

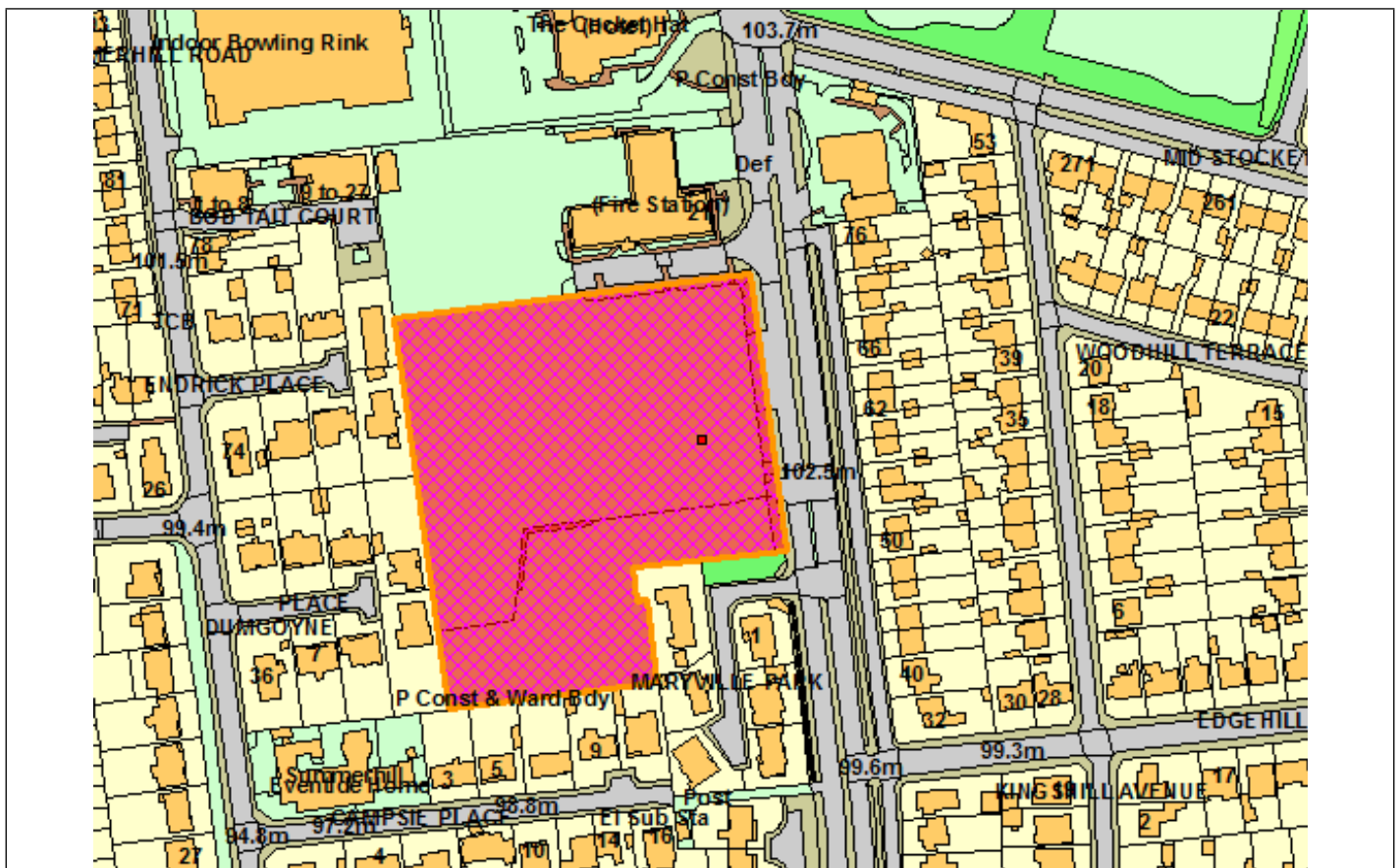


Planning Development Management Committee

Report by Development Management Manager

Committee Date: 30th May 2019

Site Address:	19 North Anderson Drive, Aberdeen, AB15 6TP.
Application Description:	Erection of 118 affordable residential units (72 flats set over 3/4/5 storeys and 46 houses) with associated landscaping, parking and infrastructure
Application Ref:	182101/DPP
Application Type	Detailed Planning Permission
Application Date:	18 December 2018
Applicant:	Sanctuary Scotland Housing Association Ltd
Ward:	Kingswells/Sheddocksley/Summerhill
Community Council:	Mastrick, Sheddocksley and Summerhill
Case Officer:	Gavin Clark



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RECOMMENDATION

Approve Conditionally & Subject to Legal Agreement

APPLICATION BACKGROUND

Site Description

Approximately 1.78 hectares and encompassing the majority of the former Scottish Fire and Rescue Service's (SFRS) site at North Anderson Drive. Excluded is the operational fire station and SFRS workshop at 21 North Anderson Drive, all immediately to the north.

The site has been cleared and is predominantly level (between 102.7mAOD in the south and 104mAOD in the north-east), with some mounds of demolition rubble from previous buildings.

To the east, across North Anderson Drive, are traditional granite built semi-detached dwellings; whilst to the south and west are similar detached dwellings located on Maryville Park, Campsie Place, Dumgoyne Place and Endrick Place.

Relevant Planning History

A Proposal of Application Notice (PoAN) (Ref: 171355/PAN) was submitted on the 11th November 2017, advising of: a major residential development of approximately 125 affordable units, with associated landscaping, car parking and infrastructure. The Planning Service advised on the consultations required on the 21st November 2017.

In June 2016 the Planning Development Management Committee (PDMC) agreed a willingness to approve planning permission in principle (Ref: 151969) for: a residential development of up to 90 units, with associated access, infrastructure and landscaping. This application was subsequently withdrawn in November 2017, prior to conclusion of the legal agreement, thus no planning permission was issued.

Planning permission (Ref: 181798/DPP) was approved retrospectively in November 2018 for the erection of timber hoardings around the site, primarily associated to containment for demolition.

Planning permission (Ref: 99/1338) was refused in June 2001 for the erection of a Tesco superstore, car park, service yard, associated roads, recycling point, landscaping and alterations to North Anderson Drive. A subsequent appeal was dismissed in May 2002.

Pre-Application Consultation

The proposed development was subject to pre-application consultation on the 25th January 2018 between the applicant and the local community, as required for applications falling within the category of major developments, as defined in the "Hierarchy of Development" Regulations. The consultation involved a public exhibition at Best Western Summerhill Hotel, where display boards set out proposals and members of the project team were available to answer questions. The event was publicised in advance in the local press. Consultation was also undertaken with a number of neighbours, Local Councillors and the local Community Council (Mastrick, Sheddocksley and Summerhill).

