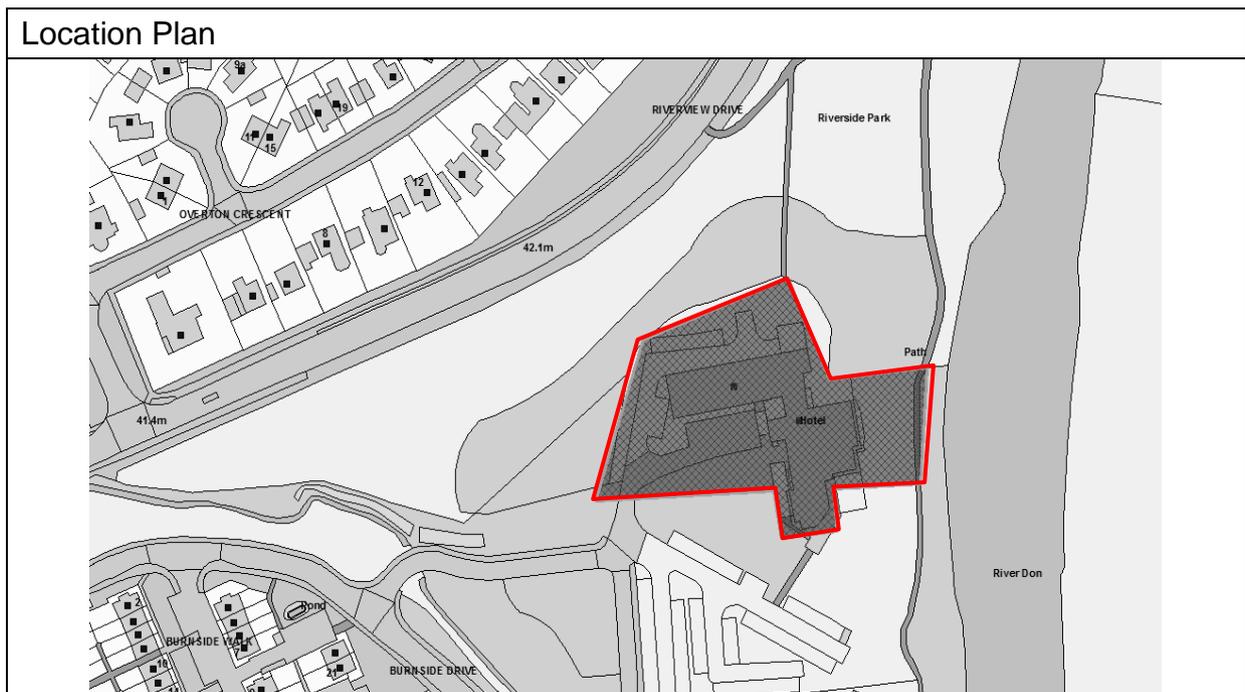


Planning Development Management Committee Detailed Planning Permission

151999: Erection of flatted development (37no. units) with associated infrastructure and landscaping, including the demolition of existing Travelodge and Restaurant at Burnside Drive, Dyce, Aberdeen, AB21 0HW

For: Energy Dawn Ltd S2 Asset Management Ltd

Application Date:	6 January 2016
Officer:	Sepideh Hajisoltani
Ward:	Dyce/Bucksburn/Danestone
Community Council:	Comments Received (Dyce and Stoneywood Community Council)
Advertisement:	Development Plan Departure
Advertised Date:	13/07/2016



RECOMMENDATION:

Approve conditionally and subject to legal agreement in relation to affordable housing, community facilities, sports and recreation and core path network.

SITE DESCRIPTION

1.4 acres of land within the identified Green Belt, but currently largely occupied by a 40 bedroom hotel and a closed pub/restaurant situated to the east of Burnside Drive in Dyce. To the east is the River Don; to the south, beyond an area of trees and then car parking associated to the hotel and pub/restaurant, are 3 storey residential flats.

