

Planning Development Management Committee

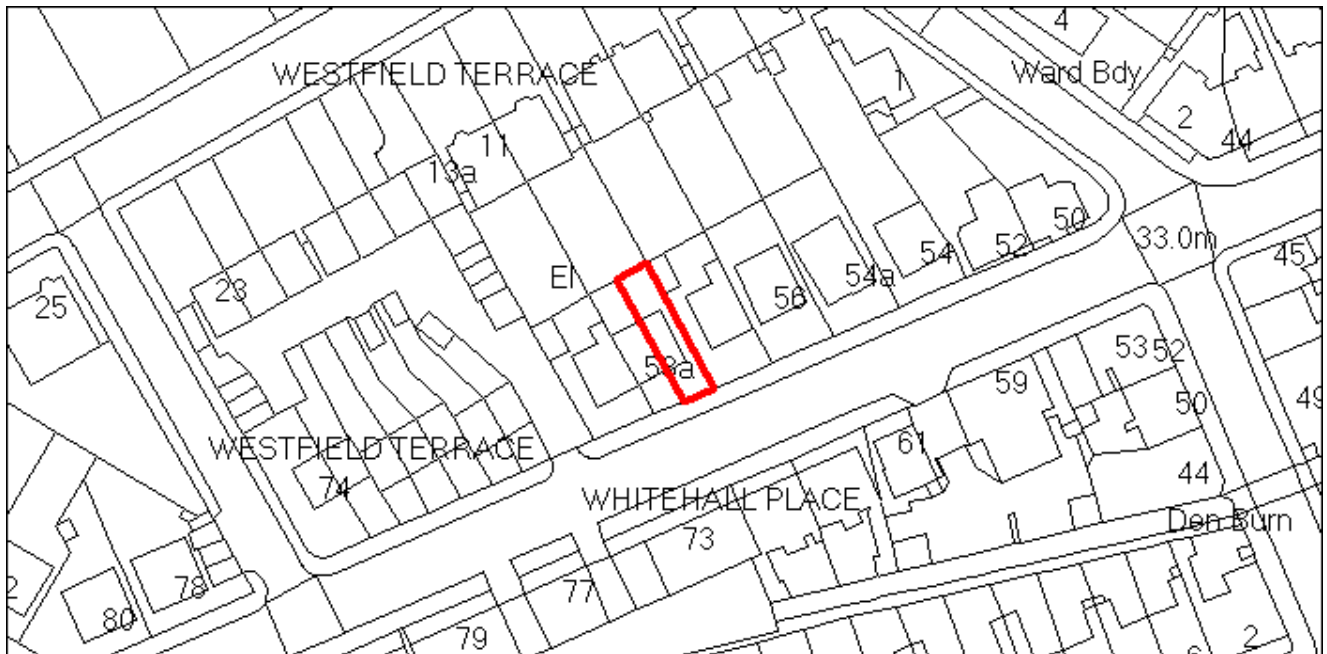
LAND ADJACENT TO 58 WHITEHALL PLACE,
ABERDEEN

PROPOSED SINGLE DWELLING HOUSE
INCLUDING DEMOLITION OF EXISTING
GARAGE AND FORMATION OF NEW
DRIVEWAY TO EXISTING HOUSE

For: Rubislaw Estates

Application Type : Detailed Planning Permission
Application Ref. : P131045
Application Date: 11/07/2013
Officer: Gavin Clark
Ward : Hazlehead/Ashley/Queen's Cross(M
Greig/J Stewart/R Thomson/J Corall)

Advert : Can't notify neighbour(s)
Advertised on: 14/08/2013
Committee Date: 16 January 2014
Community Council : Comments



RECOMMENDATION: Approve subject to conditions

DESCRIPTION

The site is located within the grounds of a dwellinghouse at 58 Whitehall Place, which is located on the northern side of Whitehall Place, approximately 80m from its junction with Albert Street and Craigie Loanings. The existing dwelling on site is a detached two storey dwelling set within a large plot, which is constructed of facing brick, render, timber and tiles. There are two single garages on site, one to the side of the dwellinghouse and one to the rear, the garage which sits adjacent to 58A Whitehall Place would be removed to make way for the proposed dwellinghouse. The site is generally flat in nature, with the existing access located in the south-west corner of the site.

