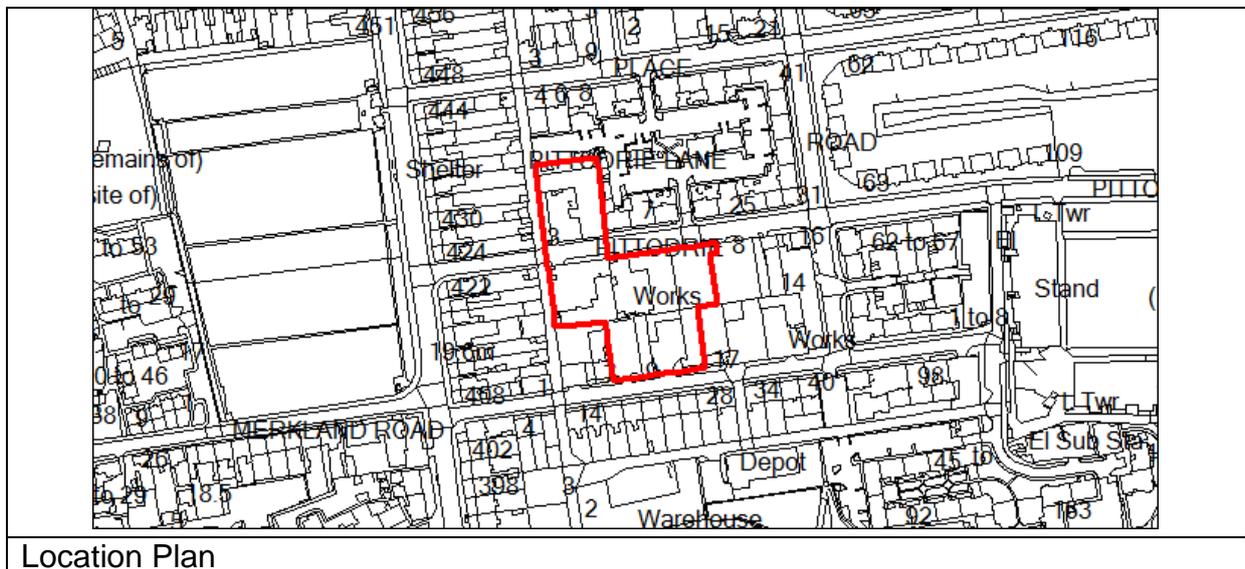


## Planning Development Management Committee Detailed Planning Permission

**160845:** Redevelopment of site, erection of student accommodation of max.619 bed spaces, up to 5 storeys with associated works. at Site at 9 Merkland Road East and site at 3 Pittodrie street, Aberdeen,

For: Watkins Jones Group

Application Date:	24 June 2016
Officer:	Robert Forbes
Ward:	Tillydrone/Seaton/Old Aberdeen (J Noble/R Milne/R Grant)
Community Council:	Pittodrie
Advertisement:	Project of Public Concern
Advertised Date:	03/08/16



**RECOMMENDATION:** Willingness to approve subject to conditions, but consent to be withheld until contributions towards Core paths, bus facilities on King Street and the provision of two City Car Club vehicles, including costs associated with necessary Traffic Regulation Orders, have been secured

### SITE DESCRIPTION

This site lies approximately 1.5km to the north of the city centre and comprises industrial premises located to the east of King Street close to Pittodrie stadium, currently occupied by Robertson stone centre / granite yard. There are two distinct parcels separated by Pittodrie Street. The northern site (site B), is the smaller, abuts adjacent four storey tenement housing constructed in the 1990's and fronts onto the street. The southern site (Site A) lies adjacent to industrial / commercial premises located to the east. To the south and west of Site A lie 3 storey Victorian tenements which front onto and are accessed from Merkland Road East. The site is separated to the west from the rear of low rise residential / commercial premises fronting onto

## APPLICATION REF: 160845

King Street by a rear service lane (Pittodrie Lane). The surrounding area has experienced significant redevelopment in recent decades, with generally new build flatted properties replacing industrial premises.

