

# Planning Development Management Committee

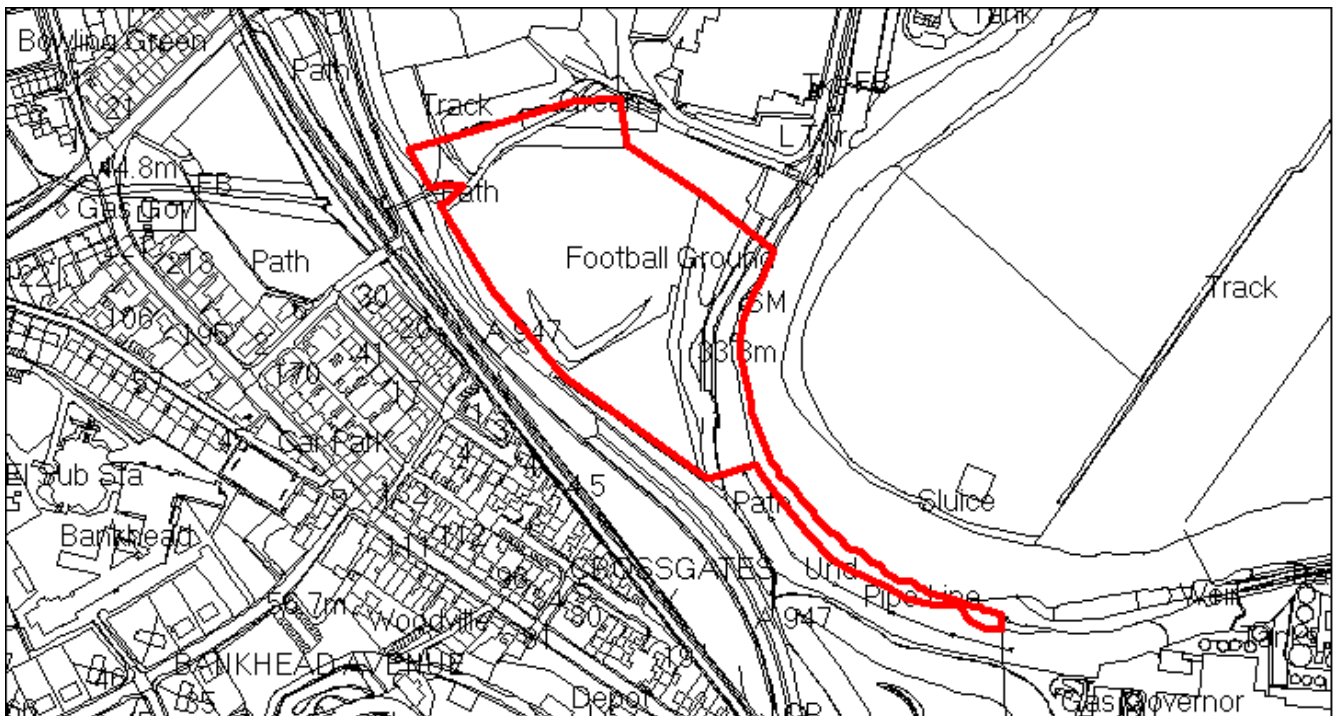
STONEYWOOD AREA S6, STONEYWOOD

ERECTION OF 276 FLATS AND 16 TOWNHOUSES WITH ASSOCIATED INFRASTRUCTURE, PUBLIC OPEN SPACE AND PARKING

For: Dandara

Application Type : Detailed Planning Permission  
Application Ref. : P131012  
Application Date: 18/07/2013  
Officer: Paul Williamson  
Ward : Dyce/Bucksburn/Danestone(B Crockett/G Lawrence/N MacGregor/G Samarai)

Advert : Dev. Plan Departure  
Advertised on: 28/08/2013  
Committee Date: 24 April 2014  
Community Council : No response received



## RECOMMENDATION:

Indicate a willingness to approve the planning application subject to conditions and the modification of the existing legal agreement to secure planning gain contributions, relating to: Sports and Recreation, Health Facilities, Community Facilities, Libraries, and Core Paths.