A Pre-Application Consultation Report accompanies the application, this details the consultation undertaken and how the comments received have been incorporated into the proposals.

APPLICATION DESCRIPTION

Description of Proposal

The development of 118 affordable residential units, comprising: 46 houses and 72 flats, the latter across two blocks. The above number would include eight assisted living flats, with the rest of the development socially rented houses/ flats. Block 1 is set over 4 storeys and has an east-west orientation, with a maximum height of 13.7m; whereas Block 2, which is predominantly north-south

facing and set over 3, 4 and 5 storeys and has a maximum height of 16.9m. The flats are in the eastern section of the site, primarily fronting onto North Anderson Drive. The houses are to the west, back from North Anderson Drive. The properties would be of various sizes, 1-3 bed, as detailed below.

Unit Size	Number of Units	Percentages of Total
1 Bed Apartment	33	29%
2 Bed Apartment	39	32%
2 Bed Houses	5	4.2%
3 Bed Houses	41	34.8%

Hard and soft landscaped areas would be provided, including grassed areas of open space, seating areas; play equipment and shrubs /trees. This sees a focal 'community green' in the north-western part. Parking, cycle parking and communal waste storage facilities would also be provided throughout.

A variety of building finishing materials are proposed, including brick; PVCu windows; and dry-dash render. Boundary treatments would include 1.8m high acoustic/ timber fencing, 1.8m high brickwork walls and a 0.9m high granite wall.

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=PJPVRFBZJQD00>.

- *Flood Risk Assessment & Drainage Strategy: December 2018* - provides details of the proposed development along with a flood risk assessment, SUDS designs, foul drainage details and an overall conclusion.
- *Pre-Application Consultation Report: November 2018* – provides, amongst other things, details of the development, levels of consultation undertaken, a summary of consultee views and also details of alterations made to the proposal as a result of the consultations.
- *Supplementary Site Investigation Report: November 2018* – provides details of the site, an appraisal of existing information, a conceptual site model, geotechnical considerations, chemical contamination information, gas emissions, water supply and an overall summary/ conclusion. An updated document was submitted in May 2019 to address initial comments received from colleagues in Contaminated Land.
- *Noise Impact Assessment: March 2019* – provides details of the noise survey undertaken, along with predictions, external noise levels and sound insulation recommendations.
- *Transport Statement: March 2019* – provides details of the development proposals, local and national transport policy, accessibility, vehicular accessibility and an overall summary/ conclusion. An updated document was received in May 2019 with revised information regarding the safe routes to school element of the proposal.
- *Tree Survey: March 2019* – introduces the proposal, details of the site, a method statement and details of proposed tree management/ protection.
- *Design and Access Statement: April 2019* – provides details of the site, design development, the proposed development and consultee comments and how they have been addressed.

Reason for Referral to Committee

The application has been referred to the Planning Development Management Committee as the proposal constitutes a “Major” development, subsequently the proposal falls out with the Council’s Scheme of Delegation.

CONSULTATIONS

ACC - Education – No objection, contribution required. Advise that the site is zoned to Fernielea School and Hazlehead Academy; that there is sufficient capacity at Fernielea School, however the pupil roll at Hazlehead Academy is expected to exceed its capacity from 2021, and additional pupils generated by this development would add further pressure on space at the school, a contribution (£13,175) would thus be required to assist in reconfiguring the building, to provide the additional space.

Developer Obligations Team – No objection, advise of the following required contributions: secondary education (£13,175), community facilities (£175,536), sport and recreation (£75,648), core path network (£35,712) and healthcare (£55,392). The total amount being £355,463 and secured via Legal Agreement.

Transport Scotland (TS) – Advise that as of 1st April 2019, North Anderson Drive ceased to be a trunk road and TS therefore no longer require to be consulted.

ACC - Flooding and Coastal Protection – No objection. Note the applicants intended use of filter trench's in the SUDS scheme. Strongly recommend the use of permeable materials where suitable in the design, to prevent an increase in the surface water runoff.

Also sought confirmation that: no water would flow out of the site at the 1/200 years event, plus climate change, and that no property (within or out the site) would be at flood risk; and that the run off at the 1/200 years event does not exceed the pre-development run off. These confirmations were received from the applicant on the 25th April 2019.

ACC - Waste Strategy Team – provided comment on the proposal and sought clarification on swept path for refuse vehicles and details of collection points for a number of the flats. They also advised of the waste requirements for the development.

ACC - Roads Development Management Team – No objection. The detailed response is discussed below.

ACC - Environmental Health – No objection. The detailed response is discussed below. Overall air quality and noise issues can be controlled by planning conditions.

ACC - Housing – No objection. Are supportive of the application, which is included in the Strategic Infrastructure Housing Plan (SHIP) Advise that funding has been approved for this project, which provides additional social housing, with some fully wheelchair accessible and suitable for people with learning difficulties.

Police Scotland – No objection. Advise that the general layout appears good from a Crime Prevention Through Environmental Design (CEPTED) perspective. Make some recommendations with regards to the use of materials, boundary treatments, landscaping and footpaths. An informative will be added suggesting that the applicants liaise with the Police Scotland Architectural Liaison Officer and advising the applicant to achieve Secured by Design.

Scottish Environment Protection Agency – No objection, in terms of flood risk. Request conditions requiring the submission of: a construction environment management plan (CEMP); and a scheme of green measures that are to be implemented on site, and would welcome the use of any non-contaminated material on site and the reduction of construction waste in accordance with the waste hierarchy of reduce, reuse and recycle. Also provide general comment on contaminated land and advise of other regulatory requirements.

Scottish Water – No objection.

ACC - Contaminated Land Team – No objection. The detailed response is discussed below.

Mastrick, Sheddocksley and Summerhill Community Council – No response received.

REPRESENTATIONS

5 objections have been received, 2 at the time of the original submission (in December 2018) and a further 3 following re-notification associated to the revised proposals (on 26th March 2019). These latter submissions were from new objectors, although supplementary comments were received from one of the original representees. The matters raised are as follows:

Initial Submission:

1. Access Issues – the left in/ left out arrangement from Anderson Drive, and the possibility/ issues of cars making U-turns into Maryville Park. The increased volume of traffic into Maryville Park is not acceptable;
2. The five-storey high flats are not in keeping with the surrounding area;
3. The proposal should have a minimum of one parking space per flat;
4. Requested details of boundary treatments;
5. Whether the existing telegraph pole on site would be moved; and

Revised Proposal:

6. The removal of mature trees from within the areas designated as Plots 34, 35 and 36;
7. The proposed footpaths to the rear of Plots 32 and 36 would create a security and noise risk for neighbouring properties;
8. Concerns about the amendments that have been undertaken to Plots 32 to 36, noting that the original layout would be more acceptable, and there would now be concerns with overlooking and loss of privacy (in particular from the proposed flats).

