-plan towerhouse, three storeys in height and constructed from granite with a slated roof, with two corner turrets and crow (corbie) stepped gables. The building itself was Category B listed in 1967. It includes various decorative features, including an armorial panel and recessed sculptured figure. The building has been vacant for around 20 years, with its last use as a residential dwelling thought to have ceased in 2003. It is therefore in a relatively poor state of repair with all windows and doors boarded up, and has been on the 'Buildings at Risk' register which is maintained by Historic Environment Scotland since 2005.

The site is bound to the north by a footpath running through the park forming a connection between Tillydrone Road to the west and to The Chanonry, St Machar's Cathedral and the main body of Seaton Park to its east and north. To the north of this footpath is a wooded area sloping down steeply to the River Don. East of the site is a grassed area forming part of the wider park; to its south is the pedestrianised, (laid in granite cassies) historic section of Tillydrone Road separated from the main park and the Wallace Tower by a category B listed granite rubble wall. There is a distinct change in level between Tillydrone Road and the Wallace Tower, and the building is a prominent feature in views to the east from this road forming part of the entrance into Seaton Park from this direction.

Relevant Planning History

- 141336 – Listed building consent for proposed change of use and extension to former residential property to form new community café and ancillary community and office accommodation – Approved on 23rd February 2015, permission not implemented and now lapsed;
- 141400 – Detailed planning permission for change of use from residential dwelling (class 9) to mixed use (classes 3 and 4) to form community café and ancillary accommodation – Approved on 28th January 2015, permission not implemented and now lapsed;
- 211613/LBC – Conversion of existing building to form community café and ancillary office accommodation; erection of two storey extension to form additional seating areas to café; alterations to internal partitions; formation of access ramp, external seating area and erection of bin store with associated hard and soft landscaping works – Withdrawn;
- 211657/DPP – Change of use from residential dwelling (class 9) to mixed use (class 3 and 4) including community café and ancillary office accommodation; erection of two storey extension to form additional seating areas to café; formation of access ramp, extension seating area and erection of bin store with associated hard and soft landscaping works – Withdrawn;
- 221380/DPP - Change of use from residential dwelling (class 9) to mixed use (class 3 and 4) including community cafe, with ancillary office accommodation and meeting hall; erection of single storey extension to form additional seating areas to cafe; formation of access ramp, external seating area and erection of bin store with associated hard and soft landscaping works – Under consideration;
- 230610/LBC and 230611/DPP – Installation of replacement windows and restoration works to armorial panel and statue – Under consideration.

APPLICATION DESCRIPTION

Description of Proposal

Listed building consent is sought for the construction of a single storey extension, internal alterations to the building, formation of access ramp, external seating area, bin store and hard and soft landscaping to facilitate a change of use of the building from a residential dwelling to a mixed use comprising a community café (class 3), offices (class 4) and meeting room.

The single storey extension would be of a modern design located to the north elevation of the building. The extension would project between c.6m and c.6.5m from the north elevation, would have a maximum length of c.17m, and would narrow somewhat to the east. The extension would be predominantly finished in corten steel standing seam cladding for both the walls and the roof, would feature a green wall to its west elevation and incorporate full height glazing to the south and east. The north elevation would be punctured by two tall, relatively narrow windows with a vertical emphasis and a single window with a horizontal emphasis. A further tall, narrow window would be located in the west elevation. Level access would be formed into the east elevation of the extension. The roof would have a mono-pitched design sloping down towards the historic building and would incorporate two large rooflights set in line with the vertical windows in the north elevation. Vertical metal 'fins' would be set either side of the north elevation. Due to a change in levels across the site, the maximum height of the extension would be c.2.9m from ground level to the east, rising to c.4.1m to the west at its highest point.

Internally, the extension would be linked into the original listed building through the creation of a 1.5m wide slapping in the north elevation of the listed building at ground floor level. The extension would provide space for seating with a servery, whilst further seating would be located in the listed building with toilets and stores on the ground floor. A meeting hall would be created on the first floor and offices on the second floor in the original building. Further internal alterations would consist of removal of all internal, modern partitions and replacement with new partitions creating a seating area, toilets, a store and a lobby on the ground floor; a meeting hall, tea point, lobby and toilets on the first floor; and an open plan office, lobby and toilet on the second floor. Two new doors would be installed on the ground floor to separate the circular towers from the main space; with a new door installed on both the first and second floor in the south west tower.

Externally, an outdoor seating area would be formed to the east of the building within its curtilage, with space for a total of three 'Sheffield' stands for bike parking and a bin store to the west. A lighting strategy is proposed including uplighting of the two towers, vertical LED linear lighting over the metal 'fins' and the two vertical shaped windows in the north elevation, bollard lights to the east and west; and sensor activated security lighting in the gap between the extension and the original building.

For the avoidance of doubt, the current application only covers the proposed extension and external and internal alterations to the listed building and its immediate curtilage to facilitate the proposed reinstatement and conversion of the building. Separate applications for detailed planning permission and listed building consent for replacement windows and restoration of the armorial panel and statue were submitted under references 230610/LBC and 230611/DPP and are currently under consideration. If any further alterations, such as replacement external doors, would be required, then these again would trigger a requirement for further applications for detailed planning permission and listed building consent.

Amendments

- Alterations to the detailed design and materials of the extension including reduction in length, and reduction in overhang over the footpath to the north; slight repositioning to ensure west

elevation of the extension lines up with the west elevation of the building; substitution of zinc cladding with corten cladding to walls and roof; substitution of render with a green wall to the west elevation and removal of signage zone; and alterations to window shapes and positioning.

- Additional detail added to site layout including proposed materials of hard surfacing materials; bin store and cycle parking;

Renotification and readvertisement were undertaken as a result.

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=RLEF99BZLGL00>

- Bat Survey Report by Countrywise, dated 4th June 2023;
- Design and Access Statement by Tinto Architecture; and
- Tree Survey Report by Struan Dalgleish Arboriculture, dated March 2023.

Reason for Referral to Committee

The application has been referred to the Planning Development Management Committee because the application is recommended for approval and the Old Aberdeen Community Council has lodged an objection and six or more timeous letters of objection have been received.

CONSULTATIONS

Historic Environment Scotland –

Original comments

Very much welcomes this proposal which would re-use a building that has been on the Buildings at Risk Register since 2005. This iteration of the scheme proposes a single-storey element as opposed to the two-storey extension previously proposed. This would be more subsidiary to the listed building than the previous proposal and this change is welcomed. Also welcomes the original new design, which is sensitive to the character of the towerhouse and would be an interesting new addition to it.

Further comments

This further iteration of the proposed scheme still proposes a single-storey element as opposed to the two-storey extension proposed prior to 2022. Continues to welcome the proposal in principle as it would enable the reuse of a building that has been on the Buildings at Risk Register since 2005. Notes that the cladding material proposed for the extension has changed from zinc to corten steel and has no issues with this. Also raises no issues with the removal of internal partitions on all floors.

Old Aberdeen Community Council –

Original comments

Supportive of the principle that the building is returned to a sustainable use and advocates a careful and sensitive approach to any proposed adaptation or extensions with respect to the existing listed building and setting. However, raises the following objections to the current scheme:

1. Site plans provide insufficient consideration of the existing or proposed site conditions, including: proposed landscaping including paved or planted areas; modifications or treatments at the site boundaries, and particularly along the adjacent public path to the north; change of levels across site, and how the proposed 'accessible entrance' is accessed; vehicle parking provision; cycle

- parking provision; materials for the bin store. Updated plans would be required;
2. Questions retention of trees on the site, including a cherry tree within the eastern boundary. A tree survey and associated drawings are required;
 3. The existing site anchors an edge of a valued area of dark nighttime skies, an external lighting strategy is required.

Other concerns are noted as follows:

4. Further clarification required on use of first floor;
5. No clarification on intention for existing windows in the building; and
6. Given the location of the proposed café on a junction of cycle-oriented routes and due to the absence of car parking, sufficient cycle parking should be provided.

Further comments:

Following submission of amended drawings and renotification, a further consultation response was received, maintaining an objection to the proposed scheme on the following grounds:

7. External lighting could be of significant detriment to physical and visual amenity;
8. No details of a Local Extract Ventilation system and Odour Impact Assessment have been submitted;
9. Removal of cherry and maple trees near the Tower.

Provides the further additional comments:

10. Highly irregular to defer aspects of listed building works, such as potential replacement windows and doors, to a separate application. Usually these would be an integral part of the main LBC application. No information has been provided in relation to existing entry doors;
11. Noted that signage will be free-standing and subject to a further application;
12. Agrees with measures to minimise visual impact on the bin store;
13. No technical specification or maintenance plan provided for green wall. Fall-back scenario should be provided in case the green wall fails;
14. Removal of beech trees – have all possibilities to retain these been explored?;
15. Preferable arrangement for accessible access would be directly off the north-east corner, although it is acknowledged that this might not be achievable due to the site grading;
16. Six Sheffield stands currently provided, which is welcomed. Hopeful that this number can be expanded upon in the future if demand requires this.

REPRESENTATIONS

Due to the submission of amended drawings, the application was advertised and notified twice. The first notification period resulted in a total of eight letters of objection raising the following matters:

1. Objection in relation to sale of Wallace Tower to the applicant;
2. Design of proposed extension would have an adverse impact on and would be unsympathetic to the special character of the existing historic building;
3. No objection to principle of providing a small café, if this can be done without an extension;
4. Footprint of the extension would be larger than that of the original building, and can thus not be considered 'subserving' in relation to the historic building;
5. The inappropriate modern design would be highly visible from various viewpoints and would have an adverse impact on the integrity of the building;
6. The north elevation cannot be considered the 'rear' elevation of this building as all elevations are equally important due to the nature of the building;
7. Proposed modern materials would be inappropriate in relation to historic building and

- conservation area;
8. Creation of an outdoor seating area would adversely impact the character and special interest of the building;
 9. Proposal could create a precedent for creation of modern extensions on other tower-houses across Scotland;
 10. Insufficient information provided on internal alterations; proposals for existing windows; impact on trees in and around the site; lighting strategy; cycle parking; number of covers; project viability; and regrading of land;
 11. Inaccuracies in drawings and 3D visuals;
 12. Proposed location of disabled parking space – in bellmouth of Tillydrone Road, would harm the character and views along the historic section of Tillydrone Road;
 13. 'Meeting hall' on the first floor would have no disabled access due to the absence of a lift

The second notification period attracted a total of 14 letters of objection, of which two had lodged a previous objection to the scheme. Matters raised can be summarised as follows:

14. Proposed extension would be unsympathetic and not subservient to the character of the historic building;
15. Proposed lighting would be detrimental to wildlife and plant life in the surrounding woodland;
16. Uncertainty surrounding commercial venture set up in the Wallace Tower. No viability statement submitted. What would happen if it would fail?;
17. Wallace Tower is Common Good Property and should be restored sympathetically using funds from the Common Good Fund and could then be let out either to the applicant, as a family house or art gallery without the need for an extension;
18. Removal of trees to facilitate development would have an adverse impact on surrounding flora and fauna and potential implications for stability of steep wooded bank;
19. Potential safety implications for children as the café would be located near a steep drop;
20. Do not support the transfer of ownership of building to Tillydrone Community Trust;
21. Inconsistencies and omissions noted in drawings of windows, doors and boundary walls;
22. No details submitted on proposed mix for re-pointing; removal of railings; safety/security fixings/ re-grading of grass; wash-down area for bins/ storage for outdoor tables/chairs; nappy changing area;
23. Would removal of boundary to east allow for outdoor seating area to spill out into the grassed area;
24. Location of cycle stands could result in damage to grass to east;

MATERIAL CONSIDERATIONS

Legislative Requirements

Where a proposal affects a listed building, sections 14(2) and 59(1) of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 places a duty on planning authorities in determining an application for Listed Building Consent to have special regard to the desirability of preserving the building or its setting and any features of special architectural or historic interest which it possesses. This is the primary consideration in the determination of applications for Listed Building Consent. Section 64 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 requires the planning authority to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.

Development Plan

National Planning Framework 4

National Planning Framework 4 (NPF4) is the long-term spatial strategy for Scotland and contains a comprehensive set of national planning policies that form part of the statutory development plan. The relevant provisions of NPF4 that require consideration in terms of this application are –

- Policy 7 (Historic Assets and Places)

2023 Aberdeen Local Development Plan

The following policies are relevant –

- Policy D6 (Historic Environment)
- Policy D8 (Windows and Doors)

Other National Policy and Guidance

- Historic Environment Policy for Scotland (HEPS)
- Managing Change in the Historic Environment: Extensions

EVALUATION

Impact on the special character of the listed building

The Wallace Tower is a Category B-listed building set within the western area of Seaton Park and the Old Aberdeen Conservation Area, and is currently listed on the Buildings at Risk Register as maintained by Historic Environment Scotland. It has been vacant for around twenty years.

Policy 7 (Historic Assets and Places) of NPF4 sets out that development proposals for the reuse, alteration or extension of a listed building will only be supported where they will preserve its character, special architectural or historic interest and setting. Historic Environment Policy Scotland (HEPS) contains various policies relevant to decision making in relation to historic assets. In this case, policies HEP2 and HEP4 are particularly relevant. Policy HEP2 sets out that decisions affecting the historic environment should ensure that its understanding and enjoyment as well as its benefits are secured for present and future generations. HEP4 sets out that changes to specific assets and their context should be managed in a way that protects the historic environment, and that opportunities for enhancement should be identified where appropriate. Policy D6 (Historic Environment) of the 2023 Aberdeen Local Development Plan (2023 ALDP) sets out that development must protect, preserve and enhance Aberdeen's historic environment, including its historic fabric. Appropriate developments must be designed to respect the character, appearance and setting of the historic environment and protect the special architectural or historic interest of listed buildings.

Guidance from Historic Environment Scotland contained in 'Managing Change in the Historic Environment: Extensions' (Managing Change) sets out that most historic buildings can be extended sensitively, and that extensions must project the character and appearance of the building; should be subordinate in scale and form; should be located on a secondary elevation; and must be designed in a high-quality manner using appropriate materials. The document sets out the difference between a 'deferential contrast' where the new becomes a self-effacing backdrop against the old, and an 'assertive contrast' where the new becomes a more or less equal partner to the old.

Extension

The main element of the proposal is the construction of a contemporary design single storey extension to facilitate the conversion of the ground floor of the listed building into a community café. The extension would be located to the north elevation, facing out onto a public footpath linking

Tillydrone Avenue and Tillydrone Road to the west to the main body of Seaton Park and the Chanonry to the east. The extension would have a maximum width of c.5m and a maximum length of c.15m. It would be set in line with the west elevation of the historic building whilst projecting c.3m beyond the east elevation, with the footprint slightly angled to align with the footpath running along the northern site boundary. Due to a change in levels across the site, the overall height of the extension would range from c.4.1m to c.2.9m. The extension would be finished in corten steel standing seam cladding with metal 'fins' to the roof and north elevation on a concrete look rendered basecourse and would feature a green wall to the west elevation and full height glazing to the south and east. It would link into the existing historic building through a structural glazed link and a new 1.5m wide opening would be formed in the original north elevation. To ensure this new opening would not have a detrimental impact on the fabric of the listed building, a suitably worded condition requesting a methodology statement providing details of the slapping and its finishes is recommended.

This design has gone through various iterations from a previous approval in 2015 (P141336 and P141400) for a fully glazed two storey extension in a similar location, which was not implemented and has now lapsed. Following submission of further applications in 2021 (P211613/LBC and 211657/DPP) for a similar proposal as that previously approved in 2015, it was considered, including through comments from Historic Environment Scotland, that this two storey form of extension could result in obscuring the form of the original listed building and that a single storey design would be preferred. These applications were subsequently withdrawn and the design significantly altered resulting in the proposal currently being assessed, which is in line with the scale and massing sought in the previous and current comments by Historic Environment Scotland.

The single storey form of the proposed extension would reduce the impact of the proposal on the north elevation of the building to an acceptable form, and is supported by Historic Environment Scotland in their consultation response. The modern design would provide an assertive contrast with the existing granite building, and is considered to be a well-designed contemporary extension to this building as recommended in 'Managing Change'. It would include a minimal link to the Wallace Tower, which would emphasise the difference between the old and the new and its architectural form would provide a pleasing contrast with the traditional historic building. Proposed materials would be appropriate, with the corten cladding matching well and complementing both the colours of the granite in the original building and the soft colours of the landscaped setting of Seaton Park behind. The proposed green wall on the west elevation would provide a softer view of the extension from the approach on Tillydrone Road to the west as it would be seen against a backdrop of mature trees on the wooded bank to the rear.

Due to the nature of the detached building and its location within a park, it does not have a clear principal elevation. However, the positioning of the extension to the north can be considered to a secondary elevation when viewed from the main public thoroughfares of Tillydrone Road and Tillydrone Avenue with a further indication being that the main door into the building is currently located in the south elevation, again in line with guidance contained in 'Managing Change'. The single storey form has resulted in a larger footprint than previously approved, but due to this lower height and position to the north, the extension is considered subordinate and subservient in scale and form to the original building. The position of windows has focused on framing views towards the wooded bank to the north and the River Don below on the north elevation, whilst ensuring thermal efficiency through reducing the amount of glazing on that elevation. Full height glazing is incorporated in the east and south elevation, where most use can be made of solar gain, and where there would be a clear link between the café and the outdoor seating area proposed on the paved area to the east of the listed building with full views into the park to the east.

Internal alterations

Internally, the main entrance into the building and into the café would be through new full height

entrance doors in the south east corner of the extension. The reduction in height of the extension to single storey only would improve accessibility, and would simplify the layout of the café. The servery and seating would be located in the extension, with toilets, stores and some more tables on the ground floor of the original building. The first floor is proposed to be used as a meeting room, with offices on the second floor, and it is recognised that these uses are ancillary to the proposed main café use, and are to be flexible.

Internal alterations would see the removal of modern partition walls within the listed building and their replacement with new partition walls to facilitate the proposed uses. In addition, existing doors are proposed to be replaced with fire doors. These doors are not original, and their replacement is therefore considered acceptable under policy D8 (Windows and Doors) of the 2023 ALDP. The proposed alterations to the existing listed building are considered appropriate and would not unduly harm the character and fabric of the listed building, in compliance with relevant parts of D6 (Historic Environment) and relevant policies in NPF4 and HEPS.

Other external alterations

The proposal would see the removal of a section of c.3m length of granite boundary wall. It is considered that removal of this relatively short section of granite boundary wall would not result in a detrimental impact on the special character of the building, or would adversely affect its setting. Similarly, removal of the low metal railings forming the east and north boundary of the curtilage of the building would not have an impact on the setting of the category B listed building.

Externally, a timber bin store would be proposed to the west, set behind and protruding slightly, above the existing granite boundary wall. The bin store is minimal in its design and height to reduce the impact this essential feature would have on the appearance of the wider site. Due to the proposed site layout, the area to the west of the building acts as a more functional, utilitarian part of the site, in part due to the limited amount of space in this area and the additional screening provided by the existing granite boundary wall. The proposed bin store would thus not intrude on the character and appearance of both the existing listed building and the main elevations of the proposed extension and its positioning is appropriate whilst allowing for sufficient space to store and manoeuvre all required bins.

The existing granite setts to the south of the building would be retained whilst the new paved areas to the west and east of the building would be made up of locally sourced natural granite paving. An outdoor seating area and three Sheffield cycle stands would be located to the east of the building accessible both from the path running along the north of the building or from the grassed area to the east. Further entrances into the site would be through the existing steps leading up from Tillydrone Road to the south elevation and in the north west corner linking into the graded path down to Tillydrone Road providing level access.

Taken together, it is considered that due to the high quality of the proposed design of the extension, its massing and positioning to the secondary north elevation and associated landscaping, the proposed extension would not have an adverse impact on the special character of the existing category B listed building and its setting. In addition, internal alterations, subject to the submission of further details of proposed internal doors, would not have an adverse impact on the special character and fabric of the category B listed building. External alterations, including alterations and removal of metal railings and part of the granite boundary wall, would not adversely impact the setting of the listed building. The proposal thus suitably complies with all relevant local and national policies as listed previously.

Building at Risk Register

The Wallace Tower has been vacant for a period of around 20 years and is currently on the Building at Risk Register as maintained by Historic Environment Scotland. The Buildings at Risk Register

has been in operation throughout Scotland since 1990 in response to a concern at the growing number of listed buildings and buildings in conservation areas that were vacant and falling in a state of disrepair. The Wallace Tower is one of a total of 57 buildings and structures within the Aberdeen City Council local authority area that is on this Buildings at Risk Register. It was first included on the Register in February 2005 when it had been vacant for about two years. At the last inspection by Historic Environment Scotland, in 2019, its condition was noted as fair but with signs of deterioration with windows and doors boarded up, a decorative sculpture damaged and mould growing on masonry.

This current application would see the building renovated and brought back into use, thus removing this building from the Building at Risk Register and securing its future. Given the building has been vacant for around 20 years, and no other viable options for its restoration and reinstatement have been promoted during that time, which can be demonstrated by the absence of other planning applications for any other use, this current scheme seems to provide a much needed opportunity to restore the building and bring it back into use. Removing the Wallace Tower from the Buildings at Risk Register would improve both the condition of the building itself, but also the setting and character of this part of Seaton Park and the wider Old Aberdeen Conservation Area. In that respect, it is noted that the Old Aberdeen Conservation Area Character Appraisal notes the current listing of the building on the Buildings at Risk Register as a weakness in its assessment of this part of the Conservation Area, which would be addressed through implementation of the proposal.

Matters raised by Old Aberdeen Community Council

1. Matters in relation to missing/insufficient information have been addressed through the planning process with all relevant information required to determine the application now submitted. Any information not submitted at this stage (e.g. Local Extract Ventilation System and Odour Impact Assessment; specification/maintenance of the green wall or information in relation to replacement windows) can be submitted as part of suitably worded conditions or would need to be considered through separate applications for detailed planning permission and listed building consent;
2. Matters in relation to the impact of the proposed external lighting scheme on wildlife and protected species are not a material consideration for this application for listed building consent;
3. Matters in relation to removal of trees are not a material consideration for this application for listed building consent;
4. There is no legal requirement to cover all works to a listed building in a single application. The submission of further separate applications to cover other aspects such as replacement windows and restoration works to features is acceptable.

Matters raised in letters of objection

1. Matters in relation to the sale of Wallace Tower and the proposed Community Asset Transfer is a civil matter and not a material planning consideration;
2. Matters in relation to the design, proposed materials, impact of the proposal on the listed building and conservation area are addressed in the evaluation above;
3. It is not considered that the proposal would create a precedent given the unique nature of the building, its location within Seaton Park and the Old Aberdeen Conservation Area and the proposed design;
4. Matters in relation to missing/insufficient information have been addressed through the planning process and it is considered that all information required for the determination of the application is now available;
5. Matters in relation to disabled access are addressed through the Building Warrant process;
6. Matters in relation to the impact of the proposal on protected species and wildlife and removal of trees are not a material consideration in the determination of this application for listed building

consent;

7. Concerns in relation to viability of the proposed venture are not a material planning consideration in the determination of this application for listed building consent.

RECOMMENDATION

Approve Conditionally

REASON FOR RECOMMENDATION

The proposed extension, due to its high quality design, scale, massing and positioning is considered to make a suitable assertive contrast with the existing category B-listed building whilst ensuring it remains subservient to the scale and character of the original building. It would allow the listed building, which has been vacant for around 20 years, to be brought back into use, thus removing it from Historic Environment Scotland's Building at Risk Register. Proposed alterations to the listed building itself, comprising the formation of an opening in the north elevation to link the proposed extension to the listed building, and internal alterations including replacement of doors and removal and creation of partition walls; and existing boundary treatments respect the fabric and special character of the listed building. This would be in compliance with Policy 7 (Historic Assets and Places) of NPF4 and policies D6 (Historic Environment) and D8 (Windows and Doors) of the 2023 ALDP and relevant parts of Historic Environment Policy for Scotland; and Historic Environment Scotland: Managing Change in the Historic Environment: Extensions.

CONDITIONS

(01) EXTERNAL MATERIALS DETAILS

That no development shall take place unless a scheme/samples detailing all external finishing materials to the roof and walls of the development hereby approved has been submitted to, and approved in writing by, the planning authority and thereafter the development shall be carried out in accordance with the details so agreed

Reason - in the interests of visual amenity.

(02) GREEN WALL

That no development shall take place unless a scheme providing details and a maintenance scheme of the green wall to be installed to the west elevation of the extension hereby approved has been submitted to, and approved in writing by the Planning Authority and thereafter the development shall be carried out in accordance with the details so agreed.

Reason – in the interests of visual amenity

(03) METHODOLOGY STATEMENT (SLAPPING)

That no development shall take place unless a methodology statement providing full details of, and a methodology for the formation of the slapping to the north elevation of the original building and the finishing of the boundary wall has been submitted to, and approved in writing by the Planning Authority and thereafter the development shall be carried out in accordance with the details so agreed.

Reason – In the interest of the special character of the listed building and the Old Aberdeen Conservation Area

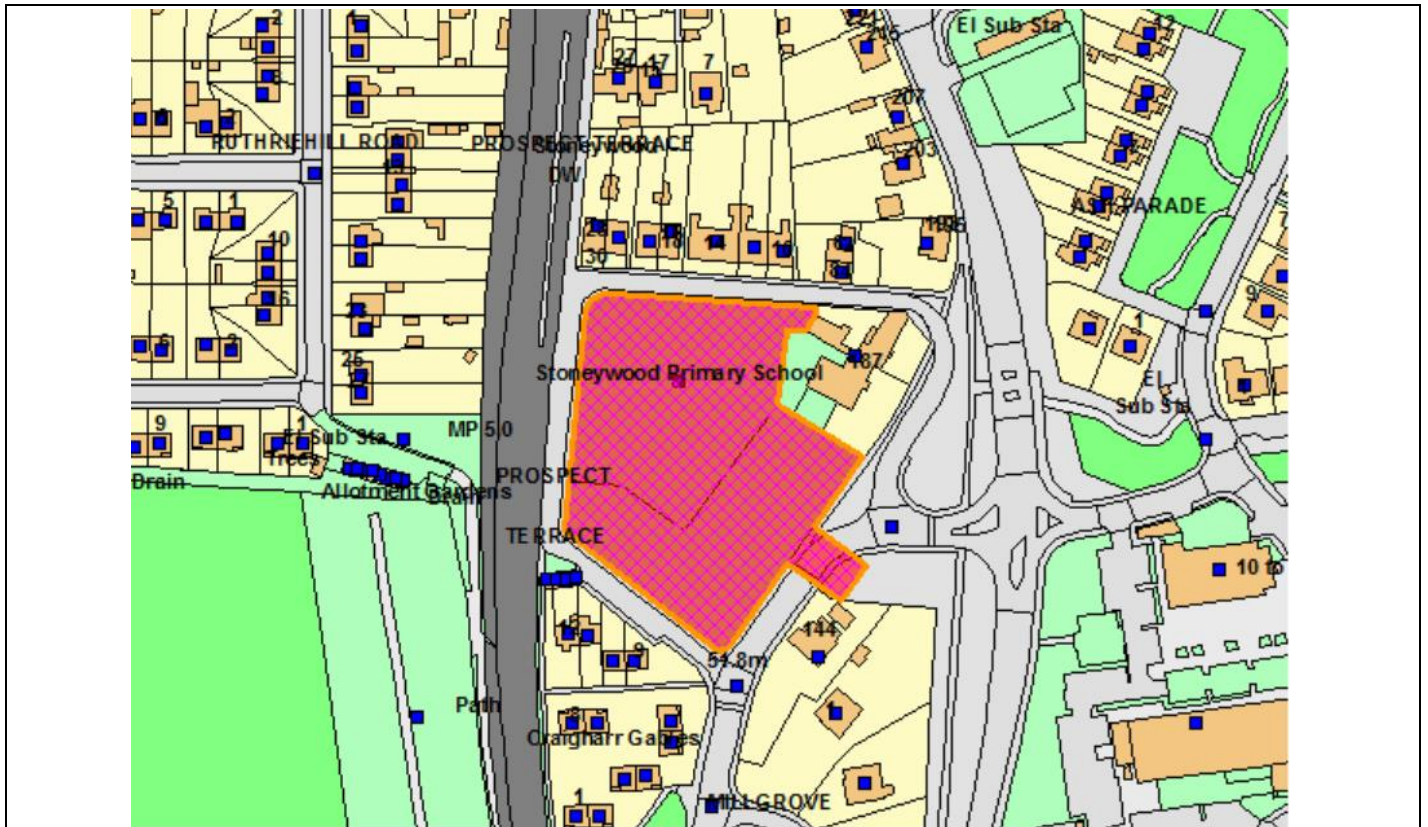
(04) INTERNAL DOORS

That no development shall take place unless detailed drawings and sections (scale of 1:10) of the proposed replacement internal doors have been submitted to, and approved in writing by the Planning Authority, and thereafter the development shall be carried out in accordance with the details so agreed.

Reason – In the interest of the special character of the listed building.

 <p>ABERDEEN CITY COUNCIL</p>	<h2 style="margin: 0;">Planning Development Management Committee</h2> <p style="margin: 5px 0 0 0;">Report by Development Management Manager</p> <p style="margin: 5px 0 0 0;">Committee Date: 29 June 2023</p>
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Site Address:	Former Stoneywood Primary School site, Stoneywood Road, Aberdeen, AB21 9HY
Application Description:	Erection of supported living accommodation (Class 8 - residential Institutions), comprising eight residential units and ancillary staff office building, new vehicular access, car parking, infrastructure, open space and landscaping
Application Ref:	230428/DPP
Application Type	Detailed Planning Permission
Application Date:	4 April 2023
Applicant:	Aberdeen City Council
Ward:	Dyce/Bucksburn/Danestone
Community Council:	Bucksburn and Newhills
Case Officer:	Alex Ferguson



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RECOMMENDATION

Approve Conditionally & Legal Agreement

APPLICATION BACKGROUND

Site Description

The application site comprises the curtilage of the former Stoneywood Primary school site on the western side of Stoneywood Road and bound to the north by Foresters Avenue and the west by Prospect Terrace. The majority of the former school buildings grounds were demolished recently, and the north-western portion of the site is now razed and finished with loose gravel. The site is generally flat. The historic, granite-built former schoolmaster's house and associated extensions (one of which is a former nursery) remain adjacent to the north-eastern portion of the site and the southern and eastern edges of the site are grassed and contain multiple established trees. Granite walls line the northern and western boundaries, with concrete post and metal mesh fencing to the southern and eastern boundaries. The site lies in a residential area, with the Aberdeen to Inverness rail line approximately 10m to the west and the southern boundary of Aberdeen International Airport approximately 400m to the west, beyond further housing.

Relevant Planning History

None.

APPLICATION DESCRIPTION

Description of Proposal

Detailed planning permission is sought for the redevelopment of the site for supported living accommodation, under Class 8 'Residential Institutions' of the Town and Country Planning (Use Classes) (Scotland) Order 1997. This is a separate use class from mainstream residential use, which typically falls within Use Class 9 'Houses' or is sui generis. The proposed development would comprise eight dwellings in four single-storey, semi-detached 'bungalow' buildings, alongside a staff office building of a similar scale. The accommodation would all be wheelchair accessible and suitable for occupants with varying care requirements. The site would be accessed from Foresters Avenue to the north via an upgraded vehicular and pedestrian entrance and the development would include a sensory garden, a scooter track, central courtyard and amenity space and a landscaped buffer strip to the northern and western boundaries. A new driveway and pedestrian access would be formed on the northern boundary to serve the adjacent former nursery building.

Amendments

The following amendments were made to the application following its initial submission:

- The geometry of the new vehicular access onto Foresters Avenue was amended / widened in order to ensure that the site can be accessed by emergency and refuse collection vehicles;
- A pedestrian path link was incorporated at the southern end of the site, connecting the development with Prospect Terrace;
- A Swept Path Analysis drawing, Drainage Impact Assessment and Geo-Environmental Desk Study were submitted;
- An additional section of acoustic fencing was added to the southern boundary of the sensory garden; and
- An active EV charge point was added to the staff office, passive EV provision added to the residential parking spaces and cycle parking incorporated.

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=RSLG9NBZIA100>

- Design & Planning Statement
- Noise Impact Assessment
- Drainage Impact Assessment
- Tree Survey, Arboricultural Impact Assessment and Tree Protection Plan
- Geo-environmental desk study

Reason for Referral to Committee

The application has been referred to the Planning Development Management Committee because the proposed development would see a form of residential accommodation created within the noise contours of Aberdeen International Airport, contrary to Policy B3 (Aberdeen International Airport and Perwinnes Radar) of the Aberdeen Local Development Plan 2023 (ALDP). Should the application be approved, the proposed development would therefore constitute a departure from the development plan.

CONSULTATIONS

ACC - Contaminated Land Team – No objection. The Geo-environmental desk study submitted as part of the application has been reviewed and its conclusions and recommendations accepted. The following recommendations should be applied:

- *A ground investigation should be undertaken to characterise the geotechnical properties of the deposits and to determine the presence of contamination and the potential risk to site end users.*
- *The investigation should include both environmental and geotechnical testing and groundwater monitoring. Ground gas monitoring may also be required depending on the depth and composition of Made Ground if present.*
- *As the site is Brownfield, Scottish Water will require UKWIR testing for all new water mains. This testing should be carried out once the alignment of new water mains is known.*

Should any material be required to be removed off site, it is important that appropriate waste management requirements are adhered to. This will potentially include ensuring suitability of any materials for re-use offsite as well as ensuring any applicable waste exemptions are held.

The Contaminated Land team look forward to reviewing a Geo-environmental interpretative report in due course.

ACC - Developer Obligations – A financial contribution of £6,551 is sought to go towards increasing the capacity of Gilbert Road Medical Practice, or any such other practice that may serve the development. No other contributions are sought, and the Developer Obligations team note that the nature of the proposed development is such that it is not anticipated any school-aged pupils would be likely to be housed within the new dwellings.

ACC - Environmental Health – No objection. The Noise Impact Assessment by Sandy Brown Limited (Reference: 23055-R01-B, Version: B, Date: 21 March 23) associated with the proposal has been reviewed and its findings considered reasonable in relation to internal noise and use of a closed window strategy for noise and alternative means of ventilation.

In relation to external amenity and noise from aircraft, the Airport's 2020 noise contour map advises the site is located between the 57 dB LAeq and 60 dB LAeq 16 Hours Noise Contour. Section 6 of the NIA report also advises the external noise levels due to aircraft of 61dB during the day. The external amenity space will not therefore achieve the WHO maximum external noise limit of 55 dB LAeq 16 Hour or the 57 dB LAeq 16 Hour aircraft noise criteria detailed within Policy B3 of the 2023 Local Development Plan which advises of refusal for residential development under such circumstances.

Should the Planning Service consider a departure from Policy B3 is appropriate, the Environmental Protection Team is not minded to object in relation to external noise at this small development provided the noise mitigation measures achieving at least an equivalent effect of those measures currently contained within section 7 of the report are applied, including;

- a) Installation of windows throughout the development with a minimum sound insulation performance of $R_w + C_{tr}$ 40 dB.
- b) The external wall and roof constructions must have a minimum sound insulation performance of $R_w + C_{tr}$ 48 dB.
- c) Installation of essential mechanical means of ventilation to allow a closed window strategy for noise control.
- d) Installation of a mechanical ventilation system which complies with NR 25 internally within dwellings with demonstration of this to the satisfaction of the Environmental Protection Service.
- e) Provision of an acoustic barrier with the 'Type B' detailed specification as detailed within the drawing entitled 'Proposed Boundary Treatment Details' (Reference: Drawing No. 2274-MRT-XX-XX-AD-A 90010 Version: n/a, Date: March 23), along the eastern boundary of the sensory garden as detailed within the drawing entitled 'Proposed Boundary Treatment Plan' (Reference: Drawing No. 2274-MRT-XX-XX-LD-A 90002 Version: n/a, Date: March 23) to reduce road noise impact. Contrary to the above Plan, it is considered necessary for the type B acoustic fence to be extended along the South-westerly boundary between the sensory garden and external amenity of plot 8 to be effective. NB – this service considers a suitably amended plan is submitted to demonstrate this.

ACC - Natural Environment Policy Team – No objection. Note that the proposed development would not have a significant detrimental impact on existing trees and have provided recommendations for the types of trees, hedges and other soft landscaping to be planted throughout the development in order to maximise biodiversity and minimise future impact on residential amenity. These comments are attached as an advisory note for the applicant to be aware of in the preparation of a detailed soft landscaping scheme in due course.

ACC - Housing Strategy – No objection. The development will form part of the next Strategic Housing Investment Plan (SHIP) and is to be delivered as 100% affordable housing, owned and rented out by ACC.

