

# Planning Development Management Committee

## GRANDHOME ESTATE, DANESTONE

A MIXED-USE DEVELOPMENT COMPRISING:  
UP TO 4,700 HOMES, TOWN AND  
NEIGHBOURHOOD CENTRES (INCLUDING  
COMMERCIAL, RETAIL, LEISURE AND HOTEL  
USES), EMPLOYMENT LAND (C5 HA),  
COMMUNITY FACILITIES, ENERGY CENTRE,  
OPEN SPACE / LANDSCAPING, AND  
SUPPORTING INFRASTRUCTURE,  
INCLUDING ACCESS

For: The Grandhome Trust c/o Burness Paull

Application Type : Planning Permission in  
Principle

Application Ref. : P131535

Application Date: 31/10/2013

Officer: Lucy Greene

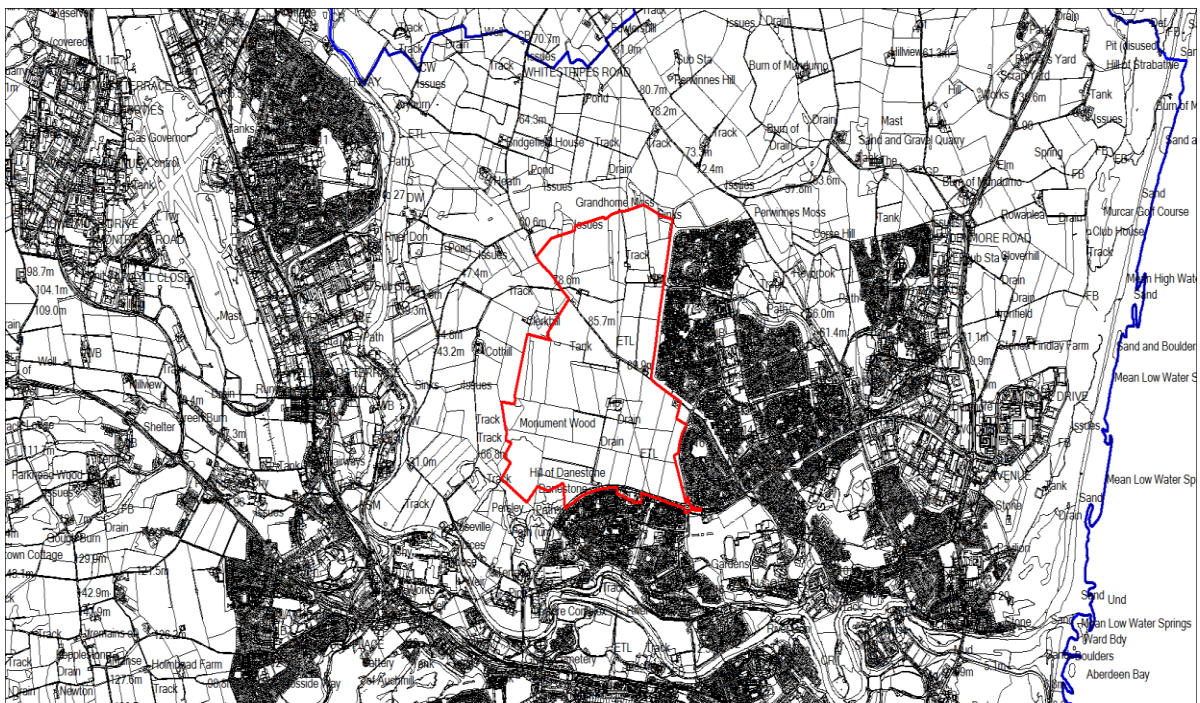
Ward : Dyce/Bucksburn/Danestone(B Crockett/  
G Lawrence/ N MacGregor/G Samarai)

Advert : Dev. Plan Departure

Advertised on: 13/11/2013

Committee Date: 28 May 2014

Community Council : Objection



**RECOMMENDATION: Willingness to approve conditionally, but to withhold the issue of the consent document until the applicant has entered into a legal agreement with the Council to address the following matters:**

- 1. The provision of 25% affordable housing in accordance with the Development Framework and includes a range of delivery options, including on-site provision and a gypsy traveller halting site.**
- 2. Developer contributions towards primary education provision (2 three stream schools) and a new secondary school plus serviced land for the foregoing**
- 3. Developer contributions towards community facilities, library, sports provision, playing fields & healthcare;**
- 4. Developer contributions towards the Strategic Transport Fund; and**
- 5. Developer contributions towards mitigation on local roads network.**

## **DESCRIPTION**

The site is located 6km northwest of Aberdeen city. The parcel of land to which this planning application relates to totals 226.7ha and occupies a wedge of farmland lying between the built up areas of Bucksburn to the west and the Bridge of Don to the east and south.

To the east site is bounded by Whitestripes Avenue. The southern boundary is formed by the Parkway (A90). To the north and west the site links to open, undeveloped farmland extending out over the Buchan Plateau.

The site straddles Whitestripes Road, a secondary road that connects the Bridge of Don area to the B997 Scotstown Road, and is traversed by a high voltage power line running broadly north-south across the eastern part of the site.

The site itself is greenfield land, predominantly under agricultural use with occasional woodland blocks, tree belts, and a number of farmsteads and dwellings.

## **RELEVANT HISTORY**

- In October 2012 the Grandhome Trust submitted a proposal of application notice to the Council indicating their intention to carry out public consultation on the proposed development.
- On 21<sup>st</sup> May 2013 the Enterprise, Planning and Infrastructure Committee approved the Grandhome Development Framework as Interim Supplementary Guidance.
- An Environmental Impact Assessment (EIA) screening opinion was issued by the Council on 5<sup>th</sup> April 2013 which determined that an environmental statement would be required in support of the planning application.
- In October 2013 the Grandhome Development Framework was ratified by the Scottish Government and thereafter adopted by the Council as Supplementary Planning Guidance.

## **PROPOSAL**

Planning Permission in Principle (PPiP) is sought for a residential development comprising approximately 4700 residential units, town and neighbourhood

centres (including commercial, retail, leisure and hotel uses), approximately 5 hectare of employment land, community facilities, energy centre, open space and landscaping and supporting infrastructure including access.

Indicative proposals are shown in the submitted drawings and the Planning and Design Statement. The indicative proposals are identical to the Development Framework. It will be expected that detailed layout and elevation details will be submitted for approval by way of Matters Specified by Conditions (MSC) Applications, and will be in accordance with Development Framework (GDF) and Design Statement.

The key aspects of the development are –

- Five neighbourhoods, including a vibrant town centre. Each neighbourhood will offer a range of house types, as well as community facilities, shops and jobs. Each of the five neighbourhoods has been designed to be traversed in 5-minutes by foot, from centre to edge, with the town centre itself spanning a 10-minute walk. Shops, offices and bus stops are then located within each neighbourhood centre, providing residents with access to facilities within walking distance of their homes.
- The development will accommodate up to 4,700 residential units of which 25% will be affordable equating to 3,525 private units and 1,175 affordable units, these will include a gypsy traveller site. The site will be developed at approximately 30 units/ha with the town centre featuring a higher density than the neighbourhood edges. The precise breakdown of property size and type will be determined on a phase-by-phase basis however, in accordance with the GDF, the majority of the scheme will be scaled at 2-3 storeys with some four-storey accent buildings. There may also be scope for occasional single storey buildings in certain limited locations.
- The development will accommodate shops and community facilities within a town centre. The applicant has indicated that the character of the town centre would embody a traditional high street with a mix of commercial uses mainly through mixed-use buildings with smaller retail shops on the ground floor and residential units above. A number of buildings have been identified within the town centre for specific commercial, retail and leisure uses. These include but are not limited to 25,000m<sup>2</sup> of mixed-use retail potentially including convenience shopping, local supermarket, gym, cinema and hotel.
- The development will accommodate a 5ha Business Park located on the south-eastern boundary of the site. This space is intended to facilitate integration with the proposed Energetica corridor, and is also linked to the other Science Park activities on-going within the wider Bridge of Don vicinity.

