Archibald B (Brian)

From:	Archibald B (Brian)
Sent:	23 March 2016 10:46
To:	Andrew Brownrigg (ABROWNRIGG@aberdeencity.gov.uk)
Cc:	Donna Laing (DLaing@aberdeencity.gov.uk)
Subject:	FW: PROPOSED ABERDEEN LOCAL DEVELOPMENT PLAN - FURTHER INFORMATION REQUEST 01 - ISSUE 26 -POLICY B4 AIRPORT & POLICY B5 HARBOUR
Attachments:	AIAL-Final-Master-Plan-2013.pdf; AIA Response to AECC.pdf; AECC Committee Report.pdf; AECC Decision Notice.pdf; development_framework_aberdeen_harbour_.pdf; Office_and_Hotels_Bulletin_2015.pdf

Hello Andrew
I acknowledge receipt of the response to FIR 01, thank you for sending the response

Brian

From: Andrew Brownrigg [mailto:ABROWNRIGG@aberdeencity.gov.uk]
Sent: 23 March 2016 09:59
To: Archibald B (Brian)
Cc: Donna Laing
Subject: RE: PROPOSED ABERDEEN LOCAL DEVELOPMENT PLAN - FURTHER INFORMATION REQUEST 01 - ISSUE 26 -POLICY B4 AIRPORT & POLICY B5 HARBOUR

Hello Brian

Please find our response to Further Information Request 01 on Issue 26. I have arranged the responses underneath the individual elements of the request which are highlighted in **bold**.

ISSUE 26: POLICY B4, AIRPORT

1. Runway extensions and safeguarding zones

The Technical Advice Note on Land Use Planning and Aberdeen Airport refers at paragraph 2.1.4 to plans for a southerly extension of the runway which are included in the airport masterplan, but do not yet have planning permission. Would any such extension:

a. be entirely within the area zoned for airport use and shaded grey on the proposals map;

Response

Yes. The extension of the runway according to the Aberdeen Airport Masterplan 2013 (see page 38 paragraphs on Runways and Taxiways) would be entirely within the area zoned for airport use and shaded grey on the Proposals Map. The extent of possible runway extensions and indicative land uses for 2040 are shown in drawing 6 of the Aberdeen Airport Masterplan 2013 (last page of the document).

A copy of the Masterplan is attached and a hard copy will be sent.

b. require an expansion of the safeguarding zone shown hatched on the proposals map?

Response

This is not yet known. The section on safeguarding on page 16 of the Aberdeen Airport Masterplan explains that the current Public Safety Zones were established in 2011. In a response from the Safeguarding Manager of Aberdeen Airport to a planning application (P151390) for the Aberdeen Exhibition and Conference Centre on 11/11/2015, it is stated that the extension is expected to occur in the period 2020 to 2040 based on predicted passenger growth; the exact additional length and timing of the development will be determined by airline fleets and commercial needs. This is therefore likely to be outwith the lifetime of this Local Development Plan. However, in the event of detailed planning permission being granted for a runway extension during the lifetime of this Local Development Plan, any requirement to expand the safeguarding zone would be set and determined by the Civil Aviation Authority, which has the ultimate responsibility for this, as per Paragraph 2.1.4 of the Technical Advice Note on Land Use Planning and Aberdeen Airport. It would be for the local planning authority to ensure that any revisions to either the extent of the Public Safety Zone, or any national policy that applies to it, are adhered to. In the meantime, current arrangements apply.

A copy of the letter from the Safeguarding Manager is attached and a hard copy will be sent.

2. Site OP19 and safeguarding zone

The southern safeguarding zone crosses site OP19 which is proposed for the new Aberdeen Exhibition and Conference Centre. Please confirm whether detailed planning permission has been granted for this development; and, if so, that the part of the site covered by the airport safeguarding zone (and any expansion of the zone required under 1b above) will be used only for open space or long-stay car parking, in line with Circular 8/2002.

Detailed Planning Permission (P151390) was granted conditionally for the new Aberdeen Exhibition and Conference Centre on 07/03/2016. The flight path and public safety zone (PSZ) for the runway crosses the eastern section of the application site in a north/south direction. The Committee Report for the above application confirms that part of the site within the Aberdeen runway PSZ would be an overspill long-stay car park to be used during larger conferences when the subterranean and surface car parks are full. Such conferences are expected to occur on a limited number of times in a year.

Copies of the Committee Report and Decision Notice are attached and hard copies will be sent.

3. Presumption in favour of airport-related development

The policy draws a distinction between uses which have a functional requirement to be located within the airport, and other uses such as hotels and car hire facilities which will be treated on their merits. The council is asked to explain (in greater detail than in the Schedule 4) the basis for this distinction. For example, why do car hire facilities not have a requirement to be located within the airport in the interests of effective and efficient operation? What is the rationale for introducing a two-part policy on airport related development in place of the simpler policy (B14) in the ALDP 2012, which states that within the operational land applying to Aberdeen Airport there will be a presumption in favour of uses associated with the airport?

Response

There has been a considerable amount of development activity in and around the airport over the last 4 years, particularly in relation to office and hotel developments at Dyce Drive and D2 and ABZ Business Parks. Some of this activity and pending planning applications can be seen in recent annual Office and Hotels Planning Bulletins which the Council produces. I have attached a copy of the latest 2015 Bulletin and will also send a hard copy. Because of this pressure, the distinction within the policy B4 was drawn to ensure that developments at the airport that are required for operational purposes are supported, and as such take priority, and are not pushed out by competing uses which may not be required for operational purposes.

In addition, there may be small pockets of B4 which, because of the proximity of existing neighbouring business and industrial users may lead to potential conflicts with uses such as hotels. This is why we

believe it desirable to assess hotels on their merits, but that they should not have an automatic policy presumption in favour. We would accept however, that such conflicts are unlikely to arise in respect of car hire facilities. Accordingly we would have no objection to removing reference to car hire facilities in the last sentence of Policy B4 paragraph 1, and instead insert reference into the list of uses in the second last sentence.

ISSUE 26: POLICY B5, HARBOUR

1. Development Framework

Please confirm that the existing Aberdeen Harbour Development Framework has the status of Supplementary Guidance, and supply a printed copy.

Response

The Aberdeen Harbour Development Framework is not currently Supplementary Guidance (SG). While it was consulted on after the adoption of the 2012 LDP with a view to becoming SG it was never formally adopted and as such remains Local Planning Advice. The document remains a material consideration in determining applications within the areas identified in the document.

A copy of the Framework is attached and a hard copy will be sent

2. Conflicts of use

The second paragraph of Policy B5 deals with conflicts of use between the harbour and other developments in its vicinity. The ALDP 2012 (Policy B14) simply states that due regard will be paid to the safety, amenity impacts on and efficiency of uses in the vicinity of the Airport and Harbour. The council is asked to explain the rationale for the expanded version in Policy B5 of the Proposed Plan, and the reasons it considers the policy would not (as claimed in representations) work to the disadvantage of harbour operations.

Response

Aberdeen Harbour is located within the heart of the city centre and adjacent Aberdeen's largest shopping centre Union Square. The area has seen a significant amount of new office developments in recent years and the North Dee area (around Poynernook Road and south of Union Square) is an important part of the new Aberdeen City Centre Masterplan. Important transport routes also run adjacent to the harbour and both the main bus and rail stations are situated in close proximity. The Council recognises and supports the importance of the harbour as an important component of the city's economy, but must also have due regard to the amenity of other residents and business within the city centre.

The wording of the policy is very clear that within the areas zoned for the harbour there will be a presumption in favour of harbour related infrastructure and ancillary uses. Outside of the harbour zoned areas, the operational efficiency of the harbour is still a major consideration. However being in such close proximity to other city centre businesses and residents, the Council must also have due regard to the amenity of other existing and future uses within the vicinity. This is a judgement that needs to be made on a case by case basis. The policy attempts to ensure that such judgements are made in a way that is fair to existing uses but which also allows potential new developments the opportunity to mitigate effects which they may have on the harbour, or to adapt to those effects which arise from it. Where such effects cannot be reconciled, the policy would still allow for refusals of neighbouring development proposals which would harm harbour operations.

If you need any further clarification on these matters then please get in touch.

Regards, Andy

Andrew Brownrigg

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Aberdeen Local Development Plan Page

a new approach

Aberdeen International Airport Master Plan 2013

Aberdeen International Airport

Info

Aberdeen International Airport Master Plan Published January 2013.

For more information please contact:

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Further copies of this Master Plan can be obtained by writing to the above address, emailing **aberdeen_masterplan@aiairport.com** or at **www.aberdeenairport.com/masterplan**

Foreword

For almost eight decades, Aberdeen Airport has played a pivotal role in the social and economic development of the North-East of Scotland.

In 2012, Aberdeen airport published its draft Master Plan outlining its 30 year vision for the future. It was an ambitious document, as you would expect from one of the UK's most strategically important airports.

It set out plans for significant investment in the physical capacity of the airport, including further enhancements to our terminal building, additional aircraft parking stands and taxiways, and space to further expand the runway so that we can – in time, and as demand requires – extend the airport's international reach.

As I said at the launch of our draft Master Plan, this investment – entirely funded by the airport – will ensure that Aberdeen International Airport is well placed to grow for the future and drive the region's economic success.

We consulted widely on our plans for growth. As a responsible airport operator, we understand that while many people welcome the employment and investment supported by the airport, and share our ambition to provide more choice of destinations for passengers, there are others who worry about the impact of more flights on their way of life. We have listened carefully to both sets of views, and published a revised Master Plan which, we believe, strikes a constructive balance between those differing views.

I stressed at the launch of our draft Master Plan that our forecasts for growth were realistic, achievable, but – above all – sustainable, and that remains our position today. We cannot grow Aberdeen airport without the broad support of local residents, politicians, businesses and passengers.

I am grateful to the many individuals and organisations who took the time to take part in our consultation, the most extensive ever undertaken by the airport.

Our consultation has shown that many people agree with the broad principles of the draft Master Plan, and welcome the clarity and transparency the document provides. This matters. We want to be open and clear about our plans for the future of the airport because, only by working in partnership with the local community, can we truly achieve our ambitions for the airport, the city and shire.

Aberdeen airport is a significant force in the UK aviation market – an ambitious, fast growing and increasingly well connected airport, the gateway to Europe's energy capital and Europe's busiest commercial heliport. We have emerged from the global downturn in a strong position, with a clear vision for the future and the confidence to realise that vision.

It is a shared vision, informed by the views of the many stakeholders who took part in our consultation; who, in doing so, helped us to better understand the airport's role in the local community, and the contribution it can make to the success of our region.

With almost 3,400 jobs supported by the airport across the north-east, Aberdeen International Airport is a vital economic driver for the region, contributing more than £110 million a year to the local economy.

The plans outlined in this revised document will ensure that we not only sustain, but also increase, the number of jobs supported by the airport. This, in turn, will generate an even greater economic dividend for the region.

But, growth must be achieved responsibly and sustainably, so this document also sets out our plans to strike a better balance that allows the airport to grow, but does so in a manner that minimises the impact of future growth on local residents and the local environment.

These are exciting times for Aberdeen International Airport. We have expanded our international route network with new destinations across Europe, and ambitions to reach even further afield. We continue to outperform many larger airports in terms of passenger growth. And our plans to create Scotland's first Airport City, with Aberdeen's airport at its heart, are taking shape, with a number of major commercial developments now underway around the airport that will transform the local economy and deliver enhanced facilities for local residents, businesses and, of course, our passengers.

I hope you find this document helpful and informative. We will continue to listen to the views of local people, and look forward to working with our partners in the coming years to achieve success for the airport, the city and shire.

Derek Provan,
Managing Director

Contents

Drawings

Executive Summary

Aberdeen Airport is integral to the economic success of the north-east of Scotland; both as a provider of quality jobs across the region and as a gateway for inbound tourism, an industry which is vital to Scotland's economy.

Aberdeen International Airport Limited (AIAL) is integral to the economic success of the north-east of Scotland; both as a provider of quality jobs across the region and as a gateway for inbound tourism, an industry which is vital to Scotland's economy. The airport's vision is to develop in a responsible and sustainable manner by investing in future capacity, delivering a better customer experience, and expanding the airport's international reach, providing improved connectivity for leisure travellers and the business community. This Master Plan sets out how we intend to achieve those ambitions.

The airport is an asset of strategic national importance, providing employment for nearly 5,000 people across Scotland and generating over £125 million annually for the economy. As the airport grows, so too will the substantial contribution it makes to Scotland's economic success. By developing the airport's route network, Scotland's position as a world class tourist destination, an attractive business location and a great place to live will be further strengthened. This document sets out long term forecasts for growth, and the airport infrastructure required to handle this growth at 2020 and 2040, including terminal and runway capacity. It also considers the economic role of the airport and highlights the strategic transport improvements needed to support a successful airport.

Context

The 2003 UK Government White Paper, the Future of Air Transport, provides the framework for the future development of UK aviation. It requires airports such as Aberdeen to set out their long term development plans and publish a Master Plan following public consultation. Aberdeen's first Master Plan was published in 2006 following the largest consultation ever undertaken by the airport. This Master Plan refreshes the document released in 2006.

Today's Airport

Aberdeen airport handled 3.1 million passengers in 2011, with approximately 20 airlines flying to around 40 destinations and a high percentage of business use (56%) supporting the north east economy. This Master Plan uses the timeframe up to 2020, and from 2020 to 2040, to provide an indication of the development required to meet forecast demand.

The Forecasts

Passenger numbers are forecast to grow to 4 million in 2020 and to 5.09 million in 2040. These figures are derived from econometric models produced by AIAL which are similar to independent forecasts prepared by the Department for Transport. Analysis of passenger numbers in recent years shows an underlying growth of around 2.5% per annum. Future forecasts predict an underlying growth of 2.8% per annum until 2020. Based on current levels of employment and the predicted passenger growth forecasts, an additional 1,110 jobs are expected to be created by 2030, generating an additional £42 million GVA for the Scottish economy.

Land Use to 2020

Up to 2020, development of the airport will focus on making best use of current facilities and alterations to existing infrastructure to meet capacity requirements. It is unlikely that the airport will need to develop outwith the current land under our ownership to facilitate this. The recently acquired land to the south will provide space for ancillary and airfield use.

Land Use to 2040

Beyond 2020 it is more difficult to pinpoint specific developments but it is likely that more substantial alterations to the terminal building and the provision of additional aircraft stands will be required. When considering airport development needs to 2040 it is envisaged that only limited additional land from outwith the existing boundary will be required and there is no requirement for land which has not already been identified in the 2006 Aberdeen Airport Master Plan.

Sustainable Development and the Environment

The Master Plan outlines a series of commitments on the environment. AIAL is committed to reducing energy use across the campus and has undertaken research to establish the airport's carbon footprint. The airport will also investigate the feasibility of using renewable energy technologies to meet its energy requirements. Action to tackle the issue of aircraft noise is also planned and includes developing a workable ground noise mitigation plan for residents to the east of the airfield.

Surface Access

Convenient and reliable access by a range of transport modes is of fundamental importance to the operation and success of any airport. The airport is prone to heavy traffic congestion at peak times and there is a high level of dependence on private cars and taxis for access to and from the airport. AIAL will continue to work with Transport Scotland, NESTRANS, local authorities and others to improve access to the airport, including the delivery of the AWPR and link road projects.

Summary

The Master Plan review has highlighted that Aberdeen airport is well placed to accommodate the predicted growth in passenger numbers within its existing footprint. It is only towards the end of the period reviewed that further consideration will need to be given to possible runway extensions and the corresponding land requirements. The review has also confirmed the economic importance of the airport and provided an opportunity for the airport to consider how its growth can be delivered in a sustainable way.

Chapter 1

Introduction

Background to the Master Plan

Aberdeen airport's first Master Plan[1] was published in 2006 following the largest public consultation exercise in the airport's history. The original Master Plan has proved to be an invaluable document for many airport stakeholders, providing concise information on the operation and development of the airport and about the strict regulatory regime under which all UK airports operate.

In line with its undertakings in the 2006 Master Plan, Aberdeen International Airport Limited has invested more than £54 million developing and improving the airport over the past five years, at no cost to the taxpayer. The main capital investment projects arising for the period up to 2015 from the Master Plan were:

- A £10 million extension to the north end of the main runway
- A £5 million extension to the international arrivals areas and a redevelopment of the northern elevated walkway
- The provision of up to 850 additional car parking spaces
- The provision of seven additional aircraft parking stands

With the exception of the aircraft parking stands, (of which three have been built to match current growth and the changing airline fleet mix), all of the above investments have been completed at this time.

Aberdeen airport's first Master Plan was prepared in response to the requirements of the 2003 White Paper, 'The Future of Air Transport'[2], which provides a strategic framework for the development of airport capacity in the UK up to 2030. The White Paper required certain airport operators, including Aberdeen Airport, to produce master plans to reflect the objectives of the White Paper and to explain how they proposed to take forward the development of airport facilities. The UK Government is currently reviewing the 2003 White Paper and intends to publish a revised policy for consultation in 2012. The Government has confirmed that aviation policy continues to be based on the provisions and recommendations of the 2003 White Paper until any new policy is published.

The Future of Air Transport Progress Report[3] was published in December 2006. The report provides an update of progress against the strategic objectives first published in the White Paper. It recognises that the criticality of aviation to the health of the national economy is increasing due to the continuing spread of business globalisation, rising disposable incomes, increasing numbers of UK residents and foreign visitors to the UK, together with the UK's continued role as an international hub.