ACC - Roads Development Management Team – No objection. Advise that the proposed development is acceptable following the submission of additional information and clarification on various aspects including the provision of cycle parking for staff and visitors, an active EV charge point and passive EV provision for car parking spaces, confirmation of dimensions of parking bays and aisle widths and the submission of a swept path analysis drawing to demonstrate that the development could be safely accessed by emergency and refuse collection vehicles. The drainage proposals are acceptable, and the development would be adequately drained, and the number of car parking spaces proposed has been justified due to the operational requirements of the proposed development which would see 8 residents and 16 staff members on site at any one time, along with staff shift turnovers and residents' visitors.

Scottish Water – No objection. Confirmed direct to the applicant as part of their pre-development enquiry application that there is sufficient capacity in both the water and waste-water treatment works to service the proposed development.

ACC - Waste and Recycling – No objection. Advise that the staff building will require a separate waste contract and containers and provided details of the number and types of general waste, mixed recycling and food waste bins that will require to be purchased by the developer. These details are added as an advisory note for the applicant to be aware of.

Bucksburn and Newhills Community Council – No comments received.

REPRESENTATIONS

Two representations have been received. Both representations are generally supportive of the principle of redeveloping the site for supported living accommodation but also raise a number of concerns which can be summarised as follows:

- What impact would the development have on existing residents' parking on Foresters Avenue? The street is a narrow one-way road with insufficient parking at present. Will the development reduce the number of spaces available on the street?
- The plans do not appear to include any proposed redevelopment / new use for the derelict, boarded up former school building adjacent to the application site, although a new vehicular access is proposed to serve that building. What vehicles and how many of them would use that access and for what purpose?
- The proposed development could adversely affect emergency access and road safety on Foresters Avenue;
- Will the driveway area serving the old school building be open access or gated?
- Can additional trees be considered on Foresters Avenue to improve the outlook for existing residents?
- The proximity of the proposed bin store area for the new development to Foresters Avenue could have an adverse impact on the free flow of traffic on bin collection days. Can the bin store be moved to the back of the development?
- The development should be of the highest design quality. What percentage of the scheme will be dedicated to art, if any?

MATERIAL CONSIDERATIONS

Legislative Requirements

Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 require that where making any determination under the planning acts, regard is to be had to the provisions of the

Development Plan; and, that any determination shall be made in accordance with the plan, so far as material to the application, unless material considerations indicate otherwise.

Development Plan

National Planning Framework 4 (NPF4)

National Planning Framework 4 (NPF4) is the long-term spatial strategy for Scotland and contains a comprehensive set of national planning policies that form part of the statutory development plan. The relevant provisions of NPF4 that require consideration in terms of this application are –

- Policy 1 (Tackling the Climate and Nature Crises)
- Policy 2 (Climate Mitigation and Adaptation)
- Policy 3 (Biodiversity)
- Policy 6 (Forestry, Woodland and Trees)
- Policy 9 (Brownfield, Vacant and Derelict Land and Empty Buildings)
- Policy 11 (Energy)
- Policy 12 (Zero Waste)
- Policy 13 (Sustainable Transport)
- Policy 14 (Design, Quality and Place)
- Policy 15 (Local Living and 20 Minute Neighbourhoods)
- Policy 16 (Quality Homes)
- Policy 18 (Infrastructure First)
- Policy 20 (Blue and Green Infrastructure)
- Policy 21 (Play, Recreation and Sport)
- Policy 22 (Flood Risk and Water Management)
- Policy 23 (Health and Safety)

Aberdeen Local Development Plan 2023 (ALDP)

The following policies are relevant –

- Policy B3 (Aberdeen International Airport and Perwinnes Radar)
- Policy CI1 (Digital Infrastructure)
- Policy D1 (Quality Placemaking)
- Policy D2 (Amenity)
- Policy D5 (Landscape Design)
- Policy D7 (Granite Heritage)
- Policy H1 (Residential Areas)
- Policy H5 (Affordable Housing)
- Policy I1 (Infrastructure Delivery and Planning Obligations)
- Policy NE2 (Green and Blue Infrastructure)
- Policy NE4 (Our Water Environment)
- Policy NE5 (Trees and Woodland)
- Policy R2 (Degraded and Contaminated Land)
- Policy R5 (Waste Management Requirements in New Developments)
- Policy R6 (Low and Zero Carbon Buildings, and Water Efficiency)
- Policy T2 (Sustainable Transport)
- Policy T3 (Parking)
- Policy WB1 (Healthy Developments)
- Policy WB3 (Noise)

Interim Aberdeen Planning Guidance

- Affordable and Specialist Housing
- Flooding, Drainage and Water Quality
- Open Space and Green Infrastructure
- Landscape
- Materials TAN
- Noise
- Resources for New Development
- Transport and Accessibility
- Trees and Woodland

Draft Supplementary Guidance

- Planning Obligations

Other National Policy and Guidance

- Planning Advice Note 1/2011 (Planning and Noise) and Technical Advice Note

EVALUATION

Principle of development - Noise

Policy B3 (Aberdeen International Airport and Perwinnes Radar) of the ALDP states that:

Applications for residential development in areas where aircraft noise levels are 57dB LAeq (the summer 16-hour dB LAeq measurement) or more as identified in the noise contour map will be refused, due to the inability to create an appropriate level of residential amenity, and the need to safeguard the future operation of Aberdeen International Airport.

The application site lies approximately 500m to the east of the southern boundary of Aberdeen International Airport and the site straddles the 16 hour 57-72 dB(A) Noise Contour for the airport. The development of residential accommodation on the western half of the site is therefore contrary to Policy B3 of the ALDP.

As well as the current noise contours, previously forecast contours for 2020 would see the entire site fall within the 57dB contour. However, the airport has previously advised that the increase in passenger numbers and corresponding increase in flights and aircraft noise will not occur at 2020, but by 2030.

By 2040, or potentially later given the later increase in noise, noise levels are forecast to have reduced slightly, although the entirety of the site would remain within the 57dB contour. Therefore, at all times within the short term, the expected noise environment for the site is predicted by the Civil Aviation Authority (CAA) to exceed the 57dB noise level in the western half of the site, with the entirety of the site expected to exceed the 57dB noise level in the longer term (c. 2030 onwards).

In addition to Policy B3 of the ALDP, Policy 23 (Health and Safety) of NPF4 states that the agent of change principle applies to noise sensitive development whilst Policy WB3 (Noise) of the ALDP indicates 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.

Scottish Government Planning Advice Note (PAN) 1/2011 promotes the principles of good acoustic design and a sensitive approach to the location of new development. It promotes a pragmatic approach to the location of new development within the vicinity of existing noise generating uses, to ensure that quality of life is not unreasonably affected, and that new development continues to support sustainable economic growth. Issues which may be relevant when considering noise in relation to a development proposal include:

- Type of development and likelihood of significant noise impact;
- Sensitivity of location (e.g. existing land uses, Noise Management Areas, Quiet Areas);
- Existing noise level and likely change in noise levels; and
- Character (tonal, impulsivity etc), duration, frequency of any repetition and time of day of noise that is likely to be generated.

When considering applications for new noise sensitive development close to an existing noise source, the likely level of noise exposure at the time of the application and any increase that may reasonably be expected in the foreseeable future are likely to be relevant, as will the extent to which it is possible to mitigate the adverse effects of noise.

On residential development specifically, PAN 1/2011 states that it is preferable that satisfactory noise levels can be achieved within units with windows sufficiently open for ventilation. Local circumstances, particularly relating to the existing noise character of the area, should influence the approach taken to noise levels with open or closed windows. It may be appropriate to take a different approach to noise levels in different areas. Satisfactory internal noise levels with open windows may not always be achievable, but are always preferable. Where satisfactory levels with open windows are not achievable, practicable mitigation solutions should be explored, taking into account their possible impact on the built environment. Design solutions may be possible, such as locating living rooms and bedrooms on the opposite side of a building to the source of the noise or use of windows designed to provide for ventilation while providing improved sound reduction. In some circumstances however, closed windows with alternative means of ventilation may be unavoidable. Passive systems may be considered but mechanical ventilation should only be used as a last resort. Sound levels in gardens and amenity areas may also need to be considered in terms of enabling a reasonable degree of peaceful enjoyment of these spaces for residents.

In order to address the issue of noise emissions from the operations of Aberdeen International Airport, the applicant has submitted a Noise Impact Assessment (NIA) which has been reviewed by the Council's Environmental Health Service. The NIA is a significant material consideration in the determination of the actual impact of noise on the amenity of future residents of the proposed development. The findings and recommendations of the NIA are summarised as follows:

Internal Noise

Within residential properties, it is desirable that ambient daytime (0700 – 2300) noise levels should not exceed 35dB LAeq,16 hour in living rooms and bedrooms. At night (2300 – 0700) the limit is 30dB LAeq,8 hour. Although the site lies in close proximity to the Aberdeen to Inverness railway line and Stoneywood Road, aircraft movements are the dominant noise source across the site. Day and night-time average noise levels exceed the WHO guideline levels and constitute a 'moderate adverse impact' and a 'minor adverse impact' respectively. However subject to the implementation of several mitigation measures, including mechanical ventilation and the use of windows and external wall and roof constructions with specified minimum sound insulation performance, the NIA

finds that the proposed dwellings would comfortably achieve the required reduction in noise levels experienced internally, with daytime and night-time external noise levels of 62dB and 55dB reduced to 19dB and 12dB respectively. In the worst-case scenario of a direct helicopter flyover, the maximum noise level of 88dB would be reduced to 45dB internally. It is anticipated that there would be no more than 10-15 flyovers during the night-time period. All other events with lower noise levels would be similarly reduced.

External Noise

For external noise, PAN 1/2011 and the WHO guidance indicates that sound levels in gardens and external amenity areas may also need to be considered in terms of enabling a reasonable degree of peaceful enjoyment of these spaces for residents.

Specifically, for external areas that are used for amenity space, it is desirable that the external noise level does not exceed 50dB LAeq,16h (the point at which moderate annoyance occurs) with an upper guideline value of 55dB LAeq,16h (representing serious annoyance). The latter level is acceptable in noisier environments, such as a city centre.

The NIA indicates that the external noise levels on the site due to aircraft would be 61dB, thus the external amenity areas within the development would exceed the upper 55dB guideline limit. However, the exceedances above the 55dB guideline limit would be due to maximum noise levels from aircraft events, as opposed to a continuous background noise. No mitigation measures are proposed as, due to the noise emissions coming from aircraft above the site, there is no feasible way in which they could be reduced.

The Planning Service acknowledges that it would be preferable if the external amenity areas could also meet the guideline maximum noise levels. However, it is recognised that due to the intended nature of the accommodation to be provided, the applicant confirms that each of the dwellings will only accommodate a single resident, and that garden use will likely be supervised, only take place in favourable weather conditions and not for lengthy periods of time. In this regard, the usage of the gardens and other external amenity areas by residents of the proposed supported living accommodation is not likely to be as frequent as it would be for mainstream residential use and exposure to high noise levels will be limited in that context.

Summary of noise matters

- The NIA concludes that the design specification of the dwellings, to a Passivhaus standard and with mechanical ventilation and windows, walls and roofs of a minimum sound insulation performance, would satisfactorily ensure that, inside the buildings, the residents would not be adversely affected by external noise emissions to any significant degree.
- PAN 1/2011 (Planning and Noise) indicates that it is preferable that satisfactory noise levels should be achieved within dwellings with the windows sufficiently open for ventilation. The Planning Authority's typical approach in the case of large developments, is that it can be accepted that a small number of properties may experience less than optimum noise levels and may have to utilise significant mitigation measures, such as: closed windows and alternative means of ventilation. In this proposal all the properties would require closed windows to achieve acceptable internal noise standards.
- For external noise, the external amenity areas of the site would see noise levels exceed the guideline maximum limit. However, the exceedances would be from maximum emissions from passing plane movements, rather than a consistent background noise. The applicant's

Noise Impact Assessment states that there are approximately 67 plane arrivals and 63 plane departures scheduled for Aberdeen International Airport on a typical day, with additional helicopter flights. Furthermore, given the nature of the specialist supported accommodation, the applicant advises that it is unlikely the garden areas would be utilised for the same duration and frequency as would be expected for a mainstream residential development.

- The noise assessment also considered noise from other sources, including the adjacent railway line and Stoneywood Road, but noise from those sources was found to be negligible.

The Council's Environmental Health Service have reviewed and accept the findings of the applicant's NIA and its recommended mitigation measures. Whilst they acknowledge the noise levels in external amenity areas would not be ideal, they do not object to the application, noting its relatively small scale. The Planning Service also acknowledges the applicant's statement that there is an urgent need for specialist supported living accommodation such as that being applied for, with a total of 30 people in need of, and currently without, such accommodation in Aberdeen City. Those people are currently either occupying hospital beds or in inappropriate alternative accommodation. The number of people in need of such accommodation is expected to grow by approximately 8 people per year. Alternative sites for the provision of the required accommodation were reviewed but ultimately discounted as less favourable than the application site, for a number of reasons.

Therefore, taking into consideration the following matters:

- The design of the buildings would meet internal guideline noise limits;
- The external areas would not likely be used as frequently as mainstream housing and any external noise exceedances would be sporadic rather than consistent; and
- The applicant (the Council) has an urgent need for supported living accommodation and has ruled out other sites via an options appraisal which identified the application site as the most suitable and readily available site for the proposed development,

the Planning Service is satisfied that, on balance, the proposed development would be acceptable and that noise emissions would not have a significant adverse impact on the amenity of the future residents. It is therefore considered that the aforementioned material considerations can be afforded sufficient weight to outweigh the automatic presumption against residential development contained within Policy B3 of the ALDP and that the proposal is compliant with Policy 23 of NPF4 and WB3 of the ALDP in relation to noise exposure

Principle of development - Quality Homes & Residential Areas

The application site lies within a Residential Area, as zoned in the ALDP Proposals Map.

Policy 16 (Quality Homes) of NPF4 states:

a) Development proposals for new homes on land allocated for housing in LDPs will be supported.

c) Development proposals for new homes that improve affordability and choice by being adaptable to changing and diverse needs, and which address identified gaps in provision, will be supported. This could include:

- vi. homes for older people, including supported accommodation, care homes and sheltered housing;*
- viii. homes for other specialist groups such as service personnel.*

Although the site is not specifically allocated for housing in the ALDP (i.e. a designated Opportunity Site), it does lie within a defined existing residential area, within which new residential development is acceptable in principle, subject to compliance with the criteria set out below in Policy H1 of the ALDP. The proposed development would create 8 dwellings providing supported living accommodation for persons with complex care requirements – a type of accommodation of which there is an urgent need for in Aberdeen City. The proposed development is therefore considered to be fully compliant, in principle, with Policy 16 (a) and (c) of NPF4.

Policy H1 (Residential Areas) of the ALDP states:

Within existing residential areas (H1 on the Proposals Map) and within new residential developments, proposals for new residential and householder development will be approved in principle if it:

- 1. does not constitute over-development; and*
- 2. does not have an adverse impact to residential amenity and the character and appearance of an area; and*
- 3. does not result in the loss of open space.*

The proposed development is assessed against each of the above criteria of Policy H1 as follows:

Over development

Over development is not specifically defined in the ALDP or any associated supplementary guidance although over development is typically considered to take place in a residential context when an excessive portion of a residential plot is developed, or the built footprint of a dwelling would be more than doubled by new extensions.

In the context of the existing site and the proposed use it could be considered that over development would occur if too many dwellings were proposed, such that an insufficient quality of amenity would be delivered for the new residents, insufficient amenity space were to be provided, or the scale of any new buildings were to be incompatible with the context of the surrounding area.

The proposed development would see the erection of a total of five new buildings of a relatively small scale (all single storey). The buildings would be surrounded by areas of open space and soft landscaping and the density of development would be relatively low. It is thus considered that the proposed development would not constitute the over development of the site.

Does not have an unacceptable impact on the character and amenity of the surrounding area

The surrounding area is largely residential in terms of land use and is characterised by a mix of different dwelling types, ages and designs. Although the closest dwellings on the opposite side of Foresters Avenue to the north are 2 storey traditional granite-built early 20th Century semi-detached villas, the dwellings to the south of the site on Stonewood Road and Prospect Terrace are generally mid-to-late 20th Century dwellings of either one or 1½ storeys in height, including a cluster of semi-detached bungalows just to the south of the site that are of a very similar scale and form to the dwellings proposed for the application site.

The staff office building has been carefully designed to take a more domestic rather than commercial form and appearance, in order that it would sit well alongside the four residential buildings on the site. Combined with the careful siting of the development away from existing established trees and the proposed incorporation of soft-landscaped buffer strips to the northern and western boundaries, it is considered that the proposed development would be a positive addition to the character of the area compared to the existing situation.

In terms of the impact on existing amenity, the development would be of a residential nature, rather than commercial, although staff would be present on the site at all times. The proposed use is therefore compatible with the surrounding residential uses and the low density, inward-facing layout of the site would ensure that there would be no significant impacts on the amenity of any neighbouring properties. The separation distance between the new buildings and existing properties would ensure no direct overlooking and no impacts on terms of sunlight or daylight receipt.

The proposed development would therefore adequately preserve both the character and amenity of the surrounding area.

Does not result in the loss of valuable and valued areas of open space.

Although the site includes an area of unkempt grass in the southern and eastern portions and that grass is included in the Open Space Audit 2010, the grass previously formed part of the now-demolished school curtilage and was / is fenced off from public use. As a result, the grassed area of the site is not considered to constitute an area of particularly valuable or valued public open space and the redevelopment of part of the grassed area is therefore considered to be acceptable. The existing area of open space would not be wholly development and some new areas of open space would also be created around the periphery of, and within, the development.

Policy H1 summary

It is therefore considered that, for the aforementioned reasons, the proposed development would not constitute over development, would not adversely affect the character or amenity of the area and would not result in the loss of any valuable open space. The proposed development is therefore considered to be acceptable, in principle, in accordance with Policy H1 of the ALDP.

Tackling the Climate and Nature Crises, Climate mitigation and Biodiversity

Policy 1 (Tackling the Climate and Nature Crises) of National Planning Framework 4 (NPF4) requires significant weight to be given to the global climate and nature crises in the consideration of all development proposals. Policy 2 (Climate mitigation and adaptation) requires development proposals to be designed and sited to minimise lifecycle greenhouse gas emissions as far as possible, and to adapt to current and future risks from climate change.

The proposed development is relatively small-scale such that it would not, in itself, make any significant difference to the global climate and nature crises, nor to climate mitigation and adaptation. However, the proposed buildings would all be designed to a Passivhaus (ultra-low energy) standard of environmental performance and would incorporate low and zero carbon energy generating technologies such as solar photovoltaic (PV) panels and air source heat pumps, which would ensure that the development would suitably minimise lifecycle greenhouse gas emissions. Existing trees would be predominantly retained, and new trees and soft landscaping would be planted on the site. It is therefore considered that the development would make a small, localised contribution towards tackling the global climate and nature crises and

would minimise greenhouse gas emissions. The proposals are therefore compliant with Policies 1 and 2 of NPF4.

Policy 3 (Biodiversity) of NPF4 requires proposals for local development *'to include appropriate measures to conserve, restore and enhance biodiversity, in accordance with national and local guidance. Measures should be proportionate to the nature and scale of development.'* Although the proposed development would include the erection of new buildings with an associated internal road and hard landscaping, it would also include the provision of new areas of soft landscaped garden ground, some public realm soft landscaping and also a landscaped buffer strip of new tree and shrub planting to the northern and western edges of the site. All existing established trees within the site would also be retained and protected from the new development. As such, given the site comprises a largely hard landscaped brownfield site at present, with little biodiversity value other than the existing trees to the southern and eastern boundaries, it is considered that subject to the submission of full landscaping details via condition (with an expectation that the landscaping scheme shall incorporate the planting of native species conducive to wildlife), the proposed development would see a net on-site biodiversity gain. It is thus considered that the proposals are acceptable in accordance with Policy 3 of NPF4.

Re-use of brownfield land

Policy 9 (Brownfield, Vacant and Derelict Land and Empty Buildings) of NPF4 states that:

a) Development proposals that will result in the sustainable reuse of brownfield land including vacant and derelict land and buildings, whether permanent or temporary, will be supported. In determining whether the reuse is sustainable, the biodiversity value of brownfield land which has naturalised should be taken into account.

The application site formerly hosted the Stoneywood Primary School until it was demolished in 2021. The proposed development would re-use the existing brownfield site to provide supported residential accommodation which is much-needed locally. The new buildings would be designed to an ultra-low energy standard and the site would incorporate a significant amount of new tree planting and soft landscaping. It is thus considered that the proposed development would constitute the sustainable re-use of the brownfield site, in accordance with Policy 9 of NPF4.

Amenity for new residents

Aside from the aforementioned issues in relation to noise emissions impacting upon the amenity of the future residents of the development, it is necessary to ensure that a satisfactory quality of residential amenity would otherwise be created. Policy D2 (Amenity) of the ALDP which sets out some of the criteria that should be considered in ensuring a satisfactory residential amenity, as follows:

In order to ensure provision of amenity the following principles will be applied. Development will be designed to:

- *make the most of any opportunities offered by the site to optimise views and sunlight through appropriate siting, layout and orientation;*
- *ensure that occupiers are afforded adequate levels of amenity in relation to daylight, sunlight, noise, air quality and immediate outlook;*
- *ensure that occupiers are afforded adequate levels of amenity in relation to daylight, sunlight, noise, air quality and immediate outlook;*
- *have a public face to the street to ensure natural surveillance, and active street frontages;*

- *ensure that refuse and recycling facilities, cycle storage, low and zero carbon technology, plant and services are sensitively integrated into the design;*
- *ensure that external lighting minimises light spillage into adjoining areas and the sky.*

Residential developments will also:

- *ensure that occupiers are afforded adequate levels of privacy;*
- *ensure minimum standards for internal floor space and private external amenity space in terms of quantity and quality;*
- *provide no less than 50% usable amenity space where it is necessary to provide car-parking within a private court. Underground and/or decked parking will be expected in higher density schemes;*
- *ensure minimal shading of external private and public spaces;*
- *ensure all residents have access to usable private/ semi-private open spaces and sitting-out areas provided by way of balconies, terraces, private*
- *or communal gardens;*
- *have a private face to an enclosed garden or court to ensure a sense of safety and enclosure.*

The proposed dwellings would all have generous internal floor areas of approximately 90sqm and they would all be dual aspect, with the front elevations facing onto the internal 'street' and the central courtyard amenity space, and the rear elevations all facing onto private rear garden areas. The dwellings would all have an east and a west-facing aspect and due to the proposed use of large windows and patio doors on both elevations, all of the dwellings would receive ample natural daylight. The dwellings would not overlook each other; therefore an acceptable level of privacy would be achieved. Whilst the private garden areas would not be particularly large, as noted above it is not anticipated they would be used frequently given the nature of the accommodation to be provided. Furthermore, a communal sensory garden, central grassed amenity space and scooter park would provide additional external amenity space for use by residents. It is therefore considered that an acceptable quality of amenity would be created for the future residents of the development, in accordance with Policy D2 of the ALDP. Finally, an acceptable level of private and communal garden ground and open space would be provided, meeting the requirements of Policy NE2 (Green & Blue Infrastructure) of the ALDP.

Design Quality & Placemaking

Policy 14 (Design, Quality and Place) of NPF4 and Policy D1 (Quality Placemaking) of the ALDP both require all new development to be of a high-quality design, appropriate for its context. The design and layout of the proposed development is, to a large extent, derived from the operational requirements of the proposed supported accommodation use, which necessitates the provision of single storey buildings orientated to face inwards over the central 'courtyard' area, with the provision of a staff building adjacent to a single vehicular access point. The layout is considered to be acceptable given the nature and operational requirements of the intended use. Architecturally the buildings are considered to be of an appropriate size and design and they would not harm the visual amenity or character of the surrounding area which sees a wide variety of dwelling types, sizes and designs. The development would be compliant with the six qualities of successful placemaking and would represent a visual enhancement for the area compared with the existing vacant brownfield site. The proposals are therefore considered to be of an acceptable design quality, in accordance with Policies 14 of NPF4 and D1 of the ALDP.

Policy D7 (Our Granite Heritage) of the ALDP requires all existing granite buildings and features, such as boundary walls, to be retained where possible and re-used in new developments where

their removal is required. The proposed development would largely retain the existing granite boundary walls, with the exception of the removal of a relatively small section to form the new vehicular access points. The existing granite gate piers would be reconstructed either side of the new vehicular access to the development and the proposals are therefore considered to be compliant with Policy D7 of the ALDP.

Trees and landscaping

Policy 6 (Forestry, Woodland and Trees) of NPF4 is supportive of development proposals that would enhance, expand and improve woodland and tree cover and states that proposals that would have adverse impacts on individual trees of high biodiversity value will not be supported.

Policy NE5 (Trees and Woodland) of the ALDP states a presumption against all development that will result in the loss of, or damage to, trees and woodlands that contribute to nature conservation, landscape character, local amenity or climate change adaptation and mitigation.

Policy D5 (Landscape Design) of the ALDP requires new development to be informed by existing landscape character, to retain existing landscape features, to create new landscapes where none exist and to provide hard and soft landscape proposals that are appropriate to the scale and character of the development.

The layout of the proposed development has been designed with due consideration for the line of approximately 20 existing established trees that runs along the southern and eastern boundaries of the site. With the exception of one tree on the eastern boundary that requires to be felled in order to provide the necessary connection of the site's surface water drainage into the Scottish Water surface water sewer network, all of the existing trees would be retained and all new development would be site a sufficient distance away to ensure that their long-term health would not be adversely affected. The retention and protection of the vast majority of the trees on the site is therefore acceptable in accordance with Policy 6 of NPF4 and Policy NE5 of the ALDP.

Aside from the trees on the southern and eastern boundaries, there are no other trees or areas of significant soft-landscaping within the remainder of the site. The proposed development would incorporate new soft landscaping including turfed areas of grass, low-level hedges and some trees to the communal courtyard and garden areas, along with new tree and shrub planting to a landscape buffer that would run along the site's northern and western boundaries. Whilst full details of the planting to take place in the landscape buffer are not known at this stage, with further detail to be provided in a detailed landscaping scheme via condition, the Planning Service is satisfied that the proposed development would adequately retain the existing trees and landscape features, and the new trees and other soft landscaping to be planted would be appropriate to the scale and character of the development and help to create an attractive residential environment that would enhance the local landscape character compared to the existing situation. The proposals are therefore considered to be compliant with Policy D5 of the ALDP.

Transport, Accessibility and Road Safety

Policy 13 (Sustainable Transport) of NPF4 and Policy T2 (Sustainable Transport) of the ALDP require new development to take sufficient measures to minimise traffic generated and to maximise opportunities for sustainable and active travel. Policy T3 (Parking) of the ALDP states that low or no car development will be supported in suitable inner and outer city locations where there is adequate access to active travel and public transport options.

The site lies in a relatively accessible location, in the Stoneywood area and within walking distance of bus stops served by several frequent bus services on Stoneywood Road. There is a good

footpath network in the surrounding area, such that the site could be accessed by foot and cycle parking would also be provided for both staff and visitors. It is thus considered that the development can be accessed sustainably.

Given the nature of the proposed development, providing supported residential accommodation for individuals with specialist needs, it is anticipated that the residents themselves would be unlikely to either own or utilise cars. However, with an average staff to resident ratio of 2:1, it is anticipated that there would typically be 16 staff members on-site at any one time, with staff working nights and shift patterns. Due to staff overlaps and an anticipated average of one visit per resident per day (from family members, friends, and/or outside specialists), it is appreciated that a relatively high number of car parking spaces would be required compared to a typical mainstream residential development, in order to ensure ease of accessibility for all staff and visitors without detriment to existing on-street residents' parking provision.

In this regard, a total of 28 car parking spaces are proposed and the requirement for that number of spaces is accepted on the basis of the aforementioned operational requirements of the proposed development. The proposed development would therefore be capable of being accessed sustainably if desired, yet also capable of being accessed by private car if required. The Planning Service considers that the proposed development is compliant with Policy 13 of NPF4 and Policies T2 and T3 of the ALDP.

In terms of road safety, the applicant has submitted swept path analysis drawings which demonstrate that both emergency and refuse collection vehicles would be able to enter, manoeuvre around, and exit the site safely via the new vehicular access to the proposed development, including when cars are parked on-street on Foresters Avenue. It is therefore considered that the proposed development would pose any risks to road safety.

New driveway to serve former nursery building

In addition to the vehicular access proposed to serve the new supported living accommodation development, it is also proposed to form a new vehicular access and driveway to serve the portion of the former nursery building which remains to the east of the site. At present the former nursery building does not have its own access, therefore a new one will be required should the proposed development take place. There are no plans currently for the redevelopment of the former nursery building but the proposed driveway is considered to be acceptable from a road safety perspective and a sensible option to future proof the adjacent site.

Waste & Recycling

Policy 12 (Zero Waste) of NPF4 and Policy R5 (Waste Management Requirements for New Development) of the ALDP both require all new developments that will produce operational waste and recyclable materials to such waste and recyclables, in a location that is convenient for collection.

A bin store would be formed adjacent to the vehicular entrance to the site, within which both the residential waste generated by the residents would be stored, along with any commercial waste generated by the staff building. Waste generated by the residents would be transferred to the bin store by the staff and the general waste and mixed recycling bins would then be collected by bin crews on collection days. The site layout has been designed to allow for bin lorries to enter and exit the site in a forward gear and the proposed development is therefore acceptable in accordance with Policies 12 of NPF4 and R5 of the ALDP.

Drainage and water connections

Policy 22 (Flood Risk and Water Management) of NPF4 states:

c) Development proposals will:

- i. not increase the risk of surface water flooding to others, or itself be at risk.*
- ii. manage all rain and surface water through sustainable urban drainage systems (SUDS), which should form part of and integrate with proposed and existing blue-green infrastructure. All proposals should presume no surface water connection to the combined sewer;*
- iii. seek to minimise the area of impermeable surface.*

d) Development proposals will be supported if they can be connected to the public water mains.

e) Development proposals which create, expand or enhance opportunities for natural flood risk management, including blue and green infrastructure, will be supported.

Policy NE4 (Our Water Environment) of the ALDP states:

Development will not be supported if:

1. It increases the current and/or future risk of flooding:

- a) By reducing the ability of the functional flood plain to store and convey water; or*
- b) Through the discharge of additional surface water; or*
- c) By harming flood defences;*

2. It would be at risk of flooding itself

The applicant has submitted a Drainage Impact Assessment (DIA) which demonstrates how the development would be drained. The foul drainage network would be constructed to an adoptable standard and would discharge to the existing Scottish Water combined sewer network which runs along Prospect Terrace to the site's southern boundary. The surface water on the site would drain via permeable paving with underlying filter trenches and drains into an on-site underground attenuation tank, prior to discharging at a restricted rate into an existing Scottish Water surface water sewer network to the east of the site on Stoneywood Road.

Scottish Water have confirmed that there is sufficient capacity in both the water and waste-water treatment works to service the development and the Council's Roads Development Management team have reviewed and accepted the findings of the applicant's DIA. The site is not itself at risk of any flooding and, subject to it being drained in accordance with the details stated in the DIA, the proposed development would be adequately drained and would not increase the risk of flooding to any neighbouring properties. A reasonable proportion of the site would also be retained as, or converted to, permeable surfaces. The proposed development is therefore compliant with Policies 22 of NPF4 and NE4 of the ALDP.

Affordable Housing and Planning Obligations

As per Policy 16 (Quality Homes) of NPF4 and Policy H5 (Affordable Housing) of the ALDP, a minimum of 25% affordable housing would be required on the application site if the proposed development were for mainstream open-market housing. However, although 8 dwellings would be created, they would exclusively provide supported accommodation for individuals with specialist needs, with care provided around the clock. The proposed development therefore constitutes a

Class 8 residential institution, rather than Class 9 dwellings, and no affordable housing contribution is required in this instance. Nevertheless, the Council's Housing Strategy team have advised that the development will form part of the next Strategic Housing Investment Plan and is to be delivered as 100% affordable housing, owned and rented out by ACC.

Should it be intended to sell or rent the properties as residential accommodation on the open market at any point in the future then planning permission would be required to change the use of the development and an appropriate affordable housing contribution would be sought at that stage.

Policy 18 (Infrastructure First) of NPF4 and Policy I1 (Infrastructure Delivery and Planning Obligations) of the ALDP both require the impacts of new developments on local facilities and/or infrastructure to be adequately mitigated. The Council's Developer Obligations Team have advised that a financial contribution of £6,551 is sought to go towards upgrading the Gilbert Road Medical Practice or any other applicable practice serving the development. Given the Council is the applicant, that contribution will be secured via a relevant legal agreement between Council services should the application be approved. No other contributions are sought.

Degraded and contaminated land

Policy 9 (Brownfield, vacant and derelict land and empty buildings) of NPF4 and Policy R2 (Degraded and Contaminated Land) of the ALDP both require known or suspected contaminated land to be remediated for any proposed new use. A geo-environmental desk study of the site has taken place and a report submitted as part of the application. The study recommends that a ground investigation should be undertaken to characterise the geotechnical properties of the deposits on the site and to determine the presence of contamination and the potential risk to future users. The Council's Contaminated Land team have reviewed the desk study and agree with its findings. A condition is attached requiring the submission of a geo-environmental interpretative report for the Contaminated Land team to review and approve, prior to the development being occupied.

Low & Zero Carbon Technologies and Water Efficiency

Policy 11 (Energy) of NPF4 states that development proposals for all forms of renewable, low-carbon and zero emissions technologies will be supported, including small-scale renewable energy generation technology. Policy R6 (Low and Zero Carbon Buildings, and Water Efficiency) of the ALDP requires all new buildings to demonstrate that a portion of the carbon emissions reduction standard set by Scottish Building Standards will be met through the installation and operation of low and zero carbon generating technologies.

The proposed development would be highly sustainable in terms of its operational energy usage, with all of the buildings to be designed to meet the ultra-low energy Passivhaus standard and to incorporate solar PV panels and air source heat pumps. It is therefore considered that the proposed development is acceptable in accordance with Policy 11 of NPF4 and should easily meet the requirements of Policy R6 of the ALDP – subject to the submission of further precise details of the low and zero carbon technologies via condition.

Policy R6 of the ALDP also requires all new buildings to incorporate water saving technologies and techniques to reduce the pressure on water abstraction from the River Dee. A condition is attached requiring further details in this respect.

Digital Infrastructure

Policy C11 (Digital Infrastructure) of the ALDP requires all new residential developments of five or more units to have access to high-speed communications infrastructure. The Planning Service is aware that ultrafast broadband is available in the surrounding area (on Foresters Avenue), therefore the provision of high-speed broadband for the new properties shall be feasible. A condition is attached requiring all properties to have access to high-speed broadband upon occupation, therefore the proposals are compliant with Policy C11.

Healthy Developments

Policy WB1 (Healthy Developments) of the ALDP requires new developments to provide healthy environments, reduce environmental stresses, facilitate physical activity and promote physical and mental wellbeing. Despite the aforementioned issue of external noise sources on the external amenity areas of the proposed development, the proposals would create a new development of high-quality specialist supported living accommodation for residents with complex care needs. Such accommodation is urgently in need in the city and the provision of the development would enable the future residents to move out of the currently substandard accommodation (or hospital beds) that they currently occupy. The development would also incorporate areas for external amenity and physical wellbeing, including the scooter park. The proposals are therefore compliant with Policy WB1 of the ALDP.

Matters Raised in Representations

The matters raised in the representations received can each be addressed as follows:

- *What impact would the development have on existing residents' parking on Foresters Avenue? The street is a narrow one-way road with insufficient parking at present. Will the development reduce the number of spaces available on the street?*

Response: The existing on-street parking on Foresters Avenue would be unaffected by the proposed development. The new vehicular accesses would be sited on the southern side of the street which is double-yellow lined at present and no existing on-street parking bays would be removed.

- *The plans do not appear to include any proposed redevelopment / new use for the derelict, boarded up former school building adjacent to the application site, although a new vehicular access is proposed to serve that building. What vehicles and how many of them would use that access and for what purpose?*

Response: The new driveway area is proposed for the old former nursery building as that building would require its own vehicular access once the proposed supported living accommodation development has been implemented on the adjacent site. There are no plans for the redevelopment of the former nursery building site at this stage.

- *The proposed development could adversely affect emergency access and road safety on Foresters Avenue*

Response: A Swept Path Analysis drawing has been submitted as part of the application, demonstrating that emergency (fire truck) and refuse collection vehicles would be able to safely enter and exit the development from Foresters Avenue, without detriment to road safety. The Roads Development Management Team are satisfied that the proposals would not result in any road safety issues.

- *Will the driveway area serving the old nursery building be open access or gated?*

Response: No gates are shown on the proposed site plan drawing, therefore the new driveway serving the old nursery building will be open access and not gated.

- *Can additional trees be considered on Foresters Avenue to improve the outlook for existing residents?*

Response: New trees and other soft landscaping will be planted to the front of the application site on Foresters Avenue. Full details of such planting will be included in a detailed landscaping plan to be submitted via condition.