- The development will accommodate 62 hectares of open space, which will comprise a full range of uses such as formal recreational facilities and informal places to rest and relax, as well as natural, untamed areas that support biodiversity.
- The development will accommodate two three stream primary schools and one secondary school. The GDF places these educational buildings across the site embedded within neighbourhood centres.
- The GDF states that health facilities will include suitable NHS provision along with pharmacies and dentists delivered within appropriately sized commercial units within selected neighbourhood centres, thereby accommodating the initial demand from the new development. A site has been safeguarded for a purpose built health centre, located to the eastern edge of the town centre, which will be delivered by the NHS once sufficient critical mass has been established.
- Access to the site will initially be taken from Whitestripes Avenue. After the implementation of the AWPR a further access will be taken from the Parkway which will then form the main access point to the development. As the settlement continues to expand northwards further accesses will be provided from Whitestripes Road.
- Improvements, largely off site, to the local road network, as set out in the table in the Evaluation section.
- Following discussions between the applicant's agent and public transport providers, the submissions state that it is envisaged that new or extended bus routes will be delivered in support of the development providing connectivity from the site to principal employment centres, transport nodes and other attractions in the City Centre and at other locations across the city such as Dyce and Aberdeen Airport. Bus routes have been identified for phased implementation with the initial phases of development served by a variant of First service 1 which will operate via Whitestripes Avenue to the development. An initial loop service will then be provided serving Phases 1 to 3 which links the town centre to the western neighbourhood centre and community campus. This loop is expanded to serve Bonnyside and Whitestripes, north of Whitestripes Avenue at Phases 4 and 5. A further route is anticipated to be required to serve Phases 6 and 7.
- The modular pattern of the indicative layout is designed to ensure a high degree of pedestrian access within each neighbourhood and beyond. This is reinforced by a network of streets intended to optimise connections between the neighbourhoods, the town centre and the surrounding area. It is anticipated that residents will live within 5-minute walking distance of neighbourhood centres, ensuring ease of access to all essential amenities, as well as public transportation nodes.

- The indicative plans and GDF shows pedestrian and cycle links to ensure a high degree of permeability within the development, providing connections to the existing and aspirational core path network in the surrounding area. All streets would be designed to accommodate pedestrians as the prime user, ensuring the optimal pedestrian experience. This would involve providing a range of street typologies to enhance legibility and curtail visual monotony, whilst also ensuring street design that calms traffic speeds and increases pedestrian safety.
- The submissions indicate the intention that the first phase of development will comprise Grandhome's first neighbourhood, Laverock Braes. The second phase will see the formation of Grandhome Town Centre. As the population of Grandhome grows through subsequent phases, additional demand will act as a catalyst for the development of further retail and commercial uses that will ultimately complete the full complement of town centre uses.
- The phasing strategy reflects the housing allocation release set out in the LDP and also the delivery of transport infrastructure specifically the AWPR and Third Don Crossing.
- It is proposed to include an energy centre, the submissions indicate that a CHP plant would be provided as part of the development.

## 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?131535>

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

### Drawings

- Environmental Statement comprising:
  - Agricultural Land Assessment
  - Air Quality Assessment
  - Desk Based Archaeology Assessment
  - Ecology Assessment
  - Energy Statement
  - Flood Risk & Drainage Assessment
  - Geo-environmental Assessment
  - Landscape and Views Assessment
  - Noise Assessment
  - Socio-economic Assessment
  - Transport Assessment
  - Waste Strategy
- Planning and Design Statement

- Infrastructure Delivery Statement
- Landscape Statement
- Pre-application Consultation Report

## **PRE-APPLICATION CONSULTATION**

The proposed development was the subject to pre-application consultation in October 2012 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 drop in style public exhibition with static display and also a special preview presentation with key local stakeholders:

- The public exhibition event was held over two days from 30 – 31 October 2012 at the Mains of Scotstown in Bridge of Don. The exhibition was open for viewing from 12 noon to 7.30pm on both days. The venue being selected due to its accessibility and proximity to the site.

The exhibition was publicised in a number of ways in the two to three weeks leading up to the event including through flyers distributed locally and also through adverts in the Press and Journal and the Evening Express.

Approximately 220 people attended the exhibition over the course of the two days. Specialist consultants were on hand for the duration of the event to respond to any queries or concerns attendees may have regarding the proposals.

- The special preview presentation was held on 29 October. Invitations for this preview session were issued to local Councillors, Community Council representatives, local health and education providers and other statutory bodies.
- Following the event a download of the exhibition material was available on the Grandhome website [www.grandhome.co.uk](http://www.grandhome.co.uk) allowing people unable to attend the event access to the material, hard copies were also issued on request. The website also provided a contact email address for the Trust ([info@grandhome.co.uk](mailto:info@grandhome.co.uk)) should members of the public or interested parties wish any further information or clarifications.

A report on the public consultation that was undertaken has been submitted as part of this application. The report details the feedback that was received from the community, any changes that have been made to the development proposals in light of the comments that were received, as well as providing justification for why some suggestions were rejected.

The main comments raised were in relation to –

- Concerns about the impact of development on the existing transport infrastructure (including roads and public transport services), with concerns that development should not be brought forward until a package of infrastructure improvements are in place.
- Concerns about sustainability of new local shops and facilities.
- A desire that community facilities and leisure opportunities should be delivered as part of the development.
- A desire that the town centre should serve the wider Bridge of Don area.
- A desire that public open space is delivered as part of the development.
- A desire that a broad mix of housing types is delivered within the development.
- A desire that parking is provided in support of new housing.
- A desire that the high standard of urban design in the indicative masterplan is delivered and the development is rolled out.

The consultation process has directly informed the preparation of the proposals for the site with particular regard to:

- With regard to the community's concerns in respect of the capacity of the transport network, construction will be phased to ensure it is delivered alongside a package of strategic enhancements to the wider transport network. The package of infrastructure improvements will ensure that the development can be accommodated without detriment to the network.
- The town centre will be sized and located to meet the needs of residents in Grandhome and wider Bridge of Don area.
- The masterplan fully responds to the community's aspirations and concerns by accommodating a broad range of community facilities and services in accessible and advantageous locations and 62 hectares of public open space.
- The masterplan accommodates a mix of housing opportunities, delivered in appropriate locations with sufficient space to accommodate necessary parking.

## **REASON FOR REFERRAL TO COMMITTEE**

The application has been referred to the Planning Development Management Committee due to the following factors:

- a total of 24 letters of representation have been received in relation to the application;

- the local Bridge of Don Community Council, in whose area the application site lies, have expressed objection to the proposed development; and
- the proposed development has previously been subject to a formal decision by the planning authority that Environmental Impact Assessment should be undertaken.

Accordingly, the application falls outwith the scope of the Council's Scheme of Delegation.

## CONSULTATIONS

**Roads Projects Team** – Traffic modelling has taken place and a range of works agreed to the local roads network together with the timing of these in relation to occupation of homes, these are listed in the Evaluation section below. Noted is the acceptance of the need for adequate parking and the development of a parking strategy in line with the SG on Transport and Accessibility. A contribution is required to the Strategic Transport Fund (STF).

**Transport Scotland** – Request the attachment of conditions limiting development to 500 units prior to the AWPR, that there be no access to/from A90 while it is a trunk road and details of the frontage treatment to trunk road. These comments are on the understanding that the Council will reach agreement with the applicant on STF and if this agreement is not reached Transport Scotland would reconsider the response.

**Aberdeen Western Peripheral Route (AWPR) Managing Agent** – confirmed no adverse impact on the AWPR and no objection.

**Environmental Health** – no objection; careful consideration will be needed to layout of site to ensure impact of noise is minimised; recommend attachment of conditions relating to waste storage facilities and implementation of air quality measures.

**Contaminated Land Team** – recommend the attachment of conditions relating to dealing with contamination issues and possible need for long term monitoring in particular in the Upper Bonnyside area.

**Developer Contributions Team** – Developer contributions required towards: provision of 2 no. three stream primary schools, with site of 5 acres; 1 no. academy with site of 15.5 acres; core paths; Community facilities; playing fields and sports provision; libraries and healthcare.