The application property is bounded by residential properties on all sides. The property to the immediate west is two and a half storeys in height and to the east by the two storey host dwellinghouse. The site is bounded by a four storey flatted development to the south and a one and a half storey dwellinghouse on Westfield Terrace to the north. The surrounding area is residential in nature and has a mixture of single storey, one and a half storey, two storey dwellinghouses and three and four storey flatted properties. The surrounding properties are of a variety of design styles.

RELEVANT HISTORY

Planning Permission (Ref: 90/1617) was approved in October 1990 for the erection of a garage.

On an adjacent site (58A Whitehall Place), planning permission (Ref: 94/1002) was refused by Planning Committee in September 1994 for the erection of a dwellinghouse, this was followed by Planning Application (Ref: 94/2388), which was approved by Planning Committee in January 1995 for the erection of a dwellinghouse. This application was not implemented. Planning Permission (Ref: 96/0035) was refused by Planning Committee in March 1996 for the construction of a dwellinghouse, this was followed by Planning Application (Ref: 96/1223), which was approved by Planning Committee in August 1996. This application was implemented.

PROPOSAL

Detailed planning permission is sought for the construction of a three storey three bedroom dwellinghouse within the grounds of the property at 58 Whitehall Place. The proposed house would be located to the west of the existing dwellinghouse and would adjoin a two storey dwellinghouse at 58A Whitehall Place. This would effectively create a small terrace of three dwellings. The house would include a kitchen, toilet and lounge of the ground floor, two bedrooms and a steam room on the first floor and a master bedroom with an en-suite and a small roof terrace on the second floor. The roof terrace would be accessed from the French doors on the top floor. The house would be of a contemporary design.

A variety of materials would be used in the construction of the dwellinghouse including granite cladding to the front elevation, zinc cladding to the third floor,

metal clad timber windows and patio doors, granite cope to the proposed chimney, a metal clad timber rooflights, a smooth render finish on the eastern elevation and metal clad rainwater goods throughout. The property would be bounded to the front and side by a timber fence. The property would have a flat roof, with a small roof terrace located to the front of the building. Whilst the dwellinghouse is three storeys in height it would sit at a lower ridge height than the two storey properties on either side (excluding the chimney – which would be located on the east elevation).

Access would be via a new driveway to the south of the site, with access taken from Whitehall Place, a new driveway would also be created for the host dwellinghouse and would sit to the immediate east. Two parking spaces would be provided to the front of the dwellinghouse. Waste facilities would be located to the rear of the dwellinghouse, and would be accessed via a gate to the rear of the dwellinghouse.

Supporting Documents

All drawings and the supporting documents listed below relating to this application can be viewed on the Council's website at - <http://planning.aberdeencity.gov.uk/PlanningDetail.asp?131045>

On accepting the disclaimer enter the application reference quoted on the first page of this report.

REASON FOR REFERRAL TO COMMITTEE

The application has been referred to the Planning Development Management Committee because Rosemount and Mile End Community Council have objected to the application. In addition, 22 letters of representation have been received. Accordingly, the application falls out with the scope of the Council's Scheme of Delegation.

CONSULTATIONS

Roads Projects Team – have advised their satisfaction with the proposal, subject to appropriate conditions in relation to the proposed driveway and informatives in relation to the proposed access and the removal of an off-street parking space. The response will be discussed in greater detail later in this report.

Environmental Health – no observations

Enterprise, Planning & Infrastructure (Flooding) – no observations

Community Council – Rosemount and Mile End Community have objected to the application for the following reasons:

1. The style and character of the proposed dwellinghouse is out of keeping with the properties in the surrounding area;

2. The materials proposed by the developer (including zinc) are not common to local architecture, would be visually intrusive and would be out of character with surrounding buildings;
3. The proposed flat roof does not complement the usual 30/35 degree pitched roof, which is common in surrounding properties;
4. The proposal would be considered as over-development, as detailed within the Supplementary Planning Guidance on Sub-Division and Re-Development of Residential Curtilages; and
5. The proposed development would have a detrimental effect on road safety and loss of on-street parking.

