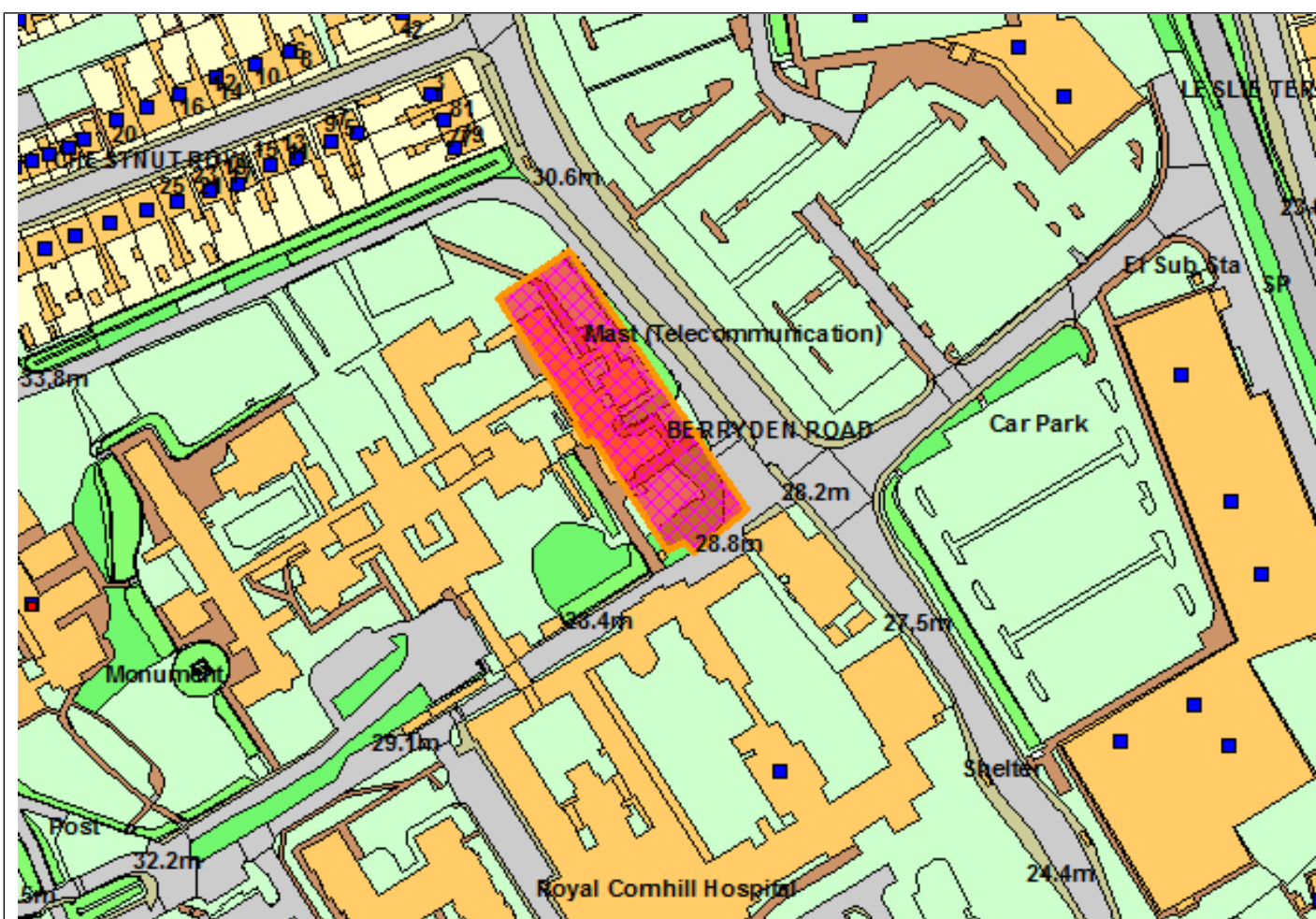


Planning Development Management Committee

Report by Development Management Manager

Committee Date: 21 September 2017

Site Address:	Former Royal Cornhill Hospital, Cornhill Road, Aberdeen, AB25 2ZH
Application Description:	Material change to previous consent ref P130381 in order to accommodate 4 additional flats within the roofspace of building 5-8
Application Reference:	161282/DPP
Application Type	Detailed Planning Permission
Application Date:	6 September 2016
Applicant:	Barratt North Scotland
Ward:	Mid Stockel/Rosemount
Community Council	Rosemount And Mile End
Case Officer:	Gavin Evans