### RELEVANT HISTORY

Application Number	Proposal	Decision Date
P151945	Student Accommodation (POAN)	13/01/16

A pre-application forum meeting to discuss the proposal took place in January and is reported in the pre-application report.

### DESCRIPTION OF PROPOSAL

Provision of student accommodation extending to 19,639m<sup>2</sup> (619 bedspaces), including ancillary facilities. All existing buildings on the site would be demolished. The southern site/ building would provide 486 bedspaces (15,433 m<sup>2</sup>), the northern site 132 (4207m<sup>2</sup>). The bedspaces are spread across a mix of studio accommodation and multi-bedroom flats with shared lounge / kitchen / dining areas. The building blocks would generally front onto existing public roads, although additional wings are proposed within the central part of Site A and will lack a street frontage. All bedrooms would face onto either public roads or landscaped courtyards. The massing of the blocks is broken into varied architectural forms, in order to avoid a monolithic appearance, with block heights varying between 3 and 5 storeys. The upper floors would incorporate dormer windows, pitched roofs and have varied wallhead levels in recognition of surrounding urban forms. The lowest parts would be positioned on Pittodrie Lane, recognising the reducing height of existing built forms to the west. External materials have been amended to include use of natural granite and buff / grey bricks to street frontages in lieu of render. Other external materials would include standing seam metal roofs, beige render and rainscreen cladding, with white brick and gold coloured metal cladding panels primarily used on courtyard wall elevations.

The principal pedestrian access points would be from Pittodrie Street. A secondary access to Site A would be provided from Merkland Road East. A small off street car parking (7 space) area would be created within Site A, accessed from Pittodrie Street. The position of the proposed access gates has been adjusted to avoid the creation of a recessed covered area, in response to security concerns. This car parking is for use of staff and disabled occupants. Communal bike storage for a total of 300 cycles is proposed across both sites, accessed from Pittodrie St and Lane. Service vehicles would use the existing road network and bin lorries would not require to enter the development. Residents would have access to communal external amenity spaces within both sites, including roof terraces and ground level courtyards and basement terraces. In addition, significant internal ancillary accommodation (e.g. entrance foyers, management suite, receptions and common rooms would be provided). The development has also been amended to reduce the height of certain blocks and to reduce the number of bedspaces in response to design / amenity concerns, including issues raised at the pre – application forum (e.g. security at the entrance / granite re-use).

## **SUPPORTING DOCUMENTS**

All drawings and supporting documents listed below can be viewed on the Council's website at [www.publicaccess.aberdeencity.gov.uk](http://www.publicaccess.aberdeencity.gov.uk).

Planning statement, Pre-application consultation report, Design and Access statement, Student demand report, Sustainability statement, Energy statement, Transport Statement, Site Investigation Report, Archaeology assessment, Bat / bird Survey, Daylight / Sunlight report, Noise Impact Assessment, Student management plan, Drainage Impact and Flood Risk assessment.

## **CONSULTATIONS**

<b>Consultee</b>	<b>Date of Comments</b>	<b>Comments Made</b>
Roads	17/10/16	No objection subject to conditions. Satisfied with level of parking proposed on site and that there would be no adverse traffic impact.
Developer Obligations	26/10/16	Request £7,568 contribution for core path improvement at Broad Hill.
Archaeology Service	28/07/16	Request a condition so that the site is recorded prior to demolition works.
Environmental Health	26/07/16	No objection. Request a condition to address possible contamination and to secure suitable noise attenuation, air quality and dust control.
Flooding Team	06/09/16	No objection regarding site flood risk / drainage.
Scottish Water	11/12/2015	No objection. Sufficient capacity exists in the local sewer network, waste water treatment and water treatment works to service the development.
Waste/Recycling Service	06/07/16	No objection. Advise that bin stores should be within 30m from any property.