In conclusion they advised that the size, scale, style and character of the dwelling is of a major concern and that it would constitute overdevelopment of this particular site. A further letter of representation was received from Queen's Cross and Harlaw Community Council, whose boundary splits Whitehall Place; their response will be covered in the representation section of this report.

REPRESENTATIONS

22 letters of objection have been received. A number of these letters came from properties which are not located in the immediate vicinity of the application site. The objections raised relate to the following matters –

1. The proposed development fails to accord with within the Supplementary Planning Guidance on Sub-Division and Re-Development of Residential Curtilages – which includes privacy, overshadowing, privacy and overdevelopment;
2. The proposed development will have a detrimental effect on road safety, pedestrian safety, and on-street car parking;
3. The materials proposed by the developer (including zinc) are not common to local architecture, would be visually intrusive and would be out of character with surrounding buildings;
4. The proposal is out of keeping with the character and appearance of properties in the surrounding area;
5. The proposed flat roof does not complement the usual 30/35 degree pitched roof, which is common in surrounding properties;
6. The height of the proposed dwelling exceeds the height of the ridge of the properties at 58A and 60 Whitehall Place and the massing of the building by virtue of its stepped flat roof form, creates a visual barrier to the existing roofscape;

7. The proposal would set an undesirable precedent for future development of a similar nature;
8. The proposal fails to accord with the Aberdeen Local Development Plan;
9. Request for a site visit to be undertaken should members be inclined to approve the application; and
10. Errors relating to the submitted drawings.

PLANNING POLICY

National Policy and Guidance

Scottish Planning Policy (SPP): Paragraph 115 of SPP highlights the importance of Conservation Areas, stating that these are areas of special architectural or historic interest, the character or appearance of which is desirable to preserve or enhance. It further states that a proposed development that would have a neutral effect on the character or appearance of a conservation area (i.e. does no harm) should be treated as one which preserves the character or appearance. Planning permission should normally be refused for development within a Conservation Area that fails to preserve or enhance the character or appearance of the area.

Aberdeen Local Development Plan

Policy D1: Architecture and Placemaking: states that, too ensure high standards of design, new development must be designed with due consideration for its context and make a positive contribution to its setting. Factors such as siting, scale, massing, colour, materials, orientation, details, the proportions of building elements, together with the spaces around buildings, including streets, squares, open space, landscaping and boundary treatments, will be considered in assessing that contribution.

Policy D2: Design and Amenity: sets out a series of criteria for new development, intended to ensure that an appropriate level of amenity can be secured for residents of both that new development and neighbouring land and buildings.

Policy D5: Built Heritage: states that proposals affecting Conservation Areas or Listed Buildings will only be permitted if they comply with Scottish Planning Policy.

Policy H1: Residential Areas: Within areas zoned as H1: Residential Areas in the Local Development Plan, proposals for new residential development will be acceptable in principle provided they;

1. Do not constitute over-development;
2. Do not have an unacceptable impact on the character or amenity of the surrounding area;
3. Do not result in the loss of valuable and valued areas of open space, as defined in the Aberdeen Open Space Audit 2010;
4. Comply with the Council's supplementary guidance on Curtilage Splits;
5. Comply with the Council's supplementary guidance on House Extensions.

Policy T2: Managing the Transport Impact of Development: states that new developments will need to demonstrate that sufficient measures have been taken to minimise the traffic generated.

Policy R7: Low and Zero Carbon Buildings: states that all new buildings, in meeting building regulations energy requirements, must install low and zero carbon generating technologies to reduce the predicted carbon dioxide emissions by at least 15% below the 2007 building standards. This percentage requirement will be increased as specified in Supplementary Guidance.

Supplementary Guidance

Low and Zero Carbon Buildings

Sub-Division and Re-Development of Residential Curtilages

EVALUATION

Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 (as amended) require that where, in making any determination under the planning acts, regard is to be had to the provisions of the development plan and that determination shall be made in accordance with the plan, so far as material to the application, unless material considerations indicate otherwise. Section 64 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 places a duty on planning authorities to preserve and enhance the character or appearance of conservation areas.

Principle of Development

The site is located within an area designated as residential in the Aberdeen Local Development Plan, which advises that proposals for new residential development will be approved in principle provided the criteria specified in Policy H1 (Residential Areas) (i.e. the proposal does not constitute overdevelopment, does not have an unacceptable impact on the character or amenity of the surrounding area and complies with the SPG on curtilage splits).

