

Supplementary Guidance	Representation Received	Officer Response	Amendments Made as a Result of Representation
<p>Air Quality</p>	<p>Shelley Thomson (Stewart Milne Homes) Representation No. 1464</p> <p>Stewart Milne Homes recognises the need to live, work and relax within a healthy environment as stated within the opening paragraphs of the Supplementary Guidance. We do not accept however, that Air Quality is a matter to be addressed directly through the planning process as it is already dealt with through sustainable design and sustainable transport measures in Traffic Assessments (TAs). It is clear from the Section 2. Air Quality and Planning that the City of Aberdeen has monitored air quality within hotspots in the city predominantly on major traffic through routes since early 2000s. There are 3 recognised Air Quality Management Areas (AQMA) and it is understood why developments within existing stressed air quality areas may need to be monitored and controlled. Stewart Milne Homes do not understand why there is now a further move to bring in wider restrictions relating to planning applications and air quality over and above development that would quantify an Environmental Impact Assessment (EIA) or Transport Assessment</p>	<p>As a general rule, an air quality assessment is only required when the development is anticipated to give rise to a significant change in air quality and applies to all development types, not just developments that change traffic flows or composition. The draft Supplementary Guidance (SG) also applies when a significant change in exposure is anticipated, such as when new residential properties, including small scale developments, are proposed in areas of existing poor air quality and where the health of new occupants may be compromised.</p> <p>Many developments that have the potential to impact on air quality, or result in increased exposure do not require an Environmental Impact Assessment (EIA) or Transport Assessment (TA). Additionally TA's consider specific transport</p>	<p>No amendments.</p>

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	<p>or when zoning the site in the first place. If a development is considered by the Local Authority as potentially having any environmental detriment this would be picked up in an EIA screening scope. If there was an identified need to carry out an EIA, then the impact of the development on the air quality would be assessed as part of that. There would not then be a need to have a separate air quality assessment which is considered by Stewart Milne Homes to be unnecessary duplication and unnecessary additional cost to the development industry. It is unclear whether the Council are assessing the existing quality of air or gauging the impact and perceived impact of existing and new development on the air quality. Sustainable new community policies and sustainable transport measures deal with these matters and arguably new development will have a significantly lesser impact on the air quality than existing older developments. This supplementary guidance document simply places presents another hurdle for developers and is viewed as frustrating economic growth. The Council identify within Section 2. Air Quality and Planning, that although local air pollutants</p>	<p>issues such as access, safety, congestion and not the health impacts from deterioration in air quality.</p> <p>For clarification, the Council would only be assessing the predicted impact from the proposed development, taking account of the existing air quality.</p> <p>Trigger levels and assessment procedures are based on values used elsewhere and recognised guidance (Development Control: Planning for Air Quality(2010 Update), Environmental Protection UK, April 2010; Low Emissions Strategies: Supplementary Planning Document Guidance, Low Emission Strategies, January 2011; Mid Devon Supplementary Planning Document on Air Quality and Development, May 2008).</p>	

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	<p>include shipping and biomass plant (renewable energy source) the air quality problem in Aberdeen is predominantly a result of emissions from road vehicles reported as causing 90% of all NO2 emissions within the City Centre. Stewart Milne Homes would question why the Council is therefore looking for AQA from developers for residential developments of 1ha of which is equal to 30 houses. Under the National Planning Hierarchy of development this isn't even considered to be a major development and is questionable as to how the Council seek to justify this level of new development as requiring to assess the impact on air quality within the vicinity of the development and the impact that development would have. Stewart Milne Homes does not consider the Trigger Matrix to be a fair assessment where residential development is concerned and considers the trigger to be set significantly low especially for development either on the buffer of an AQMA or completely outwith an AQMA. The trigger identified for residential developments is either 80 units or 1ha. This is not considered to be a fair comparison. A 1ha site at most, could absorb 30 units</p>	<p>Air quality is capable of being a material consideration in the planning process. The SG sets a clear policy on when an assessment would be required, the methodology and interpretation of results to enable a consistent and effective approach to the assessment and determination of applications.</p> <p>Air Quality Management Areas (AQMA's) are generally designated due to exceedances of annual mean objectives therefore it is not appropriate to base trigger levels on peak mean trips.</p> <p>Although Local Development Plans (LDP) categorise land for development types, they cannot address the specific size or nature of individual applications, particularly commercial and industrial developments that may generate different vehicle</p>	

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	<p>maximum, so effectively the trigger will mean all development of 1ha needs an air quality assessment. This is not considered justifiable in areas outside both the AQMA and the buffer zone. We question why there is a trigger based on the number of car parking spaces. This should be based on the number of peak time trips generated from any development, as a car would only impact on the environment whilst moving. We reiterate that this information would be present in any Traffic Assessment from a deemed major development proposal and should a risk be identified be at this point through traffic movement to and from a site thus generating unacceptable toxin levels, it could and should be addressed at this time. Stewart Milne Homes is confused by the Council's suggested mitigation measures to reduce impact on air quality, as it understands the suggestions are already set out within other City Council policies to bring forward sustainable development. The mitigation measures suggested are simply planning policy and we would have thought that sites being promoted and allocated within the Proposed Aberdeen City Local Development Plan had already satisfied the</p>	<p>trips or other emissions, for example from biomass plants. It is therefore not possible to consider all potential mitigation measures within an LPD or other Council policies.</p> <p>Building Standards Regulations concern energy consumption and green house gas emissions and do not consider emissions that impact on health.</p> <p>The local authority has a statutory duty to improve air quality within AQMAs through the implementation of an Air Quality Action Plan (AQAP). National guidance recommends the development of a planning policy or strategy, particularly for authorities with AQMAs. (Part IV of the Environmental Protection Act 1995: Local Air Quality Management Policy Guidance PG(S)(09, Scottish Government February 2009). An Action within Aberdeen’s AQAP 2011</p>	

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	<p>key issues raised under this section having already been assessed when sites were identified by Aberdeen City Council for inclusion within the LDP.</p> <ol style="list-style-type: none"> 1. Travelling distances from homes to work 2. Car parking levels compliant with standards as set out in Transport SG 3. Access to sustainable modes of transport (public transport; walking and cycling routes) 4. Heating and air conditioning systems designed to minimise energy consumption (already assessed through Building Standards Regulations and must be compliant with current Regs, meet SAP Calc standards etc). <p>Stewart Milne Homes can actually see no real purpose to the wider use of AQMA other than an additional cost burden to the development industry themselves. If a significant impact was identified for a particular proposal, an EIA would be undertaken and mitigation measures (if needed) would be identified through that. Otherwise, good sustainable planning principles brought through existing policies should capture all other key concerns being</p>	<p>specifically requires the development of Supplementary Guidance.</p>	

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	<p>set out by the Council. The Council should seriously consider what this Supplementary Guidance is trying to achieve and what it will actually achieve. Aberdeen City Council could be faced with the dilemma that it is purifying areas of the city for development in its entirety should it press on with excessive supplementary guidance such as this. Stewart Milne Homes support the need to move towards green targets set by the Scottish Government but the matter of air quality should be left to Traffic Assessments generated through proposed major developments.</p> <p>Stewart Milne Homes would wish that this supplementary guidance be abandoned by Aberdeen City Council and that it be deleted in its entirety from the suite of supplementary guidance being produced to complement the Proposed Aberdeen City Local Development Plan. Should the Council consider it necessary to have measures in place to protect air quality, this should be included in a small section to the Transport Guidance if necessary. Should the Council not abandon this supplementary guidance in its entirety Stewart Milne Homes would wish</p>		

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	<p>to see column 3 removed "Development outside both AQMA and buffer" for all residential uses.</p> <p>Nicola Barclay (Homes for Scotland) Respondent No.1442</p> <p>Homes for Scotland welcome this opportunity to comment on the draft Supplementary Guidance. Policy NE10 of the draft Local Development Plan sets out the requirement for assessment and possible mitigation measures within the three AQMAs within Aberdeen City. The Supplementary Guidance expands on this by setting out the types and sizes of developments that will require to consult with the Environmental Protection Service. It is not clear why further assessment is required over and above the existing requirement for Environmental Impact Assessments and Transport Assessments. These should identify issues relating to existing air quality, and possible exacerbation of the issue, depending on the proposed end use. Development proposals within the proposed Local Development Plan within the AQMAs should have been considered against these parameters, before being allocated. In</p>	<p>As a general rule, an air quality assessment is only required when the development is anticipated to give rise to a significant change in air quality and applies to all development types, not just developments that change traffic flows or composition. The draft Supplementary Guidance (SG) also applies when a significant change in exposure is anticipated, such as when new residential properties, including small scale developments, are proposed in areas of existing poor air quality and where the health of new occupants may be compromised.</p> <p>Many developments that have the potential to impact on air quality, or result in increased exposure do not require an Environmental Impact</p>	<p>No amendments.</p>

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	<p>respect of residential development outwith the AQMAs, there should therefore be no requirement for any form of assessment of air quality, and Table 2 on page 8, Development Category Matrix, should be amended. All new residential development, regardless of size, should be in the category 'no action required'. Large scale housing releases will be required to carry out EIAs, therefore a further layer of testing with the resultant timing and cost implications will be a further hindrance on developers, at a time when the planning system is supposed to be streamlined and efficient, in order to assist the growth of the Scottish economy.</p>	<p>Assessment (EIA) or Transport Assessment (TA). Additionally TA's consider specific transport issues such as access, safety, congestion and not the health impacts from deterioration in air quality.</p> <p>For clarification, the Council would only be assessing the predicted impact from the proposed development, taking account of the existing air quality.</p> <p>Trigger levels and assessment procedures are based on values used elsewhere and recognised guidance (Development Control: Planning for Air Quality(2010 Update), Environmental Protection UK, April 2010; Low Emissions Strategies: Supplementary Planning Document Guidance, Low Emission Strategies, January 2011; Mid Devon Supplementary Planning</p>	

