

WATER WHEEL INN, 203 NORTH
DEESIDE ROAD, BIELDSIDE

ERECTION OF 15 DWELLINGHOUSES
AND CHANGE OF USE FROM HOTEL AND
ALTERATIONS TO FORM 5 APARTMENTS

For: Waterwheel Inn Ltd

Application Ref.	: P111606	Advert	: Dev. Plan Departure
Application Date	: 08/11/2011	Advertised on	: 30/11/2011
Officer	: Lucy Greene	Committee Date	: 22 nd March 2012
Ward: Lower Deeside (M Boulton/A Malone/A Milne)		Community Council	: Comments



RECOMMENDATION: Willingness to Approve, withhold consent until a legal agreement is secured to deliver planning gain contributions, and subject to conditions.

DESCRIPTION

The application site is 0.57 hectares in size and is currently occupied by a vacant hotel of approximately 980m². The hotel buildings consist of the original Category C listed Murtle Mill, together with subsequent extensions to the side and rear of the original building.

The Mill sits back approximately 58m from North Deeside Road, with the intervening area being hard surfaced and laid out for car parking. A line of trees exists along the line of the Murtle Burn, which forms the western boundary of the site. To the west of the Burn, a row of four houses are located alongside the main road. Behind the row of houses is a field, with the disused Murtle Cottage lying in the south east corner, directly to the south of the application site.

Running alongside the eastern site boundary is a private unsurfaced lane providing access to Milton of Murtle Farm. Milton of Murtle farmhouse faces west, is a one and a half storey traditional stone house and lies approximately 23m from the edge of the existing car park. The farm steadings lie to the south of the farmhouse and to the south of these is a small wooded area which narrows and joins a tree belt that extends southward to Camphill. The Deeside Walkway lies approximately 75m south of the southern most point of the application site. To reach the Walkway, the most convenient route from the application site would be via the private lane that runs alongside the eastern boundary of the site.

The site slopes downwards from north to south, so that it is on a south facing slope. There is a fall of more than 6m between the northern and southern extremities of the site. Along the west side of the site, the ground is banked up to varying degrees, with the Murtle Burn being at a higher level than the site itself. Within the southern area of the site, where there is a relatively modern extension to the hotel, a retaining wall supports the ground adjacent to the burn.

PROPOSAL

The application proposal involves the removal of modern non-original extensions and, the conversion of the original mill to 5no. flats. This would involve the creation of new window openings, though not within the elevation facing the road. The proposal also involves the erection of 15no dwellinghouses. The new build houses would consist of the following:

- 2no. 1 ½ semi detached 3 bed houses at the North Deeside Road frontage of the site. These would be continue the line of the existing houses to the west of the application site;
- 6no. houses in a cluster to the north west and west of the remaining mill buildings. These would consist of 1 ½ and 2 ½ storey houses, 4 of which would be stepped into the slope of the ground;
- 7no. 2 ½ storey townhouses to the south of the original mill building. Four of these would be located wholly within the footprint of the existing modern extensions to the hotel, with one of the houses being partly within the footprint.

The houses are proposed to be elevated in dry dash render with natural slate roofs, cast iron rainwater goods and timber windows. Flat roofed dormers are a common feature and these would be finished in lead. The town houses to the rear of the site would have balconies; there would be no private gardens for these houses, they would instead have use of communal areas of open space.

Other than the two houses to the front of the site, all the houses would have an integral garage. The remaining parking (23 spaces) would be located within the area to the north of the mill building. The remainder of this central area of the site would be green open space, with tree planting.

The existing access would remain and a hard surfaced area would be laid in the area immediately around the mill building.

The trees along the western boundary of the site would remain, other than those required to be removed for health and safety reasons. Three trees within the southern area of the site would also be removed for health and safety reasons.

REASON FOR REFERRAL TO SUB-COMMITTEE

The application falls outwith the scheme of delegation to Officers, due to the objection from the Community Council.