**Enterprise, Planning & Infrastructure (Flooding)** - observations: look forward to receiving information on surface water drainage, Sustainable Urban Drainage (SUDS), a drainage impact assessment and more detailed flood risk assessments for each phase of the development.

**Education, Culture & Sport (Archaeology)** – request attachment of condition requiring dig prior to development.

**Scottish Environment Protection Agency** – no objection; request the attachment of conditions relating to flood risk assessment, SUDS, that watercourses remain open, private water supplies and requiring a Construction Environmental Management Plan (CEMP) and raise a question in relation to foul drainage and whether there is capacity at Persley.



**Scottish Water** – no objection; developer may need to fund works to connect their development and to mitigate any effects on existing customers.

**Scottish Natural Heritage** – note that SNH have been involved in discussions with the applicant from an early stage and that most previous comments have been incorporated; agree that the conclusions of the environmental statement that proposal does not affect a protected site or species and regarding the potential impacts on landscape.

**Forestry Commission** – retention and expansion of existing woodland is welcomed and supports delivery of the Scottish Forestry Strategy.

**Historic Scotland** – no objection; EIA is adequate and agree that none of the nationally important heritage assets are likely to experience significant adverse impacts on their setting.

**Community Council** – Objections are in relation to traffic, schools and the area of the site south of the Parkway.

Traffic: that the development phasing must be linked with opening of the Third Don Crossing and AWPR; that the proposed road junctions and link road may cause rat running, that Parkway is shown as a dual carriageway; that the transport modelling is overly optimistic in terms of journey times; that Whitestripes Road would need to be upgraded and lighting provided.

Schools: Welcome the new secondary school and two primaries. Highlight the need for early consultation with the community. Raises issues of primary provision during the period prior to provision of the first school. Serious road safety issue of children crossing the Parkway to attend Danestone School even for a temporary period.

**Police Scotland Architectural Liaison** – no comments at this stage.

**Royal Society for the Protection of Birds** – no objections; provide advice on best practice in terms of biodiversity; recommend the inclusion of ‘swift bricks’ as nest places.

**Aberdeen International Airport (AIA)** – Maintains an objection due to the objection (described below) by NATS. Should that objection be removed through further discussion, then AIA would remove their objection. Recommends the attachment of 3 conditions relating to cranes, bird management and SUDS.

AIA makes observations about noise from aircraft impacting upon the site.

**National Air Traffic (NATS)** - Currently maintains an objection as there are insufficient details to be confident that NATS can approve these applications. The grounds for objection are on impact on our Perwinnes radar due to reflections caused by the development obstructing the transmission path. Part of the issue in responding has been caused by investigation of potential interference scenarios and whether there could be identified a cut-off height which would allow a planning condition. Unfortunately the effect of the obstruction is dependent on the surface area and orientation of the development and as such the planning authority unable to propose a condition based on a cut-off height. Discussions are on-going between the consultees, the planning authority and the applicant in order to agree a way forward.

## **REPRESENTATIONS**

Twenty four letters of representation/objection have been received. The objections raised relate to the following matters –

## Transportation

- The road network is already at capacity, particularly the Parkway and Haudagain Roundabout, and cannot accommodate the additional traffic generated by the development.
- Delivery of the development should match the delivery of planned roads infrastructure improvements, specifically: AWPR, Haudagain Roundabout and the Third Don Crossing.
- Development should not be occupied until the Third Don crossing is complete.
- Development should not be occupied until AWPR is complete.
- Development should not commence until Third Don Crossing and AWPR have started.
- No additional traffic on Parkway until 2020.
- Regard should also be had to the transport impacts of other developments coming forward in the area.
- Adding a new set of traffic controls on the Parkway will increase congestion.
- The increase in traffic congestion will be detrimental to emergency service response times.
- The Parkway should be dualled from Laurel Drive to Tesco in support of the development.
- Improvements should also be made to Persley Bridge and 'Railway Bridge at top of Mugiemoos Road'.
- Development will result in increased journey times along the Parkway.
- Transport Assessments 'computer modelling' is unreliable and not reflective of reality.
- Frequency of bus services envisaged may not be realised.
- Whitestripes Road is a rural road cannot accommodate a significant increase in traffic.
- New residents of the development are unlikely to use public transport.
- New residents of the development are unlikely to work within the development.

## Other Issues

- Development will result in an over provision of housing in the already highly populated Bridge of Don area.
- Development will harm view from a private residence.
- Consideration should be given to surface water run-off from the development.
- Consideration should be given to the loss of farmland.
- Additional public consultation should be undertaken.
- Insufficient appropriately located existing schools provision to accommodate the children from the new development.

## **PLANNING POLICY**

### **National Policy and Guidance**

Creating Places (architecture and place policy statement)

Scotland's new policy statement on architecture and place sets out the comprehensive value good design can deliver. Successful places can unlock opportunities, build vibrant communities and contribute to a flourishing economy.

The document contains an action plan that sets out the work that will be taken forward to achieve positive change.

The statement is in four parts:

1. The value of architecture and place,
2. Consolidation and ambition,
3. A strategy for architecture and place,
4. Resources, communications and monitoring.

### Designing Places (design policy)

This planning policy statement was launched in 2001 and sets out government aspirations for design and the role of the planning system in delivering these.

The aim of the document is to demystify urban design and to demonstrate how the value of design can contribute to the quality of our lives. Designing Places is a material consideration in decisions in planning applications and appeals. It also provides the basis for a series of Planning Advice Notes (PANs) dealing with more detailed aspects of design.

### Scottish Planning Policy (SPP)

SPP is the statement of Scottish Government policy on land use planning, and includes the Government's core principles for the operation of the planning system and concise subject planning policies. The general policy relating to sustainable development and subject policies relating to Open Space and Physical Activity, Landscape and Natural Heritage, Transport and Housing are all relevant material considerations.

### **Aberdeen City and Shire Strategic Development Plan (SDP) 2014**

The SDP sets out the following key objectives for the growth of the City and Aberdeenshire:

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 development contributes towards reducing the need to travel and encourages people to walk, cycle or use public transport by making these attractive choices.

Paragraph 5.5 states that:

In truly exceptional circumstances, for example if it is essential to put the plan's strategy into practice, planning permission may need to be granted on sites identified in local development plans for the period 2027-2035 (shown in schedule 1). Any permission may have conditions which control the rate of development.

## **Aberdeen Local Development Plan**

### **Policy LR1 (Land Release Policy)**

Opportunity Site OP12 Grandhome of which the application site forms a major part has been zoned under this policy for 2,600 homes for the period 2007 – 2016, 2,100 homes for the period 2017 – 2023 and a total of 5ha employment land across both periods.

The site is identified as opportunity site OP12 and is described as a privately owned site in single ownership identified for 7000 homes and 5ha of employment land (Class 4 uses). This site may be at risk of flooding and a flood risk assessment will be required to accompany any future development proposals for this site.

### **Policy LR2 (Mixed use Communities)**

Mixed use developments will be required to service employment land along with the associated phases of the housing development. This means that the road, water, gas and electricity infrastructure will need to be considered for the whole site.

### **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 exacerbate 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.:

Appendix 4 sets out infrastructure requirements for the masterplan zones and for Grandhome includes works to the local roads, comprehensive pedestrian and cycle network, a new secondary school, three to four new primary schools, possible contributions towards water supply and drainage infrastructure, a new health centre, dental surgeries and pharmacies.

### **Policy T2 (Managing the Transport Impact of Development)**

New developments will need to demonstrate that sufficient measures have been taken to minimise the traffic generated. Transport Assessments and Travel Plans will be required for developments which exceed the thresholds set out in the Transport and Accessibility Supplementary Guidance. Planning conditions and/or legal agreements may be imposed to bind the targets set out in the Travel Plan and set the arrangements for monitoring, enforcement and review.

Maximum car parking standards are set out in Supplementary Guidance on Transport and Accessibility and detail the standards that different types of development should provide.

### **Policy D1 (Architecture and Placemaking)**

High standards of design and emphasis on creating quality places.

#### Policy D2 (Design and Amenity)

Includes various principles to help ensure appropriate levels of amenity are achieved.

