

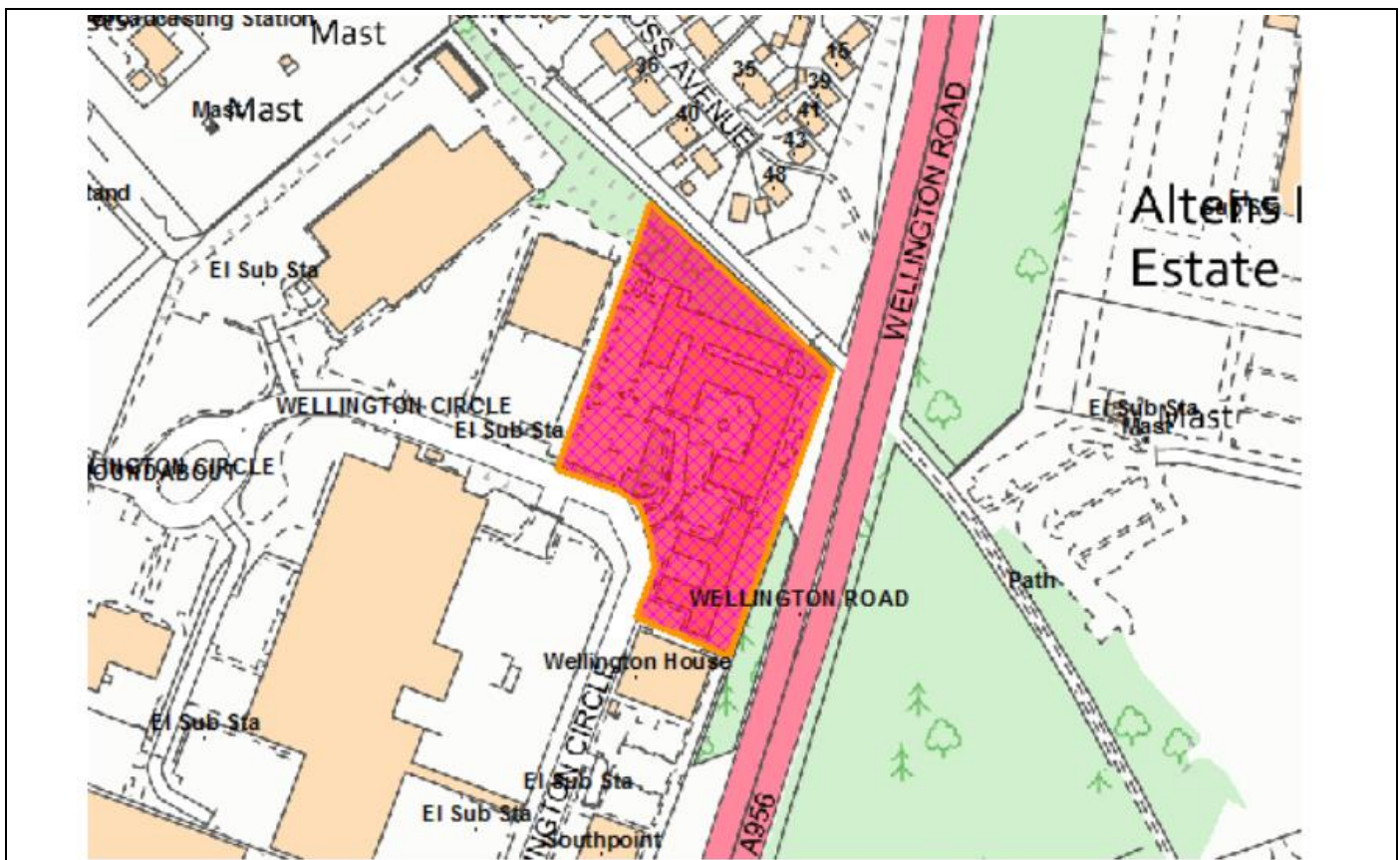


Planning Development Management Committee

Report by Development Management Manager

Committee Date: 20 January 2022

Site Address:	Site At Quattro House, Wellington Circle, Aberdeen, AB12 3JG
Application Description:	Residential development (79 units) comprising conversion of existing office building and erection of new build and associated infrastructure
Application Ref:	210973/PPP
Application Type	Planning Permission in Principle
Application Date:	6 July 2021
Applicant:	Faro Properties IV Limited
Ward:	Kincorth/Nigg/Cove
Community Council:	Nigg
Case Officer:	Alex Ferguson



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RECOMMENDATION

Willingness to approve conditionally, subject to conditions and a legal agreement to secure developer obligations towards the core path network, healthcare facilities, open space, community facilities and the Car Club and provision of affordable housing.

APPLICATION BACKGROUND

Site Description

The application site comprises the curtilage of Quattro House, a cluster of adjoining late 20th Century office buildings with ancillary car parking and open space situated on the north-eastern corner of Wellington Circle, in the Wellington Business Park. The main building within the site is a two-storey building with an approximately 'C'-shaped footprint, set around a south-west facing central parking courtyard. The main building is adjoined to both the north and south by single storey wings with 'L' and 'F'-shaped footprints respectively. The buildings all occupy the eastern part of the site, with surface car parking occupying the majority of the western part of the site. An established tree belt forms the northernmost part of the site. The c. 1.4 hectare site is bound to the east by a tree belt and a grass verge, with the Wellington Road (A956) dual carriageway beyond. A private road forms the northern edge of the site with a clothing storage and distribution warehouse (2Tall.com) to the west and an office building to the south. The Royal Mail Altens Mail Centre and yard lies on the opposite side of Wellington Circle, to the south-west.

Relevant Planning History

210225/PAN – A Proposal of Application Notice was submitted by the applicant for the proposed development in February 2021. The Planning Service responded to advise that further pre-application consultation was required, prior to the submission of the application.

APPLICATION DESCRIPTION

Description of Proposal

Planning Permission in Principle is sought for the redevelopment of the site for residential use (circa 79 units), including the part demolition, part retention and alteration and extension of the existing main 'C'-shaped building, the demolition of the existing northern and southern wings, the erection of a new building and associated infrastructure, car parking and landscaping.

Although an application for planning permission in principle, indicative details have been submitted to demonstrate how the level of development proposed could be accommodated on the site. The indicative plans show the following:

- Demolition of the existing northern and southern single-storey wings;
- Façade removal, re-cladding and upward extension of the existing, 'C'-shaped main building (Block A), adding two storeys to give a total height of four storeys;
- Erection of a new four-storey building (Block B) in the southern part of the site, approximately equidistant between Block A and the neighbouring office building to the south;
- Formation of a surface car park, incorporating 88 standard car parking spaces (5 electric), one Car Club vehicle, 5 accessible spaces, 5 visitor spaces and 8 motorcycle spaces;
- Erection of cycle and bin stores, with 100% cycle parking;
- Formation of a secondary means of access for emergency vehicles onto Wellington Circle;
- Formation of private garden areas and communal open space, including a children's play park and picnic area;
- Removal of some trees from the northern tree belt and the planting of new trees and soft-landscaping throughout the site, including along the front (southern) and western boundaries;
- Formation of paths throughout the site and an indicative future footpath link outwith the site, connecting into the footpath on the western side of Wellington Road.

Indicative Floor Plans

The applicant has submitted indicative floor plans in order to demonstrate how both buildings could be developed. The indicative total number of units and housing mix for both buildings is as follows:

- Block A – 64 units
 - 24 x 1-bed
 - 28 x 2-bed
 - 12 x 3-bed (6no affordable)
- Block B – 15 units (100% affordable)
 - 11 x 1-bed
 - 4 x 3-bed

Amendments

The following amendments were made to the proposals by the applicant in November 2021:

- The footprint of Block B was reduced by approximately 50%, with the number of units dropping from 32 (24 affordable) to 15 (all affordable);
- 6 of the apartments in Block A are now proposed to be affordable (initially Block A was to incorporate no affordable units);
- The amount of car parking was reduced accordingly based on the reduced number of units and the incorporation of a Car Club vehicle;
- The amount of open space was increased from that originally proposed, with some trees proposed to be felled in the northern tree belt and additional tree planting and soft landscaping indicatively proposed to the front of the site and sporadically throughout the car park;
- The initially proposed detailed elevational drawings for both buildings have been superseded and replaced with less detailed indicative massing drawings – with the detail to follow at Matters Specified in Conditions application stage, should the application be approved.

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=QVTA4YBZLH200>

- Planning Supporting Statement
- Design & Access Statement
- Noise Impact Assessment
- Updated Noise Impact Assessment – Issue 4 (22/11/2021)
- Transport Statement
- Drainage Assessment
- Tree Survey & Arboricultural Impact Assessment
- Pre-Application Consultation Report
- Marketing Statement
- Air Quality Impact Assessment

Reason for Referral to Committee

The application has been referred to the Planning Development Management Committee because

it is being recommended for approval and is considered to be contrary to the adopted Development Plan strategy by virtue of it being a residential development located on a site zoned as Business and Industrial land (Policy B1) in the adopted Aberdeen Local Development Plan 2017.

Pre-Application Consultation

The applicant undertook statutory pre-application consultation which included the creation of a website on which details of the proposals were displayed for a period of 3 weeks and via which an interactive online engagement event was held on Tuesday 30 March 2021 from 2pm to 8pm.

The applicant reports that there was not a significant amount of engagement in the pre-application consultation process, with responses limited to a letter from the Nigg Community Council and an email from a neighbouring business (who also partook in the online event).

Various questions were asked by the respondents, as well as concerns raised in relation to the following matters:

- Impact of the development on traffic;
- Impact of floodlighting from neighbouring businesses on the proposed development;
- Impact of noise emissions from neighbouring businesses and the proposed development and the potential for future noise complaints from residents to affect the viability of those businesses.