With regard to environmental issues, the Progress Report notes the on-going development of an EU Emissions Trading Scheme (EU ETS) which encompasses aviation emissions. It also notes the establishment of the aviation industry's Sustainable Aviation Initiative (of which AIAL is a member), which seeks to improve the environmental performance of the aviation industry.

The guidance issued by the DfT in 2004[4] on the content of Airport Master Plans recommended that they should be reviewed every five years and that the short to medium term period should be considered in a greater level of detail, with the longer term period being more indicative. This Master Plan follows these principles, but will look out to 2020 as the short to medium term and 2040 as the longer term time horizon.

The Master Plan has been informed by the 12 week consultation which took place following publication of a draft Master Plan in April 2012. The consultation was carried out in accordance with the Guidance on the Preparation of Airport Master Plans and the principles of the Scottish Government's Planning Advice Note 3/2010: Community Engagement[5]. Some 1,912 copies were downloaded from the airport website and a further 300 hard copies distributed during this period. An independent report on the public consultation, including details of the responses received, is available on the airport website – www.aberdeenairport.com

In common with the previous Master Plan, the updated version is not a statutory planning document. However, Government has directed that planning and transport authorities must take account of airport master plans and the provisions of the White Paper in their guidance, strategies and decisions.

Objectives of the Master Plan

The vision of AIAL is to continue to work with airlines and other airport users to strengthen and grow Aberdeen airport as the key regional airport in the North East of Scotland.

AIAL's strategic aims for Aberdeen airport's future are:

- To run an operation that is safe, secure, reliable and resilient;
- To deliver an excellent customer service experience that makes our airport the preferred choice for travellers;
- To continually improve the cost efficiency of its operations;
- To design and deliver quality, predictable, value for money infrastructure;
- To achieve high standards of sustainability; and
- To respond proactively to the needs of our stakeholders.

The objectives of the Master Plan are informed by AIAL's vision, strategic aims and Government policy. They are:

- To provide a basis for engagement and informed discussion with our customers, neighbours and partners;
- To positively influence planning, transport and economic development policies and decisions by establishing a shared vision for the development of the airport;
- To develop a framework to maximise economic and social benefits provided by the airport whilst managing environmental effects;
- To set out the prospects for air traffic growth and an indication of the airport infrastructure required to handle this growth at 2020 and 2040;
- To identify the areas of land currently outside the airport's ownership which may be required to enable the airport to grow and accommodate the forecast increase in passenger numbers; and
- To highlight the strategic transport improvements – including public transport - needed to support the growth of the airport and surrounding area.

It is right that this Master Plan sets out how Aberdeen airport is expected to grow in the medium and long term to provide a basis for engagement and informed discussion with our customers, neighbours and partners. It is hoped that the Master Plan will also inform the timely provision of supporting infrastructure by others.

It should be noted, however, that the timescales referred to in the Master Plan for airport growth and supporting infrastructure are based on current passenger forecasts. Therefore, if passenger numbers grow more quickly than expected, development may be required sooner. Equally, if numbers grow less quickly than expected, individual developments may not be required until later or not at all.

1 Aberdeen Airport Master Plan, Aberdeen Airport Limited, 2006.
2 CM6046 The Future of Air Transport, Department for Transport, 2003.
3 In July 2012, the UK Government published a draft aviation framework policy for public consultation. The draft framework sets out the Government's vision for sustainable aviation growth. The results of the consultation, and the Government's response to it, were still awaited at the time of going to press.
4 CM6977 The Future of Air Transport Progress Report, Department for Transport, 2006.
5 Guidance on the Preparation of Airport Master Plans, Department for Transport, 2004.

Chapter 2

Aberdeen Airport Today

Introduction

Aberdeen airport is located approximately seven miles north west of Aberdeen city centre. It is bounded to the north and south by open farmland, to the west by Kirkhill Industrial Estate and to the east by the village of Dyce. The airport is the north east of Scotland's principal transport gateway and it performs a critical function in Aberdeen's role as Europe's energy capital. Indeed, supporting this thriving industry has turned Aberdeen into the busiest commercial heliport in Europe.

This chapter provides a description of facilities at Aberdeen airport and an overview of traffic characteristics.

History of the Airport

The history of Aberdeen airport dates from 1934, when land at Dyce was acquired for the development of a public aerodrome. During the Second World War the airport was primarily used as a military air base. Oil-related helicopter movements commenced in 1967 and the current main terminal and associated facilities were completed in 1977.

At the time of privatisation in 1987, Aberdeen Airport Limited handled 1.47 million passengers a year. Figure 1 illustrates the growth since 1991.

Airport Facilities

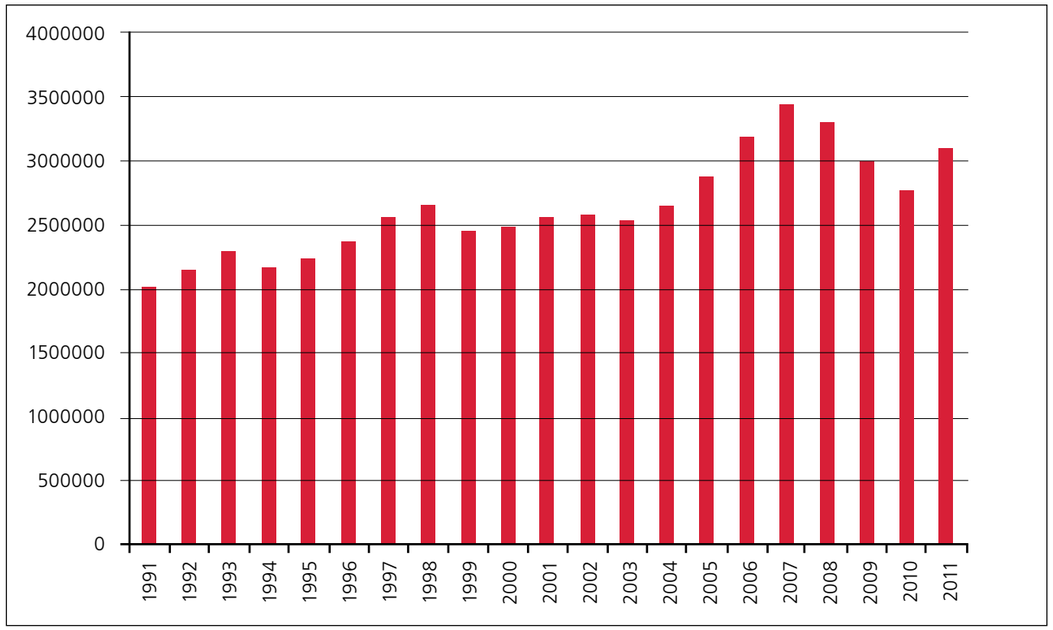
Runway and Taxiway System

Taking into account the mix of fixed wing and helicopter operations there are four operational runways in use at Aberdeen today:

- **Runway 16/34** (the main runway) is designated by the CAA as a Code 4D runway, its dimensions being 1,952 metres long by 46 metres wide. It is equipped with a Category I instrument landing system (ILS). It generally lies in a North to South alignment and is used for all fixed wing operations. Under normal operations, it can accommodate any aircraft up to and including the Boeing 767 or Airbus 321.
- **Helicopter Runway 05/23** is a visual runway measuring 513 metres and has a North-East to South-West alignment.
- **Helicopter Runway 14/32** is a visual runway, 590 metres in length and lies in a North-West to South-East alignment.
- **Helicopter Runway 36** is a visual runway measuring 580 metres and has a North to South alignment.

The main runway is complemented by a Code D parallel taxiway system which allows for a peak hourly movement capacity of 36 take-offs or landings per hour.

Figure 1: Annual passenger figures since 1991



Aircraft Aprons and Parking Stands

Aberdeen airport currently has up to 24 designated passenger aircraft parking stands depending on the configuration used (see Table 1). Of the passenger stands, two can accommodate larger aircraft such as the Boeing 767. Of the 24, 18 stands are 'contact', which means they are located within walking distance of the terminal. The airport also has other parking areas remote from the terminal which are used to park additional aircraft during peak periods.

Table 1: Aberdeen Airport Aircraft Stands

	Small	Medium	Large	TOTAL
Stands (min*)	12	9	2	23
Stands (max)**	14	10	0	24

* Assumes use of the centreline on multi use stands
** Assumes use of "L" and "R" centrelines on multi use stands

Passenger Terminal Facilities

The majority of passenger facilities are located in and around the main terminal, located on Brent Road. There are also four smaller passenger terminals including three for helicopter operations. The main terminal building has been extensively redeveloped and improved since 1977 and an extended departure lounge was opened in 2008. Recent developments have included a £5 million extension to international arrivals, refurbishing the security search area and providing new shops and restaurants. It is important to note that, with airport operators under significant pressure to maintain competitive charges, income derived from retail, catering and other 'non-aeronautical' uses plays an increasingly important role in enabling investment in the airport while maintaining competitive landing charges.

Internally, the main terminal building is organised such that arrival facilities are generally situated at the southern end of the building. Check-in and baggage facilities are located in the northern part of the building with security search and the departure lounge occupying the centre.

The main passenger terminal has 20 check-in desks with 100% hold baggage screening and a number of self-service check-in kiosks. There is one domestic and one international baggage reclaim belt.

As a direct consequence of the 2007 terrorist attack on Glasgow airport, £2 million was invested to enhance forecourt security and improve passenger drop-off facilities. A secure, dedicated public transport corridor for buses and taxis is now provided in front of the main terminal.

Car Parking

There are two public car parking areas within the airport, including the 500 space car park deck. Together, these provide a total of 2,254 spaces. There are 425 staff car parking spaces on the airport campus provided in a dedicated and secure staff car park. Table 2 shows the number of parking spaces by type.

Table 2: Car Parking at Aberdeen Airport

	No. of Spaces
Short Stay	1,247
Long Stay	1,007
Staff	425

Cargo and Mail

Cargo facilities occupy approximately 0.8 hectares of land, the majority of which is located off Ninian Road. Facilities here include 1,600m2 of warehousing served by a dedicated cargo apron. DHL also have an 800m2 cargo facility to the south of the main terminal.

Aberdeen's cargo business includes cargo flown on passenger services (belly hold), dedicated cargo flights and cargo transported by road to other major freight airports such as Heathrow. In the 12 months to the end of 2011, 6,191 tonnes of cargo were handled through Aberdeen airport and this represents an increase of 20% over the previous year.

Aircraft Maintenance

Aircraft maintenance facilities occupy approximately 17 hectares across 12 aircraft hangers providing 27,000m2 of floor space. This is largely occupied by three helicopter companies each having significant rotary wing (helicopter) maintenance, repair and overhaul (MRO) facilities, as well as fixed wing (aeroplane) facilities for BMI Regional, Caledonian Airborne Engineering and Eastern Airways.

Air Traffic Control and Airspace

The air traffic control tower was built in 1977. This iconic 21 meter high building is located between the main taxiway and CHC helicopter base and commands an uninterrupted view across the airfield.

Airspace directly surrounding Aberdeen Airport is managed on behalf of the airport by National Air Traffic Services Limited (NATS). Outside of this zone airspace is managed by NATS En Route Limited (NERL) from the Scottish Air Traffic Control Centre at Prestwick.

Ancillary Facilities

A number of ancillary facilities are also required to support the operation of the airport. Such uses usually have a locational need to be within or in close proximity to the airport boundary, either for operational, regulatory or efficiency reasons. Some of the key ancillary facilities at Aberdeen airport include:

- Airport fire station - AIAL has its own airport fire service which is operational 24 hours a day. The fire station is located to the East of the airfield off Wellheads Drive. The airport's fire training ground is located to the North West of the airfield off Forties Road;
- Fuel farm – The fuel farm covers an area of approximately 0.5 hectares and is located at Montrose Road. There are four surface level tanks with a combined capacity of approximately 1.5 million litres for the storage of Jet A1 and Avgas aviation fuels. On-site accommodation includes offices, training and staff welfare facilities. Fuel is delivered by road tanker to the fuel farm and then by bowser to the aircraft.
- Car hire facilities – These include a building housing the customer service desks (due to open in Spring 2013), ready return spaces, where passengers pick up and drop off cars and back up areas (incorporating vehicle wash, fuelling areas and office accommodation); and
- Hotels – There are two hotels located on the airport campus, a third under construction, and planning permission has been gained for a fourth.

Other ancillary airport facilities include:

- general/business aviation area;
- in-flight catering units;
- aircraft sanitation unit;
- motor transport facilities;
- engineering workshops;
- snow base;
- contractors compounds;
- office accommodation;
- police station;
- taxi feeder rank;
- petrol filling station; and
- flying club.

Traffic Characteristics

Aberdeen airport is an important gateway to the north of Scotland with 20 airlines providing links to over 40 destinations. It is the third busiest airport in Scotland, handling 3.1 million passengers in 2011. This represents an increase of 11.8% in passenger numbers from 2010. Although Aberdeen suffered some decline in passenger numbers since a peak in 2007, this was less marked than it was at other airports in the UK, and with passenger growth returning, Aberdeen was, in fact, the fastest growing UK airport in 2011. Aberdeen airport's market share within Scotland rose from 11.7% in 2004 to 13.3% in 2011.

The airport hosts a wide range of scheduled services, around half of which are to major UK cities, including London, Manchester, Leeds and Bristol, Cardiff and Belfast, as well as the Scottish Highlands and Islands. These routes are operated by airlines such as British Airways, bmi, Eastern Airways, easyJet, Flybe and Loganair.

Aberdeen also provides access to a number of key international hubs including Dublin, Paris, Amsterdam, Copenhagen and the new Frankfurt service operated by Lufthansa. The airport also provides links to a range of destinations that relate to Aberdeen's position as Europe's oil capital, including Bergen and Stavanger. This role as the energy gateway also makes Aberdeen Europe's busiest commercial heliport and results in the airport having a higher proportion of business passengers (56%) than most other UK airports.

Table 3 shows passenger numbers (split by international and domestic), Passenger Air Transport Movements (PATMs) and average passenger load per passenger aircraft between 1999 and 2011.

Table 3: Historical Passenger Air Traffic Data (1999 - 2011)

	Annual Domestic Passengers	Annual International Passengers	Annual Total Passengers	Annual FW PSTMs	Average Flight Load (Passengers)
1999	2006729	457288	2464017	48487	50.8
2000	2044724	442214	2486938	47357	52.5
2001	2129885	446182	2576067	49459	52.1
2002	2039812	546748	2586560	46325	55.8
2003	1911553	622362	2533915	47016	53.9
2004	2027260	628032	2655292	49556	53.6
2005	2176423	700349	2876772	55037	52.3
2006	2348760	842343	3191103	60085	53.1
2007	2476909	964791	3441700	63710	54.0
2008	2358903	962526	3321429	61099	54.4
2009	2190301	815969	3006270	59181	50.8
2010	2076295	705266	2781561	54340	51.2
2011	2283987	824184	3108171	58546	53.1

Aberdeen airport's catchment is dominated by the City of Aberdeen and Aberdeenshire. Around 63% of passengers were drawn from the City of Aberdeen and around 25% from Aberdeenshire. Moray (3%), Angus (2%), Highland (2%) and Perth and Kinross (1%) are the only other areas that provide any significant traffic.

Figure 2 shows that passenger demand is slightly greater during the summer months as leisure demand increases.

Figure 2: Monthly Passenger Distribution in 2011

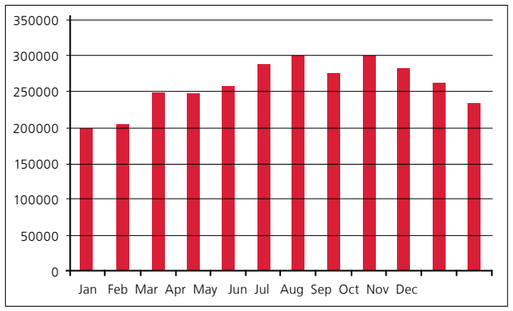
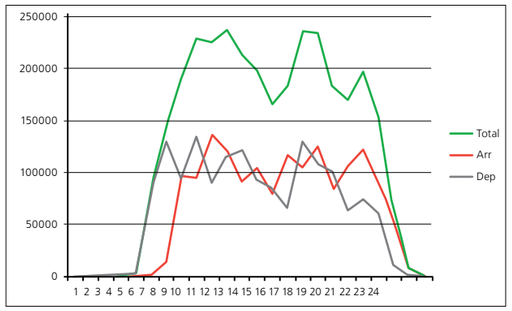


Figure 3 outlines total passenger demand by hour in 2011 and shows that, although departures are busy in the early morning and arrivals last thing at night, the periods between 10am and 11am and 4pm and 5pm are the busiest times for all passengers at Aberdeen airport.

Figure 3: Hourly passenger distribution in 2011




PATHFINDER
ENERGY SERVICES
step 1
Check in at a kiosk
step 2
Take baggage to Bag Drop

Chapter 3

Policy and Legislation Context

Introduction

Aberdeen airport operates within a framework of policy and legislation which regulates the operation and development of airports. Key topics include transport, planning, economic development, the environment, airport design and future airport growth. Various local, national and international authorities have responsibility for different topics, and this chapter sets out relevant policy and legislation and how it relates to the airport. Environmental policies and legislation relevant to the airport are explored in chapter 6.