MATERIAL CONSIDERATIONS

Legislative Requirements

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

National Planning Policy and Guidance

- Scottish Planning Policy (SPP)

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

The purpose of the SDP is to set a spatial strategy for the future development of the Aberdeen City and Shire. The general objectives of the plan are promoting economic growth and sustainable economic development which will reduce carbon dioxide production, adapting to the effects of climate change, limiting the use of non-renewable resources, encouraging population growth,

maintaining and improving the region's built, natural and cultural assets, promoting sustainable communities and improving accessibility.

From the 29 March 2019, the Strategic Development Plan 2014 will be beyond its five-year review period. In the light of this, for proposals which are regionally or strategically significant or give rise to cross boundary issues between Aberdeen City and Aberdeenshire, the presumption in favour of development that contributes to sustainable development will be a significant material consideration in line with Scottish Planning Policy 2014.

The Aberdeen City Local Development Plan 2017 will continue to be the primary document against which applications are considered. The Proposed Aberdeen City & Shire SDP 2020 may also be a material consideration.

Aberdeen Local Development Plan (2017)

- D1: Quality Placemaking by Design
- D2: Landscape
- I1: Infrastructure Delivery & Planning Obligations
- T2: Managing the Transport Impact of Development
- T3: Sustainable and Active Travel
- T4: Air Quality
- T5: Noise
- H1: Residential Areas
- H3: Density
- H4: Housing Mix
- H5: Affordable Housing
- NE4: Open Space Provision in New Development
- NE5: Trees and Woodland
- NE6: Flooding, Drainage & Water Quality
- R2: Degraded & Contaminated Land
- R6: Waste Management Requirements for New Development
- R7: Low & Zero Carbon Buildings & Water Efficiency
- CI1: Digital Infrastructure

Supplementary Guidance (SG)

- Landscape
- Sub-Division and Re-Development of Residential Curtilages
- Planning Obligations
- Affordable Housing
- Transport and Accessibility
- Air Quality
- Noise
- Trees and Woodlands
- Flooding, Drainage and Water Quality
- Green Space Network and Open Space
- Resources for New Development

Other Material Considerations

- Local Planning Advice: Fire Station Site, North Anderson Drive Planning Brief
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EVALUATION

Principle of Development

The site is within an area zoned as residential, under Policy H1 of the ALDP. As the proposal relates to residential development it in principle could be approved, if it does not: constitute over development; adversely affect the character or amenity of the surrounding area; and it complies with any relevant Supplementary Guide. These detailed issues set out in H1 are assessed below.

It should also be noted that Local Planning Advice relates to the site (North Anderson Drive Planning Brief). This dates from January 2013 (and also covers the additional SFRS area to the north). The brief indicates 4-6 storey properties fronting onto Anderson Drive and then terraced housing, with areas of amenity space. The layout, as proposed, would generally follow the relevant principles of this document.

Strategic Development Plan

In terms of assessment against the Strategic Development Plan, due to the nature of the proposal, being a brownfield development that is generally compliant with the policies of the ALDP; it is not considered to be strategic or regionally significant, or require consideration of cross-boundary issues and, therefore, does not require detailed consideration against the SDP.

Layout and Design

Policy D1 states that all development must ensure high standards of design and have a strong and distinctive sense of place, which is a result of: context appraisal, detailed planning, quality architecture, craftsmanship and materials. Also well considered landscaping and a range of transportation opportunities ensuring connectivity are required, compatible with the scale and character of the development.

The density is considered high, twice the guideline minimum within Policy H3 (Density), at 60 units per hectare. This case minimum would equate to 53.4 units. However, the context of the site allows for a significant proportion of flats and a generally higher density than the policy guideline. Such higher densities are common in certain contexts, such as the city centre where there are a high level of public amenities and good public transport links. In this case, the site is located next to a mixed-use area and designated centre, as well as on a primary transportation route, which sees access to bus routes linking to the city centre within 400m of its boundary. It is also within 150m of a similar scaled flatted development to the north. For the above reasoning, the density of development is considered appropriate.

The proposal includes a mixture of thirty-three 1-bed and thirty-nine 2-bed apartments, five 2-bed and forty-one 3-bed houses. Colleagues in Housing are supportive of this application, which is included in the SHIP. Indeed, funding has already been approved for this project, which sees some fully wheelchair accessible properties made suitable for people with learning difficulties. The general layout and mixture of property types is appropriate and comprises 100% affordable housing. The proposal would therefore comply with the general principles of Policies H4 and H5 of the ALDP, as well as its associated SG.

Generally, it is desirable that residential units benefit from a dual aspect, i.e. have windows which face out from two separate elevations/in different directions. This is due to the recognition that the provision of more than one aspect can result in multiple benefits for internal amenity. These benefits include: greater internal natural light and the ability to achieve through ventilation, by opening windows on two elevations, thus helping to minimise overheating and bringing benefits from solar gain. The proposals see the majority of properties having a dual aspect, although sixteen (22.2% of the units) would be single aspect.

In terms of Block 1, four of these flats would face North Anderson Drive only; whereas the other four would face onto the access road and informal play area (11.1% of the flats in total). Whilst this isn't an ideal situation, given the small number of flats concerned and the landscaped buffer (5-7m wide) between the block and North Anderson Drive and the outlook onto the informal play area and mature trees for the others, this arrangement is accepted in this instance.

Eight of the flats in Block 2 are single aspect, five would face North Anderson Drive and three would face into the development. This would equate to 11.1% of the overall development. As previously indicated, it is often accepted that a small proportion of units within a large flatted development will invariably be single aspect, due to the characteristics of the site dictating such and to make best use of space. Although again not ideal and limits resident's amenity the number of single aspects flats within this block also allows for optimising the use of the land and level of social housing which can be provided.

The flatted blocks vary from three to five storeys, with a maximum height of around 16.9m, the north-east corner onto North Anderson Drive. This massing and layout is considered acceptable in terms of how it would sit within the context of the surroundings. Whilst it is acknowledged that there are a number of single and one and a half storey properties located locally, and the site sits at the top of a rise; there are nearby blocks of flats fronting North Anderson Drive of 5 to 6 storeys 150m to the north on (Midsocket View); although it is noted that these buildings sit further down from the brow of the rise. Despite this it is not considered that the proposals would look significantly out of context. The nearest residential properties to the two proposed flatted blocks are located either to the east across North Anderson Drive (45m away), or to the south on Maryville Park (55m away) which is beyond the access road and an area of proposed open space, then separated by a number of mature trees that are to be retained. To the north there is the fire station, Crocket Hat (a restaurant/ public house), hotel and the flats previously mentioned. The proposed buildings would therefore not be overbearing on surrounding uses or cause any issues with privacy or overshadowing.