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RECOMMENDATION

Willingness to approve with conditions, subject to conclusion of a legal agreement securing:

- **Affordable Housing: £10,139.32**
- **Community Facilities: £1,992.00**
- **Car Club: £380.00**
- **Roads: £556.00**
- **Primary Education: £13,210.24**
- **Sport and Recreation: £1,216.00**
- **Library: £200.00**
- **Total £27,693.56**

APPLICATION BACKGROUND

Site Description

The current application concerns an area of land on the eastern edge of the former Royal Cornhill Hospital (RCH) site. The wider RCH site itself extends to 5.54ha and lies between Berryden Road, to the east, and May Baird Avenue, to the west. This current application site, which extends to 2688sqm and sits just to the north of the consented access junction onto Berryden Road, is the site of 'Buildings 5-8' in the approved layout, incorporating 66 units.

Relevant Planning History

Application Ref.	Proposal	Decision / Date
130381	Detailed Planning Permission for redevelopment of the former Royal Cornhill Hospital site (323 units)	Status: Approved with Legal Agreement 12.02.2015
130382	Substantial demolition in a Conservation Area	Status: Approved Conditionally 04.06.2015

APPLICATION DESCRIPTION

Description of Proposal

This application seeks planning permission for a material change to the consent previously granted. This relates specifically to Buildings 5-8 and involves the provision of an additional 4no flatted units within the roofspace, increasing the total number of units from 66 to 70. The external appearance of the buildings will be unaltered from the consented scheme. Earlier variations have allowed for the consented 66 units to be delivered in the lower floors, with the attic flats omitted from those varied plans. The current application seeks to formalise the provision of 4no extra units within that roof level. No additional car parking provision is proposed.

Supporting Documents

All drawings and supporting documents listed below can be viewed on the Council's website at:

<https://publicaccess.aberdeencity.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=OD136DBZGLG00>.

The following documents have been submitted in support of the application –

- Existing and Proposed plans and elevations
- Supporting Planning Statement

Reason for Referral to Committee

The application has been referred to the Planning Development Management Committee because an objection has been received from the local Rosemount and Mile-End Community Council.

CONSULTATIONS

Developer Obligations Team – This proposal will result in an additional 4 units to that already consented. The infrastructure rates will apply pro-rata in line with the existing legal agreement for P130381. Contributions are payable, based on the impacts resulting from the development, in the following areas: Affordable Housing; Community Facilities; Car Club; Roads; Primary Education; Sport and Recreation; Library provision. The total contribution payable is £27,693.56.

ACC - Roads Development Management Team – No objection to the proposal.

As no additional parking spaces are proposed the main concern, from a roads perspective, is whether or not there is sufficient parking available to cater for the new flats. Notes that current parking standards are less onerous than those applicable under the previous Local Development Plan. If the 'Inner City' standard is applied, as it was to the earlier application, there is no shortfall in car parking provision. Disabled parking provision remains compliant.

Rosemount and Mile-End Community Council – Object to the application on the basis that it is outwith the approved application and that the development should remain within original approved number of flats in the development.

REPRESENTATIONS

None

MATERIAL CONSIDERATIONS

Legislative Requirements

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

Section 64 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 places a duty on planning authorities to preserve and enhance the character or appearance of conservation areas

Aberdeen Local Development Plan (2017)

D1: Quality Placemaking by Design

D2: Landscape
H3: Density
H4: Housing Mix
I1: Infra Delivery & Planning Obligation
NE9: Access and Informal Recreation
T3: Sustainable and Active Travel
T2: Managing the Transport Impact of Development
Transport and Accessibility
R6: Waste Management Requirements for New Development
OP77: Cornhill Hospital

Supplementary Guidance and Technical Advice Notes

Affordable Housing
Flooding, Drainage and Water Quality
Planning Obligations
Resources for New Development
Transport and Accessibility

Other Material Considerations

Scottish Planning Policy (SPP)
Historic Environment Scotland Policy Statement (HESPS)

EVALUATION

Principle of Development

The former Royal Cornhill Hospital site extends to some 6.04ha and is identified in the current Aberdeen Local Development Plan as Opportunity Site (OP) 77. The ALDP identifies an opportunity for redevelopment comprising a residential, office and community uses. The site was also allocated for development in the preceding Local Development Plan, and the principle of development has been established through the approval of application 130381, which proposed a residential development of 323 units, including elements of both new-build and conversion.

