

## PLANNING DEVELOPMENT MANAGEMENT COMMITTEE

ABERDEEN, 10 December 2015. Minute of Meeting of the PLANNING DEVELOPMENT MANAGEMENT COMMITTEE. Present:- Councillor Milne, Convener; Councillor Finlayson, Vice Convener; and Councillors Allan (as substitute for Councillor Crockett for articles 4, 7 and 8 only) Boulton, Cooney, Copland (as substitute for Councilor Cormie, Crockett, Dickson (from articles 1 to 11 only), Dunbar (as substitute for Councillor Boulton from articles 1 to 6 only) articles Greig, Jaffrey (for articles 1 to 9 only), Lawrence, MacGregor (as substitute for Councillor Corall) Malik, Jean Morrison MBE, Nicoll, Jennifer Stewart, Thomson and Townson (as substitute for Councillor Sandy Stuart).

**The agenda and reports associated with this minute can be found at:-**

**<http://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=348&MI d=3609&Ver=4>**

**Please note that if any changes are made to this minute at the point of approval, these will be outlined in the subsequent minute and this document will not be retrospectively altered.**

### ORDER OF AGENDA

1. The Convener proposed to take item 3.3 (AECC – Bridge of Don Site) and 3.4 (Home Farm (land at), Scotstown Road (East Woodcroft), Bridge of Don) earlier on the agenda (articles 4 and 5 of this minute refers).

**The Committee resolved:-**  
to concur with the proposal.

### MINUTE OF PLANNING DEVELOPMENT MANAGEMENT COMMITTEE OF 29 OCTOBER 2015

2. The Committee had before it the minute of its previous meeting of 29 October 2015.

**The Committee resolved:-**  
to approve the minute.

### MINUTE OF MEETING OF PLANNING DEVELOPMENT MANAGEMENT COMMITTEE (VISITS) OF 11 NOVEMBER 2015

3. The Committee had before it the minute of meeting of the Planning Development Management Committee (Visits) of 11 November 2015.

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**The Committee resolved:-**  
to approve the minute.

### DECLARATION OF INTEREST

**Councillor Crockett declared an interest in the following item of business by virtue of him being a Board Member of Aberdeen Exhibition and Conference Centre. Councillor Crockett considered that the nature of his interest required him to leave the meeting.**

### AECC – BRIDGE OF DON SITE - 150824

4. The Committee had before it a report by the Head of Planning and Sustainable Development, which provided information relating to an application for planning permission in principle for a development of approximately 498 residential units, commercial and businesses uses, a household waste and recycling centre (HWRC), an enlarged 'Park and Choose' (c.999 spaces).

#### **The report recommended:-**

to approve the application conditionally, with permission to be withheld pending suitable arrangements being in place to facilitate the securing of: affordable housing; and developer obligations relating to primary education, community facilities, sports and recreation, transportation (including travel plan), Strategic Transport Fund, and open space.

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

(1) That no development shall be undertaken in any phase unless a detailed phasing programme outlining the delivery of buildings, open space and roads infrastructure across the entire application site has been submitted to, and approved in writing by the planning authority via a formal 'Matters Specified in Conditions' application - in order to ensure development is progressively accompanied by appropriate associated infrastructure, and to inform the timescale for submission of further applications for 'Matters Specified in Conditions' specified in the planning authority's direction stated in this notice.

(2) No development in connection with each respective phase/block 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/block of development 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, or those

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subsequently approved. Depending on the phase/block, and unless otherwise agreed in writing with the planning authority, the MSC applications 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/block of development;
  - (b) A detailed Drainage Plan for the relevant phase/block of development, including full details of the proposed means of disposal of surface water from the relevant phase/block 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/block of development;
  - (d) Details of all cut and fill operations in the relevant phase/block of the development;
  - (e) The details of all roads, footpaths and cycleways throughout the relevant phase/block of the development;
  - (f) Details of any screen walls/fencing to be provided within the relevant phase/block of the development;
  - (g) Details of all landscaping, planting and screening associated with the relevant phase/block of the development;
  - (h) Full details of the layout, siting, design and finish of all residential properties, throughout the relevant phase/block of development;
  - (i) Full details of the layout, siting, design and finish of all non-residential properties throughout the relevant phase/block of development. This shall include but is not limited to: commercial premises, the Park and Choose, household waste and recycling centre (HWRC), local scale retail units; and,
  - (j) Full details of all waste/recycling collection points, for residential and non-residential properties.
- In order to comply with Section 59 of the Town and Country Planning (Scotland) Act 1997, as amended by the Planning etc. (Scotland) Act 2006.

(3) The landscaping details to be submitted pursuant to Condition 2 above shall include:

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- (a) Existing and proposed finished ground levels relative to a fixed datum point;
- (b) Existing landscape features and vegetation to be retained. Tree survey, including layout plan showing proposed development together existing trees;
- (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 – in the interests of protecting trees and ensuring a satisfactory quality of environment.

(4) That the development shall not be brought into use and no residential units shall be occupied unless there has been implemented on site the works detailed below, in accordance with details submitted to and approved in writing by, the planning authority, unless otherwise agreed in writing with the planning authority. The works are:

- (a) A shared use path alongside the frontage of the proposed site on Ellon Road;
- (b) The repositioning of existing pedestrian crossing facilities on Ellon Road and their upgrading to include toucan crossing facilities (to provide linkage to the northbound bus stop on Ellon Road).
- (c) Provision of dropped kerb crossing facility on Exploration Drive in the vicinity of the pedestrian access junction.
- (d) Upgrading of existing bus stop infrastructure and the provision of dedicated bus layby.
- (e) Provision of bus stops located at internal site on Exhibition Drive.
- (f) Relocating of existing bus stop outside AECC (on Ellon Road) to a layby close to the Park and Choose, timing of this shall coincide with the relocation of the pedestrian crossing;
- (g) Bus stops on the northern section of the upgraded Exhibition Avenue;
- (h) Layout of the footpaths within the site to provide linkage with the existing path leading through to King Roberts Way to the south west of the application site.

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- In the interest of road safety and connectivity.

(5) That no residential units shall be occupied unless there has been submitted, to and approved in writing by the planning authority, details identifying safe routes to schools within the proposed development. This shall include details of measures, including a timetable for implementation, required to help ensure safe travel to school. No residential units shall be occupied unless the works have been implemented on site including the works detailed below, unless otherwise agreed in writing with the planning authority. The works are in relation to providing safer routes to school and include the following:

1. Drop Kerb facilities with tactile paving at North Donside Road/ Broadfold Drive Junction
2. Drop Kerb facilities with tactile paving at North Donside Road/ Gordon Road Junction
3. Tactile pavers should be installed on pedestrian crossing link to Fraserfield Gardens.
4. A crossing point on Scotstown Road to allow safe crossing point from Fraserfield Gardens.

-in the interests of road safety and encouraging walking.

(6) that the existing Park and Ride service shall be retained on site and operational during the construction period on the wider application site, unless otherwise agreed in writing with the planning authority – in the interests of continuity of public transport provision.

(7) No part of the development shall be occupied prior to the Aberdeen Western Peripheral Route being open to traffic, and the consequent removal of trunk road status for the A90 Parkway / Ellon Road. - 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.

(8) No part of the development shall be occupied until a comprehensive Travel Plan for that part of the development that sets out proposals for reducing dependency on the private car has been submitted and approved in writing by the planning authority, after consultation with Transport Scotland, as the Trunk Roads Authority. In particular this Travel Plan shall identify measures to be implemented, the system of management, monitoring, review, reporting and the duration of the plan.- To be consistent with the requirements of Scottish Planning Policy (SPP) and PAN 75 Planning for Transport

(9) That no development shall take place unless there has been submitted to and approved in writing by the Planning Authority, a Framework Travel Plan, setting out proposals for reducing dependency on the private car. – in the interests of reducing travel by private car.

(10) No more than 498 residential dwellings and 2400sq.m. of office space, or other such development combination of equivalent traffic generating uses as demonstrated to

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the satisfaction of the Planning Authority shall be occupied unless the mitigation scheme for the A90(T) Parkway/ Ellon Road roundabout, generally in accordance with AECOM drawing number SKE001 (November 2015) has been implemented unless otherwise agreed in writing with the planning authority- in the interests of road safety.

(11) That no dwellings shall be occupied 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. Thereafter the agreed strategy shall be implemented in full in accordance with such a scheme, unless otherwise agreed in writing with the Planning Authority - in the interests of encouraging the use of public transport.

(12) That no development shall take place unless there has been submitted to and approved in writing by, the planning authority in consultation with SEPA prior to any works on site:

- The hydraulic model is re-run to incorporate an allowance for Climate Change as part of the sensitivity analysis;
- Consideration is made of the flood events which have been documented at the Park and Ride car park on the site, by Aberdeen City Council in their 4<sup>th</sup> and 5<sup>th</sup> Biennial Flood Reports;
- No development will be permissible within the 1 in 200 year flood plain outline. With the present information provided this is defined in Figure 11 of the Flood Risk Assessment for Planning Application in Principle, dated 12 October 2015, by Kaya Consulting Ltd for Goodson Associates;
- In regard to the proposed opening up of a culvert on the site - detailed modelling of the new channel is provided;

- to protect people and property from flood risk in accordance with Scottish Planning Policy.

(13) Prior to commencement of any work in any phase of the development, a detailed scheme for the protection and enhancement of the water environment shall be submitted to, and approved in writing by, the Planning Authority in consultation with SEPA [and SNH or other agencies as appropriate]. This shall include:

Confirmation of the location of all existing water bodies on site and demonstration of how they have been positively incorporated into the layout of the development, including appropriate buffer zones between the top of the bank of the watercourse and the development.

All works on site must be undertaken in accordance with the approved scheme unless otherwise agreed in writing with the Planning Authority in consultation with SEPA.

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- to protect and improve the water environment.

(14) that no development in any individual phase/block shall take place unless a scheme detailing levels of sustainable drainage (SUDS) surface water treatment has been 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.

- to ensure adequate protection of the water environment from surface water run-off.

(15) No development shall take place on site in each independent phase/block pursuant to this planning permission unless a site specific Construction Environmental Method Plan (CEMP) has been submitted to, and approved in writing by, the Planning Authority in consultation with SEPA. All works on site must be undertaken in accordance with the approved CEMP unless otherwise agreed in writing with the Planning Authority.

Reason: In order to minimise the impacts of necessary demolition and construction works on the environment.

(16) The details to be submitted pursuant to Condition 2 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 outlets/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;

- to protect the water environment and help reduce flooding.

(17) Prior to the commencement of any phase of development, as identified in the approved phasing plan required by condition 1, 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, cycleway provision, gradients, level details, finishing/surfacing materials and crossing points, shall be provided for the further written approval of the Planning Authority in consultation with the Roads Authority. The development shall be carried out in complete accordance with such a

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plan and buildings shall not be occupied unless the streets and parking areas for the respective block are complete and available for use - in the interests of road safety.

(18) No development shall take place until an assessment of emissions to air from road traffic associated with the whole development has been submitted to and approved in writing by the planning authority. The assessment shall be undertaken in accordance with a method approved by Council's Environmental Health Service and take into account additional traffic associated with other consented or proposed developments in the area, including the 3<sup>rd</sup> Don Crossing and Aberdeen Western Peripheral Route. Where the development is assessed as having an adverse impact on local air quality mitigation measures shall be specified in the report. The approved mitigation measures shall thereafter be implemented in accordance with a timetable agreed with the planning authority. Reason – in order to mitigate the impact of road traffic associated with the development on local air quality.

