

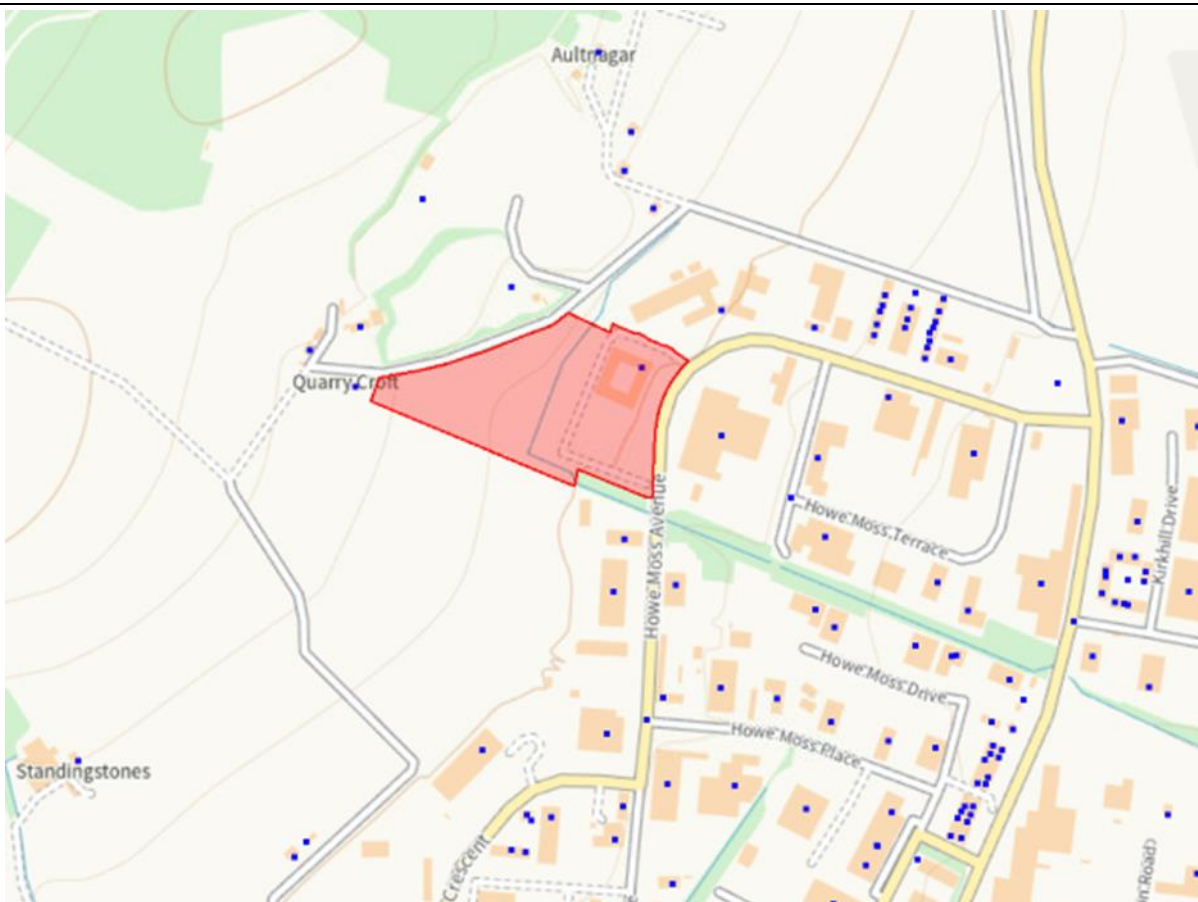


Planning Development Management Committee

Report by Development Management Manager

Committee Date: 19 June 2025

Site Address:	The Quad (formerly Craigievar House), Howe Moss Avenue, Aberdeen AB21 0GP
Application Description:	Proposed business and industrial development, comprising c7,500 sqm of class 5 and 6 uses with ancillary class 4 use with associated yard areas, boundary treatments, roads, parking, landscaping and other associated works
Application Ref:	250108/DPP
Application Type	Detailed Planning Permission
Application Date:	10 February 2025
Applicant:	Arrowmere Capital 2 Ltd
Ward:	Dyce/Bucksburn/Danestone
Community Council:	Dyce and Stoneywood



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RECOMMENDATION

Approve Conditionally

APPLICATION BACKGROUND

Site Description

The application site, which extends to just over 4 hectares, relates to an area of designated business and industrial land on a mixed greenfield/ brownfield site located within and at the north western edge of the Kirkhill Industrial Estate. The eastern part of the site was most recently occupied as an office development with associated parking areas and other ancillary facilities, which has recently been demolished, and the site now having been cleared. The site is relatively flat in nature, with the public road located to the rear of the site (north-west) sitting at a significantly higher level and leading to a small number of residential properties. The surrounding area is mixed in nature and includes offices and business/ industrial units to the north (currently vacant), east and south and with areas of open space to the south. The area of land to the west includes residential properties and areas of land which have been utilised as parking for the airport.

Relevant Planning History

- 240991/PAN – A Proposal of Application Notice for a proposed business and industrial development, comprising c7,500 sqm of class 5 and 6 uses with ancillary class 4 use and associated works was submitted in August 2024. The Planning Authority confirmed that the proposed consultation measures were acceptable on the 27th August 2024.

APPLICATION DESCRIPTION

Description of Proposal

The proposal seeks detailed planning permission for a proposed business and industrial development, comprising approximately 7500 square metres of class 5 (General Industry) and class 6 (Storage and Distribution) uses with ancillary class 4 (Business) use, with associated yard areas, boundary treatments, roads, parking, landscaping and other associated works. Six units are proposed in total, set around a central landscaped area. The works can be described in greater detail as follows:

Unit A1/A2: These units would be located to the front (east) of the site and would have a floor area of 929 sqm each (total 1,858sqm). The yard areas would be located to the rear of the buildings and would be accessed from Howe Moss Avenue on the eastern side of the site, using an existing access. The buildings would have a combined overall length of 57m, height of around 13.2m and width of 35.2m. Internally, both buildings would include a warehouse/ workshop area with around 139sqm of office space, that would be sited on the eastern, public side of the building. The building would sit slightly elevated from the road and would include elements of glazing on its eastern and southern/ northern elevations, with roller shutter/ access doors located on the western (rear) elevation. Materials proposed would include metal cladding panels (in a variety of colours). Each building would also have 24 spaces (48 in total) located to the front, which would be accessed from the north.