The proposal could constitute overdevelopment, given that it covers over 42% of the existing plot (compared to 40% at 58A Whitehall Place), however, for the reasons mentioned elsewhere in this report the level of development is

considered to be at an acceptable level. Whilst it is noted that the contemporary design of the dwellinghouse is dramatically different from what is found in the locale, the proposal would have a negligible impact on the surrounding area. For reasons mentioned elsewhere in this evaluation the proposal is considered to broadly comply with the Supplementary Guidance on Sub-Division and Re-Development of Residential Curtilages. The proposal is therefore broadly complies with the terms of Policy H1 of the ALDP.

Policy D1 (Architecture and Placemaking, Policy D5 (Built Heritage) and Supplementary Guidance

The proposed dwellinghouse would be of a modern design and includes a variety of materials including granite, zinc and timber elements. The surrounding area is characterised by a variety of design types including granite and rendered buildings, as well as traditional design types, and more modern architectural styles. Whilst it is noted that the proposed dwellinghouse would be significantly different to those properties in the surrounding area it is considered that given the variety of design types within the immediate vicinity a modern design could be accepted in this instance. The site itself is relatively small in nature, with density and overdevelopment issues being discussed later in this section. However, given the size of other plots within the surrounding area, and in particular the adjacent plot, it is considered that a dwellinghouse of this size on this plot could be accepted. The scale and height of the dwellinghouse is smaller than those that sit in the surrounding area, despite being three storeys in height, and it is therefore considered to be of an appropriate scale for the site and surrounding area.

The proposal is located within the Rosemount and Westburn Conservation Area. Whilst the proposed dwellinghouse is of a contemporary design it is considered that it would have a negligible impact on the character of the Conservation Area, therefore being in general accordance with Policy D5 (Built Heritage) of the ALDP given the variety of architectural styles and tree lined streets in the surrounding area. For the same reasons the proposal would also accord with Scottish Planning Policy (SPP) due to the proposals neutral impact on the character and appearance of the conservation area.

In terms of the Supplementary Planning Guidance on Sub-Division and Re-Development of Residential Curtilages a number of factors need to be considered including privacy, residential amenity, daylighting, sunlight, design and materials, density, pattern and scale of development, pedestrian/vehicular safety and car parking and precedent in the surrounding area.

Privacy: In terms of privacy, there should be a minimum separation distance of 18m between the windows of existing and proposed habitable rooms. In this instance there is a significant distance and elevational change between the rear elevation and the properties on Westfield Terrace. In addition there would be a minimum separation distance of approximately 24m between the property and the flatted dwellings opposite. The levels provided are considered to be acceptable, and would result in a minimal impact on these properties.

The guidance also advises that any windows to habitable rooms should not look out directly over, or down into, areas used as private amenity space by residents of adjoining dwellinghouse. This would not be the case, as the property would look directly over its own garden ground. This section of guidance is more relevant to flatted properties.

Amenity Space: In terms of amenity space, the proposal would have a public face to the street and would have a private face to an enclosed garden area.

Rear gardens of more than 2 storeys should have garden lengths of at least 11m. Garden grounds should also be conveniently located immediately adjoining residential properties, should be a single block in size, have a layout suitable for sitting out and also provide an acceptable level of privacy and amenity.

It should be noted that the property does not provide a rear garden ground of 11m (the distance between the rear of the property and the rear boundary of the site is approximately 7.7m). The properties on the northern side of Whitehall Place are characterised by small rear garden grounds, which range in size from 7.7m to 8.6m. Given the size of the rear garden grounds in this area, it is considered that this section of the guidance could be relaxed in this instance.

Design and Materials: The guidance states that high quality contemporary or modern design that enhances the appearance of the area, or that provides an attractive contrast to surrounding buildings will be encouraged where appropriate. It is clear that the proposed dwellinghouse would contrast with the properties in the surrounding area both in terms of design and materials. However, the contrast would result in a contemporary addition which would have an acceptable impact on the character and appearance of the area and is therefore considered to compliant with guidance in this instance.

Density, Pattern and Scale of Development: A number of properties in the surrounding area have been constructed on relatively small plot sizes, particularly the adjacent property, which was constructed on a similar sized site in the 1990s.