- *The proximity of the proposed bin store area for the new development to Foresters Avenue could have an adverse impact on the free flow of traffic on bin collection days. Can the bin store be moved to the back of the development?*

Response: The Swept Path Analysis drawing demonstrates that refuse vehicles would be able to enter and exit the development site in a forward gear, therefore there should be no adverse impacts on traffic flows on Foresters Avenue on bin collection days.

- *The development should be of the highest design quality. What percentage of the scheme will be dedicated to art, if any?*

Response: The development would be of a sufficient design quality given its intended use and the character of the surrounding area. No public art is proposed, nor is any required by planning policy.

Heads of Terms of Legal Agreement

As the Council is both the applicant and the Planning Authority, a legal agreement under Section 75 of the Town and Country Planning (Scotland) Act 1997 cannot be concluded in this instance. Instead a relevant legal agreement will be prepared between services in order to secure the payment of the financial contribution towards healthcare facilities. The relevant legal agreement shall be concluded prior to planning permission being issued, should the Planning Development Management Committee resolve to approve the application.

RECOMMENDATION

Approve Conditionally & Legal Agreement

REASON FOR RECOMMENDATION

The noise impact assessment demonstrates that internal noise limits would be achievable subject to the implementation of appropriate mitigation measures and although external noise levels would exceed the guideline maximum, the small-scale of the development and the nature of its intended use are such that the external amenity areas would not be likely to see a significant amount of usage compared to mainstream residential use. Furthermore, the exceedances of the external noise limit would be sporadic rather than a constant ambient background noise. Taking these factors into consideration, along with the urgent need for supported living accommodation in Aberdeen City and the lack of other, more suitable sites for its delivery, it is considered that on balance the aforementioned material considerations outweigh the automatic presumption against

residential development within the 57dB noise contour contained within Policy B3 (Aberdeen International Airport and Perwinnes Radar) of the Aberdeen Local Development Plan 2023 (ALDP). On balance it is considered that satisfactory noise levels would be achieved, in accordance with Policies 23 (Health and Safety) of National Planning Framework 4 (NPF4) and WB3 (Noise) of the ALDP.

The proposed development would create homes with a satisfactory quality of residential amenity for the new occupants, with specialist supported living accommodation to be provided, which is acceptable in accordance with Policy 16 (Quality Homes) of NPF4. The development would not constitute over development, would not adversely affect the character or amenity of the surrounding area and would not result in the loss of any valuable open space, in accordance with Policy H1 (Residential Areas) of the ALDP.

The proposed buildings would all be designed to a Passivhaus (ultra-low energy) standard of environmental performance and would incorporate low and zero carbon energy generating technologies which would ensure that the development would suitably minimise lifecycle greenhouse gas emissions. Existing trees would be retained, and new trees and soft landscaping would be planted on the site. It is therefore considered that the development would make a small, localised contribution towards tackling the global climate and nature crises, would minimise greenhouse gas emissions and would see a net on-site biodiversity gain, in accordance with Policies 1 (Tackling the Climate and Nature Crises), 2 (Climate Mitigation and Adaptation) and 3 (Biodiversity) of NPF4.

The redevelopment of the vacant brownfield site for new housing is acceptable in accordance with Policy 9 (Brownfield, Vacant and Derelict Land and Empty Buildings) of NPF4. The development would be of an appropriate design, scale and layout for the context of the site, in accordance with Policy 14 (Design, Quality and Place) of NPF4 and Policy D1 (Quality Placemaking) of the ALDP and would incorporate sufficient new landscaping whilst protecting existing trees, in accordance with Policies 6 (Forestry, Woodland and Trees) and 20 (Blue and Green Infrastructure) of NPF4 and Policies D5 (Landscape Design) and NE5 (Trees and Woodland) of the ALDP. Sufficient private and communal open space would be provided, in accordance with Policy NE2 (Green & Blue Infrastructure) of the ALDP.

With regards to the requirements of Policy 13 (Sustainable Transport) of NPF4 and Policies T2 (Sustainable Transport) and T3 (Parking) of the ALDP, the proposal has adequate links to the surrounding urban environment and public transport services, and the development is small-scale such that it would not place any pressure on the existing local roads network. The development could be accessed sustainably if desired, although a reasonable level of car parking is required due to the operational requirements of the proposed use.

Suitable developer obligations shall be secured to offset the impact of the development on local healthcare facilities, so as to accord with Policy 18 (Infrastructure First) of NPF4 and Policy I1 (Infrastructure Delivery and Planning Obligations) of the ALDP. The development is compliant with Policy H5 (Affordable Housing) of the ALDP as it constitutes 100% affordable housing.

Technical matters relating to Policies 11 (Energy), 12 (Zero Waste) and 22 (Flood Risk and Management) of NPF4, along with Policies NE4 (Our Water Environment), R2 (Degraded and Contaminated Land), R5 (Waste Management Requirements for New Development) and R6 (Low & Zero Carbon Buildings & Water Efficiency) of the ALDP have all either been addressed satisfactorily or would be addressed via the submission of further information via conditions.

CONDITIONS

(1) DURATION OF PERMISSION

The development to which this notice relates must be begun not later than the expiration of 3 years beginning with the date of this notice. If development has not begun at the expiration of the 3-year period, the planning permission lapses.

Reason - in accordance with section 58 (duration of planning permission) of the 1997 act.

(2) NOISE MITIGATION

The hereby approved dwellings shall not be occupied unless noise mitigation measures achieving at least an equivalent effect of those measures contained within section 7 of the approved Noise Impact Assessment (Sandy Brown: 23055-R01-B – 21 March 2023) have been applied, including;

- a) Installation of windows throughout the development with a minimum sound insulation performance of $R_w + C_{tr}$ 40 dB;
- b) The external wall and roof constructions must have a minimum sound insulation performance of $R_w + C_{tr}$ 48 dB;
- c) Installation of essential mechanical means of ventilation to allow a closed window strategy for noise control;
- d) Installation of a mechanical ventilation system which complies with NR 25 internally within dwellings, with demonstration of this to the satisfaction of, and agreed in writing by, the Council's Environmental Protection Service.

Reason: In order to ensure that external sources of noise from the operations of Aberdeen International Airport are suitably mitigated to allow a satisfactory residential amenity to be created within the new dwellings.

(3) LANDSCAPING SCHEME

Prior to the occupation of any of the hereby approved dwellings, a scheme of hard and soft landscaping covering all hard surfaces, areas of public and private open space and landscaped buffer spaces within the development as shown on approved drawing 2274-MRT-XX-XX-LD-A 90001 Rev D (Proposed Site Plan) shall be submitted to and approved in writing by the Planning Authority. The scheme shall increase biodiversity on the site and include details of:

1. Those areas reserved as private space and those areas that will be freely accessible for all residents;
2. Proposed tree and shrub numbers, densities, locations, species, sizes and stage of maturity at planting;
3. A method statement outlining how any landscaping or other works within the root protection areas of existing trees shall take place whilst protecting and retaining the existing tree rooting environment;
4. Arrangements for the management and maintenance of the proposed open space and landscaped areas; and
5. All proposed hard-surface finishing materials.

All hard landscaping proposals shall be carried out in accordance with the approved scheme and shall be completed prior to the occupation of the first dwelling. All soft landscaping shall be planted in accordance with the approved scheme by no later than the first planting scheme following the

occupation of the first dwelling.

Any planting which, within a period of 5 years from the completion of each phase 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.

Reason: In order to ensure that residents would have adequate access to high quality external amenity space, thus creating a suitable living environment.

(4) BIN STORAGE

The hereby approved dwellings shall not be occupied unless the bin store shown on approved drawings 2274-MRT-XX-XX-LD-A 90001 Rev D (Proposed Site Plan) and 2274-MRT-XX-XX-AD-A 92010 (Proposed Bin Store Details), or similar as may be agreed in writing with the Planning Authority, has been formed in accordance with the approved details and the necessary bins provided within it, ready for use by the occupants of the dwellings and the staff office building upon entry.

Reason: In the interests of ensuring a satisfactory means for the storage and collection of waste.

(5) DRAINAGE

The development hereby approved shall not be occupied unless it is drained in accordance with the details contained in the approved Drainage Assessment (Fairhurst Drainage Assessment – ACC Stoneywood Complex Care – Project Ref: 153870 Issue 2 – May 2023) and the associated Drainage Strategy Layout (153870/2100 Rev B), or such similar drainage details as may otherwise be agreed in writing with the Planning Authority.

Reason: In order to ensure that the development would be adequately drained, would not itself be at risk of flooding and would not increase the risk of flooding to other properties or the Scottish Water sewer network.

(6) CYCLE STORES & EV CHARGE POINTS

The dwellings hereby approved shall not be occupied unless further details of the proposed EV charge point and cycle locker to be installed adjacent to the staff office building have been submitted to, and agreed in writing with, the Planning Authority and the EV charge point, cycle locker, Sheffield cycle stands and passive EV charge point provision are all be installed in accordance with the approved details.

Reason: In order to encourage the use of sustainable and active modes of travel.

(7) TREE PROTECTION

No development shall take place unless the tree protection fencing detailed in the approved Tree Survey (Astell Associates – Ref: FAS-2302-TR – 21 March 2023) and the associated Tree Protection Site Plan (FRS-2303-TP) is in place in accordance with the approved details.

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

(8) LOW AND ZERO CARBON BUILDINGS

No development associated with any particular building shall take place unless a scheme detailing compliance with the Council's 'Low and Zero Carbon Buildings' supplementary guidance has been submitted to and approved in writing by the planning authority. Thereafter no building shall be occupied unless any recommended measures specified within that scheme for that building for the reduction of carbon emissions have been implemented in full.

Reason: to ensure that the development complies with requirements for reductions in carbon emissions specified in the City Council's relevant published Supplementary Guidance document, 'Low and Zero Carbon Buildings'.

(9) WATER EFFICIENCY

No development associated with any particular building shall take place unless a scheme of water efficiency for the development 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 gold standard for water use efficiency in domestic buildings. Thereafter no building shall be occupied unless the approved measures have been implemented in the construction of the development.

Reason - In order to reduce pressure on water abstraction from the River Dee and the impact on water infrastructure.

(10) EXTERNAL LIGHTING

No development shall take place unless a scheme of external lighting for the development has been submitted to and approved in writing by the planning authority. Thereafter no building shall be occupied unless the external lighting covering the car parking spaces, footpaths and communal areas has been implemented in accordance with the approved details.

Reason - In order to create a suitable residential & visual amenity and ensure public safety.

(11) FULL FIBRE BROADBAND

No unit shall be occupied unless a full fibre broadband connection to each dwelling has been installed.

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

(12) SITE INVESTIGATION AND RISK ASSESSMENT

No development shall take place unless a scheme to deal with any contamination on or within the site has been submitted to and 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 include:

- (i) an investigation to determine the nature and extent of contamination;
- (ii) a site-specific risk assessment; and

- (iii) a remediation plan to address any significant risks and ensure the site is fit for the use proposed.

Thereafter no building shall be occupied unless:

- (i) 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
- (ii) a report has been submitted and approved in writing by the planning authority that verifies that remedial works to fully address contamination issues have been carried out.

Reason - In order to ensure that the site is fit for human occupation in accordance with Policy R2 - Degraded and Contaminated Land.

ADVISORY NOTES FOR APPLICANT

(1) RECOMMENDED SOFT LANDSCAPING SPECIES

The following comments are recommendations on the types of species of trees and other soft landscaping that would be appropriate for the site, in order to assist the preparation of the detailed landscaping scheme required by Condition 3:

A landscape buffer is shown on the proposed site layout along the northern boundary of the site. To provide screening between the proposal site and the existing houses to the north in Foresters Avenue, mixed evergreen shrubs with mature heights of up to 3m, together with small native trees planted @5m spacing would be appropriate. Native trees such as Rowan, Field Maple, Hawthorn would be appropriate. Small trees will avoid blocking light to the houses to the north.

For the landscape buffer shown along the western boundary, a mixed native hedgerow interspersed with native Gean (Wild Cherry) or native Birch @10m spacing would be appropriate.

The landscape buffers along the southern boundaries, with existing trees shown to be retained should be underplanted with an appropriate wildflower seed mix. Care must be taken to avoid damaging tree roots. A method statement should be included in the detailed landscape plan to demonstrate this.

A good choice of species for the hedge shown around the shared landscape garden would be native Box (*Buxus sempervirens*). This species could also be used in other locations where hedging is shown. It is evergreen, low maintenance, native, attracts native species including nesting birds, and can be easily maintained at any height required from 0.3m up to 3m. Fruit trees would be suitable for the shared landscape garden.

Small ornamental trees would be most suitable for the scooter park. E.g., Paper bark Maple (*Acer griseum*), Red flowering hawthorn (*Crataegus laevigata*), Tibetan Cherry (*Prunus serrula*) Vilmorin's Rowan (*Sorbus vilmorinii*) or other suitable small ornamental trees.

(2) WASTE MANAGEMENT

Developments of less than 10 properties shall be provided with:

- 1 x 660l general waste bin 1340mm H x 1260mm W x 720mm D (plus 90cm minimum clearance to

- manoeuvre bins)
- 1 x 660l mixed recycling bin 1340mm H x 1260mm W x 720mm D (plus 90cm minimum clearance to
- manoeuvre bins)
- 1x food waste bin 1366mm H x 734mm W x 734mm D (plus 90cm minimum clearance to remove internal bin from front opening casing)

The following costs will be charged to the developer:

- Each 660l bin costs £312.00
- Each food waste container costs £566.00
- Kitchen caddy and caddy liners £0.00
- Delivery fee for 10 or less bins £33.00

General points

- All the waste containers must be presented on the kerbside only on the collection day and must be removed
- from the kerbside as soon as possible. No containers should be permanently stored on the kerbside.
- No excess should be stored out with 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/default/files/2020-07/7.1.PolicySG.ResourcesForNewDevelopmentUpdateJuly2020.pdf>
- 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.
- If the bin store will be locked and/ or involve a barrier, 8 keys must be provided for each store, providing access to the different collection crews and Recycling Officer for monitoring contamination. These should be dispatched to the Waste Team.

COMMERCIAL

See below for general comments:

- Business premises need to be provided with a bin store to allocate, within the property, the waste and recycling bins
- Commercial waste bins cannot be stored on the street any day of the week as per Council Policy 2009 (Obstructions- Commercial Waste Bins). Infringement on the Council Policy can lead to a fine of £500 per bin as adopted by the Enterprise, Strategic Planning and Infrastructure Committee on 29th August 2013
- There are many waste contract collection providers operating in Aberdeen and each one provides different collection of waste and recycling services. For this reason, business premises need to liaise with their waste contract collection to ensure the correct management of their waste.
- Business premises have a legal Duty of Care covering all the waste they produce. This means that it is the Business premises responsibility to manage and dispose of any waste correctly.

- The Waste (Scotland) 2012 requires that all businesses from 1st January 2014 are required to separate
- paper, cardboard, glass, plastic and metals for recycling. Some businesses will additionally be required to separate their food waste (where food waste >5kg per week).

General tips for site and hopefully the chosen waste collection contractor will detail this but for access, the following is needed:

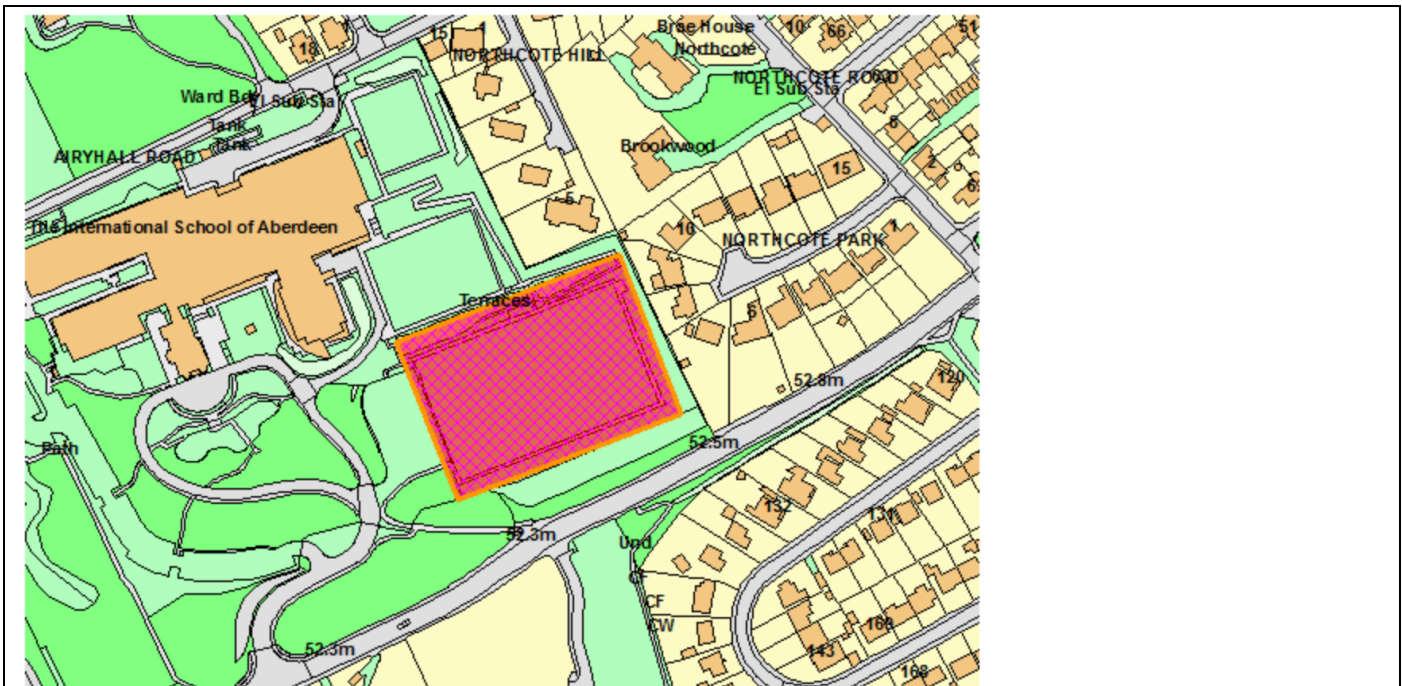
- o An area of hard standing at storage and collections point(s)
- o Dropped kerb at proposed bin collection point
- o Yellow lines in front of bin collection point
- o Bin storage areas to ideally be provided with a gulley and wash down facility for the interest of hygiene

Additional Trade Waste information can be found in the Waste Supplementary Guidance available at <https://www.aberdeencity.gov.uk/sites/default/files/2020-07/7.1.PolicySG.ResourcesForNewDevelopmentUpdateJuly2020.pdf>

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 <p>ABERDEEN CITY COUNCIL</p>	<h2 style="margin: 0;">Planning Development Management Committee</h2>
	<p>Report by Development Management Manager</p>
	<p>Committee Date: 29 June 2023</p>

Site Address:	Football Pitch, International School Of Aberdeen, North Deeside Road, Cults Aberdeen AB15 9PN
Application Description:	Installation of floodlighting to the existing 3G pitch (part retrospective)
Application Ref:	230405/DPP
Application Type	Detailed Planning Permission
Application Date:	5 April 2023
Applicant:	International School Aberdeen
Ward:	Lower Deeside
Community Council:	Braeside And Mannofield
Case Officer:	Dineke Brasier



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RECOMMENDATION

Approve Conditionally

APPLICATION BACKGROUND

Site Description

The application site comprises an existing artificial sports pitch set in the south east corner of the

wider curtilage of the International School of Aberdeen (ISA). The pitch bounds North Deeside Road to the south; the rear gardens of properties on Northcote Park to the east; a property on Northcote Hill and a further sports pitch serving the school to the north; and a car park associated to the school to the west. The site measures c.100m east-west and c.77m north-south resulting in a total area of c.7700m² or 0.77ha. There is a distinct change in levels between North Deeside Road to the south and the application site and the houses on Northcote Park, in that they occupy an elevated position, and the sports pitch is screened from this main road by a tree belt along the southern boundary.

Relevant Planning History

070907 - Formation of new school including change of use from agricultural and horticultural land, demolition of existing school annexe buildings and horticultural nursery, alteration to existing school building, erection of new school buildings including swimming pools and gymnasium, formation of sports pitches and new access points, diversion of claimed right of way, vehicular parking and all associated landscaping and engineering works – Approved on 17th December 2007. This permission was subsequently implemented and resulted in the ISA facilities now existing.

APPLICATION DESCRIPTION

Description of Proposal

Detailed planning permission is sought for the installation of a total of 8 floodlights located along the north and south sides of the existing artificial pitch located in the south east corner of the wider curtilage of the International School of Aberdeen.

At present the sports pitch is served by eight floodlighting masts varying in height between 8 and 12m, which were installed without planning permission in 2020 and have been used during winter months since. It is proposed to retain the 4no. 8m high masts along the north side of the pitch, with the masts on the south side of the pitch to be replaced with a total of 4no. new 12m high masts. All existing light fittings atop the masts will be removed and replaced with new light fittings that will be designed in accordance with the Lighting Strategy by Halliday Lighting as submitted as part of this application.

As such, the planning application is part retrospective with the only element remaining of the current set up being the four masts (without their light fittings) along the south side of the sports pitch.

Amendments

None.

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=RSCCHYBZI5I00>

- External sports area at The International School Aberdeen, by The International School Aberdeen
- Lighting Impact Study by Halliday Lighting, dated 30th May 2023
- Noise Impact Assessment by Mae'r Davis, dated May 2023

Reason for Referral to Committee

The application has been referred to the Planning Development Management Committee because the application is recommended for approval and the Braeside and Mannofield Community Council lodged an objection, and a total of six timeous letters of objection were received.

CONSULTATIONS

ACC - Environmental Health – No objection subject to conditions.

Artificial lighting control:

The lighting assessment by Halliday Lighting complies with relevant guidance. The lighting as detailed in the assessment and location plan RefHLS5540 (25/05/2023) must be installed to prevent significant impact at the nearest light sensitive receptors and as a condition to planning permission being granted. A further planning condition is required to restrict the hours of the floodlit sports pitch external training Monday to Friday 1500-2030 hours, with lights switched off by 2100 hours; and no floodlights to be used on Saturdays and Sundays. The floodlights will only be used during the hours of darkness.

Noise

The proposed development is located within a residential area with the pitch c.18m from the nearest dwellings. The proposed lighting installation will permit the extended use of the sports pitches in to the evening during the time of year with darker evenings. The proposal will therefore extend noise from play to the area which may impact on the amenity of existing sensitive receptors.

The Noise Impact Assessment (NIA) by Mae'r Davis in May 2023 has been reviewed. The outcome of the NIA was that the noise from the artificial grass pitch slightly exceeded the 50dB LAeq 1 hr noise threshold specified within the relevant guidance. The noise was measured at 51dB LAeq for 1 hour and therefore noise mitigation measures as detailed in the NIA will require to be implemented as a condition to planning permission. These consist of:

- Mobile catch ball netting to stop balls hitting the rebound fence during shooting training; and
- Rubber stoppers placed on the rebound fence to dampen the noise caused by balls hitting the fence along with regular inspections of the rebound fence and goals to ensure bolts are secure.

This is in addition to the previous recommended condition in relation to hours of use of the floodlights.

Additionally, a number of management-controlled noise mitigation measures were detailed in the report and these measures should be considered by the International School for implementation.

Braeside And Mannofield Community Council – Objection based on the following matters:

1. Miscommunication between the International School of Aberdeen and surrounding residents;
2. The original 2007 application for the construction of the International School considered the impact of the outdoor sports facilities along the eastern boundary on surrounding residential properties, and carried a condition 12, which stated:
'That no external lighting shall be erected on the site unless in full accordance with a further detailed scheme of lighting (including assessment of lux levels and light spread where appropriate) which has been submitted to and approved in writing by the Planning Authority – in the interest of residential amenity'.

It is questioned what has changed between 2007 and 2023 that this level of scrutiny and concern about residential and environmental impact is no longer an issue? This retrospective application does not have a 'scheme of lighting' included.

3. Use of school playing fields has an adverse impact on residential amenity of neighbouring residents and wildlife, due to excessive light and noise;

4. Since installation of the floodlights there has been a significant level of non-authorised use of the sportsgrounds, causing further disturbance to residents.
5. The application form sets out that the works has not been started or completed. This is not true as the works were completed and have been for three years. In addition, the application is a further application and a statement as such should have been provided;

REPRESENTATIONS

A total of six timeous letters of objection and four timeous letters of support were received, raising the following matters:

Letters of objection

1. Adverse impact on the residential amenity of neighbouring properties due to extreme light pollution;
2. Adverse impact on the residential amenity of neighbouring properties due to noise arising from continuous use of pitches, including kicking of balls against perimeter fence. Before the floodlights were installed the noise would stop at 8pm, now as the use of the pitches has been extended this goes on until 11pm and later;
3. Consistent background noise of children playing football every weekday night and during the day on weekends all year round. Noise nuisance increases in summer when windows and doors are open or when sitting in the garden, including noise from shouting;
4. Granting permission would be in direct contravention of the Council's commitment to protecting the environment it is responsible for by allowing an industrial level of lighting adjacent to a Conservation Area;
5. Reduction in wildlife in rear gardens due to light pollution;
6. Clause in ISA tenancy that there should be no activities that would reduce residential amenity of surrounding properties;
7. When the school was planned in 2007 full assurances were given that floodlighting would not be installed on the pitches in response to concerns raised about the impact on people's lives and impact on the environment in a sensitive and protected area. Condition in original planning permission for construction of school setting out that no external lights shall be installed without prior submitted details;
8. Granting retrospective planning permission would send out the wrong message. If it was not appropriate to have floodlighting installed in a fairly densely populated area in 2007 it should not be appropriate in 2023;
9. Poor communication with ISA in relation to impact of continued use of sports pitches on residential amenity of neighbouring properties;
10. Lights are a distraction to drivers travelling along North Deeside Road;
11. Number of lights fitted to each column should be clarified. Currently five lights are attached to each column with three mentioned in the supporting information. Could it be clarified how many lights will be fitted to each column. These should be suitably angled and fitted with shades to prevent light from shining/ being visible beyond the boundaries of the 3G pitch;
12. If approved, use of the pitch should be conditional on installation of additional ball-catching netting to help alleviate the noise of balls hitting the mesh fencing behind the goals;
13. Increased unauthorised use of the pitches after hours, including playing of loud music from music players. If approved, it should be conditional on securing the 3G pitch with a fence all round and a locked pitched side gate when the 3G pitch is not in authorised use;

Letters of support

14. Culter Youth Football Club was formed in 1983, currently has a membership of just over 500 children and has a catchment area ranging from Airyhall to Drumoak. The club is run by parents and has an ethos to bring the local community together. The summer of 2021 was a key moment in the club's history when a lease was agreed with the ISA for use of its 'all weather pitch'. Prior to that training facilities were limited to public parks in the summer months and Cults Academy at winter time, with times and space at Cults Academy limited due to other sporting clubs using the facility and the surface of the pitch posing a safety risk to older children. The move to the ISA allowed extra training sessions per week for the children and additional members to join the club. However, the past winter was challenging as only 3 floodlights could be used, impacting on the number of children being allowed to train at any one time and the quality of training;
15. Upon receipt of complaints from neighbouring properties, steps were taken to mitigate noise issues, including:
 - a. Shooting practice at the top of the pitch to cease;
 - b. Coaches and children advised to keep shouting to a minimum at all times; and ensuring that youngest age group uses top half of the pitch;
 - c. 50-foot net will be purchased to stop balls that accidentally end up being deflected over the 1st fence;
 - d. Hire time finished 30 minutes earlier at 20:30 rather than 21:00;
16. Quality training facilities are in short supply in Aberdeen and the loss of this facility would be a huge blow not only to Culter Youth Football Club but also to other sporting clubs as this would increase competition for existing available facilities available mid-week through the winter, e.g. Cults Academy, Portlethen Academy and Northfield Academy. There are no other 'all-weather pitches' with floodlights that can accommodate up to 500 children per week in the local area. Teams from other areas, from as far as Westhill and Bridge of Don, have taken up slots at Milltimber Primary and Cults Academy;
17. Considered that ISA are only trying to help the community. Culter Youth FC has an exclusive lease despite the ISA having been approached by other football clubs as well, and charge significantly less than other business's charge for grassroots clubs;
18. The facilities at the ISA are essential to accommodate the ever-growing girl's section within the Culter Youth Football Club which has grown from 9 players in 2020 to nearly 50. The aim is to get as many girls playing football for as long as possible and the facilities at the ISA are needed to further grow the girls' game.
19. Balanced consideration is requested to the users of the ISA 3G pitch facility. The 2015 year group squad size at Culter Youth Football Club currently numbers 50 children and has a waiting list. At present, this squad can play on a half-sized pitch but as they develop further, a full-sized pitch facility complete with flood lighting for the winter months will be required. The availability of playing facilities, such as those at ISA are critical to the sustainability of children's sport – like what Culter Youth Football Club provides for the local children;
20. Clubs like Culter Youth Football Club exist to serve the community and are volunteer led. The catchment area for the 2015 year group – as an example – ranges from Mannofield out to and beyond Peterculter. The benefits of sport (and particularly team sport) in young people are well reported and documented;
21. Any decision on this application needs to consider the United Nations Convention on Rights of Children (UNCRC) requirements especially 4 (Participation) and 7 (Life, Survival and

Development). Given the facility is used by some 488 children within Culter Youth Football Club, the right to thrive and participate in their local community requires to be robustly considered in any deliberation of this application;

22. Supporting this application would also assist with the strategic aims of the Health and Social Care Partnership and ACC such as the Local Outcomes Improvement Plan (LOIP) through reducing health inequalities such as childhood obesity and child and adolescent mental health. Participation and physical activity can build confidence, well-being and physical development in the children who engage with and benefit from this facility within the community.

MATERIAL CONSIDERATIONS

Legislative Requirements

Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 require that where making any determination under the planning acts, regard is to be had to the provisions of the Development Plan; and, that any determination shall be made in accordance with the plan, so far as material to the application, unless material considerations indicate otherwise. Section 64 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 requires the planning authority to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.

Development Plan

National Planning Framework 4

National Planning Framework 4 (NPF4) is the long-term spatial strategy for Scotland and contains a comprehensive set of national planning policies that form part of the statutory development plan. The relevant provisions of NPF4 that require consideration in terms of this application are –

- Policy 1 (Tackling the Climate and Nature Crises)
- Policy 2 (Climate Mitigation and Adaptation)
- Policy 8 (Green Belts)
- Policy 14 (Design, Quality and Place)
- Policy 21 (Play, Recreation and Sport)
- Policy 23 (Health and Safety)

Aberdeen Local Development Plan 2023

The following policies are relevant –

- Policy NE1 (Green Belt)
- Policy NE3 (Our Natural Heritage)
- Policy WB3 (Noise)
- Policy D1 (Quality Placemaking)
- Policy D2 (Amenity)
- Policy D6 (Historic Environment)

Interim Aberdeen Planning Guidance

The draft Aberdeen Planning Guidance and draft Supplementary Guidance are Interim Planning Guidance. The documents hold limited weight until they are adopted by Council. The weight to be given to the Interim Planning Guidance prior to its adoption is a matter for the decision maker.

- Noise

EVALUATION

Principle of Development

Even though located within a residential area, the site subject of this application is part of the Green Belt as shown on the Proposals Map, and Policy 8 (Green Belts) of NPF4 and policy NE1 (Green Belt) of the 2023 Aberdeen Local Development Plan (2023 ALDP) apply.

Policy 8 (Green Belts) of NPF4 aims to ensure that development is directed to the right location, and that the character, landscape, natural setting and identity of settlements is protected and enhanced. It provides a list of types of development proposals that could be supported in a green belt location. Of particular relevance in the assessment of this application are:

- Outdoor recreation, play and sport; and
- Intensification of established uses.

It continues with setting out various criteria that development proposals in the green belt need to meet to ensure their impact on the function, character and appearance of the green belt are minimised.

In this case, the proposal is related to an existing sports facility within the green belt, and would provide an intensification of its use. However, apart from the installation of the lighting columns, no additional development is proposed, and the proposal would not constitute encroachment into the green belt, and would thus not harm the function, character and appearance of the green belt in this location, thereby meeting the aims and intention of Policy 8 (Green Belt) of NPF4.

NE1 (Green Belt) of the 2023 ALDP is a restrictive policy, setting out exceptions to a general presumption against development in the green belt. In this case, exception NE1(d) is relevant, and reads as follows:

(d) is associated with existing activities in the Green Belt and is within the boundary of that activity, is small-scale, does not significantly increase the intensity of the activity and the proposed built construction is subordinate to what already exists.

The installation of the floodlights is directly related to the existing use of the wider site as a school site and sports facilities; would be firmly established within this existing boundary; and their construction would be subordinate to the level of development currently on the site.

Their installation has resulted in an increase in users of the pitch through allowing the pitches to be used more efficiently through an extension of usable hours into the evening, especially during the shorter days in late Autumn, Winter and early Spring when daylight hours are shorter. However, when considered with the wider use of the site as a school, and this increase in users, in terms of its impact on the green belt, is considered acceptable and would not have a detrimental impact on the function and appearance of the green belt. The proposal is therefore considered to generally comply with policy NE1 of the 2023 ALDP.

Impact on character and appearance of the surrounding area

The site is located within the Pitfodels Conservation Area, the ISA development being based around the original Pitfodels House and grounds. This part of the school buildings is Category C listed. Policy 7 (Historic Assets and Places) of NPF4 aims to ensure that the historic environment is protected. In Policy 7(d) it further sets out that development proposals in conservation areas will

only be supported where the character and appearance of the conservation area and its setting are preserved or enhanced. Policy D6 (Historic Environment) of 2023 ALDP aims to protect, preserve and enhance Aberdeen's historic environment.

The International School of Aberdeen is located just within the Pitfodels Conservation Area, adjacent to its eastern boundary. It forms part of the transition between the more traditional suburban form of development in Mannofield and Braeside consisting of predominantly detached and semi-detached one and a half storey dwellings and the more wooded, larger plots, curtilages and dwellings characterising the Pitfodels Conservation Area further to the west. The application site is set at a significantly higher level than North Deeside Road to the south, which would be its main public vantage point, and set c.20m north of this main road. There is a steep landscaped bank between, which includes a granite retaining wall and numerous trees. Due to the extensive landscaping, the change in levels and the separating distance between the site and North Deeside Road, the site is well screened and, when not in use, the lighting columns would not be prominently visible within the streetscape. In addition, upon approach from the west, they would be clearly seen in the context of and as part of, the wider school buildings and grounds. Their prominence would be greater when in use but again, due to their position away from North Deeside Road with the light aimed at the sports pitch it serves, would not be considered to have a significant adverse impact on the character and appearance of the Pitfodels Conservation Area in this location.

Impact on residential amenity

No development should result in a situation where the amenity of any neighbouring properties would be significantly adversely affected. Policy D2 (Amenity) is aimed at ensuring that all development will result in acceptable levels of residential amenity for occupiers and neighbouring properties. The main impact of the introduction of floodlights for this existing sports pitch are in relation to noise and light pollution. Each will be discussed in turn below.

Noise

Policy 23 (Health and safety) of NPF4 sets out in (e) that development proposals that are likely to raise unacceptable noise issues will not be supported. Policy WB3 (Noise) of the 2023 ALDP requires submission of a Noise Impact Assessment for development that could trigger concerns in relation to the generation of noise. It includes a presumption in relation to noise generating development located close to sensitive receptors, i.e. residential properties. These requirements are further set out in 'Interim Aberdeen Planning Guidance: Noise'.

Matters raised in letters of objection included the impact of noise resulting from the use of the pitch into the evening, during the weekend and after hours on neighbouring residential properties. The nearest residential properties are located on Northcote Park to the east, with their rear boundary sitting at a distance of c.12m from the edge of the pitch and their rear elevation at a distance of c.20m. The application is supported by a Noise Impact Assessment (NIA) by Mae'r Davis, dated May 2023. This NIA sets out that the maximum noise level during practice as measured at 51dB LAeq was just above the 50dB LAeq as generally accepted in relevant guidance. The NIA therefore proposed a number of mitigation measures to address noise concerns, including:

1. A restriction on the hours of use of the floodlights, limiting training hours to 20:30pm with lights out no later than 21:00pm;
2. Installation of mobile catch ball netting to stop balls hitting the rebound fence during shooting training;
3. Installation of rubber stoppers placed on the rebound fence to dampen the noise caused by balls hitting the fence along with regular inspection of the rebound fence and goals to ensure bolts are securely tightened; and
4. Management measures in relation to only using the pitches for structured training and no competitive measures; ensuring the Football Club are mindful neighbours; ensuring residents have correct contact details to raise and resolve issues quickly; and additional

security/evening patrols to ensure trespassers are moved on.

Circular 4/1998 'the Use of Planning Conditions in Planning Permissions' sets out the six tests that conditions need to meet to ensure they are competent. A condition should be: necessary; relevant to planning; relevant to the development to be permitted; enforceable; precise; and reasonable in all other respects.