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Riverside Park, an area of public amenity land, is to the immediate north, with residential properties across Riverview Drive. In addition there are terraced residential properties some distance to the west and a number of large scale industrial buildings further to the southwest.

RELEVANT HISTORY

15/1998 - Detailed planning permission for a replacement hotel and restaurant, with associated works and landscaping (between the site and existing flats to the south) was approved conditionally under delegated powers in June 2016.

A4/0868 (PLU 000422) – Detailed planning permission for the 36 flats and associated car parking, refuse storage and landscaping at Glen Farm (being those flats to the south) was approved conditionally in July 2004.

Planning records associated to the existing hotel and restaurant have not been able to be located.

DESCRIPTION OF PROPOSAL

37 flats and associated infrastructure and landscaping.

The flats would be contained within two blocks, each incorporating three combined towers/wings: two 7 storey and one 6 storey wing for 'block 1', in the northern area; and two 6 storey and a 5 storey wing for 'block 2', to the east.

It should be noted that the proposal has been amended since submission, to address a number of issues raised by officers.

SUPPORTING DOCUMENTS

All drawings and supporting documents listed below can be viewed on the Council's website at www.publicaccess.aberdeencity.gov.uk.

The following documents were submitted in support of the proposal:

- Transport Statement;
- Site Investigation;
- Design Statement;
- Tree Survey Report;
- Flood Risk Assessment; and
- Drainage Impact Assessment.

REASON FOR REFERRAL TO COMMITTEE

The application has been referred to the Planning Development Management Committee because Dyce and Stoneywood Community Council object, and as the proposal constitutes a departure from the adopted Local Development Plan. Accordingly, the application falls outwith the scope of the Council's Scheme of Delegation.

CONSULTATIONS

Roads Development Management – No objections. Request conditions relating to: pedestrian, cycle and public transport accessibility; improving the existing vehicular access; and a Travel Plan.

Environmental Health – No observations.

Developer Contributions Team – Developer contributions are required towards community facilities, sports and recreation and core path networks. In connection with affordable housing, contributions are required along with delivery of 9 units of Low Cost Home Ownership (LCHO) onsite.

Communities, Housing and Infrastructure (Flooding) – No objections. Advise that the drainage strategy is acceptable.

Scottish Environment Protection Agency – No objection.

Community Council – Dyce and Stoneywood Community Council object for the following reasons:

- Loss of amenity;
- Domination of the open public open space beside Riverview Drive and the River Don;
- The scale and design is out of keeping with the character of the location; and
- Overdevelopment of the site.

NATS (En-Route) Plc. – Advise that from a technical safeguarding aspect there is no objection.

Aberdeen Airport - No objections. Request conditions relating a bird hazard management plan to address potential bird attractants.

REPRESENTATIONS

Two letters of objection have been received, raising the following matters –

- 1) The overall scale and design is not in keeping with the surrounding development;
- 2) The proposal would have a detrimental impact on amenity of the area;
- 3) Loss of privacy for surrounding residential properties;
- 4) The proposal would result in over-development of the site and have a negative impact on traffic in the area; and
- 5) Detrimental impact on existing trees.

PLANNING POLICY

Aberdeen Local Development Plan
Policy NE2- Green Belt

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Policy D1 - Architecture and Placemaking

Policy D2 - Design and Amenity

Policy D6 – Landscape

Policy T2 - Managing the Transport Impact of Development

Policy D3 – Sustainable and Active Travel

Policy NE6 - Flooding and Drainage

Policy R7 – Low and Zero Carbon Buildings

Policy R6 - Waste Management Required for New Development

Policy NE5 – Trees and Woodlands

Policy H5 - Affordable Housing

Proposed Aberdeen Local Development Plan

Policy H2 - Mixed Use Areas

Policy D1 - Quality Placemaking by Design

Policy D3 - Big Buildings

Policy D2 – Landscape

Policy T2 - Managing the Transport Impact of Development

Policy T3 – Sustainable and Active Travel

Policy NE6 - Flooding and Drainage

Policy R7 – Low and Zero Carbon Buildings, and Water Efficiency

Policy R6 - Waste Management Required for New Development

Policy NE5 – Trees and Woodlands

Policy H5 - Affordable Housing

EVALUATION

Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 require that where, in making any determination under the planning acts, regard is to be had to the provisions of the Development Plan and that determination shall be made in accordance with the plan, so far as material to the application unless material considerations indicate otherwise.