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		<p>Document on Air Quality and Development, May 2008).</p> <p>Air quality is capable of being a material consideration in the planning process. The SG sets a clear policy on when an assessment would be required, the methodology and interpretation of results to enable a consistent and effective approach to the assessment and determination of applications.</p> <p>Air Quality Management Areas (AQMA's) are generally designated due to exceedances of annual mean objectives therefore it is not appropriate to base trigger levels on peak mean trips.</p> <p>Although Local Development Plans (LDP) categorise land for development types, they cannot address the specific size or nature of individual applications,</p>	

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		<p>particularly commercial and industrial developments that may generate different vehicle trips or other emissions, for example from biomass plants. It is therefore not possible to consider all potential mitigation measures within an LPD or other Council policies.</p> <p>Building Standards Regulations concern energy consumption and green house gas emissions and do not consider emissions that impact on health.</p> <p>The local authority has a statutory duty to improve air quality within AQMAs through the implementation of an Air Quality Action Plan (AQAP). National guidance recommends the development of a planning policy or strategy, particularly for authorities with AQMAs. (Part IV of the Environmental Protection Act 1995: Local Air Quality Management Policy Guidance</p>	

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		<p>PG(S)(09, Scottish Government February 2009). An Action within Aberdeen’s AQAP 2011 specifically requires the development of Supplementary Guidance.</p> <p>Major developments outwith the Air Quality Management Areas (AQMA’s) where air quality is not of concern have the potential to impact significantly within an AQMA through increased traffic entering the AQMA, for example commuters travelling into the city centre from outlying areas.</p> <p>The Supplementary Guidance enables consideration of the cumulative impact of several developments, indeed the Environmental Protection UK guidance recommends authorities take cumulative impacts into consideration in the determination of applications.</p>	
	<p>Nicola Abrams (SEPA) Respondent No. 408</p>	<p>SEPA’s supporting comments are welcomed and noted.</p>	<p>No amendments.</p>

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	<p>We are pleased to note that many of our previous comments and recommendations have been incorporated into the revised Supplementary Guidance and generally consider the Supplementary Guidance documents to be of a high standard and properly reflect good practice insofar as they relate to our interests.</p> <p>We support the amendments to Figure 1 which we consider greatly improves clarity regarding the planning application process in relation to air quality.</p> <p>Figure 2 is welcomed as it will provide a ready means for Planning Officers to determine the types of developments where Air Quality Assessments will be required. We support the amendments which have been made to Figure 2 in line with our previous request, this will allow applicants to more readily identify whether additional air quality information or assessments will be required in support of their application. We are also pleased to note the clear reference to the types of activities that may require a Pollution Prevention and Control (PPC)</p>		

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	<p>Permit and the need to consult with SEPA at an early stage on these types of applications.</p> <p>We are pleased to note the inclusion of Air Pollution: Action in a Changing Climate in the related links section.</p>		
<i>Other minor amendments made not as a result of representations</i>	<p>The web-address linking to the Air Quality Action Plan (in the Related Links section) has been updated to reflect the documents adopted status as oppose to the earlier draft status.</p>		
Harmony of Uses	No representations received.	N/A	N/A
<i>Other minor amendments made not as a result of representations</i>	<p>No minor amendments have been made.</p>		
Low and Zero Carbon Buildings	<p>Nicola Abrams (SEPA) Respondent No. 408</p> <p>Under the Pre-application Discussions section we welcome the inclusion of the requested statement highlighting the potential requirement for micro-hydro schemes to be authorised by SEPA. As a very minor clarification the Controlled</p>	<p>SEPA's supporting comments are welcomed and noted.</p>	<p>No amendments.</p>

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	<p>Activities Regulations have recently been updated and the current version is the Water Environment (Controlled Activities) (Scotland) Regulations 2011.</p> <p>We support the inclusion of the reference to the requested SEPA Guidance on Geothermal Energy.</p>		
	<p>Nicola Abrams (SEPA) Respondent No. 408</p> <p>As climate change may lead to more erratic rainfall patterns and therefore impact on water supplies there is an increased need to use water more effectively and efficiently, it is therefore requested that the Supplementary Guidance also include a reference to designing new developments to minimise water use.</p>	<p>This is a relevant issue. However, this Supplementary Guidance provides the detail for Policy R7 and it would be outwith the scope to introduce this issue. It is considered that this is a building standards issue. Currently building standards Section7: Sustainability sets levels of water use and encourages the use of water saving technologies.</p>	<p>No amendments.</p>
	<p>Shelley Thomson (Stewart Milne Homes) Representation No. 1464</p> <p>It is encouraging that Aberdeen City Council have taken an early and pragmatic view to look at providing alternatives to the implementation of LZCGTs and introduced</p>	<p>Support for the alternative measures is welcomed.</p> <p>The Sullivan Report refers to “practical” and given the Supplementary Guidance is</p>	<p>On page 5 edit paragraph to state: “It recommends that there are staged energy improvements</p>

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	<p>areas where the Policy will be relaxed. This is to be commended and is welcomed. It will prove beneficial to the City's longer term carbon reduction targets as builders and developers will seek to research and implement alternatives which are likely to exceed the current Building Regulation Standards. On this basis, we are recommending minor changes to the proposed SG to ensure further clarity and ensure that viability of projects is fully considered.</p> <p>The Supplementary Guidance page 5, refers to timescales set out within the Sullivan Report for incremental carbon reduction. The Sullivan Report set out that all new homes should be built to net zero carbon building standards by 2016 if "practicable and costed". This wording, or similar, should be incorporated by Aberdeen City Council within the Local Development Plan and the Supplementary Guidance to reflect this.</p> <p>Page 6 of the Supplementary Guidance covers "Designing for Reduced Energy Demand". The wording of this paragraph should be changed to</p>	<p>reflecting the conclusions of the Sullivan Report it would be logical to reflect this.</p> <p>Page 6 of the Supplementary Guidance covers "Designing for Reduced Energy Demand". It is not considered appropriate to include the qualification "if practicable and financially viable". The design of layouts should always seek to be the most efficient in terms of passive solar gain and reducing wind chill. This is a cost effective way of reducing the energy demand of buildings and it is not considered that it would impact on development viability.</p>	<p>beyond the 2007 building standards: 30% by 2010; 60% by 2013 and net zero carbon by 2016/17 if practical"</p>

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	<p>include, "However, use of passive energy efficiency measures should be incorporated into development where practicable and financially viable to help reduce the energy demand of new buildings in addition to the buildings standards energy requirements".</p>		
	<p>Nicola Barclay (Homes for Scotland) Respondent No. 1442</p> <p>Given that the Supplementary Guidance has the potential to be in force in advance of the Local Development Plan and the Strategic Development Plan, it is important that it is future proofed, as much as possible, in this continually changing policy area. We await the Reporters findings from the LDP Examination, and cannot anticipate whether the policy R7, will remain as drafted. We would recommend that the Supplementary Guidance remain in draft form until such time as the LDP is adopted, so that any recommendations from the DPEA can be incorporated into the Supplementary Guidance.</p> <p>As referred to on page 5 of the SG, the Sullivan Report sets out timescales for</p>	<p>The Supplementary Guidance will not be formally adopted until after the Aberdeen Local Development Plan has been constituted as the Local Development Plan.</p> <p>The Sullivan Report refers to "practical" and given the Supplementary Guidance is reflecting the conclusions of the Sullivan Report it would be logical to reflect this.</p> <p>At this point in the process there is no opportunity for the Council to make amendments to the Local Development Plan Policies. So, unless the Reporters' report recommends changing the policy to be in line</p>	<p>On page 5 edit paragraph to state: "It recommends that there are staged energy improvements beyond the 2007 building standards: 30% by 2010; 60% by 2013 and net zero carbon by 2016/17 if practical"</p>

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	<p>incremental carbon reduction. The report asked for 30% reduction by 2010; the 2010 Building Regulations already does this. It is also important to point out that the Sullivan Report states that 'By 2016 all new homes should be built to net zero carbon building standards if PRACTICABLE AND COSTED'. This important caveat has not found its way into the Local Development Plan or the Supplementary Guidance, and this should be rectified.</p> <p>Homes for Scotland continues to argue that the more appropriate model for Aberdeen City Council to use would be the Sustainability Labelling Scheme introduced in October 2010 by the Scottish Government. It is a National Document, complies with the Climate Change Act, and is easy to implement through the building warrant process. All properties are labelled: Bronze; Bronze Active; Silver; Gold and Platinum. Whilst we recognise that this consultation exercise is not for the Policy within the Local Development Plan, Homes for Scotland would suggest draft wording along the following lines be incorporated in to the Supplementary Guidance (and</p>	<p>with the New Building Standards Sustainability Labelling there is no opportunity to amend the policy. Section 3F of the Town and Country Planning Act 1997 and Local Development Plan Policy R7 require a specified proportion of carbon emissions to be reduced through the use of low and zero carbon generating technologies. The Sustainability Labelling system does not allow for this specified proportion to be monitored and at this time can not be used to monitor compliance with the policy.</p> <p>Page 6 of the Supplementary Guidance covers "Designing for Reduced Energy Demand". It is not considered appropriate to include the qualification "if practicable and financially viable". The design of layouts should always seek to be the most efficient in terms of passive solar gain and providing shelter from colder winds. This is a cost</p>	