## **DESCRIPTION**

The application site is some 4.11 hectares and lies at the southern extremity of the larger Stoneywood Estate site (c.35 hectares), currently being developed by Dandara. It abuts Stoneywood Road to the south and west, Stoneywood Paper Mill to the north east, and the River Don to the east.

The majority of the site formed part of a disused sports pitch and is referred to as S6. The associated Sports and Social Club was on adjacent land (now site S5) to the north. The woodland surrounding the perimeter of the application is middle aged, in comparison to the older woodland planting relating to the original Estate, further north. The woodland towards the site boundaries, and particularly to the north and east, has canopy heights extending up to 25 metres.

In respect of existing access, vehicles can utilise a gated access point towards the south west of the site, off the A947 Stoneywood Road. A path also connects the Bankhead area to the west, underneath Stoneywood Road, which ultimately leads down to the Paper Mill. Further non-vehicular access can also be obtained from the network of paths through the existing wooded policies of the Estate.

## **RELEVANT HISTORY**

The site has a planning history dating back to the 1991 Aberdeen District Wide Local Plan.

1991 – The concept of residential development at Stoneywood is not new, with the 1991 Aberdeen District Wide Local Plan allocating land for housing at Stoneywood Terrace. This recognised a planning approval for 82 houses on land to the north and south of Stoneywood Terrace, which was subsequently renewed in 1986. That permission was never implemented.

December 2002 – The Stoneywood Design Brief was approved in December 2002, as supplementary planning guidance. The brief covered the majority of the Stoneywood Estate and supported the use of the land to the south as a technology park. This has now been superseded by the approved Stoneywood Estate Development Framework and Masterplan in May 2011.

June 2008 - In the previous Aberdeen Local Plan, the southern half of the wider Stoneywood Estate was allocated as opportunity site OP95, an employment allocation, and as a Specialist Employment Area (SE69) for a 20 hectare technology park.

August 2010 – Land at Stoneywood was identified in the Proposed Aberdeen Local Development Plan (LDP) for around 500 houses for delivery during the period 2007-2016 (Site OP24). The LDP identified the need for a masterplan to be prepared.

On 24th May 2011 the Enterprise Planning and Infrastructure Committee approved the Stoneywood Estate Development Framework and Masterplan, as interim planning guidance pending adoption of the LDP. The LDP was

subsequently adopted in February 2012. The Development Framework and Masterplan has therefore now been adopted as supplementary guidance to the Plan.

Planning permission in principle (PPiP) (ref 110790) for a “proposed residential development of approximately 425 houses with a mix of supporting and ancillary facilities including a neighbourhood centre, landscaping, open space and recreational facilities” was approved by the Development Management Sub-Committee on 2<sup>nd</sup> May 2012.

A number of subsequent applications have been considered since for Matters Specified in Conditions, relating to 110790. This includes sites N4a, S1a/S1b, N2, N3/N4b/N5, which are either completed or under construction for residential dwellings/apartments. Sites S2 and S2/S3, located to the south of Stoneywood Terrace, have recently seen a mixture of residential dwellings, apartments, offices, and retail units approved and construction has yet to commence.

MSC applications relating to sites S4 and S5, which lie to the north of the current application, remain pending at this time.

## **PROPOSAL**

This is an application seeks detailed planning permission for a substantial increase in the level of development, within area S6, approved as part of the PPiP (ref: 110790).

The Development Framework and Masterplan approved the following: 90-125 units, including: flats, detached, semi detached and terraced dwellings, with building heights suggested as: 5 storeys for flats, and a maximum of 4 storeys for all other buildings.

It is now proposed to develop 276 flats, split across 4 blocks, and a 16 no. 3 bed roomed terraced townhouses. A total of 292 units, an increase of between 167-202 properties.