Unit B: This unit would also front onto Howe Moss Avenue and would have a floor area of 1672sqm. The yard area would be located to the rear and would be accessed from a newly built internal access road to the south. The building would have an overall length of 55.7m, height of 13.2m and width of 35.2m. The building would also sit elevated from the road and would include a warehouse/ workshop area with 250sqm of office space. Materials and design would match Unit A1/A2. The plot would be provided with 39 parking spaces, which would be accessed from the northern access.

Unit C: This building would be located centrally within the site and would have a floor area of 1,207 sqm, with a southern facing principal elevation. The yard area would be located to the side, along with the parking (26 spaces) and would be accessed from the new access road to the south. The building would be approximately 47.2m in length, height of 13m and width of 28.4m. Materials would match all other units. The building would have a warehouse/ workshop area with 185sqm of office space.

Unit D: Would be located to the south of Unit C and would have a floor area of 1,059 sqm with a northern and eastern facing principal elevation. The yard area would be located to the north of the building and parking for 24 vehicles located to the east. The building would have an overall length of approximately 40m, height of 12.8m and width of 27.9m. Materials would match all other units. The building would have a warehouse/ workshop area with 155sqm of office space.

Unit E: Would be located in the westernmost section of the site and would have a floor area of 1,300 sqm with a northern and eastern facing principal elevations containing office and workshop accommodation respectively. Parking for 30 vehicles would be located to the north of the building and the yard area located to the east. The building would have an overall length of approximately 45.5m, height of 12.7m and width of 30.3m. Materials would match all other units. The building would have a warehouse/ workshop area with 195sqm of office space. The building would sit at a lower level, approximately 60m from the boundary of the curtilage of the nearest residential property at Quarry Croft, and 74m from the dwelling.

Other Works: two accesses to the site are proposed, and existing one to the north which would provide vehicular access to Units A1/A2 and B and yard access to Units A1 and A2 and a new southern access which would serve all other units. Various areas of landscaping are also proposed though the site and around the buildings including a landscaping/ ecological buffer zone between Unit E and the adjacent residential property. A further landscape zone is located centrally within the site around the burn which runs through the site (which would be partially culverted to allow the formation of the access road). An access to the core path to the north is also proposed. A total of 167 parking spaces are also proposed which would include 18 EV parking spaces, 6 motorcycle parking spaces and 13 accessible spaces.

Amendments

The following amendments / additional supporting information has been submitted:

- Revised landscaping scheme (to address comments received from Aberdeen International Airport)
- A revised site layout and swept path analysis has been submitted (to address comments received from colleagues in Roads Development Management)
- A revised Flood Risk Assessment and details in relation to the culverting of the burn running through the site has been submitted (to address comments received from SEPA); and
- A revised Noise Impact Assessment has been submitted (to address comments received from colleagues in Environmental Health).

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=SR7D1OBZFUN00>

- Biodiversity Action Plan

- Design and Access Statement
- Flood Risk Assessment and Drainage Impact Assessment
- Noise Impact Assessment (updated May 2025)
- Planning Statement
- Pre-Application Consultation Report
- Preliminary Ecological Appraisal
- Site Investigation (Part 1 and Part 2)
- Sustainability Statement
- Transport Assessment and Framework Travel Plan
- Tree Survey and Arboricultural Impact Assessment

Reason for Referral to Committee

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

- The proposal is defined as a “major” development.

Determination of the application therefore falls outwith the scheme of delegation.

Pre-Application Consultation

The applicant undertook statutory pre-application consultation which included notification to Dyce and Stoneywood Community Council, local Councillors and a number of residential and commercial properties located within 250m of the application site boundaries. Two public consultation events took place on the 26th September and 24th October 2024. The first event was attended by eight people, with the second event attended by five. The concerns raised related to the amenity impacts of the proposed development, lack of demand for the proposed development and concerns about the scale of development.

The applicant also presented to the Pre-Application Forum on the 7th November 2024. The following matters were raised by Councillors and the following comments noted:

- In terms of landscaping at the airport, Aberdeen International Airport were a statutory consultee for the application and provided feedback;
- The buildings would be very modern in design and built to the highest standards in regards to carbon omissions;
- The applicant would be happy to investigate the use of solar panels, however they may be an issue with being in close proximity to Aberdeen Airport;
- A local drainage consultant had been appointed to look at any potential flooding and drainage issues; and
- Queries in relation to the proposed operators. The applicant advised that no operators had been confirmed to date.

CONSULTATIONS

Aberdeen City Council (ACC) Internal Consultees

ACC - Developer Obligations – advise of the requirement for on-site contributions towards the core path network and open space. No financial contributions are required in this instance. The response will be discussed in greater detail in the below evaluation.

ACC - Environmental Health – raised some concerns with the initial noise assessment raising concerns that the proposed use had the potential to have an adverse impact on nearby residential receptors. A further assessment should be undertaken with the aim of achieving Noise Rating Levels that are -5 decibels below background.

Following the receipt of an amended Noise Impact Assessment, they were content with the proposed mitigation measures; which should be implemented in accordance with the recommendations of the report. These included matters such as insulation to the buildings and restrictions on hours of operation of the loading bays.

Satisfied that the proposed external lighting shall not cause a nuisance to nearby sensitive receptors provided it is installed in accordance with the External Lighting Plan. Request the insertion of an informative in relation to the hours of construction.

ACC - Roads Development Management Team – have provided various comments on the proposals and note that, in terms of walking and cycling the site is surrounded by a good standard of footpath, with bus stops located in close proximity to the site. They also note that new pedestrian facilities including dropped kerbs and internal paths have been proposed which will facilitate better pedestrian access to the site and is acceptable.

They note that there is no accessible route from car parks serving units A1, A2 and B and that the applicant has addressed this by providing additional accessible parking to the rear/near the site entrances of the building, with this solution acceptable.

Note that cycling to and around the site is mostly on carriageway. There are various facilities in proximity to the site which can be utilised by those commuting to the site including Dyce Drive shared use footway(s).

In terms of public transport, the applicant has provided a summary of the public transport stops and routes within the proximity to the site. The nearest stop is located on Howes Moss Avenue almost directly outside the site. This stop is however not frequently served with only three AM and PM service during the working week.

In terms of parking, the applicant has provided a parking breakdown for the site and is proposing a total of 167 parking spaces. This includes thirteen accessible bays, six motorcycle parking spaces and a total of eighteen EV bays. This is acceptable. The size and layout of the parking spaces are considered to be acceptable. Each unit would also be provided with a cycle shelter containing five Sheffield Stands which is acceptable.