Policy NE2- Green Belt

Being within the Green Belt, Policy NE2 seeks to restrict development to that essential for agriculture, woodland and forestry, recreational uses compatible with the agricultural or natural setting, mineral extraction or restoration or landscape renewal. Clearly the proposals are not for these purposes. However, the following exceptions apply:

- Proposals for development associated with existing activities in the green belt will be permitted out only if all of the following criteria are met:
 - a) The development is within the boundary of the existing activity.
 - b) The development is small-scale.
 - c) The intensity of activity is not significantly increased.
 - d) Any proposed built construction is ancillary to what exists.

Again the proposed development does not directly accord with these exceptions, in that it is not small-scale and would increase the intensity of activity at this location.

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However it is noted that the existing hotel has been established since the 1990s (although detailed records associated to the planning application associated to their development have not been found) and the flats to the south are also relatively modern yet are also positioned in the Green Belt. Planning permission for these flats was approved in 2004. At that time the site of those flats was identified, by policy EN1 (Lower Don River Policy) in the adopted Local Plan, as an opportunity site for housing purposes. It is also important to note that the allocation of this area is due to change in the Proposed Local Development Plan (2015) from 'Green Belt' to a 'Mixed Use Area'.

Policy H2 (Mixed Use Areas) in the Proposed ALDP states that applications for development or change of use within Mixed Use Areas must take into account the existing uses and character of the surrounding area and avoid undue conflict with the adjacent land uses and amenity.

This history of decisions and likely revised land use allocation are significant material considerations when assessing the principle of the proposed development.

It is also considered that the proposal would constitute the redevelopment of a brownfield site (previously developed land), which is generally encouraged by the Local Development Plan (although not specifically within greenbelt locations) and Scottish Planning Policy (SPP) (2010), all to make effective use of existing infrastructure and service capacity and to reduce energy consumption and the need to travel.

Whilst the proposal is not explicitly included within the list of exemptions of Green Belt development, it is considered that the proposed redevelopment of this existing developed/brownfield site, which in effect already forms part of the established urban area, is not detached from that urban area, and does not have the characteristics or appearance of Green Belt or valued open space. This context is reflected in the proposed redesignation of the site from 'Green Belt' to a 'Mixed Use Area' in the emerging Local Development Plan. This course of action in regard to the underlying land use designation is not subject to challenge and is thus likely to be adopted in the near future. Taking all this into account the principle of developing the site would not cause detriment to the long or short term aims of the Aberdeen Green Belt which is 'to maintain the identity of Aberdeen and the communities within and around the city by defining their physical boundaries clearly, avoiding coalescence and urban sprawl, maintaining the landscape setting and providing access to open space'.

Policy D1 - Architecture and Placemaking

The two buildings are of a contemporary design, and clearly comprise relatively tall buildings in the context. In this regard Policy D1 comments that landmark or high buildings should respect the height and scale of their surroundings, the urban topography, the City's skyline and aim to preserve or enhance important views.

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In this regard the existing buildings (hotel/ restaurant and bar) are not of any particular architectural merit and importantly the location creates an opportunity for a development that makes the most of its relatively contained riverside setting and landscaped surroundings to the north, west and east. As such it is not considered that the development of the site requires to relate to the scale of existing buildings in the wider locality, rather there is scope to look at it as an individual element, sitting within a landscaped context and associated to the recently approved hotel and restaurant, and then the 3 storey flats to the south. Taking this into account it is considered that the proposed building, although of scale relate well to the immediate context and have a mass and form which would not see any significant impact on the wider city skyline, that the most would be made of the views available, whilst not significantly impacting on views afforded to others.