In detail the composition of the flatted properties would be:

Blocks A + D: 43 units comprising - 10 studios, 8 one bed, and 25 two bed properties

Block B: 95 units comprising - 33 studios, 26 one bed, and 36 two bed properties

Blocks C: 95 units comprising - 26 studios, 25 one bed, and 44 two bed properties

Area S6 would compose of two terraces of 3 storey townhouses and Block D, fronting towards the main access road, with the rear gardens adjacent to the Stoneywood Road landscaped/tree-lined boundary. The three remaining flatted blocks, which range from 4 to 7 storeys in height, would extend in a rectilinear fashion from the main access road, towards the existing woodland at the north

eastern and eastern edges of the site, with the Stoneywood Paper Mill below. The final flatted block would be parallel to Stoneywood Road to the south of the proposed access road.

Vehicular access to flatted blocks A and B would be from a secondary street towards the north west corner of the site. This street would lead to areas of surface parking, and two separate areas of underground parking (one beneath the open space between blocks A and B, with the remainder underneath Block B. Vehicular access to Block C would be from a further secondary access road, off the main access spine road, towards the south of the site. Associated parking would again comprise a mix of surface and underground parking, beneath the Block C. Parking associated with Block D would be accessed via the primary spine road, and would be a mixture of surface, and decked parking. Overall a total of 413 car parking spaces would be provided for the flats, including 4 car club spaces, a ratio of 1.5 per flat. A total of 190 secure cycle parking spaces would also be provided throughout the flatted blocks.

Each of the three bedroomed dwellings would have 2 car parking spaces, one of which would be an integral garage space.

Areas of open/civic space would be provided between Blocks A and B, and Blocks B and C respectively. Further open space would be provided around the periphery of site S6, with additional recreational opportunities within the adjacent woodland and pathway network.

The flatted blocks would see external finishes comprise of: detailed masonry to the car parking areas (basecourse) with dark grey brick walling. Balconies would be wrapped in zinc, with a combination of structural glass balustrades, and timber cladding to internal faces. All houses would be three storeys in height and have integral garages and driveways. External materials would be white render, dark grey roof tiles with slate appearance and dark coloured windows.

## **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?131012>

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

## **PRE-APPLICATION CONSULTATION**

The proposed development was subject to pre-application consultation, including a public meeting on Thursday 25 April 2013, between the applicant and the local community, as required for applications falling within the category of major developments as defined in the 'Hierarchy of Development' Regulations. The consultation involved a public event at the applicants sales and marketing suite on site, 20 people attended. The event materials included a capacity study of the site, draft indicative layouts, together with sketch elevations and visualisations. Staff of both the applicants and their agent were also on hand to answer queries

on the proposals. Separate meetings were also held with the Community Councils for Dyce and Stoneywood, and Bucksburn/Newhills on 27 and 28 March respectively.

## **REASON FOR REFERRAL TO COMMITTEE**

The application has been referred to the Planning Development Management Committee because the proposal has been the subject of 6 or more letters of representation that express objection or concern about the proposal. Accordingly, the application falls outwith the scope of the Council's Scheme of Delegation.

## **CONSULTATIONS**

**Roads Projects Team** – No objections subject to the imposition of planning conditions relating to: provision of car club spaces; car/motorcycle/cycle parking; residents travel pack; and, drainage.

**Environmental Health** – No objection. Request the attachment of a planning condition relating to the submission and approval of a noise assessment, in light of the potential exposure of future residents to noise from air traffic, and industrial activity.

**Waste Aware Team** – No objection. Have agreed the number of refuse bins to be provided. Suggest revisions to the bin storage areas, as part of the final waste management proposals.

**Developer Contributions Team** – An existing legal agreement is already in place relating to the original planning permission in principle (Ref: 110790). This caters for an increase in numbers and the associated provision of appropriate contributions in relation to affordable housing and education. Further consideration would have to be given to contributions towards: Sports and Recreation, Health Facilities, Community Facilities, Libraries, and Core Paths.