The SPG states that densities higher than 33% will only be allowed where similar densities are characteristic of development in the surrounding area. This is considered to be the case in a number of plots in the surrounding area (in particular those on the northern side of Whitehall Place from 54A to 60, whilst some of these have a plot coverage less than 33%, the surrounding plots have a higher level of development (between 31% and 42%), and for this reason this section of the SPG can be relaxed for this application. The proposed dwellinghouse would have a plot size of 122 sqm, whereas the adjacent plot (58A) sits on a plot measuring 120 sqm (and covers 40% of the plot). Other plots on the northern side of Whitehall Place vary in size between approximately 235 sqm and 277 sqm.

The proposed dwellinghouse would not sit forward of the established building line of dwellinghouses in the surrounding area. The scale and massing of the dwellinghouse is also considered to be of an acceptable level. Although three storeys in height, the dwellinghouse would also sit at a lower level than the existing dwellinghouse, due to the size of the site, it is considered appropriate to remove permitted development rights in this instance, should planning permission be granted.

Trees and Garden Ground: The loss of garden ground is not considered to be a contentious issue in this instance, as an acceptable level of garden ground will remain with the existing property and will be provided with the new dwellinghouse.

Pedestrian/Vehicular Safety and Car Parking: Acceptable levels of parking are to be provided to both the existing and proposed dwellinghouses. On-site parking is also considered to be of an acceptable level, and in accordance with the relevant

roads standards. Safe sightlines would also be provided and the driveway would be 5m in length.

Precedent: It is not considered that an undesirable precedent for future development would be set by granting permission on this site. Sites in the surrounding area have been developed previously, and the proposal would not have a harmful effect on the character or amenity of the immediate area, or wider city.

Every application needs to be considered on its own merits and site specific circumstances vary so much other issues may be relevant to individual planning applications. Issues have been highlighted in this section which shows that the application does not fully accord with the guidance as set out in the SPG; however given the properties located in the surrounding area, and the design of the proposed dwellinghouse, it is considered that the proposal broadly accords with the terms of the SPG.

In conclusion, the proposal is considered to generally accord with the terms of Policy D1 (Architecture and Placemaking), D5 (Built Heritage) and the associated Supplementary Planning Guidance on the Aberdeen Local Development Plan.

Policy D2: Design and Amenity

It is important to ensure that an appropriate level of amenity is provided within each development. Privacy is something which should be incorporated into each development, for the reasons mentioned elsewhere in this report; it is considered that appropriate levels of have been achieved.

The development also has a public face as it fronts onto Whitehall Place; in addition, the residents of the property will have an enclosed rear garden ground, which would be of an adequate size. The development would not be dominated by hard standing, with only the driveway to the front being covered as such, additionally; appropriate views and sunlight will be afforded to the property. As a result of the above the proposal is considered to accord with Policy D2 (Design and Amenity) of the ALDP.

Access Arrangements and Car Parking

The Roads Projects Team has advised that an adequate number of parking spaces have been provided within the site. They have also advised that a

driveway measuring 5m x 5m must be provided within the curtilage of the dwellinghouse. The applicants have submitted documentation which indicates that this would be achievable, and a condition will be inserted ensuring that an appropriate driveway and parking area is provided. The gate must not project at any time onto the footway, the submitted drawings clearly show that this will not be the case, but a condition to this effect will also be inserted.

The applicants will also need to contact the Council's Road Maintenance Unit in relation to the construction of a new footway crossing/driveway and to discuss an amendment to the existing Traffic Regulation Order (TRO) due to the removal of one on-street parking bay. Both of these points will be confirmed via informative.

To conclude, the Council's Roads Projects Team have no objection to the application.

The application site also sits within close proximity of the city centre, and close to services/public transportation services on Albert Street, some 85m to the east. The proposal is considered to accord with the principles of Policy T2 (Managing the Transport Impact of Development) of the Aberdeen Local Development Plan.

Design Review Panel

The planning application, due to its contemporary nature and number of representations received, was presented to the Aberdeen City and Shire Design Review Panel on the 9th September 2013.