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	<p>preferably the Policy, if that were possible) to provide further clarity to developers: 'We will approve new development intended for human occupation, subject to other policies, if it is demonstrated that it will achieve at least a Bronze Active rating under Section 7 of the building standards Technical Handbook. 'Scottish Government advice notes that 'the label can be utilised by developers or planners who may wish to demonstrate their environmental commitment by referring to the sustainability labels. The system can also be used to link with the new local development plans to give planning authorities a consistent route to achieve their obligations under Section 72,</p> <p>Page 6 of the draft SG, paragraph 'Designing for Reduced Energy Demand' The final paragraph should be amended to include the statement in bold: 'However, use of passive energy efficiency measures should be incorporated into all development, wherever it is practicable and financially viable to do so, to help reduce the energy demand of new buildings in addition to the building standards energy targets.' It may not always be possible to orientate buildings</p>	<p>effective way of reducing the energy demand of buildings and it is not considered that it would impact on development viability.</p> <p>Support for the 'Instances When Policy Will Be Relaxed' section is noted.</p>	

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	<p>to take advantage of passive measures, especially in constrained city centre locations, so we would recommend that the sentence be amended accordingly.</p> <p>Homes for Scotland fully supports the 'Instances When Policy Will Be Relaxed' section. We are encouraged to see the opportunity to pay a financial contribution of £200 per unit towards the improvement of the energy performance of the existing housing stock.</p>		
	<p>Ben Freeman (Bancon Homes) Respondent No. 1561</p> <p>Bancon submit that the methods of controlling the progress towards zero carbon buildings through the Planning process could be simplified. Indeed, Aberdeenshire Council has simplified their draft SG to align planning policy with the mandatory sustainability rating scheme in section 7 of the building standards Technical Handbook.</p> <p>Appendix 2 from the Strategic Development Plan MIR sets out 4 options for progressing a strategy to aim for carbon neutrality in new</p>	<p>At this point in the process there is no opportunity for the Council to make amendments to the Local Development Plan Policies. So, unless the Reporters' report recommends changing the policy to be in line with the New Building Standards Sustainability Labelling there is no opportunity to amend the policy. Section 3F of the Town and Country Planning Act 1997 and Local Development Plan Policy R7 require a specified proportion of carbon emissions</p>	<p>No amendments.</p>

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	<p>development. The preferred option is number 4, but in fact the following relates to options 2 and 3 as well. The MIR does not mention the 'active' labelling of dwellings, which makes a big difference to the approach that a developer will take. It merely mentions Silver by 2014, Gold by 2016 and Platinum by 2018. Option 4 seeks to look only at the CO2 element of the labelling, whereas option 3 looks at all 8 criteria set out in the Building Standards section 7. The Aberdeenshire SG suggests Bronze Active to be an appropriate target. However, the written statement put forward by Aberdeenshire Council to the relevant hearing session on this topic indicated that this was to address the Climate Change Act (as a u-turn from their previous draft SG which required no Low and Zero Carbon GENERATING Technology), but that they welcomed debate and indicated the reporter's conclusion on this single matter would influence the final wording of the policy and SG.</p> <p>To demand LZCGTs in all new housing remains a tangent to what the Building Standards require, and means we have to</p>	<p>to be reduced through the use of low and zero carbon generating technologies. The Sustainability Labelling system does not allow for this specified proportion to be monitored and at this time can not be used to monitor compliance with the policy.</p> <p>The purpose of the Climate Change (Scotland) Act 2009 is to require the incorporation of renewable technologies, whereas the building standards are concerned with the carbon emissions of a building and do not concentrate on any particular method. This is a legal requirement and the overarching policy must remain in its present form.</p> <p>It is acknowledged that the most efficient method to reduce predicted carbon emissions from new development is to improve the efficiency of the building in</p>	

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	<p>design homes with two separate sets of criteria in mind at all stages. The very fact that by the time we get to Gold standard, there is no Gold ‘active’ badge indicates that in order to achieve Gold standard, the use of LZCGT is a given (unless a radical change in technology emerges in the interim). Based on our experience on several sites, I would suggest that it may prove difficult to achieve a Silver standard without the use of LZCGT, but it might not be impossible. Really, the point I am making is that requirement to use LZC GENERATING T at this point in time is unreasonable, unproductive and cost prohibitive. To build a Bronze house, we require a good quality design and construction, but to achieve Bronze ‘active’ on CO2 emissions only (Structure Plan MIR option 4), we could build a poor performing house with micro-renewable technology planted on the roof, which is simply a perverse solution. Following option 4 from the SP MIR will allow a better quality of house to be built, the design and fabric to be addressed first, and the LZCGT added as required to meet the Silver and Gold standards in due course. We will end up in the same place in 2016 when Gold standard</p>	<p>the first instance. To this end there is an acceptance that if greater carbon emissions can be saved the specified proportion to be saved by low and zero carbon generating technologies will not apply.</p>	

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	<p>kicks in, but without abortive expenditure and effort in the short term. If we consider the context of the projected build rates. The SDP MIR still seeks 16,500 homes in the City by 2016. This equates to 3,300 a year from 2012 LDP adoption, so we have 6,600 houses at Bronze standard and 6,600 houses at Silver standard. Potentially that is 13,200 homes with 'ecobling' on using more energy to run than they would if we removed the 'active' requirement from the policy and SG. The amount of energy requirement across 13,200 homes will be considerable. The only winners will be the 'eco-bling' manufacturers and installers, and the losers will be house builders and occupants. I would therefore submit that the SG needs to accord with the emerging Strategic Development Plan, and the adoption of the preferred strategy in the MIR for the plan. This would potentially lead to a consistent approach between Aberdeen City and Aberdeenshire, and allow a more simplistic and achievable route to the target of zero carbon housing for all involved</p>		
<p><i>Other minor amendments</i></p>	<p>No minor amendments have been made.</p>		

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<i>made not as a result of representations</i>			
Shopfront Security	No representations received.	N/A	N/A
<i>Other minor amendments made not as a result of representations</i>	No minor amendments have been made.		
Shopfront and Advertisements Design Guide	No representations received.	N/A	N/A
<i>Other minor amendments made not as a result of representations</i>	No minor amendments have been made.		
Transport and Accessibility	<p>Shelley Thomson (Stewart Milne Homes) Respondent No. 1464</p> <p>Stewart Milne Homes welcomes the Supplementary Guidance on Transport and Accessibility as it goes some way to setting out the guidance required for the development industry to follow in relation to planning for transport within developments and for longer term strategic planning matters. With the introduction of "Designing</p>	<p>We welcome Stewart Milne Homes supportive comments regarding the Transport and Accessibility Supplementary Guidance.</p> <p>We do not agree that there is a conflict between what is accepted by Planning Officers' and what is accepted at Roads</p>	<p>Add in a paragraph under Section 2: Standards for Accessibility and Public Transport Services to read "In all cases developers should engage with the Council and relevant partners</p>

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	<p>for Streets" by the Scottish Government there is a clear steer by most of the Scottish Local Authorities to bring these design theories into practice. What Stewart Milne Homes have encountered is a conflict between Council departments after the planning stage. What is accepted by the Planning Officials is not necessarily accepted at Roads Construction Consent stages in the process beyond the point that planning permission has been approved. Revisiting designs and layouts is often costly for both the development industry and the Council in terms of officers' time and involvement. The Supplementary Guidance on page 6, refers to the publication of updated "Guidelines and Specification for Roads within Residential and Industrial Developments" in 2010. Stewart Milne Homes is not aware of this guidance having been published to date. This guidance is essential for the house building industry to enable clear and concise guidance at the earliest stage in the design process and would encourage early publication and consultation on the document. There requires to be greater joined up thinking between the departments of the Council that</p>	<p>Construction Consent stages in the process beyond the point that planning permission has been approved. All relevant Council departments are fully aware and supportive of the national policy document 'Designing Streets' and this is reflected in any advice given or decisions made. We do acknowledge that the Council's current "Guidelines and Specification for Roads within Residential and Industrial Developments" predate Designing Streets and that an update is essential in order to provide clear and precise guidelines to the development industry. It had initially been anticipated that an updated version of the current "Guidelines and Specification for Roads within Residential and Industrial Developments" would be completed by the end of 2010. However, it was not possible to complete this to the</p>	<p>(such as Nestrans and public transport operators) at an early stage in the masterplan and/or planning application process to discuss the arrangements and requirements for providing new public transport services."</p>

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	<p>govern and implement the various permissions, warrants and consents. The Supplementary Guidance already goes some way to achieving this, but there requires to be a single more comprehensive document that will enable developers to plan for access, parking, road and pedestrians layouts that comply and meet with an acknowledged Council wide strategy incorporating "Designing Streets". It is therefore suggested that the Supplementary Guidance on Transport and Accessibility should be that document. This will ultimately save time and expense to both developers and the Council if car parking and roads layouts are designed in such a way to meet all expectations and policy requirements in the initial stages of the process.</p> <p>Standards for Accessibility and Public Transport Services sets out the recognised acceptable distances relative to provision for access to public transport provision and safe and secure pedestrian links. Stewart Milne Homes recognises the need for a development to be accessible, not just by car, but by public transport provision and for cycling and walking to enable development</p>	<p>timescales that were previously defined. It is anticipated that SCOTS (Society of Chief Officers of Transportation in Scotland) will publish at a national level a core specification document in Spring 2012. This document will be able to be tailored by individual local authorities to suit their needs whilst also providing greater certainty of approval across Scotland. Once this document has been published the Council will filter this information into a local wide document which will provide the development industry with detailed guidelines on the technical matters of roads consent. For the avoidance of any doubt, we would recommend that developers speak to Roads Construction Consent at the earliest possible stage in the planning application process to determine an appropriate design and layout for the development.</p>	