The flatted buildings would be relatively simple in design and use of materials, with various colours of brick and metal seam cladding providing a contemporary finish to the building that would make an acceptable addition to their context. The enlarged windows and Parisian style balconies would also help break up a number of the elevations and provide natural light for residents.

In terms of the proposed dwellings; these would all generally sit within the site, behind the flats and some distance (circa 50m) from North Anderson Drive. All would be two storey, similarly scaled to those residential properties to which they sit closest, finished in a dry dash render with elements of facing brick (in some gables and to porches) and a tiled roof. These materials (which would be finalised via condition) are appropriate and common within residential developments throughout the city. The design is relatively simple, and the materials considered appropriate for their setting.

It is noted that a number of objections relate to the revised design and re-orientation of the plots. These changes were requested by planning officers, in order to achieve an acceptable layout. Whilst there may now be properties closer now than previously, there would be in excess of 18m window-to-window separation as required within Supplementary Guidance (approximately 27m to the properties on Campsie Place). The properties on the western side of the site would see their rear elevations face the side elevations and garden grounds of properties on Dumgoyne Place and Endrick Place, no significant overlooking would result and clearance of approximately 14m would be achieved.

As mentioned above, the original layout has been extensively re-designed, to ensure that each potential occupier would have appropriate levels of amenity space. In this regard each property would have at least 9m deep rear gardens; with areas of open space around each block of flats,

with a significant communal area in the north-west of the site, and a play park located close in the south-east entrance. There would also be tree planting undertaken (discussed below). The layout of the site is considered to be appropriate and would ensure that there would be no unacceptably adverse impact on residential amenity, either existing or proposed.

In summary the buildings would sit comfortably within their surroundings, in terms of their general scale and the proposal would be seen to comply with the general principles of Policies D1 and H1 of the ALDP.

Roads

Parking: In terms of car parking standards, most of the development would be rented social housing, where the 'outer city' location recommends 0.8 spaces per unit. Taking out the assisted living accommodation this would equate to 87 spaces for the 109 standard social housing units. In addition, 4 parking spaces would be required for the 8 assisted living units, bringing the total parking figure equal to 91 spaces.

The proposal sees 84 physical spaces: 78 mainstream spaces; 4 'disabled' (the latter which complies with ACC standards); and 2 car club spaces.

Guidance advises that a car club space can equate to 17 physical spaces, reflecting the alternative option to private car ownership. As such, the proposal is for 84 physical spaces, enhanced by the equivalent of 32 via the car club spaces, thus an equivalent total of 116 spaces. This is in excess of the guidance figure of 91, but is not seen as excessive, in terms of physical spaces, or being too heavily reliant upon car club. The layout has also been altered to design out any hard edges to lessen the possibility of indiscriminate parking within the curtilage of the site.

All parking bays dimensions comply with ACC standards, and the internal loop road within the development would be adopted. The submitted drawings/ information also indicate that bicycle storage for 44 bicycles would be provided (in two bike stores); this accords ACC standards, as do the number of short stay cycle parking spaces. 8 motorcycle parking spaces are proposed, an inconsequential shortfall of 1 space.

Car Club: Two car club cars, two active electric charge point spaces (sockets installed powered up and ready for action), and two passive electric charge point spaces (cabling and power capacity there to add to extra sockets later) would be provided. This has been agreed with the applicants and the delivery of the vehicles would be controlled in the legal agreement; with implementation of the required structures controlled via condition.

Vehicular Access: The proposed access would be via a left-in / left-out priority junction with A92 North Anderson Drive. The existing gap in the central reservation opposite the site is to be closed off prior to the development commencing. It is noted that objecting comments were received from neighbours, who had concern that occupants would use Maryville Park as a u-turning area to access the development. Colleagues in RDM are content with the access arrangement that would see occupants use either the roundabout to the south or the junction to the north to take these manoeuvres. Colleagues in RDM have raised no objection to this element of the proposal

Local Road Network: The applicants have undertaken a Safe Routes to School assessment to Fernielea School, Holy Family Roman Catholic School, Mile End School and Muirhead School. This development site would fall within Fernielea School catchment area. The proposed residential site is located within an acceptable walking distance of numerous schools which can all be accessed safely for the existing adopted road network. The walking routes have adequate crossing facilities, street lighting and are all overlooked and safe. As such the site is well located.

Walking and Cycling: The site is nearby to established footways, with pedestrian road crossing points in close proximity. The nearest core path (Core Path 27) is located within 650m, which provides links to Hazlehead Park and a number of other core paths. There is a recommended on-road cycle route that passes the site, linking to the wider cycle network. There is also a shared use cycle path on A944 Lang Stracht, which provides connectivity to Westhill and Kingswells. The proposal is therefore considered acceptable in this regard.

Public Transport: There is good public transport connectivity, with bus stops on two roads within 400m of the site, both which are served regularly and provide connections to Kingswells, Westhill and the City Centre. First Bus Service 23 connects to the City Centre and operates every 10 minutes during most of the day and every 30 minutes on a Sunday. Although the A92 Anderson Drive / B944 Lang Stracht traffic signal-controlled junction currently does not have a pedestrian phase (which the financial contribution proposed partially going to an upgrade of this junction). There are also bus stops available within 5-7 minutes' walk accessing bus links to Inverurie and Oldmeldrum (opposite Woodhill House to the north). The site is therefore considered well served by bus routes, and therefore acceptable in this regard.

Other Roads Matters: A Travel Plan is required, which should have: an overarching aim, realistic modal sharing targets, and a series of measures to obtain these targets set out in an action plan. The information highlighted by the applicants in terms of what the Travel Plan should contain is sufficient and its submission can be conditioned.

In terms of mitigation works, the signalised junction of the A92 Anderson Drive/ B944 Lang Stracht Aberdeen, Anderson Drive is a two-lane dual carriageway road with a 40mph speed limit in force and traffic using the B944 has 30mph speed limit. Both B944 Lang Stracht and Westburn Road are two lane urban distributor roads which radiate from the city centre westwards. This junction operates well for vehicles but has inadequate safe facilities for pedestrians and cyclists. Currently, there are drop kerbs to help pedestrians to cross the side roads. The Council is developing a post AWPR scheme to provide a pedestrian phase within the traffic signal configuration and refreshing the advance stop lines for cyclists. Mitigation measures are therefore required; the applicants have agreed a contribution of £23,600 towards these upgrade works, and this has been accepted by colleagues in RDM and will be subject to control in the legal agreement.

As a result of the above, the proposal is considered to comply with Policies T2 and T3 of the ALDP, along with its associated Supplementary Guidance.