Consideration of the suggested measures listed above, and their potential to be recommended as a condition, should take account of the nature of this current application. This application is only for the installation of floodlights and therefore only conditions directly related to the installation of these floodlights and their use can be considered 'relevant to the development permitted' and 'reasonable' in respect of this current application.

Following on from this, it is not possible for the Planning Service to add any conditions that would restrict the use of the sports pitches per se, as they have been installed following implementation of P070907, which did not include any restrictions on, for example, the hours of use of this sports pitch. As such, any adverse impact caused by noise resultant of the use of the pitch by either the school or the football club when the floodlights are not in use (i.e. earlier in the day or during months with longer daylight hours) cannot be considered under the remit of this current application and only the additional impact caused by the additional hours of use during the months where the floodlights are in use can be taken into account. It is noted that some letters of objection specifically mention issues in relation to the lease of the pitch to the Culter Youth Football Club which has resulted in the pitch being used into the evening in general, with noise being even more pronounced during the warmer months especially when sitting in the garden or with windows and doors open. These matters cannot be addressed or considered through this current planning application and will need to be referred to the Council's Environmental Health Service through the Environment Protection Act 1990 legislation.

As such, it is considered that it would not be competent to condition the general measures listed, such as installation of catch ball netting and rubber stoppers, as these would not specifically address the additional impact arising from the development proposed. However, a restriction on the hours of use of the floodlights, with a requirement for these to be turned off at 21:00pm would be considered reasonable and relevant to the proposed development. As such, of the measures proposed, it is only recommended to include a suitably worded condition restricting hours of use of the floodlighting as proposed.

However, all other measures listed above can be added as an informative to any permission if Councillors were minded to approve the application advising the applicant of their value to reduce any noise impact arising from the use of the football pitches.

Similarly, it is considered that the unauthorised use of the football pitches after hours, and associated nuisance complaints, is not a planning matter, and would be a civil matter for the International School to resolve.

On that basis, it is considered that the proposed development, which constitutes the installation of the floodlights, in themselves would not have a significant additional adverse impact on the residential amenity of the neighbouring properties caused by noise, and the proposal, subject to a condition restricting their hours of use would suitably comply with policy 23(e) (Health and safety) of NPF4, and policies D2 (Amenity) and WB3 (Noise) of 2023 ALDP.

Light

Matters raised in letters of objection include light pollution and the impact on residential amenity of light spillage caused by the existing floodlights when they were in use. The International School has

acknowledged these concerns, and are proposing to replace four of the existing masts and all light fittings to reduce impact of the floodlights on neighbouring properties.

As part of the application, a Lighting Assessment by Halliday Lighting, dated 30th May 2023 was submitted, undertaken in line with relevant guidance. This document categorises the environment into five different zones according to the degree of urbanisation and background illumination. The environmental zones range from '*Protected*' which would include 'dark sky parks' through to '*Urban*' which would include town and city centres. Within this range, the site and the immediate surrounding area was considered to fall in the category '*Suburban*' where medium district brightness applies. The report sets out that, if installed correctly, most light spill will be cut off at the site boundary, and that there would be no upward light spill. The system proposed, if installed correctly, would meet criteria for environmental zone '*Natural*', which includes areas such as national parks and thus carries significantly tighter restrictions on lighting than a suburban environment. As such, it is considered that the proposed new lighting system would be appropriate in this regard, and would not result in an unacceptable adverse impact on residential amenity subject to a condition, as set out above, restricting their hours of use.

Impact on wildlife

The lighting system has been designed to minimise any impacts on local wildlife. Upward light spill has been calculated at 0% with the individual light fittings having the ability to be angled exactly where the light is needed, i.e. onto the sports pitch. All trees and hedges surrounding the site are to be retained with cabling positions taking account of existing tree roots and adjacent vegetation. In addition, the floodlights will generally be used during the winter months when some species would be in hibernation. Finally, the lights will be fitted with UV-filters to minimise the omission of UV light and reduce their attraction for insects, minimising their impact on insect feeding grounds.

Impact on road safety

Due to the distance and the change in levels between the floodlights and North Deeside Road to the south, the floodlights would not have an adverse impact on road safety, and there was no requirement to consult with colleagues in Roads Development Management.

Provision of sports facilities

Letters of support set out that there are very few alternative locations available that would be able to accommodate the football club that currently leases the pitch from ISA at certain times – The Culter Youth Football Club. The Culter Youth Football Club currently has around 500 members, boys and girls, and accommodates a wide range of ages. To allow all teams sufficient access to training facilities all year round, an artificial floodlit full-size pitch needs to be available, preferably within their general catchment area which ranges from Drumoak in the west all the way through to Airyhall and Mannofield in the east. These facilities are in short supply, with the only other full-size artificial floodlit pitch available in this general Deeside area being at Cults Academy, with a smaller 7-a-side floodlit artificial pitch available at Milltimber Primary School. As such, the sports pitches at the International School and their use by the community club would fill a gap in a lack of sports facilities in this general area that would assist children achieve a healthier, active lifestyle.

Other material considerations

The proposal would result in an extension to the hours of use of the existing artificial sports pitch at the International School of Aberdeen, especially during the late Autumn, Winter and early Spring when daylight hours are limited. This would allow an increased group of children to participate in organised team sports, which is likely to result in a positive impact on their physical and mental well-being.

In recent times, there has been an increased emphasis in the importance of creating healthy places and improving facilities to support physical and mental health through planning. Policy 23 (Health

and Safety) in NPF4 is wide ranging and one of its aims is to encourage, promote and facilitate health and wellbeing. One of the means this can be achieved is through the creation of healthier places including creating opportunities for exercise and healthier lifestyles. More specifically, Policy 23(a) sets out that development proposals that will have positive effects on health will be supported, which include creating opportunities for exercise. In addition, Policy 21 (Play, Recreation and Sport) of NPF4 intends to encourage, promote and facilitate spaces and opportunities for play, recreation and sport. This policy similarly makes reference to the positive impact physical exercise can bring to physical and mental health. Policy WB1 (Healthy Developments) of 2023 ALDP aims to ensure developments provide healthy environments and facilitate physical activity and promote physical and mental wellbeing. It is considered that this current proposal to increase the useability of the existing artificial sports pitch, especially when daylight hours are shorter, through the introduction of floodlights, would therefore generally comply with these policies as set out above.

In addition, the proposed development would contribute to the overall vision and aims of the Council's Local Outcome Improvement Plan (LOIP) through the further enhancement of an existing sports facility that will be used to provide opportunities for young people living in the city, thereby increasing general participation in organised physical activity and the benefits this brings to physical and mental health of participants.

Matters raised by the Community Council

- Matters raised in relation to the impact of the proposal on the residential amenity of surrounding properties have been discussed in the evaluation above;
- The Planning Service is aware of the part retrospective nature of the application, and the application has been described as such;
- This current application seeks detailed planning permission for the installation of flood lights. The information submitted to support this application are aimed to address the details sought in condition 12 attached to the original 2007 consent for the construction of the school, to ensure that an acceptable level of residential amenity will be maintained. The condition did not prevent the installation and use of floodlights at the school; and
- Matters in relation to the level of communication between the school and surrounding residents and the unauthorised use of facilities outside school hours and regulated outside lets are civil matters and not relevant in the assessment of this application.

Matters raised in letters of objection

1. Matters raised in relation to the impact on residential amenity (noise, light) have been discussed in the evaluation above;
2. Matters raised in relation to the impact of the floodlights on the Pittfodels Conservation Area have been discussed in the evaluation above;
3. Matters raised in relation to the impact on wildlife have been discussed above;
4. This current application seeks detailed planning permission for the installation of flood lights. The information submitted to support this application are aimed to address the details sought in the condition 12 attached to the original 2007 consent for the construction of the school, to ensure that an acceptable level of residential amenity will be maintained. The condition did not prevent the installation and use of floodlights at the school;
5. Matters in relation to road safety have been discussed in the evaluation above;
6. Planning legislation does not prevent applications being submitted on a retrospective basis;
7. As discussed above, it is not considered competent in respect of this current application, which is for the installation of floodlights only, to include a condition in relation to the installation of a ball catch net;
8. Matters in relation to the wording of the ISA tenancy; communication between the ISA and neighbouring properties; and unauthorised use of the facilities are not a material planning

consideration but a civil matter and do not form part of the assessment of this application.

Matters raised in letters of support

1. Matters in relation to the set up and history of the Culter Youth Football Club; exclusive lease and rates at ISA for Culter Youth Football Club; and growth of specific year/ target groups are not a material planning consideration;
2. Restrictions on hours of use of the floodlights can be covered through a suitably worded condition. Other mitigation measures listed (installation of a ball catching net, location of shooting practice; and reduction in shouting) are considered to be of such a nature that they cannot be enforced or would be directly relevant to the development permitted and would thus not meet the six tests attached to the use of conditions as set out in Planning Circular 4/1998 (necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise, reasonable in all other respects) and would not be considered competent;
3. As set out above, it is acknowledged that the only other known floodlit full-size artificial pitch within the catchment of the Culter Youth Football Club would be at Cults Academy;
4. The impact of the development and sport in general on physical and mental wellbeing of participating children has been discussed above;
5. Correlation between the development and other Council strategies and documents has been discussed in the evaluation above.

RECOMMENDATION

Approve Conditionally

REASON FOR RECOMMENDATION

The proposed floodlights are considered not to result in a significant adverse impact on residential amenity of surrounding properties caused by noise and light. Suitable consideration has been given to the unrestricted use of the playing pitches during daylight hours, with the only consideration through this application being the additional impact on residential amenity caused by the floodlights, with this additional impact not being sufficient to warrant refusal of the application subject to suitably worded conditions restricting hours of use and ensuring installation in accordance with submitted details.

Consideration has been given to the positive impact of the proposal by increasing the useability of the existing pitch on encouraging healthy lifestyles and the positive impact this can have on the mental and physical well-being of participating children.

The proposed installation of floodlights would not have an adverse impact on the character and function of the green belt in this location, the Pitfodels Conservation area, road safety or wildlife.

The proposal is considered to generally comply with policies 1 (Tackling the Climate and Nature Crises); Policy 2 (Climate Mitigation and Adaptation); Policy 8 (Green Belts); Policy 14 (Design, Quality and Place); Policy 21 (Play, Recreation and Sport) and Policy 23 (Health and Safety) of NPF4; and policies NE1 (Green Belt); WB3 (Noise); D1 (Quality Placemaking); D2 (Amenity); D6 (Historic Environment) and NE3 (Our Natural Heritage) of the 2023 Aberdeen Local Development Plan.

There are no other material considerations that would warrant refusal of the application.

CONDITIONS

(01) DURATION OF PERMISSION

The development to which this notice relates must be begun not later than the expiration of 3 years beginning with the date of this notice. If development has not begun at the expiration of the 3-year period, the planning permission lapses.

Reason - in accordance with section 58 (duration of planning permission) of the 1997 act.

(02) RESTRICTION ON HOURS

That the floodlights hereby approved shall only be in use between 15:00 and 21:00 hours Monday to Friday and shall not be used on Saturdays and Sundays. The floodlights shall only be used during hours of low light or darkness.

Reason – in the interest of residential amenity

(03) INSTALLATION IN ACCORDANCE WITH DETAILS

That the development hereby approved shall be installed in accordance with the details as set out in the 'International School Aberdeen Proposed Floodlighting Lighting Impact Study' by Halliday Lighting, dated 30th May 2023; and associated drawing HLS5540 forming part of this application, and shall be retained as such.

Reason – in the interest of residential amenity

ADVISORY NOTES FOR APPLICANT

The applicant is advised that it is recommended to install the following measures:

- Mobile catch ball netting to stop balls hitting the rebound fence during shooting training;
- Rubber stoppers placed on the rebound fence to dampen the noise caused by balls hitting the fence along with regular inspections of the rebound fence and goals to ensure bolts are secure;

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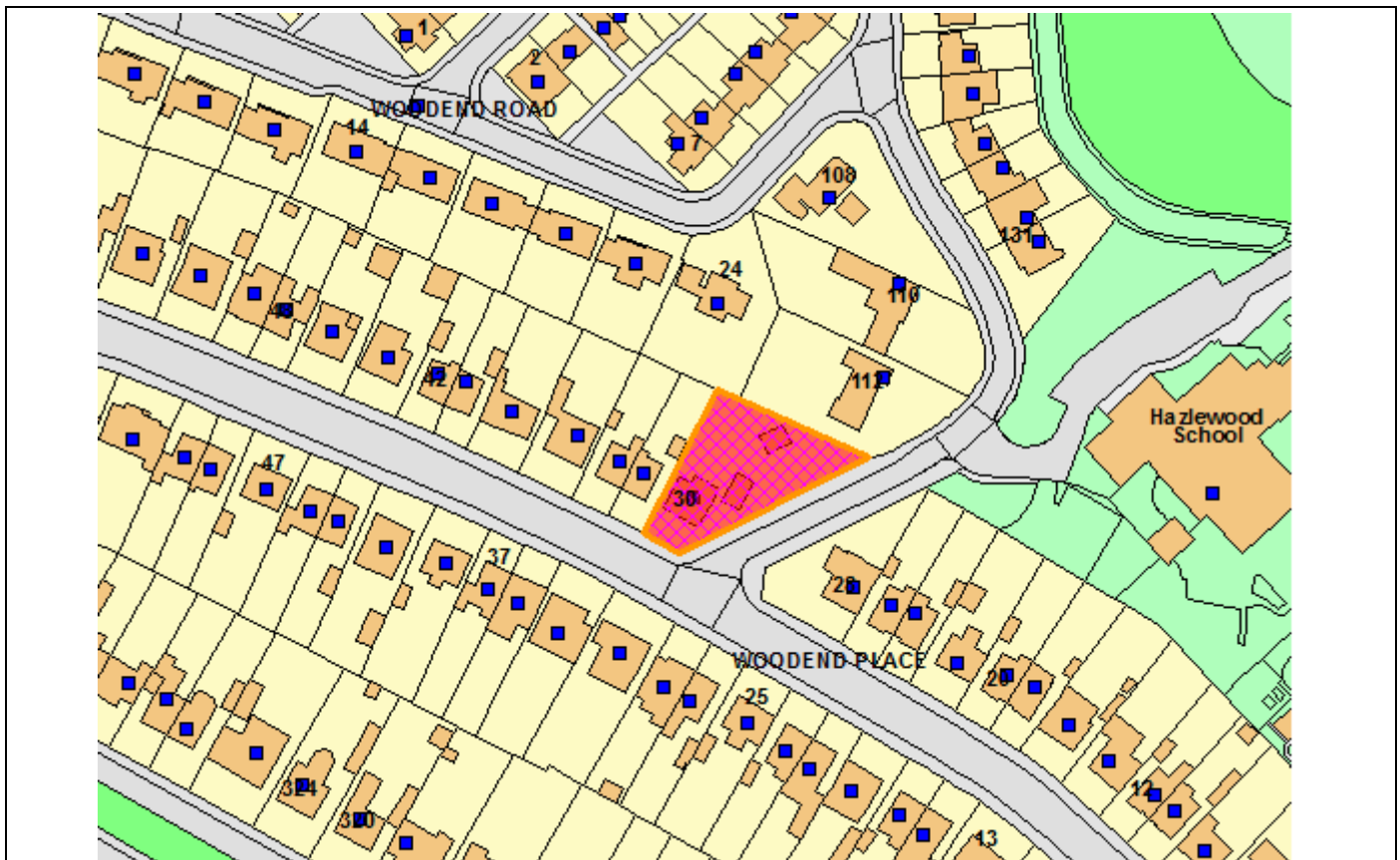


Planning Development Management Committee

Report by Development Management Manager

Committee Date: 29 June 2023

Site Address:	30 Woodend Place, Aberdeen, AB15 6AN,
Application Description:	Erection of detached dwellinghouse and associated works
Application Ref:	230601/DPP
Application Type	Detailed Planning Permission
Application Date:	17 May 2023
Applicant:	Mr Craig Duncan
Ward:	Hazlehead/Queen's Cross/Countesswells
Community Council:	Woodend
Case Officer:	Robert Forbes



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RECOMMENDATION

Approve Conditionally

APPLICATION BACKGROUND

Site Description

This site comprises a detached 4 bedroomed 1930's house, associated garden ground, ancillary parking, garage and outbuildings. The house is located at the junction of Woodend Place and Woodend Crescent and has a roughly triangular plot. It faces onto Woodend Place but is accessed from Woodend Crescent. It has granite walls and a hipped slate clad roof with single dormer on the frontage. Its maximum wall-head height is around 3m above ground level. A modest single storey flat roofed extension has been erected on the rear elevation. The single garage is set back from the principal house elevation and has a centre apex ridged roof. The rear garden is enclosed by granite walls ranging from 1.2m to 1.8m high with brick cope. A single storey timber summer house has been erected in the rear garden. The site and adjacent land are broadly level, with a slight northerly aspect.

The site lies close to the main entrance to a disused primary / nursery school (formerly Hazlewood School, recently used as a replacement for Countesswells), which lies to the east of the site on the opposite side of Woodend Crescent. There are no parking restrictions or controls in the area other than vehicle stopping restrictions adjacent to the access to the school. The houses to the north of the site are of more modern origin and are larger (generally 2 storeys).

Relevant Planning History

Application Number	Proposal	Decision Date
221257/DPP	Erection of detached dwellinghouse with integral garage and associated works	23.11.2022 Status: Withdrawn
110588	Alterations to existing conservatory and erection of replacement garage	27.06.2011 Status: Approved

APPLICATION DESCRIPTION

Description of Proposal

The proposed house would occupy the rear (northern) part of the existing house plot, partly on the site of the existing summer house. Its principal elevation would face south-east, onto Woodend Crescent, broadly positioned to align with the orientation of the existing house to the north (112 Woodend Crescent). The northern wall would be around 1.5-2m from the existing northern boundary wall. Access would be from Woodend Crescent, with off-street parking provided within a proposed tarred driveway to the south of the proposed house. The main access door would be on the south-west elevation. The floor level of the house would be around 0.3m below that of the existing house. Public rooms and one bedroom would be provided on the ground floor and two bedrooms are proposed at first floor level. The upper bedrooms would face towards Woodend Place. The wall-head height would be around 2.7m above ground level and maximum ridge height 7.1m. Wall materials would comprise natural granite on the south-east and south-west elevations and grey harling on the rear and north sides. The slate clad hipped roof would include a single dormer window on the south elevation and Velux rooflights. The house would have a rear garden depth of 17.3m and a rear garden area of around 184 square metres. The proposed south boundary of the plot would be formed by 1.8m high timber fencing (reducing to 1.2m at the road boundary). The existing house, ancillary garage and parking area would be retained.

Amendments

None.

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=RUT2X2BZJMK00>

- Planning / Design Statement
- Tree Survey / Biodiversity Report
- Sunlight / Daylight Assessment

Reason for Referral to Committee

The application has been referred to the Planning Development Management Committee because in excess of 5 objections have been received and the recommendation is approval.

CONSULTATIONS

ACC - Roads Development Management Team –No objection. Confirm that the proposed driveway, which provides 2 off street parking spaces, is accepted and raises no safety concerns.

Scottish Water – No objection. Advise that adequate waste-water treatment capacity (at Nigg) and water supply capacity exists (at Invercarnie). Advise that surface water cannot be discharged to the public sewer.

North East Scotland Biological Records Centre – No objection. Information provided regarding wildlife observations indicates no significant constraints.

Woodend Community Council – Not established.

REPRESENTATIONS

A total of 7 objections have been received raising the following matters:

- Overdevelopment of the site,
- Conflict with the established character of the area / surrounding property,
- Loss of part of a granite boundary walling fronting Woodend Crescent,
- Inadequate provision of amenity for proposed residents and the existing house,
- Adverse impact on residential amenity due to overlooking from proposed roof windows,
- Loss of trees and potential conflict with existing trees in adjacent garden ground,
- Conflict with related national and local planning policies and draft local guidance,
- Car parking impact / reduction of on street parking capacity,
- Existing anti-social traffic behaviour including pavement parking and speeding,
- Road and pedestrian safety impact and conflict with safe access to nearby primary school,
- Suggested need for on street parking restrictions / road safety improvements,
- Requested removal of permitted development rights for the proposed house
- Conflict with title deed restrictions.

MATERIAL CONSIDERATIONS

Legislative Requirements

Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 require that where making any determination under the planning acts, regard is to be had to the provisions of the

Development Plan; and, that any determination shall be made in accordance with the plan, so far as material to the application, unless material considerations indicate otherwise.

Development Plan

National Planning Framework 4 (NPF4)

NPF4 is the long-term spatial strategy for Scotland and contains a comprehensive set of national planning policies that form part of the statutory development plan. The relevant provisions of NPF4 that require consideration in terms of this application are –

- Policy 1 (Tackling the Climate and Nature Crises)
- Policy 2 (Climate mitigation and adaptation)
- Policy 3 (Biodiversity)
- Policy 5 (Soils)
- Policy 6 (Forestry, Woodland and Trees)
- Policy 7 (Historic Assets and Places)
- Policy 12 (Zero Waste)
- Policy 13 (Sustainable Transport)
- Policy 14 (Design, Quality and Place)
- Policy 15 (Local Living and 20 Minute Neighbourhoods)
- Policy 16 (Quality Homes)
- Policy 18 (Infrastructure First)
- Policy 19 (Heat and Cooling)
- Policy 22 (Flood Risk and Water Management)
- Policy 23 (Health and Safety)

Aberdeen Local Development Plan 2023 (ALDP)

The ALDP was adopted on 19 June 2023. The following policies are relevant –

- H1- Residential Areas
- H3 – Density
- D1- Quality Placemaking
- D2- Amenity
- D5- Landscape Design
- D6 – Historic Environment
- D7 – Our Granite Heritage
- NE3 – Our Natural Heritage
- NE4 –Our Water Environment
- NE5 – Trees and Woodland
- R5 - Waste Management Requirements for New Development
- R7 – Renewable and Low Carbon Energy Developments
- R8- Heat Networks
- I1 - Infrastructure Delivery and Planning Obligations
- T2 -Sustainable Transport
- T3- Parking
- C11- Digital Infrastructure.

Interim Aberdeen Planning Guidance (APG) and Technical Advice Notes (TAN)

Aberdeen Planning Guidance is currently Interim Guidance. The documents hold limited weight until they are adopted by Council. The weight to be given to the Interim Planning Guidance prior to its adoption is a matter for the decision maker.' The guidance that is relevant is -

- The Sub-Division and Redevelopment of Residential Curtilages APG
- Materials: External Building Materials and Their Use in Aberdeen TAN
- Transport and Accessibility APG
- Natural Heritage APG
- Flooding, Drainage and Water Quality APG
- Resources for New Developments APG
- Amenity APG

Other National Policy and Guidance

- Historic Environment Policy for Scotland 2019 (HEPS)

Other Material Considerations

- Naturescot Developing with Nature Guidance 2023

EVALUATION

Principle of Development

The site is allocated for residential purposes in the ALDP and thus the development accords with NPF4 policy 16, part a. The proposed use of the site as a house accords with the residential zoning of the site within the ALDP. Subject to protection of amenity and compliance with relevant guidance, there would be no conflict with ALDP policy H1. Compliance with detailed policies / guidance is addressed below. The urban location of the site is such that residents would benefit from access to existing established facilities and amenities. Delivery of housing within the built-up area of the city within a residential area in an accessible location accords in principle with NPF4 policies 13, 15 and ALDP policy T3. The acceptability of the specific proposal requires to be assessed relative to detailed policy and guidance.

Appraisal relative to the Sub-division of Curtilages Considerations

For the reasons set out below, the proposal is considered to comply with policies H1 and D1 of the ALDP. The following criteria are relevant factors in the consideration of this proposal, with these factors also included in the APG:

General Context

“New dwellings must respect the established pattern of development formed by the relationship between buildings and their surrounding spaces (gardens etc.);

There is a range of form, scale, age, and density of development in the area, including 2 storey houses and 3 storey flats in the wider area to the north of the site. Woodend Place is notable for the consistency and design quality of its low-density hipped roof 1930's houses. The pattern of development in the immediate context is characterised by such low rise semi-detached and detached houses set in large plots, although there is more modern suburban housing on the wider area to the north. It is considered that the form of the proposed development respects this context. Whilst the extent of the existing mature garden ground associated with the existing house would be reduced, it is considered that the both the existing and proposed houses would have generous garden grounds particularly relative to the plot sizes of typical modern suburban houses. It is therefore considered that, whilst there is no uniformity of the wider built form, the character of Woodend Place would not be eroded by the development.

Other detailed considerations raised in the APG are addressed below.

Site Coverage / Density

“The density of the surrounding area should be reflected in the development proposals for the new and existing property. As a general guide, no more than a third (33 per cent) of the total site area for each individual curtilage should be built upon;”

The density of development proposed would be reflective of the immediate historic built context, whereby adjacent 1930s houses on Woodend Place have generous garden grounds and thus is considered to be acceptable. As the site does not exceed 1 hectare, there is no requirement to address the criteria set out in ALDP policy H3. The scale, form, massing and footprint of the proposed house relative to the parent house and wider area is not considered to be indicative of overdevelopment of the site.

The site coverage of the proposed house, at 19.6%, would be substantially below the figure of a third of the plot referred to in the APG, although it would be greater than the site coverage of some other house plots in the street. The typical site coverages on Woodend Place for Nos. 32-40 (i.e. the adjacent north side properties), range between approx. 17% and 20.5% (excluding the footprint of any detached garages). This range is typical of the properties on the north side of the street. Thus, the proposed house would accord with the prevailing character and site coverages on Woodend Place. The resultant site coverage of the parent house, if the feu-split was to occur would be 26.3%. Whilst this would be greater than the typical site coverages on the street, it does not warrant refusal as adequate amenity / garden ground would be provided. The private rear gardens of the existing and proposed houses would have a depth of 10m and 17m respectively. The proposed house would have a usable rear garden area of 184 square metres which is considered to be appropriate.

Scale / Massing

“The scale and massing of the any new dwellings should complement the scale of surrounding properties;... The ridges or wallheads of any new dwellings should be no higher than the ridges or wallheads on adjoining dwellings...”

The massing of the proposed house would not exceed that of the parent house or the other 1930s hipped roof houses in the area and it would be of similar scale and form. The ridge and wallhead levels of the proposed house would be lower than adjacent houses. Therefore, the massing and scale of the proposed house is considered acceptable.

Materials

“Facing materials should be of equal or higher standard than that of existing dwellings.”

Whilst the site does not lie within a conservation area, the historic character of the 1930s houses on Woodend Place displays a remarkable degree of consistency in terms of use of locally sourced natural granite as a building material. Natural granite is proposed as a facing material for the proposed house in its principal and side elevations which would be visible from the junction of Woodend Place and Woodend Crescent and thus would be seen in this historic context. The proposal would therefore complement this character. Whilst render is proposed on the rear and a side elevation, these are not visible from the street. The house is therefore considered to have been designed with due regard to this context.

It is therefore considered that the proposal would accord with the design quality objectives of ALDP

policies D1 and D6 and draft Materials TAN.

Impact on Existing Residential Amenity

“New residential development should not borrow amenity from, or prejudice the development of, adjacent land or adversely affect existing development in terms of privacy, overlooking, daylighting or sunlighting. ...Any windows to habitable rooms should not look out directly over, or down into, areas used as private amenity space by residents of adjoining dwellings.”

There would be no direct overlooking of the private rear garden ground of adjacent houses from the upper floor windows of the proposed house. The upper floor bedrooms would have windows facing towards public roads. Whilst rooflights are proposed on the north elevation, these are not of public rooms or bedrooms. The design would accord with the objective of ALDP policy H1 as it would respect the level of privacy enjoyed by existing houses and is therefore considered to have neutral impact on existing amenity, albeit the side garden of the parent house would be partly overlooked by the proposed house.

The submitted sunlight / daylight impact assessment has been produced with regard to relevant technical criteria. It demonstrates that there would be no unacceptable adverse impact on the level of sunlight and daylight enjoyed by existing premises resulting from the development and no requirement for any mitigation measures. It is considered to demonstrate compliance with the amenity objectives of ALDP policy D2. Any impact on the privacy and amenity of the adjacent houses is not considered to warrant refusal of planning permission.

Amenity for Proposed Occupants

“New development should be afforded a reasonable amount of amenity in line with the prevailing characteristics of the surrounding area.”

The design of the house would provide an appropriate and adaptable environment. The house would have a public street frontage and access to usable outdoor space. Whilst the rear garden would be shaded to an extent by the proposed house, due to its limited height and roof form, this would be minimal. The rear garden is of generous size. Occupants of the proposed house would therefore enjoy an acceptable standard of amenity, partly due to its suburban context and limited traffic noise or pollution. The siting and design of the house would satisfy the amenity expectations of ALDP policy D2 as appropriate amenity would be afforded for its occupants. Whilst the private rear garden would be overlooked to an extent from the adjacent 2 storey houses located to the north of the site, this is an existing situation which is not unusual in an urban situation. The closest directly facing windows at the rear of 24 Woodend Road would be 18m from the site boundary which is considered acceptable.

Tree and Garden Ground Impact

“Trees make a valuable contribution to the landscape setting of urban areas.... The loss of mature or attractive garden ground or trees where it is considered to make a significant contribution to the visual amenity of the neighbourhood will not be acceptable.”

Although 2 small trees would be removed, no significant mature or large trees would be directly impacted by the development. Suitable replacement planting and protection measures are proposed and can be required by condition in accordance with the objectives of NPF4 policy 6 and ALDP policy NE5. The trees on adjacent garden ground to the north would not be impacted by the development.

The garden ground which would be lost is largely grassed and of limited amenity value such that it does not make a significant contribution to the visual amenity of the neighbourhood. Although it contains an established conifer hedge, which provides privacy, this would be largely retained. Transplanting of certain specimen plants is proposed in the landscape plan.

Access / Parking

“With the exception of private driveways, it will not normally be acceptable for pedestrian access to be shared with vehicles.... Car parking provision should be in line with the Council standards”

As the proposal is for a single private driveway onto a minor road within a residential area, and ACC Roads DM Team raise no safety objection, the principle of the proposed access is acceptable in terms of public safety impact.

Adequate car parking (2 spaces) would be accommodated on site for the development in accordance with the expectations of the Transport & Accessibility APG and ALDP policy T2. The car parking for the existing house would not be impacted by the development and would accommodate adequate spaces (i.e. 3 cars including the existing garage).

The proposal would result in the removal of one existing on-street car parking space to create the proposed vehicle access. Notwithstanding the absence of a parking survey, ACC Roads have raised no resulting public safety concern. It is noted that the site lies within a suburban context, outwith any controlled parking zone (CPZ) and there is limited on street parking pressure, with car parking provision within existing residential curtilages. It is therefore considered that the impact of the loss of one on-street parking space would not be so significant to warrant refusal.

Although it is accepted that reversing of vehicles across a footway is inherently risky, ACC has no specific guidelines that precludes reversing out of / into driveways or require that off street parking / driveways incorporate turning areas. In this case ACC Roads DM Team do not request a turning facility within the site.

As regards the potential for vehicles to obstruct / overhang the public footway, by extending from the proposed driveway, the precise positioning of vehicles within a residential driveway is not a matter that can be legitimately controlled by planning condition relating to a house development.

Climate Mitigation, Energy and Water Efficiency

The house is sited and designed in a way that rooms would benefit from sunlight / daylight penetration and natural ventilation. There would be generous provision of private garden ground. Whilst no detailed technical information has been submitted in relation to provision of energy and water saving technology on site, to demonstrate compliance with NPF4 policy 2 and ALDP Policy R7, such information could be made subject of a suspensive condition. Solar panels could potentially be incorporated on the roof of the building. Rainwater captured on site could be stored in water butts and used for watering plants. Non-potable water could also in theory be stored in tanks and used for purposes such as flushing toilets. Thus, there would be no basis for refusal of the application because of conflict with policy.

Biodiversity Impact

The proposal would result in the loss of two small trees (a holly and a conifer), part of a conifer hedge, other vegetation and soils and therefore would have an inevitable degree of adverse impact on biodiversity due to loss of garden ground, vegetation and topsoil. Thus, there is a degree of potential conflict with NPF4 policies 1 and 3. However, the proposal does not impact on any

designated wildlife site. There are no records of protected species being present on the site and the scale of the development is below the threshold whereby a formal ecology assessment is required. The submitted biodiversity report demonstrates that there is potential for enhancement of the existing biodiversity value of the site by means of appropriate planting which could be conditioned. Although bats are likely to be present nearby due to the proximity of a water course and mature trees, the proposal does not result in the direct loss of mature trees or buildings with roosting potential and thus a survey is not required.

Overall, subject to conditions regarding topsoil protection and provision of compensatory planting / biodiversity enhancement measures there would be no insurmountable conflict with NPF4 policies 1 and 3 and ALDP policy NE8. The degree of impact on biodiversity is not considered to warrant refusal.

Drainage

The development would be connected to the public sewer network. This is acceptable in principle and accords with ALDP policy NE3. The requisite foul drainage connection could be ensured by condition.

The proposed development is below the threshold whereby a drainage impact assessment is required. The existing garden ground is largely undeveloped, although it includes a summer house and some hard surfacing. The proposed development would result in loss of undeveloped garden ground and an increase in hard surfacing, thereby resulting in potential increased rates of surface water discharge. The site itself is not at risk of flooding, such that there is no requirement for a flood risk assessment. However, parts of the nearby open space to the east of the site have a medium-high risk of surface water flooding associated with the Den Burn. The additional surface water drainage discharge from the proposed development could exacerbate such risk, albeit to a limited extent. The proposed site plan shows that surface water would discharge to a soakaway within the rear garden, which would accord in principle with the expectations of Scottish Water. However further information is required to ensure that this is an appropriate sustainable surface water drainage feature. Use of a porous drive surface would be preferable to bitmac. A condition is therefore required to satisfy the expectations of NPF3 policy 22, ALDP policy NE3 and related guidance in relation to the need for appropriate sustainable surface water drainage measures.

Traffic Generation / Impact

The proposal results in limited traffic generation, such that no Traffic Impact Assessment (TIA) or transport statement is required in this instance. ACC Roads DM Team do not request further supporting information regarding traffic impact. The development would have adequate connection to the public path / road network and lies within reasonable walking distance of supporting facilities in the wider area and a public transport corridor on Queen's Road, such that there would be no conflict with ALDP policy T2.

Historic Environment Impact

Whilst the site does not lie within a conservation area, the historic character of the 1930s houses on Woodend Place displays a remarkable degree of consistency in terms of use of local granite as a building material, the low-rise wall-head levels with projecting granite chimney stacks and use of slate clad hipped roofs. The proposed house would be visible from the junction of Woodend Place and Woodend Crescent and thus would be seen in this historic context. The proposal would respect this historic character by reason of its similar scale, form and materiality. A condition can be used to ensure re-use of granite duntakings on site. It is therefore considered that the proposal would accord with the heritage objectives of NPF4 policy 7, ALDP policies D6, D7 and HEPS.

Boundary Treatment

The removal of part of the existing historic granite wall at the boundary with Woodend Crescent

would potentially conflict with the objective of ALDP policy D5. Although no specific proposals for re-use of such granite within the site have been presented, that can be addressed by condition. A condition can also ensure that the garden areas are suitable screened to ensure suitable privacy.

Infrastructure Impact

The site lies within the urban area such that physical infrastructure and service connections and supporting facilities are readily available. The scale of the development is below the threshold where developer obligation contributions would be sought to address potential infrastructure deficiencies (e.g. education capacity, open space). It is proposed to connect to the existing public wastewater and water supply infrastructure which accords with the expectations of ALDP policy NE6. Whilst the development would place limited burdens on existing facilities and infrastructure, the scale of such impact does not warrant refusal. Therefore, the degree of conflict with NPF4 policy 18b and ALDP policy I1 does not warrant submission of further supporting technical analysis or refusal in this instance.

Notwithstanding that the development would result in a limited increased pressure on existing infrastructure (e.g. schools) as it lies below the threshold referred to in ALDP policy H5 and where consultation with ACC Developer Obligations team is required, no contributions are sought in this instance. Given the 3 bedroomed detached nature of the house and its location in the west end, which has high residential values, the development would not represent affordable or social housing. However, there is no requirement to provide affordable housing in this instance.

Refuse Storage

Whilst the proposed use would generate waste, waste uplift would be by wheelie bins. There would be adequate space for provision of waste and recycling bins within the external areas of the site and no physical measures (e.g. bin store) or condition is needed in this instance to ensure bin storage. No further information is therefore reasonably required, notwithstanding the tension with NPF4 policy 12 part (c) and ALDP policy R5 which require submission of details of waste storage / management / collection arrangements.