The Nigg Community Council responded to the pre-application consultation (as set out in the applicant's Pre-Application Consultation Report) by noting their objection to the proposal, for the following reasons:

- The proposed residential development is contrary to the Local Development Plan as the site lies within an area zoned as Business and Industrial land;
- The site lies between office and industrial uses and the proposal is thus not in keeping with the existing land usage and would be out of character for the area;
- Various other developments have taken place in recent years on Wellington Circle but they have all been commercial, rather than residential;
- The only access onto Wellington Circle and the site is from Wellington Road, which is also the only vehicular access to Lochside Academy, Cove Rangers' stadium, the Royal Mail distribution centre and various other commercial uses, all of which generate a considerable volume of traffic. Any additional traffic generated by the development would affect traffic flows on the local road network and could result in road safety issues.

The applicant presented to the Pre-Application Forum on 20 May 2021. Members of the forum heard from the applicant, their agent and architect and asked a number of questions, with the following information being noted –

- The 25% affordable housing would be included in the second block;
- The zoned primary school for the proposed housing was Kirkhill Primary School and the academy was Lochside Academy;
- The existing car parking would stay in the same area but would be reduced in numbers. Electric charging points would also be included;
- The applicant had not yet considered providing fibre broadband to all of the premises but this could be investigated;
- General noise and traffic noise mitigations were important and would be looked at along with the use of buffers and would be included in the final application;
- The general breakdown of properties in the development would be 10% 3 bedroom flats with

their own garden, 80% two bedroom flats and 10% one bedroom flats;

- Cycle sheds and refuse points would all be fitted as standard;
- COVID had changed the way developers looked at proposed flatted properties. With the change in people's circumstances and a lot of individuals homeworking, it highlighted that a lot of flatted properties did not have any outdoor space to enjoy and this had been important when developing this proposal, with as many properties as possible having balconies.

The applicant notes in their Pre-Application Consultation (PAC) Report that following the responses received at pre-application stage, amendments were made to the proposed design and layout in order to address issues raised in relation to noise and floodlighting.

CONSULTATIONS

ACC - Roads Development Management Team – No objection. Their comments can be summarised as follows:

- Walking, cycling and public transport
The site is located in close proximity to the nearest bus stops (within 400m) and would be connected into the surrounding pedestrian network, with a signalised pedestrian crossing over Wellington Road immediately adjacent to the site. Further details are required in respect of the design and locations of footpath connections from the site to the Wellington Road pavement at Matters Specified in Condition (MSC) stage and these aspects should be conditioned.
- Safe Routes to School
The walking routes between the site to both Kirkhill Primary School and Lochside Academy are acceptable.
- Parking
The development comprises 58 private flats and 21 affordable flats, equating to a parking requirement of 104 spaces, as per the Transport & Accessibility supplementary guidance. 88 general spaces (5 of which would be active EV spaces), 5 accessible spaces, 5 visitor spaces, 8 motorcycle spaces and a Car Club vehicle are proposed. 100% secure cycle parking (1 space per unit) would also be provided. The provision of a Car Club vehicle (equivalent to 17 spaces) reduces the car parking requirement to 87 spaces. The development would thus meet the minimum standards for parking as set out in the supplementary guidance. A condition is required to ensure further details of car parking as part of a detailed scheme at MSC stage.
- Car Club vehicle
The Car Club vehicle that is proposed to be provided on the site would be an electric vehicle. The total cost payable by the developer to provide the vehicle would be £25,852.40, which would cover the lease of the car for three years and various other items, including free Car Club memberships and drive time for the residents. The developer would also have to cover the cost of lining and signing the designated Car Club space, and providing the EV charge point.
- Development Vehicle Access
The utilisation of the existing vehicular access from Wellington Circle is acceptable. A secondary means of access for emergency vehicles is required and is indicatively shown in the western corner of the site, providing access from Wellington Circle. Some aspects of the emergency access design require to be amended/clarified but these aspects can be conditioned and addressed at MSC stage.

- Internal Road Layout
The internal roads layout is generally acceptable for the purposes of the current Planning Permission in Principle application. Further details such as geometry, levels, materials etc require to be clarified at MSC stage. The refuse vehicle swept path drawing provided is acceptable, demonstrating that a refuse vehicle can enter and navigate the site appropriately. Further details of the emergency access and the turning head in the car park are required at MSC stage.
- Local Road Network
The applicant's Transport Statement considers that there would be an anticipated net reduction in vehicle trips generated by the development of 16 in the am peak period and 21 in the pm peak period, compared to the existing office use of the site. As such, there would be a net improvement in terms of traffic generation on the local road network during the most onerous periods.
- Travel Plan Framework (Residential Travel Pack)
The applicant proposes to complete a Residential Travel Pack (RTP) as part of an MSC application, prior to the occupation of the first unit. This is acceptable and requires to be conditioned. It should also include the safe routes to school.
- Drainage Impact Assessment
The applicant's drainage proposals are largely acceptable, with surface water to drain via porous paving and filter trenches to on-site cellular storage attenuation tanks. There are some minor aspects of the porous paving design that require further detail but these aspects can be conditioned and addressed at MSC stage.
- Roads Construction Consent
The development will require to be the subject of a Roads Construction Consent application.

ACC - Developer Obligations – Following consultation with stakeholders and assessment of the proposals against the Council's Planning Obligations supplementary guidance, a package of developer contributions has been formulated, with the following sums required to mitigate the impacts of the development:

- Core Path Network (Core paths 79, 81, 82 and/or 83 and/or aspirational path 3): £22,097;
- Healthcare Facilities (Cove Bay and Kincorth Medical Practice): £34,274;
- Open Space: £10,870;
- Community Facilities (Loirston Annexe and/or Altens Community Centre): £108,613;
- Car Club vehicle: £25,852.40.

ACC - Schools Estates Team – No objection. Factoring the proposed development into the 2018 school roll forecasts for Kirkhill Primary School and Lochside Academy, there is anticipated to be sufficient capacity in both schools to accommodate the number of pupils expected to be generated by the development.

ACC - Environmental Health – No objection. The Environmental Health Service accepts the findings of the applicant's updated Noise Impact Assessment (NIA) which considers that, subject to the implementation of various recommended mitigation measures, the occupants of the development would not be unduly affected by any existing external sources of noise (particularly from neighbouring uses, including the Royal Mail depot, and from traffic on Wellington Road). The recommended mitigation measures are:

- a) Application of acoustic barriers 3.0 metres high along the northern boundary of the site and a 1.8 metres high around the rest of the site boundaries as detailed within section 9.1.2 and figure 5 of the report.
- b) bedrooms are positioned on aspects with no view of the Royal Mail Depot with robust justification of doing otherwise required.
- c) the gable end aspects of Block A facing the industrial commercial noise sources are designed to accommodate circulation spaces e.g., hallways and stairwells.
- d) application of the recommended minimum sound insulation requirements discussed in section 9.2.9 and presented in Table 5 for the worst-case aspects including requirements to achieve night-time L_{Amax} in Block B – Habitable rooms facing Wellington Circle.
- e) an appropriate form of glazing and ventilation is incorporated into the scheme's final design with provision of associated specifications for the entire scheme to meet the criteria adopted to the satisfaction of this Service.

The Environmental Health Service also accepts the findings of the applicant's Air Quality Screening Assessment, and notes that a more detailed Air Quality Impact Assessment is not required. They further note that a Dust Management Plan requires to be submitted to and agreed with the Council in order to ensure the application of necessary dust control measures during the demolition and construction phases.

ACC - Housing – No objection. The tenure of the 6 affordable units proposed in Block A is unclear at this stage. Low-Cost Home Ownership (LCHO) would not be a suitable tenure if the units would be 3-bed flats as suggested at this stage.

ACC - Waste and Recycling – Object for the following reasons:

- Waste collection vehicles should be able to get to within 10m of the storage point for Block A, from what I can see on the plans, this will not be possible with the current proposed site layout due to the narrow path and electric charging points for the vehicles.
- A detailed plan for each bin store and a measurement to the collection point needs to be provided.
- Bin Store B has electric car parking space in front of the entrance door however this will need to be in such a place as not to block access.

Also note the number and type of bins that will be required, along with other information for the applicant to be aware of – all of which is included as an Advisory Note.

ACC - Contaminated Land Team – No objection. The Contaminated Land Team note that the site has been in industrial/commercial use since at least 1981 and therefore not the potential for some contamination. They request the attachment of two conditions in relation to site investigations and remediation of contaminated land prior to occupation.

Police Scotland – No objection. Advise that the area is a low-crime area and provide advice on how various aspects of the proposals could be designed to maximise safety and minimise crime.

Scottish Water – No objection, although Scottish Water are unable to confirm that there would be sufficient capacity in the relevant water and waste-water treatment works to service the development.

Nigg Community Council – No comments received.

REPRESENTATIONS

One representation has been received, objecting to the application. The representation was submitted on behalf of the Royal Mail, whose Altens Delivery Office is situated on the opposite side of Wellington Circle from the application site. The matters raised by Royal Mail in their representation can be summarised as follows:

- The development is contrary to the existing and proposed Local Development Plans, being a residential use that would conflict with the surrounding business and industrial uses and change and undermine the character of the site and the wider industrial estate;
- The Council's Housing Land Audit confirms there is sufficient housing land supply and therefore no need to develop the site for residential use;
- The development would be incapable of providing a suitable residential amenity, given the proximity to the service yard of the nearby Royal Mail Mail Centre, whose operations generate significant levels of noise emissions, including during the night. Any future noise complaints arising from residents of the development could therefore harm the operations and viability of the Royal Mail, at a site of strategic importance to them;
- The Mail Centre also incorporates a significant amount of floodlighting, which could harm residential amenity at night;
- The applicant's Noise Impact Assessment does not include sufficient scope of measurements to give a true and fair reflection of the ambient noise levels at the site;
- A Construction Management Plan should be conditioned if the application is approved, to ensure there would be no construction-phase obstruction to the access and movement of Royal Mail vehicles.

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.