Aviation Policy

The Airports Act 1986 established a legal framework for the private ownership of airports in the UK and provides specific controls on their use and operation. The status of Aberdeen International Airport Limited (AIAL) as a relevant airport operator and as a relevant airport is conferred by Section 57 of that Act.

The Future of Air Transport White Paper, published in 2003, provides a strategic framework for the development of airport capacity in the UK up to 2030. Whilst aviation is a matter reserved to Westminster, the (then) Scottish Executive worked in collaboration with the Department for Transport to prepare the Scottish elements of the White Paper. The White Paper seeks to achieve a balanced approach to airport growth and in terms of Scotland it states that:

"Overall, the forecasts show demand for air travel increasing from around 20 million passengers per annum (mppa) today to close to 50mppa by 2030. A sizeable proportion of this demand is expected to arise at airports in the Central Belt."

The main conclusions of the White Paper in respect of Aberdeen airport are:

- existing terminal to be developed incrementally to reflect increased traffic;
- land to be safeguarded for a possible extension of the main runway; and
- surface access links to be improved by the Aberdeen Western Peripheral Route.

The current UK Government has stated its intentions to replace the 2003 White Paper by 2013 and recently published a scoping document[6] for consultation. Aberdeen airport provided a response to the consultation and will continue to engage with the UK Government and DfT as the new policy is developed to promote the creation of a new aviation policy framework which recognises the important role of Aberdeen airport and supports the development of the airport and supporting infrastructure.

In order to safeguard its licence to operate an aerodrome in the UK, Aberdeen airport must satisfy and continually adhere to CAA standards. These standards are contained within the CAA publication CAP168, and are subject to on-going revision to reflect changes such as the introduction of new aircraft.

Aerodrome Safeguarding and Public Safety Zones

Aberdeen airport is situated at the centre of a series of obstacle limitation surfaces which define maximum acceptable heights for buildings and other structures, such as telecommunications masts and wind turbines. The protection of these surfaces is undertaken as part of the Aerodrome Safeguarding process. This is undertaken by AIAL's Safeguarding Manager, in consultation with AIAL's Development team. Local Planning Authorities are issued with safeguarding maps which enable them to identify those planning applications on which the airport must be consulted.

Government targets for renewable energy generation have resulted in a large number of proposals for on-shore wind farms being brought forward in the last few years. AIAL supports Government objectives to increase the amount of energy generated by renewable sources; however this must be achieved without compromising the safe and efficient operation of aircraft and airports and the economic and social benefits these bring.

Wind turbines can be a cause for concern, both in terms of physical obstruction and their impact on radar navigation systems. Furthermore, poorly located wind farms can reduce airspace capacity and result in additional fuel burn as aircraft take longer routes around them.

AIAL will continue to work proactively with Government, Air Traffic Control providers and developers in this area.

The risk of air accidents occurring within, or in close proximity to airports, is the subject of Government policy which defines Public Safety Zones (PSZs) extending outward from the ends of a runway. PSZs identify areas where the risk of an aircraft accident, while extremely low, may be such as to merit restrictions on the use of land. The Department for Transport (DfT) are responsible for PSZ policy and Local Planning Authorities are responsible for ensuring PSZ policy is adhered to.

6 Developing a Sustainable Framework for UK Aviation: Scoping Document, Department for Transport, 2011.

The current PSZs were calculated and formally adopted in 2011. The basic policy objective is that there should be no increase in the number of people living, working or congregating in PSZs and that, over time, the number should be reduced as far as circumstances allow.

Land Use Planning

National Planning Policy

Planning in Scotland is a devolved matter overseen by the Scottish Government. The second National Planning Framework[7] (NPF2) was laid before Parliament in June 2009. NPF2 sets out the strategic national development priorities to guide the country's development up to 2030 and is intended to support the Scottish Government's central purpose of achieving sustainable economic growth.

The key aims of NPF2 are:

- to contribute to a wealthier and fairer Scotland by supporting sustainable economic growth and improved competitiveness and connectivity;
- to promote a greener Scotland by contributing to the achievement of climate change targets and protecting and enhancing the quality of the natural and built environments;
- to help build safer, stronger and healthier communities, by promoting improved opportunities and a better quality of life; and
- to contribute to a 'smarter' Scotland by supporting the development of the 'knowledge economy'.

The main difference between NPF2 and the first National Planning Framework is that NPF2 is a statutory document which is subject to parliamentary scrutiny. Furthermore, it designates 'national developments' which are considered essential to Scotland's long-term development. Designation as a 'national development' does not remove the need for planning permission. It does however establish the acceptance of the principle of development, leaving the assessment process to consider issues of detail such as design and environmental impact.

While the main purpose of NPF2 is to provide over-arching co-ordination of policies with a spatial or land use dimension, it is also intended to inform the investment priorities of public agencies. Planning Authorities must take NPF2 into account when preparing development plans and determining planning applications.

Aberdeen airport has been designated as a national development (within Strategic Airport Enhancements) in recognition of the vital role it performs in the North-East and UK economies. Elements covered by the designation include:

- improvements in access by public transport;
- improvements to terminal facilities; and
- new parking arrangements.

NPF2 highlights a number of key challenges the country must address. With regard to air transport, paragraph 23 states:

"While the expansion of direct air links has dramatically improved Scotland's international connectivity in recent years, air travel is making a growing contribution to greenhouse gas emissions. A key issue over the next 25 years will be how to maintain and enhance this connectivity, with all the economic and other benefits that this will bring, while tackling the challenge of climate change."

This statement highlights the importance of ensuring that the growth of Aberdeen airport is achieved in a sustainable and responsible manner.

Strengthening links with the rest of the world and the role this plays in supporting the economy is one of the main themes in NPF2 and paragraph 113 states:

"Economic success will depend on good connections with the rest of the United Kingdom and global markets. Scotland's position on the Atlantic seaboard makes it particularly important to respond to the changing geography of Europe and the development of European markets. We also need to strengthen links with North America and the growing economies of Asia."

Domestic and international connectivity is particularly relevant given Aberdeen's relative peripherality and the region's economic future as an energy hub. The Framework also recognises that adequate investment in infrastructure is vital to the competitiveness of the country.

Paragraph 58 states:

"To ensure that Scotland is a good place to do business and an attractive tourism destination, we need to promote high quality environments and good transport interchange facilities at our air, rail and sea gateways."

The Framework provides details of transport infrastructure developments which were committed to at the time of publishing, including the Aberdeen Western Peripheral Route (AWPR). In reflecting the position of the White Paper

7 National Planning Framework for Scotland 2, Scottish Government, 2009.

on supporting the growth of Aberdeen Airport, paragraph 116 highlights that:

"In promoting enhancements at our airports, the Scottish Government is placing emphasis on measures which improve surface access by public transport."

The consolidated Scottish Planning Policy[8] (SPP) was published in February 2010 and supersedes the previous range of topic based Scottish Planning Policies and National Planning Policy Guidelines. SPP is the statement of the Scottish Government's policy on nationally important land use planning issues.

Airports are considered under the heading of transport and the SPP recognises the importance of airports as economic generators and transport nodes. It also highlights the role of airports in supporting wider economic growth and a significant number of jobs.

Planning authorities and airport operators are encouraged to work together to address the Airport Master Plan and other related planning and transport issues. Other relevant issues to address include:

- public safety zone safeguarding;
- surface access; and
- airport related on and off site development such as transport interchanges, offices, hotels, car parking, warehousing etc.

Regional Planning Policy

Regional planning policy is provided by the Aberdeen City and Shire Structure Plan which was approved in by Scottish Ministers on 14 August 2009. The Structure Plan vision is that:

"By 2030, Aberdeen City and Shire will be an even more attractive, prosperous and sustainable European city region and an excellent place to live, visit and do business."

Proposals to deliver this vision include "Putting the Aberdeen airport masterplan into practice". The airport is located within the Aberdeen City Strategic Growth Area which is one of three areas where development will be focussed on up to 2030.

Economic growth is one of the objectives of the Structure Plan. Paragraph 4.4 states:

"Future development should not be allowed to limit the growth of the economy by making the region less attractive to business, particularly in relation to congestion and access to roads, ports, airports and rail facilities. This infrastructure needs to be protected and improved…"

This reinforces the objective to improve the essential strategic infrastructure necessary to allow the economy to grow over the long term. Transport infrastructure is one area where focus is required to bring the existing network up to a standard which will enable the economy of the North East to flourish. The Structure Plan highlights the Aberdeen Western Peripheral Route, Haudagain roundabout, new park and ride facilities and improvements to the A96 - all projects which AIAL endorse and wish to see delivered.

One of the key projects for the future economic success of the region is Energetica. The connectivity provided by Aberdeen airport is critical to the prospects of this project and AIAL welcomes efforts to develop it further.

Local Planning Policy is provided by the Aberdeen Local Development Plan which was adopted on 29 February 2012. The Local Development Plan reflects NPF2 by considering improvements to Aberdeen as essential to the delivery of the land use strategy. The importance of safeguarding business and industrial land around strategic sites including the airport, is highlighted with reference to maintaining the city's competitive position as a sustainable business location.

Local Planning Policy B14 refers specifically to Aberdeen airport and states:

"Within the operational land applying to Aberdeen Airport and Aberdeen Harbour there will be a presumption in favour of uses associated with the airport and harbour respectively.

Public Safety Zones have been established for Aberdeen Airport (shown on the Proposals Map) where there is a general presumption against certain types of development as set out in Scottish Governments Circular 8/2002. Due regard will be paid to the safety, amenity impacts on and efficiency of uses in the vicinity of the airport and harbour."

8 Scottish Planning Policy, Scottish Government, 2010.

The Local Development Plan recognises that Aberdeen airport is a vital hub which provides a service for the region as a whole. It states that land within the airport operational area:

"…should be maintained for… respective related activities. This could include administrative offices, warehousing, car parking and possibly hotels."

The plan confirms the council's intention to maintain a night-time ban on helicopter movements except for emergency situations to protect residential amenity. Policy H8 also relates to residential amenity and states that:

"Applications for residential development under or in the vicinity of aircraft flight paths, where night time (23:00 to 07:00) noise levels in excess of 57dB LEQ or day-time noise levels in excess of 60dB LEQ are experienced, will be refused due to the inability to create an appropriate level of residential amenity, and to safeguard the future operation of Aberdeen Airport."

In parallel, AIAL will continue to monitor planning applications in and around the airport and to provide comments where appropriate.

A Planning Brief has also been prepared by Aberdeen City Council for land adjacent to the airport around Dyce Drive to provide a framework for investment decisions and to encourage the development of a high quality business park. Land owned by AIAL within the Planning Brief area is designated for airport operational and related uses.

Development Management

All major airports in Scotland have certain permitted development rights under the provisions of Part 14 of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992, as amended. This means that some types of development undertaken by Aberdeen airport (or its agents) on operational land can proceed following the submission of a prior notification, rather than a planning application, to the Planning Authority. Developments such as the construction or extension of a runway, hotels and development on non-operational land are not permitted development. Operational land is defined in the Town and Country Planning (Scotland) Act 1997 as land owned by the airport authority which is used for the purpose of carrying out the airport's undertaking.

Economic Development

Chapter 5 provides more detail on the economic impact of the aviation industry and Aberdeen airport specifically, but in a wider sense the airport has a significant role to play in supporting a number of economic development policy objectives. The key documents and policies in this area are summarised below.

A new Government Economic Strategy[9] was published in 2011 to support the Government's stated priority of increasing sustainable economic growth. The Strategy highlights the importance of developing international trade and investment and improving physical infrastructure. Specifically in relation to transport, the Strategy notes:

An efficient transport system is one of the key enablers for enhancing productivity and delivering faster, more sustainable growth.

The Aberdeen City and Shire Economic Forum (ACSEF) published an Action Plan in 2008 to deliver an economic vision for the region, which is:

"We aim by 2025, for Aberdeen City and Shire to be recognised as one of the most robust and resilient economies in Europe with a reputation for opportunity, enterprise and inventiveness that will attract and retain world-class talent of all ages.

To become the location of choice for high value oil and gas and renewable energy organisations and a first choice for organisations of all sizes operating in other high value, quality and niche markets.

Our environment, our accessibility and our hospitality will make Aberdeen City and Shire one of the most interesting and enjoyable locations in the UK in which to visit, live, work and grow up."

One of the strategic priorities in this document is to deliver a fully integrated transport network where Aberdeen City and Shire is the best connected region in the UK with global connectivity.

9 The Government Economic Strategy, Scottish Government, 2011.

Chapter 3

Transport

The National Transport Strategy (NTS) priority is to promote sustainable economic growth assisted through an efficient and effective national transport network. To achieve this, the NTS sets out a series of strategic priorities and outcomes. There are three key outcomes:

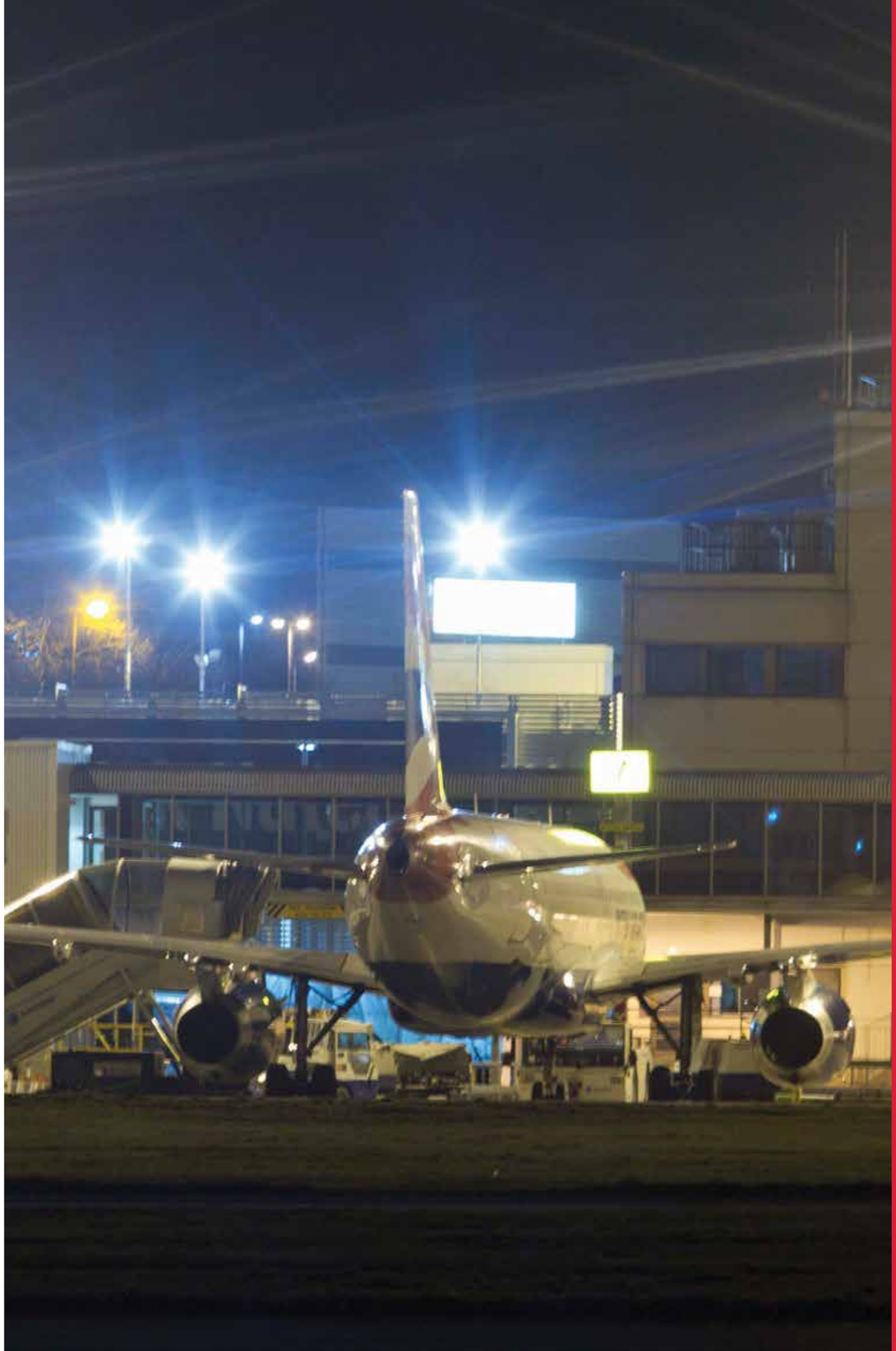
- improve journey times and connections;
- reduce emissions; and
- improve quality, accessibility and affordability.

The NTS makes reference to the Air Transport White Paper.

The Regional Transport Strategy[10] (RTS) was approved by the Scottish Government in 2008 and sets out a vision for the region's transport infrastructure up to 2021. The RTS recognises the key role played by the airport in supporting the City and Shire economy, particularly as air is often the only feasible mode of transport for certain journeys due to Aberdeen's geographic position. It also notes that the AWPR is anticipated to improve access to the airport and to improve connectivity between the airport and key employment centres. The need to increase the number of people choosing to travel to the airport by bus and train is highlighted by the RTS, as is the partnership working between AIAL, NESTRANS and Aberdeen City Council.

The Local Transport Strategy for Aberdeen City[11] is the City Council's vision for transport. It seeks to work with AIAL to implement the Airport Surface Access Strategy, improve access to the airport and increase the range of destinations served by the airport.