## **REPRESENTATIONS**

9 letters of objection have been received (from 12 individuals). In order of frequency of mention, the issues raised are:-

1. Traffic impact / car parking;
2. Noise / disturbance due to use;
3. Unenforcability of contract to restrict occupant car parking;
4. Disturbance during construction;
5. Privacy impact / overlooking of garden ground / flats;
6. Crime / anti-social behaviour risk;
7. Property devaluation;

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8. Excessive scale of development (number of residents);
9. Overprovision of student accommodation in area;
10. Obstruction of garage access;
11. Safety impact of bin vehicles in rear lane;
12. Structural impact on adjacent property due to proposed basement construction;
13. Adverse impact on letting potential of adjacent property;
14. Loss of family housing;
15. Loss of views;
16. Excessive building height;
17. Location poorly accessible to RGU;
18. Student accommodation needed close to RGU campus;
19. Adverse impact on businesses in lane;
20. Pedestrian / vehicle safety concerns;
21. Proposed tree planting unlikely to be mature / maintained as proposed;
22. Safety / amenity risk due to sunken light-wells in lane.

A total of 7 letters of support have been received, including from an adjacent business and the site owner. These refer to issues such as:-

The benefit to existing residential amenity of removing the existing industrial use;  
The aesthetic benefit to the area of redevelopment of the site;  
The high quality design of the development;  
The desirability of connection to the Aberdeen heat network;  
The positive reputation of the applicant in terms of its delivery of student accommodation elsewhere in Scotland;  
The chronic difficulty in securing suitable accommodation for students within Aberdeen;  
The benefit to the housing supply of freeing up existing accommodation currently occupied by students;  
The suitable location of the site in terms of proximity to the University of Aberdeen, the city centre and public transport; and  
The positive economic benefits of the development, including the retention of the existing business within the Aberdeen area.

### **REASON FOR REFFERAL TO COMMITTEE**

The application has been referred to the Planning Development Management Committee because in excess of 6 objections have been received.

### **PLANNING POLICY**

#### SPP

This encourages sustainable economic growth and redevelopment of brownfield land. It promotes development that is designed to a high quality.

#### Aberdeen City and Shire Strategic Development Plan 2013

With regard to regeneration priority areas, this states that opportunities for redeveloping brownfield sites need to be a clear priority.

#### Aberdeen Local Development Plan 2012 (ALDP)

H2: Mixed Use Areas

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H3: Density  
R2: Degraded and Contaminated Land  
R7: Low and Zero Carbon Buildings  
I1: Infrastructure Delivery and Develop  
D1: Architecture and Placemaking  
D2: Design and Amenity  
D3: Sustainable and Active Travel  
D4: Aberdeen's Granite Heritage  
D6: Landscape  
NE4: Open Space Provision in New Dev  
NE9: Access and Informal Recreation

### Proposed Aberdeen Local Development Plan 2015 (PALDP)

Policies H2, H3, D1, D2, T2, T3, NE4, R2 and R7 are relevant.

### Supplementary Guidance

Technical Advice Note : Student Accommodation (Sept. 2015)

This identifies a number of criteria against which such proposals will be assessed, including: needs assessment; appropriate location; protection of surrounding amenity; design; parking / transport; amenity provision, including open space; and provision of micro-renewables. Preparation of a management plan is encouraged.

Aberdeen City Council's Supplementary Guidance 'Transport and Accessibility' provides guidance on parking standards for developments. The Supplementary Guidance discusses circumstances where it is appropriate to have no or low car parking provision for residential developments. It contains the following advice:

*'Aberdeen City Council will support and encourage low or no car housing, recognising the contribution this can have towards sustainable development, where there is evidence that car ownership and use will be low enough to justify proposals, and where public transport and other travel options are sufficient to allow residents to rely wholly on them. It is vital that such development is located in an area of good existing public transport, cycle and pedestrian links, thus allowing a design that facilitates as many trips as possible to and from the development being made by modes other than the private car. Such development is likely to be more successful in city centre locations, where there is already a high demand for car parking and good public transport links.'*

*The Council will consider the following issues in determining proposals for low or no car housing:*

