

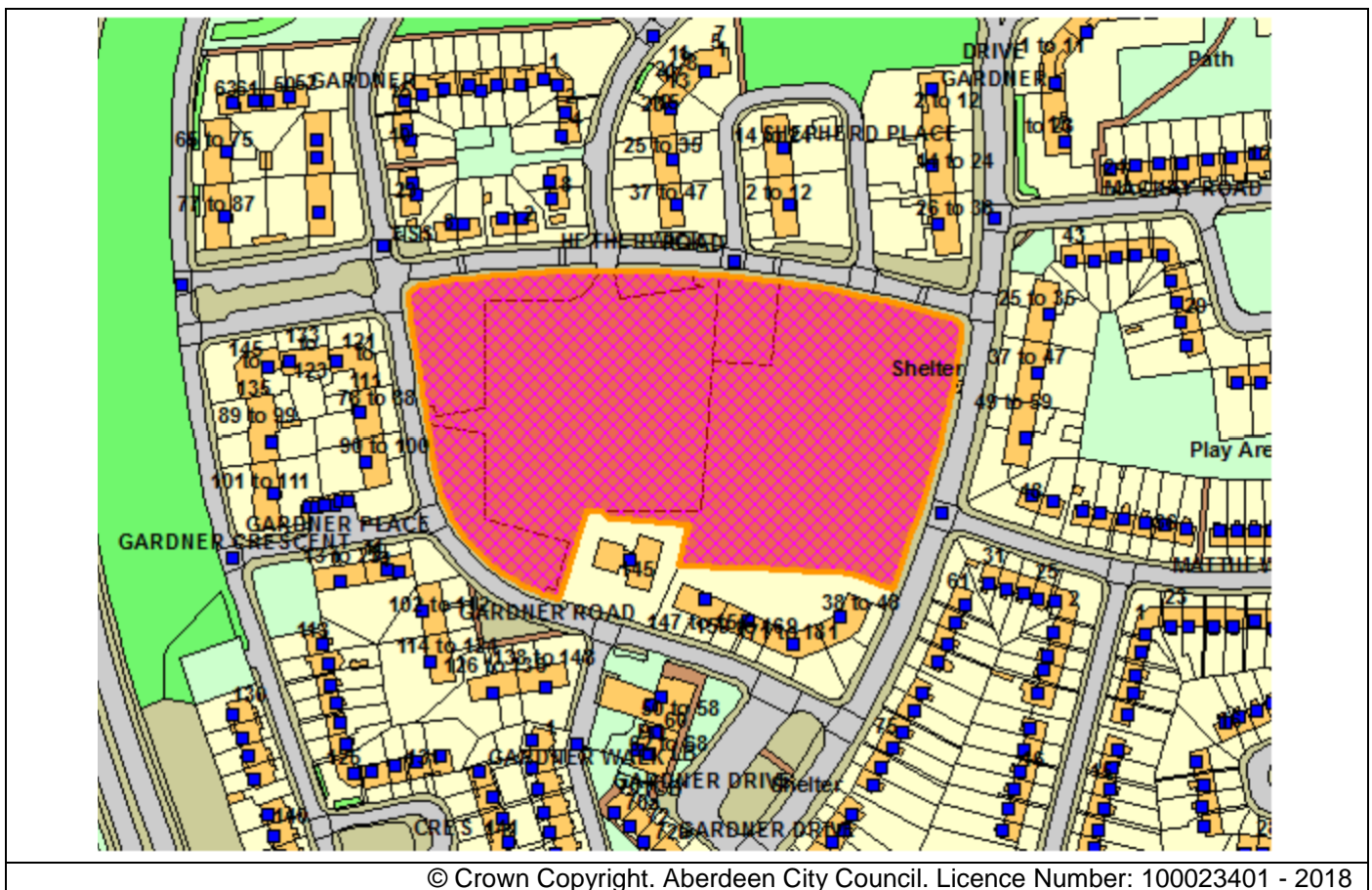


Planning Development Management Committee

Report by Development Management Manager

Committee Date: 17 June 2021

Site Address:	Former Craighill Primary School, Hetherwick Road, Aberdeen, AB12 5ST
Application Description:	Redevelopment of site to form social housing rented accommodation (99 units), comprising a mix of unit types with associated streets, parking and amenity space
Application Ref:	210038/DPP
Application Type	Detailed Planning Permission
Application Date:	15 January 2021
Applicant:	Aberdeen City Council
Ward:	Kincorth/Nigg/Cove
Community Council:	Kincorth And Leggart
Case Officer:	Dineke Brasier



RECOMMENDATION

Approve Conditionally & Legal Agreement

APPLICATION BACKGROUND

Site Description

The application site is an irregular shaped area extending to c.1.6ha located centrally within the established residential area of Kincorth. It was last occupied by the former (relocated) Beechwood Primary School and associated playing fields. Prior to that it was Craighill Primary School, which closed in 2007. All buildings on the site have been demolished and the site is currently cleared, although overgrown. The site is surrounded by a mix of two storey terraced residential properties and three storey flats and fronts to the north on Hetherwick Road; to the east on Gardner Drive; and to the south and west on Gardner Road, creating the typical residential built form found in Kincorth. Immediately adjacent to the south east corner is a premises operated by Aberlour Childcare Trust and a block of three storey pitched roof flats defining the corner of Gardner Road and Gardner Drive. A bus route runs along Gardner Drive, with a small cluster of commercial units, including a post office and convenience store immediately to the south across Gardner Road.

There is a gradual change in levels of 5m across the site from the north west towards the south east. There is an existing cluster of mature and semi-mature trees in the south west corner with additional semi-mature trees spread over the site. The site is currently surrounded by metal railings and fences.

The western half of the site is allocated as OP57 in the 2017 Aberdeen Local Development Plan, considered suitable for a residential development, with the eastern half (former playing fields) zoned as being part of the residential area.

Relevant Planning History

200850/PAN – Major residential development of approximately 105 units (90 apartments and 15 terraced houses), associated streets, parking and external amenity – Response provided on 31st July 2020

161532/DPP – Proposed residential development of 79 units comprising houses, flats, open space and associated infrastructure – Withdrawn by applicant on 5th June 2020.

APPLICATION DESCRIPTION

Description of Proposal

Detailed planning permission is sought for the redevelopment of the former primary school site into a residential development consisting of a total 99 residential units, amenity space and associated infrastructure, including parking. The residential units would be spread over three four-storey flatted blocks containing a total of 48no. 1-bed units; two three-storey flatted blocks containing a total of 18no. 1-bed units; three three-storey flatted blocks containing a total of 18no. 3-bed units; and 15no. 3-bed terraced properties.

The proposed site layout would contain a central adopted spine road running in a rough north east to south west direction with a vehicular access onto Hetherwick Road to the north and Gardner Road to the north. The terraced two storey dwellinghouses would be constructed along the spine road in the northern and southern parts of the site. The three and four storey flatted blocks would be located in two clusters of three blocks in the north east and north west corner of the site creating internal communal gardens serving these blocks, with the two remaining blocks located along the south eastern site boundary. The flatted blocks would be served by parking courts coming off the central spine road, whereas parking for the terraced properties would be in-curtilage through driveways to the front. Additional parking bays would be located along the southern end of the spine road.