(19) 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 in accordance with the Council's Car Parking Standards, unless otherwise agreed in writing with the planning authority - in the interests of road safety.

(20) No development in any particular phase of the development hereby approved shall take place unless surveys for protected species (red squirrel/bats /badgers) for that phase have been carried out and submitted to and approved in writing by the Planning Authority. Thereafter no development shall take place within the relevant phase of the development unless detailed mitigation measures to safeguard any identified protected species have been submitted to and approved in writing by the Planning Authority. 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 protected species.

(21) No development shall take place within any individual block until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority. The programme of archaeological work will include all necessary post-excavation and publications.

(22) that no development within any individual phase/block 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'.



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(23) that no development in any individual phase/block 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.

(24) 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) in any individual phase/block 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.

(25) that there shall be no development involving hard surfaces or buildings within the area of the application site zoned as green belt under Policy NE2 of the adopted Local Development Plan 2012. No development or works shall take unless details have been submitted to and approved in writing by the planning authority – in the interests of the green belt and landscape areas setting of adjacent areas.

(26) That any overlap in operation of the existing AECC and the proposed facility at Rowett North (including event testing) shall be implemented only in accordance with an operational and transportation statement to be agreed in writing with the planning authority – in the interests of ensuring that there is no detrimental impact on the capacity of the road network

### INFORMATIVE 1

For the avoidance of doubt, the term 'phase' within any condition shall refer to the phases as have been approved under the terms of Condition 1 of the planning permission in principle hereby approved.

### INFORMATIVE 2

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 3

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.

### INFORMATIVE 4

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The applicant is advised that should any contamination of the ground be discovered during development the Planning Authority should be notified. The extent and nature of the contamination should be investigated and a suitable scheme for the mitigation of any risks arising from the contamination should be agreed and implemented to the satisfaction of the Planning Authority. This is in order to ensure that the site is suitable for use and fit for human occupation.

### **The Committee resolved:-**

- (i) to approve the recommendation; and
- (ii) to amend condition 2(h) above to read:- “Full details of the layout, siting, design and finish of all residential properties, including the layout and type of affordable housing, throughout the relevant phase / block of development”;

### **HOME FARM (LAND AT), SCOTSTOWN ROAD (EAST WOODCROFT), BRIDGE OF DON - 151034**

5. The Committee had before it a report by the Head of Planning and Sustainable Development, which provided information relating to an application which sought Planning Permission in Principle (PPiP) for a residential development comprising 56 units, along with associated infrastructure and landscaping.

### **The report recommended:-**

a willingness to approve the application subject to conditions and the conclusion of a legal agreement to secure the following;

- 25% affordable housing provision
- Developer contributions in relation to Sports and Recreation, Core Path Network and Open Space, in line with the assessment carried out by the Council’s Developer Obligations team and as specified in Open Space supplementary guidance

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

#### **(1) DETAILED DESIGN**

that no development pursuant to this grant of Planning Permission in Principle shall be commenced unless a details of the following matters have been submitted to and approved by the planning authority via a formal application for MSC -

- (a) details of existing and proposed site levels;
  - (b) details of layout, design and external appearance of buildings and ancillary structures;
  - (c) plot boundary enclosures; and
  - (d) exterior lighting;
- in order to ensure a satisfactory design and layout of the development, in accordance with policies D1 (Architecture and

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Placemaking) and D2 (Design and Amenity) of the ALDP.

### **(2) SURFACE WATER DRAINAGE**

that no development pursuant to this grant of Planning Permission in Principle shall take place unless a scheme of all drainage works designed to meet the requirements of Sustainable Urban Drainage Systems has been submitted to the planning authority and subsequently approved via a formal application for MSC. Thereafter no part of the development shall be occupied unless the drainage has been installed in complete accordance with the said scheme - in order to safeguard water qualities in adjacent watercourses, to ensure that the development can be adequately drained., and in order to ensure that the proposal complies with policy NE6 (Flooding and Drainage) of the Aberdeen Local Development Plan.

### **(3) CAR PARKING**

that no development pursuant to this grant of Planning Permission in Principle shall take place unless a scheme demonstrating appropriate provision for car parking areas has been submitted to the planning authority and subsequently approved via a formal application for MSC. Thereafter no part of the development shall be occupied unless the such parking areas have been constructed, drained, laid-out and demarcated in accordance with the plans so approved. 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, and in order to ensure compliance with the Council's published 'Transport and Accessibility' supplementary guidance.

### **(4) LANDSCAPING**

that all planting, seeding and turfing comprised in the approved scheme of landscaping (Astell Associates drawing ref. EWA-1506-LS), or any other such scheme as may be agreed in writing by the planning authority, 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.

### **(5) TREE PROTECTION MEASURES**

that no development pursuant to this grant of Planning Permission in Principle shall take place unless the tree protection measures outlined in Astell Associates drawing ref. EWA-1506-TP, or any other such scheme as may be approved in writing by the planning authority, has been implemented - in order to ensure adequate protection for the trees on site during the construction of the development.

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### (6) FURTHER TREE WORKS

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.

### (7) ROOT PROTECTION AREAS

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.

### (8) REFUSE STORAGE

that no development pursuant to this grant of Planning Permission in Principle shall take place unless a scheme demonstrating waste management proposals, including arrangements for the segregation, storage, collection and management of residential, commercial and business waste, has been submitted to, and approved in writing by, the planning authority by means of an application for the Approval of Matters Specified in Conditions, - in order to ensure compliance with policy R6 (Waste Management Requirements for New Development) of the Aberdeen Local Development Plan.

### (9) CONSTRUCTION METHOD STATEMENT

that no development pursuant to this grant of Planning Permission in Principle shall take place unless a detailed and site specific construction method statement for the site has been submitted to and approved in writing by the planning authority (in consultation with SEPA) by means of an application for the Approval of Matters Specified in Conditions. The method statement must address the temporary measures proposed to deal with surface water run-off during construction and prior to the operation of the final SUDS. The agreed measures shall be implemented in full for the duration of works on the site - In order to minimise the impacts of construction works on the environment.

### (10) CARBON REDUCTION

that no development pursuant to this grant of Planning Permission in Principle shall take place unless details of a scheme demonstrating compliance with the Council's 'Low and Zero Carbon Buildings' supplementary guidance has been submitted to the planning authority via a formal application for MSC and subsequently approved by that

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authority. Thereafter, no building shall be occupied unless 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'.

### (11) RESIDENTIAL TRAVEL PACKS

that no buildings within the development hereby approved shall be occupied unless Residential Travel Packs, aimed at encouraging more sustainable means of travel and incorporating the details specified in Gronmij Transport Statement 115764/RP/150323 Revision 0 (or any other such scheme as has been agreed in writing by the planning authority) have been provided to initial owners or occupiers.- in order to encourage sustainable means of travel and to ensure compliance with policy D3 (Sustainable and Active Travel) of the ALDP.

### (12) NOISE ASSESSMENT

that no development pursuant to this grant of Planning Permission in Principle shall take place unless a detailed assessment of noise levels within the application site has been submitted to and approved in writing by the planning authority, by means of an application for the Approval of Matters Specified in Conditions. Thereafter, no buildings within the development hereby approved shall be occupied unless any agreed mitigation measures have been implemented in full - in order to ensure that noise levels are appropriately mitigated to provide satisfactory residential amenity.

### (13) JUNCTION IMPLEMENTATION

That, unless otherwise agreed in writing by the planning authority, no building shall be occupied unless both the main access junction from Ashwood Circle and the secondary Emergency Vehicle Access from the B997 (as shown on drawing ref. PR-010-revB or any other such drawing as has been agreed in writing by the planning authority) have been constructed in full and made available for use - in order to ensure that the site can be adequately accessed, in accordance with policy T2 (Managing the Transport Impact of Development).

### (14) FOOTPATH/CYCLE ROUTES

That, unless otherwise agreed in writing by the planning authority, no building shall be occupied footpath/cycleway routes (as shown on drawing ref. PR-010-revB or any other such drawing as has been agreed in writing by the planning authority) have been constructed to adoptable standard and made available for use - in order to ensure that the site can be accessible to pedestrians and cyclists, and to encourage sustainable modes of travel, in accordance with policy D3 (Sustainable and Active Travel) of the ALDP.

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### **The Committee resolved:-**

- (i) to approve the recommendation; and
- (ii) that details of the supplementary guidance on affordable housing be issued to Councillor Jennifer Stewart.

### **ABERDEEN HARBOUR EXPANSION PROJECT, NIGG BAY (CONSULTATION ON HRO AND MARINE LICENCE**

6. The Committee had before it a report by the Head of Planning and Sustainable Development, which provided information on an application which proposed a development to expand and diversify the capabilities of the existing harbour at Aberdeen increasing capacity for larger vessels from a more diverse market than is currently possible whilst maintaining its current operations.

### **The report recommended:-**

That Members are requested to remit the Head of Planning & Sustainable Development to:-

1. Submit a detailed response to Scottish Ministers on the Harbour Revision Order and Marine Licence, confirming support for the proposals subject to the resolution of outstanding issues as detailed in this report in relation to:-
  - *Draft Harbour Revision Order*
  - *Economic Development*
  - *Roads & Transportation*
  - *Historic Environment*
  - *Environmental & Landscape Impact*
2. Engage directly in subsequent negotiation with the Scottish Ministers, the applicant and any other relevant party to achieve such resolution, and in consultation with the Convenors of the Communities Housing and Infrastructure (CHI), Planning Development Management Committees and the Director of CHI, to object if resolution cannot be reached.

### **The Committee resolved:-**

- (i) to approve the recommendation; and
- (ii) that officers clarify the impact additional traffic would have on the rare breed animals/livestock at Doonies Farm and to take appropriate action as necessary, the outcome of which to be included within the response to Scottish Ministers.

### **DECLARATION OF INTEREST**

**Councillor Crockett declared an interest in the following item of business by virtue of him being a Board Member of Aberdeen Exhibition and Conference Centre. Councillor Crockett considered that the nature of his interest required him to leave the meeting.**

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### **AECC – ROWETT RESEARCH INSTITUTE, GREENBURN ROAD, BUCKSBURN – PLANNING PERMISSION IN PRINCIPLE - 150826**

7. The Committee had before it a report by the Head of Planning and Sustainable Development, which provided information in relation to an application which sought planning permission in principle for the demolition of all buildings on the site and the construction of an exhibition and conference centre, with supporting uses.

#### **The report recommended:-**

A willingness to approve, subject to conditions and the registering of a section 75 legal agreement to secure financial contributions towards (i) local road network improvements and (ii) the Strategic Transport Fund.

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

#### **(1) FLOOR SPACE RESTRICTION**

That unless otherwise agreed in writing by the planning the land uses (where relevant as defined in the Town and Country Planning (Use Classes) (Scotland) Order 1997 and any subsequent amending legislation) within the development shall not exceed the following values:-

- Exhibition, conference & concert venue space including ancillary uses – 45,000sqm;
- Class 4 (Business) – 61,515sqm;
- Class 7 (Hotels and Hostels) – 500 guest bed rooms; and
- Class 11 (Assembly and Leisure) – 6,000sqm.