CONSULTATIONS

ROADS SECTION – Do not object to the proposal. Concerns are expressed that the parking spaces associated with the townhouses are not located in close proximity; and, that the bin recycling facilities are not located within the guideline distance from the collection area. It is requested that conditions be attached relating to: the width and detailed layout of the access road, to ensure that it is adequate to support movement of a refuse vehicle, refuse facilities and SUDS. It is accepted that the proposal does not comply with all the principles of 'Designing Streets', however, this is due to the existing buildings, shape and topography of the site.

ENVIRONMENTAL HEALTH – requests the attachment of conditions relating to: hours of construction work and contaminated land.

ARCHAEOLOGY – Request the attachment of a condition requiring archaeological work to take place prior to development.

COMMUNITY COUNCIL – that the site is zoned within the green belt and the proposals do not comply with the development plan; concern if such housing is permitted on the southern side of North Deeside Road, when significant housing development is already sanctioned for the northern side. The preference is that the site is retained for a community facility. A further letter stated that the Community Council would be likely to find acceptable a scheme that proposed development of a low rise nature to the rear of the mill, this would be to fund landscaping of the front of the site. The Community Council wished planning gain to fund works to create a core path linking the River Dee, the Deeside Walkway and North Deeside Road. There was a further request that the application not be put on the agenda for this Sub-Committee in order for the Community Council to discuss the proposals themselves, and to hold discussions with the planning gain team.

SEPA – Due to the location of the Murtle Burn along the western boundary of the site and in an elevated position, care needs to be taken. A condition should be attached to any permission requiring a detailed Watercourse Protection Plan to be implemented to ensure that the Burn is not damaged during earth moving.

SCOTTISH WATER – No objection. The water and waste water works have capacity to serve the development.

SCOTTISH NATURAL HERITAGE – Advise that the proposal is unlikely to have a significant effect on any qualifying interests of the River Dee Special Area of

Conservation. Advise that the planning authority consider whether to attach a condition relating to a construction method statement.

REPRESENTATIONS

Five letters of representation have been received. The issues raised are as follows:

- the proposal is contrary to green belt policy including within the new adopted Aberdeen Local Development Plan 2012. The green belt policy does not allow for development other small scale residential where it is required in association with certain uses that must be accommodated within the green belt;
- That the development would erode the green space that exists between Milltimber and Bieldside;
- The proposal does not comply with the green belt policy in terms of the conversion and extension of historic buildings, as, although it involves conversion of part of the existing building, the remainder of the development involves separate new build elements;
- That the proposal, when taken together with that at Oldfold, would result in the over development of the wider area;
- The development at the southern end of the site is cramped, with a lack of private amenity ground;
- That there is a discrepancy between plans in terms of the eastern site boundary;
- That no boundary enclosure is shown as being proposed on the east side of the site. There is concern that pedestrian access may be provided onto the access running adjacent to the eastern site boundary and this is not owned by the applicant;
- Concerns relating to the density of development proposed and given proximity of adjacent properties, effect on privacy and amenity;
- The two and a half storey townhouses with windows facing south would effect residential amenity and have an overbearing impact on Murtle Cottage to the south of the site;
- Access provision is unclear, owners of the lane to the east of the site would not be agreeable to access being taken from their lane;
- Removal of trees at the south end of the site would remove existing screening to Murtle Cottage;
- Representations on behalf of Murtle Estate state, by way of conclusion, that should some form of new development be considered on the site, the Estate would have no objection provided that any new build element would not impact detrimentally on the amenity of occupiers of their existing property, or prejudice any future renovation of Milton of Murtle Cottage (to the south), or any conversion of the farm steadings to residential use.
- Camphill Communities express much concern about the potential impacts of construction and longer term impacts on the services it delivers on Murtle Estate, including for special needs children and young people. An additional 23 households would generate pressure for informal recreation and access through the Murtle Estate to the Dee Valley. Activity and disturbance could detrimentally affect the therapeutic work carried out on the estate. Many of the people using living at or using the services at the Murtle Estate are vulnerable and very sensitive to changes in their environment;
- Increase in traffic, with possible impact on use of the access to Murtle Estate, people with special needs walking along Deeside Road, between