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	<p>to be sustainable. It is also recognised that the most direct, attractive, safe and secure pedestrian links should be implemented where practicable within any new development and therefore support section a) as set out below. The requirements set out by the Supplementary Guidance are: a) Development should be linked by the most direct, attractive, safe and secure pedestrian links possible to potential trip sources within 800 metres of the development. b) Public transport should be available within 400 metres of the origins and destinations of trips within the development. Public transport provision should be at a frequency, times and to places that; - Are at intervals of no more 15 minutes, and ideally 10-12 minutes; - Meet the needs of those without access to a car who would wish to access the development; and - Provide an effective alternative for those that do not have access to a car. The Draft Supplementary Guidance then goes onto state that, "Developers will be required to provide for the appropriate level of service identified through a transport assessment, if this level will not be provided commercially by the bus operator". Whilst Stewart Milne Homes recognise the need to</p>	<p>The Transport and Accessibility Supplementary Guidance document is a planning policy document which has been prepared in support of the Proposed Aberdeen Local Development Plan. The 'Guidelines and Specification for Roads within Residential and Industrial Developments' is a technical document that contains a significant level of detail. It would not be appropriate for these two documents to be merged. We believe that by having a clear and concise policy framework (Aberdeen Local Development Plan and Transport and Accessibility SG) and separate technical guidance alongside these, the Council will be achieving a consistent and joined up approach to this issue.</p> <p>Accessibility Planning, through the use of Accession software, was carried out at the Development Options stage</p>	

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	<p>provide for public transport provision within close proximity (400m) of points within a development, it strongly objects to the Council's position that it should be provided for by the Developer if the level of provision, as set out within the Supplementary Guidance is not provided commercially by a bus operator. If there is insufficient critical mass within a development or settlement as existing to make either a new route or a diverted route attractive to a provider, this is a matter for the Council Planners to identify at the point of site assessments and to make allocations of land and housing numbers accordingly. The development industry can make provision for sites for bus stops and appropriate roads and turning circles where appropriate to the development, but the developers should not then also be required to fund an actual service for the development. The Council also suggest that an effective alternative mode of transport should be made available for those who do not have access to a car. If there is not an existing bus service within the vicinity of the site and the development does not meet the critical mass to enable any provider to make a viable profit from provision of a new</p>	<p>(March 2009) to determine the most sustainable locations for development based on the level of accessibility to existing public transport infrastructure and local facilities/services. This process formed one aspect of detailed assessments that were undertaken at the time to determine the most suitable locations for development.</p> <p>The scale and extent of new public transport services required within new development is dealt with on a case by case basis and is negotiated between the Council, commercial operators and the developer. This may include agreement on operational requirements and funding mechanisms for new bus services. We maintain the position that reasonable contributions should be sought where development generates the need for new services. For clarity a paragraph will be added</p>	

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	<p>service what other possible alternatives are open to developers? The introduction of a car club scheme needs a critical mass (according to the Council) of a minimum of 200 units to work, so unless the development was at this scale a car club scheme would not be viable. It should therefore be a matter of consideration at the point of allocating sites that the Council consult with public transport providers to make sure that there are either sufficient existing services within the vicinity to support the new development or that the Council allocate sufficient numbers of units on site to enable a viable new route for public transport providers to serve.</p> <p>The Council continue, within the "Car Parking Standards" section of the Supplementary Guidance to promote minimum car parking standards that developments within prescribed areas namely City Centre, Inner City and Outer City should adhere too. The recent Government Policy "Designing Streets" seek to move away from car dominated development and seeks ways in which cars and car parking can actively be discouraged</p>	<p>under Section 2: Standards for Accessibility and Public Transport Services to read "In all cases developers should engage with the Council and relevant partners (such as Nestrans and public transport operators) at an early stage in the masterplan and/or planning application process to discuss the arrangements and requirements for providing new public transport services."</p> <p>The Transport Assessment will determine what is an appropriate scale and form of mitigation for each mode of transport dependant on the circumstances of each site, and this may require pump-prime funding until a route is established. In many cases the extension and/or improvement of existing bus services may be appropriate as opposed to new services that depend on a critical mass of population. The exact scale and</p>	

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	<p>from development with a push towards greater use of sustainable public transport systems and encouraging walking and cycling instead. It is considered that the Council should instead be looking to remove minimum car parking standards and look to assess each development on its own merits with regards to levels of on-site car parking requirements. Travel plans submitted with applications of greater than 100 dwellings should look in detail at the existing travel options within any area and seek alternatives and improvements in existing greener more sustainable modes of transport. The Council seeking to maintain minimum parking standards is not actively promoting alternative uses travel methods, simply relying on existing car useage as a safeguard.</p> <p>Travel Plans Stewart Milne Homes agrees in principle with the move towards encouraging and helping enable more sustainable modes of transport in a bid to move away from a car dominated society. The Residential Travel Plan Criteria as set out within the Supplementary Guidance is aimed at influencing the travel behaviour of new</p>	<p>frequency of new services required will need to be negotiated with the Council through the masterplanning and application processes.</p> <p>In order to provide the best possible conditions for promoting sustainable forms of travel, in some circumstances where it is not possible to provide public transport services car clubs may be sought through the Transport Assessment process. Page 16-17 of the Transport and Accessibility Supplementary Guidance document suggests that car clubs are appropriate where there is limited car parking available and <i>can</i> provide an alternative where users do not have access to a car. The suggested minimum to establish a car club is stated as ‘200 units’, however in reality no development exists in total isolation and there would always be the opportunity to extend this</p>	

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	<p>residents. Whilst a travel plan is an important document in any major development the measures identified within the travel plan may encourage and educate communities in modes of sustainable travel but these cannot be enforced by the developer. We may implement for example, bus stop facilities within a development but we cannot make the general public use the bus service. It is the role of the developer to ensure there is scope for provision of alternative sustainable transport as part of the overall development but it is NOT the role of the developer to provide vehicles for travel (such as car clubs) nor should developers be expected to subsidise existing travel services to serve a development such as providing free public transport tickets/passes or to pay for the set up of these facilities. The operators themselves should offer competitive pricing. Car Clubs and Bus Services are private businesses, therefore developers should not be required to fund or subsidise services. We therefore strongly object to the Council seeking to implement these measures as part of the Supplementary Guidance and looking to legal agreements or to impose conditions on</p>	<p>into neighbouring areas.</p> <p>The Transport and Accessibility Supplementary Guidance (page 17) is very clear that the non-residential parking requirements are 'maximums' not 'minimums'. The standards for residential and delivery spaces are guidelines. We do not promote minimum car parking standards.</p> <p>In order to mitigate the negative impact of traffic on the network and encourage the uptake of sustainable modes the Transport Assessment may identify a requirement for provision of annual bus passes or membership to a car club. This provision would be agreed and promoted through a Travel Plan. We accept that developers are unable to enforce the use of sustainable transport modes. However we do expect that developers can highlight sustainable options to residents</p>	

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	<p>developers to provide such services. The Council as the Local Authority are responsible for provision of and implementation of ample access to alternative modes of sustainable travel. This is part of their remit as Local Government and Aberdeen City Council should not rely on developers to fund this for them.</p> <p>Use this opportunity to incorporate and produce a comprehensive Transport and Accessibility document that is endorsed by all relevant departments of the Council within the development processes. The Supplementary Guidance should be the one and only source to enable developer's clear and concise guidelines to bring forward roads, pedestrian and access proposals in proposed development schemes that meet all Council policies and guidelines and that are in line with "Designing Streets" concepts.</p> <p>All reference to developers providing for shortfall in public transport provision should be removed from the Supplementary Guidance.</p> <p>The Council should remove minimum car</p>	<p>when they move into the development. Current research suggests that this is the optimal time to influence travel behaviour. We would not seek a legal agreement for residential developments.</p> <p>Provision of new services and facilities would need to be negotiated between the Council and the Developer and informed by evidence presented in technical documents such as Transport Assessment as well as mitigation measures proposed. We consider that reasonable contributions should be sought where development generates the need for new services.</p>	

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	<p>parking standards from all policy and guidance and instead move towards individual site assessments using information results from travel plans as a tool to ensure greener, more sustainable development is being brought by developers.</p>		
	<p>Nicola Barclay (Homes for Scotland) Respondent No. 1442 Homes for Scotland welcome this opportunity to comment on the draft Supplementary Guidance. In Section 2, Standards for Accessibility and Public Transport Services, it specifies the following: Public transport should be available within 400 metres of the origins and destinations of trips within the development. Public transport provision should be at a frequency, times and to places that; Are at intervals of no more than 15 minutes, and ideally 10-12 minutes; . Meet the needs of those without access to a car who would wish to access the development; and Provide an effective alternative for those that do have access to a car. Homes for Scotland recognises the requirement to provide the facilities within or adjacent to a development that will facilitate the provision of public transport. What our</p>	<p>Accessibility Planning, through the use of Accession software was carried out at the Development Options stage (March 2009) to measure levels of accessibility to the development options sites submitted to the Council for consideration. This was based on the level of accessibility to existing public transport infrastructure and local facilities/services. This process formed one aspect of detailed assessments that were undertaken at the time to determine the most suitable locations for development and to inform the selection of preferred locations for development in the Main Issues Report. The</p>	<p>Add in a paragraph under Section 2: Standards for Accessibility and Public Transport Services to read “In all cases developers should engage with the Council and relevant partners (such as Nestrans and public transport operators) at an early stage in the masterplan and/or planning application process to discuss the arrangements and requirements for providing new public transport</p>