10 National Transport Strategy, Scottish Government, 2006.
11 Local Transport Strategy, Aberdeen City Council, 2008.



Chapter 3 | Policy & Legislation Context

Chapter 4

Forecast Demand

Introduction

This chapter presents various forecasts for the short to medium term – up to 2020 – and the longer term – up to 2040. AIAL has prepared forecasts to provide a basis from which to plan for future investment and development. It is important to emphasise that if traffic growth is stronger than predicted, development may need to be accelerated to meet demand, while if traffic grows more slowly than predicted, development may inevitably occur at a later date or not at all.

AIAL has calculated the figures using a standard air traffic forecasting model which incorporates various indicators. These include growth in UK and World Gross Domestic Product (GDP), the outlook for regional Gross Value Added (GVA) based on their historic relationships with UK GDP and Scottish GVA, the prospects for international trade, future trends in air fares, the degree of market maturity and the possible effects of rail and telecommunications competition. It is assumed that growth in air travel demand is driven mainly by economic growth and changes in the price of travel. Figure 4 demonstrates the impact on global passenger demand of various economic and geo-political events. Experience of previous setbacks suggests that demand will recover.

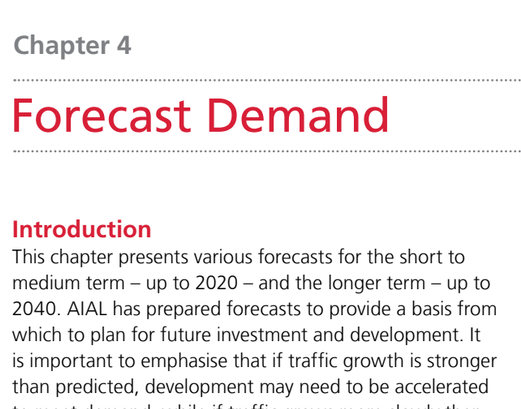


Figure 4: Growth in UK air passenger numbers 1945 – 2009, Aviation Trends, Q2 2009, and CAA

The forecasting model splits future passenger demand by geographical market, country of residence (whether Scottish, rest of UK or non-UK), and travel purpose (business/leisure, transfer/non-transfer). Informed by historic relationships and expectations about future trends, AIAL takes a view on the sensitivity of each passenger segment to changes in the main factors influencing demand for air travel over the forecasting period.

Combining AIAL's view on the future trends of these key influencing factors with its judgement on the relationship between each of them and the growth in demand for air travel in each market segment, AIAL produces a projection of potential passenger demand for air travel.

An important area of judgement is the expected course of oil prices. In recent years we have seen a record increase in oil prices (to over $130 a barrel) followed by a sharp decrease (to approximately $40 a barrel), and a subsequent recovery to the current level of approximately $80 a barrel. Looking forward, it has been assumed that oil prices will be lower (in today's prices) than the record high levels for the next decade or so, followed by a period of further moderate increase.

The forecasts incorporate an assumption of the effect on prices resulting from the recent increase in Air Passenger Duty and the inclusion of aviation in the EU ETS from 2012.

The following forecasts are considered in more detail:

- annual passenger forecasts;
- annual passenger air transport movement forecasts;
- peak hour runway movement forecasts;
- peak passenger aircraft stand demand forecasts;
- air cargo and mail forecasts; and
- car parking peak demand forecasts.

Annual Passenger Forecasts

The current Aberdeen airport forecast is illustrated in Table 4.

Table 4: Annual Passenger Forecasts

Year	Passenger (m)
2011 (actual)	3.10
2020	4.00
2040	5.09
Average Growth	2.0%

Average annual passenger numbers growth at Aberdeen airport from 1992 to 2007 was 3.5%. The forecasting model delivers average annual growth of approximately 3.0% up to 2020 and less than 2% between 2021 and 2040.

Annual Passenger Air Transport Movement Forecasts

Table 5: Annual Passenger Air Transport Movement Forecasts

	2011 (actual)	2020	2040
PATMs	58,546	67,000	81,400

Fixed wing aircraft movements are known as Passenger Air Transport Movements (PATMs) and effectively represent arriving and departing commercial aircraft with paying customers on board. Table 5 shows forecast PATMs for 2020 and 2040. These have been calculated by applying aircraft average loads to the passenger forecasts. Average loads have been divided into domestic, EU, and other international. Historic data in each category has demonstrated steadily increasing loads, and this is expected to continue during the forecast period. By 2040, the average load for Aberdeen is predicted to be 62.5 (up from 53 in 2011).

Peak Hour Runway Movement Forecasts

Table 6: Peak Hour Runway Movement Forecasts

	2011 (actual)	2020	2040
Peak Hour PATMs	26	28	33
Peak Hour ATMs	26	28	33

Peak hour runway movements have been forecast using a trend approach based on current and historic peak movement data. The 2040 figures have also been cross-checked with other UK airports handling similar traffic volumes. Table 6 sets out forecast peak hour runway movements for Passenger Air Transport Movements (PATMs) and total Air Transport Movements (ATMs), which include cargo, general aviation and positioning flights.

As discussed in chapter 2, Aberdeen's runway can handle up to 36 movements per hour during peak periods. The forecasts shown in Table 6 demonstrate that through to 2040, the existing runway and taxiway system will not require additional investment to handle the forecast throughput.

Peak Passenger Aircraft Stand Demand Forecasts

Table 7: Peak Passenger Aircraft Stand Demand

	Small	Medium	Large	TOTAL
2011 (actual)	12	9	2	23
2020	13	11	2	26
2040	13	15	2	30

Stand forecasts were prepared by establishing utilisation trends for each size of aircraft, load factors, the likely future traffic mix (between international/domestic, long-haul/short-haul) and any known aircraft orders for airlines currently using Aberdeen. Peak stand demand tends to occur overnight due to the large number of aircraft based at Aberdeen. High demand is also experienced during the afternoon peak. The growth in international traffic can also result in increased demand for stands as international flights spend longer on the ground for re-fuelling etc. In contrast, low cost carriers often have very quick turn around times and may only use a stand for 20 minutes.

In line with market trends, it has been assumed that the number of larger aircraft using Aberdeen will increase over time as airlines replace older models, such as the BAe Jetstream and older Boeing B737 variants, with newer models. Therefore, when developing new facilities, design requirements to accommodate newer aircraft will be adhered to where possible in order to avoid constraining future operations. The current forecasts do not envisage large aircraft, such as the Airbus A340 or Boeing 747, using Aberdeen up to 2040 or beyond.

Table 7 shows that Aberdeen airport currently has sufficient aircraft parking capacity, with peak demand for 23 aircraft and 24 stands available. However, a detailed study of forecast stand demand and utilisation suggests that additional capacity will be required by 2020, and continue to be required through until 2040.

Air Cargo and Mail Forecasts

Table 8: Air Cargo and Mail Forecasts (tonnes)

	Air Cargo and Mail
2011 (actual)	6,191
2020	8,400
2040	9,200

Chapter 4

Aberdeen airport handled approximately 6,200 metric tonnes of air cargo and mail in 2011. This represents a small decrease from the 6,360 tonnes handled in 2005 at the time of the previous master plan. A number of factors have contributed to this decrease, including the collapse of flyglobespan (who carried large amounts of belly-hold cargo), as well as a general downturn in the air cargo market.

Cargo and mail forecasts have been calculated using Cargo Air Transport Movement (CATM) forecasts and PATM forecasts.

The majority of cargo at Aberdeen is transported as belly-hold on passenger flights. Going forward, this has been forecast to increase primarily due to the increase in passenger flights and also due to upgrades of existing aircraft types to larger aircraft which can hold more cargo and also are underpinned by the general growth in the oil business and local economy.

Peak Car Parking Demand Forecasts

Table 9: Public Car Parking Forecasts

	Short Stay	Long Stay
2011 (actual)	1,100	1,000
2020	1,300	1,300
2040	1,600	1,500

Table 9 shows peak car parking demand for long and short stay car parks. The long stay figures include peak demand for on-airport car parks and do not include other car parks some distance away and not operated by AIAL (currently around 1,000 spaces).

It is important to highlight two particular points in relation to public car parking provision. Firstly, in order to maximise the efficiencies (in terms of both land and transport), short stay car parking is best developed in a multi-storey format close to the airport terminal. These are planned to accommodate growth over a number of years such that capacity needs to be provided slightly ahead of demand.

Secondly, much of the anticipated growth in long stay parking capacity will continue to be provided by third party off-airport operators. However, as a significant volume of this capacity is provided on sites with temporary planning approvals (typically 3 – 5 years), AIAL will continue to play an important role in providing a secure, high quality supply of long stay car parking within the airport campus to support the airport's operation and growth.

These forecasts have been developed from an analysis of trends in how passengers access Aberdeen airport.

Chapter 5

The Economic and Social Impact of Aberdeen Airport

Airports and air travel play a massive role in the economic wellbeing of cities and countries. Arguably, this role is more pronounced in Aberdeen given the city's location and its status as the energy capital of Europe. AIAL is committed to working with the wider aviation sector, Government and others to maximise the benefits and minimise the disadvantages of airport growth. An integral part of this approach means identifying and understanding both the benefits and disadvantages associated with developing the airport.

This chapter provides details relating to the economic and social impact of Aberdeen airport and aviation in general. Chapter 6 considers the current environmental effects associated with the airport and mitigation measures in place and the way in which the airport intends to mitigate and manage environmental effects associated with future airport growth.

The Economic Impact of Aberdeen Airport

An Economic Impact Assessment of Aberdeen airport was commissioned jointly by AIAL and ACSEF in 2010. The final report, prepared by industry experts York Aviation, confirms the airport's key role in supporting the city's position as a centre for the oil and gas industry, but also its contribution to bringing visitors and investors to the area and providing jobs for thousands of people.

Over 2,000 people currently work at Aberdeen airport, the vast majority of whom (over 92%) are from Aberdeen City and Shire. The overall economic impact of the airport extends to 3,870 jobs and £126 million of GVA in Scotland as a whole. Of this, £114 million flows directly into the City and Shire. Based on current levels of employment and passenger growth forecasts, the number of jobs supported in Aberdeen City and Shire will rise to around 3,950 ftes and to around 4,490 ftes in Scotland in 2030.

The completion of a recent £10 million runway extension in October 2011 underlines the important economic impact of airport development. A study published in November 2011 measured the likely boost to economic output and tourism spend as a result of the runway extension. It forecasts a rise in passenger numbers as airlines introduce larger aircraft and expand their international route network. The report suggests that the new runway extension will:

- generate an additional 205,000 passengers by 2015.
- contribute an additional £20.3 million for the city and shire economy, and create an additional 110 jobs locally by 2015.
- lead to as many as 30,000 extra visitors to the region every year, spending up to £6.4 million annually

In summary, it is clear that Aberdeen airport currently operates within a region of Scotland that is vital to the long term prosperity of Scotland as a whole and is also a key component of the UK Energy Sector. Combined with Aberdeen's potential as a tourist destination and a growing business and conference destination, this means that Aberdeen airport should have a solid demand base from which to expand and that the regional economy will be increasingly reliant on its services.

Looking at the global aviation sector, a study conducted by Oxford Economics on behalf of the Air Transport Action Group (ATAG) found that the sector accounts for 31.9 million jobs around the world and has an economic impact estimated at $3.6 billion, which is equivalent to 7.5% of the world's economy. From a social perspective, the ATAG study found that aviation:

- broadens people's leisure and cultural experiences via wide choice/affordable access to destinations across the globe;
- improves living standards and alleviates poverty through tourism;
- often serves as the only means of transportation to remote areas promoting social inclusion; and
- contributes to sustainable development by:
  - facilitating tourism and trade;
  - generating economic growth;
  - creating jobs; and
  - increasing tax revenues.

At the UK level, a study undertaken on behalf of the Airport Operators Association (AOA) highlighted that the aviation sector generated £18.4 billion, or 1.5% of the UK economy. The sector also supports 234,000 jobs across the UK.

Supporting Scotland's Economy

Scotland's geographic location on the periphery of Europe means that air links are vital to the country's global competitiveness. As the economy develops towards more knowledge based sectors and the country continues to promote itself as an attractive tourist and inward investment destination, the ability of people and goods to travel quickly and efficiently grows ever more important. This was recognised by the 2003 Air Transport White Paper and more recently NPF2.

Aberdeen has the largest concentration of energy businesses in Europe and the greatest concentration of subsea skills in the world. Moving forward, the Economic study found that the future direction and development of the energy industry in Aberdeen City and Shire will be crucially dependent on global connectivity if it is to continue to be 'anchored' in the region. The importance of Aberdeen airport in supporting the continuing expansion of the energy industry in the region can hardly be overstated.

However, the airport is also vital for the growth of other sectors such as life technologies, food and drink and tourism. Tourism in particular is an important sector for the region, generating some £250m of income, with around 40% of this coming from overseas visitors to attractions such as Royal Deeside, the Cairngorms or the 'Granite City' itself. Golf tourism is also increasingly playing an important role.

The economic study found that around 268,000 visitors to Scotland either from the rest of the UK or from overseas, arrived via Aberdeen in 2009.

Based on the assessment of the monetary value of tourism during the year 2008, the study estimated that the regional spend associated with visitors using the airport in 2009 was around £51 million. Good air links are clearly important to the success of tourism, with overseas visitors in particular relying on air travel to visit Scotland.

Raising our Profile

Both Aberdeen City and the Shire as well as Scotland as a whole compete at a global level for jobs, investment and visitors. Being competitive requires the achievement of a positive international profile and the provision of a level of 'connectivity' that enables people to get to Scotland easily.

The unparalleled accessibility provided by air routes is a key part of the package. AIAL will continue to work in partnership with partners in the north east to maintain and grow Aberdeen's route network and stimulate inward investment and tourism. Links to hub airports, and Heathrow in particular, play a fundamental role in this regard. Research by Oxford Economics suggests that around £1 billion of Scottish goods were exported by air via a hub airport.

Sharing Our Success

Local community groups and good causes have benefited from thousands of pounds worth of funding from the Aberdeen International Airport Community Panel in recent years. Membership of the Community Panel is drawn from representatives from Aberdeen City and Shire Councils, Scottish Business in the Community, our local MSP alongside airport staff. This gives local communities more of a say in how we direct our funding. Some of the major projects of the past year include:

- VSA – Easter Anguston Farm: received £50,000 towards the complete redevelopment of their farm buildings and their education room.
- Banff Sailing Club: received £1,733 towards the purchase of new sails, to allow more participation from youth groups in sailing.
- Aberdeen Ranger Service: received £2,500 towards a major tree planting scheme.

The Panel makes many smaller but equally effective donations, in total, donations to all causes are in excess of £80,000 each calendar year.

In 2011 we launched Runway, a community newsletter issued three times a year to around 10,000 homes in the Dyce, Bucksburn and Danestone area, to keep the airport's near neighbours up to date with the latest community and environmental news.

Capital Investment

Since 2002, more than £82 million has been invested in developing and improving Aberdeen airport to create an airport of which Aberdeen and Scotland can be proud. This is an on-going process which is being undertaken at no cost to the taxpayer. It is anticipated that more than £58 million will be invested over the next 10 years to further develop the airport and to enable full realisation of the benefits of previous development spending.

Tax

In 2011/12, air travellers contributed some £2.7 billion to the UK Exchequer through Air Passenger Duty. This burden is set to rise further, reaching £3.9 billion by 2016/17. AIAL maintains that APD is a blunt instrument that does not create incentives to improve environmental performance and may ultimately damage tourism and undermine Scotland's competitiveness.

A report recently commission by Scottish airports has warned that APD could cost Scotland more than two million passengers per year by 2016. The tax burden has increased by around 160% since 2007 for short haul travel, with long haul rates increasing by between 225% and 360%. Aberdeen alone is forecast to lose some 200,000 passengers. The report also suggests that APD will cost the Scottish economy up to £210 million a year in lost tourism spend. This in turn will have an impact on employment and investment in the tourism sector. We will therefore seek to work with the UK and Scottish Governments to review this tax, particularly in the context of the aviation being included in the EU Emissions Trading Scheme (EU ETS) in 2012.

Locally, AIAL pays nearly £1.65m every year in business rates to Aberdeen City Council and nearly £790,000 to Grampian Police. These amounts are over and above the airport's liabilities for all roads, lighting and waste management within the airport boundary.

Chapter 5 | The Econimic and Social Impact of Aberdeen Airport

Chapter 6

Sustainable Development and the Environment

Introduction

Environmental effects associated with activities at Aberdeen airport can be considered at the local level (which includes air quality, noise, water quality and traffic levels), and the global level (climate change and greenhouse gas emissions). This chapter considers the current environmental effects associated with the airport, as well as current and future measures intended to mitigate and manage environmental effects.

Global Environment

At the global level, the need to reduce emissions and tackle climate change is a challenge in which we all have a part to play. AIAL is committed to fulfilling its role in meeting this challenge. Government at the Scottish and UK levels has established a framework to drive this agenda and this chapter sets out how AIAL can strike the required balance between managing the environmental effects of aviation and continuing to underpin Scotland's sustainable economic growth agenda.

The agreement of the Kyoto Protocol in 1997 raised public awareness of climate change and established national targets for the reduction of greenhouse gas emissions. As part of a larger airports group, AIAL has argued for a number of years for international aviation emissions to be incorporated within the Kyoto framework. At a European level, the Stern Report[12] recommended that aviation emissions should be included in the EU ETS. This scheme effectively sets a cap on carbon emissions and acts as an incentive for airlines and aircraft manufacturers to develop and operate more efficient aircraft. AIAL has long argued for this development and therefore welcomes the incorporation of aviation emissions into the EU ETS in 2012.