Open Space and Trees

On-Site Open Space: Policy NE4 (Open Space Provision in New Development) and associated SG of the LDP requires at least 2.8ha per 1,000 people of "*meaningful*" and "*useful*" open space in new residential development. For a development of the size proposed, this equates to 0.65 hectares of such space. However, on brownfield sites the requirement may be relaxed if developers can satisfy the Council that there are exceptional development costs associated with the site. In this case no such exceptional costs have been identified with the site already having been cleared. Whilst there are small amounts of contamination on site; this matter is not considered significant.

The submitted site plan indicates that approximately 0.31 hectares of open space would be provided. The main area would be a 'community green' in the north-east part, which would be bound by a number of trees. Other areas would be located adjacent to the blocks of flats and to the south of the main entrance to the site, where an informal play area is also proposed. In this instance, given the layout of the site, and the standard within the areas of open space proposed, it is considered that the amount of internal open space proposed is acceptable, despite being less than the 0.65 hectares required by policy – given that there are other areas of open space within close proximity. Private enclosed gardens, all at least 9m deep would be provided for all dwellings.

There are 30 trees within the application site. All but 3 would be lost. Of those lost 3 are for health and safety reasons, and the other 24 in order to facilitate the development. However, none are significant in terms of their value (and are not protected by a TPO) and their loss would be mitigated by significant tree planting across the development. Submitted plans indicate that 60 trees would be planted, a mixture of Rowan, Red Maple, White Birch, Tibetan Cherry, Lime and Hornbeam. This replacement planting would be more than the required 1 for 2, and the proposal would not offend the general principles of Policy NE5 (Trees and Woodland). It is also noted that areas of shrubs are proposed within the site boundary to complement the above tree planting. Implementation of these works will be controlled via an appropriately worded planning condition.

In terms of Tree Protection, submitted information indicates that the development would be out with zone of influence (ZOI) for the mature trees outwith the site (nearest Maryville Park). The same is indicated for trees 540-542 which are to be retained. An appropriate condition will be inserted to ensure that adequate tree protection measures are provided during development.

Accessibility to Public Open Space: In terms of the proximity of existing public open space, the location is slightly outwith the threshold distance for major open space (standard is 1.5km, whereas the nearest – Hazlehead Park is 1.7km away); local open space standards see an area of open space adjacent to the site (at Midstocket), on the opposite side of North Anderson Drive at its junction with Midstocket Road. Given the proximity of these spaces, and the marginal failure to comply with access to major areas of open space, it is considered that the site is acceptable. No improvements to open space have been identified through the developer obligations process; although an improvement to the core path network and the provision of a play area within the site has been agreed and will form part of the associated legal agreement.

Open space would surround the blocks of flats, with the areas including benches and drying areas provided. All enclosed areas of open space would be overlooked, as would pedestrian routes which are placed along desire lines and generally set within the areas of open soft landscaping, all providing natural surveillance and reducing the opportunity for crime. Car parking spaces would be grouped together so that larger areas of open space can be provided closer to the flats.

The “informal play area”, to the south of the access road, could have some road safety concerns. A condition will therefore be added to the consent to ensure that an appropriate boundary treatment (likely to be a 1m high wall/fence/hedge) is provided, prior to the play area coming into use.

To summarise, although the quantity and quality of the open space which is proposed on site falls short of that expected by Policy NE4 and its associated SG; the areas within the site are considered to be of an acceptable quality; and there is readily available local public open space nearby such that, on balance, the open space provision within the site is considered to be sufficient.

Waste Management

Policy R6 requires that all new development should have sufficient space for the storage of general waste, recyclable materials and composite wastes where appropriate. Flatted developments will require communal facilities that allow for the separate storage and collection of these materials.

Communal bin stores are to be provided for the flats; with the waste team also indicating what will be provided to each dwellinghouse. It is also noted that the cottage flats (Plots 26-31) will be provided with general rather than communal bins, this is accepted. The arrangements has been considered by the Councils Waste Management Service and found to be acceptable. The proposal

would therefore comply with Policy R6: Waste Management Requirements for New Development and its associated SG. An informative will be added advising of the waste requirements for the development.

Flooding, Drainage and Water Quality

Policy NE6 makes provisions to avoid flooding and ensure that surface water and foul drainage are dealt with satisfactorily. In this regard, the submitted Flood Risk Assessment and Drainage Strategy report, concludes that the development is not at risk of flooding on any SEPA flood maps, and that the SUDS strategy, treatment and components have been selected in order to comply with relevant guidance. Attenuation for the surface water, to restrict the forward flow from the development, is provided via a proprietary storage system and oversized pipes. Foul drainage is proposed to be adopted by Scottish Water, with final connection proposed to existing infrastructure.

The applicants have also stated that the submitted calculations show that no flooding occurs from the system up to the 200 year event plus climate change, and they are therefore of the opinion that no water would flow out of the proposed plot at the 1/200 year event plus climate change, and that no property (within or outwith the plot) would be at flood risk. They also confirmed that the run off at the 1/200 years event would not exceed the pre-development run off. The drainage proposals have been reviewed by the Council's Flooding Team and found to be acceptable. Scottish Water have also raised no objection to the proposal. The development is therefore considered to comply with NE6: Flooding, Drainage & Water Quality and its associated SG.

Contaminated Land

Given the former use of the site as a Fire Station, a site investigation report was requested. The report noted that small elements of contamination were found on site and localised remediation would be appropriate within the "at risk" areas. Environmental testing would also be required for any materials imported on to the site, to ensure they are suitable for use and of a non-contaminating nature.

The report was assessed by colleagues in Environmental Health – Contaminated Land, who were in general agreement with the conclusions and recommendations as they relate to the identified contaminants of concern. However, given the site's long history of use for firefighter training, EH advised that the list of chemicals of concern (COC) should have included perfluorooctane sulfonate (PFOS) – a chemical in aqueous film forming foams used to fight fires involving flammable liquids. This chemical is most likely to be present within the vicinity of the tower / water collection tank and possibly the chemical store(s). Testing was requested to be targeted at these areas.

A Supplementary Site Investigation Report was submitted in April 2019 to address the above comments. Colleagues in Contaminated Land are generally in agreement with the report's conclusions and recommendations, but suggest that remedial action is undertaken, which would include the provision of a capping layer in gardens (600 mm 'clean' topsoil/subsoil) and landscaped areas (300 mm 'clean' topsoil/subsoil with basal geo-textile 'no dig' membrane). They have requested the submission of a validation report to confirm that the above action has been carried out. The submission of this document can be controlled via an appropriately worded planning condition.

Subject to the above, it is considered that the proposal would comply with Policy R2.

Developer Obligations

The applicants have agreed contributions towards secondary education (£13,175), community facilities (£175,536), sport and recreation (£75,648), core path network (£35,712) and healthcare (£55,392). The total amount due in this regard, which would be contained in a Legal Agreement, is £355,463. The legal agreement will also include a clause that all units are to be "affordable".