– in order to ensure that the scale of development does not exceed that assessed by the submitted transport assessment and to ensure that the scale of development is commensurate with the transport infrastructure required to mitigate the impact of the development.

#### **(2) WATERCOURSES AND FLOOD RISK**

No development shall take place unless matters specified in conditions application comprising a detailing scheme for the protection and enhancement of the water environment has been submitted to and approved in writing by the planning authority in consultation with SEPA. The scheme shall include full design details of (i) the diversion and realignment of watercourses within the site; (ii) engineering activities in the water environment, including the location and type of any proposed watercourse crossings and culverts; and (iii) hydraulic modelling to support the design details.

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No development shall take place within the 1 in 200 year plus climate change functional flood plain.

Thereafter all works on site must be undertaken in accordance with the approved scheme unless otherwise agreed in writing with the Planning Authority in consultation with SEPA.

Reason – in order to protect and improve the water environment and to protect people and property from flood risk.

### **(3) SURFACE WATER DRAINAGE**

No development within any particular phase or block shall take place unless a matters specified in conditions application comprising a detailed scheme for surface water drainage for that particular phase or block has been submitted to and approved in writing by the planning authority in consultation with SEPA. The scheme shall (i) detail two levels of sustainable drainage (SUDS) treatment (or three levels for industrial hardstanding areas) for all areas roads / hardstanding / car parking and one level of SUDS treatment for roof run-off; (ii) include source control; (iii) shall be developed in accordance with the technical guidance contained in the SUDS Manual (C753); and (iv) shall provide details of bird deterrent measures. Thereafter development shall be implemented in accordance with the agreed scheme.

Reason – in order (i) to ensure adequate protection of the water environment from surface water run-off and (ii) avoid endangering the safe operation of aircraft through the attraction of birds.

### **(4) WASTE WATER CONNECTIONS**

No development within any particular phase or block shall take place unless a matters specified in conditions application comprising a scheme for the connection of buildings to the public waste water system for that particular phase or block has been submitted to and approved in writing by the planning authority. The scheme shall include confirmation from Scottish Water that connections can be made and any necessary upgrades to the public waste water system are in place. Thereafter no building shall be occupied unless connection has been made to the public waste water network in accordance with the approved details.

Reason – in order to ensure that sewage is satisfactorily treated and disposed of.

### **(5) CONTAMINATED LAND**

No development within any particular phase or block shall take place unless a matters specified in conditions application comprising a scheme to deal with any contamination (biological, chemical or radiological) on or within the land forming that particular phase or block has been submitted to and approved in writing by the planning authority. The



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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 include (i) an investigation to determine the nature and extent of contamination; (ii) a site-specific risk assessment; and (iii) a remediation plan to address any significant risks and ensure the site is fit for the use proposed.

In relation to radioactive contamination, it must be ensured that any doses from residual contamination are as low as reasonably achievable and in any case, prior the commencement of development on site, be below a level of 0.3 mSv as specified in the Radioactive Substances (Basic Safety Standards) (Scotland) Direction 2000.

Thereafter no building within the particular phase or block shall be occupied unless for that building (i) 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 (ii) a report specifically relating to the building 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 buildings within the particular phase or block shall not be occupied unless a report has been submitted and approved in writing by the planning authority that verifies the completion of the remedial works for the entire phase or block, unless the planning authority has given written consent for a variation.

Reason – to ensure that issues relating to the presence of radioactive wastes have been addressed, that the site is suitable for its proposed use and to protect human health and the environment during necessary construction works.

### **(6) SUBMISSION OF SITE LEVEL DETAILS**

That no development (including site stripping, service provision or establishment of site compounds) shall take place unless a matters specified in conditions application showing details (including cross sections) of the existing and finished site levels throughout the site and any proposed retaining structures have been submitted to and approved in writing by the planning authority – in order to ensure that the development is satisfactorily integrated into the surrounding area.

### **(7) ARCHAEOLOGICAL WORK SCHEME**

No development (including site stripping, service provision or establishment of site compounds) within any particular phase or block shall take place unless a matters specified in conditions application comprising the implementation of a programme of archaeological works in accordance with a written scheme of investigation has been

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submitted to and agreed by the Aberdeenshire Council Archaeology Service, and approved in writing 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 Aberdeenshire Council Archaeology Service.

Reason – in order to safeguard and record the archaeological and historic features of the area.

### **(8) RECORDING OF FARM BUILDINGS**

No development within any particular phase or block shall take place unless a matters specified in conditions application comprising a building survey of all existing buildings within that particular phase or block has been submitted to and approved in writing by the planning authority. The survey shall comprise a descriptive and photographic record of the building and a plan annotating any features of architectural or historic interest to at least to the standard of a level 2 English Heritage building survey and on completion shall be deposited with the local sites and monuments record.

Reason – in order to ensure that a historic record of buildings on the site is undertaken prior to demolition.

### **(9) OTTER PROTECTION PLAN**

No development within any particular phase or block (including site stripping, service provision or establishment of site compounds) shall take place unless a matters specified in conditions application comprising an otter protection plan has been submitted to and approved in writing by the planning authority. The protection plan must include the measures required to mitigate, compensate and avoiding impacts on otters during development in accordance with Scottish Natural Heritage best practice guidance. Thereafter development shall be undertaken in accordance with the approved plan.

Reason – in order to mitigate any potential impact on European protected species.

### **(10) BAT PROTECTION PLAN**

No development within any particular phase or block (including site stripping, service provision or establishment of site compounds) shall take place unless a matters specified in conditions application comprising a bat protection plan has been submitted to and approved in writing by the planning authority. The protection plan must include the measures required to mitigate, compensate and avoiding impacts on bats during development in accordance with Scottish Natural

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Heritage best practice guidance. Thereafter development shall be undertaken in accordance with the approved plan.

Reason – in order to mitigate any potential impact on European protected species.

### **(11) CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN (CEMP)**

No development (including site stripping, service provision or establishment of site compounds) within any particular phase or block shall take place unless a matters specified in conditions application comprising a site specific construction environmental management plan (CEMP) for that particular phase or block has been submitted to and approved in writing by the planning authority in consultation with SEPA. The CEMP must address (i) surface water management; (ii) watercourse engineering; and (iii) pollution prevention. Thereafter development shall be undertaken in accordance with the approved CEMP.

Reason – in order to minimise the impacts of necessary demolition / construction works on the environment.

### **(12) SITE WASTE MANAGEMENT PLAN**

No development (including site stripping, service provision or establishment of site compounds) within any particular phase or block shall take place unless a matters specified in conditions application comprising a site specific site waste management plan (SWMP) for that particular phase or block has been submitted to and approved in writing by the planning authority in consultation with SEPA. The SWMP must set out how demolition and construction waste associated with the application site shall be minimised, stored, reused and disposed of. Thereafter development shall be undertaken in accordance with the approved SWMP.

Reason: In order to improve materials resource efficiency and ensure the appropriate management and disposal of waste form development sites.

### **(13) DUST MANAGEMENT PLAN**

No development (including site stripping, service provision or establishment of site compounds) within any particular phase or block shall take place unless a matters specified in conditions application comprising a Dust Management Plan for that particular phase or block has been submitted to and approved in writing by the planning authority. The management plan shall specify dust mitigation measures and controls, responsibilities and any proposed monitoring regime. Thereafter development (including demolition) of each phase or block shall be undertaken in accordance with the approved plan.

Reason – in order to control air pollution from dust associated with the construction of the development.

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### **(14) BIRD HAZARD MANAGEMENT PLAN**

No development (including site stripping, service provision or establishment of site compounds) within any particular phase or block shall take place unless a bird hazard management plan for that particular phase or block has been submitted to and approved in writing by the planning authority. The submitted plan shall include details of the management of potential bird attractants which may be attractive to nesting, roosting and "loafing" birds, and the measures in place to implement removal of birds/eggs/nests if deemed necessary. Thereafter the agreed measures shall be implemented in full for the lifetime of the development unless otherwise agreed in writing by the planning authority in consultation with Aberdeen International Airport.

Reason – to avoid endangering the safe movement of aircraft and the operation of Aberdeen International Airport through the attraction of birds.

### **(15) PERWINNES RADAR SAFEGUARDING**

No development within any particular phase or block shall take place, unless there has been submitted to and approved in writing by the planning authority in consultation with the radar operator (NATS (En-route) plc), for that particular phase or block either (i) detailed plans including grid coordinates and spot heights for all corners of the proposed buildings in that individual phase, demonstrating that there would be no detrimental impact upon the operation of the Perwinnes Radar; or (ii) details of a scheme to mitigate any detrimental impact upon the operation of the Perwinnes Radar. Thereafter, development shall take place in complete accordance with such a scheme as so approved unless the planning authority and NATS (En-route) plc have given written consent for a variation.

Reason – in the interests of aircraft safety.

### **(16) GREEN TRAVEL PLAN**

No development within any particular phase or block shall take place unless a matters specified in conditions application comprising a green travel for that particular phase or block has been submitted to and approved in writing by the planning authority. Each Travel Plan shall identify measures to be implemented in order to discourage the use of the private car as well as the duration of the plan, system of management, monitoring, review and reporting and thereafter shall be implemented as approved.

Reason – in order to reduce dependency on the private car for travel.

### **(17) DESIGN AND LAYOUT OF ROADS, PATHS AND BUILDINGS**

No development within any particular phase or block shall take place unless a matters specified in conditions application comprising the detailed layout and design of roads,

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buildings and other structures for that particular phase or block has been submitted to and approved in writing by the planning authority. The application shall comprise –

- i) details of existing and proposed site levels (including cross sections);
- ii) details of the layout and finish of roads, footpaths and cycle paths;
- iii) details of layout, design and external appearance of –
  - buildings and ancillary structures;
  - vehicular and motorcycle parking;
  - short and long term secure cycle parking;
  - storage and collection arrangements for waste and recyclables;
  - boundary enclosures (walls, fences, gates);

Thereafter the development shall be implemented in accordance with the approved details.

Reason – in order to ensure a satisfactory layout and design of the development and ensure provision of a suitable level of parking.

### (18) NOISE MITIGATION SCHEME FOR NEW BUILDINGS

No development within any particular phase or block which includes hotel or office use shall take place unless a matters specified in conditions application comprising a scheme of measures for the protection of hotel and office occupants from road traffic and aircraft noise for that particular phase or block, has been submitted to and approved in writing by the planning authority. Thereafter no hotel or office building shall be occupied unless the mitigation measures relevant to that particular building have been implemented in accordance with the agreed scheme.

Reason – in order to ensure that occupants of buildings with a noise sensitive use are adequately protected from excessive noise levels.

### (19) NOISE MITIGATION SCHEME TO PROTECT EXISTING RESIDENTS

No development within any particular phase or block shall take place unless a detailed noise impact assessment (NIA) examining the likely noise impact on residential properties in the vicinity of the development has been submitted to and approved in writing by the planning authority. The NIA shall be carried out by a suitably qualified independent noise consultant and be undertaken in accordance with Planning Advice Note 1/2011 (Planning and Noise). The scope of the NIA should be agreed with the Council's Environmental Health service prior to it being carried.