For the purposes of section 41A of the 1997 act, the development is considered to be a "noise-sensitive development" as residents or occupiers are likely to be affected by significant noise from existing activity in the vicinity of the development (a "noise source"). When considering whether to grant planning permission subject to conditions, there is a requirement to take particular account of whether the proposed development includes sufficient measures to mitigate, minimise or manage the effect of noise between the development and any existing cultural venues or facilities or dwellings or businesses in the vicinity. The Act also restricts the ability to impose on an existing noise source additional costs relating to acoustic design measures to mitigate, minimise or manage the effects of noise.

National Planning Policy and Guidance

- Scottish Planning Policy (SPP)

Aberdeen City and Shire Strategic Development Plan 2020 (SDP)

Aberdeen Local Development Plan 2017 (ALDP)

- B1: Business and Industrial Land
- C11: Digital Infrastructure

- D1: Quality Placemaking by Design
- D2: Landscape
- D5: Our Granite Heritage
- H3: Density
- H4: Housing Mix
- H5: Affordable Housing
- I1: Infrastructure Delivery & Planning Obligations
- NE4: Open Space Provision in New Development
- NE5: Trees and Woodland
- NE6: Flooding, Drainage & Water Quality
- NE8: Natural Heritage
- R2: Degraded & Contaminated Land
- R6: Waste Management Requirements for New Development
- R7: Low & Zero Carbon Build & Water Efficiency
- T2: Managing the Transport Impact of Development
- T3: Sustainable and Active Travel
- T4: Air Quality
- T5: Noise

Supplementary Guidance and Technical Advice Notes

- Affordable Housing
- Flooding, Drainage and Water Quality
- Green Space Network and Open Space
- Harmony of Uses
- Landscape
- Materials TAN
- Noise
- Planning Obligations
- Resources for New Development
- Transport and Accessibility
- Trees and Woodlands

Proposed Aberdeen Local Development Plan 2020 (PALDP)

The Proposed Aberdeen Local Development Plan (PALDP) was approved at the Council meeting of 2 March 2020. A period of representation in public was undertaken from May to August 2020 and the PALDP has since been submitted to the Scottish Government Planning and Environmental Appeals Division for Examination in Public. The PALDP 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 PALDP;
- the level of representations received in relation to relevant components of the PALDP and their relevance of these matters to the application under consideration.

The foregoing can only be assessed on a case-by-case basis. The following policies of the PALDP are relevant to the assessment of this application.

- B1 (Business and Industrial)
- C11 (Digital Infrastructure)
- D1 (Quality Placemaking)
- D2 (Amenity)
- D4 (Landscape)
- D5 (Landscape Design)
- D7 (Granite Heritage)
- H3 (Density)
- H4 (Housing Mix and Need)
- H5 (Affordable Housing)
- I1 (Infrastructure Delivery & Planning Obligations)
- NE3 (Natural Heritage)
- NE4 (Our Water Environment)
- NE5 (Trees and Woodland)
- R2 (Degraded and Contaminated Land)
- R5 (Waste Management Requirements in New Development)
- R6 (Low + Zero Carbon & Water Efficiency)
- T2 (Sustainable Transport)
- T3 (Parking)
- WB1 (Health Developments)
- WB2 (Air Quality)
- WB3 (Noise)

Other Material Considerations

- Aberdeen City and Shire Employment Land Audit (ELA)
- Aberdeen City and Shire Housing Land Audit 2020 (HLA)

EVALUATION

Principle of Development

The site lies within a Business and Industrial area, as zoned in the adopted Aberdeen Local Development Plan 2017 (ALDP). Policy B1 (Business and Industrial Land) of the ALDP states:

'Land zoned for business and industrial uses on the Proposals Map, including already developed land, shall be retained for Class 4 (Business), Class 5 (General Industrial) and Class 6 (Storage and Distribution) uses and safeguarded from other conflicting development types.'

The site has lain vacant for approximately 4 years but was last in use as an office (Class 4). The Planning Service considers residential use to be a conflicting development type to uses in Classes 4, 5 and 6, therefore the principle of the redevelopment of the site for residential use is contrary to and would represent a departure from Policy B1 of the adopted Local Development Plan.

Material Considerations – Principle of Development

Although the development is contrary to Policy B1 of the ALDP, it is necessary to assess whether there are any material considerations of sufficient weight that would allow the proposals to be supported despite the policy conflict. The relevant material considerations are as follows:

- Employment land supply & Lack of demand for continued business / industrial use

Paragraph 3.56 of the ALDP states: *'Maintaining a ready supply of employment land in the right places is vital to Aberdeen retaining its position as a competitive and sustainable business location. If a ready supply of employment land is not maintained, then it is unlikely that the housing population targets set by the Aberdeen City and Shire Strategic Development Plan (SDP) will be achieved.'*

Therefore, given the primary aim of Policy B1 appears to be the protection of employment land supply, it is pertinent to assess whether there is sufficient employment land across the city, and to consider what impact the loss of the existing office building would have on that supply.

The applicants have submitted a Marketing Statement prepared by a commercial property agent in order to outline the relative abundance of employment land in Aberdeen and to make the case that the proposed residential development could be accommodated on land zoned for business and industrial use without compromising the effectiveness of the city's employment land supply. This highlights the role of business land audits and the requirement for at least 60ha of marketable land available to businesses in a range of places in Aberdeen City, set by the current Aberdeen and Aberdeenshire Strategic Development Plan.

The Aberdeen City and Shire Employment Land Audit (ELA) is prepared annually, with the aim of providing up-to-date and accurate information on the supply and availability of employment land in the region. The most recently prepared audit (for the 2018/19 period, with a base date of 1st April 2019) was published in December 2019. The 18/19 ELA identified an 'established' employment land supply of 274ha, of which 210ha was identified as 'marketable'. The application site extends to 1.4ha and forms part of that marketable supply. This indicates that residential development in this location would not result in any material shortage of available employment land, with a significant surplus being maintained over and above the target set in the current SDP.

As set out in the supporting Marketing Statement, Quattro House has been vacant for approximately 4 years and has been marketed, unsuccessfully for over 8 years. In that time there has been no significant interest in the property, despite a major refurbishment of the building in 2012/13. The applicant's commercial marketing agent advises that there is an oversupply of high-quality office accommodation since the oil & gas crash of 2014/15 (and subsequently exacerbated by the Covid-19 pandemic) and that there has been no demonstrable demand for Quattro House in a continued Class 4 (office) form. They also note that the recent trend has seen large office occupiers move away from the South of the city and towards the west (Prime Four and Westhill) and the city centre (Capitol, Silver Fin etc).

Taking account of these factors, it is accepted that there is no shortage of available business and industrial land and the use of this site for alternative purposes (if acceptable on its merits) could not reasonably be resisted solely on the basis of maintaining an adequate supply of business and employment land.

- Housing demand & Sustainability

The Aberdeen City and Shire Housing Land Audit (HLA), like the ELA described above, is prepared on an annual basis. Its purpose is to illustrate the scale and characteristics of the current housing land supply in Aberdeen and Aberdeenshire. The most recently prepared audit, with a base date of 1 January 2020, was published in December 2020.

The Strategic Development Plan (SDP) sets a 'housing requirement', and Scottish Planning

Policy (SPP) requires planning authorities to maintain enough 'effective' housing land for at least five years. Effective sites are those which are either allocated for development or previously consented, and considered to be free from constraints, and which are therefore expected to be available for housing development. The most recent HLA identified an effective supply of 7.1 years for the Aberdeen Housing Market Area (AHMA), indicating a generous supply of land available for housing development.

However, it is recognised that the timely delivery of housing numbers is a priority of the Council to help address affordability and the general shortage in terms of numbers of affordable residential units being delivered. It is also important to note that the 2020 SDP includes a target for at least 40% of all new housing in the city to be on brownfield sites, have a minimum density of no less than 50 dwellings per hectare and for new housing to provide an appropriate mix of types and sizes of homes.

The proposed development would re-purpose a currently vacant brownfield site (retaining and re-using part of the existing main building rather than a wholesale demolition and re-build approach) in a sustainable, well-connected location, near to employment land whilst exceeding the minimum density requirement of the SDP. This represents a 'windfall' site contribution to the city's housing requirement.

- Context and location of the site within the business and industrial area

Although the site is located within a Business and Industrial area, it is important to note that the site lies on the northern edge of the relatively small Wellington Business Park. As such, the site is not adjoined to either the north or east by industrial uses, as would be the case in the southern part of the business park. Wellington Road lies to the east and the immediately adjoining use of the established suburban residential neighbourhood of Redmoss sits to the north, with residential gardens less than 10 metres from the application site boundary. Furthermore, the immediately adjoining use to the south is an office building (Class 4) and the neighbouring use to the west is a storage and distribution warehouse for a clothing retailer (Class 6) – both of which are less harmful to residential amenity than a typical Class 5 (General Industrial) use. It is acknowledged however that there are some Class 5 uses nearby (Royal Mail and FMC Corporation to the west), with the impacts of those uses considered below. Existing tree belts and soft landscaping run along both the northern and part of the eastern edges of the site. It is therefore appropriate to acknowledge that the context of the site differs from that of a more typical industrial estate environment and the conflict between differing uses is reduced as a result.

Consequently, subject to a suitable layout and assessment of noise impacts, residential development at the site would neither compromise other businesses' ability to operate in the manner in which they are accustomed, nor would it have any significant bearing upon the overall integrity of the business park. Rather it could see an underutilised area of vacant brownfield land suitably repurposed within its context, which is compliant with Scottish Planning Policy's presumption in favour of development that contributes toward sustainable development.

Therefore it is considered that, due to the high level of supply and the wider low level of demand for such business & industrial sites generally, in combination with the individual circumstances of the site and the proposal, in this instance there is potential for it to be acceptable in principle for a form of residential development, despite the conflict with Policy B1. This is subject to detailed matters relating to layout, amenity and other considerations being addressed, as covered in the following sections of the evaluation.