The proposed design approach and materials palette would be similar for both the flats and houses, and consist of light grey/cream bricks with a mono-pitched roof and dark grey windows and doors. All upper floor flats would have private balconies, with all ground floor flats having access to a small private patio area, and houses having private front and rear gardens.

An external bike store would be located in the north east courtyard serving all one-bed flats, with three bin stores spread through the development serving the flatted properties.

In addition to the spine road, additional pedestrian accesses into the site would be provided from the east; north and west. The cluster of mature and semi-mature trees in the north east and south east corners would be predominantly preserved. Landscaping would include informal play areas in the south west corner; along the northern pedestrian access; and in the north east corner. A sprinkler tank and substation would be located on the southern edge of the site.

Amendments

The application has been amended at the request of the Planning Service. This includes the realignment of the flatted blocks in the north west corner; and alterations to proposed public amenity areas, including introduction of additional play features, and communal spaces serving the flatted blocks; and relocation of the substation/sprinkler tank.

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=QMWZLHBZFXB00>

Additional Statement by JM Architects, dated March 2021;
Design and Access Statement by JM Architects, dated January 2021;
Drainage Impact Assessment by Ramsay and Chalmers, dated 17th December 2020;
Ecological Impact Assessment Report by Atkins, dated December 2020;
Landscape Strategy Report by Rankin Fraser;
Level 1 Flood Risk Assessment by Atkins, dated March 2020;
Open Space Analysis by Rankin Fraser;
Pre-Application Consultation Report by JM Architects, dated January 2021;
Transport Statement by Goodson Associates, dated December 2020; and
Tree Survey by Astell Associates, dated 20th April 2017.

Reason for Referral to Committee

The application has been referred to the Planning Development Management Committee because the proposed development would be classed as a 'Major Development' in terms of the Town and Country Planning (Hierarchy of Development)(Scotland) Regulations 2009.

Pre-Application Consultation

The proposed development was the subject of a pre-application consultation between the applicant and the local community as required for applications falling within the category of 'major developments' as defined in the Town and Country Planning (Hierarchy of Development)(Scotland) Regulations 2009, and the application is supported by a Pre-Application Consultation Report (PAC Report) as required.

Due to Covid-19 restrictions in place at the time, all consultation events were virtual, and included:

- Presentation to the Kincorth Network Group (a body including a wide range of local community groups and leaders); and
- Public consultation website, which was live for a period of 49 days between 4th November and 23rd December 2020. During that period, a total of two live online consultation events were undertaken, the latter as a collaboration with the project team for the nearby proposed development at the Former Kincorth Academy (Ref. 210185/DPP);

The public consultation website and first live consultation event were advertised through an advertisement in the Evening Express and Press and Journal dated 6th November 2020; through the use of social media channels; and posting of details, including paper copies of the display boards in local shops and Community Council notice boards. In addition, the consultation was advertised on the websites and/or social media channels of the Kincorth and Leggart Community Council; Abbotswells and Kirkhill Primary Schools; and the Kincorth Medical Centre.

A further notice of the second public consultation event in December was posted in the Evening Express on 9th December 2020. This was accompanied by a full letter drop of nearby residential properties.

Public feedback was generally positive with comments received in relation to the development of a vacant site, the density and mix of housing proposed and the retention of trees and play areas proposed.

In addition, the applicant presented to the Council's Pre-Application Forum on 24th September 2020. The presentation contained details of the proposed site layout and design of the proposed buildings. Elected Members asked questions regarding the following matters: secured by design, electric vehicle charging points, accessibility to local shops, private amenity space and residents' input into garden spaces.

CONSULTATIONS

ACC - Contaminated Land Team – No objection. Reviewed a Desk Study and Ground Investigation Report (Grontmij, Report Ref: 117018/JAS/180116, Rev2) submitted as part of previous application 161532/DPP. The conclusions and recommendations in that report remain relevant to this application. However, it is recommended that the proposals are updated based on the latest development proposals and most up-to-date knowledge of the site and should include an earthworks strategy setting out proposals for cut/fill, material re-use/disposal, dealing with potential asbestos and protocols for validating the works. This will help ensure that appropriate information is collected and retained to validate the works. In order to secure this, a suitably worded condition to that effect is recommended.

ACC - Developer Obligations – Developer obligations will be required in relation to the following: Core Path Network (£27,007); Healthcare Facilities (£41,890); and Community Facilities (£132,749)

ACC - Environmental Health – No objection subject to conditions on the submission of an 'Air Quality (Dust) Risk Assessment'; a 'Dust Management Plan'; and limitation on hours of working.

ACC - Roads Development Management Team – No objection subject to conditions. The site is located in the outer city within the Kincorth residential area, and there is no controlled form of parking. The site is served by direct links to existing adopted public footpaths and shall connect to the wider community and area. There are various continued connections throughout with multiple pedestrian links out of the site along all boundaries. There is no direct access onto dedicated cycle routes, but given this is an existing residential area with 20mph speed limits, this is not a concern.

The site is well served in relation to public transport.

The proposed number of parking spaces, including those marked for disabled use, is acceptable. The site proposes to provide electric vehicle infrastructure and the provision of electric charging points for 50% of the parking spaces. This is acceptable and welcomed. However, it is expected that the underlying infrastructure for electric vehicles is provided throughout the site (passive provision) and would allow for further future installation of charging points if required. This can be conditioned.

Adequate cycle parking is provided throughout the site as demonstrated in the submitted additional document 'Bicycle Parking Strategy'. This includes additional visitor parking.

The proposed site layout would see two vehicular accesses – one from Hetherwick Road to the north, and one from Gardner Road to the south. The proposed main route through the site is proposed for adoption and shall be required to be built to adoptable ACC standards and shall require a Stage 1 Roads Construction Consent (RCC). A Traffic Regulation Order will need to be promoted to ensure the speed limit within the site would be no more than 20mph.

A 'Safe Route to School' assessment should be conditioned, identifying the most direct route and any missing links or upgrades required. In addition, a Travel Plan framework/ Residential Travel Pack should be submitted for approval prior to occupation of the first unit – this should be conditioned.

A Drainage Impact Assessment (DIA) has been submitted and it is confirmed that this is adequate and appropriate levels of treatments are proposed to serve the site. In terms of roads associated drainage, no water should flow onto the adopted roads extents (i.e. from parking courts, bays, etc). Any alterations to existing roads drainage as part of the new/upgraded vehicular access shall form part of the RCC applications.

An informative is required to recommend that the applicant contacts the Roads Projects Team prior to submission of a S21 Roads Construction Consent procedure, or S56 Roads Construction Consent.

ACC - Waste And Recycling – No objection. Following consultation with the waste operations team it is confirmed that Aberdeen City Council intends to provide refuse collection services for the proposed development. Advisory comments are provided on types of bins to be provided for both the flatted blocks and terraced properties.