- The development is mixed use and there are employment opportunities within walking and cycling distance of residential units;*
- The development is linked to the main road network by well lit, safe and pleasant footways or paths for pedestrians;*
- The development is within 400m of the local cycle network and there is adequate bicycle parking available; and*
- There are at least 2 buses in each peak time quarter hour period serving, or stopping close by to, the development.*

*Where development proposals are specifically put forward as low or no car housing, the entitlement to on-street parking permits will be restricted. The developer may also wish to establish a car club for the development, thus reducing the need for residents to own a private car in the first place.'*

Supplementary guidance regarding open space and low / zero carbon buildings is also relevant.

### **OTHER RELEVANT MATERIAL CONSIDERATIONS**

The recent appeal decision in relation to refusal of a student accommodation proposal nearby at St Peter St (ref. 151811) is relevant.

<https://www.dpea.scotland.gov.uk/CaseDetails.aspx?id=117431&T=20>

### **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.

#### Principle of Development

The proposal is considered to accord with SPP objectives regarding encouraging sustainable economic growth, redevelopment of brownfield land and promotion of design quality. The site is zoned as a Mixed Use area (Policy H2 of the ALDP). The suitability of quasi-residential uses in such areas is dependent on avoidance of undue conflict with adjacent uses, amenity and provision of a satisfactory residential environment. This is dependent on detailed assessment, including submission of a noise assessment. Assessment of the development relative to the Council's Technical Advice Note regarding Student Accommodation guided by a range of criteria. The submitted 'demand assessment' concludes that the high specification of the proposed scheme, combined with the current undersupply of purpose built student accommodation in Aberdeen would attract strong demand. The new development would also further improve Aberdeen's appeal as an established destination for students. It is also important to note the role that specialist student accommodation plays in the overall housing market supply, and that new high quality accommodation can improve the overall standard by encouraging competition and providing choice.

#### Scale / Design

The supporting design and access statement is considered to demonstrate that considerable skill in appreciating the site context and developing an appropriate design solution. The scale of development which is considered appropriate on the sites requires to take account of the existing context of development, existing constraints, and to avoid overdevelopment, by taking account of the surrounding density. It is recognised that the scale and form of the development proposed would result in significant intensification of the prevailing density and would differ from the character of the development in the surrounding area, in particular the low rise Victorian housing to the west, flanking that part of King Street. However it is considered unreasonable to expect that the low density form of this part of King Street would be replicated within the site. The high density form of development

proposed is considered to accord with the objective of policy H3, and is in the interest of sustainability, by helping to maintain the viability of local services and facilities. The proposed height / scale of building, as amended, is considered to be acceptable and would relate well to the general form and scale of adjacent tenement properties. Whilst it is considered preferable in terms of urban design to reduce the scale and massing of the proposed internal blocks which lack a street frontage, the proposed design solution is consistent with the high density approach approved in other comparable development sites (e.g. at Matalan, Constitution St - 150911; McConnochies, Willowbank Road – 151074) and is compatible with the preservation of existing residential amenity. Residents would have access to good quality external space and the level of parking provision and ancillary facilities proposed on site is acceptable. It is therefore not considered to represent overdevelopment, rather it maximises the reasonable capacity of the site. The massing of the external elevations is considered to be well handled by the use of varied architectural elements and façade modelling in order to break up the massing of the street frontages. The design has been amended so that the main entrance gates to the car park are no longer recessed into the site, to avoid the creation of a crime / nuisance risk, in the interest of secure by design principles.

Details of external finishing materials, boundaries, micro-renewables, and landscape design can be secured by condition in order to ensure compliance with policies D1, D2, D4, D6 and R7 of the ALDP.

#### Open Space Provision

Although no public open space would be provided within the development, private communal amenity spaces would be provided for the use of residents, including primarily hard landscaped courtyards and deck areas. No specific developer contribution towards enhancement of nearby open space is sought (other than relating to paths on Broad Hill) however, improvement of the public realm / streetscape of Pittodrie Street and Merkland Road East, including provision of street trees, can be secured by condition in accordance with the expectations of policy NE4 and related supplementary guidance. In addition, the financial contribution sought in relation to enhancement of core paths on Broad Hill, is in accordance with policy NE9.