Thereafter any uses identified as requiring noise mitigation shall not be brought into use unless any noise attenuation measures identified by the NIA which are required in order to prevent any adverse impacts on the amenity of residents in the surrounding area have been installed.

Reason – in order to ensure that any noise from the premises is adequately mitigated and the amenity of residents and businesses in the area is maintained.

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### (20) LOW AND ZERO CARBON BUILDINGS

No development within any particular phase or block shall take place unless a matters specified in conditions application comprising a scheme detailing compliance with the Council's 'Low and Zero Carbon Buildings' supplementary guidance for the buildings within that particular phase or block has been submitted to and approved in writing by the planning authority. Thereafter, each building shall not be occupied unless the approved measures have been implemented in full and are available for use.

Reason – in order to ensure that the development complies with the 'Low and Zero Carbon Buildings' Supplementary Guidance.

### (21) LANDSCAPING

No development within any particular phase or block shall take place unless a matters specified in conditions application comprising a scheme of hard and soft landscaping covering all areas of public and private open/green space for that particular phase or block has been submitted to and approved in writing by the planning authority. The scheme shall include details of –

- (a) Existing and proposed finished ground levels;
- (b) Existing and proposed services and utilities including cables, pipelines and substations;
- (c) Proposed woodland, tree and shrub numbers, densities, locations, species, sizes and stage of maturity at planting;
- (d) location, design and materials of walls, fences, gates and street furniture;
- (e) arrangements for the management and maintenance of existing and proposed open space, woodland and landscaped areas including watercourse buffer strips;
- (f) proposed hard surface finishing materials; and
- (g) street furniture

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.

Reason – in order to integrate the development into the surrounding landscape, increasing the biodiversity value of the site and creating a suitable environment for future residents.

### (22) PUBLIC ART STRATEGY

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That no phase or block shall be brought into use unless (i) a matters specified in conditions application comprising a scheme of public art for that particular phase or block shall be submitted to and approved in writing by the planning authority; and (ii) the approved scheme of public art has been implemented.

The strategy shall include details of where stone and any features of architectural or historic interest existing within the site are to be used within the finished development.

Reason – in ensure a high quality public realm for the development.

### (23) BUS STOP IMPROVEMENTS / PEDESTRIAN CROSSING

No phase or block shall be occupied unless a matters specified in conditions application comprising a scheme for the improvement of the existing bus stops at the following locations has been submitted to and approved by the planning authority and thereafter the bus stops have been upgraded in accordance with the approved details.

- (a) on the north side of the A96, 80m east of the junction with Greenburn Road;
- (b) on the south side of the A96, opposite the junction with Greenburn Road;
- (c) on the north side of the A96, 100m east of the junction with Dyce Drive; and
- (d) on the west side of Dyce Drive, 145m north of the junction with the A96.

The said scheme should consider the provision of bus shelters, real-time information displays, timetables, lighting, boarding kerbs, and road markings at each bus stop, taking into account the locational characteristics of each stop. A signalised pedestrian crossing must be provided on Dyce Drive to allow pedestrians to cross from bus stop 'd' (identified above) to the application site.

Reason – in order to encourage the use of public transport to the site and ensure the safety of pedestrians.

### (24) EXTERNAL LIGHTING

No development within any particular phase or block shall take place unless a matters specified in conditions application comprising details of the external lighting for that particular phase or block has been submitted to and approved in writing by the planning authority after consultation with Transport Scotland, as the trunk roads authority. Thereafter the external lighting shall be implemented in accordance with the approved details.

Reason – in order to (i) ensure that there will be no distraction or dazzle on the trunk road and that the safe o the traffic on the trunk road will not be diminished and to ensure the safeguarding of Aberdeen International Airport and (ii) mitigate the adverse impact of development traffic on the safe and efficient operation of the trunk road.

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### (25) VEHICULAR ACCESS AND PARKING MANAGEMENT PLAN

No development within any particular phase or block shall take place unless a matters specified in conditions application comprising a vehicular access and parking management plan has been submitted to and approved in writing by the planning authority. The plan shall include details how different modes of transport will access, move through and leave the site, specifically in relation to –

- (a) Access, egress and drop-off points for Gig and Go buses;
- (b) Access, egress and drop-off points for service buses;
- (c) Access, egress and drop-off points for private coaches;
- (d) Access, egress and drop-off points for taxis;
- (e) Access, egress and parking for private cars;
- (f) Bus gates and any other restrictive measures controlling access to the site;
- (g) The sharing of parking facilities between different uses at different times, to ensure maximisation of use of each space and that a 'whole site' managed approach is taken; and
- (h) The routes which different types of traffic would take at different times.

Parking associated with hotel use shall be at a rate of 0.6 spaces per bedroom.

Reason – in order to provide satisfactory access to the site and mitigate the impact of the proposed development on the road network.

### (26) PUBLIC TRANSPORT STRATEGY

No part of the development shall be occupied unless a matters specified in conditions application comprising a public transport strategy for the whole development has been submitted to and approved in writing by the planning authority. The strategy shall include 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. Thereafter the agreed strategy shall be implemented as approved, unless otherwise agreed in writing by the planning authority.

Reason – in the interests of encouraging the use of public transport and reducing reliance on the use of private cars

### (27) PROVISION OF VEHICULAR ACCESS (DYCE DRIVE)

No development shall take unless a matters specified in conditions application comprising detailed design for the proposed access road junction at Dyce Drive, has been submitted to and approved in writing by the planning authority.



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The designs must be supported by traffic modelling, a written rationale for the design options chosen and make reference to the vehicular access and parking management plan. The Dyce Drive junction shall be subject of testing using a TRANSYT model which has been produced for junctions affecting the AWPR. The results of such testing shall be submitted as part of this condition for review.

Thereafter no building shall be occupied unless each of the junctions has been constructed in accordance with the approved details, unless otherwise agreed in writing by the planning authority.

Reason – in order to provide satisfactory access to the site and mitigate the impact of the proposed development on the road network.

### (28) PROVISION OF VEHICULAR ACCESS (WELLHEADS DRIVE)

No development shall take unless matters specified in conditions application comprising detailed design for the proposed access road junction at Dyce Drive, has been submitted to and approved in writing by the planning authority.

The designs must be supported by traffic modelling, a written rationale for the design options chosen and make reference to the vehicular access and parking management plan.

Thereafter no building shall be occupied unless each of the junctions has been constructed in accordance with the approved details, unless otherwise agreed in writing by the planning authority.

Reason – in order to provide satisfactory access to the site and mitigate the impact of the proposed development on the road network.

### (29) PROVISION OF VEHICULAR ACCESS (A96)

No development shall take place unless a matters specified in conditions application comprising detailed design for the proposed A96 access road junctions has been submitted to and approved in writing by the planning authority in consultation with either the ACC acting as roads authority or in the case of the A96 junction still being designated as a trunk road at that time, Transport Scotland. Thereafter no building shall be occupied unless the junctions have been constructed in accordance with the approved details.

Reason – To ensure that the standard of access layout complies with the current standards and that the safety of the traffic on the trunk road is not diminished.

### (30) TRUNK ROAD BOUNDARY TREATMENT

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Prior to commencement of development a barrier / fence of a type to be agreed by the planning authority in consultation with Transport Scotland shall be erected along the boundary of the application site with the A96.

Reason – 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.

### (31) OUTDOOR CATERING RESTRICTION & BINS

(i) No outdoor catering facilities (such as hot food vans, street food vendors or BBQ's) shall be permitted to operate within the site boundary.

(ii) All waste generated by the site shall either be stored internally within buildings or within containers fitted with lids which prevent birds from accessing waste.

Reason – in order to avoid endangering the safe operation of aircraft through the attraction of birds.

### (32) DYCE DRIVE CORRIDOR MITIGATION SCHEME

Unless otherwise agreed with the Planning Authority, in consultation with Transport Scotland, no development beyond the AECC building and attached hotels (350 beds maximum), energy centre and anaerobic digestion plant shall be occupied until such time as the mechanism and programme for the delivery of Aberdeen City Council's Dyce Corridor mitigation package has been agreed by the Planning Authority in consultation with Transport Scotland. Where phased delivery of the infrastructure package is proposed, the programme shall also identify phases of development that shall be permitted to proceed in advance of each stage of the infrastructure package. Unless otherwise agreed in writing by the Planning Authority in consultation with Transport Scotland, development shall only be permitted to proceed in accordance with the agreed phasing plan.

Reason – To ensure that the scale of development is commensurate to the proposed infrastructure improvements and does not adversely affect the safe and efficient operation of the trunk road network.

### (33) AD PLANT – ODOUR CONTROL

No development associated with the anaerobic digestion plant shall take place unless a matters specified in conditions application comprising a scheme for the control of any odours generated by the operation of the plant has been submitted to and approved in writing by the planning authority. Thereafter the plant shall not become operational unless the scheme has been implemented.

Reason – In order to protect residential properties from odour.

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### (34) OPERATION OF EXISTING AND PROPOSED AECC

That any overlap in operation of the existing AECC and the proposed facility at Rowett North (including event testing) shall be implemented only in accordance with an operational and transportation statement to be agreed in writing with the planning authority.

Reason – In the interests of ensuring that there is no detrimental impact on the capacity of the road network.

### INFORMATIVE NOTES

#### DURATION OF PLANNING PERMISSION

That this planning permission in principle shall lapse on the expiration of 2 years from the approval of matters specified in conditions being obtained (or, in the case of approval of different matters on different dates, from the requisite approval for the last such matter being obtained) unless the development to which the permission relates is begun before that expiration.

#### SAFEGUARDING OF NATS PERWINNES RADAR

Developers and applicants are advised that the application site is within the safeguarding zone of Perwinnes Radar Installation, operated by NATS En-Route Ltd. On receipt of an application for matters specified in conditions (MSC) related to this grant of planning permission in principle (PPiP), the planning authority will consult NATS to determine if proposed buildings and structures would have an adverse impact upon the operation of the radar installation and if mitigation to any impact is possible. If an unacceptable impact and a viable mitigation is identified, the developer will be expected to agree with NATS a mitigation package prior to determination of an application.

The planning authority strongly suggests that prior to submission of an application, early dialogue with NATS is undertaken to find a solution to any impact a development may have on the radar. NATS provide a technical consultancy service to developers wishing to enter into pre-application discussions and further information can be obtained from the NATS Safeguarding Office at [NATSSafeguarding@nats.co.uk](mailto:NATSSafeguarding@nats.co.uk).

#### SAFEGUARDING OF ABERDEEN INTERNATIONAL AIRPORT

Developers and applicants are advised that the application site is located underneath the safety surface of Aberdeen International Airport. These surfaces are designed to protect the safe operation of aircraft during take-off and final approach stage of flight and therefore strict height restrictions are in place.

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The planning authority strongly suggests early dialogue with the airport safeguarding team in order to determine the maximum permitted height of development.

Further information can be obtained from Aberdeen International Airport Safeguarding Manager (safeguarding@aiairport.com / 01224 725756).

### **SAFEGUARDING OF ABERDEEN INTERNATIONAL AIRPORT (CRANES)**

Attention is drawn to the requirement within the British Standard Code of Practice for the Safe Use of Cranes (BS7121), specifically section 9.9.3 (Crane Control in the Vicinity of Aerodromes) which requires the responsible person to consult the aerodrome manager for permission to work if a crane is to be used within 6km of an aerodrome and its height would exceed 10m or that of surrounding trees and structures.