#### 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 access to services and promote healthy lifestyles by encouraging active travel. Development will maintain and enhance permeability, ensuring that opportunities for sustainable and active travel are both protected and improved. Access to, and movement within and between, new and existing developments will prioritise transport modes in the following order – walking, cycling, public transport, car and other motorised vehicles.

Street layouts will reflect the principles of Designing Streets and will meet the minimum distances to services as set out in Supplementary Guidance on Transport and Accessibility, helping to achieve maximum levels of accessibility for communities to employment, essential services and areas of recreation.

Existing access rights, including core paths, rights of way and paths within the wider network will be protected and enhanced. Where development proposals impact on the access network, the principle of the access must be maintained through the provision of suitable alternative routes.

#### Policy D6 (Landscape)

Development will not be acceptable unless it avoids: 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; disturbance, loss or damage to important recreation, wildlife or woodland resources or to the physical links between them; 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 H1 (Residential Areas)

Applies to new residential areas and states various criteria, including presuming against over development, protection for valued open space.

#### Policy H3 (Density)

An appropriate density of development is sought on all housing allocations and on developments of over one hectare must meet a minimum density of 30 dwellings per hectare, have consideration of the site's characteristics and those of the surrounding area, create an attractive residential environment and safeguard living conditions within the development.

#### 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, reflecting the accommodation requirements of specific groups, in particular families and older people. This mix is in addition to affordable housing contributions.

#### Policy H5 (Affordable Housing)

Housing developments of 5 or more units are required to contribute no less than 25% of the total units as affordable housing.

#### Policy H7 (Gypsy and Traveller Requirements for New Residential Development)

Grandhome is required to make an on-site contribution to the provision of a site for gypsies and travellers. The contribution will be for a small site of 6 pitches with a net area of approximately 0.5 hectares.

#### Policy H8 (Housing and Aberdeen Airport)

#### Policy CF2 (New Community Facilities)

In significant new developments where a likely need is identified, sites shall be reserved for new community facilities.

#### Policy RT5 (New Development Serving New Development Areas)

Masterplans for sites allocated for major greenfield residential development should allocate land for retail and related uses at an appropriate scale to serve the convenience shopping needs of the expanded local community. Sites should be provided in accessible locations. Masterplans should indicate the delivery mechanism and timescale for the provision of retail uses.

Proposals for retail development that serves a wider catchment area will be subject to a sequential test and retail impact assessment in accordance with Policy RT1 – Sequential Approach and Retail Impact. Approval for large convenience shops a condition may be imposed to restrict the proportion of non-convenience retail floorspace.

#### Policy NE1 (Green Space Network)

States that The City Council will protect, promote and enhance the wildlife, recreational, landscape and access value of the Green Space Network. Proposals for development that are likely to destroy or erode the character or function of the Green Space Network will not be permitted. Development which has any impact on existing wildlife habitats, or connections between them, or other features of value to natural heritage, open space, landscape and recreation must be mitigated through enhancement of Green Space Network.

#### Policy NE4 (Open Space Provision in New Development)

The City Council will require the provision of at least 2.8 hectares per 1000 people of meaningful and useful public open space in new residential development. Communal or public open space should be provided in all residential developments, including those on brownfield sites.

#### 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, including ancient and semi-natural woodland which is irreplaceable.

#### Policy NE6 (Flooding and Drainage)

Development will not be permitted if it increases the risk of flooding or would be at risk of flooding. A flood risk assessment would be required where buildings may be at risk.

Where more than 10 homes or greater than 100m<sup>2</sup> floorspace is proposed, the developer will be required to submit a Drainage Impact Assessment. Surface water drainage associated with development must: be the most appropriate available in terms of SUDS; and avoid flooding and pollution both during and after construction.

#### Policy NE8 (Natural Heritage)

Taking into account mitigation measures, development that has an adverse impact on protected species or a designated area, will only be permitted where it satisfies relevant criteria in Scottish Planning Policy (SPP). There are a number of requirements for all developments, including:

1. Applicants should submit supporting evidence for any development that may have an adverse effect on a protected species demonstrating both the need for the development and that a full range of possible alternative courses of action has been properly examined and none found to acceptably meet the need identified.
2. An ecological assessment will be required for a development proposal on or likely to affect a nearby designated site or where there is evidence to suggest that a habitat or species of importance (including those identified in the UK and Local Biodiversity Action Plans) exists on the site.
4. Natural heritage beyond the confines of designated sites should be protected and enhanced.
5. Where feasible, steps to prevent further fragmentation or isolation of habitats must be sought and opportunities to restore links which have been broken will be taken.
6. Measures will be taken, in proportion to the opportunities available, to enhance biodiversity through the creation and restoration of habitats and, where possible, incorporating existing habitats.
7. There will be a presumption against excessive engineering and culverting; natural treatments of floodplains and other water storage features will be preferred wherever possible; there will be a requirement to restore existing culverted or canalised water bodies where this is possible; and the inclusion of SUDS. Natural buffer strips will be created for the protection and enhancement of water bodies, including lochs, ponds, wetlands, rivers, tributaries, estuaries and the sea. Supplementary Guidance will be developed on buffer strips.

#### Policy NE9 (Access and Informal Recreation)

New development should not compromise the integrity of existing or potential recreational opportunities including access rights, core paths, other paths and rights of way. Wherever appropriate, developments should include new or improved provision for public access, permeability and/or links to green space for recreation and active travel.

#### Policy NE10 (Air Quality)

Planning applications for development which has the potential to have a detrimental impact on air quality will not be permitted unless measures to mitigate the impact of air pollutants are proposed and can be agreed with the Planning Authority. Such planning applications should be accompanied by an assessment of the likely impact of development on air quality and any mitigation measures proposed (see Air Quality Supplementary Guidance).

#### Policy R2 (Degraded and Contaminated Land)

The City Council will require that all land that is degraded or contaminated, including visually, is either restored, reclaimed or remediated to a level suitable for its proposed use. This may involve undertaking site investigations and risk assessments to identify any actual or possible significant risk to public health or safety, or to the environment, including possible pollution of the water environment, that could arise from the proposals. Where there is potential for pollution of the water environment the City Council will liaise with SEPA.

#### Policy R6 (Waste Management requirements for new development)

Housing developments should have sufficient space for the storage of waste.

#### Policy R7 (Low and Zero Carbon Buildings)

States that all new buildings, in order to meet with 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 (SG)**

The following supplementary guidance (SG) documents are of relevance to the assessment of this application:

- Grandhome Development Framework
- Affordable Housing
- Air Quality
- Gypsy and Traveller Sites
- LZC Buildings
- Infrastructure and Developer Contributions Manual
- Transport and Accessibility
- Trees and Woodlands

### **Other Relevant Material Considerations**

The Grandhome Development Framework, noted above, sets out the key aspirations and principles specific to the development of this area, and that the development framework was adopted by the Aberdeen City Council as SG to the Aberdeen LDP, giving the document the same status in the decision making process as the policies contained within the plan.



## **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.

### **Principle of Development**

The site is identified in the LDP as OP12 and under Policy LR1 as land released for housing. The housing allocation on the application site is split between 2600 homes in phase 1 (2007 – 2016) and 2100 in phase 2 (2017 – 2023). The SDP states that in exceptional circumstances planning permission may need to be granted on phase 2 sites, including Grandhome. At Grandhome the scale of infrastructure investment means that planning permission in principle is required for the phases 1 and 2, in order to secure funding. The applicant's provided a statement of justification on this basis and it is accepted that exceptional circumstances exist so that the proposal complies with the development plan in this regard.

Sufficient justification has been provided by the applicant for the need to include phase 2 (2017 – 2023) land within the application, and it is further noted that due to the size of the site, it is not possible for more than 2,600 homes would be provided prior to 2017. The proposal is considered to comply with the development plan in this regard.

The employment land element is across phases 1 and 2 and the proposal therefore complies with the land release policy in this respect.

### **Mixed Use Communities**

The proposal includes 5ha of employment land and this is defined in the Development Schedule in the planning statement as Class 4 offices. Conditions attached to any permission granted would require the submission of a phasing plan showing the timing of the delivery of this area of the site. The proposal complies with Policy LR2 (Delivery of Mixed Use Communities).