In response to concerns about the overall quality of design, significant involvement with Masterplanning, Design and Conservation colleagues has taken place and the proposal was amended and is considered of appropriate quality. There is a sufficient degree of landscaped amenity space between the blocks, and also breaking up car parking areas. The blocks themselves also maximise the degree of visibility towards the river and to the south. Bedroom windows are large providing significant outlook. Feature finishing materials have been incorporated to the stairwells, coloured grey (rather than the original red) to match the aluminium cladding panels to other parts of the elevations, creating visual perspective. The parapet height to the roof terraces and upper roof levels have been lowered and replaced with a structural glass balustrade to increase visibility for residents and create more interest from the street level.

In terms of overall height the proposed blocks (being a maximum of 23.4m for the 7 storey element of block 1) exceed that of the closest built context, including the approved proposal for a 5 storey hotel (with a maximum height of 17.5m) to the immediate south and the existing residential flats further to the south (which have a ridge height of approximately 10m). However, there would also be a clear increase in height from south to north, before the containment of the tree belt and openspace beyond. Whilst the proposals would be partially visible from Burnside Drive and Riverview Drive, intervening trees would mitigate views, containing the development and reducing the overall visual mass when seen from the public road.

There would be more than 40m between the proposed windows to the south elevation of Block 2 and the hotel to the south. Separation of 75m would exist between the proposed windows to the north elevation of block 1 and the dwellings to the north on Riverview Drive, and more than 100m for the other dwellings to the west of the application site, ensuring the proposal does not overlook them, although it is appreciated that the impact will exceed the current situation.

It is considered that the design of the proposal is of satisfactory quality in compliance with Policy D1 - Architecture and Placemaking.

Policy D2- Design and Amenity

It is considered that the revised layout improves the opportunity for flats at higher levels to benefit from the views up and across the river. In response to the requirements of policy D2 (Design and Amenity), roof terraces have been introduced in addition to balcony space that could be used as amenity space for residents.

Policy D6 – Landscape

It is also noted that given the level of containment provided by the significant areas of surrounding open space the proposed development would not impose significant adverse impacts upon existing landscape character, further compounded by the existing mixed use character of the surroundings, as such the proposals are considered to comply with policy D6 (Landscape).

Policy T2 - Managing the Transport Impact of Development

Parking provision, existing and proposed access arrangements and the general road network are acceptable. It is noted that the level of car parking proposed is below maximum level within ACC's parking standards, however given the level of parking proposed for the flats is larger than the census figures for car ownership for Dyce, the proposed arrangements are acceptable. A condition has also been applied in connection with ensuring adequate cycle and motorcycle parking.

The distance to the nearest bus stops is approximately 650m, with these stops being located east of the western Riverview Drive/ Wellheads Road junction. This is beyond the preferred 450m proximity distance for access to public transport and requires to be addressed. Accordingly a condition has been attached requiring the introduction of new bus stops (both directions of travel) on Riverview Drive. These bus stops will consist a minimum of a shelter, raised kerbs, seating, lighting and timetable information.

Burnside Drive is a residential street subject to a 20mph advisory speed limit. There are lit footways on both sides of the street, and given recent developments in the area, the street is in generally good condition and suitable for the level of development proposed. It is noted that Burnside Drive is adopted as far as the junction to the site, and beyond this, including presumably the culvert over the Far Burn, the infrastructure is not adopted. Given the scale of the development proposed, a condition has been applied for Burnside Drive to be upgraded to an adoptable standard.

