

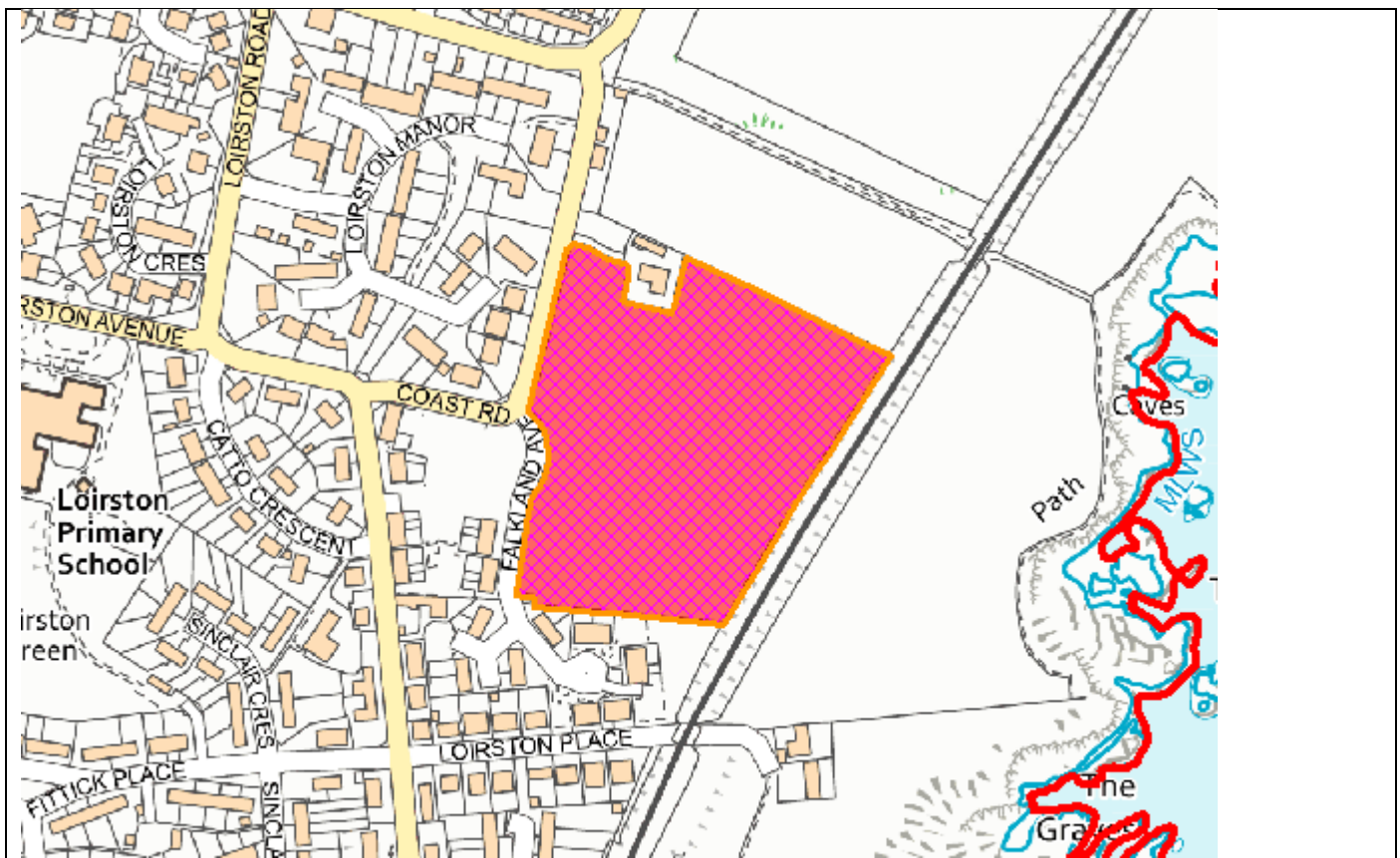


Planning Development Management Committee

Report by Development Management Manager

Committee Date: 10 December 2020

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



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RECOMMENDATION

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

APPLICATION BACKGROUND

Site Description

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

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

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

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

Relevant Planning History

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

APPLICATION DESCRIPTION

Description of Proposal

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

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

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

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

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

Supporting Documents

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

<https://publicaccess.aberdeencity.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=QAOH38BZHHT00>

These include:

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

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

Reason for Referral to Committee

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

Pre-Application Consultation

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

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

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

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

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

CONSULTATIONS

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

Core Path Network - £50,592;