### **Housing**

The Grandhome Development Framework (GDF) sets out the principles of a development emphasising the importance of place-making and promotes the design of walkable neighbourhoods, with a range of house types. The framework indicates a range of densities and house types across the site, and has been adopted. Conditions attached to this PPI application would mean that Matters Specified in Conditions (MSC) applications would be required showing the detailed designs for the layout, type and design of each phase, with detailed masterplans, that would be adopted as Supplementary Guidance and guide the development. With the attachment of these conditions it can be ensured that the proposal does not constitute over development, is acceptable in terms of the level of amenity provided for future residents, as well as the residents of existing houses on the site. The proposal complies, therefore, in principle with Policy H1, H4, D1 and D2.

In terms of density, the proposal ties in with the number of houses allocated in the LDP's phases one and two. The development framework states that density across the site will achieve the 30 dwellings per hectare and table 5.6 in the EIA Main Report shows an assumed housing mix and phasing, achieving the total number of dwellings across the application site. The layouts within each development phase, will be subject to masterplanning and MSC applications. It is considered that the proposal complies in principle with Policy H3 (Density).

Affordable Housing – Policy H5 seeks a minimum of 25% of any development of 5 or more new residential units to be provided as affordable housing. In this instance, based on 4,700 units this would equate to 1,175 units. The provision of a Gypsy Traveller site of a prescribed size would contribute towards this total affordable housing requirement. Housing would expect a range of options to be considered for inclusion in a Section 75 legal agreement, the use of which would ensure that any obligation would transfer with the land should its ownership change. Final arrangements for affordable housing delivery will be arrived at through discussions with housing officers, with due regard for the phasing of the development, and it is noted that there is an expectation of on-site delivery in a development of this scale. The terms of any section 75 agreement need to ensure flexibility to allow for a range of affordable housing delivery options to be available.

Gypsy Traveller Site – The development framework shows the provision of a halting site within the area of the application indicated as being delivered as phase 3 of the development and the provision of the site would be included in the Section 75 agreement, as well as the details being the subject of condition. The proposal complies with Policy H7.

## **EIA**

Environmental Impact Assessment (EIA) is a means of drawing together, in a systematic way, an assessment of the likely significant environmental effects arising from a proposed development. The proposed development is of a type listed in Schedule 2 to the 2011 EIA Regulations and, based on consideration of its likely effect on the environment, by virtue of factors such as its size, nature and location, the planning authority has adopted a formal opinion that EIA is required. In such cases, applications for planning permission must be accompanied by an Environmental Statement (ES) detailing, amongst other specified matters, a description of the aspects of the environment likely to be significantly affected by the development, including, population, fauna, flora, soil, water, air etc, and also by a 'non-technical summary' of the Environmental Statement.

The non-technical summary provided in connection with this application for Planning Permission in Principle describes the following mitigation proposals in relation to effects predicted:

- Air quality:
  - predicted effects are dust from construction phase – mitigation would be the implementation of measures to control of dust as part of the Construction Environmental Management Plan (CEMP) that would be conditioned.

- Fine particles from traffic emissions would exceed the annual mean Air Quality objective – mitigation would be by encouraging sustainable travel choice by those using the development. Conditions relating to travel plans, detailed layout plans of the pedestrian and cycle network and a bus transport strategy.
- Climate Change:
  - Carbon dioxide emissions due to the physical development on the site – mitigated to some extent by high performance building fabric, on-site generation of heat and power, supplemented as necessary by renewable micro-generation technology all in accordance with existing and incoming building regulations. The measures outlined above in respect of air quality would also apply here.
- Cultural Heritage:
  - Archaeology – mitigation by archaeological work requiring trial trenching and a watching brief, this would be the subject of condition.
  - The development, due to its obvious impact within the landscape would impact to a varying but minor degree upon the setting of six scheduled monuments and listed buildings within the surrounding area.
- Ecology
  - Masterplans and drainage strategy would be designed to sustain Grandhome Moss – subject of condition.
  - Reduction in habitat for red list birds, hunting territory for owls, foraging habitat and roosting sites within buildings for bats, as well as introduction of lighting across site.
  - Badgers setts all retained except one subsidiary sett and loss of habitat – mitigation in the form of badger protection plan to allow badgers to adjust as development continued in phases.
  - Loss of woodland habitat for squirrels
  - Mitigation for wildlife in general through best practice during construction, this would be subject of condition; and, creation of significant new habitats, such as 21 hectares of meadow / copse, 11 hectares of parkland and 9 hectares of woodland. Detailed to be provided through MSC applications.
- Flood risk and drainage:
  - The PPIp site is outwith the flood plain of the River Don. Detailed flood risk assessments would be undertaken for each phase to ensure that dwellings are set back adequately from watercourses. There are three minor watercourses within the PPIp site.
  - Surface water drainage details would be the subject of MSC applications.
  - Foul drainage strategy has been developed in consultation with Scottish Water with new gravity foul sewers to serve the development, connecting to a pumping station, which will discharge to a new gravity sewer flowing to Persely Waste Water Treatment Works (WWTW).
- Geo-Environment
  - Risks are exposure to contaminated land and radon gas, especially in the Upper Bonnyside area – mitigation would be in the form of

site investigations, gas protection measures for new properties especially at Upper Bonnyside, protection measures across the whole site, specification of resilient construction materials; and pollution prevention during construction.

- Landscape and Views
  - Impact during construction; and, major impact on views for those living nearby, in the built up area to the east and south of the river – mitigation would be in the form of landscaping. In the long term the planting and green space provided would deliver benefits. Landscaping, planting and layout and provision of open space would be the subject of MSC applications as a result of conditions on the permission.
- Noise and Vibration
  - Future residents in areas close to Parkway, Whitestripes Avenue and Laurel Drive would be adversely affected by noise - mitigation would be in the form of double glazing on the relevant building facades. This would be detailed in MSC applications as a result of conditions on the permission requiring updated noise surveys and mitigation measures.
  - Construction traffic would create noise and an informative attached to the applications would suggest hours of construction.
  - Increases noise levels from traffic following development would occur on Whitestripes Avenue and Whitestripes Road, however, these were found to be of negligible long – term significance.
- Socio – Economics
  - In terms of education and healthcare needs the application area would self-sufficient in terms of providing for the needs of new residents. This mitigation would be dealt with as part of the legal agreement.
- Transport
  - Impacts of construction traffic – mitigation through CEMP, including designated HGV routes. Roadworks would be phased to minimise disruption.
  - The street layout would facilitate bus access and prioritise Pedestrian and cycle routes. Details of these would be the subject of MSC applications.
  - An extension to the core paths network, new signalised junction at Danestone on A90 would facilitate access and indications are that bus services would be extended.
  - There would be a number of works to local roads around the site, to mitigate adverse impacts on congestion. These are detailed further below and would be the subject of conditions to control timing in relation to occupation of housing and legal agreement in relation to contributions.
- Waste
  - An assessment has been made of the likely amount of waste and effect on recycling and landfill.
  - The level of waste generation is not predicted to exceed the capacity of the management regime.

- Adequate bin storage areas and recycling facilities would be the subject of MSC applications.

### **Noise**

Areas of the site may be impacted by noise from the airport, in addition to traffic noise as outlined above. With the attachment of conditions requiring noise assessments to take place and measures be identified in order to provide mitigation, it is considered that the proposal would result in an adequate level of residential amenity being provided in this respect and would comply with Policy H8 in the LDP.

### **Green Space Network / Landscape**

There are areas of the site zoned under Policy NE1 as green space network. These are principally along the western site boundary, alongside Whitestripes Road. The supporting information for the application contains site plans from the development framework. These show the areas of green space network as being largely retained, and enhanced with additional green links across the site. The detailed layout of green spaces would be the subject of MSC applications. The proposal complies with Policy NE1.

In terms of landscaping, this matter is included within the EIA as well as analysis being contained within the adopted development framework. The PPIp application reflects the GDF plans and detailed design would be submitted as part of both the masterplans and MSC applications for the phases. Given that the site is allocated for residential development, and that it currently consists of green fields, with areas of woodland and other natural features, it is clear that significant change in the landscape will take place. However, as noted above, the landscape strategy within the GDF would result in planting and the creation of natural that would help mitigate the impact of the development. The proposal would not be contrary to Policy D6.