In terms of the impact on the local road network, the results of the trip generation for the proposed development are for 54 two way trips in the AM peak and 47 in PM peak. When compared to those estimated for the previous land use (offices) this is a reduction of 46 two way AM peak trips and a reduction of 51 PM peak trips. The proposal would therefore likely have positive impact on the local road network compared to the current consented use of the land. They also note that given the industrial nature of the site the number of HGV's expected to visit the site will be greater than the existing consented use. However, as the site is in an industrial estate and has excellent links to the AWPR this is not a concern.

In terms of access, they note that the southernmost access to the site is to be amended. The visibility splays of 4.5m x 60m are acceptable as is the swept path analysis showing a 16.5m articulated HGV accessing the site and the service yards. They also consider the travel plan and waste management details to be acceptable and note that the applicant has provided a Drainage Impact

Assessment which shows the proposed mitigation measures index outweighs the pollution index which is acceptable to Roads.

Colleagues in Roads Development Management have confirmed that they have no objection to the application.

ACC - Structures, Flooding and Coastal Engineering – reviewed the updated information ‘Flood Risk Assessment’ submitted on 10.02.2025 and had no comments, however note and agree with SEPA’s request for additional information (discussed elsewhere) dated 26.02.2025. Note that the proposed discharge rates from the new development are acceptable.

ACC - Waste and Recycling – raised a specific concern that the entry to the bin store of Unit E may be blocked by a parked car. An amended parking scheme was submitted which removed this concern. They have also advised of the general waste management requirements for the development and have no objection to the application in principle.

External Consultees

Aberdeen International Airport –confirmed that the proposed development had the potential to conflict with safeguarding criteria. To ensure the safeguarding of the airport they have requested the insertion of conditions in relation to the submission of a Bird Hazard Management Plan and further details of proposed landscaping for the site. Have also requested the insertion of an informative in relation to the use of cranes on the development site.

The airport confirmed that they have no aerodrome safeguarding objection to the proposal, provided that the above conditions are applied to any planning permission. These issues are discussed further in the below evaluation.

Dyce and Stoneywood Community Council – support the application noting that the proposals for six industrial/ business units is an appropriate use for the land, as far as Policy B1 (Business and Industrial Land) is concerned. Also consider the proposal to be consistent with contaminated land, infrastructure delivery, design and vacant and derelict land policies.

Health and Safety Executive – do not advise, on safety grounds, against the granting of planning permission in this case.

INEOS Forties Pipeline System – note that the safety and engineering integrity of the pipeline will not be affected and therefore have no comments to make on the application.

Police Scotland – have provided some general advice and guidance, noting that the proposals should be designed for purposes of designing out crime and encouraging the applicant to attain a “Secured by Design” award. They also noted that the area is a relatively low crime area and consideration should be given to crime reduction measures during the construction phase.

Scottish Environment Protection Agency – welcome the provision of an updated Flood Risk Assessment (FRA) and find that it fully addresses the comments made in their previous response. Cross sections and an updated site plan of the proposed re-routed watercourse have now been provided and show peak water levels and flood extents associated with the design flood event (200 year plus climate change and consideration of culvert blockages), as requested. Peak water levels downstream from the site are also shown to be unaffected in the post-development cross sections, and so the development proposals and re-routed watercourse are unlikely to increased flood risk downstream.

The proposal for the realigned burn now includes a greater sinuosity and a two-stage channel, supported by an initial geomorphology assessment. Welcome the further information on the current burn condition, which shows that although it is relatively small has a high energy, which appears to be resulting in bed and bank erosion in places. Given these conditions we welcome the proposals to improve the burns condition through increased sinuosity and allowing higher flows to spread over a larger cross section by inclusion of a two-stage channel. Given a consentable solution is likely under CAR we have no objection to the principles of these proposals.

REPRESENTATIONS

One representation has been received (1 objection). The matters raised can be summarised as follows –

Material Considerations

1. Overdevelopment – there are various other vacant sites in the Dyce area which could be developed as an alternative;
2. The proposals will result in light pollution to surrounding residential properties;
3. Loss of wildlife within the proposed development, including badgers, deer and birds of prey and loss of woodland.

Non-Material Considerations

4. Concerns that the existing access track (to the properties to the north) will be damaged by ground works.

MATERIAL CONSIDERATIONS

Legislative Requirements

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

Development Plan

National Planning Framework 4

National Planning Framework 4 (NPF4) is the long-term spatial strategy for Scotland and contains a comprehensive set of national planning policies that form part of the statutory development plan.

- Policy 1 (Tackling the Climate and Nature Crises)
- Policy 2 (Climate Mitigation and Adaptation)
- Policy 3 (Biodiversity)
- Policy 6 (Forestry, Woodland and Trees)
- Policy 9 (Brownfield, Vacant and Derelict Land and Empty Buildings)
- Policy 12 (Zero Waste)
- Policy 13 (Sustainable Transport)
- Policy 14 (Design, Quality and Place)
- Policy 22 (Flood Risk and Water Management)
- Policy 23 (Health and Safety)

- Policy 24 (Digital Infrastructure)
- Policy 26 (Business and Industry)
- Policy 20 (Blue and Green Infrastructure)

Aberdeen Local Development Plan 2023

- Policy WB1 (Healthy Developments)
- Policy WB3 (Noise)
- Policy NE3 (Our Natural Heritage)
- Policy NE4 (Our Water Environment)
- Policy NE5 (Trees and Woodland)
- Policy D1 (Quality Placemaking)
- Policy D5 (Landscape Design)
- Policy R2 (Degraded and Contaminated Land)
- Policy R5 (Waste Management Requirements for New Developments)
- Policy I1 (Infrastructure Delivery and Planning Obligations)
- Policy T2 (Sustainable Transport)
- Policy T3 (Parking)
- Policy B1 (Business and Industrial Land)
- Policy B3 (Aberdeen International Airport and Perwinnes Radar)
- Policy B6 (Pipelines, Major Hazards and Explosive Storage Sites)
- Policy CI1 (Digital Infrastructure)

Aberdeen Planning Guidance

- Planning Obligations (Supplementary Guidance)
- Noise
- Landscape
- Aberdeen International Airport & Perwinnes Radar
- Transport & Accessibility
- Open Space & Green Infrastructure
- Natural Heritage
- Flooding, Drainage & Water Quality
- Trees & Woodlands
- Waste Management Requirements for New Developments
- Resources for New Development

EVALUATION

Principle of Development

The site is wholly designated as business and industrial land in the Aberdeen Local Development Plan 2023 (ALDP), where Policy B1 (Business and Industrial Land) applies. This states that the Council will, in principle, support the development of the business and industrial land allocations set out in the Plan. It goes on to advise that *“where business and industrial areas are located beside residential areas, we will restrict new planning permissions to Class 4 (Business). Buffer zones, which are appropriately sized and landscaped, may be required to separate these uses and safeguard residential amenity. Low amenity ‘bad neighbour’ uses must have regard to surrounding uses and their potential impact on the environment and existing amenity. In all cases, conditions may be imposed restricting levels of noise, hours of operation and external storage”* and that *“new*

business and industrial land proposals shall make provision for areas of recreational and amenity open space, areas of strategic landscaping, areas of wildlife value and footpaths.”