The Intergovernmental Panel on Climate Change estimates aviation's total impact to be around 3.5% of the total human contribution to climate change. It is estimated that this could increase to 5% by 2050, although scenarios range between 3.5% and 15%. At a UK level, the DfT estimates that UK aviation comprised around 6.4% of the UK's total CO2 emissions (37.5 million tonnes of CO2). Current DfT forecasts indicate that this could increase to around 60 million tonnes of CO2 by 2050.

The 'Carbon Account for Transport'[13] published by the Scottish Government monitors progress towards the National Transport Strategy objective of reducing transport emissions. It confirms that road transport is by far the largest source of transport emissions, contributing 69.6% of all Scottish transport emissions. Aviation in contrast comprised 12% of Scotland's transport emissions. Shipping accounted for 14.2% of Scotland's transport emissions.

The 'Carbon Account for Transport' notes that aviation has been the fastest growing sector between 1990 and 2007, albeit the only sector where emissions are disproportionately lower than in the UK as a whole. They also reduced by 1.7% between 2006 and 2007.

The UK Climate Change Act became law in 2008. The Act sets out a long-term, legally binding framework of targets to facilitate the reduction of UK greenhouse gas emissions by 26% by 2020 and 80% by 2050. The Climate Change (Scotland) Act 2009 received Royal Assent in August 2009. The Act is a key commitment of the Scottish Government, and is one of the most ambitious pieces of environmental legislation, in many ways putting Scotland at the forefront of tackling global climate change. The Scottish Government believe that reducing greenhouse gas emissions and making the transition to a low carbon economy will help create a more successful country. The legislation introduces a number of targets, including:

- reducing Scotland's greenhouse gas emissions by at least 80% by 2050;
- reducing greenhouse gas emissions by at least 42% by 2020;
- the establishment of a framework of annual targets; and
- the inclusion of emissions from international aviation and international shipping in the figures.

AIAL recognises that demand for air transport is forecast to grow both in North East Scotland and nationally and this will lead to some growth in aviation's carbon emissions. AIAL is a signatory to the UK aviation industry's sustainable aviation strategy. 'Sustainable Aviation' sets out the industry's vision for a sustainable future through a series of eight goals and 34 commitments, relating to economic, environmental and social aspects of aviation. Specifically, these include:

- limiting climate change impact by improving fuel efficiency and CO2 emissions by 50% per seat kilometre by 2020 compared with 2000 levels;
- improving air quality by reducing nitrogen oxide (NO) emissions by 80% over the same period; and
- establishing a common system for the reporting of total CO2 emissions and fleet fuel efficiency by the end of 2005, and pressing for aviation's inclusion in the EU ETS at the earliest possible date.

12 Stern Review on the Economics of Climate Change, HM Treasury, 2006.
13 Carbon Account for Transport No.2: 2010 Edition, Scottish Government, 2010.

Fuel efficiency has a significant role to play, with aircraft fuel efficiency having already improved by some 70% over the last 40 years. A recent trial highlighted the potential benefits of more efficient operations across airport, airline and air navigation partners. Every factor within the journey of a British Airways flight from Edinburgh to Heathrow – from pushback from the stand and taxiing, to an optimised flight profile and Continuous Descent Approach – was calibrated to achieve minimal emissions and delay. The flight is understood to have saved up to a quarter tonne of fuel, equating to nearly one tonne of CO2. In terms of sustainable alternatives to fossil fuels, a recent Progress Paper from sustainable Aviation[14] states that several successful demonstration flights have been undertaken using bio fuels.

Emissions arise from three distinct sources which AIAL has varying degrees of control over:

- aircraft operations;
- the use of energy in airport buildings; and
- surface transportation.

Aircraft Operations

Aircraft operations are primarily influenced by airlines, air navigation service providers and aircraft manufacturers. AIAL will therefore continue to work with aviation sector partners through Sustainable Aviation and Aberdeen Airport's Airline Operators Committee to support the development of more efficient technologies and operational procedures. Practical measures such as Continuous Descent Approaches and the Aircraft on the Ground CO2 Reduction Programme have already been adopted where possible.

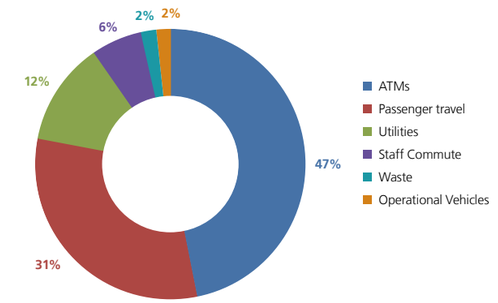
The European Commission enacted legislation during 2008 that means that arriving and departing EU flights will be part of the EU ETS from 2012. The implications of emissions trading mean that the aviation sector will have to improve aircraft and operational efficiencies or purchase additional permits from companies who are reducing emissions. AIAL views action at a European level as an interim step towards integration in the global climate policy framework and we are working through our global trade association (ACI-World) to understand the principles and practicalities of emissions trading for aviation at an international level.

The Use of Energy at Airport Buildings

Demand for energy from the airport terminal and surrounding campus is the main source of emissions over which AIAL has direct control. A study was undertaken using energy demand data from 2008 to establish the airport's carbon footprint[15]. Aberdeen airport's carbon footprint has been developed to be comprehensive and holistic and consistent with best practice. We therefore calculate not only emissions we directly control but also airport related emissions which are controlled by others and which we seek to guide and influence. These include for example, emissions from all passenger and staff journeys to the airport, emissions from fuel used in third party operational vehicles and emissions associated with aircraft landing and taking off at the airport up to a height of 3,000ft. Figure 5 summarises the breakdown of emissions in 2011.

Figure 5: Breakdown of Aberdeen Airport's 2012 Carbon Footprint

Aberdeen Airport 2010 emissions (tCO_2e) by activity



In order to reduce emissions directly attributable to the airport, a programme of energy efficiency measures has been implemented. This has resulted in a 2.7% reduction in 2011 electricity consumption against 2010 figures.

Surface Transportation

Figure 6 demonstrates the relatively significant contribution of passenger transport emissions. Chapter 9 sets out how AIAL will work with transport partners to improve accessibility to the airport, particularly by public transport. Such improvements will play an important role in reducing transport related emissions and enabling the airport to grow in a sustainable manner.

Local Environment

Noise

Noise associated with airports is often described as 'air noise' and 'ground noise'. Air noise refers to noise from aircraft in flight or on an airport runway during take-off or after landing. NATS is responsible for air traffic control in the UK, including Aberdeen airport, and noise preferential

14 Sustainable Alternative Fuels Progress Paper, Sustainable Aviation, 2010.
15 Aberdeen Airport Limited 2010 Carbon Footprint, Entec, 2011.

guideline routes have been established for arriving and departing aircraft. AIAL will work with NATS to review the operation and impact of these routes.

Noise generated other than by aircraft in flight or taking-off or landing is known as 'ground noise'. The main sources of ground noise are:

- aircraft taxiing between runways and stands - this includes all holding, engine start-up and shut-down procedures during taxiing;
- Auxiliary Power Units (APUs) on aircraft for air conditioning the aircraft cabin while it is on stand, for supplying electrical power and other aircraft services and for engine start-up;
- ground running of aircraft engines during maintenance and testing;
- mobile ground equipment such as ground power units providing power supplies to parked aircraft;
- road vehicles, both on the airfield and travelling to and from the airport; and
- construction activities.

AIAL understands that airport related noise can be an issue for neighbouring communities. The airport has therefore developed a package of measures designed to minimise and mitigate the effects of aircraft noise. The Aberdeen Airport Noise Action Plan[16] sets out a number of actions to manage and, where possible, reduce the impact of noise from aircraft at Aberdeen airport. The Noise Action Plan focuses on five key themes:

- Demonstrating our continuing commitment to managing aircraft noise impacts associated with Aberdeen airport's operations through the use of:
  - The quietest fleet practicable.
  - The quietest practicable aircraft operations, balanced against NO and CO^2 emissions.
  - Effective and credible noise mitigation schemes.
- Engaging with communities affected by aircraft noise in order to better understand their concerns and priorities.
- Influencing planning policy to minimise the number of noise sensitive properties around our airport.
- Organising ourselves to continue to efficiently and effectively manage aircraft noise.
- Building on our extensive understanding of aircraft noise and its effects in order to further inform our priorities, strategies and targets.

The total amount of aircraft related noise that local communities may experience around an airport depends predominantly on the noise emitted by individual aircraft and the total number of aircraft movements in a given period. A standard way of illustrating aircraft related noise exposure is by the use of noise contours. Updated noise contours have been prepared by the CAA for this Master Plan, detailing existing contours (drawing 1), indicative contours for 2020 (drawing 2) and indicative contours for 2040 (drawing 3). As stipulated in the planning permission granted for the extension of opening hours in 2005, the airport remains fully committed to ensuring that the total noise energy emitted around the airport continues to be monitored.

Specific measures in place to manage noise issues associated with the airport include a noise insulation scheme. Following a public consultation exercise carried out during 2010, the airport will continue to support noise insulation measures for residential properties within the 66 decibel contour area.

Aberdeen airport also adopts strict, DfT imposed day and night-time noise restrictions, which are legally required at larger airports such as Heathrow, but which have been adopted on a voluntary basis by AIAL. Noisier aircraft (referred to as 'Chapter 2 aircraft') have been banned for a number of years from landing at Aberdeen and the imposition of differential landing charges encourage airlines to operate quieter aircraft types.

Members of the public can register any noise queries or complaints via a dedicated, noise action line (01224 348420). The noise action line is monitored and all calls are investigated. The airport will continue to support and operate the Noise Action Line in accordance with best practice.

As well as introducing initiatives to manage the current noise environment, the airport will continue to monitor planning applications for development within or near the flight path to identify potentially inappropriate development or highlight the requirement for suitable noise insulation.

Air Quality

The quality of air is affected by chemicals and particles emitted into the atmosphere as a result of human activity. Certain types of emission are of concern in the context of potential health impacts, for example fine particulate matter (PM10) and nitrogen dioxide (NO2).

However, airports represent a complex source of air pollutants, consisting of many individual mobile and stationary sources. The pollutants emitted from airport operations fall into three categories and relate to aircraft operations, road vehicles and miscellaneous activities such as boilers.

The largest single contributor to ambient concentrations of these pollutants currently, is road traffic. Homes, workplaces and other buildings also produce emissions either locally (e.g. gas boilers) or elsewhere (electricity generation from fossil fuels). In order to protect public health and comply with EU directives, the Government has set objectives for air quality in the UK National Air Quality Strategy (NAQS). The strategy is based on ensuring that concentrations of certain pollutants do not exceed specified levels in the outdoor air.

While the noise emitted by aircraft is arguably the primary issue for people living close to airports, airport-related airborne emissions coming from aircraft engines and vehicles travelling to and from the airport can also give rise to public concern. Consideration of local air quality against NAQS objectives, which was carried out by the Government prior to the publication of the 2003 White Paper, indicated that the expansion of Aberdeen airport would not compromise air quality standards for NO2 or PM10 in the period up to 2015 and beyond.

AIAL undertakes air quality monitoring surveys at locations around the airport campus. The results of the most recent survey showed that the concentrations of NO2 at the majority of sites around the airport were comparable with or lower than, equivalent monitoring sites in Aberdeen city centre. Further surveys will be undertaken on a regular basis, the results of which will be shared with Aberdeen City Council and other key stakeholders.

Water Quality

Aberdeen airport discharges surface water run-off into the adjacent Farburn, Mains of Dyce and River Don waterways. Such discharges require the permission of the Scottish Environment Protection Agency (SEPA). The previous licensing regime is in the process of being replaced by the Water Environment (Controlled Activities) (Scotland) Regulations 2005, as part of the transposition of the European Water Framework Directive (WFD) into Scottish law. The WFD establishes a legal framework for the protection, improvement and sustainable use of the water environment by requiring member states to prevent deterioration of water bodies and reduce pollution.

There are a number of airport activities which have the potential to cause pollution of local water courses if not properly managed, including:

- de-icing of aircraft and airside areas;
- vehicle and aircraft washing;
- aircraft and vehicle maintenance;
- run-off from construction sites;
- aircraft refuelling;
- waste and cargo handling; and
- fire training activities.

In order to manage the risk of pollution arising from the above activities, the airport maintains a multi-layered assurance and inspection system. This includes regular inspection and independent auditing of equipment and processes. The airport also regularly monitors surface water quality and has constructed a significant drainage system. This includes a number of interceptors, systems within which detect and prevent pollution from entering the surrounding watercourses. A large surface water storage lagoon is utilised as part of the system to further aid the prevention of contamination in the environment arising out of aerodrome operations.

The airport will continue to work with SEPA to manage water quality in accordance with statutory requirements and best practice. In considering its requirements for surface water treatment, the airport will ensure that the potential for flooding is taken into account. Where feasible, the airport will incorporate the principles of establishing Sustainable Urban Drainage Systems (SUDS) into new developments.

Biodiversity

The Aberdeen Airport Biodiversity Action Plan (BAP) describes the airport site, the habitats represented and their importance. It aims to provide a context for development by allowing the airport to clearly identify areas of ecological importance to minimise the impact of any future developments. The plan defines a series of management actions to maximise the ecological potential within the constraints of airport operations.

Around and within the boundaries of the airport there are no specific areas designated for conservation. None of the sites at the airport are considered to be of outstanding wildlife value, either in a local or wider context.

Waste Management

Waste is generated from a number of sources at Aberdeen airport including aircraft, catering outlets, offices, shops (packaging) and construction activity and from vehicle and aircraft maintenance. Around 90% of waste at the airport is generated by companies and passengers using the airport, with AIAL directly generating around 10%. Such sources

16 Aberdeen Airport Noise Action Plan, Aberdeen Airport Limited, 2008.

generate seven categories of waste, the handling and disposal of which is covered by extensive legislation:

- inert (soils, hardcore, concrete, glass etc);
- general non-putrescible (plastic, paper, cardboard etc);
- scrap metal;
- end of life vehicles;
- electrical and electronic equipment;
- general putrescible (food waste, vegetable matter, trees and bushes etc); and
- hazardous waste, including lamps, fluorescent tubes, used oils, flammable liquids and batteries.

In addition to meeting legal requirements, Aberdeen airport's strategy for waste is based on The Scottish Government's Zero Waste Plan. This plan sets out a vision of a zero waste Scotland where waste is treated as a valuable resource and not as a burden. It proposes a long term target of recycling 70% of all Scotland's waste requiring that waste is sorted into separate streams for recycling and reprocessing, leaving only limited amounts for residual waste treatment, such as energy recovery.

This Zero Waste Plan is intended to create a stable framework that will provide confidence for the investment necessary to deliver a zero waste Scotland over the next 10 years. It does this by setting out a Mission and Vision for the long term. Within that context the Plan sets strategic directions in the key areas of activity for the medium term up to 5 years, with specific actions setting out immediate priorities.

Aberdeen airport is committed to reducing the amount of waste sent to landfill sites from the airport's operation. From 2006 to 2012, the airport has nearly trebled the amount of waste diverted from landfill, from approximately 24.7% to over 70%, meaning a corresponding decrease in waste to landfill. The airport will continue to work with companies and business partners to decrease the amount of waste generated and increase the amount of waste recycled. The airport will also investigate other ways of managing waste which could also contribute to the airport's energy requirements.

Heritage

Historical records show that there are 17 defined archaeological sites and features within the airport boundary; however none are still visible in the existing landscape. Any future developments will give due consideration to this when excavating.

In addition there are two Grade C listed buildings within a 500m radius of Aberdeen airport

- Walton Farmhouse, located to the south-west, and
- Dyce War Memorial, located to the east

The Airport Master Plan is not considered to have any impact on either of these two sites.

Future Mitigation and Management of Environmental Effects

AIAL has adopted a comprehensive approach to the on-going management and mitigation of environmental effects associated with airport operations. However, it is also vital that the airport constantly reviews this approach to ensure its effectiveness and alignment with best practice. We will therefore continue to engage with our neighbours and partners in this regard to manage our performance across environmental areas.

Global Environment

Aberdeen airport sees the incorporation of aviation into the EU ETS as an interim step towards the development of a global emissions trading scheme. Aberdeen airport will liaise within the Airports Group, Sustainable Aviation and the world airport trade association (ACI-World) to understand the principles and practicalities of emissions trading for aviation at an international level.

The inclusion of Aberdeen airport in the Carbon Reduction Commitment Energy Efficiency Scheme (CRCEES) will be an on-going incentive to reducing energy use at the airport. New developments in particular provide an opportunity to build in energy efficiency and sustainable design and the airport is committed to adopting this approach to development planning. In addition, the airport will investigate the feasibility of developing renewable energy technologies, both off and on-site, to meet energy requirements.

As noted above, surface transportation also plays a significant role in generating emissions. Chapter 9 sets out the airport's strategic position on managing surface transportation as the airport grows.

Noise

In terms of ground noise, indicative development proposals up to 2020 are contained within the existing boundary of the airport and are therefore not expected to change the noise environment significantly. Beyond 2020, any significant development where an Environmental Impact Assessment is required will be accompanied by a noise assessment where appropriate.