Aberdeen International Airport – No objection. The proposed development has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria. Observation in relation to the use of cranes is included.

Police Scotland – Due consideration has been given to crime reduction measures during the planning phase to ensure that property, goods and materials are not subject to theft. It is understood that the development is aiming to attain the Secured by Design Gold Aware.

The development affords good dual aspect natural surveillance of parking areas and play areas for children. Consideration should be given to ensure that any external bike stores are of a brick construction to the same standard as the main building.

Scottish Water – No objection

Kincorth And Leggart Community Council – None received

REPRESENTATIONS

A single, neutral letter of representation was received, raising the following matters:

Supportive of more housing, however finds the proposal lacking in a number of areas:

1. No site sections or street elevations provided, which makes it difficult to determine levels, and the relationship of buildings to the wider context. Even the roof pitch form/ orientation is difficult to determine from the current set of drawings. No evidence of building forms having been explored in detail in 3D;
2. No convincing urban edge has been created to address the existing streets. Corner definition is poor;
3. Many roof slopes with PVs and balconies seem to face due north;
4. Refuse stores, bike stores and plant are all located outwith the buildings, which leads to a cluttered landscape and negatively impacts on amenity areas. No evidence of 'place making';
5. General lack of clear definition between private/semi-private/public space. Non-defensible no man's land is created;
6. Welcomes some improvements to the scheme.

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 was approved on 18 December 2020. In February 2021, a Judicial Review of the decision of the Scottish Ministers on 18 December 2020 to amend Scottish Planning Policy (2014) as set out in 'Scottish Planning Policy Finalised Documents' and to publish 'Planning Advice Note 1/2020' was lodged with the Court of Session. As it stands, SPP2020 remains in place and is a relevant consideration in the determination of all planning applications.

Aberdeen Local Development Plan (2017)

- H1: Residential Areas
- D1: Quality Placemaking by Design
- I1: Infrastructure Delivery and Planning Obligations
- T2: Managing the Transport Impact of Development
- T3: Sustainable and Active Travel
- T4: Air Quality
- H3: Density
- H4: Housing Mix
- H5: Affordable Housing
- NE3: Urban Green Space
- NE4: Open Space Provision in New Development
- NE5: Trees and Woodland
- NE6: Flooding, Drainage and Water Quality
- R2: Degraded and Contaminated Land
- R6: Waste Management Requirements for New Development
- R7: Low and Zero Carbon Building and Water Efficiency

CI1: Digital Infrastructure

Supplementary Guidance and Technical Advice Notes

Subdivision and Redevelopment of Residential Curtilages
Transport and Accessibility
Trees and Woodlands

Proposed Aberdeen Local Development Plan (2020)

The Proposed Aberdeen Local Development Plan (Proposed ALDP) was approved at the Council meeting of 2 March 2020. A period of representation in public was undertaken from May to August 2020. The Proposed ALDP constitutes the Council's settled view as to what the final content of the next adopted ALDP should be, and is now a material consideration in the determination of planning applications. The Aberdeen Local Development Plan 2017 will continue to be the primary document against which applications are considered. 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 –

- such matters have or have not received representations as a result of the period of representations in public for the Proposed ALDP;
- the level of representations received in relation to relevant components of the Proposed ALDP and their relevance of these matters to the application under consideration.

The foregoing can only be assessed on a case by case basis. Relevant policies in this case are the following:

H1: Residential Areas
NE2: Green and Blue Infrastructure
NE5: Trees and Woodland
D1: Quality Placemaking
D2: Amenity
R5: Waste Management Requirements in New Development
R6: Low and Zero Carbon Building and Water Efficiency
R8: Heat Networks
H3: Density
H4: Housing Mix and Need
H5: Affordable Housing
I1: Infrastructure Delivery and Planning Obligations
T2: Sustainable Transport
T3: Parking
CI1: Digital Infrastructure

EVALUATION

Principle of Development

The site is located in a residential area within Kincorth and policy H1 (Residential Areas) applies. This policy sets out that residential development is generally accepted in principle provided it would not result in overdevelopment; would not have a detrimental impact on the appearance and amenity of the surrounding area; would not result in the loss of valuable and valued open space; and would comply with all relevant Supplementary Guidance.

The western half of the site is allocated in the 2017 Aberdeen Local Development Plan as OP57,

and is considered suitable for a residential development subject to compliance with all other relevant policies, supporting the principle of residential development here. The LDP states that the site 'forms part of the Strategic Infrastructure Plan Affordable Housing Programme'.

The eastern half, though covered by the residential designation, was last used as the playing fields serving the former Beechwood Primary School, and Craighill Primary School before that. Policy NE3 (Urban Green Space) sets out that permission will generally not be granted to redevelop any parks, playing fields, sports pitches, woods, allotments or other areas of urban green space (including those not identified on the Proposals Map). Given its last use as school playing fields, this policy is considered relevant in this instance. It further sets out that exceptions will be made when an equivalent and equally convenient and accessible area for public space is laid out and made available in the locality for urban green space purposes. In all cases, development will only be acceptable provided that:

1. There is no significant loss of the landscape character and amenity of the site and adjoining area;
2. Public access is either maintained or enhanced;
3. The site is of no significant wildlife or heritage value;
4. There is no loss of established or mature trees;
5. The replacement green space is located in or immediately adjacent to the same community;
6. The development would not detrimentally impact on lochs, ponds, watercourses or wetlands; and
7. Proposals to develop outdoor sports facilities, including playing fields should also be consistent with the terms of Scottish Planning Policy.

The site is currently fenced off, with the former playing fields disused and overgrown. They previously were part of the wider school function of the site, and were seen and used in that context. As such, it is considered that development of the site would not result in a significant loss of landscape character or amenity of the site, in compliance with criterion 1.

The proposed site layout includes two vehicular accesses with accompanying pavement and a further three pedestrian accesses into and through the site. These would allow much greater permeability of the site than during its previous use, integrating the site more in the wider surrounding residential area. It is therefore considered that public access through the site is enhanced in compliance with criterion 2.

The proposal would result in the loss of a number of semi-mature trees on the site. This would create some tension with criterion 3, but is considered acceptable when reviewed in the wider context of the proposed development. A further discussion of this is below in the section '*Trees*'.

The application is accompanied by an Ecological Impact Assessment Report. This sets out that there are no significant ecological or hydrological pathways connecting the application site with any environmentally designated sites. An ecological walkover survey of the site and the immediate surrounding area was undertaken and confirmed no presence of protected species on the site. The site currently offers very limited potential as a habitat for protected species such as bats or hedgehogs due to the existing species-poor vegetation and its location within a relatively dense residential area providing very limited links to more suitable habitats and linear features. A number of trees offer very limited potential roosting features for bats, but again, due to its detachment from more suitable and larger bat habitats it is unlikely that they are used by bats. The site thus carries very limited wildlife or heritage value, in compliance with criterion 4.