Use of cranes, scaffolding above the height of the proposed development, or other tall construction equipment must be notified to Aberdeen International Airport Safeguarding Manager (safeguarding@aiairport.com / 01224 725756) at least one month prior to use. Failure to do so may result in any responsible person being guilty of an offence under Article 137 (Endangering Safety of and Aircraft) of the Air Navigation Order (CAP 393) which states that a person must not recklessly or negligently act in a manner likely to endanger an aircraft.

### **SAFEGUARDING OF ABERDEEN INTERNATIONAL AIRPORT (LIGHTING)**

Developers and applicants are advised to ensure that all permanent lighting, construction lighting, or illuminated signage, within the development site must be of a type which does not cause spillage of light above the horizontal, or include strobe, laser or flashing light.

Failure to do so may result in any responsible person being guilty of an offence under Article 135 (Dangerous Lights) of the Air Navigation Order (CAP 393) which states that a person must not exhibit any light which (i) by reason of its glare is liable to endanger aircraft taking off from or landing at an aerodrome or (ii) by reason of its liability to be mistaken for an aeronautical ground light is liable to endanger aircraft.

Further information can be obtained from Aberdeen International Airport Safeguarding Manager (safeguarding@aiairport.com / 01224 725756).

### **HOTEL PARKING**

Notwithstanding any submitted supporting information indicating otherwise, in order to ensure that overprovision of car parking does not occur, the planning authority expect a rate of 0.6 car parking spaces per bedroom to be applied to all hotels within the development. The rate of 0.6 spaces per bedroom has been demonstrated to be adequate for the parking demand experienced by hotels in Dyce.

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### OVERALL LEVELS OF PARKING ACROSS THE SITE AND MAXIMISATION OF USE OF EACH SPACE PROVIDED

It is expected that parking provision shall be guided by the principle of maximum utilisation of each space, through shared use by various operations. An example of which could be the sharing of car parking areas between hotels and offices, given that the peak use periods of each dovetail well. Submissions relative to Condition 26 shall demonstrate this approach and each proposal for parking is expected not to reflect a maximum parking level approach for each use/ element.

The Convener, seconded by Councillor Cooney moved:-  
To approve the application.

The Vice-Convener, seconded by Councillor MacGregor moved as an amendment:-  
To refuse the application on the grounds that sufficient work had not been undertaken to relocate Strathcona house within the proposed development and the Council should look again at this issue.

On a division, there voted:- for the motion (13) – the Convener and Councillors Allan, Boulton, Cooney, Copeland, Dickson, Jaffrey, Lawrence, Malik, Jean Morrison, Nicoll Thomson and Townson; for the amendment (4) – the Vice-Convener and Councillors Greig, MacGregor and Jennifer Stewart.

**The Committee resolved:-**  
to adopt the motion to approve the application.

### DECLARATION OF INTEREST

**Councillor Crockett declared an interest in the following item of business by virtue of him being a Board Member of Aberdeen Exhibition and Conference Centre. Councillor Crockett considered that the nature of his interest required him to leave the meeting.**

### **AECC – ROWETT RESEARCH INSTITUTE, GREENBURN ROAD, BUCKSBURN – PLANNING PERMISSION IN PRINCIPLE - 151390**

8. The Committee had before it a report by the Head of Planning and Sustainable Development, which provided information in relation to an application which sought detailed planning permission in principle for the demolition of all buildings on the site and the construction of an exhibition and conference centre with supporting uses. The project is part of the Council's wider Strategic Infrastructure Plan (SIP) programme to relocate the new Aberdeen Exhibition and Conference Centre (AECC) from the current Bridge of Don site at Ellon Road.

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**The report recommended:-**  
approval subject to conditions.

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

### (1) WATERCOURSES AND FLOOD RISK

No development shall take place unless a detailing scheme for the protection and enhancement of the water environment has been submitted to and approved in writing by the planning authority in consultation with SEPA. The scheme shall include full design details of (i) the diversion and realignment of watercourses within the site; (ii) engineering activities in the water environment, including the location and type of any proposed watercourse crossings and culverts; and (iii) hydraulic modelling to support the design details.

No development shall take place within the 1 in 200 year plus climate change functional flood plain.

Thereafter all works on site must be undertaken in accordance with the approved scheme unless otherwise agreed in writing with the Planning Authority in consultation with SEPA.

Reason – in order to protect and improve the water environment and to protect people and property from flood risk.

### (2) SURFACE WATER DRAINAGE

No development shall take place a detailed scheme for surface water drainage for that particular phase or block has been submitted to and approved in writing by the planning authority in consultation with SEPA. The scheme shall (i) detail two levels of sustainable drainage (SUDS) treatment (or three levels for industrial hardstanding areas) for all areas roads / hardstanding / car parking and one level of SUDS treatment for roof run-off; (ii) include source control; (iii) shall be developed in accordance with the technical guidance contained in the SUDS Manual (C753); and (iv) shall provide details of bird deterrent measures. Thereafter development shall be implemented in accordance with the agreed scheme.

Reason – in order (i) to ensure adequate protection of the water environment from surface water run-off and (ii) avoid endangering the safe operation of aircraft through the attraction of birds.

### (3) WASTE WATER CONNECTIONS

No development shall take place unless a scheme for the connection of buildings to the public waste water system has been submitted to and approved in writing by the planning authority. The scheme shall include confirmation from Scottish Water that

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connections can be made and any necessary upgrades to the public waste water system are in place. Thereafter no building shall be occupied unless connection has been made to the public waste water network in accordance with the approved details.

Reason – in order to ensure that sewage is satisfactorily treated and disposed of.

### (4) CONTAMINATED LAND

No development shall take place unless a matters specified in conditions application comprising a scheme to deal with any contamination (biological, chemical or radiological) on or within the land forming that particular phase or block has been submitted to and 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 include (i) an investigation to determine the nature and extent of contamination; (ii) a site-specific risk assessment; and (iii) a remediation plan to address any significant risks and ensure the site is fit for the use proposed.

In relation to radioactive contamination, it must be ensured that any doses from residual contamination are as low as reasonably achievable and in any case, prior the commencement of development on site, be below a level of 0.3 mSv as specified in the Radioactive Substances (Basic Safety Standards) (Scotland) Direction 2000.

Thereafter no building shall be occupied unless for that building (i) 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 (ii) a report specifically relating to the building 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 buildings within the particular phase or block shall not be occupied unless a report has been submitted and approved in writing by the planning authority that verifies the completion of the remedial works for the entire phase or block, unless the planning authority has given written consent for a variation.

Reason – to ensure that issues relating to the presence of radioactive wastes have been addressed, that the site is suitable for its proposed use and to protect human health and the environment during necessary construction works.

### (5) ARCHAEOLOGICAL WORK SCHEME

## **PLANNING DEVELOPMENT MANAGEMENT COMMITTEE**

No development (including site stripping, service provision or establishment of site compounds) shall take place unless a scheme comprising the implementation of a programme of archaeological works in accordance with a written scheme of investigation has been submitted to and agreed by the Aberdeenshire Council Archaeology Service, and approved in writing 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 Aberdeenshire Council Archaeology Service.

Reason – in order to safeguard and record the archaeological and historic features of the area.

### **(6) RECORDING OF BUILDINGS**

No development within any particular phase or block shall take place unless a survey of all existing buildings within that particular phase or block has been submitted to and approved in writing by the planning authority. The survey shall comprise a descriptive and photographic record of the building and a plan annotating any features of architectural or historic interest to at least to the standard of a level 2 English Heritage building survey and on completion shall be deposited with the local sites and monuments record.

Reason – in order to ensure that a historic record of buildings on the site is undertaken prior to demolition.

### **(7) OTTER PROTECTION PLAN**

No development within any particular phase or block shall take place unless a detailed otter protection plan has been submitted to and approved in writing by the planning authority. The protection plan must include the measures required to mitigate, compensate and avoiding impacts on otters during development in accordance with Scottish Natural Heritage best practice guidance. Thereafter development shall be undertaken in accordance with the approved plan.

Reason – in order to mitigate any potential impact on European protected species.

### **(8) BAT PROTECTION PLAN**

No development within any particular phase or block shall take place unless a detailed bat protection plan has been submitted to and approved in writing by the planning authority. The protection plan must include the measures required to mitigate, compensate and avoiding impacts on bats during development in accordance with Scottish Natural Heritage best practice guidance. Thereafter development shall be undertaken in accordance with the approved plan.



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Reason – in order to mitigate any potential impact on European protected species.

### **(9) CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN (CEMP)**

No development (including site stripping, service provision or establishment of site compounds) shall take place unless a matters specified in conditions application comprising a site specific construction environmental management plan (CEMP) has been submitted to and approved in writing by the planning authority in consultation with SEPA. The CEMP must address (i) surface water management; (ii) watercourse engineering; and (iii) pollution prevention. Thereafter development shall be undertaken in accordance with the approved CEMP.

Reason – in order to minimise the impacts of necessary demolition / construction works on the environment.

### **(10) SITE WASTE MANAGEMENT PLAN**

No development (including site stripping, service provision or establishment of site compounds) shall take place unless a site specific site waste management plan (SWMP) has been submitted to and approved in writing by the planning authority in consultation with SEPA. The SWMP must set out how demolition and construction waste associated with the application site shall be minimised, stored, reused and disposed of. Thereafter development shall be undertaken in accordance with the approved SWMP.

Reason: In order to improve materials resource efficiency and ensure the appropriate management and disposal of waste form development sites.

### **(11) DUST MANAGEMENT PLAN**

No development (including site stripping, service provision or establishment of site compounds) shall take place unless a Dust Management Plan has been submitted to and approved in writing by the planning authority. The management plan shall specify dust mitigation measures and controls, responsibilities and any proposed monitoring regime. Thereafter development (including demolition) of each phase or block shall be undertaken in accordance with the approved plan.

Reason – in order to control air pollution from dust associated with the construction of the development.

### **(12) BIRD HAZARD MANAGEMENT PLAN**

No development (including site stripping, service provision or establishment of site compounds) shall take place unless a bird hazard management plan has been submitted to and approved in writing by the planning authority. The submitted plan shall

## PLANNING DEVELOPMENT MANAGEMENT COMMITTEE

include details of the management of potential bird attractants which may be attractive to nesting, roosting and "loafing" birds, and the measures in place to implement removal of birds/eggs/nests if deemed necessary. Thereafter the agreed measures shall be implemented in full for the lifetime of the development unless otherwise agreed in writing by the planning authority in consultation with Aberdeen International Airport.

Reason – to avoid endangering the safe movement of aircraft and the operation of Aberdeen International Airport through the attraction of birds.

### (13) PERWINNES RADAR SAFEGUARDING

No development of any buildings shall take place, unless there has been submitted to and approved in writing by the planning authority in consultation with the radar operator (NATS (En-route) plc) (i) detailed plans including grid coordinates and spot heights for all corners of the proposed buildings in that individual phase, demonstrating that there would be no detrimental impact upon the operation of the Perwinnes Radar; or (ii) details of a scheme to mitigate any detrimental impact upon the operation of the Perwinnes Radar. Thereafter, development shall take place in complete accordance with such a scheme as so approved unless the planning authority and NATS (En-route) plc have given written consent for a variation.