Building on the progress that has already been made – modern aircraft are 74% quieter than those in the 1960s – the airport will work through Sustainable Aviation to encourage airlines, aircraft manufacturers and air navigation service providers to continue advances in technology and operational protocols which reduce noise emissions from aircraft. The airport will also continue to review its Noise Strategy on a regular basis and publish our performance on noise issues.

Other Environmental Issues

Other environmental issues will be considered in detail at the appropriate time as development requirements indicate.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Chapter 7

Airport Development to 2020

Introduction

Current forecasts predict that Aberdeen airport will be handling around 4.0 million passengers a year by 2020. This chapter provides details of the likely development requirements needed to accommodate the forecast growth. Development requirements up to 2020 can all be undertaken on land currently owned by Aberdeen International Airport Limited. Drawing 5 shows the indicative layout and extent of airport development at 2020.

Any development will take place incrementally, to ensure as far as possible that additional capacity closely matches passenger demand. It must be re-emphasised that timescales referred to in the Master Plan for airport growth and supporting infrastructure are based on current passenger forecasts. Therefore, if passenger numbers grow faster than expected, development may be required sooner. Equally, if numbers grow slower than expected, development may not be required until later. The exact nature and timing of the developments outlined in this chapter and chapter 8 will always be subject to detailed financial and environmental evaluation. Consequently, the precise location and configuration of capacity enhancements may change.

General Development Principles

The dynamic nature of the aviation sector and changing needs of passengers and airlines mean that the specific form and location of the developments anticipated below are subject to modification. However, a number of general development principles have been established to guide and inform new development as follows:

- The first phase of additional aircraft stands will be developed to the north of the existing northern stands;
- International departures and arrivals facilities will remain to the south of the main terminal building;
- New developments will be located so as to minimise vehicle movements where possible;
- The design of new buildings will follow best practice guidance for energy conservation and sustainable construction and be of appropriate architectural quality, and;
- Hard and soft landscaping will be maintained and enhanced (within the scope of aerodrome safeguarding criteria) to reflect the status of the airport as a key international gateway.

Runway and Taxiway System

As highlighted above in Chapter 4, forecasts for peak hour runway movements indicate that there will be no need to evaluate any means of increasing runway throughput capacity before 2020.

The southern taxiway from the terminal area to the main runway end will need to be rebuilt to maintain operational use and may be re-aligned.

Aircraft Aprons

Based on the forecasts in Chapter 4 it is proposed to invest in new aircraft parking stands on a phased basis as demand requires. This will ensure that we match our facilities to the current aircraft fleet and provide infrastructure to enable future growth. We believe that investment in these stands will be required in 2015, 2016, 2017 and again in 2020. The location of these stands will be opposite the current stands number 10 to 13. Prior to the building of these stands investment will be required to relocate the helicopter taxiway which currently occupies this area.

Passenger Terminal Facilities

The continuation of a major terminal refurbishment since 2005 has seen significant investment to the security search and departure lounge areas. They do, however, both reach their assessed capacity of 3.25m passengers before 2020, and will be developed accordingly.

The international arrivals area is physically constrained and requires to be upgraded to meet future needs. Passenger experience has been improved by recent investments in covered walkway facilities, with the final stage completed in early 2011. However, there is a need to provide additional domestic and international baggage reclaim capacity to meet demand at peak times. A programme of projects to replace and extend the reclaim belts commenced in 2012 to provide additional capacity in this area. There is a future major investment programme planned to ensure that the international arrivals area has sufficient capacity and delivers and enhanced customer experience. The scope of this development will be partially determined by future UK and European legislation.

The current check-in desks also have an assessed capacity of 3.25m fixed wing passengers each year. It is anticipated that desk capacity will become less critical over time as internet and self service check in technologies advance and become more widespread.

In the period up to 2020, it is planned to continue to upgrade and refurbish other parts of the main terminal building to provide a more efficient and attractive facility which meets the expectations of passengers and airlines. Projects will include re-developing the landside layout and expanding and upgrading the airside retail area and departures lounge space. Some capacity enhancements may also be required to the northern walkway and boarding gates, including additional weather protection for passengers.

Car Parking

Some additional capacity for short stay car parking will be required before 2020 and will continue to be located in close proximity to the main terminal.

Analysis of the demand for long stay parking at the airport has indicated that current on-airport supply meets peak demand however it is expected to exceed supply around 2013. If demand continues to rise in line with predictions, AIAL would seek to provide additional long stay car parking, within the areas designated for ancillary use. Additional long stay car parking will continue to be provided by third party off-airport operators.

Cargo and Mail

New cargo developments will be undertaken only as a result of specific requests from cargo operators. Detailed plans would be prepared and brought forward should demand arise. As a general development principle, the airport is seeking to consolidate cargo and maintenance facilities away from the existing terminal area. Consolidating such facilities presents a significant opportunity to safeguard areas for development and should create a purpose built cargo cluster with excellent links to the taxiway and runway system. The airport will seek to work with Scottish Enterprise, ACSEF and others to better understand the opportunities in this market to facilitate the development of an air freight development strategy.

Aircraft Maintenance

Currently there is no known demand for any additional aircraft maintenance facilities. However as with cargo, land has been safeguarded should the need arise.

Air Traffic Control and Airspace

Airspace directly surrounding Aberdeen airport is managed on behalf of the airport by National Air Traffic Services Limited (NATS). Outside of this zone, airspace is managed by NATS En Route Limited (NERL) from the Scottish Air Traffic Control Centre at Prestwick. Aberdeen airport has assumed that the controlled capacity of Scottish and UK airspace will grow to accommodate the forecast growth in air traffic. The CAA has recently published a draft Future Air Strategy and the airport is keen to be fully involved in all future discussions on airspace capacity provision.

Ancillary Facilities

Many of the ancillary facilities noted in chapter 2 will need to expand in line with the forecast growth in passenger numbers. Where possible, and taking cognisance of the general development principles established by this Master Plan, existing facilities will be extended to provide the additional capacity. Where this is not possible or the site is required for other purposes, facilities may need to be re-located. Drawing 6 indicates areas suitable for ancillary uses.

As the airport develops, it is very important that the vast majority of ancillary facilities continue to be provided within the airport campus in close proximity to the operational areas for two key reasons:

- If support facilities and services are located remotely from the airport, a considerable number of additional road journeys would need to be made to service the operational facilities. This would add unnecessarily to road congestion and to CO2 emissions; and
- The additional vehicles, staff and time allowances required to undertake remote servicing would add significantly to the operational costs of the businesses providing support services to the airport.

Helicopter Facilities

The traffic demand forecasts for offshore helicopters, both passengers and ATMs are relatively level through to 2020 and it is anticipated that the current areas occupied by the helicopter companies remain as per today. Minor operational developments may however be required, and the airport will work with the helicopter operators and Aberdeen City Council where necessary.

Chapter 8

Airport Development to 2040

Introduction

This chapter considers the longer term development requirements for Aberdeen airport to grow and meet air travel demand up to 2040. Current forecasts estimate that Aberdeen will handle around 5.0 million passengers a year by 2040. The DfT Guidelines on the preparation of airport master plans recognise that planning for airport growth over such a period of time presents challenges and acknowledges that:

"Proposals which will come to fruition so far in the future are likely to bring with them considerable uncertainties and that consequently there is likely to be little value in working them up in any great detail".

The forecast of 5.0 million passengers per year has therefore been used for planning purposes to provide a broad indication of the layout and extent of the airport at 2040.

General Development Principles

As described in chapter 7, the dynamic nature of the aviation sector and changing needs of passengers and airlines mean that the specific form and location of development can be subject to change. This is even more so the case when planning for the longer term out to 2040. However, in addition to the 2020 development principles a number of general development principles have been established to guide and inform plans for the longer term growth of the airport as follows:

- The development and operation of the existing runway and taxiway system will be optimised to achieve maximum capacity within operational and safety constraints, and;
- If required, additional runway length will be provided at both ends to allow airlines to operate more efficiently.

Runways and Taxiways

Drawing 6 shows the indicative layout and extent of Aberdeen airport in 2040.

As with the 2020 layout, forecasts for peak hour runway movements indicate that there will be no need to evaluate any means of increasing runway throughput capacity before 2040.

In terms of runway length, the main runway was previously constrained at 1829m and was extended to 1952m during 2011. This has enabled airlines to operate at higher load factors and also allowed new routes to be developed, supporting growth in passenger numbers. It is anticipated that additional runway extensions may be required in the period from 2020 to 2040 and drawing indicates potential options. As with the 2011 project, the exact additional length and timing of developments will be determined by airline fleets and commercial needs.

Additional runway length to the south requires land not currently owned by the airport at Stoneywood Cricket Club to be acquired. This land is required to allow realignment of the southern section of the taxiway in order to comply with aircraft separation distances and enable additional 'hold points' to be created. This will contribute to optimising the full runway length.

Future runway extensions in addition to the 300m consent already in place are likely to require a full planning application and environmental impact assessment. Should a runway extension be required AIAL will enter into consultation as early as possible with Aberdeen City Council and other partners.

Aircraft Aprons and Stands

Forecast peak stand demand for 2040 identifies the need for a total of 30 aircraft parking stands. It is proposed to invest in new aircraft parking stands as demand requires. This will ensure that we match our facilities to the current need and to provide infrastructure to enable future growth. The first new stands to be developed will be opposite the current stands number 14 to 17. Prior to the building of these stands investment will be required to relocate the helicopter taxiway which currently occupies this area. Land is already safeguarded for a further two additional aircraft stands towards the south of the main apron on recently acquired farmland.

Passenger Terminal Facilities

Further extensions and improvements to the terminal will be required to accommodate the 5.09 million passengers a year which AIAL is forecast to be handling by 2040. The terminal building itself will require extension to provide additional check-in, baggage handling, departure lounge and passenger circulation facilities. This is likely to be achieved by expanding to the West (currently the inner forecourt), and the South (currently international arrivals and service yards).

Cargo and Mail

As noted in chapter 7, cargo developments will only be undertaken in response to specific requests from cargo operators.

Aircraft Maintenance

While there is no quantifiable demand for additional maintenance facilities in the longer term, land is currently safeguarded for these uses.

Air Traffic Control and Airspace

As noted above in chapter 7, airspace directly surrounding Aberdeen airport is managed on behalf of the airport by National Air Traffic Services Limited (NATS). Outside of this zone, airspace is managed by NATS En Route Limited (NERL). Aberdeen airport has assumed that the capacity of the airspace managed by NERL will grow to accommodate the forecast growth in air traffic.

However, as the need and options for growth in runway length become clearer, more detailed analysis and modelling work will need to be undertaken in conjunction with NATS to understand what airspace changes, if any, will be needed. Where an airspace change proposal is identified then the CAA airspace change process will be followed. This process engages stakeholder organisations in consultation including, among others, local authorities, environmental groups, airport consultative committees and resident organisations. AIAL will support the CAA in following any airspace change process that is necessary.

Ancillary Facilities

The demand for ancillary facilities is inextricably linked to passenger and cargo volumes. Therefore, as passenger numbers increase to the forecast 5.09 million passengers per year in 2040, a significant amount of land will be required for ancillary uses to support the growth and operation of the airport, however this area is now within the airports ownership and so no further acquisitions of development land are anticipated.

Helicopter Facilities

The forecasts for offshore helicopter traffic show a decline from 2021 to 2040 as offshore oilfields mature and it is anticipated that the current areas occupied by the helicopter companies remain as per today. Minor operational developments may however be required, and the airport will work with the helicopter operators and Aberdeen City Council where necessary.

Chapter 8 | Airport Development to 2040

Chapter 9

Surface Access and Transport

Introduction

Convenient and reliable access by a range of transport modes is of fundamental importance to the operation and success of any airport. Aberdeen airport is no different in this respect and is therefore committed to working with the appropriate planning and transport authorities to develop a range of convenient, attractive and sustainable options for people to travel to and from the airport. However, good access is not only important from the airport perspective. As the numerous policy documents discussed in chapter 3 recognise, Aberdeen airport plays a key role in supporting the nation's economy and is an important source of employment. The ability of the airport to maintain and enhance this role is undoubtedly linked with the quality and performance of the surface access network which connects the airport with the rest of the country. Research undertaken for the DfT states that:

"Respondents… generally regarded getting to and from airports as integral to their overall experience with a significant potential to affect satisfaction, mood and stress levels…"

The report goes on to suggest that:

"All other things being equal (i.e. availability and cost of flight permitting), most [passengers] said they preferred to use the airport that was easiest or more convenient for them to get to; often but not necessarily their nearest airport."

Increasing environmental awareness and the need to reduce emissions from transport is also a key consideration for surface access. As a responsible operator, it is important for Aberdeen airport and its partners to ensure that measures are being taken to manage traffic and promote environmentally sustainable transport choices.

The relationship between airport activity and the scale and patterns of demand for road, rail and other forms of transport is highly complex and influenced by a range of factors. These include journey time reliability, the purpose of travel (e.g. business/leisure), duration of travel and price. People travelling to and from the airport include passengers, airport/airline staff, people picking up or dropping off and those associated with cargo, maintenance and the airport's supply chain. Each of these groups can have differing and specific requirements for how they travel to and from the airport.

Aberdeen Airport Surface Access Strategy 2008 - 2012
The Airport Surface Access Strategy (ASAS) was published in 2008 and sets out a number of targets and actions to improve access to the airport and increase the use of more environmentally sustainable modes of transport. In terms of how the Master Plan and ASAS relate to each other, the Master Plan establishes the long term strategic objectives for improving surface access while the ASAS provides a more detailed tactical response to meeting these objectives.

The key objective of the ASAS is:

"To increasingly influence surface access journeys as the airport develops, and to support Government aims to increase public transport mode share."

A number of targets and actions are set out by the ASAS to achieve the key objective, notably:

"To increase the overall public transport modal share from 6.1% to 8.5% by 2012."

The ASAS was prepared by Aberdeen Airport Limited in consultation with members of the Airport Transport Forum (ATF). This body was established by the airport and is made up of transport related organisations such as bus operators, taxi companies, Transport Scotland and NESTRANS. The purpose of the ATF is to promote, monitor and co-ordinate improvements to the airport's accessibility by public transport in particular. AIAL has committed to review and reissue the ASAS in 2013.

Existing Strategic Transport Network

NESTRANS commissioned transport consultants to undertake a study to identify the strategic transport network which serves Aberdeen airport. The study also assessed the current and future performance of the network. The study identified the following issues:

- a high level of dependence on cars and taxis for access to and from the airport;
- that the airport is currently heavily dependent upon the strategic road network for access by staff and passengers;
- that there is evidence of congestion, delays and reduced operational efficiency on key parts of the strategic network serving Aberdeen airport which are predicted to be exacerbated over time as demand increases; and
- that there is limited scope to encourage modal shift to public transport without measures to make buses and trains more attractive to prospective users.

Road

Aberdeen airport is connected to the A96, A947 and A90 trunk roads via a local network that also serves the adjacent Kirkhill Industrial Estate and provides general access to Dyce and Aberdeen City.

In terms of the current performance of the road network serving the airport, many sections suffer from significant and recurring congestion during peak periods, particularly Dyce Drive, Wellheads Drive and Pitmedden Road.

Two projects are currently being constructed which will improve access to the airport by road. The Aberdeen Western Peripheral Route (AWPR) will reduce congestion and provide crucial links to Aberdeen and beyond. Journey times and reliability to all areas will be vastly improved.

The provision of the link road between Dyce drive and the A96 will complete the network between the airport and the AWPR. Again, this is expected to improve journey times and the reliability of travel times to the airport. Although preparatory work has begun, the handover of both these projects is a number of years away. Although there are no statutory planning issues associated with either the AWPR or the link road, the timing and delivery programme are key to meeting the forecast growth of both the region and airport.

Over 100 buses depart from Aberdeen airport every day. The bus route network is as follows:

- Jet 727 - Airport to Aberdeen city centre shuttle
- Jet 80 - Dyce railway station shuttle
- 220 - Aberdeen/Alford via Airport
- 27 - Aberdeen/Dyce via Airport
- 747 -Dyce/Ellon via Airport
- 777 -Oldmeldrum/Kingwells via Airport

Rail

The airport is not directly connected to the rail network. Dyce is the nearest railway station and is the main interchange for people using rail to access the airport. In recent years, Aberdeen airport has contributed towards the operation of the number 80 Dyce station shuttle bus. Also, AIAL has recently committed to provide land, currently within its ownership, to support the proposed development of Dyce railway station to accommodate proposed rail passenger growth and to improve customer service at the station. The delivery of this project is also key to providing capacity for growth.

Walking + Cycling

Accessing the airport on foot or by bicycle is not feasible for the majority of airport users and staff due to the practicalities of carrying luggage, shift patterns or the distance between the airport and peoples' point of origin. A number of locally based staff (and a very small number of passengers) however do choose one of these modes of transport, using the network of footpaths and the airport cycle route.

Footpaths link the airport with Dyce and cycle routes connect with National Cycle Network route 1. A number of cycle parking facilities are located throughout the airport campus.

Existing Passenger Transport Characteristics

Table 10 below shows how departing passengers chose to access Aberdeen airport in 2011.

Mode of Transport	Number of Passengers (%)
Private Car/Taxi	81.4
Bus/Coach	7.9
Other/Unknown	3.3
Rail	0.6
Transfer (arrived by aircraft)	6.8

Table 10: Passenger Modal Split (Source: 2011 BAA Retail Profiler Survey.)