Amenity for new residents

Although the ALDP does not include a specific policy in relation to ensuring new residential developments would benefit from a satisfactory level of amenity, it is nonetheless a material consideration of significant weight. This is reflected in the Proposed ALDP, which introduces a new policy in this regard, Policy D2 (Amenity), which sets out a number of criteria that new residential development should meet in order to ensure the creation of a satisfactory residential environment. Some of the criteria include: maximisation of sunlight and daylight receipt, quality of outlook, insulation from noise emissions, privacy, internal floor areas, provision of adequate open space etc.

Design & Layout (Floor areas, outlook, daylight receipt and privacy)

The flats would be generally acceptable in terms of size, with internal floor areas of approximately 50sqm common for the 1-bed units, 62-71sqm for the 2-bed units and 86-95sqm for the 3-bed units. The nature of Block A's existing floor plan and the location of existing stairwells renders it unfeasible to configure all units so that they would benefit from a dual-aspect. However, (although detailed floor plans and elevations, and the exact final number of flats proposed would follow at MSC stage), care has been taken to maximise the number of dual-aspect units and more than half of the 79 units are indicatively proposed to benefit from a dual-aspect.

In terms of outlook, all of the flats at ground floor level would have an outlook onto their own private garden areas, whilst the majority of the flats on the upper floors would have a generally acceptable outlook onto the surrounding, largely soft-landscaped areas of communal open space surrounding the buildings, or the central amenity courtyard surrounded by Block A.

The footprint of Block A and its orientation, with a large central courtyard and an open aspect to the southwest, would ensure that the flats would all receive an acceptable amount of daylight, subject to further details of precise window openings and sizes which would follow at MSC stage. None of the units on the building's north-facing elevation would be single aspect, thus ensuring they would also receive some element of direct sunlight at some point during the day.

The flats in new-build Block B would all be dual-aspect and the building's separation distance from Block A and the tree belt to the eastern edge of the site would ensure that all of the flats in Block B would also receive sufficient daylight.

The flats in both buildings would neither be overlooked by either any neighbouring uses, nor by each other to any significant degree. Following initial concerns raised in respect of the proximity of Block B to the neighbouring office building to the south, the plans were amended to significantly reduce the footprint of Block B, move it further away from the neighbouring office block, and to indicatively propose new tree planting along the southern boundary – all of which removes the potential for overlooking of the flats in Block B from the neighbouring building.

In conclusion, it is considered that the flats would generally benefit from an adequate quality of internal amenity in terms of floor areas, daylight receipt, aspect, outlook and privacy.

Open Space

Policy NE4 (Open Space Requirements in New Development) requires the provision of at least 2.8ha of meaningful and useful open space in new residential developments. Utilising the method for calculating average resident numbers for developments as set out in the Council's Green Space Network and Open Space supplementary guidance, it is estimated that there would be approximately 141 residents likely to live in the 79 flats, equating to a minimum requirement of 3,948sqm of meaningful, useful open space that should be provided on-site in accordance with Policy NE4.

The Planning Service calculates that the proposed development would meet the minimum requirement for open space as required by Policy NE4, with approximately 4,000sqm of meaningful and useful open space proposed. Additional open space not included in that calculation includes private garden ground, footpaths, narrow grass verges and the part of the tree belt along the northern boundary that would be retained. A picnic area and kids playpark facility are indicatively proposed within the area of open space to the northwest of Block A and larger, public areas of open space, including playing fields, are available within walking distance (500m) of the site in Cove & Altens to the south-east - accessible via the adjacent pedestrian crossing and Core Path 81.

Therefore, it is considered that the site would have sufficient on-site communal open space as per the requirements of Policy NE4 in addition to all ground floor units having their own private garden areas and the site being within walking distance of larger areas of open space that could be used for informal recreation.

A financial contribution towards open space provision has also been agreed as part of the developer obligations package.

Noise

Policy T5 (Noise) of the ALDP states:

'In cases where significant exposure to noise is likely to arise from development, a Noise Impact Assessment (NIA) will be required as part of a planning application.'

'There will be a presumption against noise generating developments, as identified by a NIA, being located close to noise sensitive developments, such as existing or proposed housing, while housing and other noise sensitive developments will not normally be permitted close to existing noisy land uses without suitable mitigation measures in place to reduce the impact of noise.'

Although it is acknowledged that the site is located at the edge of the business and industrial estate and that neither of its immediately adjoining neighbours are currently in Class 5 (General Industrial) use (with an office building to the south and a storage & distribution warehouse to the west), the location of the site poses concerns in terms of the level of amenity that would be available to the occupants of the residential units due to its proximity to external sources of noise from nearby business and industrial uses (including the Royal Mail Aberdeen Mail Centre to the south-west) and the relatively heavily trafficked Wellington Road dual carriageway to the east.

The applicant initially submitted a Noise Impact Assessment (NIA) which only incorporated background noise measurements taken between the hours of 4:47am and 12:30pm on one day. Both the Planning Service and the Royal Mail, in their representation, considered that the scope of the NIA was insufficient to give a true and accurate reflection of the noise emissions experienced on the site from the neighbouring uses, due to the short time-frame within which the measurements were taken – particularly as the Mail Centre operates on a 24/7 basis, including throughout the night time period. As a result, the Planning Service requested that an updated NIA was carried out, with survey data taken over a longer, more representative period of time.

An updated NIA was carried out by the applicant's acoustician, with survey data taken across a full week (14-21 October 2021), including during the night-time periods. The updated NIA finds that without mitigation, the proposed development would suffer from adverse impacts as a result of noise emissions during both the day and night-time periods; with impacts of a major adverse magnitude predicted at weekends. However, the NIA recommends various mitigation measures which, if implemented, would ensure that the external noise sources would be sufficiently reduced to a level at which a satisfactory residential amenity would be achieved. The recommended mitigation

measures can be summarised as follows:

- Consideration be given to the internal layout design to ensure bedrooms, where possible, are positioned on aspects with no view or a restricted view of the Royal Mail depot;
- The gable end aspects of Block A should be designed to incorporate circulation spaces (i.e. hallways and stairwells, as opposed to habitable accommodation);
- The incorporation of appropriate glazing and ventilation into the scheme's final design, to meet the criteria for internal noise levels;
- The incorporation of acoustic fencing to the site's northern (3m high), southern, eastern and western (1.8m high) boundaries, to ensure external noise levels in the principal external amenity areas meet the guideline amount.

The Council's Environmental Health Service accept the findings of the NIA and note that, subject to the implementation of the recommended mitigation measures, a satisfactory amenity could be achieved in terms of insulation from external noise sources. Environmental Health therefore request that a condition is attached to any consent, requiring the NIA mitigation measures to be implemented prior to the occupation of any units.

Therefore, subject to the submission and assessment of further details as part of an MSC application, and the subsequent implementation of the recommended mitigation measures contained in the applicant's NIA, the Planning Service is satisfied that the occupants of the proposed development would not be unduly affected by noise emissions from the variety of external noise sources and that they would benefit from a satisfactory level of amenity in terms of noise, in accordance with Policy T5.

Summary

The foregoing evaluation considers that, despite the challenges posed by the location of the site within a business park and adjacent to a dual carriageway, the surrounding context and the indicatively proposed form of development would allow for a satisfactory residential environment to be created for the future residents, subject to further details to be submitted and agreed as part of subsequent Matters Specified in Conditions applications and the implementation of the mitigation measures recommended in the applicant's NIA.

Agent of Change - Impact on the viability & operations of neighbouring uses

The mitigation measures recommended in the applicant's NIA seek to ensure that the amenity of any of the new flats would not be adversely affected by the noise emissions from neighbouring commercial uses within the business park. Given the NIA finds that, subject to the implementation of those measures, the residents of the new development would not be unduly affected by noise emissions it can thus be derived, indirectly, that the potential for complaints to be made by future residents in relation to the nearby commercial uses would be minimised. It is thus considered that the potential for the proposed development to impact detrimentally upon the viability and operations of the nearby noisy uses (particularly Royal Mail) would not be significant. Additionally, given the immediately adjoining uses to the south and west comprise office space (Class 4) and storage and distribution (Class 6), it is considered that noise complaints relative to those uses are unlikely as a result of the proposed development and that the proposals are in line with the agent of change principles contained within Section 41A of the Planning Acts.

Design, layout & landscape

Policy D1 (Quality Placemaking by Design) requires all development to ensure high standards of design and to have a strong and distinctive sense of place which is a result of context appraisal,

detailed planning, quality architecture, craftsmanship and materials.

Policy D2 (Landscape) states that: quality development will protect and enhance important views of the City's townscape, landmarks and features when seen from busy and important publicly accessible vantage points such as roads, railways, recreation areas and pathways and particularly from the main city approaches.

This application is for planning permission in principle. At this stage, therefore, the layout is largely indicative. It has been developed to provide a degree of certainty that the scale of development and number of units proposed can be accommodated within the site in a satisfactory manner. Whilst the layout may change slightly through MSC applications, when a detailed scheme is designed for a specific developer, a high-quality design is expected, within the parameters of the information forming the current application. This would be befitting of the site's prominent location, being highly visible from Wellington Road, a key arterial route into and out of the city.

Generally, at this stage, the proposed site layout, form and scale of development (building footprints and massing) is considered acceptable. Given the site's location within a business park, there is no particular established pattern or form of development or townscape character that it is necessary for the proposed development to replicate or be sympathetic towards. The surrounding commercial buildings are largely commercial, of no more than two storeys in height and of limited design merit. Although the low-density suburban neighbourhood of Redmoss lies to the north, it is separated from the application site by a private road and intervening landscaping, and it is clearly of a different townscape form and context to the application site.

The form, scale and layout of the proposed development is largely guided by the retention of the structural elements of the existing 'C'-shaped building, Block A. The upward extension of Block A would add two storeys in height, giving the building a total height of four storeys. Given the absence of any discernible established pattern, form or scale of development in the surrounding area, the addition of two storeys to the existing building is considered to be acceptable. It is noted that the nearby Aberdeen Altens Hotel is a similar height (four storeys) and occupies a more prominent position. Block B would also be four storeys in height, although it would be partially obscured from Wellington Road by the established tree belt along the eastern edge of the site, softening its visual impact.