Pedestrian access will be taken either along Burnside Drive or from a new path to the east connecting the site to the riverside walkway. From the riverside path future residents would be able to walk up to Riverview Drive a short distance to the north, which would form the shortest route to the facilities at Dyce shopping centre. However, the desire line would be to leave the site at the northern boundary and walk across the grassed area to access Riverview Drive. Therefore consideration should be given to the provision of a new path along this route. This would provide a shorter walking route to the train station, facilities on Victoria Street and bus services

on Riverview Drive. If this path were constructed to a standard to accommodate cyclists as well as pedestrians, it could provide a more direct linkage to the cycle routes on Riverview Drive. This can be secured through condition.

The TS has provided limited information about the type of infrastructure and facilities present. For example, it is not stated which footpaths are surfaced and where lighting extends. Crossing points have been identified in chapter 3 of the TS as: a signalised crossing point approximately 50 metres east of the Riverview Drive / Burnside Drive junction; and an island to the west of the Riverview Drive / Overton Circle junction. Provided that these are adequately lit, this provision is considered acceptable for the proposed development. However a condition has been applied for identification of the most convenient routes between the site and the key local facilities and the infrastructure including crossing points.

ACC's Roads Team confirmed their satisfaction with the proposals, and it is considered that subject to conditions the proposal accords with ALDP policy T2 - Managing Transport Impact of Development.

Policy D3 – Sustainable and Active Travel

In connection with policy D3 - Sustainable and Active Travel, in order to encourage active travel, improvements are to be made to local bus stops and details of proposed footpaths and a Travel Plan are to be provided. Provision of cycle and motorcycle parking has been secured by a condition.

Policy NE6 - Flooding and Drainage

The Drainage Impact Assessment is to the satisfaction of the ACC Flood Team and is considered to accord with Policy NE6 (Flooding and Drainage).

Policy R7 – Low and Zero Carbon Buildings

All new buildings in meeting building regulations energy requirements, must install low and zero-carbon generating technology to reduce the predicted carbon dioxide emissions. Compliance with this requirement will be demonstrated by the submission of a low carbon development statement secured by a condition.

Policy R6 - Waste Management Required for New Development

In terms of Policy R6 - Waste Management Requirements for New Development, discussions with ACC's Waste and Recycling Service raised no negative comments and it is considered that the proposal accords with this policy.

Policy NE5 – Trees and Woodlands

In connection to Policy NE5 - Trees and Woodlands, it is noted that while the tree belt around the site would be maintained the proposal would result in loss of a number of trees in the central sector of the site and thus there is an element of tension with the preferred approach. While no TPOs or other conservation designations are in place, there is a presumption against all activities and development that will result in the loss of trees. However it is noted that mitigating tree planting would be provided throughout the car park and access road, which

would compensate for the losses and complement the existing landscaping. The approach would also break up the openness of the hard surfaced areas between the buildings. Exact details of the external spaces and in particular new planting can be controlled through conditions.

Policy H5- Affordable Housing

Policy H5 stated that Housing developments of five units or more are required to contribute no less than 25% of the total number of units as affordable housing. The proposal includes 9 Low Cost Home Ownership (LCHO) units which is an accepted delivery method for affordable housing, the balance of 0.25 units would be addressed via a commuted sum.

Other Matters Raised in Representations

Objection 1-5 relating to design, scale, impact on amenity, overdevelopment and impact of the development on traffic in the area and impact on trees have all been considered in the evaluation section of this report.

Full regard has been given to all concerns raised in representations, but neither do they outweigh the policy position as detailed above, nor do they justify further amendment to the plans or refusal of the application.

Proposed Aberdeen Local Development Plan

The Proposed ALDP was approved for submission for Examination by Scottish Ministers at the meeting of the Communities, Housing and Infrastructure Committee of 27 October 2015. It constitutes the Council's settled view as to what should be the content of the final adopted ALDP and is now a material consideration in the determination of planning applications, along with the adopted ALDP. The exact weight to be given to matters contained in the Proposed ALDP (including individual policies) in relation to specific applications will depend on whether:

- these matters have been subject to representation and are regarded as unresolved issues to be determined at the Examination; and
- the relevance of these matters to the application under consideration.