The results shown in Table 10 represent an increase in the percentage of passengers travelling to the airport by bus or coach from 6.5% to 7.9% from 2005 to 2011. There is also a decrease in the percentage of passengers accessing the airport by car, from 86% down to 81.4%. The increase in bus usage is encouraging given the levels of investment the airport and its partners have made in improving public transport facilities and services.

Table 11 details the areas of origin for departing passengers using Aberdeen airport in 2009.

Area	Number of Passengers (%)*
Aberdeen City	63.2
Aberdeenshire	24.7
Moray	3.4
Angus	2.2
Highland	1.9
Perth & Kinross	1.1
Dundee City	0.9
Glasgow City	0.5
South Lanarkshire	0.4
Falkirk	0.3
Fife	0.3
Rest of Scotland	0.7
England	0.2

Table 11: Origin of Departing Passengers (Source: 2009 CAA Passenger Survey.) *May not sum due to rounding.

Existing Staff Transport Characteristics

Table 12 below shows how staff chose to travel to work during 2008.

Mode of Transport	Number of Staff (%)*
Private Car (driver)	88
Bus/Coach	3
Private Car (passenger)	4
Taxi	1
Motorcycle	1
Bicycle	2
Rail	0

Table 12: Staff Modal Split (Source: 2008 ASAS) *May not sum due to rounding.

Of all the staff who work at Aberdeen airport almost all live and travel from either Aberdeen City or Aberdeenshire with less than 1% travelling from outside these areas. Table 13 illustrates the areas where there are concentrations of more than 50 registered workers in residence.

Area	Number of Staff (%)
Northfield	5.3
Kintore & Oldmeldrum	4.4
Dyce	4.3
Newmachar	4.0
NE Aberdeen	3.8
Bankhead & Bucksburn	3.8
Westhill, Kirkton of Skene, Dunecht	3.6
Portlethen, Cove Bay	3.5
Inverurie	3.5
Torry & Harbour	2.4
Pitcaple & Kemnay	2.1
Ellon	2.1
Kingswells	2.0

Table 13: Staff concentrations by postcode districts. (Source: 2008 ASAS)

Surface Access Infrastructure 2020

Achieving modal shift to more sustainable forms of transport is a priority for Government. This policy is explicit across a number of policy documents including the second National Planning Framework, Scottish Planning Policy, the National Transport Strategy and others. In addition to this, the Future of Air Transport White Paper makes improving surface access - and sustainable modes of travel in particular - a pre-requisite in order for future airport growth to be supported.

AIAL recognises the importance of achieving modal shift and is committed to working with partners to develop and deliver improvements. Improving accessibility to the airport enhances its attractiveness to businesses and tourists alike, and ultimately therefore contributes to the success of Scotland's economy. However, it must be recognised that many passengers and staff will continue to choose to access the airport by car for a variety of reasons and it is important that on and off-airport road infrastructure is improved and that a balanced and integrated approach is taken.

The previously mentioned AWPR and A96 link road projects both will greatly improve accessibility, will reduce and render journey times to the airport more predictable, and are key to the airport developing. The early implementation of these projects is crucial to accommodate the forecast passenger growth.

In terms of the internal airport road network, the investment of over £2.5 million since 2009 to improve traffic flow and passenger transport facilities has greatly reduced congestion on the forecourt areas of the airport. Traffic modelling indicates that the internal road network has sufficient capacity and only minor works may be required as passenger demand increases to 2020.

In line with the target to double the number of staff who walk or cycle to work, the airport cycle network will be upgraded and improved facilities developed to provide functional and attractive routes.

In order to promote and encourage electric and hybrid vehicle use AIAL will provide charging points for public use and will also work with the car hire companies to introduce a more fuel efficient car hire fleet.

AIAL has also committed to provide land, currently within its ownership, to support the proposed development of Dyce railway station to accommodate proposed rail passenger growth and to improve customer service at the station.

Surface Access Infrastructure 2040

Surface access infrastructure improvements will be required both on and off airport to accommodate forecast passenger demand out to 2040. It is not possible at this stage to identify the exact improvements that will be required however AIAL will continue to work with transport authorities and operators to ensure that improvements are delivered in a timely manner to support the sustainable growth of the airport.

Chapter 10

Next Steps

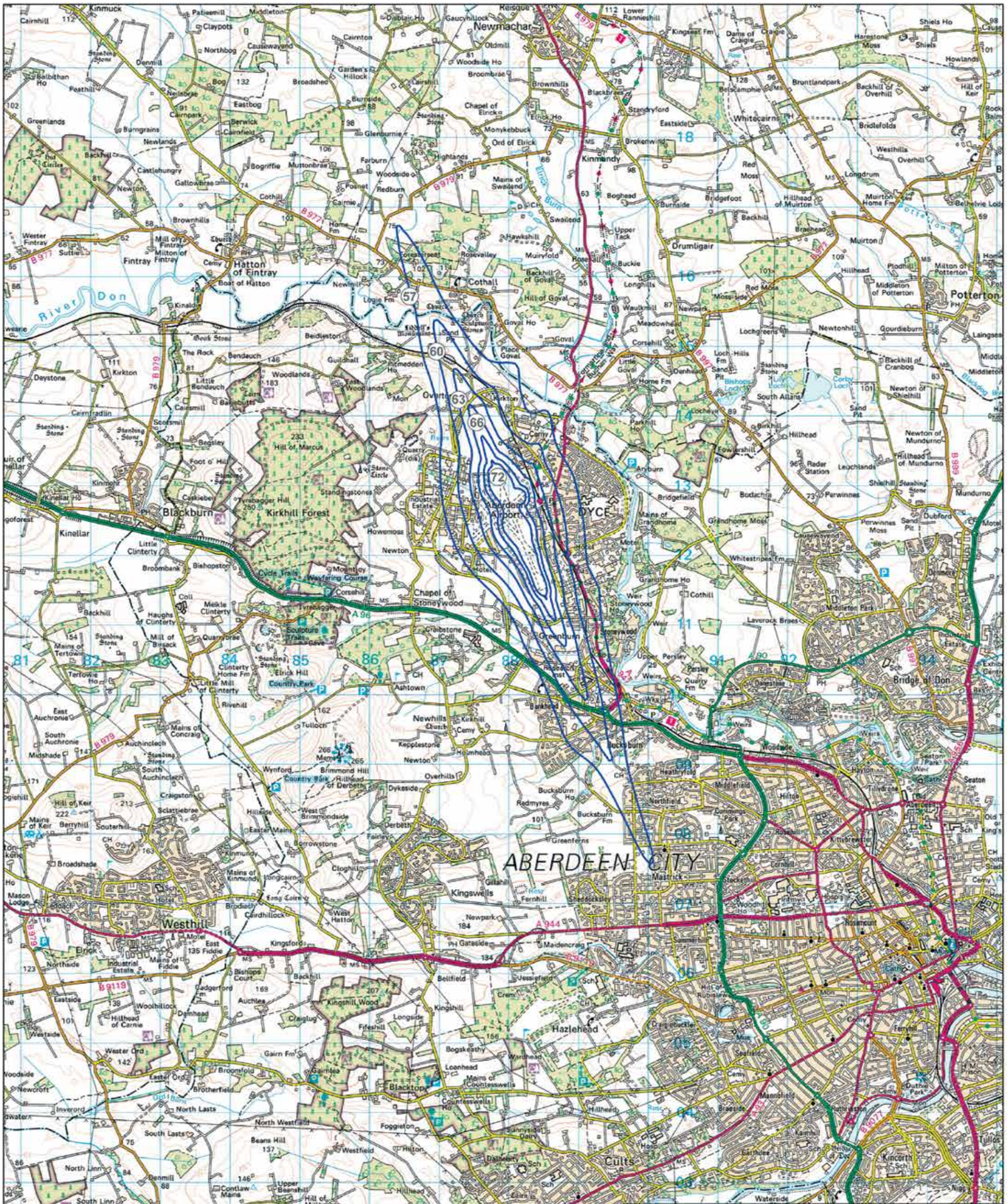
Aberdeen International Airport's latest Master Plan is not the end of the process. It is the foundation upon which the AIAL team will progress to maximise the contribution a successful Aberdeen airport makes to our country. We will do this by: continuing to actively participate in the development of policies and legislation which affect the airport; continuing to engage with our customers, neighbours and partners; and continuing to develop Aberdeen airport in a sustainable and responsible manner.

The Master Plan will be updated every five years in order to provide a current and accurate basis to guide airport development and enable informed and on-going dialogue to continue.

Chapter 10 | Next Steps

Glossary of Terms

AABAP	Aberdeen Airport Biodiversity Action Plan
AIAL	Aberdeen International Airport Limited
ASAS	Airport Surface Access Strategy
ACI World	Airports Council International
ACSEF	Aberdeen City and Shire Economic Future
ATF	Airport Transport Forum
ATM	Air Traffic Movement
AWPR	Aberdeen Western Peripheral Route
CAA	Civil Aviation Authority
DfT	Department for Transport
EU ETS	European Union Emissions Trading Scheme
FTE	Full Time Equivalents
FW	Fixed wing
GVA	Gross Value Added
Leq	Equivalent continuous noise level
NAQS	National Air Quality Strategy
NATS	National Air Traffic Services Limited
NERL	NATS En Route Limited
NPF2	National Planning Framework 2
NTS	National Transport Strategy
NESTRANS	Aberdeen City and Shire Transport Partnership
PATM	Passenger Air Traffic Movement
PSZ	Public Safety Zone
SEPA	Scottish Environment Protection Agency



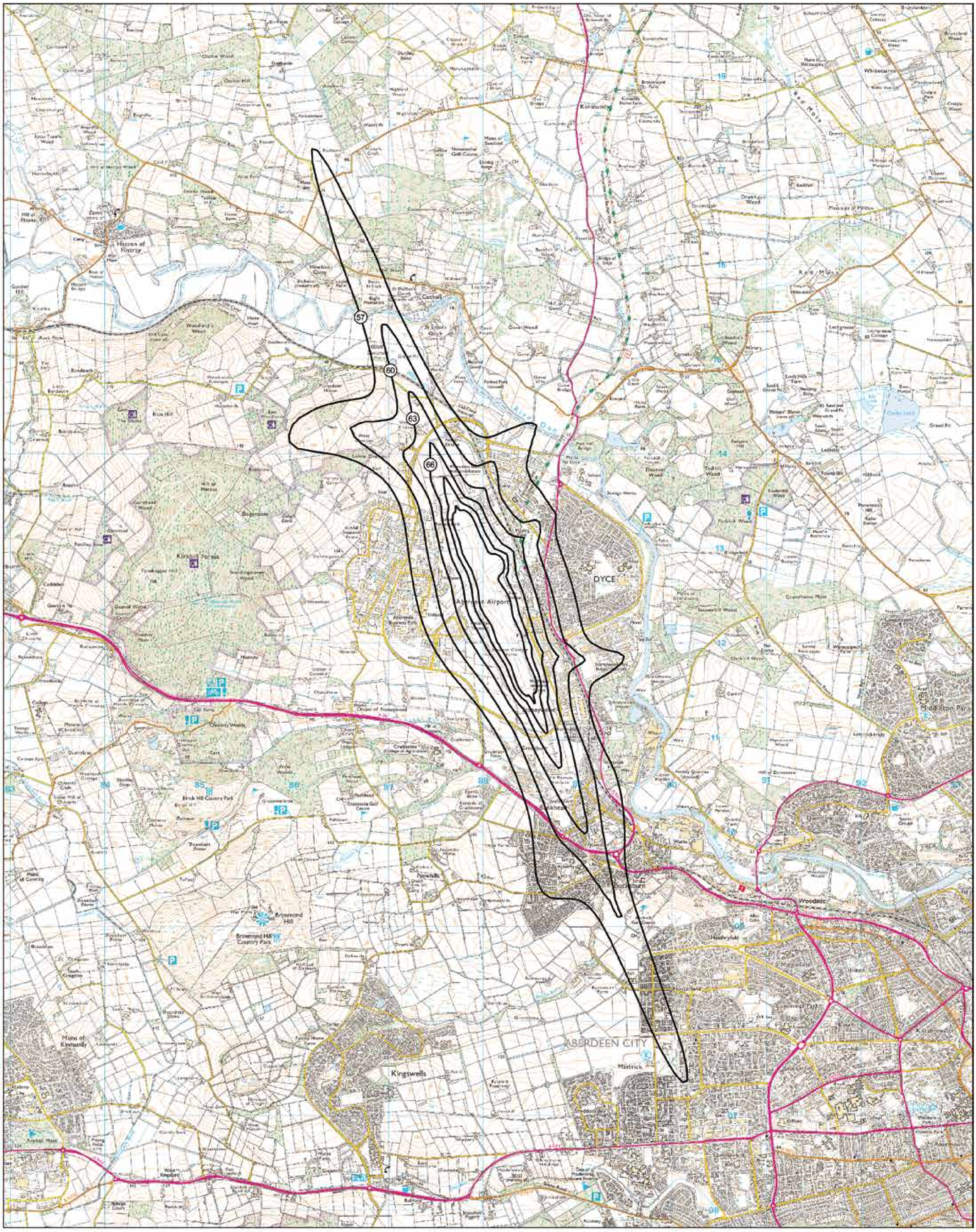
ABERDEEN AIRPORT
Year 2006 (actual)
Average Summer Day 16 Hour Leq Noise Contours
Actual Modal Split 42%N / 58%S

SCALE 1:50,000@A3 ABZ - 105 June 2007

ABERDEEN AIRPORT
Forecast Year 2020 Leq Contours (Fixed-wing + Helicopters)
Modal splits: 53% rwy 16 / 47% rwy 34; 11% rwy H05 / 89% rwy H23

Scale 1:25,000

Civil Aviation Authority



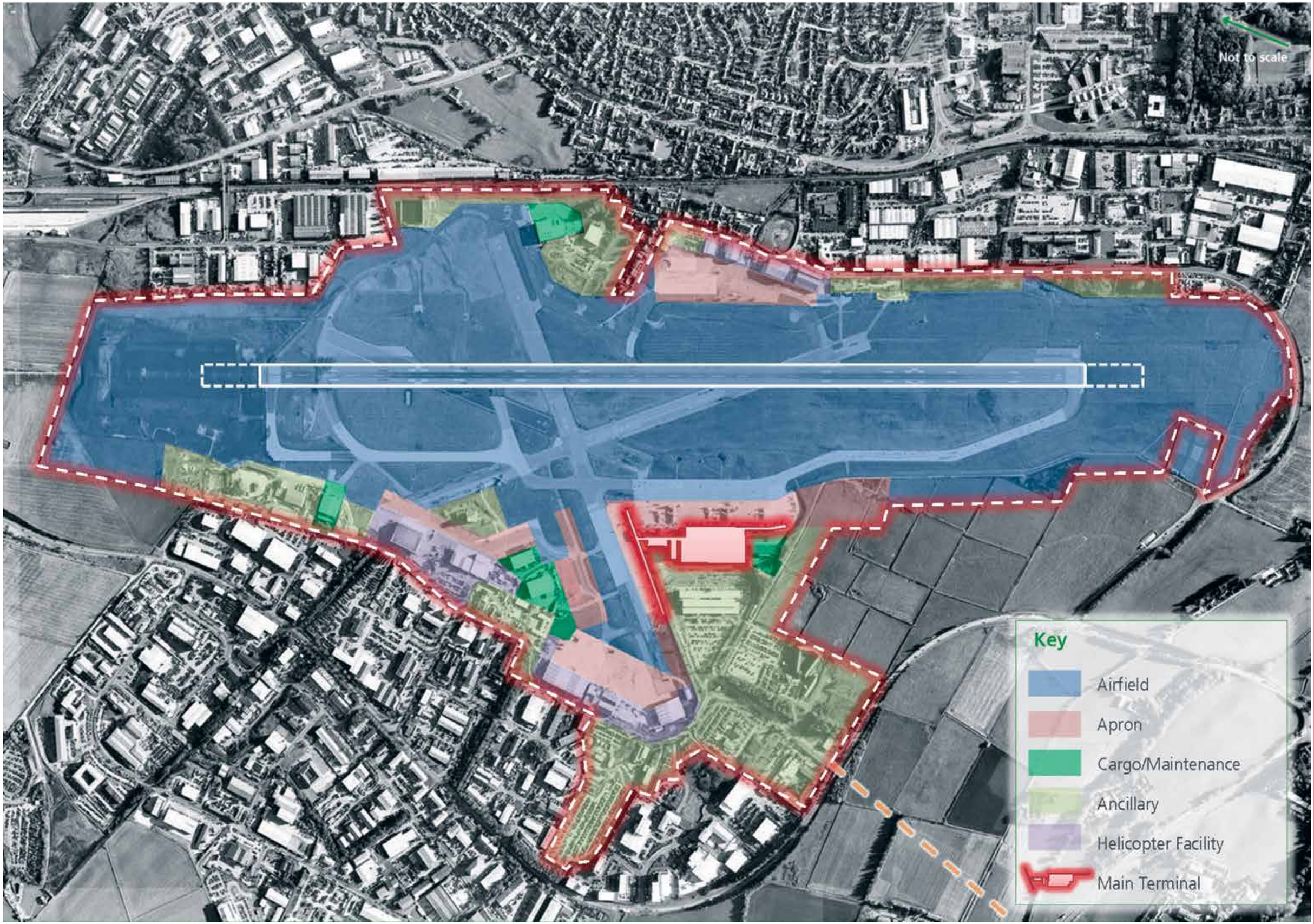
ABERDEEN AIRPORT
Forecast Year 2040 Leq Contours (Fixed-wing + Helicopters)
Modal splits: 52% rwy 16 / 48% rwy 34; 11% rwy H05 / 89% rwy H23

Scale 1:25,000

Civil Aviation Authority


Not to scale
Key
Airfield
Apron
Cargo/Maintenance
Ancillary
Helicopter Facility
Main Terminal


Not to scale
Key
Airfield
Apron
Cargo/Maintenance
Ancillary
Helicopter Facility
Main Terminal


Not to scale
Key
Airfield
Apron
Cargo/Maintenance
Ancillary
Helicopter Facility
Main Terminal

Aberdeen International Airport

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Matthew Easton
Senior Planner
Planning & Sustainable Development
Communities, Housing & Infrastructure
Aberdeen City Council

11/11/15

Via Email (our ref. ABZ 2562)

Dear Mr Easton,

Re: P151390 – Rowett Research Institute, Greenburn Road, Bucksburn – Detailed Planning Application

I write in relation to the above application which was received in this office on 2nd October 2015. The proposed development has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria **subject to the following conditions**.