### **Vehicular Access**

Vehicular access would be taken from Whitestripes Avenue, to the east of the site and also from Whitestripes Road – the road that runs north east – south west across the application site. Following the ‘de-trunking’ of the Parkway, access would be taken from the Parkway. Plans reflecting the GDF also indicate that pedestrian crossings would be provided at various points along the roads bounding the site.

The table below, shows the timing of works to the local road network and indicates how these would be delivered (either by direct works (D), or by developer contributions (C). The existing roundabout at the junction of the Parkway and Whitestripes Avenue, is known as the Buckie Farm roundabout.

## Summary of Infrastructure Thresholds

<b><u>Inception up to 500 Households</u></b> Provision of access junctions onto Whitestripes Avenue and signalised pedestrian/cycle crossings (D)
<b><u>From 500 Households</u></b> Minor flaring of Parkway East approach at existing Buckie Farm roundabout (D) Provision of new Parkway signalised junction (D)
<b><u>From About 1250 Households</u></b> Funding of signalisation of Balgownie Road junction (C) Funding of replacement signalised junction at Buckie Farm (C)
<b><u>From About 2500 Households</u></b> Dualling of Parkway between new access junction and upgraded Buckie Farm junction (C) Signalisation of Whitestripes Road junction with Whitestripes Avenue (C) Progressive upgrading of Whitestripes Road through the development site (including provision of additional site access junctions) (D) Contribution towards signalisation of Scotstown Road junction (C)
<b><u>From About 3500 Households</u></b> Signalisation of Laurel Drive junction with the Parkway (D) Implementation of recommendations arising from Whitestripes Road Route Investigation Study

In addition, conditions would be attached to any permission granted limiting the number of units that can be occupied prior to the expected opening of the Third Don Crossing. Transport Scotland have also required there to be attached a condition limiting the development to 500 units, prior to the opening of the Aberdeen Western Peripheral Route (AWPR) and that there be no junction onto the A90 Parkway whilst it remains a trunk road.

The proposals for works to the surrounding road network are the result of extensive modelling and discussions with the Roads Projects Team. With conditions and legal agreement in place to secure the delivery of these works to the local road network, as well as other works to the wider network, to be undertaken, it is considered that the traffic impact of the proposed development on the PPIP site over the expected 20 – 25 years of development will be mitigated.

### **Strategic Transport Fund (STF)**

The applicant has indicated a willingness to make the full contribution to the STF, in accordance with the established methodology.

The local road works, payment of the STF, the layout of the development and attached of conditions requiring travel plans would together manage the transport impact of the development and ensure compliance with Policy T2.

### **Travel Plans**

A condition would be attached to any permission, requiring submission of an appropriate travel plan, encouraging more sustainable means of travel. The conditions require a Residential Travel Plan and an employment Travel Plan, and

note that no occupation of the site should occur until these have been agreed. An appropriately worded condition can secure provision of such travel plans through the formal process for approval in relation to matters specified in conditions.

### **Relationship with Grandhome Development Framework**

The application proposal contains little additional detail over and above proposals that reflect the GDF, the application therefore complies with the adopted GDF. Conditions would be attached requiring MSC applications to be submitted and these will be assessed against both the GDF and detailed masterplans for the site.

### **Retail and town centre uses**

The submitted documents indicate a range of retail and other town centre uses that would be located largely within the town centre, but also within the neighbourhood areas. The submitted planning statement contains (in Table 2 on page 18) an indicative development schedule, including a range of types of retail use (Class 1), financial and professional services (Class 2), food and drink (Class 3), hotels (Class 7) and assembly and leisure (class 11). The total indicative floorspace for these uses is approximately 35,000m<sup>2</sup> with the majority being within the proposed town centre and approximately 20,000m<sup>2</sup> retail (Class 1) floorspace being within the town centre. These figures are identified as being indicative. The GDF indicates that around 25,000m<sup>2</sup> of town centre uses would be located on the site, mainly in the town centre. The creation of a vibrant town centre, containing a mix of uses for the use of the local community is to be welcomed, including in terms of potentially helping reduce the need to travel and also in terms of place-making. The proposal broadly complies with Policy RT5 as it provides for retail and related uses. In order to establish the appropriate scale of these uses a retail impact assessment would be required for the phase including the town centre. This would inform the scale of floorspace to be provided, particularly for retail uses, as well as assess the potential for impact on the nearest existing centres, in particular those at Danestone and Middleton Park. It is considered that with the attachment of a condition requiring such an assessment as part of the phase of the development that would include the town centre, or where units comprising single floorspace of more than 2500m<sup>2</sup>. The precise level of retail floorspace would be guided by the RIA.

With the attachment of a condition as described above, it is considered that the proposal would comply with both Policy RT1 and RT5.

### **Airport Safeguarding**

Discussions are taking place with NATS in a spirit of constructive co-operation and in order to resolve the objection on the basis of insufficient information and a verbal update will be provided at Committee. In the event that the objection is maintained, and Committee resolve to approve the application, it would require to be notified to the Scottish Ministers, AIA and the Civil Aviation Authority as specified in the Safeguarding of Aerodromes Direction 2003.

### **Infrastructure**

The applicant's agent and representative have confirmed broad agreement to the contributions outlined in the report from the Developer Contributions Team. These consist of both financial contributions and provision of land. As such the proposal complies with Policy I1 and T2, as well as the SG on Infrastructure and Developer Contributions.

In conclusion, the proposal complies with the Land Release Policy as the particular circumstances, in terms of investment in infrastructure, justify the granting of planning permission. The matters raised by objectors have been dealt with above, and it is considered that the various conditions, including controlling occupation of the development dependent upon works to the local roads network, as well as the payment of developer contributions to ensure the provision of schools, would satisfactorily mitigate the impact of the development. The details of each phase of the development will be dealt with by the separate applications for Matters Specified in Conditions, with further opportunity for stakeholders to comment on the details. The proposal complies with policies with the Aberdeen Local Plan relating to Delivering Infrastructure, Transport and Accessibility, Promoting High Quality Design, Meeting Housing and Community Needs, Supporting Retail Centres, Protecting and Enhancing the Natural Environment and Using Resources Sustainably, complies with policy in the Strategic Development Plan

**RECOMMENDATION: Willingness to approve conditionally, but to withhold the issue of the consent document until the applicant has entered into a legal agreement with the Council to address the following matters:**

- 1. The provision of 25% affordable housing in accordance with the Development Framework and includes a range of delivery options, including on-site provision and a gypsy traveller halting site.**
- 2. Developer contributions towards primary education provision (2 three stream schools) and a new secondary school plus serviced land for the foregoing**
- 3. Developer contributions towards community facilities, library, sports provision, playing fields & healthcare;**
- 4. Developer contributions towards the Strategic Transport Fund; and**
- 5. Developer contributions towards mitigation on local roads network.**

#### **REASONS FOR RECOMMENDATION**

The proposal complies with the Land Release Policy as the particular circumstances in terms of investment in infrastructure, justify the granting of planning permission. The matters raised by objectors have been dealt with above, and it is considered that the various conditions, including controlling occupation of the development dependent upon works to the local roads network, as well as the payment of developer contributions to ensure the provision of schools, would satisfactorily mitigate the impact of the development. The details of each phase of the development will be dealt with by the separate applications for Matters Specified in Conditions, with further opportunity for stakeholders to comment on the details. The proposal complies with policies with the Aberdeen Local Plan relating to Delivering Infrastructure, Transport and Accessibility, Promoting High Quality Design, Meeting Housing and Community Needs,



Supporting Retail Centres, Protecting and Enhancing the Natural Environment and Using Resources Sustainably, complies with policy in the Strategic Development Plan in relation to Sustainable Mixed Communities and Accessibility, and to Scottish Planning Policy.