The Panel members were unanimous in their agreement that, whilst the proposed design of the house was clearly dramatically different from the rest of the street, it is a sophisticated design which would be a positive addition and lifts what is otherwise a relatively ordinary street where there already exists a mix of architectural styles. It was also observed that the rooms and spaces inside the house are also likely to be of a high quality.

The panel considered that the house would fit well with street and the adjacent houses, both in terms of height, scale and design.

One member praised the rectilinear design of the building and thought it was a refreshing addition to the pitched line of other roofs in the terrace. Another member noted that although the eaves were stepped up compared to the adjacent house, this was in-keeping with an already existing trend of stepped eaves in the street.

The following comments were also made with regard to the proposal's relationship to the existing street scene:

- Acknowledge the attempt to create a 'bookend'; however the upper floors appear quite bulky; consider setting the zinc third storey further back away from the parapet so it is less visually dominant, whilst still achieving the appearance of a 'dormer'.
- Potential privacy issues given the homes on the opposite side of the street are 3-storey tenements; however the presenting team confirmed that this is unlikely to be an issue given the width of the street.
- Concerns that the hard standing driveway at the front of the property may create a precedent for the loss of other front gardens; however there are already examples of front spaces being used for car parking elsewhere in the street. The project team also pointed out that the driveway will be designed as an attractive feature.
- The Panel were satisfied that zinc is an acceptable material to use for flat roofs and that there would not be any structural problems with the windows going right to the edge of the building.

- The project team confirmed the building would have a high level of air tightness, have a mechanical ventilation system and be constructed using high performance timber kit.

The Panel concluded that this is a well-designed proposal which is, whilst being dramatically different from the other houses on the street, a positive contribution to the street scene.

Policy R7 (Low/ Zero Carbon Buildings) and Low and Zero Carbon Buildings SPG

The application does not include any details to demonstrate how Low and Zero Carbon Generating Technologies will be incorporated into the residential properties, or alternatively how the buildings could achieve deemed compliance with the Council's published 'Low and Zero Carbon Buildings' Supplementary Guidance. On this basis it will be necessary to attach an appropriate condition to secure such information should planning permission be approved and to ensure compliance with Policy R7 (Low and Zero Carbon Buildings) of the ALDP and associated Supplementary Guidance.

Waste Management

The applicant has provided details for the storage of waste. Facilities are to be provided to the rear of the dwellinghouse, with access to the front of the site provided via a gate accessing the rear of the property. The location of these facilities is considered to be acceptable. The proposal is therefore considered to be compliant with Policy R6 (Waste Management Requirements for New Development) and its associated Supplementary Guidance – Waste Management.

Relevant Planning Matters Raised by the Community Council and in Written Representations

The matters shown in points 1-10, as highlighted in the "representations" section of this report, which also covered the issues raised by Rosemount and Mile End Community Council, can be addressed as follows:

- 1) The proposed development has been assessed in great detail, and it concluded that whilst the development did not accord with all elements of the supplementary planning guidance, it was considered to be an acceptable form of development in terms of privacy, overshadowing, privacy, overdevelopment and parking.
- 2) The proposal has been fully assessed by colleagues in the Roads Projects Team, who have advised their general satisfaction with the proposal, subject to the insertion of conditions and informative. The level of parking provided is acceptable. Indiscriminate parking in nearby locations may take place, but is not something that can be controlled by the Planning Authority. Pedestrian safety and access entrance has also been assessed as acceptable.
- 3) It has been noted elsewhere in this report that the proposed materials would be significantly different to any other property in the surrounding area, however those materials proposed are considered to be acceptable.

The design, whilst contrasting with properties in the surrounding area, is considered appropriate, as outlined through the discussions at the Design Review Panel.

- 4) For the reasons mentioned elsewhere in this report, the proposal is not considered to be out of keeping with properties in the surrounding area.
- 5) The flat roof proposal is considered to be acceptable in this instance. There are a number of properties elsewhere in the city which have utilised such aspects of design, and whilst there are none in the immediate locale, the design of the proposal is considered acceptable.
- 6) The scale and height of the dwellinghouse is considered to be acceptable. The proposal would sit lower (excluding the chimney) than the properties on either side, and significantly lower than the flats across the road. The massing of the building is also considered to be acceptable.
- 7) For the reasons mentioned in this report, it is not considered that the proposal would set an undesirable precedent for future development;
- 8) For the reasons mentioned in this report, the proposal is considered to accord with the terms of the Aberdeen Local Development Plan;
- 9) It would be up to the members of the Planning Development Management Committee to decide whether a site visit should be undertaken on the application; and
- 10) The errors in the original submitted drawings have been rectified.