Reason – in the interests of aircraft safety.

### (14) EXTERNAL FINISHING MATERIALS

No development related to the construction of buildings shall take place unless a finalised scheme of all external finishing materials (including colour) to the roof and walls of the development hereby approved has been submitted to and approved in writing by the planning authority. Thereafter the development shall be carried out in accordance with the details so agreed.

Reason – in the interests of the visual amenity of the area.

### (15) GREEN TRAVEL PLAN

No building shall be occupied or brought into use unless a green travel for that building has been submitted to and approved in writing by the planning authority. Each Travel Plan shall identify measures to be implemented in order to discourage the use of the private car as well as the duration of the plan, system of management, monitoring, review and reporting and thereafter shall be implemented as approved.

Reason – in order to reduce dependency on the private car for travel.

### (16) NOISE MITIGATION SCHEME FOR NEW BUILDINGS

## **PLANNING DEVELOPMENT MANAGEMENT COMMITTEE**

No development related to the construction of the AECC or hotel shall take place unless a matters specified in conditions application comprising a scheme of measures for the protection of hotel occupants from road traffic and aircraft noise has been submitted to and approved in writing by the planning authority. Thereafter the hotel shall not be occupied unless the mitigation measures have been implemented in accordance with the agreed scheme.

Reason – in order to ensure that occupants of buildings with a noise sensitive use are adequately protected from excessive noise levels.

### **(17) NOISE MITIGATION SCHEME TO PROTECT EXISTING RESIDENTS**

No development related to the construction of any building shall take place unless a detailed noise impact assessment (NIA) examining the likely noise impact on residential properties in the vicinity of the development has been submitted to and approved in writing by the planning authority. The NIA shall be carried out by a suitably qualified independent noise consultant and be undertaken in accordance with Planning Advice Note 1/2011 (Planning and Noise). The scope of the NIA should be agreed with the Council's Environmental Health service prior to it being carried.

Thereafter any uses identified as requiring noise mitigation shall not be brought into use unless any noise attenuation measures identified by the NIA which are required in order to prevent any adverse impacts on the amenity of residents in the surrounding area have been installed.

Reason – in order to ensure that any noise from the premises is adequately mitigated and the amenity of residents and businesses in the area is maintained.

### **(18) LOW AND ZERO CARBON BUILDINGS**

No development of any buildings shall take place unless a matters specified in conditions application comprising a scheme detailing compliance with the Council's 'Low and Zero Carbon Buildings' supplementary guidance for the buildings within that particular building has been submitted to and approved in writing by the planning authority. Thereafter, each building shall not be occupied unless the approved measures have been implemented in full and are available for use.

Reason – in order to ensure that the development complies with the 'Low and Zero Carbon Buildings' Supplementary Guidance.

### **(19) SOFT LANDSCAPING IMPLEMENTATION**

That all planting, seeding and turfing comprised in the approved scheme of landscaping (Brindley Associates drawings 0817/MP/25 to 0817/MP/37A and Landscape Specification & Management Plan - Job No. 0817 dated 19th August 2015) shall be carried out in the first planting season following the completion of the development and

## **PLANNING DEVELOPMENT MANAGEMENT COMMITTEE**

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.

Reason – in order to integrate the development into the surrounding landscape, increasing the biodiversity value of the site and creating a suitable environment for future residents.

### **(20) HARD LANDSCAPING IMPLEMENTATION**

No building shall be occupied unless the hard landscape scheme has been implemented in accordance with the approved scheme of landscaping (Brindley Associates drawings 0817/MP/25 to 0817/MP/37A and Landscape Specification & Management Plan - Job No. 0817 dated 19th August 2015) unless otherwise agreed in writing with the planning authority.

Reason – in order to integrate the development into the surrounding landscape, increasing the biodiversity value of the site and creating a suitable environment for future residents.

### **(21) PUBLIC ART STRATEGY**

No building shall be occupied unless (i) scheme of public art for the site has been submitted to and approved in writing by the planning authority; and (ii) the approved scheme of public art has been implemented.

The strategy shall include details of where stone and any features of architectural or historic interest existing within the site are to be used within the finished development.

Reason – in ensure a high quality public realm for the development.

### **(22) CULVERT AND BRIDGE DETAILS**

No development shall take place unless detailed design of the proposed culvert and 'bridge' over it have been submitted to and approved in writing by the planning authority. Thereafter unless otherwise agreed in writing by the planning authority, no building shall be occupied unless the culvert and bridge have been constructed in accordance with the approved details.

Reason – in ensure a high quality public realm for the development.

### **(23) ENERGY CENTRE DETAILS**

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No development shall take place unless detailed design of the proposed energy centre located to the south of the main AECC building has been submitted to and approved in writing by the planning authority. Thereafter the energy centre shall be constructed in accordance with the approved details.

Reason – in ensure a high quality public realm for the development.

### (24) BUS STOP IMPROVEMENTS / PEDESTRIAN CROSSING

No building shall be occupied unless (i) a scheme for the improvement of the existing bus stops at the following locations has been submitted to and approved in writing by the planning authority and (ii) thereafter the bus stops have been upgraded in accordance with the approved details.

- a) on the north side of the A96, 80m east of the junction with Greenburn Road;
- b) on the south side of the A96, opposite the junction with Greenburn Road;
- c) on the north side of the A96, 100m east of the junction with Dyce Drive; and
- d) on the west side of Dyce Drive, 145m north of the junction with the A96.

The said scheme should consider the provision of bus shelters, real-time information displays, timetables, lighting, boarding kerbs, and road markings at each bus stop, taking into account the locational characteristics of each stop. A signalised pedestrian crossing must be provided on Dyce Drive to allow pedestrians to cross from bus stop 'd' (identified above) to the application site.

Reason – in order to encourage the use of public transport to the site and ensure the safety of pedestrians.

### (25) EXTERNAL LIGHTING

No development shall take place unless a scheme comprising details of external lighting (including building lighting) within the site has been submitted to and approved in writing by the planning authority after consultation with Transport Scotland, as the trunk roads authority. Thereafter the external lighting shall be implemented in accordance with the approved details.

Reason – in order to (i) ensure that there will be no distraction or dazzle on the trunk road and that the safety of traffic on the trunk road will not be diminished and to ensure the safeguarding of Aberdeen International Airport and (ii) mitigate the adverse impact of development traffic on the safe and efficient operation of the trunk road.

### (26) OUTDOOR CATERING RESTRICTION & BINS

(i) No outdoor catering facilities (such as hot food vans, street food vendors or BBQ's) shall be permitted to operate within the site boundary.

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(ii) All waste generated by the site shall either be stored internally within buildings or within containers fitted with lids which prevent birds from accessing waste.

Reason – in order to avoid endangering the safe operation of aircraft through the attraction of birds.

### (27) VEHICULAR ACCESS AND PARKING MANAGEMENT PLAN

No development within any particular phase or block shall take place unless a matters specified in conditions application comprising a vehicular access and parking management plan has been submitted to and approved in writing by the planning authority. The plan shall include details how different modes of transport will access, move through and leave the site, specifically in relation to –

- a) Access, egress and drop-off points for Gig and Go buses;
- b) Access, egress and drop-off points for service buses;
- c) Access, egress and drop-off points for private coaches;
- d) Access, egress and drop-off points for taxis;
- e) Access, egress and parking for private cars;
- f) Bus gates and any other restrictive measures controlling access to the site;
- g) The sharing of parking facilities between different uses at different times, to ensure maximisation of use of each space and that a 'whole site' managed approach is taken; and
- h) The routes which different types of traffic would take at different times.

Parking associated with hotel use shall not exceed a rate of 0.6 spaces per bedroom.

Reason – in order to provide satisfactory access to the site and mitigate the impact of the proposed development on the road network.

### (28) PUBLIC TRANSPORT STRATEGY

No building shall be occupied unless a public transport strategy for the whole development has been submitted to and approved in writing by the planning authority. The strategy shall include 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. Thereafter the agreed strategy shall be implemented as approved, unless otherwise agreed in writing by the planning authority.

Reason – in the interests of encouraging the use of public transport and reducing reliance on the use of private cars

### (29) PROVISION OF VEHICULAR ACCESS (A96)

No development shall take place unless a matters specified in conditions application comprising detailed design for the proposed A96 access road junctions has been

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submitted to and approved in writing by the planning authority in consultation with either the ACC acting as roads authority or in the case of the A96 junction still being designated as a trunk road at that time, Transport Scotland. Thereafter no building shall be occupied unless the junctions has been constructed in accordance with the approved details.

Reason – To ensure that the standard of access layout complies with the current standards and that the safety of the traffic on the trunk road is not diminished.

### (30) PROVISION OF VEHICULAR ACCESS (DYCE DRIVE)

No development shall take unless a matters specified in conditions application comprising detailed design for the proposed access road junction at Dyce Drive, has been submitted to and approved in writing by the planning authority.

The designs must be supported by traffic modelling, a written rationale for the design options chosen and make reference to the vehicular access and parking management plan. The Dyce Drive junction shall be subject of testing using a TRANSYT model which has been produced for junctions affecting the AWPR. The results of such testing shall be submitted as part of this condition for review.

Thereafter no building shall be occupied unless each of the junctions has been constructed in accordance with the approved details, unless otherwise agreed in writing by the planning authority.

Reason – in order to provide satisfactory access to the site and mitigate the impact of the proposed development on the road network.

### (31) PROVISION OF VEHICULAR ACCESS (WELLHEADS DRIVE)

No development shall take unless a matters specified in conditions application comprising detailed design for the proposed access road junction at Dyce Drive, has been submitted to and approved in writing by the planning authority.

The designs must be supported by traffic modelling, a written rationale for the design options chosen and make reference to the vehicular access and parking management plan.

Thereafter no building shall be occupied unless each of the junctions has been constructed in accordance with the approved details, unless otherwise agreed in writing by the planning authority.

Reason – in order to provide satisfactory access to the site and mitigate the impact of the proposed development on the road network.

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### (32) TRUNK ROAD BOUNDARY TREATMENT

Prior to commencement of development a barrier / fence of a type to be agreed by the planning authority in consultation with Transport Scotland shall be erected along the boundary of the application site with the A96.

Reason – 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.

### (33) CYCLE AND MOTORCYCLE PARKING

No building shall be occupied unless (i) details of the proposed locations and types of cycle and motorcycle parking has been submitted to and approved in writing by the planning authority (ii) and has been implemented in accordance with the approved plans.

Reason – in the interests of encouraging the use of more sustainable modes of transport.

### (34) AD PLANT – ODOUR CONTROL

That no development associated with the anaerobic digestion plant shall take place unless a scheme for the control of any odours generated by the operation of the anaerobic digestion plant has been submitted to and approved in writing by the planning authority. Thereafter the plant shall not become operational unless the scheme has been implemented.

Reason – In order to protect residential properties from odour.

### (35) AD PLANT – LAYOUT

That notwithstanding the details shown on Keppie drawings KD-T(00)AXXX-001 and KD-T(00)AXXX-002, no development associated with the anaerobic digestion plant shall take place unless a further revised layout with cross sections has been submitted to and approved in writing by the planning authority. The revised layout shall provide a satisfactory relationship with the adjacent residential properties and ensure that any buildings, equipment or tanks are not overly dominant.