**Conditions:**

1. Notwithstanding the provisions of Section 59 of the Town and Country Planning (Scotland) Act 1997, and unless otherwise agreed in writing by the Planning Authority, application for approval of all Matters Specified in Conditions (MSC) within each respective phase of development shall be made to the Planning Authority within 4 years of the date of this planning permission, or within 3 years of the date of the final approval of the MSC in the preceding phase of development, as identified in the phasing plan to be submitted to and approved by the Planning Authority in accordance with Condition 4 of this permission, whichever is the later.
2. That the development hereby granted shall be begun before the expiration of two years from the final approval of the matters specified in conditions for the respective phase or, in the case of approval on different dates, the final approval of the last such matters to be approved.
3. No development in connection with each respective phase of the planning permission hereby approved shall take place until full details of the siting, design, external appearance and landscaping within the relevant phase of the development and the means of access serving the relevant phase of development (hereinafter referred to as the "MSC") have been submitted to and approved in writing by the Planning Authority. The development shall then be implemented in complete accordance with the approved details. Depending on the phase, the MSC shall include:
  - a) A detailed levels survey of the site and cross sections showing proposed finished ground and floor levels relative to existing ground levels and a fixed datum point within the relevant phase of development;
  - b) A detailed Drainage Plan for the relevant phase of development, including full details of the proposed means of disposal of surface water from the relevant phase of development, including how surface water run-off shall be addressed during construction, as well as incorporating the principles of pollution prevention and mitigation measures. The final location of SUDs, including ponds, should be appropriately positioned in accordance with an agreed flood risk assessment;
  - c) Full details of the connection to the existing Scottish Water foul water drainage network for the relevant phase of development;
  - d) Details of all cut and fill operations in the relevant phase of the development;
  - e) The details of all roads, footpaths and cycleways throughout the relevant phase of the development, including the progressive upgrading of Whitestripes Road where the development fronts and accesses that road;

- f) Details of any screen walls/fencing to be provided within the relevant phase of the development;
  - g) Details of all landscaping, planting and screening associated with the relevant phase of the development;
  - h) Full details of the layout, siting, design and finish of all residential properties, including the gypsy traveller site, throughout the relevant phase of development;
  - i) Full details of the layout, siting, design and finish of all non-residential properties throughout the relevant phase of development. This shall include but is not limited to; community facilities, health centre, schools, commercial premises, energy centres, pumping stations, and water treatment works;
  - j) Full details of all waste/recycling collection points, for residential and non-residential properties;
4. Concurrently with the submission of the first application for the approval of MSC, plans shall be submitted to the Planning Authority for approval showing the proposed phasing of the development. Following approval of the phasing scheme the development shall be implemented in accordance with the approved scheme, unless otherwise agreed in writing by the Planning Authority.
5. The landscaping details to be submitted pursuant to Condition 3 above shall include:
- a) Existing and proposed finished ground levels relative to a fixed datum point;
  - b) Existing landscape features and vegetation to be retained;
  - c) Existing and proposed services including cables, pipelines and substations;
  - d) The location of new trees, shrubs, hedges, grassed areas and water features;
  - e) A schedule of plants to comprise species, plant sizes and proposed numbers and density;
  - f) The location, design and materials of all hard landscaping works including walls, fences, gates, street furniture and play equipment;
  - g) An indication of existing trees, shrubs and hedges to be removed;
  - h) A Biodiversity Action Plan;
  - i) A Management Plan detailing appropriate management measures for all watercourse buffer strips;

- j) A programme for the completion and subsequent maintenance of the proposed landscaping.

All soft and hard landscaping proposals shall be carried out in accordance with the approved scheme and shall be completed during the planting season immediately following the commencement of each respective phase of the development or such other date as may be agreed in writing with the Planning Authority. Any planting which, within a period of 5 years from the completion of each phase of the development, in the opinion of the Planning Authority is dying, being severely damaged or becoming seriously diseased, shall be replaced by plants of similar size and species to those originally required to be planted.

- 6. The details to be submitted pursuant to Condition 3 for each respective phase of the development shall show the proposed means of disposal of foul and surface water from the relevant phase of the development within the form of a Sustainable Urban Drainage System and include a development impact assessment and detailed design and methodology statement. Unless otherwise agreed in writing by the Planning Authority, in consultation with SEPA, the development shall connect to the public sewer and the relevant phase of the development shall not be occupied unless the agreed drainage system has been provided in its entirety and maintained thereafter throughout the lifetime of the consent in accordance with the approved maintenance scheme. The details required shall also include details of the future long term maintenance of the system covering matters such as:
  - a) Inspection regime relating to matters such as offlets/inlets;
  - b) Frequency and method of cleaning of filter trenches, removal of silt etc.;
  - c) Grass cutting (and weeding) regime for swales;
  - d) Means of access for future maintenance;
  - e) How to ensure that planting will not be undertaken over perforated pipes;
  - f) Details of the contact parties for future factoring/maintenance of the scheme;
- 7. Prior to the commencement of any phase of development, as identified in the approved phasing plan required by condition 4, for each respective phase full details of the proposed street design for each block, which shall contain, but not be limited to, a parking strategy, road junctions and visibility splays, gradients, level details, finishing/surfacing materials and crossing points, shall be provided for the further written approval of the Planning Authority in consultation with Roads Development.
- 8. That no development within the phase that includes the 'town centre' (including the 2500m<sup>2</sup> unit of retail floorspace indicated in the approved Grandhome Development Framework) shall take place unless there has been submitted to and approved in writing by, the planning authority Retail

Impact Assessment (RIA) for the Town Centre The RIA shall assess the proposed scale and mix of town centre uses (Class 1, 2, 3, 7 and 11) and any impact on nearby town, district and neighbourhood centres and the city centre, together with an assessment of the scale and mix of town centre uses that are required to meet the retail and leisure needs of Grandhome residents and adjacent residential communities. The Assessment should also demonstrate how town centre uses should be phased to ensure the vitality and vibrancy of the Town Centre. No more than 25,000sqm retail floorspace shall be accommodated within the Town Centre unless supported by the conclusions of the Retail Impact Assessment – in order to ensure that the level of retail floorspace is appropriate to the size of settlement at all times.

9. Prior to the occupancy of each block, parking spaces, surfaced in hard standing materials shall be provided within the site in accordance with the agreed parking strategy as outlined in the approved Street Engineering Review (SER) in accordance with the Council's Car Parking Standards.
10. That no development shall commence until such time as a public transport strategy, including proposals for the provision of either new or extended bus services linking the development with the existing public transport network, and details of the phased implementation of the strategy, have been submitted to and approved by the Planning Authority. No dwellinghouse shall then be occupied until the details submitted have been approved by the Planning Authority and shall thereafter be implemented in full in accordance with such a scheme – in the interests of encouraging the use of public transport.
11. Prior to occupation of any development, and unless otherwise agreed in writing by the Planning Authority, the access junction onto Whitestripes Avenue and signalised pedestrian/cycle crossing will have been constructed.
12. Prior to commencement of the development, details of the frontage treatment along the trunk road boundary shall be submitted for the approval of the Planning Authority, after consultation with Transport Scotland – to minimise the risk of pedestrians and animals gaining uncontrolled access to the trunk road with the consequential risk of accidents.
13. No residential units shall be occupied prior to November 2015 - To coincide with the opening of the Third Don Crossing
14. The proposed development shall be limited to Phase 1, comprising 500 residential units and ancillary uses, for the period prior to the Aberdeen Western Peripheral Route being open to traffic, and the consequent removal of trunk road status for the A90 Parkway – to restrict the scale of the development in order to minimise the interference with the safety and free flow of traffic on the trunk road.