#### Residential Amenity

The proposal would result in significant enhancement of the level of amenity enjoyed by existing residential properties, by removal of the existing industrial premises, which generate both potential adverse noise and heavy industrial traffic. Whilst there would be a degree of impact on existing residential properties facing the site, due to the introduction of the new buildings, and associated shading / overlooking it is considered that the degree of such amenity impacts does not warrant refusal of the development. There would also be a degree of impact during construction of the development, but this would be the case with any redevelopment of the site. Given the residential nature of the proposed use it is considered compatible with existing residential property, notwithstanding the public concern that anti-social behaviour may take place. In addition, it is noted that the applicant is experienced in the development of such facilities and has offered to implement a management plan so that any tensions with surrounding occupants can be raised/ addressed. No evidence exists that the development would increase crime risk in the area and there

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would be no direct loss of family housing. The benefit of removal of the existing industrial uses on the site is considered positive.

As regards the level of amenity that would be afforded to proposed residents, it is considered that the basement level flats proposed facing onto Pittodrie Lane would experience limited amenity, due to their floor level being significantly below existing ground level and their location on a service lane. Other rooms would also experience limited amenity due to the constrained extent of daylight / sunlight penetration into parts of the site. However, it is recognised that these rooms constitute only a relatively small component of the overall number of bedrooms proposed and all occupants would have access to semi-private external sitting out areas and other internal communal facilities. It is also recognised that all residents would have access to sitting out areas, including communal courtyards, and roof terraces, in accordance with policy D2 (part 3) and NE4. The supporting noise impact assessment indicates that suitable noise attenuation would be provided for occupants of the development and the Council's Environmental Health officers agree with its conclusions. Whilst the travel distance from individual rooms to the bin store within Site A would significantly exceed the 30m maximum distance advised by the Council's waste and recycling officer, the applicant has advised that this is a matter that would be addressed by means of the occupation management plan.

It is considered that the proposed bedrooms facing onto the industrial premises to the east of Site A would have a relatively poor outlook, and would lack an outlook onto the street or an enclosed garden or court, in conflict with policy D2 (part 2). Whilst there is a degree of tension with policy H2, due to the possibility that the viability/operation of such businesses may be impacted due to the development (due to conflict of use / potential future noise complaint from occupants of the development) neither the businesses concerned, nor the Council's Environmental Health officers object to the development on noise or other grounds and there are already existing residential premises facing onto these existing businesses on both Pittodrie Street and Ardarroch Road. As such it is considered that there is no likely significant additional impacts.

It can therefore be concluded that the operation of existing businesses would not be significantly prejudiced and, on balance, the overall level of amenity created would be acceptable.

### Traffic Impact

The site does not lie within the identified city centre but is well located in relation to the University of Aberdeen, the city centre and a major bus route, such that it is considered to be a sustainable location which is suitable for a car free development. The development is supported by traffic information (i.e. a Transport Statement and parking study) which demonstrates that it would not have a significant adverse impact on existing traffic flows and can be accommodated on the local network without adverse additional pressure for on street car parking or major new infrastructure. Although there is a degree of conflict with the Council's supplementary guidance regarding transport and accessibility, in that: the level of car parking proposed is less than the maximum outlined in the guidance, the site does not lie within the city centre and the proposed development is not mixed use, the other specific criteria within the guidance relating to low car housing development would

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be met. The Council's roads officers have raised no roads safety concerns and have no objection to the proposal, subject to detailed matters being addressed. A similar level of car parking is proposed on site to that recently approved relative to a major student development on Constitution St, which lies further from the University of Aberdeen and the main bus route to RGU on King Street. Developer contributions and conditions are suggested in order to address the traffic impact and to promote sustainable travel patterns in accordance with the objective of policy D3, by enhancement of bus and car club facilities.