**Enterprise, Planning & Infrastructure (Flooding)** - No objection. Initially requested the submission of surface water drainage proposals for the development. However, it was subsequently confirmed that this formed part of the wider drainage approval for the whole site.

**Scottish Environment Protection Agency** – No objections following the review of the submitted flood risk assessment.

**Aberdeen International Airport** – No objection as the proposed development has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria subject to conditions relating to: cranes; submission of a landscaping scheme; SUDS; and, bird management during construction.

**Community Council** – No comments received.

## **REPRESENTATIONS**

6 letters of objection have been received and relate to the following matters –

1. A previous application for an industrial business park, together with quality houses would have been of benefit to the local community, as it would

- have created beautiful walkways through the woods with little disturbance to wildlife;
2. Loss of almost half the trees on site, and a larger housing development created;
  3. The level of development is intended to change from 125 units to 292, thus making a mockery of the original decision;
  4. Substantial increase in traffic due to this and other developments in the vicinity;
  5. Environmental concerns relating to pollution and noise;
  6. Insufficient roads infrastructure;
  7. The heart (woodland) has already been ripped out of the original Stoneywood Estate, with the loss of trees and wildlife habitat; and,
  8. Stoneywood does not have the amenities required for a growing population including schools and medical centres.

## **PLANNING POLICY**

### **Aberdeen Local Development Plan (ALDP)**

The site falls within a wider area (OP24 – Stoneywood) allocated for LR1 (Land Release Policy) purposes in the adopted Aberdeen Local Development Plan.

The main issue to be determined is whether the proposal accords with the general principles of the approved Development Framework and Masterplan, which was prepared in support of the application for planning permission in principle and was the subject of an extensive public consultation exercise.

**Policy LR1: Land Release Policy – Part A Phase 1 Release Development 2007-2016; and Employment 2007 – 2023**, states that: housing and employment development on sites allocated in Phase 1 will be approved in principle within areas designated for housing or employment.

**Policy D1: Architecture and Placemaking** – to 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** – In order to ensure the provision of appropriate levels of amenity, the following principles will be applied:

- 1) Privacy shall be designed into higher density housing;

- 2) Residential development shall have a public face to a street and a private face to an enclosed garden or court;
- 3) All residents shall have access to sitting out areas. This can be provided by balconies, private gardens, terraces, communal gardens or other means acceptable to the Council;
- 4) When it is necessary to accommodate car parking within a private court, the parking must not dominate the space. Underground or decked parking will be expected in high density schemes;
- 5) Individual flats or houses within a development shall be designed to make the most of opportunities offered by the site for views and sunlight.
- 6) Development proposals shall include measures to design out crime and design in safety; and,
- 7) External lighting shall take into account residential amenity and minimise light spillage into the adjoining areas and the sky.

**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 D6: Landscape** – Development will not be acceptable unless it avoids:

- 1) Significantly adversely affecting landscape character;
- 2) Obstructing important views of the City's townscape;
- 3) Disturbance, loss or damage to important recreation, wildlife or woodland resources or to the physical links between them;
- 4) 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 I1: Infrastructure Delivery and Developer Contributions** – Development must be accompanied by the infrastructure, services and facilities required to support new or expanded communities and the scale and type of developments proposed. Where development either individually or cumulatively will place additional demands on community facilities or infrastructure that would necessitate new facilities or exacerbated deficiencies in existing provision, the Council will require the developer to meet or contribute to the cost of providing or improving such infrastructure or facilities.

**Policy T2: Managing the Transport Impact of Development** – New development will need to demonstrate that sufficient measures have been taken to minimise the traffic generated.

**Policy H3: Density** – The City Council will seek an appropriate density of development on all housing allocations and windfall sites. All residential developments of over one hectare must:

- 1) Meet a minimum density of 30 dwellings per hectare;
- 2) Have consideration of the sites characteristics and those of the surrounding area;
- 3) Create an attractive residential environment and safeguard living conditions within the development; and

- 4) Consider providing higher densities in the City Centre, around local centres, and public transport nodes.