The proposed site layout is considered to be acceptable, with the buildings and open space located in the eastern and northern parts of the site, set as far away from the nearby noise generating uses as possible, with the car parking area occupying the western part of the site. The buildings would, as far as is practicable, both be surrounded to an extent by soft landscaping, providing an appropriate residential environment.

The re-cladding and repurposing of the existing building, as opposed to wholesale demolition and re-build, is welcomed as an overall more sustainable approach and, subject to further details at MSC stage, the proposed re-cladding is anticipated to result in a visual improvement on the existing situation. Whilst the visualisations in the applicant's Design & Access Statement do not provide the level of detail required for the Planning Service to be satisfied that the buildings would be of a sufficient design quality at this stage, they do include some sketches which provide comfort that – through improvement and refinement of the design, an acceptable quality of architectural design could be achieved.

In terms of the boundary detailing, it is acknowledged that the 3m high timber fence required along the northern boundary for acoustic purposes could cause harm to the character of the area by introducing a hard, formal edge to the private road to the north, which is otherwise lined with, and characterised by, established trees and soft landscaping. As such, at MSC stage, the Planning Service would seek a solution that could see the required acoustic fence set back slightly from the

northern boundary, with soft landscaping either retained and/or supplemented with additional planting, in order to retain a natural, green edge to the northern boundary of the site.

With the foregoing in mind, and subject to refinement of the design of the external envelopes of the buildings at MSC stage, it is considered that the buildings as indicatively proposed, can be designed to meet the requirements of Policies D1 and D2. The indicative proposals are considered to be acceptable for the purposes of the current Planning Permission in Principle application.

Density & Housing Mix

Policy H3 (Density) states:

The City Council will seek an appropriate density of development on all housing allocations and windfall sites. All residential developments over one hectare must:

- 1. Meet a minimum density of 30 dwellings per hectare (net). Net dwelling density includes those areas which will be developed for housing and directly associated uses, including access roads within the site, garden ground and incidental open space;*
- 2. have consideration of the site's characteristics and those of the surrounding area;*
- 3. create an attractive residential environment and safeguard living conditions within the development; and*
- 4. consider providing higher densities in the City Centre, around local centres, and public transport nodes.*

The development proposes to create 79 residential units on the 1.4ha site, which would result in a density of 57 dwellings per hectare, thus significantly exceeding the Policy H3 minimum requirement of 30 dwellings per hectare. The proposed density would also exceed the increased minimum density of 50 dwellings per hectare as set out in Policy H3 of the Proposed ALDP.

Largely comprising the redevelopment of an existing office building, it is considered that criterion 2 of policy H3 is not particularly relevant to the proposal, as the surrounding area comprises a business and industrial area, with relatively low-density housing to the north. The proposed redevelopment of the brownfield site is thus assessed on its own merits and conformity with the characteristics of the surrounding area is not considered to be necessary in this instance.

The foregoing evaluation sets out that, although sited within a business park, a satisfactory residential environment could be created. Although not situated within the city centre, the nearest local centres are accessible via active travel and the site benefits from good access to public transport. The proposed development is thus considered to be generally compliant with Policy H3 of the ALDP.

Policy H4 (Housing Mix) requires housing developments of larger than 50 units to achieve an appropriate mix of dwelling types and sizes, including smaller 1 and 2 bed units. Although the proposals are only indicative at this stage, with further detailed layouts to follow at MSC stage, the proposed development would indicatively have a housing mix of 35 x 1-bed flats (44%), 28 x 2-bed flats (36%) and 16 x 3-bed units (20%). The development would therefore have a reasonable mix of dwelling sizes, including a large amount of 1 and 2 bedroom units (including 25% affordable provision), and the proposals are thus compliant with Policy H4.

Transport & Accessibility

Under Policies T2 and T3, commensurate with the scale and anticipated impact, new developments must demonstrate that sufficient measures have been taken to minimise traffic generated and to maximise opportunities for sustainable and active travel.

The Roads Development Management Team have reviewed the proposals and the applicant's Transport Statement and have provided comments on the various different aspects as set out in the earlier summary above.

Maximising sustainable and active travel

In addition to the above matters commented on by the Roads Development Management Team, the Planning Service considers that the site would be relatively well located with regard to encouraging the use of sustainable and active travel by residents. In terms of access to public transport, there are bus stops (with shelters) approximately 200m to the south of the site, on Wellington Road, which are served by several bus services, including the no. 3 First bus service which provides a regular (every 10 minutes) service between Cove and the city centre.

In terms of encouraging active travel and minimising private car trips, the site lies in relatively close proximity to local shops, facilities and amenities, with Ikea, Pure Gym, Makro, Starbucks and Burger King all also on Wellington Circle, the mini high street at Charleston Road North (including Sainsbury's) 800m to the south and further shops, pubs and community facilities a similar distance away in Cove, which would be easily accessible on foot or bicycle via the pedestrian crossing adjacent to the site, and by Core Path 81 beyond. Planning permission has also recently been granted for the construction of a 1,800sqm retail food store (Aldi) on Hareness Road, approximately 700m to the north of the application site. The nearest schools are also within walking distance (c. 1,600m to Kirkhill Primary School and just 800m to Lochside Academy).

As a result, the Planning Service is satisfied that the development would be located in a suitably accessible location which would be capable of being accessed via sustainable and active modes of travel, as would various local facilities and amenities, including employment land.

Summary

Overall it is considered that the indicative proposed development is acceptable to the Roads Development Management (RDM) team for the purposes of the current application, subject to further details being provided on various aspects as noted above, at MSC application stage. Given the comments provided by the RDM Team, the Planning Service considers that from a potential transport impact perspective, there are no overarching concerns and the proposals would sufficiently encourage the use of sustainable and active modes of travel, in accordance with Policy T2 (Managing the Transport Impact of Development), Policy T3 (Sustainable and Active Travel) and the corresponding Transport and Accessibility Supplementary Guidance.

Trees

Policy NE5 (Trees and Woodlands) states that: *'there is a presumption against all activities and development that will result in the loss of, or damage to, trees and woodlands that contribute to nature conservation, landscape character, local amenity or climate change adaptation and mitigation.'* and that: *'Permanent and temporary buildings and services should be sited so as to minimise adverse impacts on existing and future trees.'*

There is an established buffer-strip tree belt along the northern edge of the site and some other sporadic soft-landscaping elsewhere, including along the front boundary of the site to Wellington Circle. Part of the eastern boundary of the site is lined by tall trees which contribute significantly to the local landscape character. Although the majority of the tree belt lies outwith the site, within a

soft-landscaped verge on the western side of Wellington Road, several trees are also situated within the site.

Seven trees within the site are proposed for removal, adjacent the northern boundary. They are not considered to be of any particular quality individually, although it is acknowledged that they do collectively contribute towards the visual amenity of the area and provide a green, soft-landscaped edge to the northern boundary of the business park, softening the interface between the commercial uses and the residential neighbourhood of Redmoss to the north.

The removal of the seven trees adjacent to the northern boundary is required in order to free up additional external amenity space for use by residents. Whilst the removal of the existing trees is not desirable, new replacement planting would take place both along the northern boundary and elsewhere within the site, resulting in a net gain of trees and the creation of useable amenity space. The soft edge to the northern boundary of the site would also be retained, subject to full details of landscaping being submitted and assessed at MSC stage. The proposed loss of trees is thus considered to be acceptable in principle, subject to appropriate replacement planting, full details of which would be addressed at MSC stage.

No trees on the eastern boundary of the site would either be removed or affected by the proposed development, following the reduction in the footprint of Block B, which is now proposed to site outwith the root protection area of the eastern tree belt.

It is thus considered that, subject to further detail at MSC stage, the proposed works would adequately minimise the loss of, or damage to, existing trees which contribute toward landscape character and local amenity and the proposals are thus considered to comply with Policy NE5 of the ALDP.

Landscaping

Policy D2 (Landscape) seeks to ensure that all new developments have a strong landscape framework which improves and enhances the setting and visual impact of the development. The Policy requires developments to be informed by the existing landscape, to retain and incorporate existing landscape features where possible and to provide hard and soft landscaping proposals that are appropriate to the scale and character of the development.

The proposed development would incorporate additional trees, hedging, private garden ground and soft-landscaped areas of communal external amenity space around the buildings. As a result, the development would enhance the existing setting and increase the amount and quality of soft-landscaping on the site. As noted above, further details are required in respect of soft landscaping on the northern boundary (retention and/or additional planting) to soften the impact of the required 3m high timber acoustic fence. Therefore, subject to further details as part of a detailed landscaping scheme via an MSC application, the proposals comply with Policy D2.

Natural Heritage

Policy NE8 (Natural Heritage) requires development to avoid detrimental impacts on any protected species through the carrying out of surveys and submission of protection plans, describing appropriate mitigation where necessary.

The Council's GIS mapping system notes that there is the potential for bats to be present in the northern and eastern tree belts. The applicant's Tree Survey assessed the bat roost potential of the existing trees on the site and did not consider any of the trees to have significant roost potential, therefore it is considered that the proposed development is not likely to have any impact on protected species. However, given several of the existing trees within the northern tree belt are proposed to

be felled as part of the development (with full details to follow at MSC stage), it is considered necessary to require further information on the impact of the finalised landscaping proposals on bats to be submitted for assessment as part of a matter specified in conditions application.

No other protected species are known or presumed to be present on the site however and, subject to a condition requiring further details of the finalised landscaping scheme, it is considered that the development could comply with Policy NE8.

Air Quality

Policy T4 (Air Quality) states that development proposals which may have a detrimental impact on air quality will not be permitted unless measures to mitigate the impact of air pollutants are proposed and agreed.