Healthcare Facilities - £139,206;

Community Facilities - £248,676; and

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

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

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

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

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

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

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

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

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

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

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

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

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

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

REPRESENTATIONS

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

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

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

MATERIAL CONSIDERATIONS

Legislative Requirements

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

National Planning Policy and Guidance

Scottish Planning Policy (SPP)

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

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

Aberdeen Local Development Plan (2017)

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

Policy D1 - Quality Placemaking by Design

Policy D2 - Landscape

Policy D4 - Historic Environment

Policy I1 - Infrastructure Delivery and Planning Obligations

Policy T2 - Managing the Transport Impact of Development

Policy T3 - Sustainable and Active Travel

Policy T5 - Noise

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

Supplementary Guidance and Technical Advice Notes

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

Proposed Aberdeen Local Development Plan (2020)

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

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

The foregoing can only be assessed on a case by case basis. In this case, the Proposed LDP carries forward the wider OP58 opportunity side, identifying its potential for a development of 150 homes, for which a Masterplan would be required. The following policies are relevant to this proposal:

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

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

EVALUATION

Principle of Development

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

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

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

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

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

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

1. does not constitute over development;

2. does not have an unacceptable impact on the character and amenity of the surrounding area;
3. does not result in the loss of valuable and valued areas of open space. Open space is defined in the Aberdeen Open Space Audit 2010; and
4. complies with Supplementary Guidance.

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

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

These statements advise the following:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Affordable Housing and Housing Mix

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

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

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

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

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

Development Framework

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

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

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

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

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

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

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

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

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

Siting, Layout and Design

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

- Distinctive;

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Noise and Vibration

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

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

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

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

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

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

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

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

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

Transport Impacts

Under Policies T2 and T3, commensurate with the scale and anticipated impact, new developments must demonstrate that sufficient measures have been taken to minimise traffic generated and to maximise opportunities for sustainable and active travel.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Developer Obligations

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

Open Space Provision

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

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

Green Space Network

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

Flooding and Drainage

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

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

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

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

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

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

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

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

Natural Heritage

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

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

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

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

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

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

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

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

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

Access

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

Other Technical Matters

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

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

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

Matters Raised in Representations

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

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

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

Conversion of Green Belt land

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

Impacts due to refuse collection locations

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

Impact on local services – medical practice and dentist

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

Impact on quality of life in the area

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

Impact on Site of Special Scientific Interest (SSSI)

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

Lack of sufficient amenity facilities in Cove

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

Railway station was shown in Cove Masterplan (2008)

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

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

Safety concerns due to proximity of railway lines

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

Securing affordable housing

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

School capacity not sufficient

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

Scottish Planning Policy prefers use of brownfield sites over greenfield sites

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

Site is used by public to access core path

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

Proposed footpaths not compliant with Police Scotland comments

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

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

Comments from Community Council

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

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

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

Who will maintain the open space?

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

No usable open space provision

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

Are the existing walls to be retained/rebuilt?

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

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

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

Community centres under strain due to lack of volunteers

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

Development would negatively impact health in the area

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

Proposed Aberdeen Local Development Plan

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

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

Aberdeen City and Shire Strategic Development Plan (2020)

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

Heads of Terms of any Legal Agreement

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

Conclusion

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

RECOMMENDATION

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

REASON FOR RECOMMENDATION

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

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

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

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

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

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

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

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

CONDITIONS

1. Glazing and Ventilation Details

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

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

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

2. Access Junctions

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

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

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

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

3. Connection to remaining land within OP58 Stationfields

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

The requisite scheme shall include:

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

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

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

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

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

4. Dust Management

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

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

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

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

5. Materials

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

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

6. Fencing – Eastern Boundary

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

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

7. Construction Environment Management Plan (CEMP)

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

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

Details of the following should also be included:

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

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

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

8. Environmental Enhancements

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

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

9. Breeding Birds

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

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

10. Landscaping Scheme

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

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

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

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

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

11. Waste Provision

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

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

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

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

12. Surface Water Drainage

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

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

13. Car, Cycle and Motorcycle Parking

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

14. Electric Vehicle Charge Points

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

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

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

15. Residential Travel Pack

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

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

16. Carbon Reduction and Water Efficiency

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

The Energy Statement shall include the following items:

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

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

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

17. Full-Fibre Broadband

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

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

ADVISORY NOTES FOR APPLICANT

Waste

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

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

Specific development completion points:

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

Network Rail

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

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

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

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

Roads Construction Consent

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

Hours of Demolition and Construction Work

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

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