A contribution of £23,600 has also been agreed with colleagues in Roads Development Management, towards improvements on the Lang Stracht/ North Anderson Drive. In addition, the applicants have agreed to provide two car club vehicles and associated infrastructure (this contribution was discussed above in the section “other roads matters”). Subject to the above, the proposal would comply with Policy I1 and its associated SG.

Noise

In terms of noise, the submitted Noise Impact Assessment (NIA) has also been reviewed, and its contents are acceptable, and would ensure that an appropriate level of amenity could be achieved. Specifically, several acoustic barriers are proposed for the garden of the properties, which was found to align with those detailed in Figure 8 ‘Noise barrier locations’ contained within the revised NIA. Additionally, the plan advises some of the acoustic timber fencing is to be replaced with brickwork walls, which again will help lessen noise issues in gardens. These details are shown on Drawing No: PL (00)033 Rev D. Compliance with the above will be controlled via an appropriately worded planning condition. A facade sound insulation assessment as detailed within section 8.1 of the NIA is also required, again controlled via condition.

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 an informative will be added to the consent in relation to hours of construction. However, any noise complaints could be investigated by Environmental Health.

Subject to the above, it is considered that the proposal would generally comply with Policy T5 and its associated SG.

Air Quality

In terms of air quality, the proposal has been reviewed by Environmental Health colleagues, who conclude that it is unlikely the nitrogen dioxide and particulate matter objectives would be exceeded at the proposed property facades on Anderson Drive. Therefore there are no objections or recommendations in relation to exposure of residents to vehicle pollutants.

They also note that it is unlikely that traffic from the development will result in any significant increases of nitrogen dioxide and particulate matter which would have a substantial impact on the Air Quality Management Area (AQMA) and the wider network. Additionally, the Aberdeen Western Peripheral Route completion in early 2019 is considered to reduce vehicle numbers and type using Anderson Drive, thus lowering pollution levels on the above AQMA.

They also advise that the development should be designed to minimise emissions and meet the requirements of the Air Quality Management Plan. It is considered that a number of the measures proposed, including the reduced parking, EV points and car club would help to achieve this aim.

It is considered that the proposal would comply with the general aims of Policy T4 and its associated SG.

Low/ Zero Carbon Developments

All new buildings must meet at least 20% of the building regulations carbon dioxide emissions reduction target applicable at the time of the application through the installation of low and zero carbon generating technology. Whilst no details have been submitted in this regard, this matter could be controlled via an appropriately worded planning condition to ensure compliance with Policy R7 and its associated SG.

Digital Infrastructure

All new residential development will be expected to have access to modern, up-to-date high-speed communications infrastructure. The proposal is located within an urban location, which currently has access to said infrastructure. The proposal would therefore comply with Policy CI1 of the ALDP.

Matters Raised in Representations

1. The proposal has been assessed by colleagues in RDM, who consider the access arrangements to the site to be acceptable;
2. The height of the building has been discussed above, and has been concluded as appropriate for its setting;
3. The parking arrangements have been assessed by colleagues in RDM, and the parking proposed meets the associated Supplementary Guidance for such a development;
4. Details of boundary treatments have been provided, and are shown on Drawing No: PL(00)033 REV E, which would include a mixture of 1.8m high timber fencing (along the boundaries); acoustic timber fencing and brickwork and granite walls;
5. The potential re-location of the telegraph pole would be a civil matter between the relevant parties;
6. The removal of the trees on the southern boundary whilst unfortunate, it is considered necessary to accommodate the scheme – with significant replacement planting (on a one for two basis) controlled via condition. It is not considered that the loss of these trees would have an adverse visual impact on the surrounding area;
7. The layout of the scheme is considered acceptable – with the footpaths highlighted considered to be appropriate and a requirement to allow rear access to these properties;
8. It is noted that the amendments as submitted would see properties closer to adjacent dwellings than that in the originally submitted scheme – window-to-window distances would, however, be acceptable within the amendments and would not cause overlooking to any extent that would warrant refusal. This matter has also been discussed above.

Heads of Terms of any Legal Agreement/ Extension of Time

A legal agreement would be required to secure the payment of developer obligations outlined earlier in the report. A Processing Agreement has also been agreed until the 30th August 2019 to allow for the above to take place. This was also required due to the amendments requested by the Planning Authority, and to address comments received from several consultees.

RECOMMENDATION

Approve Conditionally & Subject to Legal Agreement

REASON FOR RECOMMENDATION

Given the character of the surrounding area, it is considered that this residential development could be satisfactorily accommodated within the site without negatively impacting on the character and appearance of the surrounding area; it would not result in the loss of open space nor constitute over development of the site. Thus, is considered in accordance with Policy H1 (Residential Areas) of the Aberdeen Local Development Plan.

The proposal is considered to have been designed with due consideration for its context, utilising a palette of materials that would respect the character and appearance of the surrounding residential area; thereby complying with Policy D1 (Quality Placemaking by Design) and D2 (Landscape).

With regards to the requirements of Policy T2 (Managing the Transport Impact of Development) and Policy T3 (Sustainable and Active Travel) the proposal has adequate links to the surrounding

urban environment and services, and appropriate contributions have been agreed with regards to surrounding junction improvements. Overall the site is considered to have a good level of accessibility and in combination with the high level of cycle parking proposed, results in an adequate level of parking and provision of car club cars.

A sufficient mix of unit sizes and types is proposed and therefore it is considered that the aims of Policy H4 (Housing Mix) are met. With regards to Policy H3 (Density) despite the density being high, there is considered to be an appropriate level of external amenities in the surrounding area, as well as good public transport links to the city centre; which allows for the high number of units and efficient use of the land and the delivery of social housing. The aspects of the flats (where a number are single aspect) is also considered to be appropriate for this layout.

Although the quantity and quality of the open space proposed within the site falls short of that expected by Policy NE4 (Open Space Provision in New Development) the presence of accessible public open elsewhere in the locality and the quality of space within the scheme means that, on balance, the open space provision is considered acceptable. Whilst trees would be removed within the site, appropriate replacement planting and shrubs would be provided ensuring no significant conflict with Policy NE5 (Trees and Woodland).

Suitable developer obligations would be sought to offset the impact of the development on the relevant community infrastructure, to accord with Policy I1, and the development would be considered to comply with Policy H5 (Affordable Housing) as it is entirely proposed as social housing.

Technical matters relating to drainage Policies NE6 (Flooding and Drainage), T4 (Noise), T5 (Air Quality), R2 (Degraded and Contaminated Land), R6 (Waste Management Requirements for New Development), R7 (Low & Zero Carbon Buildings & Water Efficiency) and CI1 (Digital Infrastructure) have been addressed satisfactorily or would be, subject of conditions. The proposal is therefore considered to comply with the relevant policies of the Aberdeen Local Development Plan and its associated Supplementary Guidance. There are no material planning considerations that would warrant refusal of consent in this instance.