### Contamination

Given the historic industrial uses of the site and the proposed end use, supporting information is required to demonstrate that any contamination on site can be suitably remediated, in accordance with the objective of policy R2. The Council's environmental health officers are satisfied that this can be addressed by condition and is not required prior to approval. It is noted that other nearby industrial sites have been redeveloped for residential purposes without this being an insurmountable matter.

### Drainage

The application is supported by a drainage and flood risk assessment, demonstrating that surface water can be dealt with on site in a sustainable manner, incorporating SUDS, and concluding that site appears to have little or no risk of flooding. It is noted that the site is fully developed at present and the Council's flooding unit have no objection to the proposal. As the proposal would result in an increase in soft landscaping compared to the existing situation, the rate of surface water run-off would be reduced. As the surface water from the development will be discharged to a public combined sewer, it is not proposed to utilise SUDS for the purpose of water quality treatment, as opposed to flood risk. There would be no conflict with policy NE6.

### Appeal Decision

As the site does not lie within a conservation area and has no impact on the setting of listed buildings, it is considered that the principal design reasons for refusal of the appeal referred to above are not relevant to this case. As regards impact on existing residential amenity, the reporter accepted that car free student housing is appropriate in the St Peter Street area and that a contribution to the car club would be appropriate. Although the reporter in that case referred to over-concentration of student accommodation as being a material consideration, the weight which must be afforded to that judgement in relation to the current proposal is questionable. Each application requires to be considered on its merits and the particular circumstances which exist. In the case of the current application, it is the case that no purpose built student accommodation has been constructed on the east side of King Street in the vicinity of the site (other than at Linksfield Road), and there is a mix of residential, industrial and other uses in the vicinity, including Aberdeen Football Club. It is therefore the case that the physical context of the site is materially different from that at the appeal site and an overprovision of purpose built student accommodation (as opposed to mainstream flats occupied by students) is not considered to exist.

Economic Impact / Loss of Business / Industrial Land

The current occupant of the site is in the process of relocating to alternative purpose built premises within Aberdeenshire, so that the employment / economic benefits of the business would be retained within the Aberdeen city region. The site is not allocated specifically for business / industrial purposes within the Local Plans and its potential for re-use for such purposes is significantly constrained by the proximity of residential uses and its constrained brownfield nature. It is therefore considered that loss of the existing business uses would not have a significant impact on business / industrial land supply within the city and does not warrant refusal. There would be significant economic benefit arising from the proposal during its construction phase, limited direct employment benefits on site post construction, and significant indirect economic benefits to the local area resulting from the financial expenditure of occupants on goods and services. Approval of the application would serve to support the wider tertiary education functions within the City by providing significant supporting accommodation for students. It may also act as a catalyst for further similar investment in the local area. The proposal would indirectly benefit the housing supply in the wider area by increasing supply and potentially freeing up existing mainstream accommodation currently occupied by students.

Other matters raised in objection

Devaluation of property value, loss of views from private property, and structural impact on adjacent property are not material planning considerations. Other matters raised such as development scale, roads / traffic impact, noise / disturbance, privacy impact, alleged overprovision are addressed above.

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 and the Reporter has now reported back. The proposed plan 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 comment by the Reporter; and
- the relevance of these matters to the application under consideration.

The Reporter's response does not affect policies in a manner that is relevant to this application. In relation to this particular application proposal policies in the Proposed LDP are not materially different from those in the adopted LDP. Approval to adopt the LDP will be sought at the Full Council meeting of 14 December 2016. The actual adoption date is likely to be around the third week in January 2017.