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	<p>members cannot be expected to deliver is the further requirement, set out in the subsequent paragraph: Developers will be required to provide for the appropriate level of service identified through a transport assessment, if this level will not be provided commercially by a bus operator. It is not within the remit of house builders to provide public transport services. If a route cannot be provided by a commercially run bus operator, it is for the Local Authority to decide whether the allocation for development is in the right location. It is their responsibility to consult with the commercial bus operators to ensure that new allocations can and will be served by new or altered bus routes. This sentence should therefore be removed. It is a point of principle that private house builders should not be expected to subsidise private bus operators' interests, at a time when the profits of the latter are potentially far more buoyant and robust than the profits of the former.</p>	<p>Council has also worked with transport colleagues and partners, as well as public transport operators, to establish the likely level of new services that will be required to support new developments.</p> <p>Each site is dealt with on a case by case basis and provision of new services would need to be negotiated between the Council, Commercial operators and the Developer. This may include agreement on operational requirements and funding mechanisms for new bus services. We maintain the position that reasonable contributions should be sought where development generates the need for new services.</p> <p>For clarity a paragraph will be added under Section 2: Standards for Accessibility and Public Transport Services to read “In all cases developers</p>	<p>services.”</p>

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		<p>should engage with the Council and relevant partners (such as Nestrans and public transport operators) at an early stage in the masterplan and/or planning application process to discuss the arrangements and requirements for providing new public transport services.”</p> <p>The Transport Assessment will determine what is an appropriate scale and form of mitigation for each mode of transport dependant on the circumstances of each site, and this may require pump-prime funding until a route is established. In many cases the extension and/or improvement of existing bus services may be appropriate as opposed to new services that depend on a critical mass of population. The exact scale and frequency of new services required will need to be negotiated with the Council through the masterplanning and</p>	

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		<p>application processes.</p> <p>In order to mitigate the negative impact of traffic on the network and encourage the uptake of sustainable modes the Transport Assessment may identify a requirement for provision of annual bus passes or membership to a car club. This provision would be agreed and promoted through a Travel Plan. We accept that developers are unable to enforce the use of sustainable transport modes. However we do expect that developers can highlight sustainable options to residents when they move into the development. Current research suggests that this is the optimal time to influence travel behaviour. We would not seek a legal agreement for residential developments.</p> <p>Provision of new services and facilities would need to be negotiated between the Council</p>	

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		<p>and the Developer and informed by evidence presented in technical documents such as Transport Assessment as well as mitigation measures proposed. We consider that reasonable contributions should be sought where development generates the need for new services.</p>	
	<p>Stuart Wilson (Transport Scotland) Respondent No. 1589</p> <p>Within Section 9 – Driveways Guide (p37), it is recommended that under the heading ‘Reasons for requiring planning permission include...’ that an additional bullet point be included which states – “<i>driveway accesses on to a trunk road.</i>”</p> <p>Additionally, under the heading ‘Roads Consent’ and after the sentence “<i>Permission will always be required from the Council for the installation of a driveway</i>”, it is recommended that the following is added: “<i>and the application may also be notified to Transport Scotland, where the driveway accesses on to a trunk road. Transport</i></p>	<p>The Council has reviewed the section relating to driveways and considered the proposed wording in this representation. In order to accurately reflect the Council’s policy position and procedure on driveways it is felt that it would be reasonable to amend the 4th bullet to read: “<i>the driveway accesses on to a classified road*</i>”</p> <p>The following explanatory note will be added beneath the list of bullet points: “<i>*Local authorities are obliged to consult Transport Scotland, the trunk road authority, when they receive planning applications for</i></p>	<p>Amend 4th bullet point under the heading ‘Reasons for requiring planning permission include...’ to read: “<i>the driveway accesses on to a classified road*</i>”</p> <p>The following explanatory note will be added beneath the list of bullet points: “<i>*Local authorities are obliged to consult Transport Scotland, the trunk</i></p>

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	<p><i>Scotland will issue the Council with a recommendation on the application and will ensure the safety of all trunk road users is maintained when assessing applications.”</i></p> <p>Finally, an extra heading of ‘<i>Parking</i>’ should be included after the heading ‘<i>Roads Consent</i>’ with the following text: “<i>Transport Scotland will recommend refusal for all applications where a driveway would result in vehicles reversing on to the trunk road as this would be to the detriment of trunk road safety. A suitable turning circle should be provided within the curtilage of the development</i>”.</p>	<p><i>any development that lies within 67 metres of the trunk road or where there may be any impact on traffic using the trunk road network. “</i></p> <p>We note that reference to a ‘classified road’ will cover any instances where a proposal affects a trunk road.</p> <p>Whilst we do not agree that it is necessary to include all of the suggested text in relation to ‘Roads Consent’ and ‘Parking’, we propose to add the following sentence under the ‘Roads Consent’ section to clarify that applications may need to be referred to Transport Scotland where they might affect the trunk road network: <i>“Applications which affect the trunk road network may be referred to Transport Scotland for a recommendation.”</i></p>	<p><i>road authority, when they receive planning applications for any development that lies within 67 metres of the trunk road or where there may be any impact on traffic using the trunk road network. “</i></p> <p>Add the following under the ‘Roads Consent’ section: <i>“Applications which affect the trunk road network may be referred to Transport Scotland for a recommendation.”</i></p>
	<p>Richard Bush (Richard Bush Chartered Town Planner) on behalf of Mrs N</p>	<p>We welcome the supportive comments regarding the</p>	<p>Add in a paragraph under Section 2:</p>

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	<p>Hutcheon Respondent No. 1205 We agree that access should be available from new and existing communities to services, facilities and jobs by walking, cycling and public transport. We also agree that there should be a good frequency of public transport services within normal walking distance. Location of development within 400 metres of a 15 minute frequency public transport service should make it acceptable. We would however, caution against proposing hard and fast rules as to walking distances and service frequencies. The acceptability of distances and frequencies will depend upon people’s expectations and these will, in turn, be governed by their particular circumstances and the characteristics of their location. Instead, these measurements should be regarded as indicators that can contribute towards an assessment of accessibility to sustainable transport from any given development.</p> <p>If a commercial operator is not prepared to provide an appropriate level of public transport service to a development, this must raise questions as to its economic and</p>	<p>Transport and Accessibility Supplementary Guidance.</p> <p>By setting minimum accessibility standards we are setting a benchmark for the reasonable level of service that can be expected in new developments. This will help to ensure that new communities are accessible by the full range of transport modes and reflect a sustainable pattern of growth.</p> <p>Accessibility Planning, through the use of Accession software was carried out at the Development Options stage (March 2009) to measure levels of accessibility to the development options sites submitted to the Council for consideration. This was based on the level of accessibility to existing public transport infrastructure and local facilities/services. This process formed one aspect of detailed</p>	<p>Standards for Accessibility and Public Transport Services to read “In all cases developers should engage with the Council and relevant partners (such as Nestrans and public transport operators) at an early stage in the masterplan and/or planning application process to discuss the arrangements and requirements for providing new public transport services.”</p> <p>In Section 2: Standards for Accessibility and Public Transport Services the paragraph starting ‘Accessibility</p>

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	<p>environmental sustainability. Unless all that is needed is pump-priming of a public transport service that will prove viable once it gets off the ground, it will not survive. If a public transport service would be unviable, requiring a developer to provide this would be contrary to the Scottish Government’s objective of sustainable economic growth, and would leave residents and/or employees high and dry and/or force them into private transport beyond the short term. Except where only ‘pump-priming’ is required, developers should not, therefore, be required to ‘provide for the appropriate level of service...if this will not be provided commercially by a bus operator’.</p> <p>It is important to define the term ‘accessibility planning’ and to explain the process in the guidance so that developers can give this full consideration when developing their proposals.</p> <p>Website addresses should be given for all references, e.g. at the foot of page 4.</p> <p>The statement “the Council has undertaken a review of its 1998 publication Guidelines</p>	<p>assessments that were undertaken at the time to determine the most suitable locations for development and to inform the selection of preferred locations for development in the Main Issues Report. The Council has also worked with transport colleagues and partners, as well as public transport operators, to establish the likely level of new services that will be required to support new developments.</p> <p>Each site is dealt with on a case by case basis and provision of new services would need to be negotiated between the Council, Commercial operators and the Developer. This may include agreement on operational requirements and funding mechanisms for new bus services. We maintain the position that reasonable contributions should be sought where development generates</p>	<p>Planning...’ will be amended to read “Accessibility Planning software, such as Accession, may be used as a tool to assess potential development locations and then guide decisions on development proposals. Accessibility planning involves measuring journey times to services and facilities and identifying the most suitable locations for new development or particular services and facilities. By measuring accessibility to services/facilities by public transport this process can also be</p>

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	<p>and Specifications for Roads... should read 'the Council is undertaking...etc'. This would make it clear that the review is not completed and is not included in the guidance currently being consulted upon. The road descriptor maps are useful in interpreting Designing Streets, but otherwise developers should simply be advised that the 1998 publication has been superseded by Designing Streets and that new guidance based on the latter will be issued for consultation in due course. It would obviously be inappropriate to require developers to implement out-of-date standards.</p> <p>The infrastructure Delivery Manual Supplementary Guidance does not appear on the Council's list of approved ALDP supplementary guidance. It should therefore simply be referred to as a prospective ALDP document to be subject to consultation in due course. Otherwise the reference to it in the Transport and Accessibility supplementary guidance indicates unwarranted legitimacy.</p> <p>It is agreed that the objective of transport</p>	<p>the need for new services. For clarity a paragraph will be added under Section 2: Standards for Accessibility and Public Transport Services to read "In all cases developers should engage with the Council and relevant partners (such as Nestrans and public transport operators) at an early stage in the masterplan and/or planning application process to discuss the arrangements and requirements for providing new public transport services."</p> <p>The Transport Assessment will determine what is an appropriate scale and form of mitigation for each mode of transport dependant on the circumstances of each site, and this may require pump-prime funding until a route is established. In many cases the extension and/or improvement of existing bus services may be appropriate as opposed to new services that</p>	<p>used to improve the quality and availability of public transport to existing and future users or customers. In doing so, Accessibility Planning provides opportunities to improve social inclusion.</p> <p>For additional clarity a 'Relevant Links' section will be added to the end of the document which contains relevant web addresses.</p> <p>Amend the statement "the Council has undertaken a review of its 1998 publication Guidelines and</p>