CONDITIONS

(01) CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN (CEMP)

No development (including site stripping, service provision or establishment of site compounds) shall commence on site until a site-specific Construction Environmental Management Plan(s) has been submitted to and approved in writing by the Planning Authority in consultation with SEPA. The CEMP must address the following issues (i) surface water management including construction phase SUDS; and (ii) site waste management including details of re-use on-site and off-site disposal of demolition materials. Thereafter development shall be undertaken in accordance with the approved CEMP. Reason - In order to minimise the impacts of necessary demolition / construction works on the environment.

(02) SCHEDULE OF GREEN MEASURES

No development (including site stripping, service provision or establishment of site compounds) shall commence on site unless a schedule of green measures have been submitted to the Planning Authority. The schedule, detailing the measures that have been investigated and will be implemented on site, should be submitted prior to the commencement of development on site for the written approval of the Planning Authority, in consultation with SEPA and implemented in full.

Reason: to ensure adequate protection of the water environment and contribute to and enhance the natural environment in accordance with Scottish Planning Policy.

(03) LOW AND ZERO CARBON BUILDINGS

No development associated with any particular flatted block or residential dwelling shall take place unless a scheme detailing compliance with the Council's Resources for New Development Supplementary Guidance has been submitted to and approved in writing by the Planning Authority. Thereafter no units shall be occupied unless any recommended measures specified within that scheme for that unit for the reduction of carbon emissions have been implemented in full. Reason - to ensure that the development complies with requirements for reductions in carbon emissions specified in the City Council's relevant published Supplementary Guidance: Resources for New Development.

(04) EXTERNAL FINISHING MATERIALS

No development, beyond foundation level, shall take place on any hereby approved building unless a scheme detailing all external finishing materials to the roof and walls of such building has been submitted to and approved in writing by the Planning Authority. Thereafter the development shall be finished in accordance with the approved scheme. Reason - In the interests of visual amenity.

(05) LANDSCAPING

All soft and hard landscaping proposals shall be carried out in accordance with the approved scheme (as shown on Drawings No: 423.03.01D, 423.03.02D and 423.03.03D) and shall be completed during the planting season immediately following the commencement of the development or as otherwise agreed in writing with the Planning Authority. Any planting which, within a period of 5 years from the completion of the development, in the opinion of the Planning Authority is dying, being severely damaged or becoming seriously diseased, shall be replaced by plants of similar size and species to those originally required to be planted.

In addition, prior to the commencement of the implementation of the approved scheme, detailed proposals for a programme for the long-term management and maintenance of all the approved landscaped and open space areas within the development shall be submitted for the further written approval of the Planning Authority. Thereafter, all management and maintenance of the landscaped and open space areas shall be implemented, in perpetuity, in accordance with the approved programme.

Reason: To ensure the implementation of a satisfactory scheme of landscaping which will help to integrate the proposed development into the local landscape in the interests of the visual amenity of the area and to ensure that the landscaping is managed and maintained in perpetuity.

(06) PLAY AREA

No residential unit shall be occupied unless (i) details of the proposed play area; (ii) details of the boundary treatments for the proposed play area and (iii) a phasing plan for their provision, have been submitted to and approved in writing by the Planning Authority. In designing the scheme reference should be made to Part 8 of the Council's Open Space Supplementary Guidance. Reason - In order to ensure satisfactory provision of play facilities.

(07) ACOUSTIC FENCING

Prior to the occupation of any dwellinghouse or flat, the proposed acoustic fencing, and all other boundary treatments relating any residential unit, as shown on Drawing No: PL (00)033 REV E shall be implemented in their entirety and retained in perpetuity. For avoidance of doubt, the noise barriers must meet with the following specifications: (i) they must be solid and imperforate; (ii) they must have a superficial weight of ≥ 10 kg/m² (iii) there must be no gap between the bottom of the barrier and the ground; (iv) there must be no gap where it extends out from the external facade of a dwelling whose garden it is screening; (v) they must be ≥ 1.8 m in height; and the barrier locations shall be as shown in Figure 8 in the Sandy Brown report, 18340-R01-C, issued on 20 March 2019. Reason – In order to achieve an appropriate level of residential amenity.

(08) PROVISION OF ACCESS ROAD AND CAR PARKING

Prior to the occupation of any dwellinghouse or flat, the car parking areas hereby granted planning permission shall be constructed, drained, laid-out and demarcated in accordance with drawing No. PL (00)003 REV E 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 - in the interests of public safety and the free flow of traffic.

(09) CAR CLUB PARKING SPACES

Prior to the occupation of any dwellinghouse or flat, a scheme showing the location of two 'car club only' parking spaces shall be submitted to and approved in writing by the Planning Authority. Thereafter, unless otherwise agreed in writing with the planning authority, prior to completion of the last flatted property within the development (i) the car club only parking spaces shall be constructed and available for use and any associated signs or road markings implemented, in accordance with a phasing plan if necessary; and (ii) a traffic regulation order (TRO) is in place to restrict the use of the parking spaces to car club vehicles only. Reason - In order to encourage modal shift away from the private car.

(10) CYCLE PARKING

No flatted property shall be occupied unless: (i) the residents cycle store within that block has been constructed and is available for use, and (ii) a scheme of short-stay cycle parking for that block, showing the location and design of cycle stands for visitors, has been submitted to and approved in writing by the Planning Authority and such approved scheme has been implemented. Reason - In order to encourage more sustainable modes of transport.

(11) RESIDENTIAL TRAVEL PACK

No flatted property shall be occupied unless a residential travel pack, aimed at encouraging use of modes of transport other than the private car, has been submitted to and approved by the Planning Authority. Thereafter the pack shall be provided to each property on occupation. Reason - In order to encourage use of more sustainable modes of transport.

(12) ELECTRIC VEHICLE CHARGING POINTS

No flatted property shall be occupied unless: (i) details of the type and location of electric vehicle charging points and bays; (ii) markings and signage to identify the bays; (iii) a phasing plan for their provision; and (iv) the charging points and bays shall be provided in accordance with the agreed phasing plan. Information in relation to items (i, ii and iii) shall be submitted to and approved in writing by the Planning Authority. Reason - In order to provide for and encourage the use of electric vehicles.

(13) TREE PROTECTION

That no development shall take place unless a plan showing those trees to be removed and those to be retained and a scheme for the protection of all trees to be retained on the site and immediately outwith the site during construction works has been submitted to, and approved in writing by, the Planning Authority and any such scheme as may have been approved has been implemented in its entirety - in order to ensure adequate protection for the trees on site during the construction of the development.