Although 98 car parking spaces are indicatively proposed at this stage, that total is significantly less than the current car parking provision (c. 145 spaces) associated to the existing office building, and the applicant's Transport Statement estimates the net volume of private car trips generated by the development is likely to be lower than the existing office use. Environmental Health officers have reviewed the applicant's Air Quality Impact Assessment and agree with the findings that the development would not be exposed to poor air quality, nor would the overall air quality impacts associated to the development be significant. The proposal is therefore acceptable in terms of Policy T4.

Flooding & Drainage

Policy NE6 (Flooding, Drainage & Water Quality) states that development will not be permitted if it would increase the risk of flooding to other properties or would itself be at risk of flooding. New developments comprising 5 or more homes are required to be accompanied by a Drainage Impact Assessment which demonstrates how surface water and waste-water would be managed.

Flooding

The application site is positioned on elevated land not adjacent to any watercourses and is not itself at risk of flooding.

Drainage and Water Quality

In accordance with Policy NE6, surface water drainage associated with development must be the most appropriate available in terms of sustainable drainage systems (SUDS) and avoid flooding and pollution both during and after construction.

The applicant's DIA notes that it is indicatively proposed to install a significant amount of porous paving within the car parking area to adequately treat and discharge surface water run-off into the ground at the site, via underground attenuation tanks. Along with significant areas of soft-landscaping (public and private areas of external amenity space) and the planting of new trees, the capacity for on-site surface water storage and attenuation would be increased compared to the existing situation. The RDM Team have reviewed the applicant's DIA and accept its findings.

Connection to the public sewer is a prerequisite of all development where this is not already provided. Scottish Water have advised that they cannot confirm at this stage whether there would be sufficient capacity in the local water and waste-water systems to accommodate the proposed development. A condition is thus necessary to ensure that suitable connections to the water and waste-water systems can be achieved, prior to occupation.

The indicative surface and foul water drainage proposals are considered acceptable in accordance with Policy NE6 although further, finalised details are required at MSC stage.

Developer Obligations & Affordable Housing

Policy I1 (Infrastructure Delivery and Planning Obligations) requires development that will place additional demands on community facilities or infrastructure and which would necessitate new facilities or exacerbate deficiencies in existing provision, to meet or contribute to the cost of providing or improving such infrastructure or facilities. In this case an assessment has been carried out by the Developer Obligations Team and contributions agreed by the applicant, as set out earlier in the report, the payment of which would be secured by a legal agreement.

Policy H5 (Affordable Housing) requires housing developments of five or more units to contribute at least 25% of the total number of units as affordable housing. Although further details would be required as part of an Affordable Housing Scheme once the detailed aspects have been resolved at MSC stage, it is indicatively proposed to provide 21 affordable units (26.5%) on the site, including all 15 of the flats in Block B and 6 units in Block A. The Council's Housing Strategy team have noted that the 6 units in Block A could not be supported under an LCHOU tenure, therefore further discussions will be required in this regard, but the finer details of the affordable housing make-up and tenures can be addressed at a later date.

In light of the above, it is considered that the proposed development complies with both Policy I1 (Infrastructure Delivery and Planning Obligations) and Policy H5 (Affordable Housing).

Waste Management

Policy R6 (Waste Management Requirements for New Development) requires all new developments to have sufficient space for the storage of general waste, recyclable materials and compostable wastes where appropriate. It also notes that flatted developments will require communal facilities that allow for the separate storage and collection of these materials.

Bin stores are indicatively proposed both internally, within the ground floor level of Block A (at the two gable ends closest to the car park and internal road), and externally, adjacent to the car parking area to the north of Block B. Although the Council's Waste Strategy team have some concerns with the indicative proposals at this stage (noting the distance between the bin stores and the waste collection vehicles would exceed the guideline 10m distance), the Planning Service is satisfied that, subject to further details that would require to be provided as part of an MSC application, the proposed development could have sufficient space for the adequate storage and collection of waste in accordance with Policy R6.

A swept path analysis drawing has been provided by the applicant which demonstrates, to the satisfaction of the Council's Roads Development Management team, that refuse vehicles could safely enter and exit the site in order to collect waste.

Low & Zero Carbon Buildings & Water Efficiency

Policy R7 (Low and Zero Carbon Buildings, and Water Efficiency) requires all new buildings to 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 in accordance with the associated supplementary guidance.

Policy R7 also requires all new buildings to use water saving technologies and techniques. A statement has been submitted which identifies water saving measures which would achieve gold standard on the Building Standards Sustainability Label.

Conditions can be attached requiring details to be submitted demonstrating that the buildings would comply with these requirements.

Digital Infrastructure

Policy CI1 (Digital Infrastructure) requires all new residential and commercial development to have access to modern, up-to-date high-speed communications infrastructure. It is considered that access to full fibre broadband for the development should be feasible given the site's location. A condition is attached, requiring all flats to have access to full fibre broadband prior to occupation, therefore Policy CI1 is complied with.

Contaminated Land

In terms of potential contamination and risk to sensitive end users, the Council's Contaminated Land Service note that the site has been used for commercial purposes since at least 1981 and that there is the potential for the land on the site to be contaminated. Therefore, given the proposed redevelopment of the site for residential use, the Council's Environmental Health (Contaminated Land) service recommend that a Contaminated Land Assessment is carried out, ascertaining what level of contamination is present on the site, and that where contamination is discovered the site is appropriately remediated to make it appropriate for residential use. It is considered that this can be dealt with via two conditions, which would satisfy the criteria of Policy R2 (Degraded and Contaminated Land).

Our Granite Heritage

Policy D5 (Our Granite Heritage) seeks the retention of all granite features, structures and buildings, including boundary walls. Granite dry-stone dyke walls form the southern and eastern boundaries of the site. They would remain in situ following the proposed development, with the exception of the formation of a small gap in the eastern boundary wall to provide space for a footpath link into the Wellington Road pavement. Full details of boundary enclosures are required via condition, to be assessed at MSC stage, but the indicative proposals are acceptable in accordance with Policy D5.

Proposed Aberdeen Local Development Plan

In relation to this particular application, the majority of the policies in the Proposed Aberdeen Local Development Plan 2020 substantively reiterate those in the adopted Local Development Plan and the proposals either accord, or have some tension, with the corresponding policies of the Proposed Plan for the reasons given in the foregoing evaluation. The following policies either differ slightly from their equivalents in the adopted ALDP, or are new policies with no equivalent in the current Plan:

- H3 (Density)

As with Policy H3 in the adopted ALDP, Policy H3 in the PALDP is not strictly applicable to the proposed development as the site is less than one hectare in size. Nevertheless, the proposed development is also compliant with the increased minimum density figure of 50 dwellings per hectare contained within Policy H3 of the Proposed Plan.

- D2 (Amenity)

As noted in the foregoing evaluation, Policy D2 seeks to ensure that where new residential properties are proposed, that occupants would benefit from a satisfactory level of amenity and that

new developments would not impact detrimentally on the amenity of existing residential properties. The proposed development is anticipated to create a satisfactory environment for the reasons noted in the foregoing evaluation.

Matters raised in representations

Various matters raised in the representation received (compliance with the ALDP & PALDP, housing land supply and impact on the viability of neighbouring businesses) have been addressed in the foregoing evaluation. The remaining matters raised are addressed, in turn, as follows:

- *The applicant's Noise Impact Assessment does not include sufficient scope of measurements to give a true and fair reflection of the ambient noise levels at the site.*

The Planning Service agreed with this matter raised by the Royal Mail and thus requested that an updated Noise Impact Assessment (NIA) was carried out by the applicant's acoustician, with an enlarged time period within which recordings of the ambient noise levels at the site were taken. The applicant's updated NIA incorporates a significant amount of additional data, collected over a week-long period and including the more sensitive night-time periods. The Planning and Environmental Health Services are satisfied the updated NIA gives an accurate representation of the ambient noise levels at the site, over a prolonged period of time.

- *The Mail Centre also incorporates a significant amount of floodlighting, which could harm residential amenity at night.*

The nearest flat to the Royal Mail's service yard would be located at least 40m away from the nearest floodlight, which faces away from the application site and onto the service yard itself. The Planning Service does not consider the Royal Mail floodlighting (or any other nearby sources of illumination) to be of a sufficient level or proximity to the site such that it would cause any significant adverse impact on the night-time amenity of the new flats that could not be addressed through the use of a typical residential light/privacy barrier to window openings such as curtains or blinds.

- *A Construction Management Plan should be conditioned if the application is approved, to ensure there would be no construction-phase obstruction to the access and movement of Royal Mail vehicles.*

Potential vehicular obstructions of public roads, outwith the application site, would be controlled under separate legislation and are not a material planning consideration. It would therefore not be competent for the Planning Authority to apply such a condition.

Heads of Terms of any Legal Agreement

A legal agreement will be required in order to secure the aforementioned developer obligations and affordable housing.

Conclusion

To summarise, the proposed development is considered to be contrary to Policy B1 of the ALDP and thus represents a departure from the Development Plan. However, there are several material considerations which the Planning Service considers to be of sufficient weight to justify such a departure, particularly given the context of the application site. The applicant has adequately demonstrated in their marketing statement a lack of demand for the continued office use of the site

and the Council is aware from the latest Employment Land Audit that there is a significant surplus of employment land in the city. The change of use of the application site would not materially affect the amount of marketable employment land available in the city and the minimum target as set out in the Strategic Development plan would still be significantly exceeded.

The proposal would see a brownfield site reused and parts of the principal existing building retained, repurposed and extended for its proposed new use, which is a more sustainable solution than an alternative wholesale demolition and rebuild approach. The proposed residential use would thus contribute towards the city's housing land supply in a sustainable manner, developing on brownfield land, in accordance with the aims of the Strategic Development Plan.

The site is situated in a relatively accessible location, in close proximity to regular bus services to the city centre and within walking distance of employment land, local shops, facilities, amenities, schools and green space. As such the site can also be accessed via sustainable and active modes of travel.