Other Technical Matters

No heat network zone is identified in the ALDP, such that there is no direct conflict with NPF4 policy 19. Whilst no connection to the existing district heating network is proposed, there is no such network in the immediate vicinity. Policy R8 states that heat networks are encouraged and supported. Such heating systems are desired in terms of sustainable design. However, as guidance referred to in policy R8 (i.e. Heat Networks and Energy Mapping APG) has yet to be published, the weight which can be afforded to that policy is limited. It would not therefore be reasonable to refuse the development on the basis that no connection to a heat network is proposed. The detailed technical design of the heating / cooling requirements for the house are matters that are, in part, controlled by Building Standards.

It is presumed that there are adequate telecoms services (e.g. phone, internet) at the site given its location within an urban area and thus no conflict with NPF4 policy 24 and ALDP policy C11. It is noted that neither the applicant nor the Council has any responsibility for provision of telecommunications infrastructure, which is delivered by private companies. It is noted that the roll out of full fibre broadband within the city is continuing (in part funded by the Scottish Government) and such services are available in the area. Thus, it would not be reasonable to impose a condition requiring any service upgrade. No evidence exists that that the development would adversely impact on existing TV reception or other telecommunications signals.

Other Matters Raised in Representations

Road and traffic safety, parking, design, overdevelopment, impact on trees, amenity concerns and related policy / guidance conflict are addressed above. Potential conflict with title deed restrictions

is not a material planning consideration and thus not a basis for refusal.

Local residents have raised concerns regarding inappropriate driver behaviour (e.g. excessive speed and pavement parking). However, it is not legitimate or reasonable to expect this development proposal to address or resolve such alleged problems or associated existing road safety concerns. Excessive vehicle speed is a matter for Police Scotland. Other powers exist for ACC as Roads Authority to investigate and if necessary, undertake appropriate action in relation to the public road network. ACC Roads Service do not express safety concern regarding impact on access to the school or otherwise.

Whilst the proposed house would benefit from permitted development rights that would enable its alteration and the erection of substantial extensions / outbuildings (particularly at the rear) that is not considered to give rise to amenity or environmental concerns. Thus, imposition of a condition removing permitted development rights is therefore considered to be unnecessary in this instance.

Conclusion

Overall, the proposal accords with the development plan, is suitably designed and does not constitute overdevelopment. Conditions can be used to ensure that amenity concerns, technical matters and other material considerations are addressed.

RECOMMENDATION

Approve Conditionally

REASON FOR RECOMMENDATION

The site is allocated for residential purposes in the Aberdeen Local Development Plan 2023 (ALDP) and thus the development accords with Policy 16 (Quality Homes) within National Planning Framework 4 (NPF4). Delivery of housing within the built-up area of the city within a residential area in an accessible location accords in principle with NPF4 Policy 13 (Sustainable Transport), Policy 15 (Local Living and 20 Minute Neighbourhoods) and ALDP Policy T2 (Sustainable Transport). Subject to imposition of conditions to ensure protection of amenity, there would be no conflict with ALDP Policy H1 (Residential Areas). The level of amenity for existing and proposed residents would satisfy the objectives of ALDP policy D2 (Amenity).

The proposal would be of an appropriate design quality and subject to conditions, addresses the design quality objectives of NPF4 Policy 7 (Historic Assets and Places), Policy 14 (Design, Quality and Place) and ALDP Policy D1 (Quality Placemaking), Policy D5 (Landscape Design), D6 (Historic Environment), and D7(Our Granite Heritage). Subject to imposition of conditions, it is considered that the impact on trees does not result in conflict with NPF4 Policy 6 (Forestry, Woodland and Trees), and ALDP Policy NE5 (Trees and Woodland). Provision of sustainable surface water drainage can be required by condition to address NPF4 Policy 22 (Flood Risk and Water Management) and ALDP Policy NE4 (Our Water Environment). There would be no significant conflict with ALDP Policy NE3 (Our Natural Heritage) subject to a condition requiring implementation of biodiversity protection and enhancement measures on site. This would also accord with the objectives of NPF4 Policy 1 (Tackling the Climate and Nature Crises), Policy 3 (Biodiversity) and Policy 5 (Soils) and the expectations of Naturescot Developing with Nature Guidance. Conditions can be imposed to ensure compliance with NPF4 Policy 2 (Climate mitigation and adaptation), ALDP R7 (Renewable and Low Carbon Energy Developments) and ALDP Policy T3 (Parking).

Notwithstanding the tension with NPF4 Policy 12 (Zero Waste) part (c) and ALDP policy R5 (Waste Management Requirements in New Developments), no bin storage facilities are required. The degree of conflict with NPF4 Policy 18 (Infrastructure First) part b and ALDP Policy I1 (Infrastructure

Delivery and Planning Obligations) does not warrant submission of further supporting technical analysis or refusal. No heat network zone is identified in the ALDP, such that there is no direct conflict with NPF4 Policy 19 (Heat and Cooling) and ALDP policy R8 (Heat Networks). Given the limited scale of the works, any tension with NPF4 Policy 23 (Health and Safety) part (f) does not warrant refusal. There is no conflict with NPF4 Policy 24 (Digital Infrastructure) and ALDP Policy CI1 (Digital Infrastructure).

CONDITIONS

(01) DURATION OF PERMISSION

The development to which this notice relates must be begun not later than the expiration of 3 years beginning with the date of this notice. If development has not begun at the expiration of the 3-year period, the planning permission lapses.

Reason: In accordance with section 58 (duration of planning permission) of the 1997 act.

(02) GRANITE / SLATE USE

No development shall take place pursuant to this permission unless there has been submitted to and approved in writing by the Planning Authority a detailed scheme for the re-use of granite dountakings on site and details of the finish, appearance and coursing / size of proposed granite facing blocks and slate to be used as external materials. The development hereby approved shall not be occupied unless such scheme as may be approved has been implemented in its entirety.

Reason: In the interest of visual amenity and to ensure granite re-use within the development.

(03) PLOT / BOUNDARY TREATMENT

No development shall take place pursuant to this permission unless there has been submitted to and approved in writing by the Planning Authority a detailed scheme for the alteration of the existing boundary walls, and proposed fencing / walls. The development hereby approved shall not be occupied unless such scheme as may be approved has been implemented in its entirety.

Reason: In the interest of visual and residential amenity / privacy.

(04) TREE/ HEDGE / SOIL PROTECTION

No development shall take place unless the tree protection measures specified in drawing no. WPA3-2305-TP of the approved arboricultural assessment have been implemented on site and are retained on the site for the duration of construction works. No materials, supplies, plant, machinery, spoil, changes in ground levels or construction activities / soil compaction shall be permitted within the tree protection area without the written consent of the Planning Authority and no fire shall be lit in a position where the flames could extend to within 5 metres of foliage, branches or trunks.

Reason: In order to ensure adequate protection for trees / hedges / soil on site during the construction of the development.

(05) DRAINAGE

No development shall take place pursuant to this permission unless there has been submitted to and approved in writing by the Planning Authority a scheme for sustainable surface water drainage for the site, including the proposed driveaway. This shall include details of surface water SUDS measures and associated maintenance measures as required on site. The building hereby approved shall not be occupied unless the approved surface water drainage system has been implemented in full and is permanently retained thereafter in accordance with the approved maintenance scheme. The building hereby approved shall not be occupied unless foul drainage is connected to the public foul drainage network.

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

(06) BIODIVERSITY / LANDSCAPING PROVISION

No development shall take place pursuant to this permission unless there has been submitted to and approved in writing by the Planning Authority a further detailed scheme of landscaping and biodiversity enhancement for the site. This scheme shall include details of bird / bat boxes, proposed planted / herbaceous areas, areas of any tree /shrub / climbing planting including details of numbers, densities, locations, species, sizes, stage of maturity at planting and establishment / protection measures and management arrangements. All planting, seeding and turfing comprised in the approved scheme of landscaping shall be carried out in the first planting season following the completion of the development and any planted areas which within a period of 5 years from the completion of the development, are removed or become seriously damaged shall be replaced in the next planting season with others of an extent 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 protection of the amenity of the area, ensure a suitable landscape treatment and amenity for occupants and deliver compensatory planting of biodiversity value.

(07) PROVISION OF CYCLE STORAGE / EV CAR PARKING

No development shall take place unless there has been submitted to and approved in writing by the Planning Authority a scheme detailing secure cycle storage provision and on-site electric vehicle parking and charging for the development. The development shall thereafter be implemented in full accordance with said scheme.

Reason: In the interests of encouraging more sustainable modes of travel.

(08) RENEWABLE ENERGY / WATER SAVING MEASURES

No development shall take place pursuant to this permission unless there has been submitted to and approved in writing by the Planning Authority an Energy and Water Saving Statement for the building. The statement shall include the following items:

- a) Full details of the proposed water efficiency measures and renewable technologies to be incorporated into the development;
- b) 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 (Renewable and Low Carbon Energy Developments) of the Aberdeen Local Development Plan 2023.

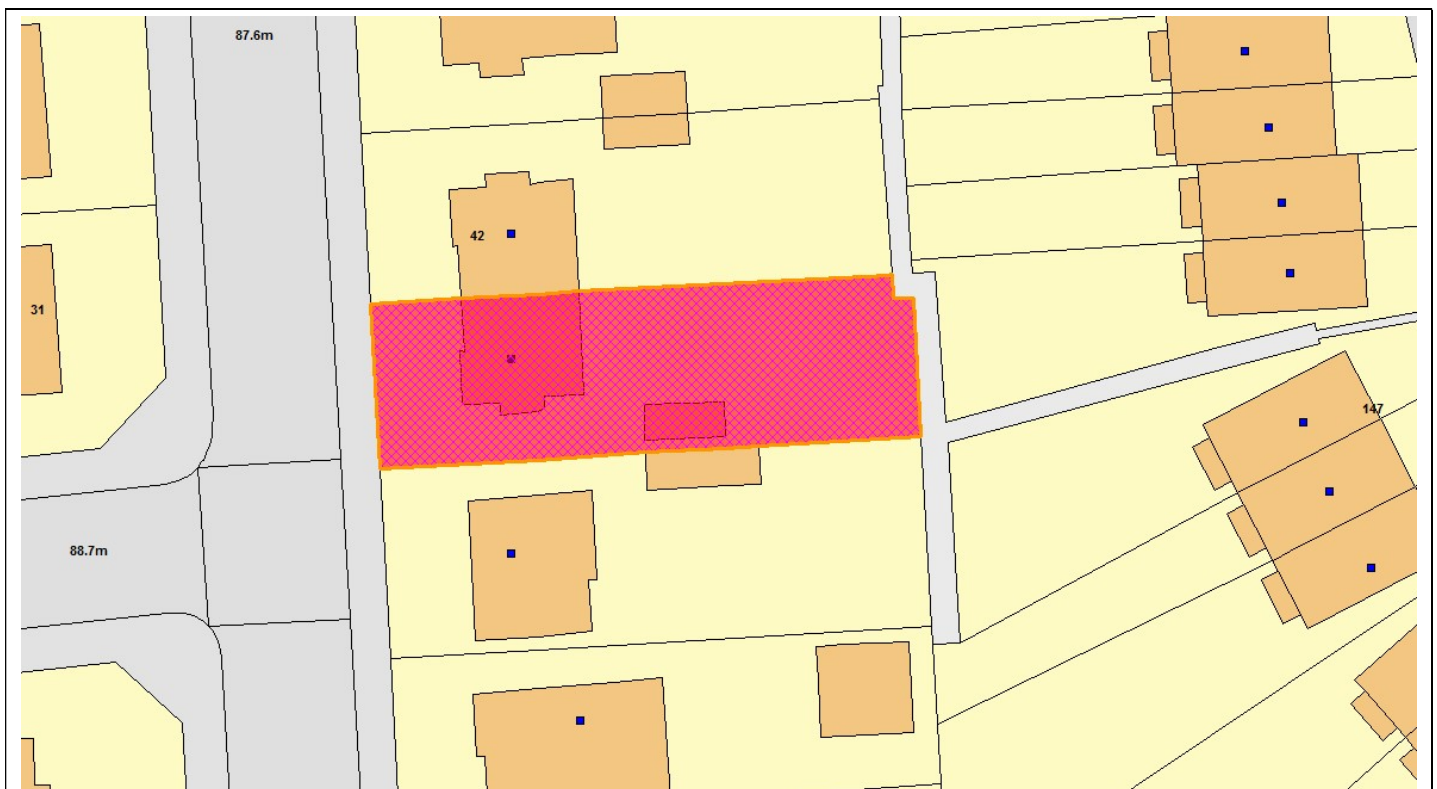
The development shall not be occupied unless it has been constructed in full accordance with the approved details in the Energy and Water Saving Statement. The carbon and water reduction measures shall be retained in place and fully operational thereafter.

Reason: To ensure this development complies with the on-site carbon reductions and water efficiency.

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 <p>ABERDEEN CITY COUNCIL</p>	Planning Development Management Committee
	Report by Development Management Manager
	Committee Date: 29 June 2023

Site Address:	40 Woodstock Road, Aberdeen, AB15 5JF
Application Description:	Erection of 2 storey side extension and single storey rear extension
Application Ref:	230398/DPP
Application Type	Detailed Planning Permission
Application Date:	30 March 2023
Applicant:	Mr Ryan Goldie
Ward:	Mid Stocket/Rosemount
Community Council:	Rosemount and Mile End
Case Officer:	Rebecca Kerr



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RECOMMENDATION

Approve Conditionally

APPLICATION BACKGROUND

Site Description

The application site is located to the north-west of the city within the established residential neighbourhood of Midsocket. The application site is located on the east side of Woodstock Road across from its junction with Edgehill Road.

The application site comprises a 1.5 storey semi-detached dwelling with attic/dormers and its associated front, side and rear curtilages. The application dwelling is c.1950s, comprising a pitched slate roof with terracotta ridge tiles, granite blockwork walls with synthetic stone quoin detailing, side porch, dormers to upper level, central chimney stack (shared with other semi-detached dwelling) and dark brown uPVC windows and doors.

The principal elevation of the dwelling faces west onto Woodstock Road, with its front curtilage bound by a low c.0.4m granite boundary wall. The front curtilage comprises some shrub planting but is primarily laid to lock-block surfacing as per the side driveway. The side driveway is bound to the south by a c.1.2m high drydash rendered wall with concrete cope. The rear curtilage is comprised of garden ground and a single garage and is bound by neighbouring properties, 38 Woodstock Road to the south and adjoining semi-detached neighbour to the north 42 Woodstock Road. To the east is an access path which serves a number of properties along Oakhill Grange and 149 Oakhill Grange beyond. The site is not located in a conservation area, nor is it a listed building.

Relevant Planning History

220862/DPP – Erection of 2 storey side extension and single storey rear extension. A previous application for a similar scale and level of development was submitted last year, however this was later withdrawn by the applicant on 12th December 2022.

APPLICATION DESCRIPTION

Description of Proposal

The application seeks detailed planning permission for the erection of a two-storey side extension and single storey rear extension. This proposal is described as affecting a two-storey dwelling, however, in strict terms this is a 1.5 storey dwelling as the upper floor level of accommodation comprises an attic with dormers.

The proposed side extension would extend the property by means of a full gable extension and a new dormer to front and rear. The proposed side extension would project approximately c.3.2m from the south elevation and provide an additional c.27sqm of accommodation to the original dwelling, resulting in the existing c.2.9sqm side porch and steps being removed. The entrance door would be relocated to the centre of the front elevation and an additional window added on the same (south) elevation. The proposed new front and rear dormers are of identical dimensions, c.1.7m depth, c.1.6m height by c.2.3m width. A new rear access door and small window are proposed on the rear elevation (east) of the side extension.

Finishing materials include granite facing, synthetic stone quoin detailing, grey slate and terracotta ridge tiles, dark brown uPVC windows and doors, all to match the existing house, with new gable wall in 'Kemnay' grey render.

The proposed single storey rear extension would provide c.25sqm of additional accommodation for use as a dining room. The extension projects c.3.5m from the rear (east) elevation, with approximate overall dimensions of c.5.7m width and a total height of c.3.5m (from lowest ground floor level to highest point of roof), meeting the main house just below its existing eaves level. The extension is offset by c.1.0m from the mutual boundary it shares with 42 Woodstock Road. The

extension features three large windows on its rear (east) elevation and one smaller window to the side (east) elevation, with the other side (north) elevation comprising a blank rendered wall. Finishing materials include 'Kemnay' grey render, grey roofing membrane and dark brown uPVC windows and doors, all to match the existing house, as extended.

The application also includes widening of the vehicular access to create a new front driveway area through removal of two small sections of the low granite boundary wall (c.1.8m and c.1.0m), creating a 6m wide opening to accommodate two off-street car parking spaces. The existing single garage located in the rear garden curtilage would also be removed.

Amendments

- Plans have been amended since original submission to set-back the proposed rear single storey extension 1m away from the mutual boundary to the north, the reasons for which are discussed in the foregoing evaluation under 'Residential Amenity'.
- The roof of the proposed rear extension was amended from flat to a slight lean-to roof, and an additional window was added to the proposed east elevation to reduce the expanse of render.
- Additional information was requested regarding the proposed frontage elevation and how the granite blockwork and quoin detailing would appear.
- The proposed render colour was altered from cream to 'Kemnay' grey colour for the proposed side and rear elevations of the gable extension, and for the rear extension.
- Submission of a north elevation was requested to confirm the proposed material finish along this elevation.
- The proposal originally included patio doors on the south elevation but was later altered to a window, however this was not specifically requested by the Planning Service.
- Furthermore, clarification was requested regarding the front boundary wall removal, proposed driveway and positioning of street tree.

Supporting Documents

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

<https://publicaccess.aberdeencity.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=RSC1E5BZ14P00>

Reason for Referral to Committee

The application has been referred to the Planning Development Management Committee because it has received 17 timeous letters of objection and is recommended for approval and as per Section 2. v. it requires determination at Planning Development Management Committee.

CONSULTATIONS

ACC - Roads Development Management Team – No objection to the proposal following submission of revised drawings to clarify the required parking requirement of 2 spaces. These matters are discussed further in the 'Parking and Accessibility' section of the evaluation below.

Rosemount and Mile End Community Council – No comments received.

REPRESENTATIONS

A total of 17 letters have been received objecting to the proposed development. The matters raised in the letters of objection are summarised below:

Design, Layout and Streetscene

1. No information on materials except cream render, which is inconsistent and out of keeping with the granite and synthetic granite finishes elsewhere in the street.
2. Rear extension is 3.5m deep but only 0.4m from boundary line, not practical for carrying out works, 0.4m offset from boundary is not consistent with CDM legislation, non-implementable planning permission cannot be granted.
3. Serious consideration should be given to the layout and the overall scheme, and it's too close to the boundary. It is possible to get the space the applicants wish by an efficiently planned and minimal one storey extension but building low from the entry porch eastward to and including the old garage site and linking to the present kitchen a new dining room, utility room and bedroom and bath could be provided.
4. Detrimental effect on the overall appearance/attractiveness of the street, and not in-keeping with existing properties on the street and loss of symmetrical appearance of the houses.
5. Development involves one half of an un-listed pair of semi-detached houses, dating from post-war mid-20th period and relates to the original design of Oakbank Industrial School, permanently alters the built heritage, adversely affect the designed streetscape and ruins the symmetry of the building with entries at either gable end which is contrary to AHSS and HES guidance on streetscapes.

Amenity

6. Detrimental impact on sun and daylight receipt to neighbouring properties, 42 and 38 Woodstock Road where is affects 3 windows (kitchen, bedroom and stairwell window) darkening, requiring more electric lighting at rising energy cost and lower quality of life for occupants.
7. Block and alter views from neighbouring properties and property opposite application site.
8. Adverse impact on privacy to 38 and 42 Woodstock Road, windows overlook gardens and extension too close.
9. Hedge in-between 40 and 42 Woodstock Road should be protected.

Parking

10. Increase pressure on remaining on-street parking, especially to those with no off-street car parking.
11. Insufficient parking for the size of house and no detail on the 3 required dedicated parking spaces for this size of development.
12. Removes side driveway and does not show car parking arrangement in the property.
13. Reduce parking at time when Council is considering removing on-street parking in parts of Woodstock Road.

Other

14. Lack of north elevation for the proposed extension.
15. Negative effect on house prices.

MATERIAL CONSIDERATIONS

Legislative Requirements

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

Development Plan

National Planning Framework 4 (NPF4)

NPF4 is the long-term spatial strategy for Scotland and contains a comprehensive set of national planning policies that form part of the statutory development plan. The relevant provisions of NPF4 that require consideration in terms of this application are –

- Policy 1 (Tackling the Climate and Nature Crisis)
- Policy 2 (Climate Mitigation and Adaptation)
- Policy 3 (Biodiversity)
- Policy 14 (Design, Quality and Place)
- Policy 16 (Quality Homes)

Aberdeen Local Development Plan (ALDP) 2023

The following policies are relevant –

- Policy D1 (Quality Placemaking)
- Policy D2 (Amenity)
- Policy D7 (Our Granite Heritage)
- Policy H1 (Residential Areas)
- Policy T3 (Parking)

Interim Aberdeen Planning Guidance (APG) and Technical Advice Notes (TAN)

Aberdeen Planning Guidance is currently Interim Guidance. The documents hold limited weight until they are adopted by Council. The weight to be given to the Interim Planning Guidance prior to its adoption is a matter for the decision maker. The following guidance is relevant:

- Householder Design Guide APG
- Transport and Accessibility APG
- Materials TAN

EVALUATION

National Planning Framework 4

Consideration must be given to Policy 1 (Tackling the Climate and Nature Crisis); Policy 2 (Climate Mitigation and Adaptation); Policy 3 (Biodiversity); Policy 14 (Design, Quality and Place); and Section (g) of Policy 16 (Quality Homes). Policy 1 gives significant weight to the global climate and nature crises in order to ensure that it is recognised as a priority in all plans and decisions and Policy 2 states that emissions from new development are minimised as far as possible. Policy 3 seeks to protect and enhance biodiversity and natural assets. Policy 14 and Section (g) of Policy 16 advise that householder development proposals will be supported where they do not have a detrimental impact on the character or environmental quality of the home or the surrounding area nor on any neighbouring properties. In this case, the proposed householder development seeks to adapt an existing semi-detached dwelling to extend the level of living accommodation on an appropriate basis, thus helping to reduce pressure and associated carbon emissions for new build development (Policy 2) and ensures that existing housing stock is maintained and adaptable (Policy 14). The proposed development is for individual householder development which as per Section (c) of Policy 3 they are excluded from this requirement. Nevertheless, the following assessment notes that after development adequate garden ground remains, alongside the retention of mutual boundary hedging to the rear, which contributes to retention of natural spaces and supports biodiversity. The proposal is not considered to significantly adversely impact on the character of the home, surrounding area or any neighbouring properties, which is discussed in full below. Therefore, the following evaluation considers that there are no conflicts with any of the aforementioned NPF4 policies.

Principle of Development

The application property lies in an area zoned on Aberdeen Local Development Plan proposals map as a 'residential area' and is covered by Policy H1 (Residential Areas). Policy H1 states that a proposal for householder development will be approved in principle if it:

1. does not constitute over-development;

2. does not have an adverse impact to residential amenity and the character and appearance of an area; and
3. does not result in the loss of open space.

The proposed development relates to an existing private residential dwelling, with all works contained within the side and rear of the residential curtilage, as such there would be no loss of open space. The remaining issues are assessed in the evaluation below.

Scale and Design of Proposed Side and Rear Extensions

To determine the effect the proposal will have on the character of the area it is necessary to assess the proposal in the context of Policy D1 (Quality Placemaking) of the ALDP. Policy D1 states that all development must ensure high standards of design and have a strong and distinctive sense of place which is a result of context appraisal, detailed planning, quality architecture, craftsmanship and materials. This policy recognises that not all development will be of a scale that makes a significant placemaking impact but recognises that good design and detail adds to the attractiveness of the built environment.

In terms of the overall design, it is considered that both the side and rear extensions have been designed to respect that of the existing dwelling and the plot, its scale means that they are subservient to the original dwelling and the proposed roof form for the main side extension appropriately replicates that of the existing, with height and proportion being architecturally compatible and consistent with Policy D1. The roof form of the proposed single storey rear extension was amended since original submission to offer a slight lean-to sloping roof, which gently falls away from below the eaves level of the main house. Given the nature of the plot and the slight drop in the site levels to the rear this approach was considered to improve the design aesthetics and help soften the difference in levels at the rear. Furthermore, an additional window was added on the rear (east) elevation to reduce the extent of visible rendered façade, again in the interests of improving visual aesthetics and increased glazing offering a 'lighter' overall appearance for the extension. It is acknowledged that the proposed development would result in the southern gable of the semi-detached dwelling being of larger proportions, and thus no longer be of symmetrical proportions. However, as is discussed further below, given that two other properties in this particular grouping of semi-detached properties have previously been extended to the side, and that the overall streetscape exhibits a mix of property types, sizes, forms, roof shapes, styles and architecture, overall the proposed design and lack of symmetry in the semi-detached pairing is not considered to have a negative or significant adverse impact on the character or visual amenity of the surrounding residential area and would be in accordance with NPF4 Policy 14 and ALDP Policy D1.

The Council's 'Householder Development Guide' APG sets out the considerations to be taken into account in the assessment of householder development proposals. It states that the built footprint of the dwelling house as extended should not exceed twice that of the original dwelling and that no more than 50% of the front or rear curtilage should be covered by development. The combined total of both the single storey rear extension (c.25sqm) and the two-storey side extension (c.27sqm) are considered to comply with both these aspects of the guidance, in that it would not exceed twice that of the original dwelling (c.60sqm before, rising to c.110sqm after development), and given the generous rear garden ground only around 15% of the overall plot would be developed (rear and side). As outlined in the description of proposal, this application dwelling is described as a two-storey dwelling, however, in strict terms this is a 1.5 storey dwelling as the upper floor level of accommodation comprises an attic and dormers. The APG also outlines that on properties of 2 or more storeys, two storey extensions may be possible subject to the design considerations set out in the 'General Principles'. The projection of such extensions will generally be restricted to 3m along the boundary shared with the other half of the semi-detached property. The proposed side extension is located on the gable to the south, on the side furthest away from the boundary shared with the other half of the semi-detached dwelling. The extension would be to

the side along the full width of the side of the existing dwelling, projecting c.3.2m from the gable. The proposed side extension would be offset by c.0.9-1.0m from the mutual boundary to the south. As the extension to the side does not extend beyond the building line of the existing rear elevation of the dwelling it is considered acceptable. Furthermore, the extension has been offset by c.0.9-1.0m from the mutual boundary shared with the neighbour to the south, it would not occupy the entire side curtilage, and side access to the rear garden is still possible by means of a path and single gate, which overall is considered to be an appropriate scale and form of development.

It is acknowledged that the application property forms 1 of 6 properties, arranged in semi-detached pairings which would have originally been associated with the nearby former Oakbank School as teachers houses. However, in consideration of the scale of the proposed side extension, and in recognition that two other properties within this specific grouping of semi-detached dwellings have already been extended to the side (46 and 50 Woodstock Road), both of which occupy the former side driveway area, the proposed side extension and extent of projection in this application is considered to be an appropriate form and scale of householder development for the context of both the existing dwelling and the streetscape. With regard to the proposed single storey rear extension, the projection is c.3.5m from the rear along the mutual boundary shared with neighbouring property 42 Woodside Road and extends to a width of c.5.8m, occupying around two-thirds of the rear elevation (taking account of the proposed side extension). The proposed extension would be offset from the mutual boundary to the north by c.1.0m. Overall, this is considered acceptable and is in compliance with the general restriction of extensions to semi-detached properties to 4m along mutual boundaries shared with the other half of the semi-detached property. The proposed development is therefore not considered to constitute overdevelopment and is consistent with both NPF4 Policy 14, 16 and ALDP Policy D1.

In the context of Policy D1, proposals for extensions must be architecturally compatible in design and scale to both the existing dwelling and the character of the surrounding area. Extensions should not overwhelm or dominate the original form or appearance of the dwelling, should be visually subservient (in terms of height, massing and scale) and materials should be chosen to complement the original building. As outlined above, in terms of scale, both of the proposed extensions are considered to be of an appropriate scale and form which suit the appearance of the original dwelling, the side extension reflects the established gable form of the existing house and although as a result of development the free space to the side is significantly reduced and the dwelling is physically closer to the neighbour to the south, nevertheless the scale and form is still considered to be visually subservient and would not overwhelm or dominate the original form and appearance of the dwelling. The front elevation of the proposed side extension has been designed to meet the front elevation flush, with granite block and synthetic stone quoin detailing all to match the existing house, offering a consistent frontage to blend with the original house. A suitably worded condition would be attached in the event of an approval to ensure appropriate detailing of the proposed blockwork is submitted and agreed with the Planning Service.

Furthermore, all the proposed finishing materials are considered to appropriately blend and complement the existing dwelling. The proposed render colour was amended since original submission from cream to 'Kemnay' grey, which is considered to be a more suitable blend for the surrounding granite, to aid visual consistency of the streetscape and in order to respect the character of the surrounding area in line with the Materials TAN. Additionally, clarification was requested on how the proposed blockwork to the proposed front elevation would be done, to ensure that it matched that of the existing. It was confirmed that the new front walling would match the existing using a combination of synthetic and natural granite blocks. In this respect, a condition is recommended to secure a detailed specification of granite to be used, to ensure that any new material matches the existing. In accordance with the principles of granite reuse, Policy D7, any granite doughtings which result from the removal of the existing side porch are to be reused in the new walling of the front elevation wherever possible, details of which is to be secured as per

associated condition. The proposed roofing materials of slate and ridge tiles would match the existing house, as would the use of brown uPVC to new windows and doors. The use of grey membrane roofing for the proposed rear extension is considered to be consistent with modern extensions, particularly those with flat or low pitch roofs where the use of slate is problematic. The opportunity for a green roof was highlighted to the architect during assessment of the application, this was not progressed, however the lack of green roof would not be considered enough to justify refusal of the application.

In light of the above, the proposed two-storey gable extension and single storey rear extension are considered to be of an acceptable size, form, scale, design and materials to conclude that they are compatible with the existing dwelling and would have no significant adverse impact on the character, streetscene or visual amenity of the surrounding residential area – and are thus in accordance with Policies H1 (Residential Areas), D1 (Quality Placemaking), and D7 (Our Granite Heritage). In specific assessment against NPF4 Policy 14 (Design, Quality and Place) and Policy 16 (Quality Homes) determines that as the proposed extensions do not have a detrimental impact on the character or environmental quality of the home, surrounding area or on any neighbouring properties, the proposed development is in accordance with Policy 14(g). Extending an existing property contributes to investment in existing housing stock and has been designed to be consistent with the 6 qualities of successful places, in particular that places and buildings are 'Adaptable', as per Policy 14(b) of NPF4.

Scale and Design of Proposed Dormers

With regard to the proposed front and rear dormers, the 'Householder Development Guide' APG sets out the considerations to be taken into account in the assessment of new dormers. It advises that new dormers should be principally glazed, respect the scale of the dwelling and should not overwhelm, unbalance or dominate the original roof. Construction of new dormers which match and closely model the existing and are aligned with windows below are considered acceptable. The proposed dormers to the front and rear have been considered and in terms of their design are overall acceptable, in that the outer edge of both front and rear dormers are positioned a suitable distance from the face of the gable (c.600mm), c.1500mm down from the ridge and c.1300mm up from wall head. Furthermore, the dormers are principally glazed and the style, colour and fenestration match the other existing dormers on the dwelling. The dormers are considered to be of appropriate proportions, which match the existing and do not dominate the roof slope. It is recognised that the height of the new front and rear dormers, positioned on the gable extension, would be slightly higher than that of those on the existing dwelling by c.135mm. This slight increase is due to the relative thickness of the roof structure which is required for 'warm roof' construction to meet modern building standards (where insulation is fitted above the structural joists) and the slight difference in roof thickness is considered to be acceptable and would not have any adverse impact on the overall appearance of the semi-detached dwelling, the character of the streetscape or the general amenity of the surrounding area.

In summary, the proposed front and rear dormers are considered to be of an acceptable size, form, scale and design to conclude that they are compatible with the existing dwelling and would have no adverse impact on the character of the streetscene or general visual amenity of the surrounding residential area and are in accordance with Policy D1 (Quality Placemaking) and H1 (Residential Areas). All the proposed finishing materials are considered to match and complement the existing dwelling and respect the character of the surrounding area. In specific assessment against NPF4 Policy 14 (Design, Quality and Place) and Policy 16 (Quality Homes) determines that as the proposed dormers do not have a detrimental impact on the character or environmental quality of the home, surrounding area or on any neighbouring properties, the proposed development is in accordance with Policy 14(g). New dormer designed with enhanced insulation also ensures investment in existing housing stock and has been designed to be consistent with the 6 qualities of successful places, in particular that places and buildings are 'Adaptable', as per Policy 14(b) of NPF4.

Residential Amenity

In respect of residential amenity, Policy H1 (Residential Areas), Policy D2 (Amenity) and the Interim 'Householder Development Guide' APG all advise that no extension should result in a situation where the amenity of any neighbouring properties would be adversely affected with regard to impact on privacy, daylight and general amenity. The proposed side gable extension would bring the side building line physically closer to the neighbouring property at 38 Woodstock Road, however given this area of ground is solely north facing, it is already in considerable shadow from the existing house. Therefore, any impacts in terms of overshadowing or loss of sun/daylight to respective windows on the north elevation of 38 Woodstock Road is not considered to be any worse than currently experienced and determined to be within acceptable limits. The bedroom window on the northern roof slope of this neighbouring dwelling is illuminated by a rooflight which is considered to be sufficient distance from the proposed side extension to not adversely affect any daylight receipt.

The positioning of the proposed rear extension has been amended since original submission, so that it would be inset off the mutual boundary by c.1m. Firstly, with regard to internal daylight receipt, undertaking the relevant calculations (45° method), determined there will be no impact to the nearest glazed windows at ground floor level to the neighbouring property at 42 Woodstock Road as a result of either the original or amended proposal. However, undertaking the relevant calculations did determine that there would be a small portion of the neighbouring property's garden ground to the north which would be overshadowed. Whilst it is recognised that the respective garden ground is generous in terms of size, nevertheless the affected portion of the garden does include a patio area. As a result, amendments to the design were requested to set back the rear extension by c.1m from the mutual boundary, in order to alleviate overshadowing to the neighbour's patio area. Undertaking the calculations on the amended design confirms that the 45° line would no longer intersect the proposed extension, and the proposal is determined to have no adverse impact on overshadowing to the property to the north. Furthermore, the offset has allowed for the retention of hedging associated with this mutual boundary. The other neighbouring property at 38 Woodstock Road is located a sufficient distance away from the proposed rear extension that there would be no impacts with regard to daylight / sunlight receipt or overshadowing of any garden ground from the rear extension.

In terms of privacy and overlooking, the side extension does not include any windows on its gable and therefore no issues with loss of privacy are considered to arise as a result of the side extension. Indeed, given that the existing side entry porch (which includes windows) is to be removed and the main entrance repositioned to the front elevation of the dwelling, there is actually considered to be a lessened privacy impact to the side in terms of the access in and out the property. The proposed rear extension has a window on its south elevation; however, this is considered to be located sufficient distance away from the mutual boundary with neighbour at No. 38 (c.5.5m) and does not directly overlook or face any windows in this neighbouring property, with the nearest window positioned c.12m away, and both of the closest affected windows serve non-habitable rooms (proposed dining room and existing neighbour's kitchen), which determines there are not considered to be any adverse impacts with regard to privacy or overlooking. The proposed rear extension (east) elevation does include 3 large windows, however all of these such windows face into the garden ground of the applicant and there is considered to be adequate boundary treatments (fencing and mature hedging) to avoid any adverse overlooking or privacy concerns.

Finally, both proposed dormers are suitably located on the front and rear roof slopes of the existing dwelling (as extended) and therefore do not cause any overshadowing or loss of daylight / sunlight receipt to any of the neighbouring properties or any adjacent adjoining dormer windows to any habitable rooms. The face of the dormers overlooks out onto the front and rear private garden ground belonging to the existing dwelling, where two other dormers already exist, so that any

overlooking of neighbouring gardens is of negligible impact and no worse than currently experienced.

Overall, and as a result of amended design to include provision of a c.1m set-back from the mutual boundary to the north, the proposed extension to the side and rear (including dormers) are considered to suitably comply with Policy H1 (Residential Areas) and Policy D2 (Amenity) ensuring that there is no adverse impact on surrounding residential amenity.

Parking and Accessibility

Policy T3 (Parking) outlines that all development must include sufficient measures to accommodate transport impacts and parking requirements, commensurate with the scale and anticipated impact. The application site is located in the outer city and is not covered by any area of controlled parking measures, albeit it is directly just outside the controlled parking zone (CPZ) Z which surrounds Aberdeen Royal Infirmary. The proposal increases the number of bedrooms from 2 to 3, which as per the 'Transport and Accessibility' APG retains the same associated parking requirement of 2 spaces. During assessment of the application, further details were requested by Roads Development Management Team with regard to the provision of the 2 parking spaces to the front of the property, given that the proposed extension incurs the loss of part of the existing driveway along the southern gable and removal of the existing single garage. In order to adequately accommodate 2 vehicles to the front it was required to widen the existing driveway opening and dropped kerb to create a double driveway access.