(14) TREES – STORAGE OF MATERIALS

That no materials, supplies, plant, machinery, spoil, changes in ground levels or construction activities shall be permitted within the protected areas specified in the aforementioned scheme of tree protection without the written consent of the Planning Authority and no fire shall be lit in a position where the flames could extend to within 5 metres of foliage, branches or trunks. Reason - in order to ensure adequate protection for the trees on site during the construction of the development.

(15) DRAINAGE

No unit within the hereby approved development shall be occupied unless all drainage works detailed in the approved Flood Risk Assessment and Strategy Report (Ref: J4005 – November 2018, V1) produced by Bayne Stevenson Associates Ltd or such other plan/ document as may subsequently be approved in writing by the planning authority for the purpose have been installed in complete accordance with the said plan. Reason - In order to safeguard water qualities in adjacent watercourses and to ensure that the proposed development can be adequately drained.

(16) WASTE STORAGE PROVISION

No flatted block shall be occupied unless the waste storage area for that particular block has been provided in accordance with drawings PL(00)003 REV E and PL(00)035 REV C or such other drawing as may be approved in writing by the Planning Authority. Reason - In order to ensure suitable waste storage facilities are available for residents and to protect public health.

(17) DUST MANAGEMENT PLAN

No development (including site stripping or service provision) within any particular phase or block shall take place unless a Dust Management Plan for the construction phase of development has been submitted to and approved in writing by the planning authority. Such management plan shall specify dust mitigation measures and controls, responsibilities and any proposed monitoring regime. Thereafter development (including demolition) shall be undertaken in accordance with the approved plan. Reason - In order to control air pollution from dust associated with the construction of the development in accordance with Policy T4 - Air Quality.

(18) SOUND INSULATION ASSESSMENT

Prior to the commencement of development, a sound insulation assessment, as detailed within section 8.1 of the submitted Noise Impact Assessment, shall be submitted to, and approved in writing by the Planning Authority. Reason – In order to achieve an appropriate level of residential amenity.

(19) VALIDATION REPORT

Prior to the commencement of development, a validation report, confirming the provision of a capping layer in gardens (600 mm 'clean' topsoil/subsoil) and landscaped areas (300 mm 'clean' topsoil/subsoil with basal geo-textile 'no dig' membrane) shall be submitted to, and approved in writing by the Planning Authority. For avoidance of doubt, the validation report for the capping layer should include: (i) a chain of custody documentation for imported soils, including details of source; (ii) chemical analysis data demonstrating suitability for use, (iii) receipt (purchase/delivery) for geo-textile 'no dig' membrane; and (iv) pre/post placement survey levels to confirm soil depth. Reason: reason: in order to ensure that the site is fit for human occupation.

ADVISORY NOTES FOR APPLICANT

(01) CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

It is recommended that the CEMP is submitted at least two months prior to the commencement of any works on site; this is to allow the necessary agencies sufficient time to fully review the mitigation proposals to avoid any potential delays to the proposals moving forward.

The CEMP should also demonstrate that the proposals adhere to the Guidance for Pollution Prevention (GPPs) Notes, the Guidance on the Construction of SUDS (CIRCA C768) and the CAR Practical Guide for the CAR General Binding Rules (GBR's) 10 and 11. Reference to the NetRegs website for guidance on waste management. All waste, including demolition waste, should be managed in accordance with the waste hierarchy to reduce, re-use and recycle.

(02) SCHEDULE OF GREEN MEASURES

The level of information as required by Condition 2 could include the sustainable management of green space, creation of habitats linked to the SUDS, rainwater harvesting/ sustainable water measures, environmental education through the use of interpretive boards to highlight for example what the SUDS features are and the benefits they deliver, use of native plant species in landscaping, active travel and path connecting the development to public transport routes and electric car charging points etc. SEPA would also recommend the reuse of any non-contaminated material on site from demolition activities and the reduction of waste during the construction phase in accordance with the waste hierarchy of reduce, reuse and recycle.

(03) HOURS OF CONSTRUCTION

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 08:00 to 13:00 on Saturdays.

(04) WASTE MANAGEMENT REQUIREMENTS

Each new house will each be provided with: 1 x 180 litre wheeled bin for general waste; 1 x 240 litre co-mingled recycling bin for recycling and 1 x 240litre wheeled bin for food and garden waste (kitchen caddy, bioliners and associated information will be provided as well) Bin store for block 1 (x32 flats) will be provided with: 4 x 1280l general waste container; 4 x 1280l co-mingled recycling container and 1 x food waste container for each bin store (each flat will receive a kitchen caddy, bioliners and associated information) Bin store for block 2 (x34 flats) will be provided with: 4 x 1280l general waste container; 4 x 1280l co-mingled recycling container and 1 x food waste container for each bin store (each flat will receive a kitchen caddy, bioliners and associated information)

The following costs will be charged to the developer: Each 180l and 240l bin costs £35.00; Each 660l bin costs £283.60; Each 1280l bin costs £413.60 and Each food waste container costs

£514.49. No garden waste will be provided for flat residences as it is assumed grounds will be maintained as part of a service charge for the building and undertaken by a commercial contractor.

(05) POLICE SCOTLAND LIAISON

It is recommended that the developer liaise with Police Scotland Architectural Liaison Officer at each stage of development, for the purposes of designing out crime using the principles of Crime Prevention Through Environmental Design (CEPTED). Police Scotland would also encourage the applicant to attain the "Secured by Design) award as this demonstrates that safety and security have been proactively considered and that this development will meet high standards in these respects.

(06) CAR CLUB BAYS

The developer would also have to line and sign the bays. This would require the following to be done: Bays lined for "Car Club Only"; each bay signed with a numbered "Car Club Permit Holders Only" sign on a pole. These are numbered so we can supply the number for the bay when implemented and a bus timetable holder provided on the pole (which the car club use for putting promotional materials into. These should be Display area 740 x 260mm" with Allen key locks.

In terms of a specification for the points themselves we'd ask that the posts are "Smart". Able to link up to the "Charge your car" network; each socket is capable of putting out a minimum of 7kW and 32A of power; each socket is Mennekes Type 2 and occupiers can choose to offer the charging infrastructure for free or to charge for usage. In any case, charge points should be capable of pay-as-you go transactions;

Also to be considered charge points should be located prominently with appropriate bay markings and signage in place; We line ours with "EV" and each bay has an "Electric vehicle recharging point only" sign at it; once the development is complete, the site occupier will be responsible for operating, managing and maintaining the charge points; clear instructions should be provided as to how to use the units; and units accessible to members of the public should be added to the National Charge point Registry.

(07) AIR QUALITY ACTION PLAN

The development should be designed to minimise emissions and meet the requirements of the Air Quality Management Plan with the aim of no adverse impact on the AQMA and surrounding area in order to protect the health of residents in these areas.