The proposed development, albeit within a business park, would not have any immediate neighbouring uses that would cause significant harm to residential amenity and the Planning Service is satisfied that, subject to the implementation of various mitigation measures, the occupants of the development would not be adversely affected by noise emissions and would not result in complaints to surrounding commercial operations, in line with Agent of Change requirements.

The Planning Service therefore considers that the proposed development would contribute towards sustainable development and thus benefits from the Scottish Planning Policy presumption in favour of sustainable development.

RECOMMENDATION

Willingness to approve conditionally, subject to conditions and a legal agreement to secure developer obligations towards the core path network, healthcare facilities, open space, community facilities and the Car Club and provision of affordable housing.

REASON FOR RECOMMENDATION

The proposed development is contrary to Policy B1 (Business and Industrial Land) of the Aberdeen Local Development Plan (ALDP) and the proposal thus constitutes a departure from the Development Plan. However, there is an evident lack of demand for the continued use of the entire site for Class 4 use and there is a demonstrable surplus of business and industrial land across Aberdeen City. Combined with the proposal incorporating the re-use of part of the existing building (as opposed to a wholesale demolition and re-build approach) to provide additional housing on a brownfield site in a relatively accessible location, the Planning Service considers that the development would be sustainable and thus benefits from Scottish Planning Policy's presumption in favour of development that contributes toward sustainable development. Furthermore, it is considered that the development could, subject to further detail, achieve a satisfactory level of amenity for its future occupants and that there would not be any significant conflict with neighbouring uses, nor any impact on the viability of the established commercial area, thus it is considered that these material considerations combined are of sufficient weight to justify a departure from the Development Plan in this instance, contrary to Policy B1.

The would be sufficient on-site open space and as such the proposals would also be compliant with Policy NE4 (Open Space Provision in New Development) of the ALDP and the occupants of the development would not be adversely affected by noise emissions, in accordance with Policy T5 (Noise). The proposed development would significantly exceed the minimum density requirement of Policy H3 (Density) and would provide a suitable and sustainable mix of dwelling sizes, in

accordance with H4 (Housing Mix).

The applicant is agreeable to paying developer obligations toward the core path network, healthcare facilities, open space, community facilities and the Car Club, thus the proposals are considered to comply with Policy I1 (Infrastructure Delivery and Planning Obligations). The applicant has agreed to provide 21 units as on-site affordable housing, which meets the 25% affordable housing requirement set out in Policy H5 (Affordable Housing).

The development would incorporate sufficient car parking, would be located near to good public transport links and would incorporate a Car Club vehicle and secure cycle storage. The development would be situated in a relatively accessible location, within walking distance of employment land, local shops, facilities and amenities and as such the development would satisfactorily encourage the use of sustainable and active travel, in accordance with Policies T2 (Managing the Transport Impact of Development) and T3 (Sustainable and Active Travel).

Subject to further details as part of an MSC application, the new building and the adaption, re-cladding and extension of the existing building could be of an acceptable design, scale and siting such that the character and visual amenity of the area could be preserved and potentially enhanced, in accordance with Policy D1 (Quality Placemaking by Design) whilst, subject to condition, satisfactory landscaping and planting would take place within the site, in accordance with Policy D2 (Landscape).

The proposals would retain the existing granite boundary walls, in accordance with Policy D5 (Our Granite Heritage). Although multiple trees would be felled within the site, they would largely not contribute toward the landscape character or visual amenity and their removal would be supplemented with replacement tree planting, in accordance with Policy NE5 (Trees and Woodland). The site would be adequately drained without being at risk of flooding, nor posing a flood risk to other properties, in accordance with Policy NE6 (Flooding, Drainage & Water Quality). Subject to further details at MSC stage, no protected species would be adversely affected by the development, in accordance with Policy NE8 (Natural Heritage). Subject to further details at MSC stage, the development would incorporate sufficient space for the adequate storage and collection of any waste generated on site, in accordance with Policy R6 (Waste Management Requirements for New Development).

Subject to conditions, the development is capable of complying with Policies C11 (Digital Infrastructure), R2 (Degraded & Contaminated Land) and R7 (Low & Zero Carbon Build & Water Efficiency).

The majority of the policies in the Proposed Aberdeen Local Development Plan 2020 substantively reiterate the aforementioned adopted Local Development Plan policies and the proposals either accord, or have some tension, with the corresponding policies of the Proposed Plan for the reasons noted above. The PALDP introduces Policy D2 (Amenity), which does not have a direct equivalent in the adopted ALDP and which seeks to ensure a satisfactory amenity is achieved for all residential developments. The proposals would achieve a satisfactory residential amenity and are therefore considered to be acceptable in accordance with Policy D2 of the PALDP.

CONDITIONS

(1) DESIGN AND LAYOUT OF ACCESSES, PATHS AND BUILDINGS

No development within any particular phase or block shall take place unless a matters specified in conditions application, including the detailed layout and design of access points, roads, parking areas, buildings and other structures for that particular phase or block, has been submitted to and approved in writing by the planning authority.

The proposed development shall be in accordance with the overarching layout, siting, design, height and massing principles of roads, paths and buildings established by this grant of planning permission in principle and the matters specified in conditions applications shall comprise:

- a) details of existing and proposed site levels (including cross sections);
- b) details of the mix of residential unit numbers, type, size and tenure;
- c) details of layout, design and external appearance of –
 - (i) vehicular and pedestrian access points (including connections to Wellington Road);
 - (ii) all buildings and ancillary structures;
 - (iii) vehicular and motorcycle parking;
 - (iv) short and long-term secure cycle parking;
 - (v) storage and collection arrangements for waste and recyclables;
 - (vi) boundary enclosures around and within the site, including details of any new openings in existing stone boundary walling; and
 - (vii) external lighting
- d) details of the elements of the existing building to be retained and incorporated into the alteration and extension of Block A.

Thereafter the development shall not be implemented other than in full accordance with the approved details.

Reason – to ensure a satisfactory layout and design of the development and ensure provision of a suitable level of parking.

(2) LANDSCAPING

No development within any particular phase or block shall take place unless a matters specified in conditions application including a scheme of hard and soft landscaping covering all areas of public and private open/green space for that particular phase or block has been submitted to and approved in writing by the planning authority. The scheme shall include details of –

1. Those areas reserved as private space and those areas that will be freely accessible for all residents and the general public;
2. Existing and proposed finished ground levels;
3. Existing landscape features, trees, woodland and vegetation to be retained or removed, following an up to date tree survey that takes account of bat roost potential and a scheme for the protection of all trees to be retained within and immediately adjacent to the site;
4. Existing and proposed services and utilities including cables and pipelines;
5. Proposed tree and shrub numbers, densities, locations, species, sizes and stage of maturity at planting.
6. Location, design and materials of walls, fences, gates, play equipment and street furniture;
7. Arrangements for the management and maintenance of existing and proposed open space, and landscaped areas; and
8. Proposed hard surface finishing materials.

All soft and hard landscaping proposals shall be carried out in accordance with the approved scheme and shall be completed during the planting season immediately following the commencement of each respective phase of the development or such other date as may be agreed in writing with the Planning Authority.

Any planting which, within a period of 5 years from the completion of each phase 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.

Reason – in order to integrate the development into the surrounding landscape, increasing the biodiversity and recreational value of the site and creating a suitable living environment for future residents.

(3) NOISE IMPACT ASSESSMENT MITIGATION

No unit shall be occupied unless a matters specified in conditions application has been submitted to and approved in writing by the planning authority, which shall include details of compliance with all of the following mitigation measures (as recommended in the Noise Impact Assessment - Vibrock – Ref: R21.11148/4/K - 22 November 2021):

- a) Erection of acoustic barriers 3.0 metres high along the northern boundary of the site and a 1.8 metres high around the rest of the site boundaries as detailed within section 9.1.2 and figure 5 of the Noise Impact Assessment;
- b) bedrooms are positioned on aspects with no view of the Royal Mail Depot;
- c) the gable end aspects of Block A facing the industrial commercial noise sources are designed to accommodate circulation spaces, including, but not limited to, hallways and stairwells;
- d) installation of the recommended minimum sound insulation requirements discussed in section 9.2.9 and presented in Table 5 of the Noise Impact Assessment, for the worst-case aspects including requirements to achieve night-time 45 dB L_{Amax} in Block B – Habitable rooms facing Wellington Circle;
- e) an appropriate form of glazing and ventilation is incorporated into the scheme's final design (with provision of associated specifications for the entire scheme to meet the criteria adopted to the satisfaction of the planning authority);

And thereafter no unit shall be occupied until the details approved in the said approved matters specified in conditions application have been fully implemented in accordance with the details so approved.

Reason: In order to ensure that a satisfactory residential environment can be created for the occupants of the proposed development.

(4) CONTAMINATED LAND – SITE INVESTIGATION

No development shall take place unless a matters specified in conditions application including a scheme to address any significant risks from contamination on the site has been submitted to and approved in writing by the planning authority.

The scheme shall follow the procedures outlined in “Planning Advice Note 33 Development of Contaminated Land” and shall be conducted by a suitably qualified person in accordance with best practice as detailed in “BS10175 Investigation of Potentially Contaminated Sites - Code of Practice” and other best practice guidance and shall include:

1. an investigation to determine the nature and extent of contamination
2. a site-specific risk assessment
3. a remediation plan to address any significant risks and ensure the site is fit for the use proposed
4. verification protocols to demonstrate compliance with the remediation plan

Reason: to ensure that the site is suitable for use and fit for human occupation.

(5) CONTAMINATED LAND - REMEDIATION

No building(s) on the development site shall be occupied unless a matters specified in conditions application including:

1. 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
2. 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.

Has been submitted to and approved in writing by the planning authority.

The final building on the application site shall not be occupied unless a report has been submitted and approved in writing by the planning authority that verifies that the remedial works have been carried out in full accordance with the remediation plan, unless the planning authority has given written consent for a variation.