**Policy H4: Housing Mix** – Housing developments of larger than 50 units are required to achieve an appropriate mix of dwelling types and sizes, in line with a masterplan.

**Policy H5: Affordable Housing** – Housing developments of five units or more are required to contribute no less than 25% of the total number of units as affordable housing.

**Policy H8: Housing and Aberdeen Airport** – Applications for residential development under or in the vicinity of aircraft flight paths, where the noise levels are in excess of 57dB LAeq will be refused, due to the inability to create an appropriate level of residential amenity, and to safeguard the future operation of Aberdeen Airport.

**Policy NE4: Open Space Provision in New Development** – The City Council will require the provision of at least 2.8 hectares per 1,000 people of meaningful and useful public open space in new residential development.

**Policy NE5: Trees and Woodlands** – There is a presumption against all activities and development that will result in the loss of or damage to established trees and woodlands that contribute significantly to nature conservation, landscape character or local amenity.

**Policy NE6: Flooding and Drainage** – Development will not be permitted if:

- 1) It would increase the risk of flooding;
- 2) It would be at risk itself from flooding;
- 3) Adequate provision is not made for access to waterbodies for maintenance; or
- 4) It would result in the construction of new or strengthened flood defences that would have a significantly damaging effect on the natural heritage interests within or adjacent to a watercourse.

**Policy R7: Low and Zero Carbon Buildings** – All new buildings, in meeting building regulations energy requirements, must install low and zero carbon generating technology to reduce the predicted carbon dioxide emissions by at least 15% below 2007 building standards.

### **Supplementary Guidance**

The approved Stoneywood Development Framework and Masterplan document is now incorporated into the Supplementary Guidance contained in the ALDP.

## **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.

PPiP (ref. 110790) has already been granted for the development of the site with housing, as part of Dandara's wider development at Stoneywood Estate. The site also falls within a Land Release Policy (LR1) Area in the adopted Aberdeen Local Development Plan (ALDP) and is identified as an Opportunity Site (OP24) in the Plan. OP24 states that the area represents an opportunity for development of 500 houses, subject to a Masterplan. A Development Framework and Masterplan was approved by the Enterprise, Planning and Infrastructure Committee in 2011 and it is now incorporated as supplementary guidance in the ALDP. The principle of housing development here is therefore not an issue.

The main issues related to the proposal are considered to be:-

- Means of access and Parking;
- Siting and Design;
- Density and Level of Development;
- Landscaping;
- Sustainable Urban Drainage Systems (SUDS) / Drainage;
- Refuse collection arrangements;
- Other Relevant policies of the Development Plan;
- Any material considerations raised by the letters of objection; and
- Conformity to the approved Development Framework and Masterplan.

Taking each issue in turn:-

#### Means of Access and Parking

The proposed means of vehicular access via the A947 and the spur road linking with S5 to the north is considered acceptable, and is as illustrated within the approved Masterplan. No further requirement for a Transport Impact Assessment was considered necessary, following the analysis of information provided with the application, and in light of the original submission relating to the PPiP application. In respect of parking, the provision of 445 car parking spaces, together with spaces for motorcycles and bicycles has been confirmed as being acceptable by the Roads Officer. Following their consideration of the revised layout, and the provision of swept path analysis for refuse vehicles, no objection was raised, although several planning conditions have been suggested.

As per the requirements of the PPiP, the applicant also is to provide a residential travel pack to all residents. That document highlights information on local walking, cycling and vehicular routes, along with the various public transportation options available in the area. Furthermore, the applicant has committed to the provision of 4 no. spaces for the car club on site, which shall be available for future occupiers to utilise, as an alternative to having a private car. Furthermore, the site is approximately 1.7 km (just over 1 mile) from Dyce Railway Station, therefore also providing another travel alternative. The proposal therefore accords with policies D3 and T2 of the Adopted Local Development Plan.