- the Murtle and other Camphill properties to the west, and to the bus stop and also on the access road to the west of the application site, that leads to a Camphill property;
- That development could exacerbate flooding caused by the Murtle Burn overflowing. Flooding has caused damage to infrastructure, such as roads and paths, in Murtle Estate;
 - Capacity of sewage system: the current pumped system with holding tank has failed in the past, causing sewage to contaminate Murtle Estate land – with associated health effects. Equally there would be concern if there was a requirement to install a new connection to the main sewer, through Murtle Estate land;
 - The houses to the south of the site are too high at 2 ½ storeys; face east; and are close to tall trees so that they would receive little light.
 - The amount of parking adjacent to the road is questioned; it is considered that it would be difficult to resist infill development in this area in the future;
 - Although it has been reported that an improved path link to the Deeside Walkway is included in the plans, it is not within the power of the developer to do this, as the site does not extend as far as the Walkway;

Three letters of support for the principle of re-development of the site were received out of the period for representation.

PLANNING POLICY

Aberdeen City and Shire Structure Plan

The main aims of the plan, include taking on the challenge of sustainable development and climate change, and the relevant aims are:

Population growth

To increase the population, including those of working age.

Quality of the Environment

Part of the objective involves making sure that new development maintains and improves the region's natural assets. To meet targets, in assessing development proposals landscape, greenspace and sensitive areas will be taken into account.

Sustainable mixed communities: to make sure that new development meets the needs of the whole community, both now and in the future and makes the area a more attractive place for residents and businesses to move to.

Accessibility: to make sure that all new developments contribute towards reducing the need to travel and encourage people to walk, cycle or use public transport by making these attractive choices.

Aberdeen Local Development Plan 2012

Policy NE2 – Green Belt: A general presumption against development with certain exceptions. The relevant exceptions include:

- the change of use of buildings of architectural or historic interest that contribute to the landscape setting of the city;
- extensions of existing buildings, provided the original building remains visually dominant; the design is sympathetic in terms of massing, detailing and materials; and,

- siting relates well to the setting of the original building.

Policy D1 – Architecture and Placemaking: new development, including buildings and spaces around buildings to be designed with due consideration for its context and setting.

Policy D2 – Design and Amenity: Includes factors to ensure an appropriate level of amenity for occupiers of new development, including, privacy; residential development should have a public face to a street and a private face to an enclosed garden or court; access to sitting out areas, these could be balconies or communal gardens; parking should not dominate courts; houses should be designed and laid out to make the most of views and light.

Policy D3 – Sustainable and Active Travel: New development will be designed in order to minimise travel by private car, improve access to services and promote healthy lifestyles by encouraging active travel.

Policy D5 – Built Heritage: Proposals affecting conservation areas or listed buildings will only be permitted if they comply with Scottish Planning Policy

Policy D6 – Landscape

Development will not be acceptable unless it avoids (i) significantly adversely affecting landscape character and elements which contribute to, or provide, a distinct 'sense of place' which point to being either in or around Aberdeen or a particular part of it; (ii) disturbance, loss or damage to important recreational, wildlife or woodland resources or to the physical links between them; and (iii) sprawling onto important or necessary green spaces or buffers between places or communities with individual identities and those which can provide opportunities for countryside activities.

Policy H5 – Affordable Housing: Developments of more than 5 units are required to contribute 25% affordable housing. More details given in: **Affordable Housing Supplementary Planning Guidance (SPG)**.

Policy I1 – Infrastructure Delivery and Developer Contributions: Development should be accompanied by infrastructure, facilities or services to support the scale of development proposed. The requirements will be assessed using the criteria set out in the Infrastructure and Developer Contributions Manual.