Reason: to ensure that the site is suitable for use and fit for human occupation.

(6) DUST MANAGEMENT PLAN

No development (including site stripping, service provision or establishment of site compounds) within any part of the site shall take place unless a matters specified in conditions application comprising a Dust Management Plan has been submitted to and approved in writing by the planning authority. The Dust Management Plan shall include the following;

1. An 'Air Quality (Dust) Risk Assessment' by a suitably qualified consultant carried out in line with the IAQM 2014 Guidance entitled 'Guidance on the Assessment of Dust from Demolition and Construction' (or equivalent as demonstrated) to predict the likely dust levels and impact on air quality including a determination of its significance; and
2. A plan for dust management produced in line with the aforementioned guidance and based on the outcome of the Dust Risk Assessment, detailing the necessary dust control measures to be implemented.

Reason – to control air pollution from dust associated with the construction of the development and to protect the amenity of neighbouring land uses.

(7) SITE WASTE MANAGEMENT

No development shall take place unless a matters specified in conditions application including a Site Waste Management Plan, detailing how construction-phase waste would be minimised and disposed of, has been submitted to and approved in writing by the planning authority.

Reason – in order to minimise waste at source on the construction site, in accordance with Scottish Planning Policy (paragraph 218).

(8) SURFACE WATER DRAINAGE

No development within any particular phase or block shall take place unless a matters specified in conditions application including a detailed scheme for surface water drainage for that particular phase or block has been submitted to and approved in writing by the planning authority.

Reason – in order to ensure adequate protection of the water environment from surface water run-off and to ensure that the site can be adequately drained without increasing flood risk.

(9) ELECTRIC VEHICLE CHARGING POINTS

No unit shall be occupied unless a matters specified in conditions application including:

- (i) details of the type and location of electric vehicle charging points and bays;
- (ii) markings and signage to identify the bays; and
- (iii) a phasing plan for their provision, have been submitted to and approved in writing by the planning authority.

Thereafter the charging points and bays shall be provided in accordance with the agreed phasing plan prior to the occupation.

Reason – to provide for and encourage the use of electric vehicles.

(10) RESIDENTIAL TRAVEL PACK

No unit shall be occupied unless a matters specified in conditions application including a residential travel pack for that phase or block has been submitted to and approved in writing by the planning authority. Each residential travel pack shall identify details of different travel options available in the area in order to discourage the use of the private car. The approved travel pack shall be supplied to the occupants of every residential unit within that block or phase on occupation. Each Travel Plan shall identify measures to be implemented in order to discourage the use of the private car as well as the duration of the plan, system of management, monitoring, review and reporting and thereafter shall be implemented as approved.

Reason – in order to reduce dependency on the private car for travel.

(11) WATER EFFICENCY STATEMENT

No development within any particular phase or block shall take place unless a matters specified in conditions application including a water efficiency statement for that particular phase or block has been submitted to and approved in writing by the planning authority. The statement should take into account the advice provided in CIRIA publication C723 (Water sensitive urban design in the UK) and specify the measures proposed to incorporate water saving technology into the development so as to achieve gold standard for water use efficiency in domestic buildings or BREEAM level 5 for non-domestic buildings. Thereafter the approved measures shall be implemented in the construction of the development.

Reason – in order to help minimise water abstraction from the River Dee.

(12) LOW AND ZERO CARBON BUILDINGS

No development within Block B shall take place unless a matters specified in conditions application comprising a scheme detailing compliance with the Council's 'Low and Zero Carbon Buildings' supplementary guidance for the building has been submitted to and approved in writing by the planning authority. Thereafter, the building shall not be occupied unless the approved measures have been implemented in full and are available for use.

Reason – in order to ensure that the development complies with the 'Low and Zero Carbon Buildings' Supplementary Guidance.

(13) WASTE-WATER CONNECTIONS

No development within any particular phase or block shall take place unless a matters specified in conditions application including a scheme for the connection of buildings to the public waste water system for that particular phase or block has been submitted to and approved in writing by the planning authority. The scheme shall include confirmation from Scottish Water that connections can be made and any necessary upgrades to the public waste-water system are in place. Thereafter no building shall be occupied unless connection has been made to the public waste-water network in accordance with the approved details.

Reason – in order to ensure that sewage is satisfactorily treated and disposed of.

ADVISORY NOTES

(1) REQUIREMENT TO SUBMIT APPLICATIONS FOR MATTERS SPECIFIED IN CONDITIONS

As specified by Section 59 of the Town and Country Planning (Scotland) Act 1997 (as amended by the Planning etc. (Scotland) Act 2006), and as referenced in the condition wording, all conditions of this planning permission in principle that require the submission of information of any sort for further approval, agreement or consent of the planning authority, require to be subject a formal application for matters specified in conditions.

(2) WASTE STORAGE AND COLLECTION

Each 10 properties will be provided with:

- 1 x 1280l general waste container
- 1 x 1280l co-mingled recycling container
- 1 x food waste container for each bin store
- 1x kitchen caddy and caddy liners (per flat)

The following costs will be charged to the developer:

- Each 1280l bin costs £413.60
- Each food waste container costs £514.49
- Each 180l/ 240l bin costs £35.00
- Kitchen caddy and caddy liners £0.00
- A delivery of 10 or less bins will incur a £30 delivery fee.

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.

Specific concerns:

- Waste collection vehicles should be able to get to within 10m of the storage point for Block A. This may not be possible with the current proposed site layout due to the narrow path and electric charging points for the vehicles.

- A detailed plan for each bin store and a measurement to the collection point needs to be provided.
- Bin Store B has electric car parking space in front of the entrance door however this will need to be in such a place as not to block access.

General points

- If the bin store will be locked and/ or involve a barrier, 8 keys must be provided for each store, providing access to the different collection crews and Recycling Officer for monitoring contamination. These should be dispatched to the Waste Team.
- No excess should be stored out with the containment provided. This is fly tipping.
- Large item collections can be arranged by visiting www.aberdeencity.gov.uk
- Further information can be found in the Waste Supplementary Guidance available at: <https://www.aberdeencity.gov.uk/sites/default/files/2020-07/7.1.PolicySG.ResourcesForNewDevelopmentUpdateJuly2020.pdf>
- Developers must contact Aberdeen City Council a minimum of ONE month before properties will be occupied this is to ensure that bins are on site prior to residents moving into properties and to give enough time to register addresses on the CAG (Council Address Gazetteer) to allow for the development to be added to the refuse vehicle routes.
- A Purchase Order should be raised with Aberdeen City Council using the above details and we will provide further guidance for purchasing the bins.
- Bin purchases are VAT free. Please do not include VAT in your PO
- Please submit a PO for the bins you require.

Email: wasteplanning@aberdeencity.gov.uk

(3) NOISE FROM CONSTRUCTION WORKS

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

- a) 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.

(4) LANDSCAPING

A detailed landscape scheme will be required to make a full assessment of any application for detailed planning permission. This should include the following:

Tree Planting

- precise locations
- species - full botanical name
- planting size, root stock specification and provenance
- planting distances and densities
- tree staking/anchoring and tying details
- tree planting pit detail
- mulching details
- tree protection

Shrub/Hedge Planting

- precise location of shrub beds
- precise location, extent and distribution of planting
- species, numbers or densities and heights
- grouping arrangements for single species
- shrubs to be retained and removed
- the arrangement and massing of different groups of shrubs in each bed
- species - full botanical name
- planting size, root stock specification and provenance
- planting distances or densities
- mulching details
- shrub protection, if required

Grassed and wildflower areas

- precise location and extent of areas to be grassed;
- precise location of areas of seeding, turf, wildflower plugs or other method of re-vegetating.

Hard landscape elements

The following details shall be given for hard landscape elements - e.g. hard surfacing, drainage, boundary features, gates, water features, structures, seating, lighting, signs, litter bins, planters etc.

- precise location and extent of feature
- description of materials/colours;
- elevations and sections where appropriate for boundary walls/fences, gates, structures, water features, drainage etc.;
- use of sustainable and locally sourced materials;
- manufacturers' information with regard to appearance and method of installation for such items as seats, litter bins, lighting, planters etc.

Construction information

- precise location of temporary access routes, parking, site compounds, fencing and storage areas for materials and spoil/soil heaps;
- precise location, type and details of protection for existing features to be retained. For tree protection requirements see Supplementary Guidance: trees and woodlands

Maintenance and management

A schedule of maintenance will be required to ensure successful establishment and long-term management of soft and hard landscaping to demonstrate that a high standard of landscaping can be achieved. The details to be provided shall include:

- Maintenance objectives - to ensure that soft landscape is maintained and managed in a way which achieves the landscape design objectives
- A schedule of regular maintenance inspections and actions for soft landscaping for a minimum of two years or until successful establishment of plants, whichever is the later. This will include details of all operations and their timing to maintain planting, grass etc., including watering (regular and dry weather arrangements), feeding, weed control, pruning, hedge trimming, pest and disease management, checking and firming plants, mulching, grass cutting, edging, checking of tree supports and plant protection, re-stocking for plant losses, litter picking, bin emptying and dog mess removal.
- A post-establishment management schedule for soft landscaping to achieve the longevity and designed function of plants, for example tree management, hedge maintenance,

removal/repairs of protective fencing and tree stakes, restocking of failed or damaged plants, management of SUDs features, weed control, litter picking, bin emptying and dog mess removal.

- A schedule of regular maintenance inspections and actions for hard landscape, replacement and repair of damaged items or surfaces, cleaning and clearing of items and surfaces, drains, grids, and litter picking, bin emptying and dog mess removal.
- Timing of maintenance operations will avoid works which disturb birds during the bird breeding season.

(5) ROADS CONSTRUCTION CONSENT

It should be noted that the proposed works to widen and upgrade the access shall be subject to a Section 56 Roads Construction Consent (RCC) procedure and require to be designed / constructed as per Aberdeen City Council standards. The applicant shall require discussing this matter further with Colin Burnet on (01224) 522409.