In respect of this amended plans were received which confirm a widened to form a double width driveway to adequately accommodate the required 2 space off-street parking requirement in the front curtilage, without impacting on the nearby street tree. Roads Development Management Team were satisfied with the amended proposal and confirmed no objection or concerns with the proposal. It is recommended an advisory note is appended to the Decision Notice which outlines technical standards for driveways and the application process to the Council regarding widened footway crossings. Therefore, the proposed development is considered to be suitable served by parking commensurate to the size of dwelling, in compliance with Policy T3.

Matters Raised in Representations

The matters raised in representations are responded to below as per each summarised category:

Design, Layout and Streetscene

- 1. No information on materials except cream render, which is inconsistent and out of keeping with the granite and synthetic granite finishes elsewhere in the street.*

The material colour choice for the proposed render was amended from cream to 'Kemnay' grey, which is considered to be an acceptable and consistent finish for householder extensions to granite dwellings.

- 2. Rear extension is 3.5m deep but only 0.4m from boundary line, not practical for carrying out works, 0.4m offset from boundary is not consistent with CDM legislation, non-implementable planning permission cannot be granted.*

The proposed rear extension is set back off the mutual boundary by c.1.0m, however this was determined necessary to alleviate adverse impacts for overshadowing to neighbouring patio area, and not on construction grounds. Extension walls can be constructed on mutual boundaries however where this is the case the type of wall construction will be different to comply with building standards.

- 3. Serious consideration should be given to the layout and the overall scheme, and it's too close to the boundary. It is possible to get the space the applicants wish by an efficiently planned and minimal one storey extension but building low from the entry porch eastward to and including the old garage site and linking to the present kitchen a new dining room, utility room and bedroom and bath could be provided.*

The Planning Service has assessed the application on its own merits and based on the level of accommodation proposed by the architect as submitted, the overall suitability of the extensions in terms of scale have been discussed in the 'Scale and Design of Proposed Side and Rear Extensions' section of the aforementioned evaluation, which also addressed Points 4 and 5.

- 4. Detrimental effect on the overall appearance/attractiveness of the street, and not in-keeping with existing properties on the street and loss of symmetrical appearance of the houses.*

The overall suitability of the extensions in terms of their design and impact on the streetscape have been discussed in the 'Scale and Design of Proposed Side and Rear Extensions' section of the aforementioned evaluation.

- 5. Development involves one half of an un-listed pair of semi-detached houses, dating from post-war mid-20th period and relates to the original design of Oakbank Industrial School, permanently alters the built heritage, adversely affect the designed streetscape and ruins the symmetry of the building with entries at either gable end which is contrary to AHSS and HES guidance on streetscapes.*

The overall suitability of the extensions in terms of their design and impact on the streetscape have been discussed in the 'Scale and Design of Proposed Side and Rear Extensions' section of the aforementioned evaluation.

Amenity

- 6. Detrimental impact on sun and daylight receipt to neighbouring properties, No. 42 and especially 38 Woodstock Road where it affects 3 windows (kitchen, bedroom and stairwell window) darkening, requiring more electric lighting at rising energy cost and lower quality of life for occupants.*

Point 6 has been responded to in the aforementioned 'Residential Amenity' section of this report.

- 7. Block and alter views from neighbouring properties and property opposite application site.*

Point 7 is not a material planning consideration.

- 8. Adverse impact on privacy to No. 38 and No. 42, windows overlook gardens and extension too close.*

Point 8 has been responded to in the aforementioned 'Residential Amenity' section of this report.

- 9. Hedge in-between 40 and 42 should be protected.*

With regard to Point 9, the amended proposal includes a c.1.0m set-back off the mutual boundary in the interests of alleviating adverse overshadowing of patio space to the north (42 Woodstock Road), and this also allows for the retention of hedging along this boundary as indicated on the Site Plan (Drawing No. 744-04 Rev C).

Parking

10. Increase pressure on remaining on-street parking, especially to those with no off-street car parking.

The proposed development would accommodate the required two parking spaces through off-street provision, therefore would not increase pressure on surrounding on-street car parking, and Roads Development Management Team have raised no concerns in this regard.

11. Insufficient parking for the size of house and no detail on the 3 required dedicated parking spaces for this size of development.

The proposal includes sufficient detail to show the proposed parking arrangement to allow for parking of two vehicle spaces, which meets the parking requirements for a 3 bedroom property and is to the satisfaction of Roads Development Management Team.

12. Removes side driveway and does not show car parking arrangement in the property.

The proposal includes sufficient detail to show the widening of the existing driveway at the front of the property to allow for parking of two vehicle spaces, and Roads Development Management Team have raised no concerns in this regard.

13. Reduce parking at time when Council is considering removing on-street parking in parts of Woodstock Road.

There are no current plans to alter or remove on-street parking on Woodstock Road, or to extend the CPZ associated with the hospital.

Other

14. Lack of north elevation for the proposed extension.

A north elevation was subsequently and satisfactorily submitted for assessment to detail the design and material finish proposed for this elevation.

15. Negative effect on house prices.

Point 15 is not a material planning consideration.

RECOMMENDATION

Approve Conditionally

REASON FOR RECOMMENDATION

The proposed extensions and dormers are considered to be compatible with the original dwelling in terms of design, siting, scale, height and materials, as well as its plot, the character of the streetscene and the general visual amenity of the surrounding residential area. As a result of development, the site would not be overdeveloped and the proposal would have no significant adverse impact on the residential amenity afforded to any neighbouring properties in terms of overshadowing, daylight/sunlight receipt and privacy is maintained. The proposal is also supported by the required 2 off-street car parking spaces. The proposal therefore complies with National Planning Framework 4 Policies 1 (Tackling the Climate and Nature Crisis), 2 (Climate Mitigation and Adaptation), 3 (Biodiversity), 14 (Design, Quality and Place) and 16 (Quality Homes); Policies

D1 (Quality Placemaking); D2 (Amenity); H1 (Residential Areas); and T3 (Parking) of the Aberdeen Local Development Plan 2023.

CONDITIONS

(01) DURATION OF PERMISSION

The development to which this notice relates must be begun not later than the expiration of 3 years beginning with the date of this notice. If development has not begun at the expiration of the 3-year period, the planning permission lapses.

Reason - in accordance with section 58 (duration of planning permission) of the 1997 act.

(02) MATERIALS AND DETAILS

No works in connection with the development hereby approved shall commence unless a detailed specification of new and reused granite (including coursing, tooling, finish and local source wherever possible) to be used in the external finish for the approved development have been submitted to and approved in writing by the planning authority. Thereafter, the works shall be carried out in complete accordance with the approved specification.

Reason: To ensure the proposed development is architecturally compatible with the existing dwelling and in the interests Policy D7 (Our Granite Heritage) and retaining granite on site.

ADVISORY NOTES

Footway crossing

The proposed widened footway crossing is required for the access and should be constructed by Aberdeen City Council. The applicant is responsible for all costs involved and should be advised to contact the Road Network Maintenance Unit at least 6 weeks prior to any works starting on site and arrange for an estimate for the cost of works and programme the works.

They can be contacted on (01224) 241500 or footwaycrossings@aberdeencity.gov.uk or if an applicant wishes to use an alternative contractor they will be required to follow the standard procedures set out for private developers who wish to undertake works within a Public Road. An application form for Permission to Excavate in a Road for reasons other than installing private apparatus can be found via the following link:

https://www.aberdeencity.gov.uk/sites/default/files/2019-01/Preferred%20Contractor_3.pdf

Driveway

The driveway shall require to be internally drained with no surface water discharging onto the public road or footpaths. Due to previous difficulties encountered with porous lock block, this is not considered to be internally drained. This is in order to prevent any flooding on the road/footpath, which could cause ice to form and ultimately a safety concern to pedestrians. Therefore, a drainage channel should be installed at the edge of the driveway and public footway.

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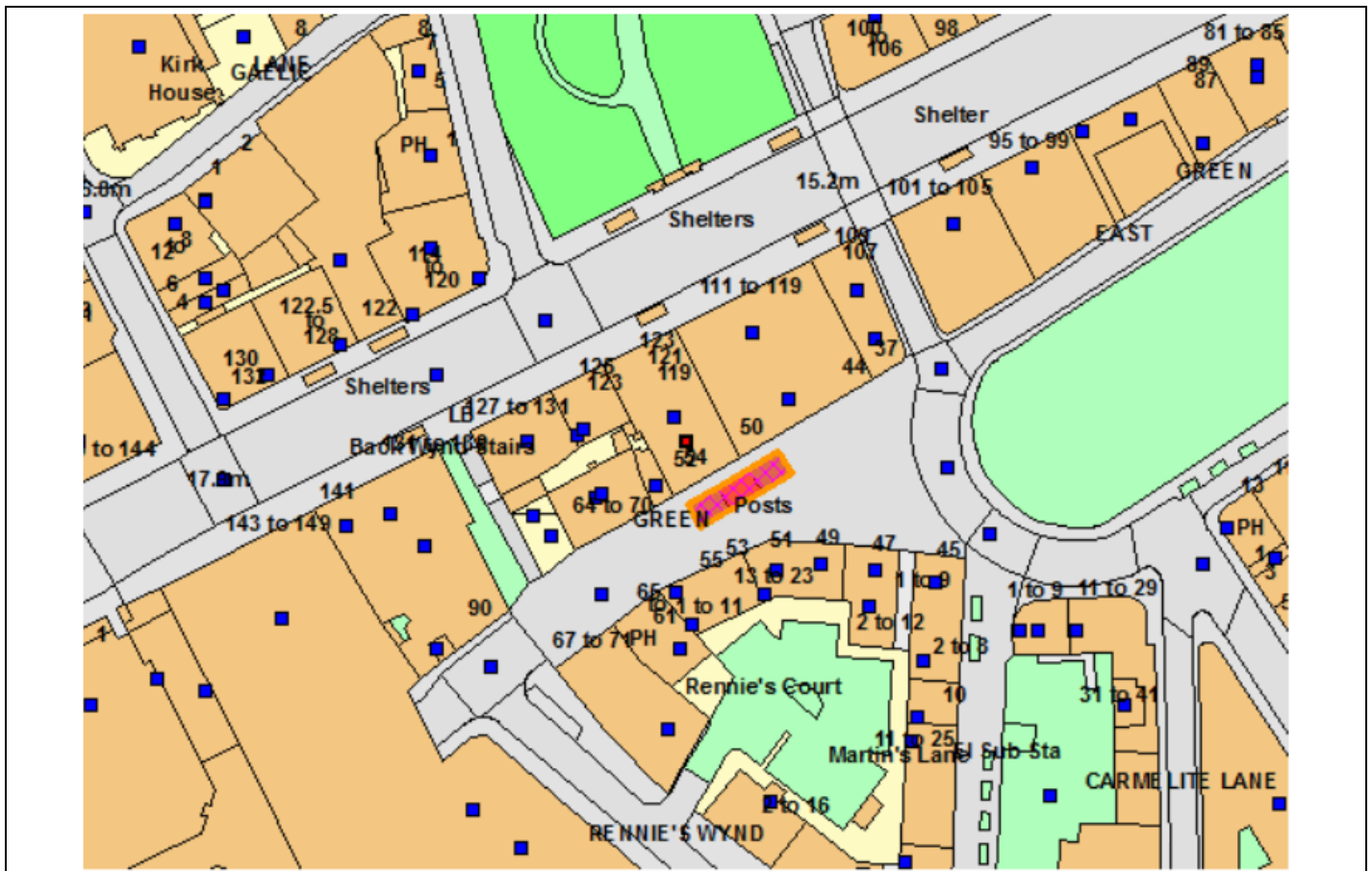


Planning Development Management Committee

Report by Development Management Manager

Committee Date: 29 June 2023

Site Address:	52 The Green, Aberdeen, AB11 6PE
Application Description:	Erection of timber glazed pavilion for an outdoor seating area (retrospective)
Application Ref:	230437/DPP
Application Type	Detailed Planning Permission
Application Date:	17 April 2023
Applicant:	Mr Steven Bothwell
Ward:	George Street/Harbour
Community Council:	City Centre
Case Officer:	Alex Ferguson



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RECOMMENDATION

Approve Conditionally

APPLICATION BACKGROUND

Site Description

The application site comprises an external street café area on the public road carriageway at The Green, to the front of, and associated with, the 'Café 52' restaurant (no. 52). The street café comprises a raised timber deck in three sections, to accommodate the change in ground level rising to the east, enclosed by steel railings infilled with glazed panels. The central and eastern sections of the decked area are occupied by an unauthorised single storey glazed pavilion building (the subject of this application) used to provide additional seating for the restaurant. The western section contains a timber 'shepherd's hut' structure that also facilitates further covered seating for the restaurant. Various planters containing small trees and shrubs are situated within and around the enclosed area.

The adjacent shared surface street is used intermittently as a street market. Buildings fronting The Green host a mix of uses including restaurants, retail units, public houses and residential flats, with commercial uses predominant at ground floor level. The Green is flanked on both sides by predominantly historic buildings of mixed architectural styles and ranging between 3 and 6 storeys, all within the City Centre Conservation Area.

Relevant Planning History

082325 - Planning permission for the erection of a glazed pavilion, occupying the existing external seating area, and additional land, was granted at Committee in 2009. This permission expired unimplemented.

141504 - Retrospective planning permission for the erection of a deck, canopy and railings, to form an outdoor seating area at the site was granted unconditionally in November 2014.

160603 – Planning permission for the erection of a temporary 'shepherd's hut' outdoor seating cabin and formation of timber cladding to the above covered seating area was granted conditionally in June 2016, for a period of 3 years (expiring November 2019).

190203/DPP – Planning permission for the retention of the 'shepherd's hut' outdoor seating cabin and timber cladding was granted conditionally in March 2019, for a further period of 3 years (expiring November 2022).

221581/DPP – Planning permission for the retention of the 'shepherd's hut' outdoor seating cabin and associated timber cladding was granted conditionally in February 2023, for a further period of 3 years (expiring February 2026).

APPLICATION DESCRIPTION

Description of Proposal

Detailed planning permission is sought for the retention of a currently unauthorised glazed pavilion structure that occupies the central and eastern two thirds of the existing decked outdoor seating platform on The Green, outside Café 52. The glazed pavilion is single-storey in height and is constructed with a black-painted timber frame, grey roofing felt and glazed walls. It measures 11.6m long by 4m wide and has a pitched roof with a total height of 3.15m and an eaves height of 2.5m (from ground level). The pavilion is accessed from the street via a door on its northern elevation.

Amendments

None.

Supporting Documents

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

<https://publicaccess.aberdeencity.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=RSQUQ0BZIDZ00>

Reason for Referral to Committee

The application has been referred to the Planning Development Management Committee because more than 5 representations either objecting to, or raising concern about, the proposed development have been received.

CONSULTATIONS

ACC - Environmental Health – No objection, subject to the attachment of conditions restricting the opening hours to between 10am and 10pm and prohibiting the playing of amplified music or other noise from speakers.

ACC - Roads Development Management Team – No objection, although the requirement for the operator to also obtain a pavement café permit for the outdoor seating structure is highlighted. In the event that any statutory undertakers require access to the road carriageway underneath the structure then the structure will have to be removed at the owner's expense.

City Centre Community Council – No comments received.

REPRESENTATIONS

405 representations have been received, 397 of which are supportive of the application and 8 of which either object to, or raise concerns about, the development. The matters raised in the representations received are summarised as follows:

Comments in support:

- The glazed pavilion is a positive facility which enhances the character and visual amenity of The Green and the wider city centre, making it alive and vibrant. Without it, The Green would become another redundant space in the city centre;
- The covered structure is of a high-quality design, much more sympathetic to the surrounding area than the many temporary marquees erected during Covid;
- There is a lack of al-fresco dining options in Aberdeen and the pavilion allows a cosmopolitan 'café culture' of outdoor seating to operate during periods of inclement weather, which should be supported;
- The structure makes The Green safer and more inviting, particularly when illuminated in the evenings;
- The associated planting enhances biodiversity;
- The Council severely underestimate the support the longstanding existing restaurant business gives to individuals in Aberdeen via the employment of staff, contributions to

charity etc;

- The local, independent business has been operating for nearly 30 years producing high-quality food and businesses like the applicant's should be supported and assisted by the Council, not threatened with the removal of external seating areas;
- The demolition of the structure is typical of small-minded and un-progressive attitudes in a governing body which has done nothing over many years to arrest the decline of Aberdeen City Centre;
- Rather than spending money demolishing the pavilion it might be an idea to spend the money on cleaning up Union Street and the surrounding buildings;
- The structure should be supported, at least on a temporary, time-limited basis (e.g. 5 years), which would allow permission to be revoked in the future should it become an eyesore;
- The outdoor seating area helps those with mental health issues and social anxiety to eat out in a safe space;
- Marquees have been allowed to be retained at other venues in Aberdeen such as the Dutch Mill;
- The Green is pedestrianised and the structure does not impinge on traffic or footfall;
- The structure does not adversely impact on the surrounding historic built environment; and
- The structure does not adversely impact on any neighbouring businesses.

Objections / concerns raised:

- The structure is not in keeping with the surrounding area;
- How is it possible to apply retrospectively for planning permission for something that has already been constructed? The operator of the restaurant premises should have obtained planning permission prior to installing the structure and permission should not be granted retrospectively, due to a breach of planning rules;
- If the structure is allowed to remain it would result in an inconsistent approach, with other businesses having been told to remove their temporary outdoor seating structures; and
- It is doubted that any health and safety standards have been followed.

Non-material considerations:

- Personal comments made in some representations in relation to the applicant and their alleged beliefs & opinions do not constitute material planning considerations and are irrelevant to the assessment of the application.

MATERIAL CONSIDERATIONS

Legislative Requirements

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

Section 64 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 requires the planning authority to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.

Development Plan

National Planning Framework 4 (NPF4)

National Planning Framework 4 (NPF4) is the long-term spatial strategy for Scotland and contains a comprehensive set of national planning policies that form part of the statutory development plan. The relevant provisions of NPF4 that require consideration in terms of this application are –

- Policy 1 (Tackling the Climate and Nature Crises)
- Policy 2 (Climate Mitigation and Adaptation)
- Policy 3 (Biodiversity)
- Policy 7 (Historic Assets and Places)
- Policy 14 (Design, Quality and Place)
- Policy 27 (City, Town, Local and Commercial Centres)

Aberdeen Local Development Plan 2023 (ALDP)

The following policies are relevant –

- Policy VC1 (Vibrant City)
- Policy VC4 (City Centre and Retail Core)
- Policy D1 (Quality Placemaking)
- Policy D6 (Historic Environment)

Other National Policy and Guidance

- Historic Environment Policy for Scotland (HEPS)

Other Material Considerations

- City Centre Masterplan (CCMP)

EVALUATION

Principle of Development

Policy 27 (City, Town, Local and Commercial Centres) of National Planning Framework 4 (NPF4) states that: *‘Development proposals that enhance and improve the vitality and viability of city, town and local centres, including proposals that increase the mix of uses, will be supported.’*

Policy VC1 (Vibrant City) of the Aberdeen Local Development Plan 2023 (ALDP) states: *‘Proposals for new development, or expansion of existing activities, in the city centre, which support its vibrancy and vitality throughout the day and/or into the evening will be supported in principle. Proposals will contribute towards the wider aims of the City Centre Masterplan and its vision for the city centre.’*

The applicant/agent must demonstrate that any adverse impacts can be mitigated and, where applicable, that suitable residential amenity is achieved or maintained. Proposals will be considered in relation to their locality and context within the city centre.’

Policy VC4 (City Centre and Retail Core) of the ALDP requires development within the city centre to contribute towards the vision for the city centre as a major regional centre as expressed in the City Centre Masterplan (CCMP). It notes that the city centre is the preferred location for all retail,

office, hotel, commercial leisure, community, cultural and other significant footfall generating development, and requires all proposals to:

1. *Enhance or maintain the vitality and viability of the city centre;*
2. *Contribute to the wider aims of the City Centre Masterplan;*
3. *Make a positive contribution to footfall;*
4. *Not create overprovision and/or clustering of a particular use in the immediate vicinity which would undermine the character and amenity of the regional centre; and*
5. *Not conflict with the amenity of the neighbouring area/commercial uses. Proposals at ground floor level will also create or maintain an active street frontage which is accessible to the public from the street.*

This application seeks consent to retain the unauthorised glazed pavilion structure which has been in situ for approximately 4 years. The structure for which permission is retrospectively sought is directly associated with the existing authorised Class 3 (food & drink) use of the adjacent 'Café 52' restaurant at 52 The Green. The principle for similar development has already been established by temporary consents in 2016, 2019 and 2023 (Refs: 160603, 190203/DPP and 221581/DPP) for the installation and subsequent retention of the adjacent 'shepherd's hut' structure which also sits atop the decked area, immediately adjacent to the glazed pavilion. The decked area benefits from a permanent planning permission dating from 2014. The latest temporary consent for the shepherd's hut is due to expire in February 2026.

Albeit comprising a covered and enclosed structure, rather than open outdoor seating, the proposals allow for on-street 'external' seating associated to an existing Class 3 use, which contributes towards the 'café culture' aspired to for the city centre as encouraged by the City Centre Masterplan (CCMP). The covered external seating, facilitated by the largely transparent pavilion, enhances the vitality and viability of the city centre by enlivening and activating the public realm in The Green, both during the day and into the evening periods. The additional seating makes a positive contribution to footfall to The Green, does not result in the overprovision of a particular use and does not conflict with the amenity of the neighbouring area or commercial uses. The structure is transparent and creates/maintains an active street frontage which is accessible from the street. The proposed retention of the structure is therefore compliant with the aims and objectives of Policy 27 (City, Town, Local and Commercial Centres) of NPF4, the City Centre Masterplan and Policies VC1 (Vibrant City) and VC4 (City Centre and Retail Core) of the ALDP.

Tackling the Climate and Nature Crises, Climate mitigation and Biodiversity

Policy 1 (Tackling the Climate and Nature Crises) of NPF4 requires significant weight to be given to the global climate and nature crises in the consideration of all development proposals. Policy 2 (Climate mitigation and adaptation) requires development proposals to be designed and sited to minimise lifecycle greenhouse gas emissions as far as possible, and to adapt to current and future risks from climate change.

The development is sufficiently small-scale such that it does not, in itself, make any direct difference to the global climate and nature crises, nor to climate mitigation and adaptation and the proposals therefore do not conflict with Policies 1 and 2 of NPF4.

Policy 3 (Biodiversity) of NPF4 requires proposals for local development *'to include appropriate measures to conserve, restore and enhance biodiversity, in accordance with national and local guidance. Measures should be proportionate to the nature and scale of development.'* The glazed pavilion is small-scale and the nature of the development is such that it does not offer any significant opportunities for on-site biodiversity gain, nor would any biodiversity gain be proportionate to the nature and scale of the intended works. However, whilst not forming part of

the current application, several timber planters containing small trees and shrubs are placed around the perimeter of the decked structure. These make a small contribution towards localised biodiversity at The Green and it is thus considered that the proposals are acceptable in accordance with Policy 3 of NPF4.

Design quality and impact on the historic environment

Policy 14 (Design, Quality and Place) of NPF4 and Policy D1 (Quality Placemaking) of the ALDP both seek to ensure that all development is of a high-quality design, appropriate for its context.

Policy 7 (Historic Assets and Places) of NPF4, Historic Environment Policy for Scotland (HEPS) and Policy D6 (Historic Environment) of the ALDP all require development in conservation areas to either preserve or enhance the character and appearance of the conservation area and for proposals to either preserve or enhance the setting of any nearby listed buildings.

The glazed pavilion is of a relatively high-quality design, being single storey in scale and predominantly glazed, which reduces the massing of the structure and ensures an active frontage to the street. The adjacent 'shepherd's hut' structure which occupies the western third of the decked area upon which the glazed pavilion sites was granted temporary consent for 3 years in 2016 and then for a further 3 years in 2019 and 2023 respectively. The consents were all time-limited due to the temporary nature of the structure. It is considered that the design, scale and siting of both the shepherd's hut and the glazed pavilion do not significantly detract from the visual amenity of the area, nor the character and appearance of the conservation area. It is, however, recognised that both structures are temporary in nature and that, over time, their condition and appearance could worsen to an extent where they may harm visual amenity, or the context of The Green could change such that the placement of structures within it becomes unacceptable. It is therefore considered that the granting of a temporary consent of 3 years for the glazed pavilion is appropriate. This would also approximately coincide with the duration of consent currently granted for the shepherd's hut and would allow the Planning Authority to review the situation again in 2026.

The retention of the glazed pavilion would ensure no adverse impact on the setting of nearby listed buildings which are somewhat separated from the site, or principally front onto Union Street and back onto The Green. Given the relatively contained nature of The Green, as a public space, there would be no adverse impact on longer distant views or the townscape.

Subject to a condition imposing a time limit of consent, it is considered that the glazed pavilion is of an appropriate design, scale and siting for its context and that it has a neutral impact on visual amenity, the character and appearance of the conservation area and the setting of any nearby listed buildings, therefore the development is compliant with Policies 7 and 14 of NPF4, HEPS and Policies D1 and D6 of the ALDP.

Amenity

The structure is fully enclosed and is not situated directly below or immediately adjacent to any residential properties and it is considered that the structure has not, to-date, and would not (if retained) pose any harm to the amenity of the area. The Council's Environmental Health Service do not object to the application subject to the attachment of conditions restricting the opening hours (to between 10am and 10pm) and prohibiting the playing of amplified music or other noise from speakers.

Public safety

The glazed pavilion structure is placed atop an existing raised timber deck which is itself sited on The Green – a shared surface space which is predominantly pedestrianised albeit used by commercial vehicles for servicing and deliveries. Given the decked structure atop which the glazed pavilion is placed is authorised, the pavilion itself does not pose any risk to road or pedestrian safety. The Council's Roads Development Management team do not object to the application but note that a pavement café permit is required separately to planning permission.

Matters raised in representations

The majority of representations (397 of 405) submitted are supportive of the retention of the glazed pavilion structure, noting that it makes a positive contribution to The Green and the wider city centre, contributes towards café culture, is unique and of an appropriate appearance for the context, and also contributes towards the vitality and viability of the city centre.

The matters raised in the eight representations received objecting to the development can be addressed as follows:

- *How is it possible to apply retrospectively for planning permission for something that has already been constructed? The operator of the restaurant premises should have obtained planning permission prior to installing the structure and permission should not be granted retrospectively, due to a breach of planning rules*

Response: Whilst erecting structures that require planning permission prior to obtaining consent is a breach of planning control, planning permission can be applied for retrospectively and undertaking works without permission does not automatically mean that such works will be refused if and when planning permission is applied for. Each application requires to be assessed on its planning merits, assessed against relevant planning policy and guidance at the time of the application.

- *If the structure is allowed to remain it would be result in an inconsistent approach, with other businesses having been told to remove their temporary outdoor seating structures*

Response: Each planning application is assessed on its own merits, based on the proposed development and the site-specific context. Some other outdoor seating structures have been removed or refused planning permission elsewhere in the city centre but others have been approved where acceptable and compliant with planning policy and associated guidance.

- *It is doubted that any health and safety standards have been followed.*

Response: Health & safety matters related to the construction of buildings are not material planning considerations and are instead dealt with via the building warrant process, where a warrant is required.

DECISION

Approve Conditionally

REASON FOR DECISION

The glazed pavilion structure is directly associated with an existing Class 3 (food & drink) use and its retention for a temporary period would facilitate covered outdoor seating which would enhance

the vitality and viability of the city centre, in accordance with Policy 27 (City, Town, Local and Commercial Centres) of National Planning Framework 4 (NPF4), the City Centre Masterplan and Policy VC1 (Vibrant City) of the Aberdeen Local Development Plan 2023 (ALDP). The proposed development would be of a sufficiently small scale and nature such that it would not directly affect the global climate and nature crises, nor climate mitigation and adaptation. It is therefore considered that the development does not conflict with Policies 1 (Tackling the Climate and Nature Crises) or 2 (Climate Mitigation and Adaptation) of National Planning Framework 4 (NPF4). The scale and nature of the proposals do not provide significant opportunities for any on-site biodiversity gain but, nevertheless, there is some associated adjacent planting which contributes to localised biodiversity, therefore the proposals are acceptable in accordance with Policy 3 (Biodiversity) of NPF4. The additional external seating makes a positive contribution to footfall to The Green, does not result in the overprovision of a particular use and does not conflict with the amenity of the neighbouring area or commercial uses. The structure is transparent and creates/maintains an active street frontage which is accessible from the street, therefore the development is compliant with Policy VC4 (City Centre and Retail Core) of the ALDP. Subject to a temporary period of approval, it is considered that the structure has a neutral impact on both visual amenity and on the character and appearance of the conservation area, in accordance with Policies 7 (Historic Assets and Places) and 14 (Design, Quality and Place) of NPF4, Historic Environment Policy for Scotland (HEPS) and Policies D1 (Quality Placemaking) and D6 (Historic Environment) of the ALDP.

CONDITIONS

(1) DURATION OF PERMISSION

The development to which this notice relates must be begun not later than the expiration of 3 years beginning with the date of this notice. If development has not begun at the expiration of the 3-year period, the planning permission lapses.

Reason - in accordance with section 58 (duration of planning permission) of the 1997 act.

(2) TIME LIMITED CONSENT

The temporary building hereby granted planning permission shall not remain on the site after a 3-year period expiring on 30/06/2026.

Reason: The character and siting of the structure is not such as to warrant its retention on a permanent basis – in the interests of preserving visual amenity and the character and appearance of the conservation area.

(3) OPENING HOURS & PROHIBITION OF AMPLIFIED MUSIC

The hereby approved temporary building shall only be used between the hours of 10am and 10pm on any given day and no amplified music or other such noise generated by speakers shall be played within the structure.

Reason: In order to preserve the amenity of the area in relation to noise emissions.

ADVISORY NOTES FOR APPLICANT

(1) PAVEMENT CAFÉ PERMIT

Permissions to use the footway / road carriageway for pavement cafés are granted by the issue of

permits by the City Council as Roads Authority under Section 59 of the Roads (Scotland) Act 1984. This development requires a pavement café permit. Pavement café permits can be applied for via the Council's website at: www.aberdeencity.gov.uk/services/services-business/licences-and-permits/pavement-cafe-permit-application

(2) STATUTORY UNDERTAKER ACCESS

Statutory undertakers requiring to undertake works on utilities or roads maintenance may require the removal of the hut and associated decked structure to enable such works to proceed. The removal of the structures in order to obtain access would be undertaken at the owner's expense.

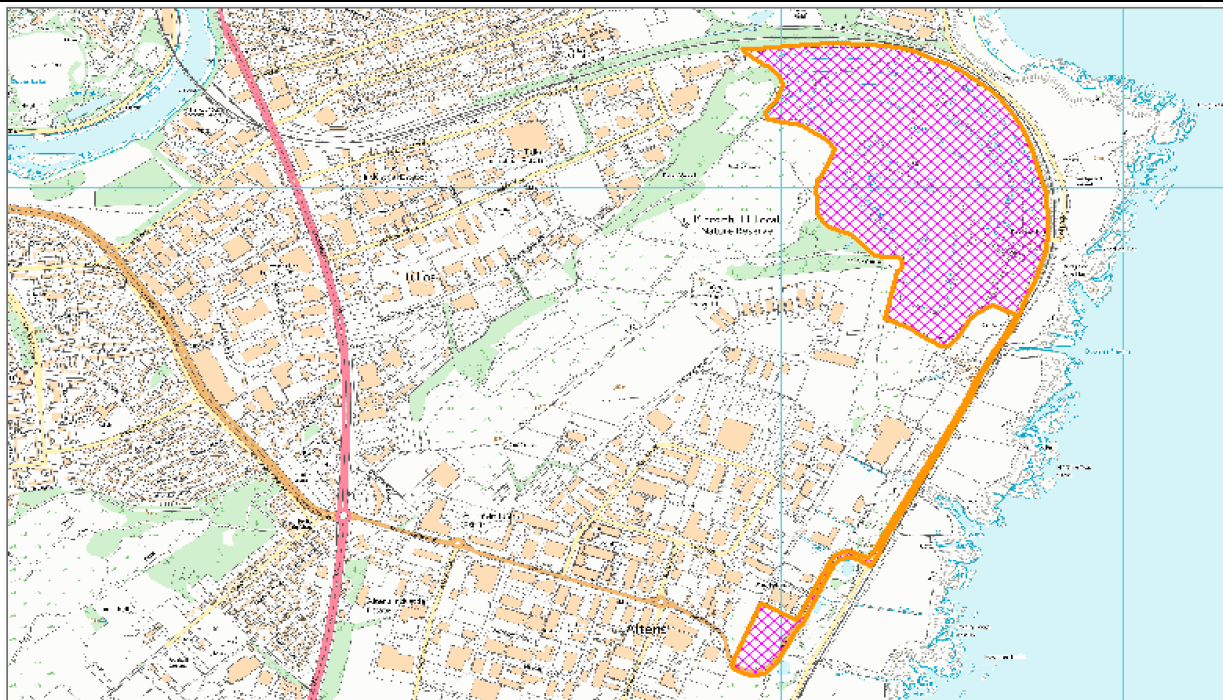


Planning Development Management Committee

Report by Development Management Manager

Committee Date: 29th June 2023

Site Address:	Hareness Road And Ness Former Landfill Site, Coast Road, Aberdeen, AB12 3WN
Application Description:	Erection of a hydrogen production and vehicle re-fuelling facility, solar farm and underground solar grid connection (Aberdeen Hydrogen Hub)
Application Ref:	230299/DPP
Application Type	Detailed Planning Permission
Application Date:	13 March 2023
Applicant:	BP Aberdeen Hydrogen Energy Limited
Ward:	Kincorth/Nigg/Cove
Community Council:	Cove and Altens
Case Officer:	Lucy Greene



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RECOMMENDATION: Approve conditionally

APPLICATION BACKGROUND

Site Description

A large site covering 54 Ha has been identified, including Ness former landfill site, a corridor along Coast Road and site on Hareness Road.

The landfill site is a gently sloping hillside to the west of, and bounded by, the railway and Coast Road, which run roughly parallel to the sea. The landfill site is grassed and there are vents, manholes, ditches and swales dotted across the site. The site extends to around 49ha, although only 28ha are subject to the solar farm proposal. To the east is coastal land with the South Harbour to the north east and Nigg Wastewater Treatment Works to the immediate north. The Site of Special Scientific Interest (SSSI) at Nigg Bay lies on the opposite side of Coast Road to the north east at a lower level. To the west is Tullos Hill, an area of heathland designated as a Local Nature Conservation Area and containing six scheduled ancient monuments (SAM) on the ridge top; East Tullos is an industrial estate to the north east of that.

The site extends south and includes a linear area of land between Coast Road / the railway and the edge of industrial sites on Hareness Place and Road. At the south extremity of the red lined area is a vacant site within the industrial area, on the corner of Hareness Road. An area of around 1ha adjacent to the former Irvin House forms the southern part of the development site, comprising open scrubland gently sloping to the east.

Relevant Planning History

Application Number	Proposal
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221408/PAN	Construction of Hydrogen Production and Re-fuelling facility, Solar Farm and connecting cable route Hareness Road/ Ness Landfill Site To The West Of The Coast Road Aberdeen Pre-application Forum – 9 th February 2023
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221466/PREAPP	Proposed development and uses, access, layout, indication of massing, materials and any other relevant information in connection with Hydrogen Production and Re-fuelling facility, Solar Farm and connecting cable route Response: January 2023
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APPLICATION DESCRIPTION

Description of Proposal

The development proposal involves the formation of an onshore hydrogen production and refuelling facility on land north of Hareness Road, formation of a solar farm on the former Ness landfill site, and the creation of a cabled power connection between the two sites. The hydrogen production facility is proposed to be powered by electricity generated by the solar farm. Ultimately it is envisaged that the hydrogen produced on site would be used to fuel public sector and local bus fleet vehicles, with this scope potentially extended in the future to serve rail, truck and marine applications, with production taking energy from larger scale renewable sources, such as offshore wind. This application relates to the initial phase 1 proposals of a wider project of which details have not been provided. Both elements of the proposal would be connected to the electricity grid.

Hareness Road (hydrogen production and refuelling)

A site of approximately 1ha is proposed, with production being up to 900kg per day and this would be a twenty four hour, seven days a week operation. Built development would include: a concrete

plinth being formed to support three (3 no) vehicle hydrogen dispensers, electrolyser (which splits water into Hydrogen and Oxygen), compressors, Hydrogen storage, station module and substation and a local electrical sub-station.

Two access points off Hareness Road are proposed. Fencing and ancillary works are also proposed. The proposal would take the form of a small depot with tanks and pipes surrounded by boundary treatments, and a separate refuelling parking bay area to the front, adjacent to the public road. There would be a firewall between the hydrogen production area and the fuel dispensing area. Pole mounted CCTV would be installed around the site, pole height would be up to 8m.