In addition, the above, Policy 26 (Business and Industry) of NPF4 states that *“development proposals for business and industry uses on sites allocated for those uses in the LDP will be supported”* and *“development proposals for business and industry will take into account: impact on surrounding residential amenity; sensitive uses and the natural and historic environment”*.

In terms of the principle of development, the entire site is allocated for business and industrial uses. It is noted that there are residential properties in proximity to the site, with a small grouping located, at their closest, within 60-75m of the western boundary of the application site, and from where the objection to the application has been received. Whilst a mixture of Class 4, 5 and 6 uses are proposed, the applicant has proposed the installation of a landscape buffer zone between the closest industrial unit, which has also been sited so that the yard area is located on the eastern side of the building, with the Noise Impact Assessment (NIA) advising that the proposals would have no adverse impact on residential amenity (as will be discussed in further detail below). Compliance with the findings of the NIA will be controlled via an appropriately worded planning condition. The provision of a buffer zone would help to safeguard residential amenity. It is therefore the view of the Planning Authority that the proposals are acceptable in principle, and therefore the development would be generally compliant with Policy B1 of the ALDP and with Policy 26 of NPF4.

Policy 9 (Brownfield, vacant and derelict land and empty buildings) of NPF4 states that: *“development proposals that will result in the sustainable reuse of brownfield land including vacant and derelict land and buildings, whether permanent or temporary, will be supported.”* It is noted that the buildings previously located on the eastern section of the site have been demolished. The land itself is defined as brownfield with elements of greenfield and the re-use of the brownfield elements would comply with the intentions of the aforementioned policy in principle.

Layout, Siting and Design

NPF4 Policy 14 (Design, quality and place) states that *“Development proposals will be designed to improve the quality of an area whether in urban or rural locations and regardless of scale”* and *“Development proposals will be supported where they are consistent with the six qualities of successful places: healthy, connected, pleasant, distinctive, sustainable, adaptable”* whereas Policy D1 (Quality Placemaking) of the ALDP 2023 advises that *“all development must ensure high standards of design, create sustainable and successful places and have a strong and distinctive sense of place which is a result of detailed contextual appraisal.”*

In terms of materials the elevations of the buildings would be predominantly faced with horizontally laid metal cladding panels arranged in a series of horizontal grey bands. A number of window openings are proposed around the office space to provide an active frontage, along with servicing openings would also be provided and the design is generally typical of such current business and industrial developments. The distribution of the cladding treatments would also provide a horizontal emphasis to the buildings and prevent them from appearing to be overly uniform in their design and would reduce their visual massing. The massing of the buildings has also been determined by issues such as site levels, where the site slopes from west to east and their positioning chosen relative to banking and slopes within the site, noting that the areas of development site at a much lower level than the existing roads located to the rear (north) of the site.

The proposed finished ground level at the westernmost part of the site is around 121.7m (on the boundary with Quarry Croft) above ordnance datum (AOD), whereas Unit E sits at 112.9m AOD and the most easterly units sit at 102.35m AOD. Some site excavations would be required to form development platforms, although these wouldn't be to a significant degree and would not adversely

impact on any amenity. A landscape buffer between the neighbouring residential property to the west and the site would also be provided to lessen the visual impact, with the submitted cross-section indicating that the nearest building would sit around 9m lower.

It is the view of the Planning Service that the development has been laid out and designed with due consideration for its surrounding context. The materials proposed are acceptable and typical of such a facility and subject to the implementation of the Noise Impact Assessment (as discussed further below) would have no adverse impact on the character or amenity of the surrounding area. The proposals are therefore considered to be generally compliant with Policy 14 of NPF4 and with Policy D1 of the ALDP 2023.

Noise

Policy WB3 (Noise) of the ALDP 2023 advises *“in cases where significant exposure to noise is likely to arise from development, a Noise Impact Assessment (NIA) will be required as part of a planning application.”* Policy 23 (Health and Safety) sections (e) of NPF4 is relevant: *“development proposals that are likely to raise unacceptable noise issues will not be supported. The agent of change principle applies to noise sensitive development. A Noise Impact Assessment may be required where the nature of the proposal or its location suggests that significant effects are likely.”*

ACC’s Environmental Health Service, in their initial consultation response, raised a number of concerns, noting that noise associated with the development (internal noise breakout and HGV movements) would have an adverse impact on the amenity of existing neighbouring receptors (dwellinghouses to the west), particularly at night if 24 hour operations were proposed.

In response to this, a revised Noise Impact Assessment was submitted in support of the application and this has been reviewed by ACC’s Environmental Health Service who considered that its findings were reasonable. They therefore accept the proposed development provided the mitigation measures detailed in the report are implemented (including but not limited to):

- Units A-D have built-up cladding incorporating a mineral wool thermal insulation. The combined system having a sound reduction of Rw 33 dB (Rw = an acoustic rating used to measure and indicate how effective a soundproofing wall, system or material is);
- Where Unit E is used for Class 5 general industrial use at night (23:00 – 07:00), it shall be provided with upgraded cladding with a sound reduction of at least Rw 36 dB;
- Unit C west elevation has roller shutter doors with a sound reduction of Rw 26 dB;
- Loading bays allow HGVs to reverse up so that loading/unloading with forklifts or pallet trucks largely takes place inside the buildings;
- Refrigerated vehicles are only permitted at the loading bays of Units A, B, and C between 07:00 and 19:00 hours;
- Further recommendations to control HGV delivery noise include:
 - yard road surfaces to be maintained as smooth surfaces to prevent undue rumbling and vehicle rolling noise
 - vehicle engines to be switch off at loading bays when parked; and
 - use of vehicle horns to be avoided
- Any unscreened external building services plant items shall have a sound power limit (LWA) not exceeding 85 decibels. Louder plant items would either need to be screened (i.e. installed around the sides of the buildings away from the houses) or have noise mitigation measures applied (i.e. attenuators, local screens, or enclosures). Where a tenant proposes to install a number of new noisy building services plant items, a detailed assessment should be carried out.