## Siting and Design

The proposed layout and siting of the buildings are considered to be acceptable.

It is acknowledged that the Masterplan outlined a maximum of 5 storeys within S6. While the proposed level of development is up to 7 storeys (for Blocks B and C), this would be in stepped arrangement, with the western aspects of the development towards the A947 Stoneywood Road being five storeys, before stepping up to six, and then seven storeys respectively at the eastern edge. While two storeys could be considered significant, the context of the surrounding woodland which rises up to a canopy height of approximately 25 metres, allows the development to be accommodated without wider visual impacts on character of the area. Furthermore, the proposal would also maximise the opportunities for views in and out of the site, thus according with other principles of Policy D2.

The scale, massing, layout and external materials generally comply with the masterplan and are therefore considered acceptable. They are also therefore deemed to accord with policy D1, in that the development has been designed with due consideration for its context, and the contributing factors such as the detailing, spaces around buildings, contribute positively to securing a development which accords with the principles of the masterplan, and overall development concept.

## Density and Level of Development

The site extends to approximately 4.11 hectares, with a total of 292 units proposed. This equates to some 71 dwellings per hectare, thus exceeding the minimum requirement of 30 dwellings per hectare as set out in the Aberdeen and Aberdeenshire Structure Plan, and the LDP. However, within the Masterplan, the plot area for site S6 was only 2.04 hectares, with a suggested density of 44-61 units per hectare. Accordingly, the level of development that can be achieved on a much larger site, and one which shall have no further detriment to woodland/habitat loss, can be increased proportionally.

In respect of the change in numbers, while the Masterplan identified a range of between 90-125 units for site S6, an increase to 292 units is quite substantial. However, as noted above, the creation of a more densely developed site is not necessarily a negative thing. As demonstrated through the site layout, the total provision of open space is around 2.677 hectares. While this also includes woodland within the application site, enhanced access to these areas shall also be provided. Spaces between and around the buildings are also of a high quality thus reflecting the general requirements and intention of achieving an attractive development.

In addition, it should be noted that other parts of the wider Stoneywood Estate have been developed at densities which were either lower than, or towards the lower end of the densities that were identified in the approved Masterplan. This includes:

- N3/N4/N5: 63 units compared to 75;

- S1: 42 units compared to up to 52;
- S2/S3: 70 units compared to up to 117; and,
- S4: 39 units compared to up to 50.

Therefore in light of this context and the larger area of land available at S6, than originally indicated in the Masterplan, it is considered that a higher density can be readily accommodated without additional detriment to the existing woodland, or the wider character and appearance of the overall development. The provision of a higher number of flats upon the site provides a much wider range of accommodation, and prevents the site mix from being overly dominated by large detached dwellinghouses. This is therefore in accordance with the requirements of policies D6, H3, and H4.

### Landscaping

The existing S6 site is largely within a clearing between the existing woodland to the north, east and south, and the A947 to the west. As such, there is a more flexible developable area when compared to other parts of the wider estate where large scale clearance of existing trees was required. The development zone would sit within the strategic landscaping already approved for the wider development. Details of the specific landscaping proposals for area S6, have not been submitted, but can ultimately be controlled by planning condition. The proposal is therefore considered to accord with policy NE5 of the Adopted Local Development Plan

### Sustainable Urban Drainage Systems (SUDS) / Drainage

A Drainage Assessment was submitted in support of the application. Sustainable Urban Drainage would be to a SUDS pond located to the north of the site, adjacent to the boundary with Waterton House. The Council's flood prevention officers have been consulted and are satisfied that the details are acceptable, therefore being in accordance with Policy NE6 of the Local Development Plan.

### Refuse Collection Arrangements

Refuse collection would be from household bins, and communal bin stores for the flatted properties, all of which would be collected by refuse vehicles. The Roads and Waste Officers are satisfied with the swept path information submitted. Notwithstanding, as the final bin storage areas have yet to be confirmed, this matter can be dealt with by means of a planning condition.