Policies and proposals which have not been subject to objection will not be considered at Examination. In such instances, they are likely to be carried forward for adoption. Such cases can be regarded as having greater material weight than those issues subject to Examination. The foregoing can only be assessed on a case by case basis.

In relation to this particular application the relevant policies in the proposed plan largely reiterate the current policies, with the exception of the Green Belt designation being replaced with that of a Mixed Use allocation in the Proposed Local Development Plan, which would more explicitly support the principle – as is discussed in detail above.

RECOMMENDATION:

Willingness to approve conditionally, but to withhold the issue of the consent document until the applicant has entered into a section 75 legal agreement with the Council to secure the identified developer contributions. The legal agreement will seek affordable housing provision in form of 9 units for LCHO along with a commuted sum, and contributions towards community facilities, sports and recreation and core path network.

REASONS FOR RECOMMENDATION

Subject to conditions the proposal for Erection of flatted development (37no. units) with associated infrastructure and landscaping, including the demolition of existing Travelodge and Restaurant at Burnside Drive would be in accordance with Policies D3 - Sustainable and Active Travel, Policy D6 - Landscape, Policy R6 - Waste Management Required for New Development, Policy T2 – Managing the Transport Impact of Development, Policy NE6 - Flooding and Drainage and Policy H5- Affordable Housing of the Aberdeen Local Development Plan and the equivalent policies in the proposed Local Development Plan. A condition has been applied in connection to Policy R7 - Low and Zero Carbon Buildings.

The proposal does not comply with policy NE2 - Green Belt, although the existing developed nature of the site, attachment to and association with the existing urban area, and the proposed redesignation of the site from 'Green Belt' to a 'Mixed Use Area' in the emerging Aberdeen Local Development Plan justify a departure from this existing policy.

There is also an element of tension with policy NE5 - Trees and Woodlands, and the Supplementary Guidance: Transport & Accessibility, however there are material planning considerations including: landscaping proposals and the level of parking recorded for the locality that justify the proposal.

The development has been appropriately designed for its context and complies with Policy D1- Architecture and Placemaking and Policy D2- Design and amenity of the LDP. The proposal also accords with Policy H2 - Mixed Use areas of the proposed Local Development Plan.

All the other relevant material considerations have been considered, full consideration has been given to all concerns raised in representations; however they

neither outweigh the policy position as detailed above, nor do they justify further amendments to the plans or refusal of the application.

CONDITIONS

(1) LOW AND ZERO CARBON BUILDINGS

That the flats hereby approved shall not be occupied unless a scheme detailing compliance with the Council's 'Low and Zero Carbon Buildings' supplementary guidance has been submitted to and approved in writing by the planning authority, and any recommended measures specified within that scheme for the reduction of carbon emissions have been implemented in full.

Reason - 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'.

(2) DRAINAGE WORK

That no development shall take place unless an amended drainage drawing designed to meet the requirements of Sustainable Urban Drainage Systems has been submitted to and approved in writing by the Planning Authority and thereafter no part of the development shall be occupied unless the drainage has been installed in complete accordance with the said scheme

Reason - in order to safeguard water qualities in adjacent watercourses and to ensure that the proposed development can be adequately drained.

(3) LIGHTING SCHEME

That neither of the blocks hereby approved shall be occupied unless a lighting scheme is submitted to and approved in writing by the planning authority and fully installed in complete accordance with the said scheme.

Reason – in order to ensure the development is adequately lit, to ensure public safety.

(4) LANDSCAPING SCHEME

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. The mentioned scheme should also address potential bird attractants.

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

(5) TREE PROTECTION

That no development shall take place unless the approved tree protection plan is in place. Should a different method of tree protection be proposed, this must be approved in writing by, the Planning Authority.

Reason- in order to ensure adequate protection for the trees onsite during the construction of the development.