SPG: Infrastructure and Developer Contributions Manual: details the criteria that will be used to assess the precise level of infrastructure requirements and developer contributions for all development proposals.

Scottish Planning Policy (SPP):

The planning system is essential to achieving the Government's central purpose of increasing sustainable economic growth. Amongst the core principles in SPP is the Government belief that the system should be plan-led.

In the section relating to green belt, the SPP describes types and scales of development that may be acceptable and these include: 'development associated with agriculture, including the re-use of historic agricultural buildings. It is also stated that development in the green belt should be of high design quality and a suitable scale and form. The SPP advises that cumulative erosion of the green

belt's integrity through the granting of individual planning permissions should be avoided.

In terms of transport, SPP requires there to be a shift to more sustainable modes of transport.

In terms of listed buildings, the SPP advises that enabling development may be acceptable. Any new development should be designed to retain and enhance the special character of the listed building.

Designing Streets: is a Policy Statement and is a material consideration. This states that street design must consider place before movement.

Designing Places: is a Policy Statement and a material consideration. The six qualities of successful places are: a distinct identity; safe and pleasant spaces; ease of movement; sense of welcome; adapt to change; and, sustainable.

EVALUATION

The application shall be determined in accordance with the development plan unless material considerations indicate otherwise.

There is a duty for planning authorities to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Green belt and travel

The starting point for assessing the application is the adopted Aberdeen Local Development Plan (LDP). The site is zoned within the green belt in the LDP. The proposal shall therefore be assessed against green belt policy, as well as other general topic policies. The green belt policy contains a presumption against development, except in particular circumstances. The relevant exceptions in this case are where the proposal involves a change of use of a historic building; and, extensions to existing buildings. The application proposal involves the change of use of a historic listed building. The features and character of the listed building would be enhanced by the proposal, by involving the removal of the various modern extensions which currently cluster around it, hiding parts of the original building and detracting from its character. The mill wheel would be exposed on the outside of the building, whereas it is currently inside one of the modern extensions. The proposal would result in there being a clear view of the mill from North Deeside Road. It is considered that there are benefits for both the building itself and the surrounding area of the change of use.

In terms of extensions, the proposal is for buildings that would stand apart from the mill building. In general terms, three of the houses proposed to the west of the mill and 4 houses to the rear (south) would be within the footprint of the existing extensions, whilst the remaining 8no houses would lie outside the existing footprint. Land immediately adjacent to the mill would remain undeveloped. The size of footprint is a fairly crude method of assessment, nevertheless it is noted that the existing footprint is approximately 980m², whilst the total footprint of proposed development is approximately 1100m². The proposal does not comply strictly with green belt policy as the new build element is not an extension. The size of footprint of proposed development is more than is currently on the site, although this increase is fairly marginal.

The benefits of the proposal are:

- that the proposal would result in the removal of the existing archway at the entrance to the site, which is a prominent feature that detracts from the appearance of the site and the surrounding area;

- that the proposal involves the removal of large areas of hardstanding from the site and replaces those with relatively large areas of green space, largely on the road side of the site;
- the proposal would result in the bringing back into use of a listed building and an improvement to its character and setting, as it would sit clear of modern development;
- the proposal would help to ensure that this green belt site does not degenerate into dereliction, to the detriment of the surrounding area.

On the other hand, the proposal would result in a not insignificant number of residential units within the greenbelt and this does not comply strictly with greenbelt policy.

The LDP, structure plan and SPP all encourage development to take place within sustainable locations where public transport, walking and cycling are viable modes of transport. There is a bus stop on North Deeside Road adjacent to this site. The distance between the site and the Baillieswells – North Deeside Road junction in Bielside, is 730m and slightly more to the edge of Milltimber. In terms of walking or cycling it would also be possible to use the Deeside Walkway, although it is acknowledged that this would be likely to be more of a recreational route, as it is not as direct as the main road. Although the site is obviously not within a settlement, it is easily accessible by public transport, and relatively accessible by other sustainable modes. In this respect the site is unusual for a green belt location.