Reason – in order to maintain a suitable level of amenity for residents and the visual appearance of the area.

### (36) OPERATION OF EXISTING AND PROPOSED AECC



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That any overlap in operation of the existing AECC and the proposed facility at Rowett North (including event testing) shall be implemented only in accordance with an operational and transportation statement to be agreed in writing with the planning authority.

Reason – In the interests of ensuring that there is no detrimental impact on the capacity of the road network.

### INFORMATIVE NOTES

#### DURATION OF PLANNING PERMISSION

That this planning permission in principle shall lapse on the expiration of 2 years from the approval of matters specified in conditions being obtained (or, in the case of approval of different matters on different dates, from the requisite approval for the last such matter being obtained) unless the development to which the permission relates is begun before that expiration.

#### SAFEGUARDING OF NATS PERWINNES RADAR

Developers and applicants are advised that the application site is within the safeguarding zone of Perwinnes Radar Installation, operated by NATS En-Route Ltd. On receipt of an application for matters specified in conditions (MSC) related to this grant of planning permission in principle (PPiP), the planning authority will consult NATS to determine if proposed buildings and structures would have an adverse impact upon the operation of the radar installation and if mitigation to any impact is possible. If an unacceptable impact and a viable mitigation is identified, the developer will be expected to agree with NATS a mitigation package prior to determination of an application.

The planning authority strongly suggests that prior to submission of an application, early dialogue with NATS is undertaken to find a solution to any impact a development may have on the radar. NATS provide a technical consultancy service to developers wishing to enter into pre-application discussions and further information can be obtained from the NATS Safeguarding Office at [NATSSafeguarding@nats.co.uk](mailto:NATSSafeguarding@nats.co.uk).

#### SAFEGUARDING OF ABERDEEN INTERNATIONAL AIRPORT

Developers and applicants are advised that the application site is located underneath the safety surface of Aberdeen International Airport. These surfaces are designed to protect the safe operation of aircraft during take-off and final approach stage of flight and therefore strict height restrictions are in place.

The planning authority strongly suggests early dialogue with the airport safeguarding team in order to determine the maximum permitted height of development.

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Further information can be obtained from Aberdeen International Airport Safeguarding Manager (safeguarding@aiairport.com / 01224 725756).

### SAFEGUARDING OF ABERDEEN INTERNATIONAL AIRPORT (CRANES)

Attention is drawn to the requirement within the British Standard Code of Practice for the Safe Use of Cranes (BS7121), specifically section 9.9.3 (Crane Control in the Vicinity of Aerodromes) which requires the responsible person to consult the aerodrome manager for permission to work if a crane is to be used within 6km of an aerodrome and its height would exceed 10m or that of surrounding trees and structures.

Use of cranes, scaffolding above the height of the proposed development, or other tall construction equipment must be notified to Aberdeen International Airport Safeguarding Manager (safeguarding@aiairport.com / 01224 725756) at least one month prior to use. Failure to do so may result in any responsible person being guilty of an offence under Article 137 (Endangering Safety of and Aircraft) of the Air Navigation Order (CAP 393) which states that a person must not recklessly or negligently act in a manner likely to endanger an aircraft.

### SAFEGUARDING OF ABERDEEN INTERNATIONAL AIRPORT (LIGHTING)

Developers and applicants are advised to ensure that all permanent lighting, construction lighting, or illuminated signage, within the development site must be of a type which does not cause spillage of light above the horizontal, or include strobe, laser or flashing light.

Failure to do so may result in any responsible person being guilty of an offence under Article 135 (Dangerous Lights) of the Air Navigation Order (CAP 393) which states that a person must not exhibit any light which (i) by reason of its glare is liable to endanger aircraft taking off from or landing at an aerodrome or (ii) by reason of its liability to be mistaken for an aeronautical ground light is liable to endanger aircraft.

Further information can be obtained from Aberdeen International Airport Safeguarding Manager (safeguarding@aiairport.com / 01224 725756).

### HOTEL PARKING

Notwithstanding any submitted supporting information indicating otherwise, in order to ensure that overprovision of car parking does not occur, the planning authority expect a rate of 0.6 car parking spaces per bedroom to be applied to all hotels within the development. The rate of 0.6 spaces per bedroom has been demonstrated to be adequate for the parking demand experienced by hotels in Dyce.

### **The Committee resolved:-**

to approve the recommendation.

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### TILLYOCH, CULTER HOUSE ROAD, ABERDEEN - 141813

9. The Committee had before it a report by the Head of Planning and Sustainable Development, which provided information on an application which sought detailed planning permission for the change of use of part of the stable building to form 14 dog kennels (and its extension to form an external "safety corridor").

**The report recommended:-**  
approval subject to conditions.

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

(1) That the kennels shall not be brought into use unless the development has been completed in its entirety as detailed in the plans hereby approved as part of this development and shall be operated in accordance with mitigation measures as detailed in the document Noise Impact Assessment: Proposed Dog Kennels, Aberdeen Pet Resort, Milltimber, Aberdeen by CSP Acoustics dated 10 June 2015 for the lifetime of the use of the kennels, unless otherwise agreed in writing by the Planning Authority - in order to ensure the kennels are operated in accordance with the mitigation measures detailed in the Noise Impact Assessment provided with the application, the measures considered necessary to reduce noise emission from the kennels to an acceptable level, in the interests of the amenity of the surrounding area.

(2) That the kennels hereby approved shall house no more than 14 dogs at any one time - in order to ensure the kennels are operated in accordance with the mitigation measures detailed in the Noise Impact Assessment provided with the application, the measures considered necessary to reduce noise emission from the kennels to an acceptable level, in the interests of the amenity of the surrounding area.

(3) 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 - in the interests of the amenity of the area.

(4) 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

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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.

(5) That none of the resident dogs within the building hereby approved for use as kennels shall be taken or allowed outside their kennels between the hours of 1900 hrs and 0800 hrs – in the interests of the amenity of neighbouring properties.

The Convener, seconded by Councillor Cooney moved:-  
To approve the application subject to conditions.

Councillor Boulton, seconded by Councillor Greig moved as an amendment:-  
To refuse the application on the grounds (1) that noise levels will have a detrimental impact on residents in the area; and (2) to protect the amenity of the existing residents

On a division, there voted:- for the motion (7) – the Convener and Councillors Cooney, Copland, Dickson, Lawrence, MacGregor and Townson; for the amendment (10) the Vice-Convener and Councillors Boulton, Crockett, Greig, Jaffrey, Malik, Jean Morrison, Nicoll, Jennifer Stewart and Thomson.

**The Committee resolved:-**  
to adopt the amendment to refuse the application.

### STUDENT ACCOMMODATION, CONSTITUTION STREET - 150911

10. The Committee had before it a report by the Head of Planning and Sustainable Development, which provided information on an application for the erection of buildings to accommodate student accommodation, following the demolition of the Matalan building.

**The report recommended:-**  
To approve conditionally, consent to be withheld pending: securing of developer contributions towards core paths.

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

(1) that no external finishing materials to the roofs, walls and hard surfaces of the development hereby approved shall be used unless in accordance with a scheme, including samples of external finishing materials 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.

(2) that the development shall not be occupied unless there has been submitted to, and approved in writing by, the planning authority a residential travel plan promoting sustainable modes of transport, together with details of how this will be promoted with occupiers.

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The travel plan shall include measures to ensure that students do park cars in the streets surrounding the development. The development shall not be occupied unless the measures as so agreed are implemented in full, unless otherwise agreed in writing with the planning authority – in the interests of sustainable travel.

(3) 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

(6) that no landscape scheme in connection with 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 - in the interests of the amenity of the area.

**PLANNING DEVELOPMENT MANAGEMENT COMMITTEE**

(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 the development hereby approved shall not be occupied unless a scheme for external lighting has been submitted to and approved in writing by the Planning Authority, and implemented in full accordance with said scheme - in the interest of public safety and wildlife

(9) That no development shall take place unless full details are provided of the surface water drainage system to the satisfaction of the Planning Authority in consultation with SEPA. The development shall not be occupied unless the agreed details have been implemented and are available for use – in the interests of the water environment and flood prevention.

(10) At least two (2) months prior to the commencement of any works, a site specific construction method statement must be submitted for the written approval of the planning authority [in consultation with SEPA] [and other agencies such as SNH as appropriate] and all work shall be carried out in accordance with the approved plan. Reason: to control pollution of air, land and water.

(11) that the accommodation hereby approved shall be for the use of students only. In this case students shall be defined as those attending the further education institutions within the city – as the development is not suitable in planning terms for use as permanent residential accommodation due to shortfall in the provision of car parking, amenity space and affordable housing

(12) That notwithstanding the refuse storage indicated on the plans, no development shall take place unless there has been submitted to and approved in writing by the planning authority details of the siting, design and materials of the refuse storage. The development shall not be occupied unless the refuse storage as so approved has been implemented on site and is ready for use – in the interests of public safety and visual amenity.

(13) That no development shall take place unless there has been submitted to and approved in writing by the planning authority, details of motorcycle and cycle storage. A minimum of two motorcycle spaces are required. The development shall not be occupied unless the motorcycle and cycle storage as so approved has been provided and is available for use – in the interests of encouraging the use of sustainable modes of transport and visual amenity.

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(14) That the development hereby approved shall not be occupied unless the car parking areas and hardsurfaced amenity areas hereby granted planning permission have been constructed, drained, laid-out and demarcated in accordance with the approved plans hereby approved or such other drawing as may subsequently be submitted and approved in writing by the planning authority. - in the interests of public safety and amenity.

(15) The roof terraces on the east elevation of the new build blocks hereby approved facing the rear of flats on Bothwell Road shall not be used unless details of screening measures in order to prevent unacceptable levels of overlooking of adjacent residential property have been submitted to and approved in writing by the planning authority and have been implemented in full - in the interest of protection of residential amenity.

(16) The development shall be implemented fully in accordance with the layout plans hereby approved, unless otherwise approved in writing by the planning authority. There shall be no increase in the number of bedspaces hereby approved and no reduction in the extent of communal facilities or amenity space to be provided on site - in order to ensure provision of adequate amenity for occupants of the development.

### INFORMATIVES

1. The proximity and type of planting proposed are important when considering a landscaping scheme. Leaf fall in particular can greatly impact upon the reliability of the railway in certain seasons. Network Rail can provide details of planting recommendations for neighbours.

- Where trees/shrubs are to be planted adjacent to the railway boundary these should be positioned at a minimum distance from the boundary which is greater than their predicted mature height. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary.

Issues often arise where sensitive development types are sited in close proximity to the rail line.

- The applicant should be aware that any proposal for noise or vibration sensitive use adjacent to the railway may result in neighbour issues arising. Every endeavour should be made by the applicant in relation to adequate protection of the uses contained within the site.

Any demolition or refurbishment works must not be carried out on the development site that may endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures. The demolition of buildings or other structures near to operational railway infrastructure must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from Network Rail's Asset Protection Engineer before development can commence.

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Construction works must be undertaken in a safe manner which does not disturb the operation of the neighbouring railway. Applicants must be aware of any embankments and supporting structures which are in close proximity to their development.