The proposed site layout shows a variety of open space uses across the wider development site, including communal gardens, sitting out areas, informal play space and an area with species rich grassland. The previous use of the open space as a school playing field was limited. The context of

the site in the surrounding area is further considered in the Open Space Analysis by Rankin Fraser that forms part of the planning application, which demonstrates that the site is within walking distance of the Kincorth Hill Local Nature Reserve and play spaces on Matthews Road and Kincorth Circle. Colleagues in Environmental Policy set out that at present the settlements of Kincorth and Cove are well catered for in terms of the quantity of open space, but it is noted that the quality of some of these spaces is not good according to the 2010 Open Space Audit. This current proposal, though resulting in a smaller quantity of open space, would result in a better quality of open space provided on the site than the previous school playing fields.

As such, and given the current disused state and very limited accessibility of the open space on the site, the proposed mix of uses, would serve both the dwellings to be created and the existing community, and would thus be considered acceptable in relation to criterion 5.

In this case, there are no nearby lochs, ponds, watercourses or wetlands, and criterion 6 is thus not applicable.

Due to the size of the previous football pitch (less than 0.2ha), it was not necessary to consult with SportScotland in this instance, and criterion 7 is not considered relevant.

Taking account of the above, it is considered that the proposal would adequately meet all the criteria as set out above, and would accordingly comply with policy NE3.

Layout, siting and design

The submitted site layout shows a total of 8 flatted blocks and 15 terraced dwellinghouses. All flatted blocks and terraced dwellings would have a similar mono-pitched design although would vary in height and size. The site would contain a cluster of three flatted blocks, all three storey in the north west corner surrounding a communal open space; a further cluster of three flatted blocks, all four storey, in the north east corner in a similar arrangement; and two more flatted blocks, both three storey, along the southern boundary. The two storey terraced properties would front a central road that runs through the site in a general north east to south west direction creating vehicular accesses onto Hetherwick Road to the north and Gardner Road to the south. A uniform palette of finishing materials is proposed, including light grey/ cream bricks for the walls; mono pitched roofs in standing seam zinc; and upvc aluclad windows and doors.

The site layout further includes bin stores serving the flatted blocks and a large external bike store in the eastern courtyard serving all flats in the eastern half of the site. The bike store would be constructed of brick, and would mimic the design of the flatted blocks. Parking is provided in-curtilage for the terraced properties, with courtyard parking for the flatted blocks and some additional on-street spaces, particularly along the southern end of the spine road. All flatted blocks would be served by communal outdoor areas, providing a mix of uses and landscaping. Additional open space in the centre of the site between the terraced properties and flatted blocks, and along the edges of the site would provide a variety of uses, including informal play equipment and species rich grassland. The main clusters of semi-mature trees in the south west and north west corner would be retained with most other trees, especially along the eastern boundary removed and replaced elsewhere in the development with newly planted trees.

It is considered that the design of the buildings and the proposed site layout have taken due consideration of and respect the characteristics of the surrounding established residential area. This is reflected in the height of the proposed flatted blocks, which is generally similar to that in the surrounding area, and their positioning, with the three storey blocks opposite the existing two storey terraced dwellings on Hetherwick Road, whereas the higher four storey flats would be located opposite existing three storey pitched roofed flatted blocks fronting onto Shepherd Place and Gardner Road to the north. The layout approach of flatted blocks around corners and defining streets with shared courtyards and gardens to the rear is a well-established urban form in Kincorth.

The mono-pitched form of the buildings would set them apart from the generally pitched roof form of the existing development in the surrounding area. However, the use of protruding balconies for the flatted blocks, the proposed tones of the bricks – although precise detailing of materials will be secured through a suitably worded condition; and the relatively long simple elevations of the flatted blocks would ensure that the proposed development would integrate into the surrounding area. The proposed textured brick and introduction of elements such as soldier courses, vertical stack bonds, feature precast stringer courses and large window openings would create interest and an element of variety in the proposed elevations, which would be necessary given the use of one main finishing material for the walls of all buildings on the site. Entrances to the flats would be located to both the front and rear of the buildings, for the perimeter blocks providing direct access from both the existing surrounding streets and the communal open space. The entrances are expressed through fully glazed security doors with a canopy above.

In terms of residential amenity for residents, all flats in the development would be dual aspect, would either have access to a private balcony on the upper floors or private patio on the ground floor, in addition to larger communal outdoor amenity areas immediately adjacent to the flatted blocks. This would create good natural surveillance over the proposed communal areas, and the wider development, including bike and bin stores and parking areas.

Boundary treatment for the terraced properties would consist of a mix of timber fencing and half/half timber fencing on top of brick walls. The latter would be positioned on strategic corners where the side and/or rear boundary of the rear garden would be clearly visible from the public realm, including from the surrounding roads and from the internal spine road. Rear garden gates would be incorporated for all properties with a rear garden looking out over a public footpath. In addition, a combination of post and wire fencing with hedging would be used to demarcate the private patios for all ground floor flats.

All units on the site are designed to meet criteria for 'Housing for Varying Needs', with all ground floor units fully wheelchair accessible, and dementia friendly design is promoted throughout. The 'Housing for Varying Needs' requirements have resulted in relatively larger units and incorporate additional features in the floorplans of each individual unit such as additional storage (including internal bike storage for the 3-bed flats) and circulation space to allow the units to be fully wheelchair accessible. This has resulted in larger building footprints than would typically be found in mainstream housing. In addition, home office areas have been incorporated in the floorspace of each unit. All properties would have access to a private rear garden (terraced units), patio or balcony.

Apart from the proposed spine road, pedestrian access would be provided on all sides of the development, ensuring good permeability through the site. This, again, would assist in integrating the development into the wider existing urban fabric in this part of Kincorth.

Taking together, it is considered that the proposed site layout and design of buildings generally complies with relevant parts of policies D1 and H1.

Density/ Housing mix

The overall site would measure c.1.6ha, and a total of 99 residential units would be provided. This would equate to an overall density of 61.9 dwellings per hectare. Policy H3 (Density) sets out that the City Council will seek an appropriate density of development on all housing allocations, and that all developments exceeding 1ha should have a minimum density of 30 dwellings per hectare. The proposed development clearly exceeds this figure and is thus generally compliant with this policy. However, further consideration should be given to the general characteristics of the development site and the surrounding area. In this case, the surrounding Kincorth area is characterised by a mix of two storey terraced properties and three and four storey flatted blocks set in a spacious pattern. The proposed development replicates the scale and height of existing development and though set

up in a less spacious pattern than the existing residential area, is considered to provide sufficient open amenity space to serve the proposed development. As such, it is considered that the proposal is generally compliant with this policy. This level of density is also in line with the Aberdeen City and Shire Strategic Development Plan 2020 which seeks density of at least 50 dph on suitable sites within Aberdeen.