In overview, although the proposal does not strictly comply with green belt policy, (and has been advertised as a departure), green belt policy cannot cover every eventuality. It is considered that the proposal would enhance the appearance of both the historic listed mill building and of the site, due to the significant increase in green open space in the northern half of the site closest to the road. The applicant's agent has stated that following attempts by two different owners, the hotel has not proved viable, and would not be so without significant investment and extensions to provide leisure facilities. Taking these matters into account, it is considered that the proposal is acceptable in principle.

Architecture and Placemaking

In terms of the appearance of the houses, appropriate materials are proposed, these would be in keeping with both the mill building and the green belt location. The massing and siting of the proposed houses is such that the existing mill would remain visually dominant on the site in terms of its height and location. The two houses on the road frontage are acceptable as they would form part of a short row of houses, together with those to the west. It is considered that the proposal complies with LDP Policy D1.

It is considered that the design of the proposal would result in a development with a strong sense of place and that within the development the design of the shared surfaces would ensure that vehicles are not inappropriately prioritised. Although the shape and size of site do not allow for a street layout that is other than a 'cul-de-sac', the proposal does comply with the wider aims of government policy on designing streets and places and would result in a welcoming place within which people feel safe and are able to move with ease.

Amenity

The proposal would generally comply with Policy D2, although the townhouses at the rear of the site would not have private gardens and do not clearly have public and private faces. These houses would have balconies and access to communal open space and this is considered acceptable. Due to the shape of the site, these houses have a semi private face to a shared court, whilst facing a private lane, outwith the site to the east. The outlook from these houses would be over fields to the south west and onto steadings and a wooded area to the east. The level of amenity that would be afforded to future residents is considered acceptable.

In terms of the existing houses to the east of the site, Murtle farmhouse is at some distance from the site, and would be nearest to the car parking: there would be no loss of amenity. The Murtle farm steadings are not in residential use. However, the new buildings that would be closest to these are the four townhouses closest to the mill. These would have a very similar relationship to the steadings to that of the existing hotel bedrooms. The cottage to the south of the site is unoccupied, however, the proposals have been revised so that would not be any impact on the cottage in terms of overlooking from buildings proposed on the site. The trees that would be removed are dead or in very poor condition, such that their removal is required for health and safety reasons. A landscaping condition is recommended to be attached to any permission granted and this would result in new planting that would help screen the site.

Landscaping

As described above, the proposal would result in a significant increase in the amount of green open space on the site. Conditions would also be attached requiring new tree planting. The views and setting of the mill building would be enhanced by the removal of the modern extensions and the new buildings would be appropriate in terms of their massing and location. The proposal is considered acceptable in terms of Policy D6.

Flooding

It is considered that with the attachment of the condition required by SEPA, appropriate management on site is capable of avoiding the risk of flooding.

Planning Gain

The planning gain team have requested contributions towards various community facilities, including core paths, education, library, community centres, recreation and affordable housing. An appropriate contribution being negotiated and any approval would be subject to the signing of a legal agreement or receipt of contributions.

The matters raised by objectors have largely been dealt with above. In terms of increasing the numbers of people passing through Murtle Estate, there is no particular reason why this should increase to any great degree, as the Deeside Walkway provides for recreational needs of future residents within walking distance of their homes and there is also open space within the site itself. It should also be noted that those staying at the hotel on the site may also have walked through Murtle Estate. It is not considered that this factor is sufficient to warrant refusal of the application.

In terms of traffic generation on the North Deeside Road, the numbers in question on this site are insignificant as a proportion of the vehicles on the road

already. The hotel would also have generated traffic, albeit at different times of day.