(6) CAR PARKING

That the development hereby approved shall not be occupied unless the car parking areas hereby granted planning permission have been constructed, drained, laid-out and demarcated in accordance with drawing No. PL- 004 – Rev D of the plans hereby approved or such other drawing as may subsequently be submitted and approved in writing by the planning authority. Such areas shall not thereafter be used for any other purpose other than the purpose of the parking of cars ancillary to the development and use thereby granted approval.

Reason - in the interests of public safety and the free flow of traffic.

(7) TRAVEL PLAN

That no development shall take place unless a Travel Plan for the Hotel and bar/restaurant has been submitted to, and approved in writing by the planning authority. The framework should identify an overarching aim for the Travel Plan, objectives, mode split targets, an indication of the policies and procedures that will be implemented and timescales for the implementation of the future Travel Plan and ongoing reviews.

Reason - In the interest of promoting sustainable travel options.

(8) BUS STOP IMPROVEMENT

That the buildings hereby approved shall not be occupied unless a scheme detailing the design of and means of delivery for new bus stops serving both direction of travel are submitted to and approved in writing by the planning authority. Bus stops will consist of a minimum provision of a shelter, raised kerbs, seating, lighting and timetable information.

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

(9) BURNSIDE DRIVE

That the buildings hereby approved shall not be occupied unless a scheme detailing upgrading Burnside Drive is submitted to, approved in writing by the planning authority and thereafter are in place.

Reason – To adopt and improve the infrastructure for the new development.

(10) IMPLEMENTATION OF PEDESTRIAN ACCESS

That the flats hereby approved shall not be occupied unless a scheme detailing the provision of a new lit path to the riverside walkway is submitted to, approved in writing by the planning authority and thereafter constructed.

Reason - in order to integrate the development with the surrounding path network.

(11) DIRECTIONAL SIGN POSTS

That the buildings hereby approved shall not be occupied unless a scheme detailing directional signposts identifying the shortest route to surrounding facilities has been submitted to and approved in writing by the planning authority. The scheme should be supported by identification of the most convenient routes between the site and the key local facilities and infrastructure including crossing points.

Reason- in order to integrate the development with the surrounding path network and to encourage use of sustainable modes of transport to the development.

(12) IMPROVING VEHICULAR VISIBILITY

That no development shall take place until a plan detailing the sight lines at the main junction providing vehicular access to the development from Burnside Drive has been provided and approved in writing by the planning authority. Thereafter the flats shall not be occupied until all obstructions to visibility within that sightline have been removed. Thereafter all obstructions, including vegetation, should be maintained at a height no greater than 1.05m in accordance with National Roads Development Guide (2014).

Reason – in order to improve visibility.

(13) SUBMISSION OF CYCLE AND MOTORCYCLE PARKING DETAILS

That no development shall take place unless a scheme of showing (i) secure and covered cycle parking and (ii) details of the motorcycle parking anchor points, has been submitted to and approved in writing by the planning authority. Thereafter the approved scheme shall be implemented and shall be ready for use prior to the occupation of the hotel.

Reason- in order to encourage use of sustainable modes of transport to the development.

(14) BUILDING MATERIALS

That no development shall take place unless samples of the proposed external finishes to be used on the elevations of the proposed blocks and proposed 'grass-crete' surfacing to car park areas have been submitted to, and approved in writing by the planning authority.

Reason - in order to protect the visual amenities of the area.

(15) BIRD HAZARD MANAGEMENT PLAN

Development shall not commence until a bird hazard management plan has been submitted to and approved in writing by the planning authority and thereafter the agreed measures shall be implemented in full.

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

ADVISORY NOTES FOR APPLICANT

- (1) 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 it's 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 to be guilty of an offence under Article 137 (Endangering Safety of an 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. Further Information can be obtained from Aberdeen International Airport Safeguarding Manager (safeguarding@aiairport.com / 01224725756)
- (2) The applicant is advised to contact Colin Burnet of ACC (cburnet@aberdeencity.gov.uk or 01224 522409) to discuss any upgrades that will be required to upgrade Burnside Drive to an adoptable standard.
- (3) 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

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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 / 01224725756).