Policy H4 (Housing Mix) sets out that housing developments of larger than 50 units are required to achieve an appropriate mix of dwelling types in sizes, reflecting the accommodation requirements of specific groups. The mix should include smaller one and two bedroom units. In this case, the majority of units would consist of one bed flats (a total of 66 units out of a total of 99); with the mix further comprising of 18no. 3-bed flats and 15no. 3-bed terraced houses, 5 of which are designed to be fully accessible and include a ground floor bedroom and bathroom. It is noted that the proposal is for 100% affordable housing through social rent. A letter of support has been submitted as part of the application by the Council's Senior Housing Officer providing evidence that the proposed mix of house sizes adequately reflects the housing need and demand for homes based on the council house waiting list data for this specific area. As such, and taking consideration of this letter submitted by the Senior Housing Officer, even though a significant proportion of the units would be smaller 1-bed flats, and thus resulting in a generally higher density across the site, it is considered that a sufficiently wide mix of housing would be provided on the site that would meet the identified market requirement and the proposal would be generally compliant with this policy.

Residential Amenity

Neighbouring properties

The site layout would see a combination of three and four storey flats along the southern side of Hetherwick Road. These blocks would be located opposite two storey terraced properties and three storey flatted blocks respectively. The distance between the flatted blocks and the existing dwellings would range between c.18m and c.22m, with the four storey flats sitting generally opposite the open space between the existing flatted blocks to the north. The distance between the three storey blocks facing east onto Gardner Road and the three storey flats opposite would similarly sit at c.18m. The distance between the four storey block looking east over Gardner Drive towards the three storey flatted block opposite would be c.25m; and the distance between the flatted block on the southern site boundary to the rear of the existing flats on the corner of Gardner Road and Gardner Drive would be c.30m. Supplementary Guidance on Subdivision and Redevelopment of Residential Curtilages sets out that to ensure an acceptable level of privacy, a minimum window-to-window distance of 18m should be retained. This is achieved in this layout for all flatted blocks, and as such the construction of these blocks is not anticipated to result in an unacceptable loss of privacy for existing properties surrounding the site.

The exception here is the relationship between the existing building in the southern part of the site, and the proposed terraced properties to its north. Due to the T-shaped form of this existing dwelling, it has a rear projection which would sit at a distance of c.12.5m from the rear elevation of two of the proposed terraced units. However, the rear section of the rear gardens slopes up significantly, and the existing bungalow would sit at a higher level than the ground floor of the terraced properties. It is further acknowledged that the existing is a single storey building and that their existing windows would predominantly look out towards the rear fence rather than directly towards the windows of the main living accommodation of the proposed new dwellings. It is further acknowledged that due to the internal design of the proposed dwellings, which would incorporate a ground floor bedroom and bathroom, the ground floor contains a rear projection, with the upper floor set back by c.4.7m. This would ensure that the distance from the upper floor to the rear elevation of the neighbouring building would sit at c.17.3m. Given the above considerations, this proposed relationship is considered acceptable and would not result in undue overlooking or a loss of privacy from or towards this existing building, which is understood to be in use as supported living.

Due to the distance between the proposed units and the existing housing, it is considered that there

would be no significant loss of light to the existing dwellings near the site. The application contains a shadow study, which demonstrates that at the spring equinox the proposal would not result in overshadowing of the existing terraced housing on Hetherwick Road, which are located above road level. It is acknowledged that the proposal could result in some overshadowing of the southern ground floor windows of these existing dwellings during the autumn/winter. However, it should be acknowledged that the mono-pitched roof would face out towards the existing roads, and thus the overall height of the building along Hetherwick Road would be reduced somewhat, which would mitigate this impact. It is therefore considered that this would not result in a significant loss of light, and would not result in an unacceptable adverse impact on the residential amenity of these properties.

Future occupants

All flats would be dual aspect and would be provided with a private garden, patio or balcony. Due to the requirement to incorporate 'Housing for Varying Needs' standards and to construct all dwellings to the building standards 'Gold' standards, floorplans of all individual units are generous, providing a good level of accommodation. Communal external amenity areas would generally be south facing, and receive good levels of sunlight and, taking consideration of the private amenity areas, would be of a satisfactory size.

The relationships between the individual flatted blocks would be acceptable. Again, a shadow study demonstrates that there is some overshadowing of individual units at certain times of the day, but all flats would receive an acceptable level of day and natural sun light, which is further enhanced by the fact that they are all dual aspect, and contain large windows.

The relationship between the northern most terraced houses and the east flatted block in the north west section of the site requires particular consideration. Additional information in drawing ACCCRH-JAM-ZZ-ZZ-DR-A-PL0301/RevP01 shows that the distance between facing windows serving habitable rooms would exceed 18m, and this is accepted. However, given the nature of the three storey buildings and their internal floor layout, habitable rooms and balconies on the upper floors would look out towards the private rear gardens of the terraced houses to their west. The distance to the rear boundary of these gardens would range between c.9m and c.18m, and as such could result in an element of overlooking of these private rear gardens from the upper floors in particular. However, the flatted block has been set an angle to reduce this overlooking impact from the windows of habitable rooms, and, on balance, it is considered that the proposed relationship would not result in an unacceptable level of overlooking of these private rear gardens. Adequate landscape planting is proposed along the rear boundary of the dwelling-houses to further mitigate any impacts.

Landscaping/ open space provision

Policy NE4 (Open Space) sets out that 2.8ha of open space should be provided per 1000 residents. The Open Space Analysis by Rankin Fraser submitted as part of this application sets out that the proposed development is expected to house c.330 people and that thus an open space requirement of c.0.9ha would be required. The proposed landscape drawings show that c.0.6ha of open space would be delivered, resulting in a shortfall of open space of c.0.3ha. Open space is provided throughout the site, and both the detailed landscaping drawing and landscape strategy report by Rankin Fraser set out that a variety of functions of landscaping is provided throughout the site including drying greens, sitting out areas, informal play areas, a linear park and areas planted to improve biodiversity. In addition, all houses would have rear gardens with a minimum length of 9m, all ground floor flats would have private patio areas and upper floor flats would have private balconies.

Comments from colleagues in Environmental Policy set out that the open space currently available on and near the site is of a relatively poor quality, and that improvements to this should be sought. It further considers that the wider area of Kincorth is relatively well catered for in terms of the quantity

of open space, including amenity open space and access to natural/ semi natural green space, but that there is a lack of public parks and gardens and children's play areas. There is an existing play area at Matthews Road in close proximity to the application site, with a further play area at Kincorth Circle, c.550m to the north east, which also includes facilities for older children. The proposed landscaping scheme would supplement these existing facilities through the creation of four small informal play areas, details of which can be secured through a condition. This would be in addition to various sitting out areas and improvements to habitats. A detailed landscaping plan ensuring a high proportion of native species has been submitted as part of the application, and its implementation and a maintenance schedule of the open space can be secured through a suitably worded condition.

Overall, it is considered that this improvement in the quality of open space provided would outweigh the relative shortfall in open space provided on the site.