- Details of all changes in ground levels, laying of foundations, and operation of mechanical plant in proximity to the rail line must be submitted to Network Rail's Asset Protection Engineer for approval prior to works commencing on site. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e. by a "possession" which must be booked via Network Rail's Asset Protection Engineer and are subject to a minimum prior notice period for booking of 20 weeks.

The developer must contact our Asset Protection Engineers regarding the above matters, contact details below:

Network Rail Asset Protection Engineer  
151 St. Vincent Street, GLASGOW, G2 5NW  
Tel: 0141 555 4087  
E-mail - [AssetProtectionScotland@networkrail.co.uk](mailto:AssetProtectionScotland@networkrail.co.uk)

2. That no construction or demolition work shall take place:

- outwith the hours of 7.00 am to 7.00 pm Mondays to Fridays;
- outwith the hours of 9.00 am to 4.00 pm Saturdays; or
- at any time on Sundays,

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

### **The Committee resolved:-**

- to approve the recommendation; and
- to agree the amendment to condition 2 of the report to read:- "That the development shall not occupied unless there has been submitted to, and approved in writing by, the planning a residential travel plan promoting sustainable modes of transport, together with details of how this will be promoted with occupiers. The travel plan shall include measures to ensure that students do not park cars in the streets surrounding the development, including monitoring of parking in the surrounding streets, timing of such monitoring and promotion of car club use by students.

### **MATTER OF URGENCY**

The Convener intimated that he had directed in terms of Section 50(B)(4)(b) of the Local Government (Scotland) Act 1973 that the following item be considered as a matter of urgency to enable the item to be considered in a timely manner.



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### WASTE RECYCLING PLAN ON LAND TO THE SOUTH WEST OF DOONIES FARM, ALTENS - 150432

11. The Committee had before it a report by the Head of Planning and Sustainable Development, which provided information on an application which sought planning permission for a combined waste collection vehicle depot and recycling facility

**The report recommended:-**  
approval with conditions

Planning conditions:-

1. Notwithstanding the approved drawings, development shall not commence until details, including the construction programme, for the access turning area has been submitted to and approved in writing by the local planning authority.

Reason - in the interest of road safety

2. No part of the development shall be brought into operation until a Travel Plan, including details on the subsidised bus service has been submitted to and approved in writing by the local planning authority. The development shall not subsequently be operated unless the travel plan is being complied with.

Reason – in the interest of promoting sustainable transport options and to comply with policies T2 and D3 of the Aberdeen Local Development Plan 2012

3. Prior to development commencing, details of wheel washing facilities for the cleaning of wheels and underside of construction delivery vehicles before they exit the site to prevent mud and deposits being transferred from the site and being deposited on the road network. The development shall not subsequently be operated unless the details thereby approved are being complied with.

Reason – in the interests of road safety

4. Before work on the superstructure of the recycling building is commenced details of the proposed quick closed doors, together with detailed drawings for the noise bund have been submitted to and approved in writing by the local planning authority. The agreed details shall be implemented prior to the occupation of any part of the approved development and shall be retained thereafter.

Reason – in the interest of protecting the amenities of the area

5. Notwithstanding the approved drawings prior to the commencement of the internal road network details of the swept path analysis for the bus entering,

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manoeuvring to the bus pick up/drop off area and exiting the development in a forward gear shall be submitted to and agreed in writing by the local planning authority and the agreed details shall be implemented prior to any part of the development being occupied.

Reason – in the interests of the safety of pedestrians and other users of the car park and internal road network

6. Notwithstanding the approved drawings no development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme for landscaping, which shall include hard surfacing, means of enclosure, planting of the development, indications of all existing trees and hedgerows on the land and details of any to be retained, together with measures for their protection in the course of development.

Reason - To enhance the appearance of the development in the interest of the visual amenities of the area and to comply with policy D6 of the Aberdeen Local Development Plan 2012

7. All planting, seeding or turfing comprised in the approved scheme of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the building or the completion of the development, whichever is the sooner; 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 similar size and species, unless the Local Planning Authority gives written consent to any variation. All hard landscaping and means of enclosure shall be completed before any part of the development is occupied.

Reason - To enhance the appearance of the development in the interest of the visual amenities of the area and to comply with policy D6 of the Aberdeen Local Development Plan 2012

8. Before work on the superstructure of the recycling building is commenced details for the proposed lighting of the all the buildings, car parking areas, boundary areas and internal road network is submitted to and approved in writing by the local planning authority. The agreed details shall be implemented prior to any part of the development becoming occupied and the agreed details shall be retained thereafter.

Reason – in the interest of the visual appearance of the area.

9. Notwithstanding the approved drawings no work on the superstructure of the proposed recycling building shall commence until details of the proposed exterior

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cladding including pantones and disposition of the cladding elements has been submitted to and approved in writing by the local planning authority.

Reason – in the interests of the appearance of the building

10. No part of the development hereby approved shall be brought into use until the measurements for surface water drainage on site have been carried out in accordance with the proposals outlined in the Drainage Strategy, dated September 2015, and on Drawing No A7766-D101.

Reason – in the interest of environmental protection and to comply with policy NE6 of the Aberdeen Local Development Plan 2012

11. The development hereby approved shall follow the following hours of operation;
- Depot facility between 06:00 and 16:00 hrs Monday to Friday with weekend work limited to between 07:00 and 12:00 hrs;
  - MRF plant between 05:00 and 23:00 hrs Monday to Friday for twin shift system and between 07:00 and 17:00 hrs at the weekend.
  - RDF plant between 06:30 and 18:00 hrs Monday to Friday and between 07:00 hrs and 17:00 hrs at the weekend; and
  - Office between 08:00 and 18:00 hrs Monday to Friday only.

Reason – in the interest of the protecting the amenity of the area

Officers provided details of amended conditions at 1, 3 and 6 as follows:-

1. Notwithstanding the approved drawings, construction shall not commence (excepting site preparation works and platforming operations) until details, including the construction programme, for the access turning area has been submitted to and approved in writing by the local planning authority, unless otherwise agreed in writing.

Reason - in the interest of road safety

3. Prior to the commencement of development actions to prevent mud and deposits being transferred from the site and thereafter deposited on the road network, shall be submitted to and approved in writing by the Local Planning Authority.

Reason – in the interests of road safety

6. Notwithstanding the approved drawings, prior to commencement of the superstructure of the hereby approved building, no development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme for landscaping, which shall include hard surfacing, means of enclosure, planting of the

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development, indications of all existing trees and hedgerows on the land and details of any to be retained, together with measures for their protection in the course of development.

Reason - To enhance the appearance of the development in the interest of the visual amenities of the area and to comply with policy D6 of the Aberdeen Local Development Plan 2012

The Convener, seconded by Councillor Cooney moved:-

To approve the application subject to amended conditions.

The Vice-Convener, seconded by Councillor Boulton moved as an amendment:-

To refuse the application on the grounds that the site for the proposed development was too small, there was a loss of greenbelt and the additional traffic impact which would affect Doonies Farm.

On a division, there voted:- for the motion (11) – the Convener and Councillors Cooney, Copland, Crockett, Dickson, Lawrence, MacGregor, Malik, Jean Morrison, Nicoll and Townson; for the amendment (5) – The Vice Convener and Councillors Boulton, Greig, Jennifer Stewart and Thomson.

### **The Committee resolved:-**

to adopt the motion to approve the recommendation subject to the amended conditions at 1, 3 and 6 as outlined above.

### **MATTER OF URGENCY**

**The Convener intimated that he had directed in terms of Section 50(B)(4)(b) of the Local Government (Scotland) Act 1973 that the following item be considered as a matter of urgency to enable the item to be considered in a timely manner.**

### **TRIPLE KIRKS – STUDENT ACCOMMODATION - 151239**

**12.** The Committee had before it a report by the Head of Planning and Sustainable Development, which provided information on an application which sought planning permission for the erection of a series of 3 linked rectangular tall buildings, the southern aspect of which partly envelopes the listed steeple to provide 342 units of student accommodation.

### **The report recommended:-**

A willingness to approve, subject to a legal agreement with regard to developer contributions towards sport and recreation, and to delegate to officers to appropriately word planning conditions and informatives, the former as generally headlined below.

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### CONDITION HEADLINES

- Materials confirmed prior to use;
- Limitation of use of building to students only, save coffee shop;
- Details and provision of amenity areas prior to occupation;
- Landscaping details (hard and soft) and implementation thereof prior to occupation;
- Details of and provision of Public Art prior to occupation;
- Provision of Construction Management Plan prior to development commencing;
- Provision of Servicing and Management Strategy for building prior to occupation;
- Lightening strategy for the steeple and implementation thereof, prior to occupation;
- Noise and odour suppression details for the development, and associated implementation in development phase, with full operation in place prior to first occupation;
- Full details of café operational area and hours of opening, prior to first use;
- No occupation till all works completed, unless agreed in writing by ACC;
- Travel Plan and Residential Travel Pack monitoring and implementation to be agreed;
- Lease agreement to be viewed and agreed

### INFORMATIVES

Various informatives will also be required, to appropriately direct the applicant to appropriate contacts.

#### **The Committee resolved:-**

- (i) to approve the recommendation; and
- (ii) that officers liaise with the Developers Obligations Team to determine whether the developer contribution could be directed to support the construction of a 3G pitch with floodlighting at Gilcomstoun School within appropriate timescales.

## DRAFT RESPONSES TO SCOTTISH GOVERNMENT PLANNING REFORM CONSULTATION PLANNING REFORM

**13.** The Committee had before it a report by the Director of Communities, Housing and Infrastructure, which provided information on the Council's consultation response to the Scottish Government's current Review of the Planning System and requested any further comments for late submission.

#### **The report recommended:-**

## PLANNING DEVELOPMENT MANAGEMENT COMMITTEE

that the Committee endorses the consultation submission from the Head of Planning and Sustainable Development and agree any further late comments that the Council would wish to lodge in relation to the consultation.

### **The Committee resolved:-**

to endorse the consultation submission from the Head of Planning and Sustainable Development subject to (1) the removal of the section within the response relating to the Notice in Newspapers; and (2) the inclusion of details of the role of the Scottish Government Reporters Unit within the Community Engagement section of the response.

## **OLD ABERDEEN AND FOOTDEE CONSERVATION AREA CHARACTER APPRAISALS**

**14.** The Committee had before it a report by the Director of Communities, Housing and Infrastructure, which outlined the results of consultation exercises undertaken on the draft character appraisals for Old Aberdeen and Footdee Conservation Areas.

### **The report recommended:-**

that the Committee -

- (a) note the representations received on the draft Old Aberdeen and Footdee Conservation Area Character Appraisal documents;
- (b) approve Appendix 1, which includes officers' responses to representations received and any necessary actions;
- (c) approve Old Aberdeen and Footdee Conservation Area Character Appraisals, amended as per Appendix 1, for inclusion in the Conservation Area Character Appraisals and Management Plan; and
- (d) approve the extensions to the boundary of Footdee Conservation Area as shown in Appendix 3 and instruct officers to comply with the statutory notifications required.

### **The Committee resolved:-**

- (i) to approve the recommendations; and
  - (ii) to thank officers for the work undertaken in relation to the report.
- **Councillor Ramsay Milne, Convener.**