ACC's Environmental Health Service were also satisfied that the proposed external lighting would not cause a nuisance to nearby sensitive receptors provided it is installed in accordance with the External Lighting Plan (Drawing: 24334-WWL-XX-XX-DR-E-97001 REV P02). This was raised as an issue in representation – issue 2).

Environmental Health also requested the insertion of an informative in relation to proposed hours of operation.

Subject to the implementation of the above, and subject to the imposition of a suitably worded planning conditions, the proposals are considered to be an acceptable form of development that would not have an adverse impact on surrounding amenity. The proposals would therefore comply with Policy 23 of NPF4 and with Policy WB3 of the ALDP.

Natural Heritage

Policy NE3 (Natural Heritage) of the ALDP states that, among other things *“development should not have a detrimental effect (directly or indirectly) on its own or in combination with other proposals on sites, habitats, ecosystems or species of regional or local nature conservation value.”* In addition Policy D5 (Landscape Design) states: *“Development proposals will be designed with an effective, functional and attractive landscape framework supported by clear design objectives.”*

Policy 1 (Tackling the Climate and Nature Crises) of NPF4 requires significant weight to be given to the global climate and nature crises in the consideration of all development proposals. Policy 2 (Climate mitigation and adaptation) of NPF4 requires development proposals to be designed and sited to minimise lifecycle greenhouse gas emissions as far as possible, and to adapt to current and future risks from climate change. Policy 3 (Biodiversity) of NPF4 requires proposals for local development to include measures to conserve, restore and enhance biodiversity, proportionate to the nature and scale of development.

In relation to the above, an ecological appraisal was submitted in support of the application. This noted that there was no evidence of protected faunal species identified during the survey, but did note that the site had potential for nesting birds, badgers, hedgehog, red squirrel, hare, reptiles and invertebrates. The report also recommended that a pre-works survey check is undertaken prior to the commencement of development to ensure that no species are found on site, given such surveys are valid for a period of 12 months. Mitigation measures have been suggested to avoid any negative impacts and these include retention of areas of neutral grassland where possible and retention of ecological connectivity, vegetation clearance avoided during nesting bird season (March – August) and temporary lighting not illuminating areas of woodland to reduce potential impacts on badgers or bats. (*Issue 3*).

The report also suggested the submission of a planting scheme of native species, lawns and hedgerows and the provision of bird and bat boxes within retained woodland. The planting scheme has been amended since the original submission as Aberdeen International Airport raised some concerns regarding the nature of planting proposed, noting that fruit and berry bearing trees and shrub species should be avoided.

A revised landscaping plan was submitted which has shown the provision of 115 trees within the development site including acers, birch, hornbeams, goat willows and *tilia cordata*. The application also proposes the provision of around 7270 sqm of wildflower/ grass planting and 3000 sqm of amenity grass planting. Bulb planting, native whip planting and hedging is also proposed throughout the development site. The proposals would provide an effective, functional and attractive landscape design.

The levels of planting, along with the proposed biodiversity enhancement are considered to be appropriate for the site and would allow for an high level of biodiversity net gain along with levels of landscaping that would enhance the attraction of the business and industrial development and provide area of open space/ recreational opportunities for employees of the premises to sit out in.

The proposals are considered to be in general compliance with Policies 1, 2 and 3 of NPF4 along with Policies NE3 and D5 of the ALDP. Consultees are content and a condition will be inserted to the permission to ensure that the enhancements and landscaping are provided in accordance with the approved plans.

Policy WB1 (Healthy Developments) of the ALDP advises that *“developments are required to provide healthy environments, reduce environmental stresses, facilitate physical activity and promote physical and mental wellbeing.”* The proposed levels of landscaping on site are considered to provide a healthy environment and may encourage users to sit out within the landscaped areas. The provision of a footpath connection to the west may also encourage users to explore the existing core path networks. There would be no significant conflict with the first part of WB1.

Policy WB1 also advises that *“national and major developments, and those requiring an Environmental Impact Assessment must submit a Health Impact Assessment (HIA) to enhance health benefits and mitigate any identified impacts on the wider determinants of health; this may involve planning obligations.”* As no definitive guidance has been submitted regarding the above, an HIA was not requested from the applicants for this development. The mitigation measures as discussed above proposed would go some way to providing what would generally be expected in such a document.

Trees and Woodland

Policy 6 (Forestry, woodland and trees) of NPF4 states that *“development proposals that enhance, expand and improve woodland and tree cover will be supported”* and Policy NE5 (Trees and Woodlands) of the ALDP 2023 advises *“development should not result in the loss of, or damage to, trees and woodlands. Development proposals will seek to increase tree and woodland cover and achieve the long-term retention of existing trees and woodlands that the planning authority consider worthy of retention.”*

A Tree Survey and Arboricultural Impact Assessment was submitted in support of the application, which was reviewed by colleagues in Natural Environment Policy. This noted that tree loss is mainly restricted to the removal of areas of deciduous regeneration and that the overall loss of trees would appear to be adequately compensated for by the level of proposed replacement planting resulting in a higher quality treescape than what is currently present. The proposals are therefore in line with Policy 6 of NPF4, Policy NE5 of the ALDP or with the associated APG: Trees and Woodlands.

Transport and Accessibility

Policy T2 (Sustainable Transport) of the ALDP 2023 provides various guidance and seeks to minimise traffic generation, increase accessibility, encourage public transport and provide relevant infrastructure within the application site. It also advises that existing routes, such as core paths should be enhanced and retained during development. Policy T3 (Parking) considers matters such as parking within development and electric vehicle infrastructure. Policy 13 (Sustainable transport) of NPF4 provides similar guidance. In addition, Policy 18 (Infrastructure First) of NPF4 seeks that proposals will mitigate the impacts of development and that proposals will only be supported where it has been demonstrated that provision is made to address the impacts on infrastructure.

The proposals have been reviewed by colleagues in Roads Development Management who are content that appropriate levels of parking would be appropriate for the site. They were also content with the visibility splays for accessing the site, the layout of the internal roads and the proposed swept path analysis to ensure that any delivery vehicles (including HGV's) could enter and exit the site.

The site also has non-frequent bus stops in close proximity to the site, would provide an enhanced access to the core paths located to the north and would have reasonably easy walking and cycling routes.