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	<p>assessments should be to maximise sustainable travel by walking, cycling and public transport and only then to consider residual car traffic.</p> <p>Although ‘design and layout’ and improvements to ‘infrastructure and services’ help to maximise sustainable travel, the primary means of securing sustainable travel is the selection of a sustainable location in the first place. Only on this basis can sustainable travel truly be maximised. The guidance should be amended accordingly.</p> <p>Legal agreements are freestanding documents and are not to be used where a planning condition will do. Such agreements cannot be ‘imposed through conditions on planning permissions’ as this statement should be deleted.</p> <p>The ‘national standards’ for driveway visibility should be fully referenced, including a web address.</p>	<p>depend on a critical mass of population. The exact scale and frequency of new services required will need to be negotiated with the Council through the masterplanning and application processes.</p> <p>The provision of public transport services will need to be discussed with public transport operators and the Council from an early stage in the Masterplanning and/or planning application process.</p> <p>It is acknowledged that it would be beneficial to define the term ‘accessibility planning’ and to clarify the process further. In Section 2: Standards for Accessibility and Public Transport Services the paragraph starting ‘Accessibility Planning...’ will be amended to read “Accessibility Planning software, such as Accession, may be used as a tool to assess</p>	<p>Specifications for Roads...” under Section 4: Guidelines and Specifications Guidance to read ‘The Council is undertaking...etc’.</p> <p>Amend the sentence ‘Legal agreements may be imposed through conditions on planning permissions...’ to read “Legal Agreements may be required or planning conditions may be placed on planning applications to bind the targets set out in the Travel Plan and set the arrangements for monitoring, enforcement and review.</p>

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		<p>potential development locations and then guide decisions on development proposals. Accessibility planning involves measuring journey times to services and facilities and identifying the most suitable locations for new development or particular services and facilities. By measuring accessibility to services/facilities by public transport this process can also be used to improve the quality and availability of public transport to existing and future users or customers. In doing so, Accessibility Planning provides opportunities to improve social inclusion.”</p> <p>For additional clarity a ‘Relevant Links’ section will be added to the end of the document which contains relevant web addresses.</p> <p>It is agreed that the statement “the Council has undertaken a</p>	

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		<p>review of its 1998 publication Guidelines and Specifications for Roads...” under Section 4: Guidelines and Specifications Guidance should be amended to accurately reflect the current position. This statement will be amended to read ‘The Council is undertaking...etc’.</p> <p>The Infrastructure and Developer Contributions Manual is listed as a Supplementary Guidance document in the Proposed Aberdeen Local Development Plan at page 71. When this document is approved this will form part of a suite of Supplementary Guidance to the Local Development Plan.</p> <p>It is agreed that legal agreements are freestanding documents and would not be imposed as part of a planning condition. The sentence ‘Legal agreements may be imposed through conditions on planning</p>	

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		<p>permissions...’ will be amended to read “Legal Agreements may be required or planning conditions may be placed on planning applications to bind the targets set out in the Travel Plan and set the arrangements for monitoring, enforcement and review.</p> <p>The national standards for driveway visibility are not available as an online document and therefore it would not be possible to include a web link to this. As stated on page 38 of the Transport and Accessibility Supplementary Guidance document, all applications for driveways should be made to Enterprise, Planning and Infrastructure where officers will advise on what is required.</p>	
<p><i>Other minor amendments made not as a result of</i></p>	<p>Section 9: Driveways Guide: The reference to the 1972 Planning Act has been updated to '<i>Town and Country Planning (Scotland) Act 1997 (as amended by the Planning Etc (Scotland) Act 200)</i>' to reflect current legislation. For clarity the term 'earthworks' has been defined as 'excavation or raising of ground level'. This has</p>		

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<i>representations</i>	<p>been bracketed after existing text.</p> <p>4th bullet point under the heading ‘Reasons for requiring planning permission include...’ - The term ‘adopted’ road has been changed to ‘classified road’.</p> <p>Contact details have been added under the sentence ‘for further info please contact...’ as this was previously left blank in error.</p> <p>Section 7: Parking (Parking Layout in Rear Gardens): To correct an error the sentence “An example of a car parking layout for a typical tenement is illustrated on page 3 although others may be appropriate” has been removed.</p> <p>Disabled Badge Holders Parking: To remove any ambiguity the term “maximum standard size” has been replaced with “the total number of spaces in the car park”.</p> <p>Section 6: Travel Plans: The sentence “More detailed guidance on what is expected as part of a Travel Plan will be available in Travel Plans: A Guide for Developers which will be prepared as part of the Local Transport Strategy and published later in 2010” has been amended to reflect the current position. The sentence has been amended to read “More detailed guidance on what is expected as part of a Travel Plan will be available in Travel Plans: A Guide for Developers which is being prepared and will be published in 2012”.</p>		
Archaeology and Planning	<p>Jane Smith (Scottish Government) Respondent No. 1590</p> <p>The references to ‘Scheduled Ancient Monuments’ should be changed to ‘Scheduled Monuments’</p>	Representation acknowledged and accepted.	All references to ‘Scheduled Ancient Monuments’ will be changed to ‘Scheduled Monuments’.

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<i>Other minor amendments made not as a result of representations</i>	No minor amendments have been made.		
Natural Heritage	<p>Nicola Abrams (SEPA) Respondent No. 408</p> <p>The Water Framework Directive (2000/60/EC) (WFD) requires that all inland and coastal water within defined river basin districts must reach at least good status by a set deadline. The National Planning Framework 2 states, <i>“there will be a need for effective interaction between development plans and River Basin Management Plans in this strategic approach to water management”</i> (Paragraph 177). Planning authorities are responsible authorities in respect of Water Framework Directive interests and the Town and Country Planning (Development Planning) (Scotland) Regulations 2008 state that “in preparing a local development plan the planning authority are to have regard to any river basin management plan relating to the local development area.” Local Development Plans therefore has a key role in supporting the implementation of the WFD to protect</p>	<p>SEPA’s supporting comments are noted and welcomed. We agree that greater links could be made between this document and the ‘Buffer Strips’ Supplementary Guidance and the ‘Open Space’ Supplementary Guidance’. Reference will be made to both Buffer Strips and Open Space Supplementary Guidance in sections 5.2 and 5.3.</p>	<p>Amend section 5.2 and 5.3 to make reference to ‘Buffer Strips’ Supplementary Guidance and ‘Open Space’ Supplementary Guidance.</p>

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	<p>and improve the water environment. Therefore we welcome the recognition in Section 5.3 of wetlands, streams and ponds as valuable habitats and support their extension or enhancement this will help support the delivery of the objectives of the WFD.</p> <p>In addition we welcome the promotion of Sustainable Drainage Systems (SUDS) in 5.3, this is in line with the requirements of The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) (CAR) which makes SUDS a legal requirement for new development, with the exception of runoff from a single dwelling and direct discharges to coastal waters.</p> <p>We consider that there is an opportunity for clearer links to be made to the Buffer Strips Supplementary Guidance which highlights the important role played by watercourses in the urban environment. Many of the green corridors within Aberdeen are around urban watercourses and are highlighted in the Buffer Strips Guidance as providing valuable habitat, it would therefore be useful to cross refer to this Supplementary Guidance as well as the Open Space Guidance.</p>		

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	<p>Sue Lawrence (Scottish Natural Heritage) Respondent No. 1587</p> <p>There should be an emphasis at the start of the guidance that it is in developers’ interest to plan ahead, to consider what are the natural heritage interests of their site and how to assess any impacts to these or measures to enhance them. Planning ahead in this way can help avoid delays that occur if surveys are subsequently required after an application has been submitted. This is especially the case for those protected species for which surveys should only be conducted at certain times of year.</p> <p>It should also be clear in the guidance that where there is evidence to suggest a protected species may be present or affected by a proposal, this needs to be assessed before that application is determined. As Scottish Planning Policy states, although the presence of protected species rarely imposes an absolute block on development, mitigation measures are often needed and the layout, design and timing of works may be affected.</p>	<p>It is agreed that there should be an emphasis at the start of the guidance highlighting that it is in the developers’ interest to plan ahead, consider what the natural heritage interests are on their site and assess any impacts to these. A point will be added to section 1. Introduction emphasising this.</p> <p>The guidance already stated in Section 5.2 that ‘where there is evidence to suggest a protected species may be present or affected by a proposal, this needs to be assessed before that application is determined.’ However for clarity this has now been made clearer in the second paragraph of this section.</p> <p>Reference to the open space supplementary guidance has now been made in Section 5.4</p> <p>The definition of Favourable</p>	<p>Add text “This guidance will also help to plan ahead and potentially avoid delays that could occur if any surveys were required after an application is submitted” to Section 1 – Introduction.</p> <p>Amend sentence in second paragraph of Section 5.2 “It would be inadvisable to make a recommendation on a planning application until this survey is completed” to read “A recommendation on a planning application should not be done until the appropriate survey</p>