### Other Relevant Policies of the Development Plan

In respect of noise and Aberdeen Airport, while located within the 57 dB LAeq contour, the site has already been allocated for development within the Adopted Local Development Plan. Furthermore, the consultation response from Environmental Health did not raise any objection to the proposals. Accordingly, they requested the use of a condition for the submission of a noise assessment,

and the implementation of any necessary mitigation measures thereafter. The proposal is therefore considered to accord with policy H8 of the Adopted Local Development Plan.

### Issues Raised in Letters of Representation

A number of issues have been raised by objectors to the proposal -

1. A previous application for an industrial business park, together with quality houses would have been of benefit to the local community, as it would have created beautiful walkways through the woods with little disturbance to wildlife – *As outlined in the 'History' section, the concept of the Technology Park was included in the 1991 Local Plan and the 2002 Stoneywood Design Brief. However, those developments were not realised, and the site has subsequently been allocated for residential development. Suitable access to the wooded areas is proposed.*
2. Loss of almost half the trees on site, and a larger housing development created – *this statement appears to relate to the wider estate and not specifically this application. While a number of trees have been lost on other sites, site S6 is within a substantial clearing, and therefore the footprint of development would not result in any detriment to the existing woodland. Furthermore, enhanced landscaping provision is proposed within the site.*
3. The level of development is intended to change from 125 units to 292, thus making a mockery of the original decision – *the reasoning behind this increase has been addressed above.*
4. Substantial increase in traffic due to this and other developments in the vicinity - *The issue of Roads and access has been addressed above. No objection on roads safety or capacity grounds have been received.*
5. Environmental concerns relating to pollution and noise – *No objection was received from Environmental Health to this application. A noise assessment would however have to be carried out and any measures recommended thereafter implemented in order to protect future residents from noise from aircraft, and adjacent industrial uses;*
6. Insufficient roads infrastructure – *see 4);*
7. The heart (woodland) has already been ripped out of the original Stoneywood Estate, with the loss of trees and wildlife habitat – *see 2);* and,
8. Stoneywood does not have the amenities required for a growing population including schools and medical centres – *The original planning permission in principle has an associated s75 legal agreement requiring the provision of affordable housing, and appropriate contributions towards education, health, libraries, the strategic transport fund, and community*

*facilities. Thus mechanisms are already in place to secure additional contributions for affordable housing, and education. Other relevant contributions are subject to negotiation and agreement, and would be a delegated matter should this application be approved, as the current legal agreement would have to be modified. This is therefore considered that the proposals are in accordance with the requirements of policies I1 and H5 of the LDP.*

### Conformity with Development Framework and Masterplan

The proposal generally complies with the approved Development Framework and Masterplan as required by condition 15 of the planning permission in principle. Some changes to the core street network have already been approved and the application complies with these.

### Summary

In summary, the development will fall within a woodland setting and will provide good connectivity for residents both within and outwith the site into that woodland and wider area. The layout, form, design, access and sense of place created by the proposal are all considered acceptable and there would be no unacceptable impacts on neighbouring properties. While S6 is to be at a higher level of density than originally envisaged, the applicant has developed other sites within the wider estate at slightly lower densities. Furthermore, they have demonstrated that this higher density can be comfortably accommodated within the site, whilst in compliance with the relevant development plan policies. Accordingly, the proposal is considered acceptable and is in general conformity with both the planning permission in principle and the approved Development Framework and Masterplan.

### **RECOMMENDATION**

**Indicate a willingness to approve the planning application subject to conditions and the modification of the existing legal agreement to secure planning gain contributions**

### **REASONS FOR RECOMMENDATION**

That the proposal complies with the Adopted Aberdeen Local Development Plan, in particular Policies LR1 (Land Release Policy), D1 (Architecture and Placemaking); D2 (Design and Amenity); and T2 (Managing the Transport Impact of Development), together with the general principles contained within the approved Stoneywood Estate Development Framework and Masterplan.