The current proposal affects only the interior of the building, but requires planning permission as it would result in the formation of 4no additional residential units within the top floor of buildings 5-8. Nevertheless, in considering the current proposal it is noted that the design, appearance, position and footprint of the building would not differ from the scheme previously agreed. On that basis, it is considered that these matters have been previously agreed, and that the current proposal maintains compliance with policies D1 (Quality Placemaking by Design), D2 (Landscape), NE5 (Trees and Woodlands) and NE9 (Access and Informal Recreation). The proposal would increase the overall density of development, and requires assessment in terms of its density, provision for car parking, and sufficiency of car parking to accommodate additional units.

Density and Housing Mix

In terms of overall density, the proposal would result in an increase from 323 to 327 units across the wider Cornhill development. In relative terms this is a minor increase, and is not precluded by the ALDP opportunity site designation. On consideration of application 130381, the planning authority noted that the scheme achieved an overall density of approximately 58 dwellings per hectare, which comfortably satisfies policy Policy H3's minimum requirement for 30 dwellings per hectare. A Development Brief for the Cornhill site at that time identified an aspirational target of 70 dwellings per hectare, however this of course had to be balanced against other factors such as the retention and protection of existing trees, delivery of a coherent site layout around the conversion of existing buildings etc. The addition of a further 4no units with no corresponding increase in footprint is, in general terms, consistent with the aspirations of that Development Brief for a high-

density residential development. It is therefore considered that the proposal accords with the provisions of policy H3 (Density) of the ALDP. In terms of the range of housing available on site, the approved Cornhill scheme includes detached, semi-detached and terraced houses, along with flatted blocks. The addition of a further 4no flats within the top floor of this building does not introduce a new type of housing to the site, however it is noted that the consented scheme already makes provision for a wide range of types and sizes, so it is not considered that there is any resultant conflict with policy H4 (Housing Mix).

Refuse and Recycling

Provision is made for refuse and recycling storage within the previously consented scheme, and the addition of 4no units is not anticipated to result in any significantly increased burdens in this respect, however a condition attached to this consent can ensure that details of the arrangements for building 5-8 – including provision for increased capacity as necessary - are submitted and agreed in consultation with the Council's Waste Strategy Team in advance of occupation. This will ensure that adequate provision is made and that the proposal complies with policy R6 (Waste Management Requirements for New Development).

Accessibility and Parking Provision

The wider Cornhill development was considered against the 'Inner City' parking standards, despite lying just outwith the boundary for that area. This was considered necessary to ensure that the site could deliver the anticipated level of development whilst retaining its semi-parkland setting and preserving the character of the Rosemount and Westburn Conservation Area. It was also recognised that the site is within relatively convenient walking distance for the city centre and its facilities. The Council's Roads Development Management Team notes that the parking rates set out in current supplementary guidance are less onerous than those that applied at the time the wider application was considered, with the result that there is capacity for these additional 4no units to be accommodated without any causing a shortfall in parking. On this basis, it is considered that the proposal maintains the rates of parking provision established by the earlier consent, and does not result in any material conflict with policy T2 (Managing the Transport Impact of Development) or the associated 'Transport and Accessibility' Supplementary Guidance.

Matters raised by the local Community Council

It is noted that the Community Council has objected and has stated its view that development should be restricted to the number of units previously consented. The current ALDP allocation does not specify a maximum number of units. The Development Brief that applied at that time highlighted the potential for up to 364 homes, based on a density of 70 dwellings per hectare. As noted previously, there are constraints on the site that make that a particularly challenging density to achieve, however it is nevertheless the case that the addition of these 4no units does not represent a departure from the position established in either the Opportunity Site designation or the site-specific development brief that the overarching consent was approved against. On that basis, and having had regard to the relevant policies contained within the development plan, it is considered that there is no compelling reason to warrant restricting development to 323 units, or to warrant refusal of the current application.

Conclusion

The proposal would result in a slight increase in the density of development on the allocated Cornhill site, however this would not result in any change to the footprint or external appearance of the building in question, therefore there is no identified conflict with design policies, nor any change to the wider proposal in terms of trees, landscaping, open space and accessibility. The increase in density can be readily accommodated within the previously approved built form, and the change in car parking standards that accompanied adoption of the current Local Development Plan is such that there is no shortfall in parking provision. Developer obligations have been identified in several areas in order to offset the impacts of the development, consistent with the legal agreement covering the existing consent for development of the Cornhill site. Matters raised

in the local Rosemount and Mile-End Community Council's response are noted, and have been addressed in this report, however it is considered that the proposal accords with the relevant provisions of the development plan, and that no material considerations have been identified that would outweigh that position and warrant refusal of the application.