Trees

Policy NE5 (Trees and Woodlands) sets out that there is a presumption against development that would result in the loss of, or damage to, trees that contribute to nature conservation, landscape character, local amenity or climate change adaptation and mitigation. In this case, the proposed site layout shows that the majority of existing trees on the site would be lost as part of the development. A number of semi-mature trees would be retained in all four corners of the site in addition to a mature tree located centrally along the southern site boundary. It is acknowledged that, even though the trees along the site boundary contribute to the character of the surrounding area, they are still relatively young. The proposed landscaping plan submitted as part of this application sets out that the trees to be removed would be replaced with more trees than the number removed. As such, it is considered that, though the loss of existing trees is regrettable, in order to aid development, their loss and replacement with new trees is accepted in this instance.

The application is accompanied by a detailed planting plan. In general, the proposed species and size are accepted and incorporate a good number of native species. However, a suitable maintenance plan and tree protection measures for trees proposed to be retained should be submitted, which can be secured through a suitably worded condition. As such, it is considered that the proposal is generally compliant with policy NE5 (Trees and Woodlands).

Impact on local roads

Access

Vehicular access to the site would be provided to the north and south boundary and would include a spine-road running through the site in a general north east to south west direction. Both junctions onto Gardner Road to the south and Hetherwick Road to the north are suitable. The southern junction would be more than 15m away from the nearest junction with Gardner Walk, whereas the northern junction would form an off-set crossroads with Shepherd Place. Shepherd Place is a loop road, and only provides access to the existing tenement blocks fronting this street. Colleagues in Roads Development Management acknowledge the location of the proposed junctions in their comments, and do not raise any concerns with their position.

Off this spine road, which is to be adopted, would be two unadopted roads leading to car parking courts serving the proposed flats. Again, apart from some detailed design comments that can be resolved at RCC stage, no concerns are raised in relation to the proposed internal roads layout. As such, this is considered to be acceptable.

Parking

The site would provide 100% affordable housing through social rent. Supplementary Guidance on Transport and Accessibility (SGTA) sets out that units provided through this tenure would have a parking requirement of 0.8 parking space per unit for both flats and houses. However, at pre-application stage, colleagues in Roads Development Management advised that they would be

looking for one parking space per unit for the houses, and 0.8 parking space per unit for the flats, irrelevant of their size. The proposed site layout consists of a total of 84 flats and 15 houses, thus resulting in a parking requirement of 68 spaces for the flats and 15 for the houses. All houses would be served by a single driveway and a total of 68 spaces, 4 of which would be marked up as disabled spaces, would be available for residents of the flats spread equally through the site.

SGTA further sets out that for residential development, one charge point (passive provision) is the minimum required for each unit where spaces are private and off-street. These electric vehicle charging points are provided for all houses, with a 50% provision for parking spaces serving the flats (active provision). This is considered acceptable, subject to a condition ensuring that the underground infrastructure (passive provision) for electric vehicles is provided throughout the site to allow for further future installation of charging points.

Sustainable transport

A bus route runs along Gardner Drive between Kincorth, the city centre and on towards Dyce, providing easy access to the city centre via public transport.

SGTA sets out that in terms of cycle parking provision, 1 space per flat up to 30 flats, plus 1 space per 3 flats thereafter should be provided. The proposed development would provide a total of 84 flats, resulting in an overall cycle parking requirement of 58 spaces. A large external cycle store is provided in the north east part of the site, providing secure and covered cycle parking for 66 bikes, serving all one bed flats through the development. Sufficient space is allowed in the floorplans of the 3-bed flats to allow for internal bike storage. In addition, all terraced properties would have access to a private rear garden, with sufficient space for bike storage. As such, all units on the site would have access to covered and secure bike storage, in compliance with the requirements as set out in the SGTA. In addition, 36 visitor spaces are provided spread throughout the site.

Taken together, it is considered that the proposal would be well accessible by public transport and would satisfactorily promote the use of sustainable transport modes such as walking and cycling through its site layout, connections to the surrounding area and proposed bike parking.

Safe routes to school

The site contains a total of 33no. 3 bedroom units, which are likely to be used by families, including those with children. As such, it should be ensured that a safe route to school would be available for pupils living on the site. The nearest primary school would be Abbotswell Primary, and nearest secondary school would be Lochside Academy, both of which have capacity for new pupils. No evidence of a safe route to school has been provided. However, given the location of the site within the wider urban fabric of Kincorth, it is considered that this should not give rise to any particular issues, and additional evidence can be provided through a suitably worded condition.

Other Matters

Waste

The flats are served with three external bin stores – one in the western half of the site, and two in the eastern half of the site. The terraced houses would all have access to a bin store in the front garden which would provide sufficient space for all necessary bins which would be presented kerbside on collection days. Colleagues from Waste Management have been consulted on the proposals, and confirmed that the proposed bin storage areas would conform to their requirements. Swept path analyses have been provided, demonstrating that a refuse vehicle can travel through the site and that all required turning movements can be undertaken. The proposal is therefore considered to be in compliance with policy R6 (Waste Management for New Development).

Flooding

Policy NE6 (Flooding, Drainage and Water Quality) sets out that a Drainage Impact Assessment is required for all development exceeding 5 homes. The application is accompanied by a Drainage

Impact Assessment by Ramsay And Chalmers, and a Level 1 Flood Risk Assessment by Atkins. The site is not covered by any of SEPA's flood risk maps, and as such it is assumed that the site is currently at little or no risk of flooding. This is further confirmed by the conclusion from the Level 1 Flood Risk Assessment.

Low and Zero Carbon Building and Water Efficiency

Policy R7 (Low and Zero Carbon Building and Water Efficiency) sets out that all new development must meet at least 20% of the building targets regulations carbon dioxide emissions reduction target applicable at the time of the application through the installation of low and zero carbon generating technology. Furthermore, all new buildings are required to use water saving technologies and techniques.

Supporting documentation submitted as part of the application sets out that all residential units would be designed to 'Gold' standards of energy efficiency; would have enhanced energy performance targets; and would include large windows to increase natural light and ventilation to all units. However, no details have been submitted as to how the 'Gold' standards of energy efficiency will be achieved. Also, no information has been submitted in relation to water efficiency measures of the proposed units. It is considered that this can be secured through a suitably worded condition to ensure full compliance of the proposed development with policy R7.

Digital Infrastructure

Policy CI1 (Digital Infrastructure) sets out that all new residential development will be expected to have access to modern, up-to-date high-speed communications infrastructure. The supporting text to this policy sets out that any application for five or more houses should be accompanied by evidence demonstrating that up-to-date high-speed communications infrastructure is available for the proposed development. In this case, this information has not been provided. However, a search on the Ofcom website demonstrates that superfast (80Mbps) and ultrafast (1000Mbps) broadband is available in the general surrounding residential area, and it is anticipated that the proposed development would be connected into this network. The proposed development would thus be compliant with this policy.

Contaminated Land

Policy R2 (Degraded and Contaminated Land) sets out that all land that is degraded or contaminated is either restored, reclaimed or remediated to a level suitable for its proposed use. Comments from the Contaminated Land Unit set out that there might be some historic contamination on the site. The previous application 161532/DPP was accompanied by a Desk Study and Ground Investigation Report and the conclusions and recommendations from that report remain relevant and applicable to this current application. However, it is recommended that this report is updated or amended to incorporate the proposed site layout subject of this application, and this can be secured through a suitably worded condition.