15. For the period whilst it remains a trunk road, there shall be no means of direct access to the A90 Parkway for either vehicles or pedestrians – to ensure that the movement of traffic and pedestrians is confined to the permitted means of access thereby lessening the danger to and interference with the free flow of traffic on the trunk road.
16. Unless otherwise agreed in writing by the Planning Authority, no more than 501 residential units within the development shall be occupied until:
  - (a) a new signalised junction on the Parkway has been constructed; and
  - (b) the modifications to the Buckie Farm Roundabout approach from Whitestripes Avenue.
17. Unless otherwise agreed in writing by the Planning Authority, no more than 3501 residential units within the development shall be occupied until the signalisation of the Laurel Drive junction with the Parkway has been completed.
18. Prior to the commencement of any development or preparatory site works on any phase of the approved development a report of a full site investigation carried out in accordance with BS101075:2011 Investigation of Potentially Contaminated Sites - Code of Practice and 'Model Procedures for the Management of Contaminated Land, CLR 11, Environment Agency, 2004' for that phase shall be submitted to the satisfaction of the Planning Authority.
19. Where it is determined by the site investigation report(s) that remediation of any of the phases is required, no development shall take place in that phase of the development until a satisfactory remedial scheme has been submitted for the consideration and written approval of the Planning Authority in consultation with Environmental Health. Upon the completion of the remedial works for that phase and before the development is occupied a validation report shall be submitted for the approval of the Planning Authority.
20. No development in any particular phase of the development hereby approved shall take place unless a badger survey for that phase has been carried out and submitted to and approved in writing by the Planning Authority. The survey shall identify the location of all setts within the site and its vicinity and shall be undertaken by an experienced badger surveyor. Thereafter no development shall take place within the relevant phase of the development unless detailed mitigation measures to safeguard all existing badger setts located on and in the vicinity of the site have been submitted to and approved in writing by the Planning Authority. These details shall ensure access to fields for foraging and the retention of an adequate foraging area on completion of the development. For the avoidance of doubt there must be a minimum of 30m between any part of the development (including garden ground) and any sett. No development shall take place within the relevant phase unless the mitigation measures which have been agreed in writing by the Planning Authority are carried out in accordance with the agreed scheme – to ensure the protection of badgers.

21. No development in a particular phase of the development hereby approved shall take place unless a bat survey of the phase has been carried out by a licensed bat worker and submitted to and approved in writing by the Planning Authority. Thereafter, no development shall take place within that phase unless detailed mitigation measures to safeguard bats within the phase have been submitted to and approved in writing by the Planning Authority and the agreed mitigation measures have been carried out in their entirety – in the interests of protecting bats.
22. No works shall take place within any phase of development, until the developer has secured the implementation of a programme of archaeological works for that phase in accordance with a written scheme of investigation which has been submitted by the applicant, agreed by the Council Archaeology Service, and approved by the Planning Authority. Thereafter the developer shall ensure that the programme of archaeological works is fully implemented and that all recording and recovery of archaeological resources within the development site is undertaken to the satisfaction of the Planning Authority in agreement with the Council's Archaeology Service.
23. No development in connection with any phase of the development hereby approved shall take place unless a detailed Flood Risk Assessment, adhering to Technical Guidance for Flood Risk Stakeholders, for that phase has been submitted to and approved in writing by the Planning Authority in consultation with SEPA. All work shall be carried out in accordance with the approved Assessment.
24. Prior to the commencement of any works, a scheme detailing levels of sustainable drainage (SUDS) surface water treatment shall be submitted for the written approval of the planning authority, in consultation with SEPA, and all work shall be carried out in accordance with the approved scheme. The scheme shall be developed in accordance with the technical guidance contained in The SUDS Manual (C697) and should incorporate source control. Reason: to ensure adequate protection of the water environment from surface water run-off.
25. All open watercourses on site should remain open and not be culverted unless otherwise agreed in writing by the Planning Authority in consultation with SEPA.
26. No development in connection with any phase of the development hereby approved shall take place unless a Survey identifying any private water supplies in that phase that will be impacted by the development has been submitted to and approved in writing by the Planning Authority in consultation with SEPA. The Survey shall identify measures to protect or replace any identified private water supplies. All work shall be carried out in accordance with the approved Survey.
27. Prior to the commencement of each respective phase of the development, a tree survey shall be carried out identifying existing tree species, an estimation of their height and spread of branches, and with their location

- within the site accurately plotted. Those trees which it is proposed to retain or to fell or remove shall be separately identified.
28. No works on any phase of the development hereby approved shall commence unless a detailed site-specific construction method statement has been submitted to and approved in writing by the Planning Authority. The construction method statement shall include details of the proposed routing of construction traffic. Once agreed, all construction works on the site shall comply with the approved construction method statement.
  29. Prior to the commencement of works on each phase, a site waste management plan shall be submitted for the written approval of the Planning Authority, in consultation with SEPA, and all work shall be carried out in accordance with the approved plan.
  30. Prior to the commencement of development on each phase, a full site specific environmental management plan (EMP) must be submitted for the written approval of the Planning Authority, in consultation with SEPA and any other relevant agency, and all work shall be carried out in accordance with the approved plan. Such a plan shall include a dust management plan, detailing dust mitigation measures and controls, responsibilities and any proposed monitoring regime. The dust management plan shall be in accordance with good practice recommendations within the Institute of Air Quality Management: Guidance on the Assessment of the Impact of Construction on Air Quality and the Determination of their Significance, December 2011 and guidance on Air Quality monitoring in the Vicinity of Demolition and Construction Sites – in the interests of protecting the environment.
  31. Prior to the occupation of any non-residential units, details of the intended initial use class, and any plant and equipment to be installed shall be submitted and approved in writing by the Planning Authority, in consultation with Environmental Health. Details are to include an assessment of noise impact on the nearest residential property and recommendations for mitigation measures. Any measures recommended shall be implemented in full prior to the non-residential units being brought into use – in the interests of residential amenity.
  32. That no commercial / employment or residential element of the development shall be occupied unless there has been submitted to and approved in writing by the Planning Authority, a comprehensive Travel Plan for that part of the development, setting out proposals for reducing dependency on the private car. Each Travel Plan shall identify measures to be implemented, the system of management, monitoring, review and reporting, as well as the duration of the plan.
  33. That no development shall take place within any individual phase unless there has been submitted, to and approved in writing by, the planning authority an MSC application identifying safe routes to schools within the proposed development – in order to promote sustainable and safe travel

34. No development shall take place unless it is carried out in full accordance with a scheme to address any significant risks from 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
  4. verification protocols to demonstrate compliance with the remediation plan
- 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 the remedial works have been carried out in full accordance with the remediation plan, unless the planning authority has given written consent for a variation - reason: to ensure that the site is suitable for use and fit for human occupation.
35. Given the site's location near to the airport, development shall not commence until a Bird Hazard Management Plan for the duration of earth works has been submitted to, and approved in writing by, the planning authority. The Bird Hazard Management Plan must outline the Developer's commitment to managing the risk of attracting birds to the site during excavation activities, and the measures in place for the safe dispersal of birds – in the interests of aircraft safety.
36. In the event that during construction, carnage or scaffolding is required, then their use must be subject to separate consultation with Aberdeen International Airport (AIA). We would like to draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome – in the interests of aircraft safety.
37. The proposed SUDS pond has the potential to attract feral geese and waterfowl, therefore details of the pond's profile and its attenuation times are requested from the applicant. If the pond is to remain dry for the majority of the year and has a rapid drawdown time, it should not be an



- attractant. However, should this not be the case, the scheme must outline the measures in place to avoid endangering the safe operation of aircraft through the attraction of birds – in the interest of aircraft safety.
38. No development shall take place within any individual phase unless there has been submitted to, and agreed in writing with, the planning authority, a survey to identify any private water supplies within that could be impacted by the proposals within the phase in question, and measures identified to protect or replace any supplies. Such measures as so agreed shall be implemented in full prior to the occupation of residential accommodation within the phase – in order to ensure the supply of water to existing dwellings.
  39. That no buildings within any respective phase of the development hereby approved shall be occupied unless a scheme detailing compliance with the Council's 'Low and Zero Carbon Buildings' SG has been submitted to the planning authority via a formal application and subsequently approved by that authority, and any recommended measures specified within the 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 SG.
  40. 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.
  41. 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.
  42. 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.
  43. 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.

**Informative 1.**

Unless otherwise agreed in writing with the Planning Authority, during the construction of any phase of the development, the normal hours of operation for all activity audible at the boundary of the nearest noise sensitive premises shall be between 07:00 to 19:00 hours Monday to Friday; 07:00 to 12:00 hours on Saturday, with no working on Sundays.

**Informative 2**

It is advisable that the developer contact the Council's Waste Aware Team to discuss the appropriate waste storage and uplift arrangements for the residential developments.

**Dr Margaret Bochel**

Head of Planning and Sustainable Development.