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	<p>We understand that Aberdeen City Council is developing for both developers and planners, an open space GIS layer which will not only identify the location and types of open space in Aberdeen, but the habitats and species present and works that could benefit them. We recommend a reference is made to this in the current guidance.</p> <p>Definition of Favourable Conservation Status (FCS). As Policy NE8 does not refer to FCS we recommend that this section is deleted from the guidance. For information, FCS is considered as part of a Habitats Regulations Appraisal for European sites and is one of the licensing tests for European protected species.</p> <p>5.1 Baseline survey. A Baseline survey is a complete survey of an area that can subsequently be used for monitoring. That is not what this section is referring to therefore we suggest renaming this 'Initial Assessment' or similar. 2nd para - the initial assessment can also be used to identify ways to enhance biodiversity, not just</p>	<p>Conservation Status (FCS) was specifically asked to be included by Aberdeen City Council planning officers. This section will, therefore, remain in the supplementary guidance.</p> <p>Section 5.1 Baseline Survey has been renamed to 'Initial Survey'. Reference to 'enhancing biodiversity' has also been added.</p> <p>Reference to a 'suitably experienced surveyor' and planning ahead to prevent delays has been included in Section 5.2.</p> <p>It is agreed that reference to the 'Biodiversity Planning Toolkit' should be included in Section 5.2 along with reference to 'surveys using current data'.</p> <p>Section 5.5 may be useful for reminding planners of the potential for protection and</p>	<p>is complete.”</p> <p>Rename Section 5.1 Baseline Survey to 'Initial Survey'. Add reference to 'enhancing biodiversity' to second paragraph.</p> <p>Reference to a 'suitably experienced surveyor' and planning ahead to prevent delays will be included in Section 5.2 along with a link to the Biodiversity Planning Toolkit and reference to 'surveys using current data'.</p> <p>Add reference to</p>

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	<p>minimise impacts. This initial assessment can be used to produce a biodiversity audit, to identify both constraints and opportunities and draw up biodiversity objectives.</p> <p>5.2 Timing of Surveys and Works We would recommend emphasising that where it is possible that protected species may be present, it is important to ensure surveys are carried out by suitably experienced personnel before an application is submitted. Planning ahead for surveys and taking into account the times of year they should be carried out, can help avoid delays that may occur later if an application cannot be determined until survey information has been received. It may be useful to provide a link to the Biodiversity Planning Toolkit (see section 18 below) which includes both a survey and a mitigation calendar. A caveat should be attached to this as the timings in the calendar are not always ideal for NE Scotland, nonetheless, it provides a useful indication and starting point. Also, it should be ensured that survey data is still current. In general, survey data for protected species will need to be refreshed after around 12</p>	<p>enhancement after construction and may be used as a planning condition and therefore should remain in the document.</p> <p>Reference to “good mitigation and compensatory measures” has been added to the last paragraph in Section 6 - Precautionary Principle to emphasise the importance of good mitigation and compensatory measures where there is uncertainty.</p> <p>It is agreed that a link to SNH’s website should be added to Section to highlight information about the various statutory designations and SiteLink which is a GIS system that can be used to find the locations of these sites as well as the reasons why they have been notified.</p> <p>It is agreed that a link to SNH’s Protected Species advice would be helpful in Section 8, however,</p>	<p>“good mitigation and compensatory measures” to the last paragraph in Section 6.</p> <p>Add link to SNH’s website to Section 7.</p> <p>Add link to SNH’s Protected Species advice in Section 8.</p> <p>Amend second paragraph of Section 8 to read” European Protected Species (EPS) are plants and animals (other than birds) that are protected by law through the European Union (EU). They are listed in Annexes II and IV of the EU Habitats Directive</p>

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	<p>months. However, this depends on the circumstances and the specific species involved.</p> <p>5.5 Ensure Ecological Conditions are Met. Since this guidance is aimed at assessing planning applications, it may not be appropriate to include this in the guidance. For large developments, Ecological clerks of Works can be employed by developers to report to the council on compliance with environmental conditions.</p> <p>6. Precautionary principle. It may be helpful to emphasise the importance of good mitigation and compensatory measures where there is uncertainty (last paragraph).</p> <p>7. Site Protection Systems. It may be helpful to include a link to SNH’s website which includes information about the various statutory designations and SiteLink which is a GIS system that can be used to find the locations of these sites as well as the reasons why they have been notified.</p> <p>8. Protected Species.</p>	<p>it is not felt that a link to SNH’s table showing species which are known to occur naturally in Scotland would add value to the document.</p> <p>For clarity, it is agreed that it should be made clearer in Section 8 that European Protected Species are only protected under Schedule 6 of the Wildlife and Countryside Act 1981 (as amended) to avoid duplication/contradiction with the Habitats Regulations. It is also agreed that it would be useful to state that this supplementary guidance is based on species currently known to occur in Aberdeen, but in time, some species that are found within Aberdeenshire may also occur in the city.</p> <p>Reference to the bats supplementary guidance would be beneficial.</p>	<p>and are fully protected under Schedule 6 of the Wildlife and Countryside Act 1981”.</p> <p>The third paragraph in Section 8 will be amended to read “While the above table 1 contains species that are known to occur in Aberdeen, in time, some species that are found in Aberdeenshire may be also be found in the City, for example, water vole.”</p> <p>Add reference to the Bats Supplementary Guidance in Section 8.</p>

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	<p>Our website contains advice to developers and planners on protected species that it may be helpful to include a link to: http://www.snh.gov.uk/planning-and-development/advice-for-planners-anddevelopers/protected-animals/</p> <p>It also includes a table showing species which are known to occur naturally in Scotland and their protection: http://www.snh.gov.uk/protecting-scotlands-nature/protected-species/protected-species-az/</p> <p>Please note that EPS are only protected under Schedule 6 of the Wildlife and Countryside Act 1981 (as amended) to avoid duplication/contradiction with the Habitats Regulations. It may be useful to state that this supplementary guidance is based on species currently known to occur in Aberdeen, but in time, some species that are found within Aberdeenshire may also occur in the city. For example, water vole. It would be helpful to provide a reference to the recently approved interim supplementary planning guidance on bats and development in Aberdeen.</p>	<p>It is agreed that the first paragraph of Section 9 should be deleted.</p> <p>It is agreed that Section 9.3 and Section 10.3 could be improved by making it clearer when SNH should be contacted./consulted.</p> <p>It is already noted in Section 9.2 that badgers are licensed under the Protection of Badgers Act 1992 (as amended). It is agreed that a link to SNH’s web page on badger licenses and developments would be more appropriate than a link to the license application form. This will be amended accordingly.</p> <p>The first point of Section 10.4 will be amended to highlight that there are other licensing purposes than preserving public health and safety.</p> <p>The link to SNH’s web page on otters, development and</p>	<p>Delete first paragraph of Section 9.</p> <p>The second paragraph of Section 9.3 and second paragraph of Section 10.3 have been amended to read “SNH may be contacted for advice if there is uncertainty over whether the proposed mitigation measures are sufficient to avoid an offence under the relevant legislation.</p> <p>Amend Section 9.4 to include a link to SNH’s web page on badger licenses and development rather than the application form link.</p>

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	<p>9.3 Badgers and Land Use Planning. Please delete the first paragraph that says that the planning authority should contact SNH as early as possible if it is suspected that badgers are present. Our Service Statement for Planning and Development states that we do not wish to be consulted on proposals where species with special protection are likely to be present, but no surveys have yet been carried out to determine their presence or absence. We may be able to advise where a recent survey/mitigation plan shows that species with special protection are present on site, but Planning Authorities are uncertain that the proposed mitigation is sufficient to avoid an offence under relevant legislation. Please contact us first by phone to discuss whether or not we should be consulted.</p> <p>9.4 Badgers and Licensing. Licences for badgers are issued under the Protection of Badgers Act 1992 (as amended). Rather than include a link to the licence application form, please include a link to our page on badger licences and developments as this contains a link to the</p>	<p>licensing is already noted on page 9 of the document.</p> <p>In Section 11.3 the text ‘delay works’ will be amended to “should delay works”.</p> <p>It is agreed that Section 16.3 – ‘When a Habitats Regulation Appraisal is required’ could be clearer. For clarity the wording will be amended to remove any confusion regarding Habitats Regulations Appraisal (HRA) and Appropriate Assessments.</p> <p>Historically, Aberdeen City Council has always referred to the SSSI at Corby as Corby Loch. This is because Lily and Bishops Loch are within the Aberdeenshire Council boundary. Scotstown is the name given to the SSSI at Scotstown as it contains more than just Scotstown Moor.</p> <p>According to the SNH website,</p>	<p>Amend the first point in Section 10.4 to read “That there is a licensable purpose for which licenses can be granted. A licence may be granted ‘to preserve public health or public safety or for other imperative reasons of overriding public interest including those of a social or economic nature and beneficial consequences of primary importance for the environment’.</p> <p>Amend Section 11.3 text ‘delay works’ to “should delay works”.</p>

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	<p>form as well as other information including surveys and protection plans: http://www.snh.gov.uk/protecting-scotlands-nature/species-licensing/mammallicensing/badgers-and-licensing/dev/</p> <p>10.3 Otters and Land Use Planning. Please see our comments above under badgers and land use planning on our Service Statement for Planning and Development.</p> <p>10.4 Otters and Licensing. The first licensing test is ‘That there is a licensable purpose’. One of those purposes is ‘to preserve public health or public safety....’ While this is the usually the most appropriate purpose for development, there are other purposes that can occasionally also be relevant. Rather than include a link to the licence application form, please include a link to our page on otters, development and licensing which contain a range of information including surveys and protection plans. http://www.snh.gov.uk/protecting-scotlands-nature/species-licensing/mammallicensing/otters/dev/</p>	<p>the details on Cove SSSI (dated 02/06/11) state that this site used to be important for both biological and geological features, however, it is now only important for its biological features.</p> <p>It is agreed that the titles of the tables of species in Appendix B and C should be amended from ‘designated’ to “Protected, Priority and Important Species”. , Title now changed to ‘Protected, Priority and Important Species’.</p> <p>The list of species was based on the details held by NESBReC. The European Eel was not listed, therefore it will not be added to the table.</p> <p>References have now been included in Section 18 to the NBN Gateway, North-East Biological Records Centre, RSPB and NE LBAP.</p>	<p>In Section 16.3 replace the term ‘Habitats Regulation Assessment’ with “Appropriate Assessment”.</p> <p>Amend titles of tables in Appendix B and C from ‘designated’ to “Protected, Priority and Important Species”.</p> <p>References should be included in Section 18 to the NBN Gateway, North-East Biological Records Centre, RSPB and NE LBAP.</p>