Noise and Dust

As the proposed development is located in an existing residential area, it is considered necessary to ensure that the amenity of existing residents during the construction phase of the development is not significantly adversely affected. To this end, comments from Environmental Health recommend the use of conditions ensuring that a Dust Management Plan and Air Quality (Dust) Risk Assessment is submitted prior to construction. This can be secured through a suitably worded condition.

It is further recommended that a limit on construction hours is imposed. However, this would fall under Environmental Health legislation and cannot be sought as part of a planning condition. It is therefore recommended that an informative to that effect is included in any approval.

Developer Obligations and Affordable Housing

Policy H5 (Affordable Housing) sets out that all housing development of five or more units should

provide at least 25% of the total number of units as affordable housing. In this case, the proposal would fully contribute to the social rented stock of Aberdeen City Council, and all units would come forward as social rented units. This policy requirement is therefore exceeded.

Policy I1 sets out that development must be accompanied by the infrastructure, services and facilities required to support expanded communities and the type and scale of developments proposed. In this case, the Developer Obligations Team was consulted on the application, and determined that the following contributions would be required to offset any impacts of the development:

1. *Core Path*: A contributions will be required towards the delivery of Aspirational Core Path 9 and/or the enhancement of Core Path 79: £27,007;
2. *Health Care Facilities*: A contribution will be required towards internal reconfiguration works to increase capacity at the Cove Bay and Kincorth Medical Practice or other such healthcare facilities serving the development, as existing facilities in the vicinity of the development are currently operating at or over capacity: £41,890; and
3. *Community Facilities*: A contribution has been identified towards Kincorth Community Centre, which has proposals in place to create additional capacity to accommodate additional users as a result of the development: £132,749.

It is considered that these contributions could be secured through a legal agreement. In addition, the delivery of all units as social rented units should also be secured through a legal agreement as a lower level of parking is accepted compared to a private housing development, in line with current standards as set out in the SGTA.

Matters arising in letter of representation

1. No site sections or street elevations provided, which makes it difficult to determine levels, and the relationship of buildings to the wider context. Even the roof pitch form/ orientation is difficult to determine from the current set of drawings. No evidence of building forms having been explored in detail in 3D – *Additional drawings have been submitted, including 3d views that clearly demonstrate the orientation of mono-pitched roofs, with the lowest part of the roofs on the flats along the perimeter of the site facing out towards the existing surrounding residential streets, and the lowest parts of the internal flatted blocks and the terraced housing facing out onto the internal streets;*
2. No convincing urban edge has been created to address the existing streets. Corner definition is poor – *Amended drawings have been submitted reorientating the flatted blocks in the north west corner to ensure they follow the curvature of Hetherwick Road to the north. An urban edge has been created through the use of a dual frontage for all flatted blocks and through ensuring that these have entrances both facing inwards into the development site, but also out towards the existing residential streets for flatted blocks along the site boundary;*
3. Many roof slopes with PVs and balconies seem to face due north – *The agent confirmed that no PV units are proposed and that the proposed energy efficiency standard can be achieved through other means. All flatted units have a private patio area or balcony facing into the communal amenity space, and thus with an east, west or south facing aspect. It is acknowledged that the gables of the four blocks with a north-south orientation would have a north facing balcony. However, this would be in addition to a further balcony with either an east or west aspect, with these units thus having access to two balconies;*
4. Refuse stores, bike stores and plant are all located outwith the building, which leads to a cluttered landscape and negatively impacts on amenity areas. No evidence of ‘place making’ – *It is acknowledged that the bin and bike stores and additional plant are all ancillary buildings and that these would result in an amount of ‘visual clutter’ across the site. It should be noted that since submission of these comments, the position of the substation/sprinkler tank has been moved from within the open space to a position near the southern vehicular junction reducing the impact this building would have on the usability and appearance of the proposed open spaces;*

5. General lack of clear definition between private/semi-private/public space. Non-defensible no man's land is created – *The submitted 'Landscape layout plan' (drawing no. CH-RF-XX-XX-DR-L-0001/Rev09) shows that there would be hedges demarcating the private patio areas for the ground floor flats from the wider communal amenity areas, thus creating defensible spaces for these properties.*

Proposed Aberdeen Local Development Plan

In relation to this particular application, the policies in the Proposed Aberdeen Local Development Plan 2020 (PALDP) substantively reiterate those in the adopted Local Development Plan and the proposal is acceptable in terms of both Plans for the reasons previously given.

Policy D2 (Amenity) is a new policy that requires new development to achieve a good level of amenity for both future occupiers and neighbouring dwellings. The above evaluation sets out that it is considered that this would be achieved in this instance, and this policy would thus be met.

Policy R8 (Heat Networks) is a new policy that promotes the integration of development into existing heat networks and requires development to explore the potential for development of a heat network. In this case, the applicant has confirmed that it is intended to connect the development into the existing combined heat and power network running through parts of the city. A condition is recommended requesting the applicant to explore this in more detail and to demonstrate that the development can be suitably connected into this existing network to ensure compliance with this policy.

RECOMMENDATION

Approve Conditionally & Legal Agreement

REASON FOR RECOMMENDATION

The principle of residential development is considered compatible with the OP57 allocation of the western half of the site and the residential designation of the eastern half of the site, in compliance with policy H1 (Residential Areas). The proposal would result in the loss of an area of open space, however, given the poor quality of the open space currently on the site; the proposed various uses of newly created open space; improved public accessibility and the wide quantity and variety of open space provided in the nearby surrounding area, any tension with policy NE3 (Urban Green Space) is considered acceptable. The proposal would result in a shortfall in terms of quantity of open space when measured against the criteria as set out in policy NE4 (Open Space Provision in New Development). However, given the variety and quality of open space proposed, this tension with this policy is accepted.

The proposed site layout and design, density, positioning, scale and massing of the buildings would respect the character and appearance of the surrounding area. The development would represent an acceptable mix of sizes of residential units, taking consideration of the identified need for 1-bed flats in the immediate area. There would be no adverse impact on the residential amenity of neighbouring properties and a good quality living environment would be provided for future occupiers. Parking provision would be acceptable and sufficient provision for charging of electric vehicles is included. Sufficient space would be made available for bike and bin storage. Although the proposed development would result in the loss of a number of young and semi-mature trees across the site, the proposed landscaping scheme would result in a good level and quality of compensatory replacement planting. The proposed site layout would retain sufficient distance to remaining semi-mature trees in the corners and along the southern boundary of the site.