Colleagues in Roads Development Management have raised no objections to the application following the submission of amended plans and it is therefore an acceptable scheme and would accord with Policies 13 and 18 of NPF4, Policies T2 and T3 of the ALDP and the associated APG: Transport & Accessibility.

Flooding, Drainage and Water Quality

Policy NE4 (Our Water Environment) of the ALDP 2023 advises that development will not be supported on sites where there would be an increased risk of flooding both within and outwith the site, adequate provision is not made for the maintenance of watercourses or it would require the construction of new or strengthened flood defences. In addition, there would be a requirement for a Flood Risk Assessment, foul drainage and water connection to the public sewerage system and that all new developments are required to incorporate Sustainable Urban Drainage Systems (SUDS) to manage surface water. Similar guidance is provided within Policy 22 (Flood risk and water management) of NPF4, which advises that *“development proposals will: not increase the risk of surface water flooding to others, or itself be at risk, manage all rain and surface water through SUDS, presume no surface water connection to the combined sewer; seek to minimise the area of impermeable surface, provide a connection to the public sewers and create, expand or enhance opportunities for natural flood risk management, including blue and green infrastructure”*.

In terms of the above, the proposals have been subject to consultation with SEPA and ACC's Flooding and Coastal Protection Service, who consider the information submitted to be acceptable in principle. In line with NPF4 a precautionary approach to flood risk should be taken by avoiding development within areas at risk of flooding (land or built form with an annual probability of being flooded of greater than 0.5% which must include an appropriate allowance for future climate change).

The Flood Risk Assessment has been updated since the original submission and provides an updated site plan of the proposed re-routed watercourse which shows peak water levels and flood extents associated with the design flood event (200 year plus climate change and consideration of culvert blockages). Although the post-development proposals for the re-routed burn have been amended since the original FRA and a two-stage channel is now proposed, the design flood level is shown to remain in-bank throughout the site and is therefore unlikely to place the development proposals at risk of flooding. Specifically, the proposed road crossing culvert is shown to convey the design flood flow in a 50% blockage scenario and is shown to stay within bank. Peak water levels downstream from the site are also shown to be unaffected in the post-development cross sections, and so the development proposals and re-routed watercourse are unlikely to increased flood risk downstream. As a result of the above SEPA and colleagues in flooding have no objection to the proposals.

In terms of watercourse engineering, the proposal for the realigned burn includes a greater sinuosity and a two-stage channel, supported by an initial geomorphology assessment. Further information on the current burn condition, which shows that although it is relatively small has a high energy,

which appears to be resulting in bed and bank erosion in places. Given these conditions, SEPA welcome the proposals to improve the burns condition through increased sinuosity and allowing higher flows to spread over a larger cross section by inclusion of a two-stage channel. Given a consentable solution is likely under CAR (Controlled Activities Regulations) there is contentment with the principles of these proposals.

In terms of drainage, the DIA notes that poor infiltration of the subsoils is noted and that surface water discharge can be undertaken to surface waters, to the existing unnamed burn located in the southern part of the site and the scheme consists of on-site surface water drains, geocellular attenuation crates and treatment tank systems, with controlled discharge via orifice plates.

Foul water will be discharged to the Scottish Water facility sewer located under Howe Moss Avenue. The foul discharge will be through an existing foul drain connection to be reused and a new connection proposed, both subject to the Scottish Water approval process.

The drainage proposals set out that the site is suitable for the proposed development and that a sustainable drainage solution can be implemented. The above findings have been accepted by colleagues in Roads Development Management and Flooding & Coastal Protection. The proposals would therefore be generally compliant with Policy 22 of NPF4 and with Policy NE4 of the ALDP.

Contaminated Land

Policy R2 (Degraded and Contaminated Land) of the ALDP 2023 advises that the Council *“will require that all land that is degraded or contaminated, including visually, is either restored, reclaimed or remediated to a level suitable for its proposed use”*. The assessment was reviewed by colleagues who are satisfied that the risks from land contamination are low and should not present a constraint to development. They have requested the insertion of an informative in the event that contamination is found during construction works. There would be no conflict with Policy R2 of the ALDP in principle.

Waste Management

Policy 12 (Waste) of NPF4 advises that *“development proposals will seek to reduce, reuse, or recycle materials in line with the waste hierarchy.”* Policy R5 (Waste Management Requirements for New Developments) of the ALDP 2023 advises *“All new developments should have sufficient space for the storage of general waste, recyclable materials and compostable wastes where appropriate.”*

The proposed waste arrangements have been reviewed by colleagues in Roads Development Management and Waste Management. Waste facilities would be located within the yard space of each unit and appropriate layouts and turning areas have been provided (following the submission of amended plans altering the parking layout of Unit E). The proposals are therefore considered to be in compliance with Policy 12 of NPF4, Policy NE5 of the ALDP and with the associated APG: Resources for New Development.

Aberdeen Airport and Perwinnes Radar

Policy B3 (Aberdeen international Airport and Perwinnes Radar) of the ALDP 2023 advises that *“any development falling within safeguarded areas identified on the airport safeguarding map will be subject to consultation with Aberdeen International Airport.”*

The proposals were subject to an initial consultation with Aberdeen International Airport, who confirmed that the proposed development had the potential to conflict with safeguarding criteria. To ensure the safeguarding of the airport they have requested the insertion of conditions in relation to

the submission of a Bird Hazard Management Plan and further details of proposed landscaping for the site.

The Bird Hazard Management Plan must ensure that the flat/ shallow pitched roofs are constructed to allow access to all areas by foot using permanent fixed access stairs and that the owner/ occupier must not allow gulls to nest/ roast or loaf on the building and outwith breeding season gull activity must be monitored and the roofs checked regularly. Any gulls found nesting, roosting or loafing must be dispersed by the owner/ occupier. A condition (condition 2) has been added in respect of the above.

They had also requested the insertion of a condition in relation to landscaping on site, confirming the species, number and spacing of trees and shrubs on the development site. Amended plans were submitted by the applicant and a re-consultation was undertaken with the airport, who confirmed that the proposed landscaping measures were acceptable (as discussed in the landscaping section above). A condition to ensure compliance with the approved landscaping scheme (condition 3) has been added above.

Finally, AIA has requested the insertion of an informative in relation to the use of cranes on the development site. This has been added (informative 1).

AIA confirmed that they have no aerodrome safeguarding objection to the proposal, provided that the above conditions are applied to any planning permission. The proposals would therefore comply with Policy B3 of the ALDP and its associated APG: Aberdeen International Airport & Perwinnes Radar in principle.