**RECOMMENDATION: Willingness to approve subject to conditions, but consent to be withheld until contributions towards Core paths, bus facilities on King Street and the provision of two City Car Club vehicles, including costs associated with necessary Traffic Regulation Orders, have been secured**

## **REASONS FOR RECOMMENDATION**

Subject to imposition of conditions and developer obligations contribution to open space enhancement, the development is considered to comply with the development plan (policies H2, H3, D1, D2, D3, D6, T2, NE4, R2 and R7 of the Aberdeen Local Development Plan 2012), the proposed local development plan (policies H2, H3, D1, D2, T2, T3, NE4, R2 and R7) and relevant supplementary guidance regarding student accommodation. Material considerations do not warrant refusal and the proposal would accord with the objective of sustainable development by securing redevelopment of a brownfield industrial site and by reason of its appropriate residential related nature and scale.

## **CONDITIONS**

(1) No development shall take place, other than demolition, 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 buildings on the development site shall be occupied unless:-

- (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 buildings has been submitted and approved in writing by the planning authority that verifies that remedial works to fully address contamination issues related to the buildings 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

(2) The properties hereby approved shall not be occupied unless the following noise mitigation measures, or such alternative measures as may be agreed, have been implemented in full, having at least an equivalent effect to those measures contained within the associated noise impact assessment (Ref. 15482-R01-B – 23 May 2016) including the following:-

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1. A minimum overall façade sound insulation  $R'w + C_{tr}$  (dB) of 28  
AND a minimum trickle ventilator performance of  $D_{n,e,w} + C_{tr}$  (dB) of 33
2. Adherence to the stated operational noise level limits, namely:-
  - a) NR 48 at 3 m from the boiler room façade,
  - b) NR 50 at 3 m from the plant room façade,
  - c) NR 39 at 3 m from the electrical substation.
3. Provision of a GRP enclosure around the substation, along with minimising the open area of any ventilation louvres in the enclosure to ensure the noise limit for the substation is met.

Reason: in the interests of residential amenity and avoidance of conflict with adjacent commercial uses.

(3) The buildings hereby approved shall not be occupied unless a scheme detailing proposals for the storage and collection of refuse generated on the site, including recycling facilities, has been submitted to and approved in writing by the planning authority and the provisions of that scheme shall be implemented in full at all times when the buildings are in use. The buildings shall not be occupied unless management of the bin storage and waste generation / disposal is undertaken in accordance with the Student Accommodation Management Plan.

Reason: to promote sustainable principles and safeguard public health and residential amenity.

(4) No construction works in connection with the development hereby approved shall take place, other than demolition, unless a further scheme of hard and soft landscaping works has been submitted to and approved in writing by the planning authority, including further details of urban realm / street works on Pittodrie Street and Merkland Road East within the site, including provision of street trees / re-use of granite kerbs. All groundworks, planting, seeding and turfing shall be carried out in accordance with the approved scheme during the first planting season following completion of the relative development parcel and any trees or plants which within a period of 5 years from the completion of the development are, in the opinion of the planning authority, dying or have been severely 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.

Reason: to ensure the implementation of a satisfactory scheme of landscaping in the interests of the amenity of the site and the surrounding area

(5) The development hereby approved shall not be occupied unless the proposed off street vehicle parking area has been constructed, drained, laid-out and demarcated, all in accordance with drawing no. 15065-L-200 rev E05 of the plans hereby approved, or other such drawing as may be subsequently submitted and approved in writing by the planning authority. Such parking area shall not be used for any purpose other the parking of vehicles relating to the student accommodation. None of the units hereby approved shall be occupied unless the cycle storage / parking

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facilities shown on drawing number 15065-L-200 rev E05 have been implemented and are available for use.

Reason: to ensure public safety and traffic management of the area concerned and to encourage use of sustainable forms of transport.

(6) The buildings hereby approved shall not be occupied unless a scheme detailing compliance with the council's Low and Zero Carbon Buildings supplementary guidance, including details of potential connection to the Aberdeen Heat and Power district heating network, has been submitted to and approved in writing by the planning authority and any recommended measures within that scheme for the reduction of carbon emissions have been implemented in full.

Reason: to ensure the building complies with the council's requirements regarding energy efficiency and carbon emissions.