The Community Council suggested that a small scale development could fund landscaping works to the front of the site. The proposal includes significant areas of green open space at the road side of the site, conditions would be attached to any permission granted requiring further details of the landscaping scheme. It would be possible for the Community Council to comment on such a scheme. The Community Council have expressed a wish for planning gain contributions to fund a particular core path. There would be opportunity for the Community Council to discuss how any planning gain is used, in terms of particular routes, with the Council's Access Officer following any planning permission being granted.

RECOMMENDATION: Willingness to Approve, subject to a legal agreement to secure planning gain contributions and, the following conditions:

REASONS FOR RECOMMENDATION:

Although the proposal does not strictly comply with green belt policy, (and has been advertised as a departure), green belt policy cannot cover every eventuality. It is considered that material considerations outweigh the policy considerations, as the proposal would enhance the appearance of both the historic listed mill building and of the site, due to the significant increase in green open space in the northern half of the site closest to the road. The applicant's agent has stated that following attempts by two different owners, the hotel has not proved viable, and would not be so without significant investment and extensions to provide leisure facilities. Taking these matters into account, it is considered that the proposal is acceptable in principle. In terms of the appearance of the houses, appropriate materials are proposed, these would be in keeping with both the mill building and the green belt location. The massing and siting of the proposed houses is such that the existing mill would remain visually dominant on the site in terms of its height and location. There would be no undue adverse impact on residents in the area and an adequate level of amenity would be created for any future residents. It is considered that the proposal would create a strong sense of place.

it is recommended that approval is granted with the following condition(s):

(1) That development shall not take place unless there has been submitted and approved in writing by the planning authority, a specialised construction method statement 'Watercourse Protection Plan' containing details of how the watercourse can be accommodated safely within the design plan for the site to avoid damage to the watercourse during earth moving works and how pollution of the watercourse can be prevented. The plan shall be submitted and approved at least 2 months before works commence on site. Development shall not take place unless the measures have been implemented in full and are fully in place - in the interests of preventing damage to Murtle Burn and pollution of watercourses including the River Dee.

(2) that no development shall take place within the application site until the applicant has secured the implementation of a programme of archaeological work which shall include post-excavation and publication work in accordance with a written scheme of

investigation which has been submitted by the applicant and approved by the planning authority - in the interests of protecting items of historical importance as may exist within the application site.

(3) that no development pursuant to this planning permission shall take place, nor shall any part of the development hereby approved be occupied, unless there has been submitted to and approved in writing by the Planning Authority, a detailed scheme of site and plot boundary enclosures for the entire development hereby granted planning permission and that these shall be of a nature that is in keeping with the green belt location of the site. None of the buildings hereby granted planning permission shall be occupied unless the said scheme has been implemented in its entirety - in order to preserve the amenity of the neighbourhood.

(4) That no development shall take place unless there has been submitted to and approved in writing by the planning authority details of the layout of hardsurfaces, including access road, on the site. Such details shall include layout and cross sectional drawings to show levels and shall be adequate to support movement of refuse vehicle. The scheme shall be implemented in full accordance with such details, or others subsequently approved - in the interest of safety and amenity.

(5) that no development shall take place unless a scheme detailing all external finishing materials to the roof and walls of the development hereby approved has been submitted to, and approved in writing by, the planning authority and thereafter the development shall be carried out in accordance with the details so agreed - in the interests of visual amenity.

(6) that the development hereby approved shall not be occupied unless the car parking areas hereby granted planning permission have been constructed, drained, laid-out and demarcated in accordance with the approved plans hereby approved or such other drawing as may subsequently be submitted and approved in writing by the planning authority. Such areas shall not thereafter be used for any other purpose other than the purpose of the parking of cars ancillary to the development and use thereby granted approval - in the interests of public safety and the free flow of traffic.

(7) that no development shall take place unless a scheme of all drainage works designed to meet the requirements of Sustainable Urban Drainage Systems has been submitted to and approved in writing by the Planning Authority and thereafter no part of the development shall be occupied unless the drainage has been installed in complete accordance with the said scheme - in order to safeguard water qualities in adjacent watercourses and to ensure that the development can be adequately drained.