Pipelines/ Health and Safety Executive

Policy B6 (Pipelines, Major Hazards and Explosives Storage Sites) of the ALDP 2023 advises that *“where certain types of new development are proposed within the consultation zones of pipelines, the Council will consult the Health and Safety Executive (HSE) to determine the potential risk to public safety. In addition to consultation with the HSE, the Council will consult the operators of pipelines where development proposals fall within these zones.”*

In the case of the current application the proposals have been subject to consultation with both HSE and INEOS (as the operator of the Forties pipeline). Firstly, the HSE Padhi + response confirmed no objections to the proposal on safety grounds given that it is anticipated to be occupied by less than 100 persons (within the consultation distance) across the site and the buildings would be less than 3 storey in height and the INEOS response confirmed that the integrity of the pipeline would not be affected by the proposed development. Subsequently, the development would comply with the terms of Policy B6.

Developer Obligations/ Infrastructure Delivery

Policy I1 (Infrastructure Delivery and Planning Obligations) of the ALDP 2023 states that in order to *“create sustainable communities, development must be supported by the required infrastructure, services and facilities to deliver the scale and type of developments proposed.”*

A Developer Obligations consultation was undertaken on the application. This noted that no financial contributions are required for the proposed development and highlighted that on-site works are required towards the core path network and open space. Colleagues in Natural Environment Policy have confirmed that the proposed connection to the core path network to the north is acceptable, along with the proposed levels of landscaping and open space provision on the development site.

The proposals would therefore comply with Policy I1 of the ALDP and its associated Supplementary Guidance: Planning Obligations.

Low and Zero Carbon Buildings

Section 3F of the Town and Country Planning (Scotland) Act 1997 requires planning authorities to include within their local development plans policies requiring developments be designed to ensure that all new buildings avoid a specified and rising proportion of the projected greenhouse gas emissions from their use, through the installation and operation of low and zero-carbon generating technologies. Within the ALDP, the requirement of Section 3F is translated into Policy R6 (Low and Zero Carbon Buildings, and Water Efficiency). The relevant building standards and percentage contribution required is set out in Aberdeen Planning Guidance.

In March 2024, the Scottish Government published the Fourteenth Annual Report on the Operation of Section 72 of the Climate Change (Scotland) Act 2009, which concluded that the future effectiveness of section 3F as an approach for reducing greenhouse gas emissions from developments after 1 April 2024 is surpassed due to an updated and holistic policy approach set out in NPF 4 and New Build Heat Standards seeking to minimise greenhouse gas emissions from new buildings.

Due to this, insofar as it relates to low and zero carbon buildings, Policy R6 no longer carries any significant weight and as such there is no useful purpose in requiring the policy to be met, relative to the development proposal.

Policy R6 also explains that to reduce the pressure on water abstraction from the River Dee, and the pressure on water infrastructure, all new buildings are required to use water saving technologies and techniques. Further details to ensure compliance with the above would be provided at AMSC stage.

Digital Infrastructure

Policy CI1 (Digital Infrastructure) of the ALDP 2023 advises that “*all new commercial development will be expected to have access to high-speed communications infrastructure.*” Whereas Policy 24 (Digital Infrastructure) of NPF4 advises that: “*development proposals that incorporate appropriate, universal, and future-proofed digital infrastructure will be supported.*” The site sits within a designed business and industrial designation in Dyce, and a check of the OFCOM website confirms that the area has access to standard and superfast broadband. As such it is considered that the proposals would comply with Policy CI1 of the ALDP 2023 and Policy 24 of NPF4.

Matters Raised in Representation

1. Overdevelopment – there are various other vacant sites in the Dyce area which could be developed as an alternative. *Response: addressed in the principle of development section above.*
2. The proposals will result in light pollution to surrounding residential properties. *Response: due to the orientation, layout and distances involved, this is not considered to be an issue and colleagues in Environmental Health have raised no concerns with this aspect of the proposal.*
3. Loss of wildlife within the proposed development, including badgers, deer and birds of prey and loss of woodland. *Response: these issues have been discussed in the “natural heritage” section above.*

4. Concerns that the existing access track (to the properties to the north) will be damaged by ground works. *Response: this is not a material planning consideration and is a civil issue. If there was damage to the existing road then this would be an issue between neighbours and the applicant.*

RECOMMENDATION

Approve Conditionally

REASON FOR RECOMMENDATION

In terms of the principle of development, the site is wholly zoned as B1 business and industrial land in the Aberdeen Local Development Plan 2023 and is therefore acceptable in principle. Whilst a mixture of Class 4, 5 and 6 uses are proposed on the boundary of the business and industry designation, the applicant has proposed the installation of a landscape buffer between the closest nearby residential property and proposed industrial unit, which has been sited so that the yard area is located on the eastern side of the building, with the Noise Impact Assessment advising that the proposals would have no adverse impact on residential amenity. The proposals are acceptable in principle, and therefore the development would be compliant Policy B1 of the Aberdeen Local Development Plan (ALDP) and with Policy 26 (Business and Industry) of National Planning Framework 4 (NPF4). The proposals would also relate to the redevelopment of a partially brownfield site, in compliance with Policy 9 (Brownfield, Vacant and Derelict Land and Empty Buildings) of NPF4.

The proposed development has been designed with due consideration for its context and would have no adverse impacts on the character or amenity of the surrounding area. A suitable level of landscaping, tree loss/ replacement planting and biodiversity enhancements would also be provided on the development site and controlled via planning conditions. The proposals therefore comply with Policies WB1 (Healthy Developments), NE3 (Our Natural Heritage), NE5 (Trees and Woodland), D1 (Quality Placemaking) and D5 (Landscape Design) of the Aberdeen Local Development Plan and Policies 1 (Tackling the Climate and Nature Crises), 2 (Climate Mitigation and Adaptation), 3 (Biodiversity), 6 (Forestry, Woodland and Trees) and 14 (Design, Quality and Place) of NPF4.

An appropriate layout from a roads perspective has also been provided, and the site can be adequately accessed via a range of transport methods. Waste arrangements are also appropriate, as are broadband connections, land contamination investigations. The proposals would also not impact on the operation of the airport (subject to conditions), would have no health and safety concerns and would not impact on any pipelines located in proximity of the site in compliance with Policies R2 (Degraded and Contaminated Land), R5 (Waste Management Requirements for New Developments), I1 (Infrastructure Delivery and Planning Obligations), T2 (Sustainable Transport), T3 (Parking), B3 (Aberdeen International Airport and Perwinnes Radar), B6 (Pipelines, Major Hazards and Explosive Storage Sites) and CI1 (Digital Infrastructure) of the ALDP and Policies 12 (Zero Waste), 13 (Sustainable Transport) and 24 (Digital Infrastructure) of NPF4.