(7) No development in connection with the permission hereby approved shall take place, other than demolition, unless full details of the proposed means of disposal of surface water from the development have been submitted to and approved in writing by the planning authority. Unless otherwise agreed in writing by the planning authority, surface water shall be disposed of via the use of sustainable urban drainage systems. The development shall not be occupied unless the agreed drainage system has been provided in its entirety and maintained thereafter at all times in accordance with the approved scheme.

Reason: to ensure the provision of an adequate sustainable drainage system in the interests of the amenity of the area.

(8) No development in connection with the permission hereby approved shall take place, other than demolition, unless details of all the materials to be used in the external finishes for the proposed development, and construction details of façade elements including granite reuse / new granite at the entrance screen, and dormer windows, roof/verge details and rainwater goods, have been submitted to and approved in writing by the planning authority. The development shall be carried out in full accordance with the approved details.

Reason: In the interests of the appearance of the development and safeguarding the visual amenity of the area.

(9) No development in connection with the permission hereby approved shall take place, other than demolition, unless details of site / boundary treatments, including details of the proposed railings / gates / walls, including re-use of natural granite from doughtings, has been submitted to and approved in writing by the planning authority. The development shall thereafter be carried out in full accordance with the approved details.

Reason: In the interests of safeguarding the visual amenity of the area and the amenity / security of occupants.

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(10) The development hereby approved shall not be occupied unless provision has been made for the upgrading of the footways at the development frontages on Pittodrie Street and Merkland Road East, in accordance with a scheme which has first been submitted to and approved in writing by the planning authority prior to the commencement of works.

Reason: In the interests of safe pedestrian accessibility and improvement of the public realm.

(11) No development shall be undertaken pursuant to this grant of planning permission unless a scheme detailing the provision of 2 Car Club vehicles on Pittodrie Street / Merkland Road East, along with associated lining and signage, has been submitted to and approved in writing by the planning authority, unless otherwise agreed in writing. Thereafter the development shall not be occupied unless provision has been made in accordance with the agreed scheme.

Reason: In order to provide an appropriate alternative to on-site residents' car parking.

(12) The development hereby approved shall not be occupied unless a Travel Plan has been submitted to and agreed in writing by the planning authority, including details of a Travel Pack to be provided to residents of the development.

Reason: In the interests of discouraging unsustainable travel.

(13) The development hereby approved shall not be occupied unless a Management Plan relating to the operation of the approved student accommodation facility, including management of on-site parking, has been submitted to and agreed in writing by the planning authority, and thereafter is managed in accordance with the details so agreed.

Reason: In the interests of preserving residential amenity and managing vehicle traffic associated with the development.

(14) No demolition or any other works in connection with the development hereby approved shall take place unless a photographic survey of the existing buildings and structures on the application site (Site B) has been submitted to and approved in writing by the planning authority. All external and internal elevations of the buildings and structures, together with the setting of the buildings and structures and any unusual features of the existing buildings and structures, shall be photographed. The photographic viewpoints must be clearly annotated on a plan to accompany the survey. The photographs and plan must be in a digital format and must be clearly marked with the planning reference number.

Reason: To ensure that a historic record of the building is made for inclusion in the National Monuments Record for Scotland and in the local Sites and Monuments Record.

**ADVISORY NOTES FOR APPLICANT**

**INFORMATIVE**

In order to protect amenity of the occupants of the neighbouring residences from noise produced as a result of, site/ground preparation works and construction works, the following measures are suggested:

- a) Provision of suitable solid hoarding with acoustic properties to be erected around the development site boundary (of minimum 2m height) during, site/ground preparation works and construction.
- b) Operations creating noise which is audible at the site boundary should not occur outside the hours of 07:00 to 19:00 Monday to Friday and 09:00 to 16:00 on Saturdays
- c) Identify the likely significance of the noise levels affecting residential premises during the accepted times and apply a maximum threshold level established through application of an appropriate method described within Annex E of BS5228 1:2009+A1:2014.

It is advised that the applicant / developer contact the Council's Environmental Health Service at an early stage and before construction work has started to discuss the suggested means of noise and dust control.