(8) that notwithstanding the provisions of Article 3 and Schedule 1, Parts 1, 2 and 3 of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 no extensions, alterations or improvements which materially affect the external appearance of the dwellinghouse, nor any means of enclosure shall be erected or carried

out either on, or in the curtilage, of the dwelling houses hereby approved without a further grant of planning permission from the planning authority - in the interests of visual amenity.

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

(a) outwith the hours of 7.00 am to 7.00 pm Mondays to Fridays;

(b) outwith the hours of 9.00 am to 4.00 pm Saturdays; or

(c) at any time on Sundays,

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

(10) that no development shall take place unless it is carried out in full accordance with a scheme to deal with contamination on the site that has been approved in writing by the planning authority.

The scheme shall follow the procedures outlined in Planning Advice Note 33 Development of Contaminated Land and shall be conducted by a suitably qualified person in accordance with best practice as detailed in BS10175 Investigation of Potentially Contaminated Sites - Code of Practice and other best practice guidance and shall include:

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

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

1. any long term monitoring and reporting that may be required by the approved scheme of contamination or remediation plan or that otherwise has been required in writing by the planning authority is being undertaken and

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

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

- reason: in order to ensure that the site is fit for human occupation

(11) that no development pursuant to the planning permission hereby approved shall be carried out unless there has been submitted to and approved in writing for the purpose by the planning authority a further detailed scheme of landscaping for the site, including hard

landscaping and the path within the southern area of the site, which scheme shall include indications of all existing trees and landscaped areas on the land, and details of any to be retained, together with measures for their protection in the course of development, and the proposed areas of tree/shrub planting including details of numbers, densities, locations, species, sizes and stage of maturity at planting - in the interests of the amenity of the area.

(12) that all planting, seeding and turfing comprised in the approved scheme of landscaping shall be carried out in the first planting season following the completion of the development and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a size and species similar to those originally required to be planted, or in accordance with such other scheme as may be submitted to and approved in writing for the purpose by the planning authority - in the interests of the amenity of the area.

(13) that no part of the development hereby approved shall be occupied unless a plan and report illustrating appropriate management proposals for the care and maintenance of all trees to be retained and any new areas of planting (to include timing of works and inspections) has been submitted to and approved in writing by the Planning Authority. The proposals shall be carried out in complete accordance with such plan and report as may be so approved, unless the planning authority has given prior written approval for a variation - in order to preserve the character and visual amenity of the area.

(14) that any tree work which appears to become necessary during the implementation of the development shall not be undertaken without the prior written consent of the Planning Authority; any damage caused to trees growing on the site shall be remedied in accordance with British Standard 3998: 2010 "Recommendations for Tree Work" before the building hereby approved is first occupied - in order to preserve the character and visual amenity of the area.

(15) that no materials, supplies, plant, machinery, spoil, changes in ground levels or construction activities shall be permitted within the protected areas specified in the aforementioned scheme of tree protection without the written consent of the Planning Authority and no fire shall be lit in a position where the flames could extend to within 5 metres of foliage, branches or trunks - in order to ensure adequate protection for the trees on site during the construction of the development.

(16) that the building(s) hereby approved shall not be brought into use unless details of the zero and low carbon equipment to be incorporated into the development and predicted carbon emissions, using SAP or SBEM calculations, have been approved in writing by the planning authority and unless the equipment has been installed in accordance with those approved details - to ensure this development complies with requirement for on-site carbon emissions contained in Scottish

Planning Policy (SPP) and specified in the City Council's relevant published Supplementary Planning Guidance, 'Reducing Carbon Emissions In New Development'.

(17) That the use hereby granted planning permission shall not take place unless provision has been made within the application site for refuse storage and disposal in accordance with a scheme which has been submitted to and approved in writing by the planning authority - in order to preserve the amenity of the neighbourhood and in the interests of public health.

Dr Margaret Bochel

Head of Planning and Sustainable Development.