The hydrogen from this initial phase would be used by buses from First Bus and Aberdeen City Council vehicles. The hydrogen facility would also be connected to the grid for back up. It is noted that the hydrogen equipment has not yet been procured and the plans indicate the presumed maximum heights.

A drainage detention basin would be installed towards the front (east) of the site as this is the lowest point. Landscaping would take place in the form of wildflowers and grasses with a group of trees in the northern corner of the site

It is indicated that the cable would be below ground and would carry 11Kv. The route for the cable would be along the west edge of Coast Road and road verge swapping to the eastern road/verge edge along Hareness Road, connecting the hydrogen hub with the solar farm.

Former Ness Landfill (solar farm)

The former Ness landfill site (circa 49ha) is proposed to accommodate a solar farm, largely comprised of banks of photovoltaic panels arranged on the elevated north and east facing slopes. The area to accommodate the banks of pv panels ranges in height above sea level of between 54m OAD and 66m AOD, the latter corresponding very roughly with the ridge of Tullos Hill. There is an existing post and wire fence around the wider landfill site and this would remain with additions at the entrance. PV panels would be angled towards the south and would have concrete strip foundations consisting of two strips of concrete at each end of the panels, resulting in a maximum 4m height above ground. The final details are still subject to investigation depending on wind analysis, following further detailed design, should planning permission be forthcoming. No ground excavation would be carried out as this is a capped landfill site, with a topsoil capping layer of 800mm. CCTV cameras on 2.5m poles would be installed around the perimeter of the area of solar panels, within the existing fence line.

There would also be electrical transformers, DC to AC inverters, switchgear, metering system and small sub-station with connection point to a solar grid connection. The existing access off the Coast Road and internal road network would be retained, with a short section near to the entrance being upgraded. The existing surface water SUDS and filter system adjacent to the Coast Road would be maintained. Across the remainder of the site the existing tracks would be used for construction.

Solar Grid Connection

An underground solar grid electrical cable connection is proposed between the solar farm and hydrogen production site. This will run largely north-south, parallel to the Coast Road on its west side and then along Hareness Road. The cable trench would extend to a depth of around 1-2m, with a width of around 1-1.5m, containing a range of high and low voltage cables.

Construction Traffic

A plan has been submitted for the management of construction traffic. The applicant states that a finalised plan would be submitted via planning condition, however, as this is controlled through Roads Construction Consent (RCC), this is considered unnecessary.

It is envisaged that all materials, plant, equipment and vehicles would be stored on site during construction. Construction traffic would approach the site from the south off Wellington Road and Hareness Road, avoiding residential areas such as Torry and the city centre.

Natural Environment

Surveys for protected species and breeding birds have been carried out and the results submitted. There is evidence of badgers using areas around the perimeter of the site on Tullos Hill and again towards the rear (west) of the Hydrogen site. Although any setts found were far enough from the site to not be impacted by development, due to gorse cover and amount of activity noted, it is recommended that pre-construction surveys take place.

Surveys also took place for bats, otters and water vole and invasive non-native plants, only the latter were found.

A Landscape and Visual Impact Assessment has been submitted and this shows views of the proposed solar farm site from various vantage points, in their existing form and with the development added.

Amendments

Following discussions with the applicant's agents, various options have been provided for the location of the sub-stations, other equipment and storage close to site entrance, in order to accommodate possible land take for future Coast Road improvements.

Re-positioning of solar panels away from highest level of landfill to take account of the setting of the Cairns on Tullos Hill.

Both the matters above will be covered by conditions that require finalised details to be submitted.

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=RRG8YQBZHGE00>

Noise Impact Assessment by AECOM Limited (Ref. Issue 2 Project number: 60662009, Document Reference: AHH-ACM-PH1-ZZ-RP-EN-011, Revision: n/a, Date: 3 March 2023

Environment Report by AECOM 9 March 2023

Landscape and Visual Assessment;

Transport Statement ;

Preliminary Ecological Appraisal (PEA);

Protected and Notable Species Report;

Wintering Birds Survey;

Habitats Regulations Appraisal Screening Report;

Heritage Assessment.

Glint and Glare Assessment;

Drainage Impact Assessment;

Breeding Birds Survey.

Reason for Referral to Committee

The application has been referred to the Planning Development Management Committee because it falls into the category of Major development.

Pre-Application Consultation

The applicant undertook statutory pre-application consultation which included:

Two public events were held in St Fittick's Parish Church, Walker Road, Torry in December 2022 and January 2023. The events were advertised in the Press and Journal at least 7 days before and posted on Aberdeen City Council's social media accounts.

Notifications sent to Torry, Nigg and Cove and Altens Community Councils, local ward Members, MPs and MSPs and a range of local groups, including Friends of St Fitticks Park.

Comments could be made on the presentation boards via post-it notes, written comments at the event, online, email and via a telephone line. The results of the public consultation are summarised in the submitted PAC report.

The applicant presented to the Council's Pre-Application Forum on 9th February 2023.

CONSULTATIONS

Archaeology Service (Aberdeenshire Council) – Agree with findings of the Heritage Statement and have no further comments.

ACC - Roads Development Management Team – Comments as follows:

- Bus stop on west side of Hareness Road would need to be moved due to the development and footway extended to the bus stop. This may be impacted by the Coast Road/Hareness Road improvement work. In order to avoid abortive works, final details should be required by condition.
- Content with Drainage Strategy
- Content with site access and footway arrangements. Parking on site is acceptable.
- Current visibility splays at Solar site are acceptable based on the existing bridge arrangement.
- Turning is available within the solar site so that vehicles can enter and exit in forward gear.
- Access arrangements to the Hydrogen site are acceptable.
- Notes how the hydrogen site would operate, in order to avoid queues building up the site would accommodate vehicles waiting on Hareness Road. It is noted that only authorised vehicles would be able to use the facility with a fob or other access system. It is noted that there would be separate dispensers for cars/vans and buses/HGVs.
- Swept path analyses for the hydrogen site have been submitted and are acceptable.
- The route to be taken for buses, via Wellington Road, is noted. Buses would refuel between 1800 – 0330. Waste vehicles based at Altens Depot would incorporate the site as pass-by trip.
- SUDS measures are acceptable, no water retaining features are permitted within 5m of the road. The hydrogen site detention basin would not be within 5m of the road as existing. This may require consideration in relation to the Aberdeen City South Harbour Link Road Improvements (ASHLR) works, which involve widening of Coast Road and Hareness Road, and a suitable condition should be attached.
- In relation to the ASHLR, it was noted that the sub-station and other equipment had been located close to site entrance (a change from the location shown at pre-application stage) and this land may be required for the revised road alignment and new road bridge over the railway line. It is noted that a site plan showing alternative locations has been submitted and is the subject of condition.

- In terms of the cable routing within the existing road, the developer would be responsible for all diversionary and protective works in relation to the ASHLR project.
- There is a possibility that land within the red line boundary is required for the ASHLR project. It is noted that this is the subject of a condition in relation to the access.
- Noted that there has been submitted a Construction Traffic Management Plan. This will be reviewed and agreed at a later stage. The proposal is for construction traffic to approach and leave the site to/from the south, using the main routes (A956 etc.) which would be the preferred option.

ACC - Developer Obligations – No developer contributions are required to mitigate the impact of the development.

ACC - Environmental Health – The Noise Impact Assessment was reviewed and is considered acceptable in relation to expected noise levels and likely impact on sensitive receptors during day and at night. This is providing a condition is attachment requiring equipment to comply with certain noise emission data.

ACC - Structures, Flooding and Coastal Engineering – No objection; comments as follows: Agree that there will be no change to the rainfall intensity, catchment area and therefore surface water volume, however there is the potential for increased site runoff rates. Solar PV foundations, cabling and access track etc may increase the site run-off rate and this may be significant considering the site size.

The impact on runoff rate should be demonstrated and where present, mitigation need to be proposed to support no impact to the existing run-off rates. This should be conditioned.

Updated Drainage Strategy is required to deal with Flood Team's comment regarding the Hydrogen Facilities site;

Within the 'Surface Water Drainage Strategy' document (par. 5.4) they mentioned the 'However, the proposed development and its drainage arrangement must not create any flood risk arising from rainfall in excess of the capacity of the drainage system. A drainage network check must therefore also be performed to ensure that surface water flooding and overland flow posed by a 1 in 200 year return period storm does not cause flood risk to persons or property, From the topography and the site layout it can be seen that surface water runoff in excess of the capacity of the drainage and SuDS system will shed off the site and onto and across Hareness Road. There are no existing buildings or properties downstream of the site that are at risk from overland flow arising from within the proposed development. It is therefore considered that the proposed drainage arrangement does not increase flood risk to others.'

It is recommended that no water will leave the site up to the 1 in 200 years event and increase flood risk to the public road (Hareness Road).

The submission of an updated Drainage Strategy can be conditioned.

Scottish Environment Protection Agency – No objections; the following comments:

Water quantity and quality – no site specific comments. Solar farm is considered as essential infrastructure as a form of '...renewable, low-carbon and zero emission technologies for electricity generation...' which is defined in Policy 11 a (v) to include solar arrays. As per Policy 22 a) Development proposals at risk of flooding or in a flood risk area will only be supported if they are for: (i) essential infrastructure where the location is required for operational reasons. SEPA therefore consider this element of the application to fall under our [Flood Risk Standing Advice](#) Section 5.

Parts of the site are within the surface water flood extent shown in the SEPA Flood Maps. SEPA considers water quantity aspects of surface water flooding to be under the remit of local

authorities. The Flood Management Team or Roads / Engineering Team at the local authority is likely to have greater local knowledge of the site and therefore, may be better placed to provide more detailed advice on this aspect. Additional advice can be found in Section 1 of SEPA's [Flood Risk Standing Advice](#).

However, SEPA note that all requirements of the current landfill licence would still require to be complied with fully, SEPA's main concern being ensuring that any capping or restoration works required under the licence are not affected or impacted by the installation of the solar farm. Additionally, we would also expect that any monitoring boreholes required under the licence remain in place and suitable access for monitoring and maintenance is provided. Provision for accessibility for a drilling rig in the event any borehole requires re-drilling or replacement should also be considered.

ACC - Natural Environment Policy Team – Landscape planting is requested to help screen the solar farm and contribute to a gain in biodiversity, whilst it is appreciated that tree planting cannot take place on the landfill. Confirmation is sought on the method and timing of the seeding for the solar farm site. A landscape management plan is requested. It is highlighted that trees proposed to be planted in the hydrogen site should be native species. A Construction Environmental Management Plan is sought.

Civil Aviation Authority – No comments received

ACC - Land and Property Assets – No relevant comments.

Network Rail – Satisfied with applicant's agent's assessment on traffic using bridge over railway, and do not require any mitigation measures.

Scottish Water – No objections; draws attention to a 1000mm surface water sewer in the development area (Hydrogen Hub)

Historic Environment Scotland – No objection as proposals do not raise issues of national significance, however, some concerns over impacts. Confirms there are no direct impacts on six scheduled monuments - Tullos Cairn (SM4055), Crab's Cairn (SM4060), Baron's Cairn (SM4126), Loirston Country Park Cairn and Dyke (SM12342) and Cat Cairn (SM4125) which lie on the ridge of high ground at Tullos Hill. Views to and from the monuments are a key part of their setting. Crab's Cairn would be in proximity of the solar panels as shown in the photomontage VP5. Although the panels would be relatively low in height and set behind a fence, there would be an adverse impact on the setting of the monument. It is recommended that mitigation measures are put in place with a suggestion being the positioning of the panels in such a way to open up views of the surrounding land and sea.

Satisfied that there would only be a minor impact on St Fittick's Church (SM10400) a monument dating back to the 13th century, having been reconstructed in the 18th century and abandoned in 1829.

Cove And Altens Community Council – No comments received

REPRESENTATIONS

None

MATERIAL CONSIDERATIONS

Legislative Requirements

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

Development Plan

National Planning Framework 4

National Planning Framework 4 (NPF4) is the long-term spatial strategy for Scotland and contains a comprehensive set of national planning policies that form part of the statutory development plan. The relevant provisions of NPF4 that require consideration in terms of this application are –

Policy 1 – Tackling the Climate and Nature Crisis

Policy 2 – Climate Mitigation and Adaptation

Policy 3 – Biodiversity

Policy 4 – Natural Places

Policy 7 - Historic Assets and Places

Policy 8 – Green Belts

Policy 9 – Brownfield Land

Policy 11 – Energy

Policy 13 – Sustainable Transport

Policy 14 – Design, quality and place

Policy 20 - Blue and green infrastructure

Policy 22 – Flood Risk and water management

Policy 23 - Health and safety

Policy 25 - Community Wealth Building

Policy 26 – Business and Industry

Aberdeen Local Development Plan (2023)

The following policies are relevant –

NE1 – Green Belt

NE2 – Green Space Network

B1 – Business and Industrial Land

B5 – Energy Transition Zone (ETZ) .

WB1 – Health Developments

WB2 – Air Quality

WB3 – Noise

NE2 – Green and Blue infrastructure

NE3 – Our Natural Heritage

NE4 – Our Water Environment

D1 – Quality Placemaking

D4 – Landscape

D5 – Landscape Design

D6 – Historic Environment

R7 – Renewable and Low Carbon Energy Developments

I1 – Infrastructure Delivery and Planning Obligations

T2 – Sustainable Transport
T3 - Parking

OP61: Doonies
OP62: Bay of Nigg
OP64: Former Ness Tip

Interim Aberdeen Planning Guidance and Technical Advice Notes

Aberdeen Planning Guidance is interim planning guidance. The documents hold limited weight until they are adopted by the Council. The weight to be given to Interim Planning Guidance prior to its adoption is a matter for the decision maker. The following guidance is relevant –

- Transport and Accessibility
- Air Quality
- Noise
- Landscape
- Natural Heritage
- Flooding, Drainage and Water Quality
- ETZ Masterplan - in preparation and on the agenda for this committee meeting.

Other National Policy and Guidance

Historic Environment Policy for Scotland (HEPS)

Managing Change in the Historic Environment Guidance: Settings

Other Material Considerations

- Climate Change Plan (2018-2032)
- Draft Energy Strategy and Just Transition Plan (2023)
- Hydrogen Action Plan (2022)
- Scottish Government Hydrogen Policy Statement (2020)
- Scottish Government Renewables Planning Advice (2011)

EVALUATION

Principle of Development

Climate and Nature Crisis

Tackling climate change and the nature crisis are overarching policies within national policy. The development proposal is for the purpose of generating electricity from solar power and using this for the process of producing hydrogen, both being renewable sources of energy and no emissions of greenhouse gases. The proposal therefore helps towards tackling climate change, with the resultant impact on reducing the impact of climate change on nature. In principle, the proposal complies and furthers the aims of Policy 1 Climate Change and Nature Crisis, and Policy 2: Climate Mitigation and adaptation in NPF4. In terms of the location impact on the natural environment, this is dealt with below.

Renewable Energy

Renewable energy and zero emission technologies are supported by Policy 11 in NPF4 and R7 in the Aberdeen Local Development Plan 2023 (LDP). Whilst these proposals must not cause

significant harm to the local environment, landscape character, or the amenity of dwellings. None of the application site area falls into areas designated for landscape or natural heritage reasons. The impacts on communities, individual dwellings, visual impact and noise are dealt with below. The solar farm would be sited on brownfield land having been used for landfill, its use for other purposes is very much limited for various reasons and the proposed use would comply with Policy 9 in NPF4.

Local Development Plan Allocations

The land in which the solar farm – hub / grid connection route passes through a range of land zonings: OP64, (Ness Solar Farm) OP61 (Doonies), B1, Green Belt and Green Space Network.

The Hareness Road site is zoned as 'B1 Business & Industry' in the adopted Aberdeen Local Development Plan 2023. Policy B1 is the principal policy that applies and offers support for commercial uses (mainly Class 4, 5 and 6), which the hydrogen hub would fall within (Class 5). Policy 26 in NPF4 also supports business and industry on allocated sites. The policy also includes requirements for landscaping, taking into account impact on residential amenity, sensitive uses and natural and historic environment which are dealt with further below.

The linear area of land within the red line site boundary that extends along Coast Road between its junction with Hareness Road and the landfill area is designated as Green Belt + Green Space Network for part of its length and also Energy Transition Zone and Green Space Network. Although Green Belt policy (NE1) in LDP carries a presumption against development, subject to limited exceptions, this area is required for the buried cable only and there would be no tension with land use policies. Depending on who would be ultimately responsible for installing the cable, this may be done under permitted development rights available to statutory undertakers.

Finally, the former Ness landfill is in the most part zoned as opportunity site 'OP64 Ness Solar Farm' in the LDP, described as suitable for a solar farm. Although the site boundary of the application extends around the entire landfill, whilst the areas proposed for solar panels roughly equate to the area of the opportunity site, the solar panel coverage would partially extend into green belt on the east and southern sides, whilst the entrance and associated equipment would lie largely within the Energy Transition Zone and the southern section of OP62 (area which includes the Harbour and is unmarked on plan below). The proposed outer areas of the landfill are zoned as Green Belt and Green Space Network (within NE2). The site of the proposed solar farm also occupies small areas of land allocated as OP61 Doonies (Energy Transition Zone) and OP62 Bay of Nigg (Aberdeen South Harbour / Energy Transition Zone) to the south east and north east respectively.

The minor incursion of the solar farm into green belt areas would mean that those areas should be considered in relation to the general presumption against development and the exceptions to that, included within Policy NE1 (Green Belt) in the LDP. That policy allows for proposals related to the generation of renewable energy, including solar farms. The solar farm therefore complies with LDP land use policies in principle.

Policy B5 ETZ in the LDP presumes in favour of development of infrastructure required to support renewable energy related industries, including solar. This policy does not envisage solar farms being located within the area. However, given that the solar farm is identified for the adjacent OP64 with relatively minor intrusion into the allocated ETZ land and OP61 and OP62, and that the entrance to the landfill site (which is proposed to be used) is within OP62, the solar farm is considered to comply overall with the zoning policies in this area in the LDP.

Natural Heritage and Biodiversity

In terms of environmental designations, Local Nature Conservation Sites, Tullos Hill and Balnagask to Cove lie to the west and east of the proposed solar farm respectively, however the land within the application site boundary is not subject to any formal environmental designations.

The solar farm site is covered by the Green Space Network designation which results in Policy NE2 being applicable. This seeks to protect, support and enhance the GSN in terms of its wildlife, biodiversity, ecosystem services and functions, access, recreation, landscape and townscape value. The coherence of the network should be maintained by any development. The application proposal would not change the status in relation to access or recreation as the site would remain fenced off as it presently is due to it being a former landfill. The solar farm is shown in the habitat survey to be relatively rich in plant species and the proposal is for this to be supplemented with selected native herb species and to undertake a management regime, including cutting, which helps increase biodiversity. Habitat survey and surveys for protected species took place over the application sites and a wider area. On the sites that would be developed there is no indication that protected species or other wildlife would be directly detrimentally impacted by the proposals. Birds are considered separately below.

Biodiversity enhancements are proposed in the form of additional seeding to the solar farm, seeding and tree planting to the hydrogen hub site. Discussions took place in relation to the potential for additional tree planting at the solar farm site, however, opportunities for this are limited due to the extent of area covered by the landfill. This has a cap of 800mm and tree planting is not possible within this area. The setting of the Cairns is characterised by views across the landscape and it would not be appropriate to plant trees within the immediate vicinity of these.

Policy B1 in the LDP requires landscaping of industrial sites, NPF4 Policy 3 requires biodiversity gain from development proposals. Tree planting and seeding are proposed and would be the subject of condition to agree the final details and ensure the use of native species.

Wintering and breeding birds surveys took place. Much of the bird activity noted in the surveys is off site and along the coast, however, the solar farm site in particular is used by breeding birds. It is recommended that any vegetation clearance should take place outside the bird nesting season and that if construction works are to take place during the bird nesting season then an ecologist should check for the presence of breeding birds. The conclusions of the wintering birds survey were:

- It is anticipated that large areas of the grassland within the Ness site will not be impacted upon by the proposed development and that there will still be available foraging habitat for wintering birds such as curlew after construction.
- It is anticipated that disturbance from the construction of the proposed development will be minimal due to the nature of the works. It is also apparent that the areas most frequently used by the highest number of waterbirds for both foraging and roosting are over 100m from the Ness and Hareness sites.
- The Coast Road which runs adjacent to the sites is frequently used by lorries and plant due to the current construction works at Nigg Bay. Waterbirds foraging in the area will therefore be habituated to disturbance from construction activity.
- It is recommended that gorse to the west of Hareness Site is not removed for the proposed development to enable the maintain an existing wintering site for woodcock (the survey included the area to the west of the hydrogen site, which is predominantly gorse covered and outside the site.)

Overall, the report concludes that the development would have no significant adverse impact on wintering birds.

In relation to the breeding bird survey, it is clear that the solar farm site is particularly good for skylark and due to the type and length of vegetation on site and the areas undisturbed nature, it is highly possible that this location is one of the best sites for skylark in the city. Whilst skylarks are found throughout the city, the species is in serious decline (UK population has declined by 63% since 1967 – RSPB) and is a Red List species. Mitigation is required for this species to create skylark plots which provide areas suitable nesting locations.

Conditions are proposed to be used in relation to breeding birds and the creation of skylark nesting locations

Landscape Impact

A Landscape Visual Impact Assessment (LVIA) has been submitted in respect of the solar farm. This includes photomontages from various vantage points. The viewpoint at Balnagask Circle shows the solar panels on the skyline, although this is mitigated to some extent by the trees in the foreground and the wide angle of the view, which includes Tullos Hill to the south west and towards the coast and Harbour to the east. A view is also included from Farquhar Road, which is set further north and the solar panels are not easily discernible in that view. The panels would be highly visible from the east end of Tullos Hill and this is dealt with below in terms of impact on the setting of the nearby protected Cairn. Other views considered include those from Torry Battery, St Fitticks Church and the core path on the coast. Figure 4 includes the Zone of Theoretical Visibility and this demonstrates the extent of impact as being relatively local, with the residential areas of Torry, Balnagask and Kincorth as being those from where the solar farm could potentially be seen, however, increasingly indiscernibly.

Policy 11 in NPF4 acknowledges that landscape and visual impacts are to be expected for some forms of renewable energy. The policy states that where these are localised and / or appropriate design mitigation has been applied they will generally be considered acceptable.

Visual impacts would be created by the solar panels themselves, as well as the structures that support them. The panels support system and method of anchoring to the ground are not designed in detail and depend on a subsequent assessment of the weather / wind at this location. However, the planning statement indicates that the panels would be supported on structural frames with either 'pins' or concrete pads to anchor them to the ground toward the sides of the panels, rather than the entire panel area. Given the likely wind conditions on this site it is assumed that the concrete pads would be required, and these would need to be above ground so as not to disturb the landfill capping layer. The worst-case scenario is that these would be 1m in depth.

The LVIA concludes that the visual impact of the solar farm would be localised and this is accepted. The boundary fence to the solar farm site would be retained as existing. A condition would require details of any stretches of the fence that need to be replaced.

A Glint and Glare study was carried out, this showed only an insignificant impact on drivers of trains, vehicles and helicopters travelling to and from the hospital. Network Rail, the Roads Team and the Air Ambulance service. The nearest residential properties at Balnagask are to the north of the solar panels and due to the angle of the panels would not be susceptible to glint and glare, these were not assessed as part of the study. No other residential properties are both close enough and in a location where they may be impacted.

Residential Amenity

A Noise impact assessment has been submitted and assessed by the Environmental Health Service. The equipment for the hydrogen hub has not yet been purchased however a 'worse case scenario' has been considered in terms of the noise impacts from the hub. With the attachment of

a condition that requires further information and sets limits for noise emissions from the site, it is considered that the proposal would not impact detrimentally on the closest residential properties in Burnbanks Village and individual properties. The exception to this is potential impact on Doonies Farmhouse, however, it is understood from the Council Estates Team that the lease of this property is not for residential use.

There would be no adverse impact on air quality from either the solar farm or the hydrogen site.

In terms of visual impact, the landscape visual impact assessment concludes that the visual impact would be localised rather than significant, and this is dealt with above.

Impact on Setting of Scheduled Ancient Monuments

Policy 7 Historic Assets and Places of NPF4 and Policy D6 Historic Environment in the LDP, as well as the Historic Environment Policy for Scotland (HEPS) seek to protect the historic environment and the Cairns on Tullos Hill, that, as well as St Fitticks Church are Scheduled Ancient Monuments (SAMs). The proposal has no direct impact on any of these SAMs, however, there is an impact on the setting of Crab's Cairn which is close to the existing landfill site fence, on the ridge of Tullos Hill, at the south west corner of the solar farm site.

Policies seek to minimise the impact on the setting of Crab's Cairn and the response from Historic Environment Scotland suggests that the solar panels are re-positioned in order to open up views of the surrounding land and sea. The applicant has agreed to do this, which can be achieved by way of a condition restricting the placement of solar panels within the area at the highest ground level – 66m above ordnance datum (AOD). A detailed layout of this area would be required in respect of this condition.

Community Wealth Building

NPF4 Policy 25 Community Wealth Building supports proposals which will contribute to local community wealth building strategies and the local economy, including building local resilience. The proposal would provide hydrogen from a locally generated renewable energy source, and this would be used for Council vehicles and buses. The proposal would further the aims of this policy.

Infrastructure Projects

It is recognised that the proposals, due to their location adjacent to the Coast Road, have the potential to impact upon the Aberdeen City South Harbour Link Road Improvements (ASHLR) works, which involve widening of Coast Road and Hareness Road. As the final details of the road project have not been agreed at the time of writing, it is necessary to apply conditions requiring final layout plans to be considered and agreed prior to the commencement of development. It has been confirmed that any necessary changes are minor and relate to the position of substation equipment at the solar farm and the access and SUDS location of the hydrogen hub. This approach ensures no conflict with the ASHLR project.

RECOMMENDATION

Approve conditionally

REASON FOR RECOMMENDATION

The application proposal comprises two main elements; the solar farm and the hydrogen hub, which would together produce renewable energy in the form of solar sourced electricity and hydrogen. The development is therefore welcomed as helping to tackle the climate crisis.

The solar farm site is largely on the area allocated for such use on the former Ness landfill site; the hydrogen hub is on land allocated for business and industrial use, whilst both would complement the Energy Transition Zone proposals for the wider area and with which they overlap in terms of the sites allocated for that use.

In terms of landscaping and biodiversity gain, opportunities for planting on the solar site are limited due to the landfill capping which cannot be disturbed by tree planting, however, the solar farm site would be seeded to enhance the richness of plant species. Conditions are attached that would ensure protection to breeding birds that use the site, whilst there would be no change to its existing use by other wildlife, access or recreation.

The Landscape Visual Impact Assessment demonstrates that the impact on views would be relatively localised and mitigated by the openness of landscape views in this area. Suitable conditions would control noise impact from the hydrogen hub. The setting of the Scheduled Ancient Monuments and in particular Crab's Cairn would be impacted by the proposals, however, a condition requires an amended layout in this area which would result in the re-locating of solar panels from the highest point of the site, near to the Cairn.

The hydrogen hub site would include tree planting and landscape planting in accordance with the requirements for business and industrial areas and to enhance biodiversity.

Conditions are recommended to provide for finalised layout details to accommodate the emerging plans for the Aberdeen South Harbour Link Road, providing the plans for that project are sufficiently advanced to inform the layout prior to the commencement of either parts of the development.

Overall the proposal would comply with the Development Plan. This includes the following policies in National Planning Framework 4:

Policy 1 – Tackling the Climate and Nature Crisis

Policy 2 – Climate Mitigation and Adaptation

Policy 7 - Historic Assets and Places

Policy 8 – Green Belts

Policy 9 – Brownfield Land

Policy 11 – Energy

Policy 13 – Sustainable Transport

Policy 14 – Design, quality and place

Policy 20 - Blue and green infrastructure

Policy 22 – Flood Risk and water management

Policy 23 - Health and safety

Policy 25 - Community Wealth Building

Policy 26 – Business and Industry

And the following policies in the Aberdeen Local Development Plan 2023:

NE1 – Green Belt

NE2 – Green Space Network

B1 – Business and Industrial Land

B5 – Energy Transition Zone (ETZ) .

WB1 – Health Developments

WB2 – Air Quality

WB3 – Noise

NE2 – Green and Blue infrastructure

NE3 – Our Natural Heritage

NE4 – Our Water Environment

D1 – Quality Placemaking

D4 – Landscape

D5 – Landscape Design

D6 – Historic Environment

R7 – Renewable and Low Carbon Energy Developments

I1 – Infrastructure Delivery and Planning Obligations

T2 – Sustainable Transport

T3 - Parking

Opportunity Sites: OP61: Doonies, OP62: Bay of Nigg, OP64: Former Ness Tip

CONDITIONS

(01) DURATION OF PERMISSION

The development to which this notice relates must be begun not later than the expiration of 3 years beginning with the date of this notice. If development has not begun at the expiration of the 3-year period, the planning permission lapses.

Reason - in accordance with section 58 (duration of planning permission) of the 1997 act.

(02) HARENESS ROAD

That no development shall take place at the Hareness Road / Hydrogen Hub site unless there has been submitted to and approved in writing by the planning authority, a detailed plan showing the site layout, including location of Sustainable Urban Drainage (SUDS) and access from the adopted road, in relation to the Hareness Road / Coast Road/Access to the South Harbour improvement works/ widening plan, if available. The proposal shall thereafter be implemented only in accordance with the plan, or subsequent plan as so agreed, unless otherwise agreed in writing with the planning authority.

For the avoidance of doubt, the Hareness Road/Coast Road improvement plan shall be as provided by the Council at the time of discharge of the condition.

Reason:

In the interests of ensuring safe access and location of SUDS in relation to the proposed road improvements.

(03) COAST ROAD

That the solar farm shall not be brought into operation unless there has been installed on site the sub-stations, transformers, inverters, monitoring house and storage in accordance with a layout plan submitted to and agreed in writing with the planning authority. For the avoidance of doubt, any of the listed components may be removed from the development and not included in the layout plan if no longer required. The location of the equipment shall be shown in relation to the Coast Road / Access to the South Harbour/ replacement of railway bridge improvement plan, if available from the Council at the time of discharge of the condition.

Reason: To help ensure efficient implementation of the development and road/bridge improvement project .

(04) Construction Environmental Management Plan (CEMP)

That no development shall take place on either site unless there has been submitted to and approved in writing by the planning authority a CEMP for that site. The CEMP shall include the

regular checking during the bird nesting season (March to August) of the solar site for nesting birds by a qualified ecologist and measures to be implemented where nesting is found. Thereafter the developments shall be carried out in complete accordance with the relevant plan unless otherwise agreed in writing with the planning authority.

Reason: In the interests of protecting the environment and wildlife.

(05) BADGER SURVEY

That no development shall take place at either site (a. Hareness Road and b. Ness Landfill) unless surveys have been carried out by a suitably qualified expert within the 3 months prior to commencement of development in accordance with recommendations of the Preliminary Ecological Survey Report by AECOM June 2022 and the results together with any recommended mitigation measures submitted to and approved in writing by the planning authority. The measures shall thereafter be implemented in full on site.

Reason: To protect badgers

(06) EXTERNAL LIGHTING

No permanent lighting shall be installed unless there has been submitted to and approved in writing by the planning authority details of the lighting including an assessment of the extent of light spill. Light spill shall not occur outside the Ness site (boundary fence) and any impact on remaining scrub at Hareness Road site shall be minimised. Thereafter lighting shall be installed only fully in accordance with the details as so agreed.

Reason: In the interests of the protection of nature.

(07) INVASIVE NON-NATIVE SPECIES MANAGEMENT PLAN

That no works shall take place at either site (a. Hareness Road, b. Ness Landfill, c. Coast Road corridor) unless a survey for INNS has taken place on that site and a management plan has been submitted to and approved in writing by the planning authority. Any mitigation measures as so agreed shall be implemented in full in accordance with the plan.

Reason: In order to avoid the spread of INNS.

(08) LAYOUT OF PANELS

That no works to install solar panels hereby approved shall take place at the solar farm unless there has been submitted to, and approved in writing by the planning authority a revised detailed layout that avoids the siting of solar panels within the area of the highest ground level (66m OAD). The panels shall thereafter be installed in accordance with the plan as so approved, or such other as may be subsequently approved.

Reason: In order to protect the setting of the Crab's Cairn, a Scheduled Ancient Monument.

(09) NOISE

That no plant and equipment shall be installed at the Hydrogen Hub or the solar farm other than with mitigation measures in place in accordance with details that have been submitted to and approved in writing by the planning authority. The submission shall include details of the critical noise mitigation measures achieving at least an equivalent effect of those measures contained within section 5.01 of the Aberdeen Hydrogen Hub Noise Impact Assessment (AECOM, 10th March 2023, AHH-ACM-PH1-ZZ-RP-EN-011) takes place, including but not limited to:

- a) Installation of plant and equipment which complies with the noise emission data on which the assessment was based and contained within appendix D2, namely;
 - I. Table C.6.7 Sound power levels per m² of plant at Hydrogen Production and Re-fuelling Facility,
 - II. Table C.5 Sound power levels per unit of plant at Hydrogen Production and Re-fuelling Facility,
 - III. Table C.6 Sound power levels per m² of Transformers at Solar Farm Table C.7

Sound power levels per m² of Inverters at Solar Farm

Reason: In order to protect the amenity, health and well-being of the occupiers of nearby buildings.

(10) SUDS – SOLAR SITE

That no development shall take place on the solar site unless there has been submitted to and approved in writing by the planning authority (in agreement with Flooding Team) an assessment of the development's impact on surface water run-off rates and where required, mitigation measures needed to achieve no impact to the existing run-off rates, unless otherwise agreed in writing with the planning authority. The development shall not become operational unless the mitigation measures have been implemented in full in accordance with the details as so agreed.

Reason: In the interests of avoiding flooding and pollution.

(11) SUDS – HYDROGEN SITE

That no development shall take place on the hydrogen site unless there has been submitted to and approved in writing by the planning authority (in agreement with Flooding Team) an updated Drainage Strategy to show that no water will leave the site in scenarios up to the 1 in 200 years event and increase flood risk to the public road (Hareness Road). The development shall not be brought into use unless any mitigation measures recommended in the Drainage Strategy have been implemented in accordance with the strategy as so approved

(12) HARENESS ROAD BUS STOP RE-LOCATION

Unless otherwise agreed in writing with the planning authority, the hydrogen hub site shall not be brought into operation unless there has been installed on site a re-positioned bus stop and length of footway in accordance with plans submitted to and approved in writing by, the planning authority (in consultation with Roads DM Team). The submitted information shall include a detailed layout plan for the re-locating of the bus stop on the east side of Hareness Road and the laying of footway from the existing location to the new location where necessary.

Reason: In the interests of ensuring public transport provision and road safety.

(13) LANDSCAPE PLANTING AND MAINTENANCE (SOLAR FARM)

All landscaping proposals shall be carried out in accordance with the approved scheme as shown on AAH-ACM-PH1-S2-DR-LA-000001 A Solar Site - Landscape Plan or such other as may be subsequently approved in writing through this condition, and shall be completed during the planting season immediately following the commencement of the development or as otherwise 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 long term habitat management regime 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 areas shall be implemented, in perpetuity, in accordance with the approved programme.

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

(14) LANDSCAPE PLANTING AND MAINTENANCE (HYDROGEN HUB)

That no works in connection with the development hereby approved shall take place unless a scheme landscaping works has been submitted to and approved in writing by the Planning

Authority. Gorse on the west side of the Hareness site shall be retained where possible for the proposed development to maintain existing wintering sites for woodcock.

Details of the scheme shall include:

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

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

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

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

(15) SOLAR PANEL FOUNDATIONS/PINS

That no development shall take place on the solar site unless there have been submitted to and approved in writing by the planning authority, details of the required anchoring system for the solar panels. Thereafter the scheme shall be implemented in accordance with plans as so approved unless otherwise agreed in writing with the planning authority.

Reason: In the interests of safety and visual amenity.

(16) BIRD NESTING SEASON – VEGETATION CLEARANCE

That any vegetation clearing on either site should take place outside the bird nesting season, namely beginning of March to the end of August, unless a suitably qualified ecologist has checked for the presence of nesting birds.

Reason: To protect breeding birds

(17) SKYLARK NESTING LOCATIONS

That no development shall take place on the solar farm site unless there has been submitted to and approved in writing by the planning authority, proposals for the creation of skylark nesting habitat within the application site. The measures as so agreed shall be carried out within a timescale set out and agreed as part of the proposals, to ensure that nesting sites are available each breeding season.

Reason: To help protect breeding birds and ensure nesting sites are not lost.