Subject to conditions and signing of a legal agreement to cover necessary developer obligations,

the proposal is considered to comply with policies D1 (Quality Placemaking by Design), I1 (Infrastructure Delivery and Planning Obligations), T2 (Managing the Transport Impact of Development), T3 (Sustainable and Active Travel), H1 (Residential Areas), H3 (Density), H4 (Housing Mix), H5 (Affordable Housing), NE6 (Flooding, Drainage and Water Quality), R2 (Contaminated and Degraded Land), R6 (Waste Management Requirements for New Development), R7 (Low and Zero Carbon Building and Water Efficiency) and CI1 (Digital Infrastructure) of the 2017 Aberdeen Local Development Plan, and Supplementary Guidance on Subdivision and Redevelopment of Residential Curtilages; Transport and Accessibility; and Trees and Woodlands.

Subject to conditions and a legal agreement, the proposed development would also be generally compliant with policies H1 (Residential Areas); NE2 (Green and Blue Infrastructure); NE5 (Trees and Woodland); D1 (Quality Placemaking); D2 (Amenity); R5 (Waste Management Requirements in New Development); R6 (Low and Zero Carbon Building and Water Efficiency); R8 (Heat Networks); H3 (Density); H4 (Housing Mix and Need); H5 (Affordable Housing); I1 (Infrastructure Delivery and Planning Obligations); T2 (Sustainable Transport); T3 (Parking); and CI1 (Digital Infrastructure) of the 2020 Proposed Local Development Plan.

CONDITIONS

1. Materials

That no development shall take place unless a scheme and/or samples detailing all external finishing materials to the roof and walls of the development hereby approved has been submitted to, and approved in writing, by the Planning Authority. Sample panels of the external brick finishes, including mortar, shall be provided. Thereafter the development shall be carried out in accordance with the details so agreed.

Reason: In the interest of visual amenity and to ensure a satisfactory finish of the development.

2. Boundaries (implementation)

Prior to completion of any residential unit to which the boundary relates, the relevant boundary treatments for that plot or block of flats as shown on drawing CH-RF-XX-XX-DR-L-0002/RevP05 shall be implemented in their entirety unless otherwise agreed in writing.

Reason: In the interest of residential amenity and to ensure a satisfactory finish of the development.

3. Play areas

That no development shall take place until a scheme providing additional details on the proposed play spaces has been submitted to and approved in writing. Thereafter, these play spaces shall be incorporated in the approved landscaping scheme, and shall not be implemented other than in accordance with the agreed details.

Reason: In the interest of residential amenity

4. Landscaping (implementation)

That all planting, seeding and turfing as shown on drawing CH-RF-XX-XX-DR-L-0003/RevP08, or any other such drawing submitted to and approved in writing by the Planning Authority, shall be carried out in the first planting season following the completion of the development and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a size and species similar to

those originally required to be planted.

Reason: In the interest of visual and residential amenity.

5. Landscaping (maintenance)

That no development shall take place until a scheme for maintenance of the landscaping as shown in drawing CH-RF-XX-XX-DR-L-0003/RevP08 has been submitted and approved in writing. Thereafter, maintenance of the landscaping shall be undertaken in accordance with the approved scheme.

Reason: In the interest of visual and residential amenity.

6. Tree protection measures (1)

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 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

Reason: To ensure adequate protection for the trees on site during the construction of the development.

7. Tree protection measures (2)

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: To ensure adequate protection for the trees on site during the construction of the development.

8. Dust

That no development shall take place until:

- a. An 'Air Quality (Dust) Risk Assessment' by a suitably qualified consultant is carried out to predict the likely dust levels resulting from the proposed development and its impact on air quality including a determination of it significant; and
- b. A 'Dust Management Plan', which shall be based on the results of the 'Air Quality (Dust) Risk Assessment'

Have been submitted and approved in writing by the Planning Authority. Any such scheme as has been approved shall subsequently be implemented during the construction works.

Reason: In the interest of public health.

9. Contamination

No building(s) part of the hereby approved development shall be occupied unless:

- a. 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
- b. A report specifically relating to the building(s) has been submitted and approved in writing by the Planning Authority that verifies that remedial works to fully address

contamination issues related to the building(s) have been carried out
Unless the Planning Authority has given written consent for a variation.

The final building part of the development hereby approved 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 required under b. as set out above.

Reason: To ensure that the site is fit for human occupation.

10. Bin and bike store (implementation)

That no flat within any individual block shall be occupied unless the relevant bin and bike store as shown on drawing ACCCRH-JMA-ZZ-ZZ-DR-A-PL0102/RevP03 or such other drawing as may subsequently be submitted to and approved in writing by the Planning Authority, have been made available for use.

Reason: In the interest of public health and to promote sustainable transport methods.

11. Car parking (implementation)

That no flat within any individual block shall be occupied unless the relevant car parking areas hereby granted planning permission have been constructed, drained, laid-out and demarcated in accordance with drawing CRH-RAC-ZZ-XX-DR-C-0100-D of the plans hereby approved or such other drawing as may subsequently be 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 cars ancillary to the development and use thereby granted approval.

Reason: In the interests of public safety and the free flow of traffic.

12. Safe routes to school

That no part of the development shall be occupied until a scheme setting out 'Safe Routes to School' has been submitted and approved in writing by the Planning Authority. This scheme shall identify the most direct route and any missing links or upgrades required towards the nearest schools.

Reason: To promote sustainable transport methods, and to ensure that a safe route to school is available for children living within the hereby approved development.

13. Travel plan

That no part of the development shall be occupied until a Residential Travel Pack has been submitted and approved in writing by the Planning Authority. Such approved packs shall subsequently be issued to the first occupiers of each residential unit.

Reason: To promote sustainable travel methods

14. Electric vehicle charging

That no development shall take place until a scheme detailing underground cabling for future electric charging equipment has been submitted to and approved in writing by the Planning Authority. Subsequently, the development shall not be carried out other than in accordance with the details so agreed.

Reason: To future proof the site to increase the use of electric vehicles

15. Low and zero carbon building and water efficiency

No development shall take place until a scheme detailing compliance with policy R7 (Low and Zero Carbon Building and Water Efficiency) of the 2017 Aberdeen Local Development Plan shall be submitted and approved in writing, and any recommended measures specified in that scheme for the reduction of carbon emissions and water efficiency have been implemented in full.

Reason: To ensure that the development complies with requirements for reductions in carbon emissions and water efficiency as specified in policy R7 (Low and Zero Carbon Building and Water Efficiency) of the 2017 Aberdeen Local Development Plan.

16. Heat networks

No development shall take place until a feasibility study into the use of a district heating system serving the development hereby approved shall be submitted to and approved in writing by the Planning Authority. This feasibility study shall consider the technical feasibility and financial viability of heat network/district heating for the site, identifying sources of heat (either within the site or off-site) and other factors such as where land will be safeguarded for future district heating infrastructure.

Reason: In the interest of promotion of low carbon sources of heat.

17. Digital infrastructure

That no individual flat or house shall be occupied unless satisfactory evidence has been submitted and agreed in writing by the Planning Authority that the development will be connected into the existing digital infrastructure surrounding the site, and subsequently the development shall be implemented in accordance with the agreed details.

Reason: To ensure good digital connectivity for the hereby approved residential units and to ensure compliance with policy C11 (Digital Infrastructure) of the 2017 Aberdeen Local Development Plan