Conclusion

In summary, the proposed dwellinghouse relates to the curtilage of an existing detached dwellinghouse, which is located within a well-established residential area, as identified in the Aberdeen Local Development Plan. The proposal has been assessed against Policy H1 (Residential Areas) as being consistent with the terms of this policy. Whilst the proposal in theory could constitute overdevelopment, the density of development is considered acceptable in light of the surrounding pattern of development. The proposal is also considered to be consistent with the terms of Policy D1 (Architecture and Placemaking), Policy D5

(Built Heritage), Scottish Planning Policy and associated Supplementary Planning Guidance. The Council's Roads Projects Team and other consultees have found the proposal to be acceptable, subject to appropriate conditions. For the reasons mentioned in this report the proposal is considered to be consistent with all other policies of the ALDP and its associated supplementary planning guidance. The proposal is therefore recommended for conditional approval.

RECOMMENDATION

Approve subject to conditions

REASONS FOR RECOMMENDATION

The proposed development is considered to be generally consistent with the terms of Policy H1 of the Aberdeen Local Development Plan, and provides an appropriate design, scale and form of development, in accordance with Policies D1 (Architecture and Placemaking) and D2 (Design and Density). The proposal, whilst not wholly in accordance, is considered to be acceptable given the circumstances of the development in terms of the Supplementary Planning Guidance in relation to the Sub-Division and Re-Development of Residential Curtilages. The proposal is also considered to have a negligible impact on the character and appearance of the Conservation Area, according with Scottish Planning Policy (SPP), and Policy D5 (Built Heritage). The proposal has been assessed by the Roads Projects Team, who have advised that appropriate levels of parking and access have been provided. In addition, appropriate waste provision has been provided in line with Policy R6 (Waste Management Requirements for New Developments) and an appropriate condition will also be inserted to ensure compliance with Policy R7 (Low and Zero Carbon Buildings).

CONDITIONS

it is recommended that approval is granted subject to the following conditions:-

(1) 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 drawing No. 1004 (Revision A) of the plans hereby approved or such other drawing as may subsequently be submitted and approved in writing by the planning authority. Such areas shall not thereafter be used for any other purpose other than the purpose of the parking of cars ancillary to the development and use thereby granted approval - in the interests of public safety and the free flow of traffic.

(2) that notwithstanding the provisions of Class 1, Class 2 and Class 3 of the Schedule to the Town and Country Planning (General Permitted Development) (Scotland) Amendment Order 2011 or any order amending, revoking or re-enacting that Order, no enlargement, improvement or other alteration to the dwellinghouse shall be undertaken without an express grant of planning permission from the Planning Authority - in the interests of visual amenity.

(3) that the building hereby approved shall not be occupied unless a scheme detailing compliance with the Council's 'Low and Zero Carbon Buildings' supplementary guidance has been submitted to and approved in writing by the planning authority, and any recommended measures specified within that scheme for the reduction of carbon emissions have been implemented in full - to ensure that this development complies with requirements for reductions in carbon emissions specified in the City Council's relevant published Supplementary Guidance document, 'Low and Zero Carbon Buildings'.

(4) 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.

INFORMATIVES

Vehicular access to the site will be constructed by Aberdeen City Council. The applicant is responsible for all costs involved in construction of a footway crossing and should be advised to contact the Road Network Maintenance Unit (Tel 01224 241500) at least 6 weeks prior to any work starting on site, after planning permission has been granted to arrange for a detailed estimate for the cost of the works.

The proposed access would be formed on Whitehall Place where pay and display parking exists this proposal would result in removal of one parking bay. The amendment of the existing Traffic Regulation Order (TRO), revision of Road signs and carriageway surfacing may be required for the new access proposal and the applicant should be advised to contact Douglas Ritchie (Tel 01224 538055) with regard to this issue. The TRO process would take on the average 12 months to complete and it is advisable for the applicant to start the process as soon as possible.

Dr Margaret Bochel

Head of Planning and Sustainable Development.