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	<p>11. Breeding Birds. Please note that currently the only Schedule A1 bird in Scotland is the white-tailed eagle which does not breed in Aberdeen.</p> <p>11.3 Breeding Birds and Land Use Planning. The second sentence encourages to delay works to safeguard existing nest sites that may affect breeding birds and their young. This could be read as contradicting the information provided in section 11.2 about birds and the law. It must be clear that any work that takes, damages, destroys or interferes with a nest of any wild bird is an offence and that the protection for Schedule 1 birds includes additional measures.</p> <p>16.3 When a Habitats Regulation Appraisal is required. This section confuses a Habitats Regulations Appraisal (HRA) with an Appropriate Assessment. An HRA refers to the whole process, including the Appropriate Assessment.</p> <p>Appendix A. The full name of the SSSI at Corby is 'Corby, Lily and Bishops Lochs'. The full</p>		

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	<p>name of the SSSI at Scotstown is 'Scotstown Moor'. Cove SSSI is notified for both biological and geological features (cf footnotes).</p> <p>Appendices B and C. These tables of species are helpful, although it should be noted that they are not 'designated' (see also Contents list). European eel should be added to the table.</p> <p>18. Other Useful Contacts You may wish to add the NBN Gateway (www.nbn.org.uk) and North- East Scotland Biological Records Centre (www.nesbrec.org.uk) for any records of plant or animal species in the area. The NE Raptor Study Group and RSPB can also be useful contacts as can the NE LBAP. The Biodiversity Planning Toolkit is also a useful source of information: http://www.biodiversityplanningtoolkit.com/</p>		
	<p>Mr Peter Gordon (RSPB Scotland) Respondent No. 1588</p> <p>Natural Heritage Biodiversity and</p>	<p>It is agreed that geodiversity and biodiversity are not mutually exclusive. The sentence in section 2 will be amended to</p>	<p>Remove the term 'mutually exclusive' in Section 2.</p>

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	<p>geodiversity are not mutually inclusive: to a large extent biodiversity is influenced by geodiversity yet geodiversity frequently exists in the absence of biodiversity, past or present. We suggest deletion of "and mutually inclusive."</p> <p>Legal Obligations To Wildlife and Countryside Act 1981 (WACA 1981) add "as amended". To The Conservation (Natural Habitats &c.) Regulations 1994 add "as amended". Add "Birds Directive – the EU Birds Directive (2009/147/EU) protects all birds occurring naturally on the European territory of the EU, lists in Annex 1 those species requiring special conservation measures and requires special measures for other regularly occurring migratory species." Nature Conservation (Scotland) Act 2004: insert, after "The Council" the following - "as with all public bodies" Add to end of Table: "Wildlife and Natural Environment (Scotland) Act 2011. Also makes amendments to the WACA 1981, in particular clarifying the status of game birds."</p> <p>5.1 Baseline Survey Reword second paragraph to read "This survey should be</p>	<p>remove the term 'mutually inclusive'.</p> <p>Most of RSPB's suggested changes to Section 3 have been made. It is not felt that further text to the Nature Conservation (Scotland) Act 2004 was required as it would not add any value to the existing information for Council staff. It is also not felt that details on the Wildlife and Natural Environment (Scotland) Act 2011 should be included as the most relevant legislation is already listed.</p> <p>Section 5.1 will be reworded to highlight that baseline surveys should be carried out at an early stage in the application process.</p> <p>RSPB's suggested wording for Section 5.2 is accepted and will be amended accordingly.</p> <p>It is agreed that the second sentence of Section 5.3 should</p>	<p>Reword second paragraph in Section 5.1 to read "This survey should be conducted early on in the planning..."</p> <p>Reword second paragraph of Section 5.2 to read "In order to avoid unwittingly consenting development which is damaging to wildlife habitats, ensure..."</p> <p>Add following text to third paragraph of Section 5.2: "and this may be covered by a condition attached to a planning consent."</p> <p>Amend second</p>

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	<p>conducted as early as possible in the planning..."</p> <p>5.2 Timing of Surveys and Works Reword second paragraph to read "In order to avoid unwittingly consenting development which is damaging to wildlife habitats, ensure..." Third paragraph: add at end "and this may be covered by a condition attached to a planning consent."</p> <p>5.3 Incorporate Existing Habitats and Create New Ones Amend second sentence to read "... (such as by provision of bat and bird boxes or planting of native species) as..." Second paragraph, reword as follows "Consider use of Sustainable Urban Drainage Systems (SUDS), even for small-scale plans such as new driveways. By helping to reduce erosion and pollution in streams, as well as by reducing flood risk, this will benefit biodiversity."</p> <p>6 Precautionary principle. Consider deletion of second paragraph, which duplicates content of third.</p> <p>7 Site Protection Systems. Amend first</p>	<p>be amended as suggested.</p> <p>It is not felt that the suggested change to the second paragraph of Section 5.3 would add any further value to the existing text.</p> <p>The third paragraph of Section 6 re-emphasises the meaning of the precautionary principle and states when planning authorities should apply the precautionary principle, it does not simply duplicate the information.</p> <p>The suggested amendment to the first paragraph of Section 7 is accepted and the text will be amended accordingly.</p> <p>Only information that is relevant to the City will be included. Special Protected Areas are not found within the City boundary; therefore, the suggested additional information will not be added to Section 7.</p>	<p>sentence to read "... (such as by provision of bat and bird boxes or planting of native species) as..."</p> <p>Amend first paragraph of Section 7 to read "There are a number of site protection systems (designations) in Aberdeen, including those at international, national and local level."</p> <p>Add the word "regularly" before "migrate" in Section 11.1.</p> <p>Replace the term "ring ousel" with "ringed ousel" in</p>

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	<p>paragraph to read "There are a number of site protection systems (designations) in Aberdeen, including those at international, national and local level." In addition, at the foot of P5, add "Although none are located within Aberdeen City, Special Protection Areas (SPAs), designated under the Birds Directive, offer a high level of protection to birds which area a qualifying SPA interest whilst they are outwith its boundaries.</p> <p>8 Protected Species. At the end of this section, we suggest the addition of "Birds listed in Annex 1 of the EU Birds Directive are to be the subject of special conservation measures."</p> <p>11.1 General Information About Breeding Birds. We suggest insertion of "regularly" before "migrate": just under 600 species of bird have been recorded in a wild state in Britain but many of these only rarely.</p> <p>14.1 Determining EIA Requirement and 15 Strategic Environmental Assessment (SEA). These sections need careful checking for accuracy.</p>	<p>Section 8 deals with all protected species, and there is link to relevant information on SNH's website. It is not felt that the suggested additional details about birds would add any value to this section.</p> <p>The suggested insertion of the word "regularly" before "migrate" in Section 11.1 is accepted and the document will be amended accordingly.</p> <p>Sections 14.1 and 15 contain accurate information regarding EIA requirement and Strategic Environmental Assessment.</p> <p>The suggested addition to Section 16.4 would not add any more value to the existing sentence.</p> <p>The three steps outlined in Section 16.5 are based on advice from SNH. SNH have</p>	<p>Appendix C and list 'roseate tern' and 'white-tailed eagle' as Annex 1 EC Birds Directive species. Amend main habitat of Wood Sandpiper to "Woodland, estuaries and wetland".</p>

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	<p>16.4 Competent Authority Insert, after "As the competent authority": "for planning consents under the Town and Country Planning (Scotland) Act 1997."</p> <p>16.5 Three Steps Step 2 needs clarification. The phrase "likely to have a significant effect on the site" does not mean that, on the balance of probabilities, it is more likely than not to have a significant effect but the test is more stringent, requiring the decision maker to decide "Can the likelihood be ruled out, beyond reasonable scientific doubt, that the proposal will have a significant effect on the site?"</p> <p>Appendix B. Delete Common vole as this species is not found in Aberdeen.</p> <p>Appendix C Example Designated Bird Species in Aberdeen. Roseate tern and white-tailed eagle are Annex 1 EC Birds Directive species. It is "ring ousel" not "ringed ousel". In the context of Aberdeen, where the species does not breed, the main habitat of wood sandpiper is estuaries and wetland.</p>	<p>been consulted on the draft Natural Heritage supplementary guidance and no changes have been suggested for these details.</p> <p>It is not agreed that the 'Common Vole' should be deleted from Appendix B. The Common vole appears on a list provided by the North East Scotland Biological Records Centre (NESBReC) as a species found within Aberdeen City.</p> <p><i>Roseate tern and white-tailed eagle are Annex 1 EC Birds Directive species. It is "ring ousel" not "ringed ousel". In the context of Aberdeen, where the species does not breed, the main habitat of wood sandpiper is estuaries and wetland.</i></p> <p>The suggested changes to Appendix C are accepted and the document will be amended accordingly.</p>	

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<i>Other minor amendments made not as a result of representations</i>	No minor amendments have been made.		