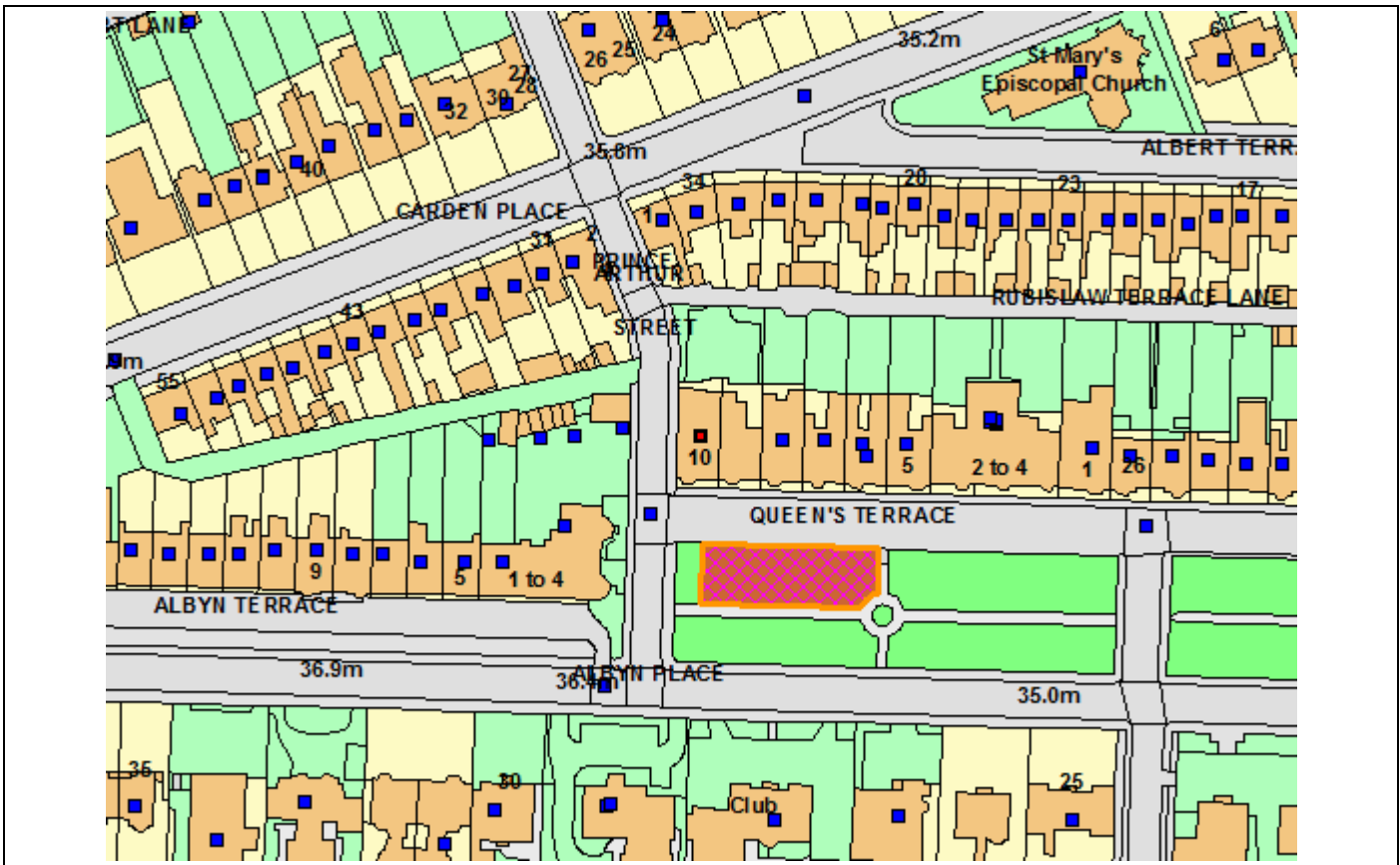
ADVISORY NOTES FOR APPLICANT

1. Operations creating noise which is audible at the sensitive receptors should not occur outside the hours of 07:00 to 19:00 Monday to Friday and 08:00 to 13:00 on Saturdays.

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 <p>ABERDEEN CITY COUNCIL</p>	<h2 style="margin: 0;">Planning Development Management Committee</h2> <p style="margin: 5px 0 0 0;">Report by Development Management Manager</p> <p style="margin: 5px 0 0 0;">Committee Date: 29 June 2023</p>
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Site Address:	Land Opposite 10 Queen's Terrace, Aberdeen, AB10 1XL
Application Description:	Change of use from amenity land to temporary outdoor seating area for public house including erection of marquee with bar, adjacent storage container, and associated al fresco areas
Application Ref:	230407/DPP
Application Type	Detailed Planning Permission
Application Date:	31 March 2023
Applicant:	McGinty Group
Ward:	Hazlehead/Queen's Cross/Countesswells
Community Council:	Queen's Cross And Harlaw
Case Officer:	Roy Brown



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RECOMMENDATION

Refuse

APPLICATION BACKGROUND

Site Description

The application site comprises a c.690sqm area of ground in the northeast quadrant of Queen's Terrace Gardens, which is a public park bounded by Queen's Terrace and Rubislaw Terrace to the north and Albyn Place to the south. The application site area is largely laid to grass, with mature trees to the north and west.

Many of the surrounding buildings are occupied by business premises, including uses within class 4, typically office as well as class 3 bar/restaurant premises, including 'No.10 Bar and Restaurant' operating from 10 Queen's Terrace, opposite the application site to the north.

The site lies within the Albyn Place and Rubislaw Conservation Area and all buildings fronting the gardens from Queen's Terrace (to the north) and Prince Arthur Street (to the west) are category B listed. The gardens themselves were set out in the 19th century as part of the wider plan for Queen's Terrace and Rubislaw Terrace and their formal layout, design and features are characteristic of its Victorian origin. They are enclosed by a combination of cast iron railings and granite balustrading, also Category B listed, including traditionally styled streetlamps and are bisected symmetrically by footpaths running centrally from north to south and east to west. There are multiple trees in the gardens, both within the application site boundary and on immediately adjoining land, the largest trees being primarily on the edges of the gardens. The ground levels within the northern part of the gardens sit approximately 1m below the street level of Queen's Terrace. Core Path 96 (Castlegate to Anderson Drive) runs from east to west through the gardens to the immediate south of the application site.

Relevant Planning History

Planning application 220336/DPP was refused in June 2022 for the change of use of an area of the gardens to a temporary outdoor seating area for a public house including the erection of a marquee with a bar, an adjacent storage container, and associated alfresco areas. Whilst very similar, the current application differs in that it would also include two toilet 'pods' at the western side of the site and does not include a further outdoor seating area in the south western quadrant of the gardens.

Application 220336/DPP was refused because it was considered that it would have involved a significant proportion of the Urban Green Space of Queen's Terrace Gardens being utilised for private commercial purposes, consequently inhibiting public access to this public open space; because replacement green space provision was not proposed; and because the prominent location of the structures was considered such that they would have detracted from the parkland setting of Queen's Terrace Gardens and have adversely affected the character and appearance of the Albyn Place and Rubislaw Conservation Area. It was thus considered to not accord with the relevant policies applicable at the time of the determination.

The previous application was also assessed in the context of the since withdrawn guidance in the Scottish Government's Chief Planner's Letter of July 2020 that supported a relaxed approach to taking enforcement action against outdoor seating uses associated with bars and restaurants that were unable to run at full capacity due social distancing requirements during the Covid-19 pandemic.

Prior to the submission of that application, whilst the country was subject to Covid-19 social distancing measures, the application site was informally used as an outdoor seating area and had a marquee structure similar to the development proposed in this application. The earlier structure had already been removed and the area returned to public gardens by the time the previous planning application was determined.

APPLICATION DESCRIPTION

Description of Proposal

Detailed Planning Permission is sought on a temporary basis, during the months of May to September in 2023, 2024 and 2025 for the change of use of the application site from amenity land to Class 3 use, the erection of a marquee structure with bar, and outdoor seating areas. The proposal would also include the installation of two toilet 'pods' (disabled accessible), a storage container and a generator at the western side of the site. The facility would be operated as an additional drinking and dining space associated with No.10 Bar and Restaurant, sited 20 metres from the application site on the opposite side of Queen's Terrace.

The aluminium-framed marquee structure would be sited in the north-western corner of the gardens, secured by concrete blocks and would have a pitched-roof design, with a clear roof and full-height uPVC framed roof panels and glazing on all sides and aluminium framed doors. It would include access ramps on its south and east sides, which would have a height of c.1.3m including the timber balustrades. The marquee structure would cover an area of c.243sqm and would be 27m long and 9m in width. It would have height of c.2.6m to eaves and a maximum ridge height of c.4.2m. The toilet 'pods' would be flat-roofed and have maximum height of c.2.3m.

Whilst it would be for licensing, rather than the planning service, to regulate the number of patrons permitted, the submitted plan indicates that the enclosed marquee space could accommodate at least 18 tables and a bar. In addition, the layout indicates that 6 picnic benches would be sited externally at the eastern end of the marquee. It is anticipated that the proposal would accommodate more than 100 seated patrons. The previous marquee had a 120 cover capacity.

Amendments

The applicant has submitted additional supporting statements since the application was validated. No amendments have, however, been made to the proposals.

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=RSDNOYBZI5Y00>

Design Statement (Prepared by the applicant)

Provides a background for the proposal, the business, their previous marquee structure on the site and gives evidence of support from customers.

Supporting Document (Prepared by the applicant)

Summarises their business, describes their previous marquee structure on the site, justifies the development in terms of the current economic environment, as well as gives evidence of support from customers.

Supporting Planning Document (Prepared by Brodies LLP)

Sets out the context of the site, appraises the proposal against development plan policy and material considerations and seeks to address issues raised by the Planning Service regarding the proposal.

Quote Regarding Re-instating Turf (Prepared by Urban Landscape + Tree Services)

A quote for re-turfing the ground once the marquee would be removed.

Reason for Referral to Committee

In accordance with the Scheme of Delegation for Local Development, the application has been referred to the Planning Development Management Committee as the Appointed Officer and Chief Officer (Strategic Place Planning), following consultation with the Convener of the Planning Development Management Committee, have decided that the particular circumstances of the application are such that it should be determined by the Planning Development Management Committee.

CONSULTATIONS

ACC Environmental Services – Objection - Environmental Services is responsible for maintaining the gardens. The previous marquee has caused a lot of damage to the ground which the team has been repairing. New planting, including trees has just been completed. The gardens are there for the public to use and enjoy. Green / garden space should not be given over to business. This is especially the case in the west end and city centre where there is very little green space for the public to enjoy.

Roads Development Management Team – No objection – The site is in Controlled Parking Zone P. Due to its siting, there is no scope for indiscriminate parking and the site is accessible by public transport, footways and bicycles. The only concern would be the road safety issue of having to transport food and drink across the road. However, there was a similar marquee in a similar location recently, and it does not appear to have been an issue in this relatively quiet stretch of road.

Environmental Health Service – No objection – This service recalls the previous structure which operated during the Covid-19 pandemic, during which time no noise complaints had been received. A noise screening assessment has been undertaken, which considered the potential noise emissions from the proposed seating area and its temporary nature. Given the noise drop off due to the distance coupled with the likely acoustic barrier effects afforded by walls and buildings between the proposed seating area and the nearest sensitive receptor, 4 Prince Arthur Street, a reasonable level of amenity should remain. However, they recommend conditions related to noise mitigation (no amplified music; no use outwith the hours of 1000 to 2200; use of a suitable noise attenuated generator) are applied to protect the amenity of neighbours from noise and reduce the risk of noise complaints.

Queen's Cross and Harlaw Community Council – No response received.

REPRESENTATIONS

259 representations have been made timeously in respect to this application, 249 are in support and 10 are objections. The matters raised in the objections relate to the following:

- The loss of public open space. It is a public space that should be accessible to all and should not be used by a private business. The proposal would exacerbate the limited public open space provision in the area.
- The structure would detract from the conservation area and the sense of place of this street.
- The proposal would damage the gardens and it would adversely impact biodiversity. New planting has been undertaken on the site where the development would be located. It is suggested that the company should be obligated to repair the soil which has been damaged from the previous structure.
- The proposed use would conflict with and deter its use by other would-be users of the park.

- Concerns with respect to women's safety.
- Concerns with respect to potential anti-social behaviour from alcohol consumption.
- Concerns with respect to noise.
- Concerns with respect to air quality from the generator.
- The fact the previous application for such a proposal was refused on the site.
- The proposal would be during the seasons when the park is most in use.
- The precedent that this proposal would set for the loss public open space for private purposes.
- The previous marquee was in place as a temporary solution in response to the pandemic and that is no longer applicable.
- It is suggested that the marquee is installed in the car park at the rear of the site.
- The proposal conflicts with local policies on green space provision and quality placemaking
- It is queried if residents would get a rebate on council tax if this was approved (*this is not a material consideration*).

The matters raised in the representations in support relate to the following:

- Improvements to the local economy, tourism and provision of jobs.
 - The appropriate location for this use. It would improve vitality of the west end and city centre as it would bring people into an area which links the two areas. It would utilise an underused space.
 - It would not detract from, but instead enhance, the visual amenity of the gardens and the surrounding area.
 - It would not damage the gardens and other areas of the gardens would remain unaffected.
 - It would accord with green space policy as it would bring people into the space without detracting from landscape character.
 - It would enhance the amenity of the surrounding area, particularly in the summer.
 - It would not detract from the amenity of neighbouring properties, notably in terms of noise.
 - It would increase the choice of outdoor seating area in the city. Other cities support outdoor dining and drinks areas so this type of development should be supported.
 - It would accord with the aims of the City Centre Masterplan.
 - It would encourage people to be outside.
 - Other businesses have had their proposals for outdoor seating areas approved.
 - The quality of the operator. Those in support enjoyed using the previous marquee on the site.
-
- Its accessibility by public transport methods.
 - It would increase revenue of Aberdeen City Council.
 - Disagreement with the objection regarding antisocial behaviour.
 - Concern that the park is currently used by school children.
 - The application has received a large amount of support.

A submission in support of the application was received from Kevin Stewart MSP, however this occurred outwith the representation period.

MATERIAL CONSIDERATIONS

Legislative Requirements

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

as material to the application, unless material considerations indicate otherwise. Section 64 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 requires the planning authority to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.

Development Plan

National Planning Framework 4

National Planning Framework 4 (NPF4) is the long-term spatial strategy for Scotland and contains a comprehensive set of national planning policies that form part of the statutory development plan. The relevant provisions of NPF4 that require consideration in terms of this application are –

- Policy 1 (Tackling the Climate and Nature Crises)
- Policy 2 (Climate Mitigation and Adaptation)
- Policy 3 (Biodiversity)
- Policy 7 (Historic Assets and Places)
- Policy 13 (Sustainable Transport)
- Policy 14 (Design, Quality and Place)
- Policy 20 (Blue and Green Infrastructure)

Aberdeen Local Development Plan 2023 (ALDP)

The following policies are relevant –

- Policy D1 (Quality Placemaking)
- Policy D6 (Historic Environment)
- Policy NE2 (Green and Blue Infrastructure)
- Policy NE5 (Trees and Woodland)
- Policy T2 (Sustainable Transport)

Interim Planning Guidance (APG)

Aberdeen Planning Guidance is currently Interim Guidance. The documents hold limited weight until they are adopted by Council. The weight to be given to the Interim Planning Guidance prior to its adoption is a matter for the decision maker.

- Open Space and Green Infrastructure
- Temporary Buildings

Other Material Considerations

- Albyn Place and Rubislaw Conservation Area Character Appraisal

EVALUATION

Loss of Urban Green Space and Public Amenity

The application site lies within an area defined by the Aberdeen Local Development Plan 2023 (ALDP) as Urban Green Space. Policy NE2 (Green and Blue Infrastructure) of the ALDP states that we will protect, support and enhance the city's Urban Green Space and that development proposals that do not achieve this will not be supported. It states that exceptions may be made when an equivalent and equally convenient and accessible area for public space is provided by the applicant

for Urban Green Space purposes. Policy 20 (Blue and Green Infrastructure) of National Planning Framework 4 (NPF4) states that development proposals that result in fragmentation or net loss of existing blue and green infrastructure will only be supported where it can be demonstrated that the proposal would not result in or exacerbate a deficit in blue or green infrastructure provision, and the overall integrity of the network will be maintained, and that the planning authority's Open Space Strategy should inform this.

One of the overarching spatial principles of NPF4, 'Local Living', sets out that improving community health and wellbeing can be achieved by ensuring people can easily access greenspace. The Qualities of Successful Places referred to in Policy 14 (Design, Quality and Place) of NPF4 seeks development to be designed for healthy and active lifestyles, through access to nature and greenspace. Paragraph 6.15 of the ALDP states that the Council's Open Space Audit and Open Space Strategy provide a strategic framework for creating, connecting and improving Aberdeen's open spaces. Good quality open space makes a vital contribution towards stronger communities and healthier lifestyles, making Aberdeen a more attractive place to live, work and invest. As such, there is a presumption in both national and local planning policy in retaining and improving open space and therefore the proposal to remove the area from the public is contrary to these aims.

In this instance, the Queen's and Rubislaw Terrace Gardens are included in the Open Space Audit 2010 and identified as a 'Public Park and Garden' and there have been minimal changes made to the site since the undertaking of that audit. The audit scored the gardens very highly (21/25), notably in terms of its sense of place and community value. The residential and commercial areas to the west of the site are identified as having a deficit of local open space provision and these gardens are the closest public gardens to substantial residential areas of the west end.

The proposed development involves the provision of a marquee structure, additional outdoor dining/drinking areas and associated works within a public garden, to be operated in conjunction with an existing bar / restaurant sited opposite. These operations would effectively create private commercial floorspace and reduce the area of the gardens that is available for its established use as a public amenity. No provision has been made for an alternative area of public open space elsewhere to compensate for the area lost, in conflict with Policies 20 of NPF4 and NE2 of the ALDP.

There would thus be an amenity impact arising from the presence of this use and its associated structures. The gardens at Queen's Terrace and Rubislaw Terrace are one of the few areas of green public open space in an otherwise urban area and, as such, they have considerable amenity value to those living locally, whilst also contributing to the setting of nearby listed buildings and the character of the conservation area. Whilst it is acknowledged that the proposal is sought on a temporary basis, the proposal would nevertheless cover, and result in the loss of, a large area of public open space during the warmest and lightest months of the year and for a period of 3 years,; notably in the summer months when it is anticipated that the usage of the park is likely at its greatest. One of the six qualities of successful places referred to in Policy 14 of NPF4 is that development should be 'healthy' whereby they support the prioritisation of women's safety and improve physical and mental health for all. Given the area of the gardens is currently of an open and accessible nature and provides a public amenity to all, that may be compromised by the proposed development.

Whilst the area of ground that would be the subject of the change of use is not of significant wildlife value, the application site would be covered by development from the Spring to the Autumn, notably during the months when grass, tree and shrub growth would be greatest. There would be minimal time for the grass to recover before the winter. Aberdeen City Council's Environmental Services are responsible for maintaining this park and they have objected to the application, highlighting that the previous marquee had caused a lot of damage to the ground that has only recently been repaired. Evidence from Google Streetview dated April 2023 shows that the grass has yet to fully recover from the previous structure on the site. It is thus anticipated that the proposal would likely result in

the reduction in the amenity and useability offered by the space even during the months when the development is not in place.

Whilst it is appreciated that the proposal would likely bring more people into the gardens as patrons of the facility, it is considered that public access and the wide-ranging functions that open space offers as a public amenity would not be protected or enhanced by the formation of a large area of private commercial floorspace. For the foregoing reasons, it is considered that this development would conflict with the aims of Policies 20 of NPF4 and NE2 of the ALDP.

Design and Impact on the Historic Environment

Section 64 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997, as amended, places a statutory duty in exercise of planning functions with respect of land in a conservation area that special attention is to be paid to the desirability of preserving or enhancing the character or appearance of that area.

Policy 7 (Historic Assets and Places) of NPF4 states that development proposals in or affecting conservation areas will only be supported where the character and appearance of the conservation area and its setting is preserved or enhanced. Relevant considerations include the:

- i. architectural and historic character of the area;
- ii. existing density, built form and layout; and
- iii. context and siting, quality of design and suitable materials.

Policy D6 of the ALDP states that appropriate developments, including new features, must be designed to respect the character, appearance and setting of the historic environment and protect the special architectural or historic interest of listed buildings, conservation areas and historic gardens.

To determine the effect of the proposal on the character of the area it is necessary to assess it in the context of Policy 14 of NPF4 and Policy D1 of the ALDP. Policy 14 states that development proposals will be designed to improve the quality of an area whether in urban or rural locations and regardless of scale. D1 (Quality Placemaking) of the ALDP requires all development to ensure high standards of design, create sustainable and successful places and have a strong and distinctive sense of place which is a result of detailed contextual appraisal.

In this case, the proposal involves the siting of a large marquee structure, measuring 9m deep by 27m long, supported by an aluminium frame which is weighted down by concrete blocks, whilst the height (c.4.2m to ridge, c.2.6m to eaves) is considered to not be excessive, there would be a visual impact arising from the highly prominent roadside location, the incongruous presence of the marquee and associated items within a formal public garden in a historic urban area, including its roof structure from Queen's Terrace itself.

The gardens form a key part of the setting of the category 'B' listed Queen's Terrace, considered one of the finest in Aberdeen and they are referenced in the listing for the terrace as being 'particularly fine'. The Albyn Place and Rubislaw Conservation Area Character Appraisal, sets out that these gardens are in prominent location to the north of Albyn Place, one of the main thoroughfares into the city centre, and they contribute significantly to the character and appearance of the conservation area. As with the surrounding historic buildings, the gardens retain their historic formal layout, landscape design and features. It is noted that the quality of the terraces has always considered of particularly high standard, with the listing quoting its survey of 1879 describing the terraces as 'superior to anything of their class in the aristocratic quarter of almost any town in Scotland'.

In this context, the construction of a large modern marquee building of temporary design and appearance in this historic garden would be incongruous with and detract from the special character of the 19th century gardens, the setting of these listed buildings and the wider conservation area. Although the marquee would be screened to a certain degree from Albyn Place with mature trees and other vegetation, the marquee would have an imposing presence within the garden space and would negatively affect the views from the gardens of the terrace as well as the wider conservation area. Its siting in the northwest corner of the gardens would detract from its designed symmetrical layout, particularly where experienced along its east-west views within the central path which bisects them. The construction of the marquee in this location within the gardens would thus undermine their sense of place and how they are experienced as historic gardens.

The Temporary Buildings APG sets out principles for considering temporary buildings. It advises that such buildings should be sited to generally avoid highly visible public areas and avoid landscaped areas, especially those with established tree or shrub planting. The SG also notes that it may not always be possible to accommodate temporary buildings within conservation areas without adversely affecting its character, and in these circumstances, applications are likely to be refused. It is thus also noted that there is a conflict with the principles of this interim guidance, as Queen's Terrace Gardens represent a highly visible public area and a landscaped space with established tree and shrub planting, and furthermore because it would adversely affect the character of conservation area and the setting of listed buildings.

Policy 7 (Historic Assets and Places) of NPF4 states that development proposals with a potentially significant impact on historic assets or places will be accompanied by an assessment which is based on an understanding of the cultural significance of the historic asset and/or place. It is raised in the submitted Support Planning Statement that the development has been designed to resemble an 'orangery' that may be appropriate to such an historic environment. The Planning Service questions this given that the structure is a standard large modern marquee of temporary design and modern materials and appearance that has not been designed with due regard to the historic character of its surroundings. Furthermore, given the formalised symmetrical layout and intended public facing nature of the gardens, it is considered that an 'orangery' structure of the scale and asymmetrical siting proposed would not be reflective of the historic design, layout and character of the gardens. Whilst accepted that the structure is intended to be temporary, it is considered that this proposal has not been designed with an understanding of the context of the surrounding historic environment.

It is indeed recognised that the impact of this proposal would be reversible, and the permission is sought on a temporary basis. However, the obviously temporary appearance of the structure would be such that its installation for a prolonged on and off period over the course of 3 years would be unacceptable within the context of the Albyn Place and Rubislaw Conservation Area. Indeed, this was the position reached by the Planning Authority in the assessment and refusal of the previous application when permission was sought for lesser time period.

As such, by way of its design, scale and siting in its context, it is considered that the proposal would adversely affect the character and appearance of the Albyn Place and Rubislaw Conservation Area, and thus it would be in clear conflict with Policies 7 and 14 of NPF4; Policies D1 and D6 of the ALDP. Section 64 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997, as amended, places a statutory duty on the Planning Authority to pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area. This development would be contrary to the desirability of preserving and enhancing the character and appearance of the conservation area.

Climate Change and Biodiversity

Policy 1 (Tackling the Climate and Nature Crises) of NPF4 requires significant weight to be given to the global climate and nature crises in the consideration of all development proposals. Policy 2 (Climate Mitigation and Adaptation) requires development proposals to be designed and sited to minimise lifecycle greenhouse gas emissions as far as possible, and to adapt to current and future risks from climate change. Policy 3 (Biodiversity) of NPF4 requires proposals for local development to include measures to conserve, restore and enhance biodiversity, proportionate to the nature and scale of development.

In this instance, given the temporary nature of this development and its proposed use, the proposal would not exacerbate, or be at significant risk from, the effects of climate change. The proposal would thus have no conflict with Policy 2 of NPF4.

However, no biodiversity enhancements have been included in this proposal. Whilst the area of ground that would be the subject of the change of use is not of significant wildlife value, the proposal would be covered by development from the Spring to the Autumn. It is thus anticipated that the proposal would likely result in the loss of, and damage to, the grass on the application site for as long as the permission would be in place. In considering the requirements of Policy 3 of NPF4, Policy NE5 (Trees and Woodlands) of the ALDP states that buildings and infrastructure should be sited to allow adequate space for a tree's natural development, taking into account the predicted mature height, canopy spread and future rooting environment and that, where applicable, root protection areas should be established, and protective barriers erected prior to any work commencing. The proposed structures would be located in very close proximity to existing trees, particularly the mature trees on the edges of the gardens. Although the proposal would not result in any significant excavation works and no trees are proposed to be removed, no evidence in terms of a tree survey, arboricultural impact assessment and tree protection plan has been submitted to demonstrate that the development would not result in the damage to, or inadvertent loss of trees on the site.

A tree survey, arboricultural impact assessment and tree protection plan could have been submitted with the application to address the matter but was not provided. Paragraph 4.41 of the Planning Support Statement has, however, suggested conditions to address these matters. The applicant has suggested that the rooting areas of the trees could be mulched with woodchip, grass could be left to grow longer, and wildflowers could be planted in the rooting areas to benefit biodiversity, soil structure and dissuade foot traffic. However, given a large section of the marquee would be located within the root protection areas of the surrounding trees, the mulching would have to be where the marquee would be located, and the laying of woodchip would not prevent long-term compaction within the root protection areas. As such, the solution suggested would not be effective in resolving the concerns over the impact on the trees. With respect to the damage to the lawn, the applicant has offered, at their expense, to re-instate the area using turf each year when the structure would not be in place. However, the re-laid turf would be covered again each year when the structures would be re-erected in the Spring months, questioning the potential success of this approach given the limited scope for growth over the winter.

Given Policy 1 requires significant weight to be given to the nature crisis, the proposal would not conserve, restore and enhance biodiversity, and there is no evidence to demonstrate that the proposal would not damage the trees in the area, based on the information submitted, the proposal would not accord with the aims of Policy 1 and 3 of NPF4 and NE5 of the ALDP.

Precedent

The Support Planning Statement has referred to several other applications for the formation of temporary structures and the change of use of public open spaces for commercial occupation.

Reference has been made of the recent decision made by the Planning Authority to approve the installation of a marquee as a seating area in the curtilage of the Dutch Mill (Ref: 221514/DPP). It must be highlighted that that development differed very significantly in as far as that proposal was entirely within the curtilage of the Dutch Mill premises and not on public open space. The same cannot be stated of this proposal and the material considerations are different in this instance, with the development being proposed on an already valued area of public open space.

Reference has been made to the inclusion of the commercial pavilions in Union Terrace Gardens as well as the cafes in Duthie and Hazlehead Parks. It must be highlighted that those parks are all of a significantly larger scale than this open space and the facilities referenced are sited either within existing buildings or as part of a wider redevelopment project. With respect to the redesign of Union Terrace Gardens, the features were an intended part of the proposal as a City Centre Masterplan project. The same cannot be said of this proposal, which would comprise the installation of temporary structures on a prolonged basis in formal gardens.

Those examples are therefore materially different to this proposal. Unlike those, however, it is recognised that there are other Class 3 uses on Queen's Terrace and Rubislaw Terrace opposite the gardens. Whilst every application is considered on its own merits, the grant of planning permission for this development could result in a situation which would make it very difficult to resist similar proposals for the change of use of the gardens to accommodate such uses in the future. Such a situation could cumulatively result in the reduction of the open space, exacerbating the issues that have been set out in this evaluation.

Noise

Whilst Queen's Terrace Gardens and Rubislaw Terrace Gardens are identified as Urban Green Space, the surrounding area is zoned within Policy VC6 (West End Area) of the ALDP. The majority of nearby buildings are in office/business use, although the Environmental Health Service notes that the closest residential property is understood to be on Prince Arthur Street. It is noted that the gardens are enclosed by roads on all sides, which adds a degree of separation from residences. The Environmental Health Service has expressed no objection to the proposals on noise grounds, subject to the use of appropriately worded planning conditions to prohibit amplified music or live performance, restricting use outwith the hours between 10am and 10pm and the use of a noise attenuated generator. In this regard, it is considered the proposal would not cause any conflict with, nor any nuisance to, the enjoyment of existing residential amenity, and demonstrate their accord with Policy WB3 (Noise) of the ALDP. It is furthermore noted from the Planning Supporting Document that there is no intention to play amplified music or other forms of music entertainment within the marquee.

Transportation and Accessibility

The proposed outdoor seating area would not serve to hinder vehicular or pedestrian movement. No additional car parking spaces are provided to support the additional floorspace, however the Roads Development Management Team are satisfied that this is not required given its accessible city centre location. Taking these matters into account, it is considered that there is no conflict with Policy T2 (Sustainable Transport) of the ALDP.

Local Living Requirements

Policy 15 (Local Living and 20 Minute Neighbourhoods) states that development proposals will contribute to local living including, where relevant, 20 minute neighbourhoods. 20 minute neighbourhoods are defined within NPF4 as 'a method of achieving connected and often compact neighbourhoods designed in such a way that people can meet the majority of their daily needs within

a reasonable distance of their home preferably by sustainable and active travel methods.’ This policy notes the importance of having local access to parks, green streets and spaces.

In evaluating this proposal against Policy 15, on the one hand, it is acknowledged that the application site is in an accessible inner-city location in the West End Area near the city centre and the development would provide a food and drink use in a marquee with outdoor seating for those living and working in the wider area, as well as provide the opportunity for local employment. However, there are many other existing Class 3 and licensed premises which are accessible from the surrounding residential and commercial area serving similar needs, that can also take advantage of the nearby public gardens for informal sitting out areas. Unlike those other food and drink uses, this proposal would result in the reduction of local open space in an area that is identified as having a deficit of local open space provision. As such, on balance, it is considered that the disbenefits from the loss of open space would outweigh the increase in availability of food and drink use on this particular site, and subsequently it would not meet the overall aims of Policy 15 of NPF4.

Community Wealth Building Context

Policy 25 (Community Wealth Building) of NPF4 states that:

‘Development proposals which contribute to local or regional community wealth building strategies and are consistent with local economic priorities will be supported. This could include for example improving community resilience and reducing inequalities; increasing spending within communities; ensuring the use of local supply chains and services; local job creation; supporting community led proposals, including creation of new local firms and enabling community led ownership of buildings and assets.’

Community wealth building is defined in NPF4 as ‘A people-centred approach to local economic development, which redirects wealth back into the local economy, and places control and benefits into the hands of local people.’

It is understood that this proposal does not relate to any existing defined community wealth building strategy set by Aberdeen City Council. It is acknowledged that this development would increase economic activity locally, it has the potential increase footfall in the area as well as support local job creation which would align with the themes of this policy. However, these benefits are outweighed by the matter of the privatisation of a valued area of open space at the expense of the wider public.

Other Material Considerations

In evaluating this proposal, this assessment has balanced the positives of supporting local business, the benefits of outdoor seating areas, and the provision of recreational opportunities through creative temporary uses of Open Space. It is acknowledged that an outdoor seating area and marquee had previously operated without planning permission on the site in response to the approach to relax planning enforcement that was adopted during the Covid-19 pandemic on the operation and capacity of hospitality venues. There is, however, no justification which outweighs the harm to the public interest which arises from permitting commercial occupation of a significant proportion of a modest public garden in part of an urban area which does not enjoy the benefit of abundant public green spaces. It is considered that the proposal does not accord with the key provisions of the development plan as regards the protection of urban green space and maintaining public access to such spaces, as well as the adverse impact on the setting of the adjacent listed buildings and the character and appearance of the conservation area.

Since the determination of the previous application, the Scottish Government has introduced Permitted Development Rights allowing for the change of use of public roads adjacent to food and

drink premises to outdoor seating areas. Such an alternative proposal adjacent to No 10 would not produce the same issues as the development proposed because it would not result in the loss of open space and, furthermore, it would not require planning permission. An outdoor seating scheme rather than a marquee would, furthermore, have lesser visual impact and resultant adverse impact on the sense of place and special character of the gardens than the development proposed and could provide the benefits of outdoor eating and drinking which have been expressed in the representations in the support.

The Planning Service had presented the opportunity to the applicant to consider alternative outdoor schemes to address the conflicts with the Development Plan in this proposal. However, an alternative scheme has not been pursued.

Matters Raised in the Objections

The matters raised in the objections relating to the loss of public open space for a commercial occupation, impact on open space provision, as well as the previous justification for a marquee during Covid-19 no longer being compelling have been addressed above. Likewise, as has the consideration of wildlife and biodiversity impact and the adverse impact on the historic environment. Consideration has been made of noise and the Environmental Health Service were consulted.

The concern regarding potential conflict with other users of the park and women's safety have been considered. The qualities of successful places referred to in Policy 14 of NPF4 requires development to be 'healthy' by way of supporting women's safety and improving physical and mental health. This development would change the character of the gardens as well as result in the loss of a substantial area of urban green space as a public amenity. There is, however, no information to suggest that the proposal would adversely impact women's safety. Potential antisocial behaviour which may arise from the operation of the premises is not a material planning consideration but would be regulated through licensing and the police.

With respect to the concern over impact on air quality from the generator, no adverse comments have been made by the Environmental Health Service. Whilst there would likely be some detrimental impact, the Planning Service considers that it would be relatively minor and not to a degree whereby it would be reason to refuse the application.

With respect to the question seeking the answer as to why a similar development could not be installed in the car park at the rear of the premises, it must be noted that the Planning Authority must determine the application which has been submitted. There is no evidence within the supporting information that alternative proposals have been considered, notably within the site of the premises itself.

The question as to whether residents would get a rebate on council tax if the application was approved is not a material planning consideration.

RECOMMENDATION

Refuse

REASON FOR RECOMMENDATION

The proposal involves a significant proportion of the Urban Green Space of Queen's Terrace Gardens being utilised for private commercial purposes, consequently inhibiting public access to this public open space. No replacement green space provision is proposed. The proposed

development is therefore contrary to Policies 14 (Design, Quality and Place) and 20 (Blue and Green Infrastructure) of National Planning Framework 4 and Policy NE2 (Green and Blue Infrastructure) of the Aberdeen Local Development Plan 2023.

In terms of the statutory duty to pay special regard to the desirability of preserving and enhancing the character and appearance of the conservation area, by way of their design, scale and siting in their context, it is considered that the proposed structures would adversely affect the setting of the adjacent listed buildings and the character and appearance of the Albyn Place and Rubislaw Conservation Area. The proposal would therefore conflict with Policies 7 (Historic Assets and Places) and 14 (Design, Quality and Place) of National Planning Framework 4 and Policies D1 (Quality Placemaking) and D6 (Historic Environment) of the Aberdeen Local Development Plan 2023.

Based on the information that has been submitted, the proposal would not conserve, restore or enhance biodiversity and no evidence has been submitted to demonstrate that the proposal would protect the nearby trees from damage. The proposal therefore results in a tension with Policies 1 (Tackling the Climate and Nature Crises), which requires significant weight to be given to the nature crisis, and Policy 3 (Biodiversity) of National Planning Framework 4 and Policy NE5 (Trees and Woodlands) of the Aberdeen Local Development Plan 2023.

Notwithstanding that every planning application is considered on its own merits, given the presence of other Class 3 uses in the area within close proximity of the gardens, there is the potential for this development to make it difficult to resist similar proposals nearby in the area, which could result in the greater loss of open space, to the detriment of public amenity.

Thus, whilst it is recognised that this development would increase economic activity locally, has the potential to increase footfall in the area and support local job creation, significant public harm would result from the combined loss of this valued area of open space as a public amenity, its impact on the historic environment and through the biodiversity matters not being sufficiently addressed. As such, the development would conflict with overall aims of the Development Plan.