Heads of Terms of any Legal Agreement

A legal agreement will be required to secure the financial contributions identified above, which will be tied to the existing agreement, with contributions paid as summarised in the Recommendation section of this report below.

Time Limit Direction

The standard time period of 3 years for implementation of consent is considered appropriate, therefore no time limit direction is warranted.

RECOMMENDATION

Willingness to approve with conditions, subject to conclusion of a legal agreement securing:

- Affordable Housing: £10,139.32
- Community Facilities: £1,992.00
- Car Club: £380.00
- Roads: £556.00
- Primary Education: £13,210.24
- Sport and Recreation: £1,216.00
- Library: £200.00
- Total £27,693.56

REASON FOR RECOMMENDATION

The proposal is considered to represent an appropriate scale and form of development on the Royal Cornhill Hospital site, which would accommodate contemporary buildings of appropriate design alongside the existing architecture of the site, within a distinctive parkland setting. The proposal accords with policies CF1 (Existing Community Sites and Facilities) and would benefit from access to local shops and public transport facilities. An appropriate density and mix of housing would be provided on-site, including an appropriate proportion of Affordable Housing, in accordance with policies H3 (Density), H4 (Housing Mix) and H5 (Affordable Housing) of the ALDP. An environment of appropriate quality would be provided for residents, with access to areas of private amenity space and public open space, incorporating a significant number of existing mature trees and maintaining the landscape character of the site, in accordance with policies D2 (Landscape) and NE4 (Open Space).

The arrangement of space and styling of buildings demonstrate due regard for the site context, in accordance with policy D1 (Architecture and Placemaking) and the aspirations of Creating Places and its six qualities of successful places.

Proposals for vehicular and pedestrian access to the site are acceptable, and consistent with policies T2 (Managing the Transport Impact of Development), D3 (Sustainable and Active Travel) and NE9 (Access and Informal Recreation).

Detailed matters requiring further submissions and/or implementation of agreed details in relation to site contamination, refuse storage and disposal, surface water drainage and reducing carbon emissions can be secured through appropriate conditions, ensuring compliance with policies R2, R6, NE6, and R7 of the ALDP.

In conclusion, the proposal is considered to demonstrate due accordance with the provisions of the Development Plan, and no material considerations, including issues raised in representations, were found to be of sufficient weight to warrant determination other than in accordance with the development plan.

CONDITIONS

1. That none of the buildings hereby approved shall 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 for that building, 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'.
2. That no building within the development hereby approved shall be occupied unless the car, motorcycle (including a secure fixed point) and bicycle parking areas serving those buildings have been constructed, drained, laid-out and demarcated in accordance with a drawing which has first been submitted to 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 vehicles ancillary to the development hereby granted approval - in the interests of public safety and the free flow of traffic.
3. That none of the units hereby approved shall be occupied unless refuse and recycling storage has been provided in accordance with a detailed scheme which has first been submitted to and approved in writing by the planning authority – in order to preserve the amenity of the neighbourhood and in the interests of public health.
4. That unless otherwise agreed in writing, no part of the development hereby granted planning permission shall be occupied unless all drainage works detailed on Fairhurst drawing number 96600/2050-revC (as approved in relation to the overarching consent ref. 130381) or such other plan as may subsequently be approved in writing by the planning authority for the purpose have been installed in complete accordance with the said plan - in order to safeguard water qualities in adjacent watercourses and to ensure that the proposed development can be adequately drained.

ADVISORY NOTES FOR APPLICANT

1. Construction Hours. It is recommended that no construction or demolition work should take place: (a) outwith the hours of 7.00 am to 7.00 pm Mondays to Fridays; (b) outwith the hours of 9.00 am to 4.00 pm Saturdays; or (c) at any time on Sundays, except (on all days) for works inaudible outwith the application site boundary. - in the interests of residential amenity. Please note that separate statutory noise controls exist under environmental health legislation.

2. Separate licencing regime for works affecting bat roosts

Please note that, separate from this grant of planning permission, it is likely that a licence from SNH will be required in relation to works affecting bat roosts - it is the applicants' responsibility to ensure that the appropriate licence has been obtained before such works affecting a European Protected Species (including demolition works) are undertaken.