Appropriate drainage and flooding information has been submitted, along with details to show that part of the site can be culverted to allow for the formation of the access road through the site. The site would not result in flooding either within the site or downstream. The proposals would be in accordance with NE4 (Our Water Environment) of the ALDP and Policy 22 (Flood Risk and Water Management) of NPF4.

A revised Noise Impact Assessment was submitted and provided the mitigation measures proposed, which include sound insulation measures, landscape buffers and management of deliveries to the

service yards, then the proposals would not have an adverse noise impact on surrounding amenity in accordance with Policy WB3 (Noise) of the ALDP and Policy 23 (Health and Safety) of NPF4.

CONDITIONS

(01) DURATION OF PERMISSION

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

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

(02) BIRD HAZARD MANAGEMENT PLAN

That prior to the commencement of development on any building hereby approved, a Bird Hazard Management Plan shall be submitted to and approved in writing by the Planning Authority in consultation with Aberdeen Airport.

The submitted plan shall include details of:

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

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

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

(03) LANDSCAPING PER APPROVED PLANS

That all planting, seeding and turfing comprised in the approved scheme of landscaping, as shown on drawing Nos: PP01.00 REV P3, PP01.01 REV P3 , PP01.02 REV P3 , PP01.03 REV P3, PP01.04 REV P3, PP01.05 REV P3, PP01.06 REV P3 and PP01.07 REV P3 shall be carried out in the first planting season following the completion of the development and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a size and species similar to those originally required to be planted, or in accordance with such other scheme as may be submitted to and approved in writing for the purpose by the planning authority.

Reason - in the interests of the amenity of the area.

(04) BIODIVERSITY ENHANCEMENT PLAN COMPLIANCE

That prior to the commencement of development, an updated Biodiversity Enhancement Plan shall be submitted to, and approved in writing by the Planning Authority. Thereafter the development shall be undertaken in full accordance with the recommendations of the approved document.

Reasons: to ensure an appropriate level of compensatory planting is provided and compliance with the relevant policies of National Planning Framework 4.

(05) NOISE IMPACT ASSESSMENT COMPLIANCE

The development hereby approved shall not be occupied unless the noise mitigation measures and recommendations set out in the approved Noise Impact Assessment (Sandy Brown, 30th May 2025 [Ref: 025589-R01-B) or other measures achieving at least an equivalent effect as may be agreed in writing with the Planning Authority, have been implemented in full and suitable evidence provided to the Planning Authority that these works have been installed and implemented. For avoidance of doubt, the mitigation measures shall include, but are not limited to:

- Units A-D have built-up cladding incorporating a mineral wool thermal insulation. The combined system having a sound reduction of Rw 33 dB (Rw = an acoustic rating used to measure and indicate how effective a soundproofing wall, system or material is)
- Where Unit E is used for Class 5 general industrial use at night (23:00 – 07:00), it shall be provided with upgraded cladding with a sound reduction of at least Rw 36 dB
- Unit C west elevation has roller shutter doors with a sound reduction of Rw 26 dB
- Loading bays allow HGVs to reverse up so that loading/unloading with forklifts or pallet trucks largely takes place inside the buildings
- Refrigerated vehicles are only permitted at the loading bays of Units A, B, and C between 07:00 and 19:00 hours.
- Further recommendations to control HGV delivery noise include:
 - yard road surfaces to be maintained as smooth surfaces to prevent undue rumbling and vehicle rolling noise
 - vehicle engines to be switch off at loading bays when parked; and
 - use of vehicle horns to be avoided
- Any unscreened external building services plant items shall have a sound power limit (LWA) not exceeding 85 decibels. Louder plant items would either need to be screened (i.e. installed around the sides of the buildings away from the houses) or have noise mitigation measures applied (i.e. attenuators, local screens, or enclosures). Where a tenant proposes to install a number of new noisy building services plant items, a detailed assessment should be carried out.

Reason: To protect residents from external sources of noise and in the interests of amenity.

(06) PARKING PER APPROVED PLANS

That prior to the occupation of any of the units hereby granted planning permission the parking area, including disabled and electric vehicle parking spaces and yard areas hereby granted planning permission shall be constructed, drained, laid-out and demarcated in accordance with drawing No. 11528-PL2-XX-L03 REV P3 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.

Reason - in the interests of public safety and the free flow of traffic.

(07) WATER EFFICENCY

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

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

ADVISORY NOTES FOR APPLICANT

1. Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4 – Cranes (available at <https://www.aoa.org.uk/policy-campaigns/operations-safety/>).
2. The Bird Hazard Management Plan (as requested by condition 2) must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Aberdeen Airport Airside Operations staff. The owner/occupier must remove any nests or eggs found on the roof.

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

3. A CAR license will need to be submitted to SEPA for the proposed channel alignment. This should include design drawings (e.g., planform, cross sections, long profile, bedforms, bed material, etc.) that are supported by a design statement. This statement should provide morphological justification for the design choices. The new channel will have a steep-gradient (1 in 24) and this is normally associated with a step-pool morphology under natural conditions. Consequently, the applicant may wish to consider including step-pools in their design or at least step-pool forming materials. SEPA recommend a qualified and experienced fluvial geomorphologist should lead the detailed channel design. We would be happy to review initial designs as part of any pre-CAR application discussions and the applicant should contact waterpermitting@sepa.org.uk
4. Should any ground contamination be discovered during development, the Planning Authority should be notified immediately. The extent and nature of the contamination should be investigated and a suitable scheme for the mitigation of any risks arising from the contamination should be agreed and implemented to the satisfaction of the Planning Authority.
5. To protect the amenity of neighbouring properties/occupants, development works (including site/ground preparation, demolition, and construction) causing noise beyond the site

boundary should not occur outside the following hours: Monday to Friday 0700 hours to 1900 hours and Saturday 0800 hours to 1300 hours.

6. It is recommended that the developer liaise with the Police Scotland Architectural Liaison service at each stage of the development, for more detailed advice and for the purposes of designing out crime using the principles of Crime Prevention Through Environmental Design (CPTED).
7. Police Scotland encourage the applicant to attain the 'Secured by Design' award as this demonstrates that safety and security have been proactively considered and that this development will meet high standards in these respects.