### **CONDITIONS**

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

(1) 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. None of the buildings hereby granted planning permission shall be occupied unless the said scheme has been implemented, as it relates to those buildings - in order to preserve the amenity of the neighbourhood.

(2) 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.

(3) 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. The scheme must also outline the measures in place to avoid endangering the safe operation of aircraft through the attraction of birds - in order to safeguard water qualities in adjacent watercourses and to ensure that the development can be adequately drained.

(4) that the development hereby approved shall not be occupied unless the car, motorcycle (including a secure fixed point) and bicycle parking areas, relating to those occupations, hereby granted planning permission have been constructed, drained, laid-out and demarcated in accordance with drawing No's. DP 522 04 Rev B and DP 522 12 Rev B 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.

(5) that no development pursuant to this planning permission shall take place nor shall the buildings be occupied unless there has been submitted to and approved in writing for the purpose by the Planning Authority an assessment of the noise levels likely within the proposed buildings, unless the planning authority has given prior written approval for a variation. The assessment shall be prepared by a suitably qualified independent noise consultant and shall recommend any measures necessary to ensure a satisfactory noise attenuation for the building. The property shall not be occupied unless the said measures have been implemented in full - in the interests of residential amenity.

(6) 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, 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. All landscaping plans and plantations should be considered in view of making them unattractive to birds so as not to have an adverse effect on the safety of operations at the Airport - in the interests of the amenity of the area, and in the interest of aircraft safety.

(7) 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.

(8) that no development shall take place unless a plan showing those trees to be removed and those to be retained and a scheme for the protection of all trees to be retained on the site during construction works has been submitted to, and approved in writing by, the Planning Authority and any such scheme as may have been approved has been implemented - in order to ensure adequate protection for the trees on site during the construction of the development.

(9) 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.

(10) 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.

(11) That prior to the occupation of any of the flatted properties within the development, the developer shall provide the 4 no car club spaces as shown on drawing: Masters4s5s6 rev A, as hereby approved, and thereafter such spaces shall be retained in complete accordance with the details as so agreed - in the interest of providing sustainable transport.

(12) that the development hereby approved shall not be occupied unless the refuse storage areas hereby granted planning permission, as they relate to such occupations, have been constructed, drained, laid-out and demarcated in

accordance with drawing No. DP 522 12 Rev B 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 storage of refuse ancillary to the development and use thereby granted approval - in order to preserve the amenity of the neighbourhood and in the interests of public health.

(13) that no individual development plot shall be occupied unless there has been submitted to, and approved in writing by, the planning authority, a comprehensive Residential Travel Pack for that development plot, setting out proposals for reducing dependency on the private car. This should also include information on external connectivity to key facilities, and, in consultation with local schools and the planning authority, information on safer routes to schools - in order to encourage more sustainable forms of travel to and from the development, to ensure that the amount of private car trips generated by the development does not exceed that identified in the supporting Transport Assessment, and in the interests of the safety of pupils traveling to and from local schools.

(14) 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'.

(15) that no part of any dwelling house or flat shall be built below a height of 30m AOD – to minimise the risk of flooding of residential property.

(16) Development shall not commence until a bird hazard management plan has been submitted to and approved in writing by the planning authority. The submitted plan shall include details of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with the Advice Note 8 'Potential Bird Hazards from Building Design'. The Bird Hazard Management Plan shall be implemented, as approved, on completion of the development and shall remain in force for the life of the buildings. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Planning Authority – it is necessary to manage the site in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Aberdeen Airport.

(17) In the event that during construction, cranes or scaffolding is required at a higher elevation than that of the planned development (above 25m AGL), then their use must be subject to a separate consultation with Aberdeen International Airport (AIA) – in the interests of aircraft safety and the operation of Aberdeen Airport.

**Dr Margaret Bochel**  
Head of Planning and Sustainable Development.