Heights

The proposed location for the development lies approximately 1.5km South of Aberdeen International Airport, within the established Public Safety Zone and close proximity to the take off and approach path of the southern runway. As outlined in the Aberdeen Airport Master Plan 2012 it is anticipated that additional runway extensions may be required in the period 2020 to 2040 based on predicted passenger growth but the exact additional length and timing of developments will be determined by airline fleets and commercial needs.

This application has been assessed and safeguarded against the potential future expansion of the southern runway. The proposed maximum building heights have been taken from drawing 'Site Co-ordinates and Maximum Building Heights – drawing number 214016-KD-T(90)XXXX-002'. The following is a list of all the buildings in the new development and **the maximum heights (AOD) that are acceptable to the airport;**

- AECC Arena A1 – maximum height of building at 90.8m.

NOTE: AECC Arena A1 (388513/810553) – at the North East corner of the building the maximum height permissible is 89m.

- AECC Arena A2 – maximum building height at 69.5m
- AECC Arena A3 – maximum building height at 81m
- AECC Entrance Portico – maximum building height at 76.5m
- AECC Canopy – maximum building height at 71.5m
- AECC Exhibition Halls – maximum building height at 81.8m. NOTE – a small infringement has been accepted by the airport.

- Hotel 1 – maximum building height at 81.8m. NOTE – a small infringement has been accepted by the airport.
- Subterranean Roof – maximum building height at 67.8m
- Central Square Pop Ups – maximum height at 66m
- Energy Centre – maximum building height at 68.5m
- Energy Centre Flue Zone – maximum height at 75.5m
- AD Plant Buildings – AD1 – maximum building height at 80m
- AD Plant Buildings – AD2 – maximum building height at 73m
- AD Plant Buildings – AD3 – maximum building height at 71m
- AD Plant Buildings – AD4 – maximum building height at 72m
- AD Gas Wash – maximum building height at 80m
- AD Tanks - maximum building height at 80m

* **NOTE – Tank at (388439/810982) – Maximum height at this point – 78.2m – current plans will have to be amended.**

- AD Flare – maximum height at 72m

Potential Impact on Radar.

We have been notified by NERL that the development has the potential to affect the operation of its Perwinnes SSR and that a condition should be imposed to ensure that any impact is either discounted or addressed when they have sufficient information available to formally respond.

Landscaping and Bird Management

The following comments have been made by our landscaping consultants;

The conference and exhibition centre, hotel and other buildings have been designed with a series of large flat or shallow pitched roofs on different levels. These will be clad with profiled aluminium sheet with

standing seam and a stucco embossed finish. Where no access is required and visual inspection can be undertaken by other means, no access will be provided. The subterranean exhibition space has a series of green roofs, which will be planted with sedum, alternated with lower roofs with standing seam cladding. The central square includes external bar / café / restaurant facilities.

A substantial element of the design is the green space and parkland. This includes a park that runs along the diverted Green Burn to the west, south and east of the site, and a large open green space in line with the end of the runway. In addition there will be ornamental plating in the open spaces between the buildings and in the car parks. The landscaping consists of the realigned watercourse with marginal planting, structural woodland and shrubs, meadow and amenity grassland, hedgerows, ornamental trees and shrubs and the sedum roof. The development includes a SUDs. This appears to consist of the green roofs on the subterranean building and energy centre, dry swales and proposed cellular water storage.

The proposals also includes an aerobic digestion (AD) plant on the northern edge of the development, closest to the airport. This will take biodegradable waste (including food waste) and process it to form heat, gas and digestate. Waste will be pre-processed off site and transported in, where they will be handled in a sealed on-site reception hall for loading into the AD plant. All feedstocks will be stored and handled in a controlled environment and there will be no open air storage at the site.

Risk assessment

Earthworks

The current topography of the site means that there are substantial earthworks required. The Green Burn currently meanders through the middle of the site and this is required to be diverted to the South of the site, adjacent to the A96. This will involve relocating circa 500,000m3 of material around the site. The demolition, earthworks and re-aligning Green Burn will create a significant attractant for hazardous species such as gulls and corvids. As such a robust BHMP will need to be place to manage the attractant before this phase of the development commences.

Building design

Many of the buildings, including the AECC have very large areas of flat or shallow pitched roofs. There are also proposed a number of green roofs. These will all be highly attractive to breeding, roosting and loafing gulls, which are a significant hazard at Aberdeen International Airport. As such areas of flat or shallow pitched roofs should be avoided, and any areas that remain must have access to manage the issues of breeding or roosting gulls. Green roofs should be removed from the design, as these are particularly attractive to gulls and this close to the runway and approaches would not constitute responsible development.

The buildings should also be designed to exclude ledges and overhangs that may provide suitable nesting or roosting sites for Feral Pigeons.

Catering facilities

Outdoor catering facilities are proposed in the central square. Outdoor food outlets have the potential to result in food waste being available to hazardous birds. Bins associated with all food outlets also have the

potential to provide exploitable food resources. Given the critical location of the site relative to the airport, outdoor catering facilities should not be included in the design. In addition, facilities must be provided to ensure that all food waste is dealt with appropriately, and stored in lidded bins.

Landscaping

As part of the project there is a substantial amount of landscaping located around the area of the realigned Green Burn, as well as other pockets of landscaping throughout the site. The landscaping has been designed with bird strike in mind and does not contain any areas of open water, apart from the realigned Green Burn. The planting scheme does not include large tree species such as Oak or Scots Pine. There are some berry bearing plants included in the planting mix, however as long as these are kept to less than 10% of the tree and shrub planting palette, this is acceptable.

The design includes large areas of grass. Much of this will be managed as long grass, however, there will also be substantial areas of short amenity grass. These areas of short grass have the potential to provide feeding opportunities for gulls, and should be kept to a minimum.

AD plant

The AD plant will handle putrescible waste. However this will arrive in sealed containers or tankers and will be handled in a controlled environment. As long as all waste is handled under cover (in a contained area, with no access through holes in walls/windows), then this should not result in a significant attractant to hazardous birds.

BHMP
Given the critical location of this site, at the end of the runway and directly underneath the approaches, a Bird Hazard Management Plan (BHMP) will be required. This will need to cover both the development phase to ensure no additional hazard is created by the earthworks, and in perpetuity to ensure that hazardous birds are unable to exploit the site in the longer term.

Recommendations

The proposed development is in a critical location relative to Aberdeen International Airport and has the potential to substantially negatively impact on the birdstrike risk to aircraft operating out of the airport. As such responsible development would be to ensure that the development is designed in such a way as to not provide additional exploitable resources for hazardous birds. The proposals as they currently stand contain substantial attractants for roof nesting gulls in particular. This is an existing issue at Aberdeen, and the location of this development, very close to the approaches, would bring these birds into closer proximity with critical airspace.

Based on the advice of our landscaping consultant above Aberdeen International Airport would seek the following changes to be made to the landscaping plans;

Green roofs are removed from the plans and other areas of flat or shallow pitched roof are minimised. Where they cannot be removed from the plans the roofs need to be designed with minimal roof furniture and changes in levels and with complete access to enable control of any gull issues that may arise. In

addition we suggest that no outdoor catering facilities are provided and that short amenity grass is kept to paths. A robust results based BHMP is also needed both for the development phase and in perpetuity.

The BHMP shall be implemented as approved upon completion of development and shall remain in force for the life of the site**.** No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Planning Authority.

We would also make the following comments;

Cranes

Given the nature of the proposed development it is likely that cranes may be required during its construction. In the event cranage or scaffolding is required, then their use must be subject to separate consultation with Aberdeen International Airport (AIA). We would like to draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome.

Lighting and Signage

The development is close to the aerodrome and aircraft taking off from or landing at the aerodrome. Lighting schemes required during construction and for the completed development shall be of a flat glass, full cut off design, mounted horizontally, and shall ensure that there is to be no light spill above the horizontal so as not to distract crew operating at AIA. All lighting plans must be approved in writing by the Planning Authority, prior to installation and use. Strobe, laser and flashing lights will also be omitted from such scheme. Any proposed illuminated signage must be designed to ensure it will cause no distractions to flight crew operating at the airport.

Noise

Given the proximity of the development to the airport, all relevant insulation in building fabric including glasses, glazing and ventilation elements will be supplied and fitted in compliance with current noise attenuation regulations and tested. The Developer is advised to make themselves aware of current flight paths, including that of helicopters.

It is important that any conditions requested in this response are applied to a planning approval. Where a Local Planning Authority proposes to grant permission against the advice of AIA, or not to attach conditions which the airport has advised, it shall notify AIA, the Civil Aviation Authority and the Scottish Ministers as specified in the Safeguarding or Aerodromes Direction 2003.

Yours sincerely

Fraser Bain

Fraser Bain
Safeguarding Manager

Aberdeen International Airport

AOA THE VOICE OF UK AIRPORTS AWARDS 2014/15 BEST AIRPORT WITH UP TO 6 MILLION PASSENGERS

360° Excellence

Planning Development Management Committee

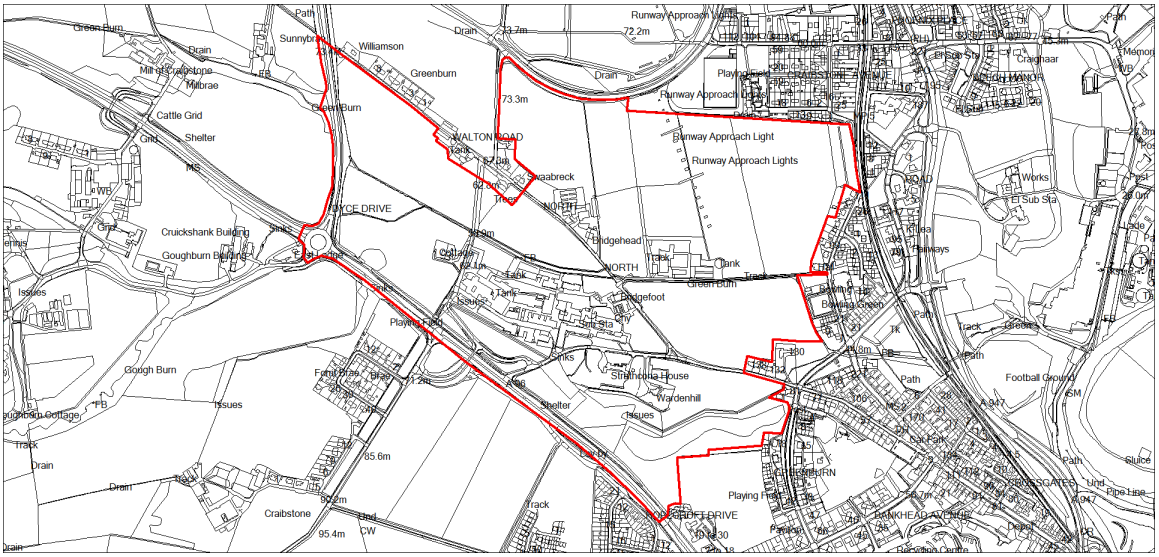
Rowett Research Institute, Greenburn Road, Bucksburn

Demolition of existing buildings, erection of exhibition and conference centre including subterranean and public space, energy centre, hotel and associated access, landscaping, engineering works (including burn diversion/formation and ground works/platforming) and car parking (including temporary car parking)

For: Henry Boot Developments Ltd

Application Type : Detailed Planning Permission
Application Ref. : P151390
Application Date: 24/08/2015
Officer : Matthew Easton
Ward : Dyce/Bucksburn/Danestone(B Crockett/G Lawrence/N MacGregor/G Samarai)

Advert : Dev. Plan Departure
Advertised on: 09/09/2015
Committee Date: 10/12/2015
Community Council : No response



RECOMMENDATION: Approve Subject to Conditions

DESCRIPTION

The site is some 60 hectares and located in north west Aberdeen, between the airport and A96. It contains the Rowett Institute of Nutrition and Health, part of the University of Aberdeen and comprises a complex of various buildings set within an agricultural landscape. Also present are a several residential properties and infrastructure associated with nearby Aberdeen International Airport. The landform is undulating and generally slopes from north to south, towards the A96.

The buildings range from three storey traditional granite and sandstone c. 1920s buildings, to modular exposed concrete framed 1960s extensions and single storey agricultural buildings. Several are noteworthy –

- Strathcona House (1929), designed by Arthur G Ingham. Of three stories, and unusually for Aberdeen, constructed from red sandstone with pitched slated roof. The design and plan form having strong references to the collegiate style and Scots baronial details, particularly evidenced in the large ground floor hall and balustraded veranda that dominates the principal elevation. The early 20th century interior decorative scheme largely survives and includes good-quality oak panelling to the principal public rooms, stone fireplaces and stained glass.

- The Boyd Orr building (1922) is semi-detached and three storeys, with granite walls and a pitched asbestos roof. It was used as offices and laboratories.

- The Reid Library (1938) is semi-detached and two storeys in height, being constructed from granite with a pitched slated roof.

- Wardenhill House (1925) is a detached two storey house also constructed from granite with a slated roof.

None of the buildings on the site are listed or within a conservation area.

The undeveloped parts of the site comprise a mix of improved grassland, semi-improved grassland, bare ground and small areas of woodland. The Green Burn runs from west to east through the site towards the River Don.

Core Path No. 4 crosses the site and follows the route of Greenburn Road, which also acts as the boundary between the community council areas of Bucksburn & Newhills and Dyce & Stoneywood.

To the north is Wellheads Drive beyond which is the airport and Bucksburn Cricket Club. The approach lights for a runway are located at the north east. To the immediate north east, east and south east are the residential communities of Bankhead and Stoneywood, with the closest streets being Waterton Road and Brimmond View. The south eastern boundary is the A96 with agricultural land

beyond, but identified for 1700 homes and known as Rowett South. Existing residential properties exist at Forritt Brae. The western boundary comprises Dyce Drive, beyond which is agricultural land identified as suitable for employment use. There are a number of residential properties in the north west, located around Greenburn Farm. The agricultural land in this area has been granted planning permission for phase two of the ABZ Business Park.

RELEVANT HISTORY

- A proposal of application notice (P140606) associated to the development now proposed was submitted in April 2014. Subsequent public consultation was undertaken between April 2014 and April 2015 and is outlined in the 'Pre-Application Consultation' of this report.

- Historic Scotland (now Historic Environment Scotland or HES) received a request to list Strathcona House in April 2015. The building was visited in May 2015 when the interior and exterior were inspected. HES's conclusion was that the building was considered to be of local importance and may meet the criteria for listing at category 'C'. However due to the current proposals which would affect the character of the building, it was not considered further for listing. Should the planning situation change, HES may reconsider their position.

PROPOSAL

Planning permission in principle is sought for the demolition of all buildings on the site and the construction of an exhibition and conference centre with supporting uses. The project is part of the Council's wider Strategic Infrastructure Plan (SIP) programme to relocate the new Aberdeen Exhibition and Conference Centre (AECC) from the current Bridge of Don site at Ellon Road. The new AECC is expected to –

- provide four times the current exhibition space;
- increase the seated entertainment arena from 4,750 to 12,500;
- secure an additional 31,000 business tourists to Scotland; and
- lead to an additional £11m of visitor spend per annum.
- become operational in late 2018.

The development would comprise –

- A new exhibition and conference centre (45,000sqm gross) with

subterranean space (33,600sqm) including a concourse, retail, leisure, restaurant and public houses use. The footprint of the building is linear in form with slight changes in direction occurring at the interface between the concourse and adjacent hotel. The building form is 310m long and 115m at its widest and located within the southern part of the site. It would be made up of a series of angular forms which would be reinforced with the application of ribbon profiles, contrasting in colour with the wall cladding. The west gable would be formed as a series of inclined walls which would fall outwards from the base point, rising to a height of 31m and representing the tallest part. The lowest part is adjacent to the main entrance, at 18m.

The building has been designed to provide many flexible spaces comprising a 9,000m2 multi-purpose arena that could host a large range of exhibition, entertainment and sporting events, a 6,000m2 multi-purpose sub-divisible exhibition hall, and a number of conference facilities. A continuous concourse connects all public functions, allowing the building to be used for simultaneous performances or events. On this route there are merchandise units, bars and food & beverage facilities activating the ground floor concourse. This animated frontage would be viewed from outside through the main glazed façade and feature entrance.

Within the arena, seating would take the form of retractable units which would be recessed into the side and rear walls. Additional floor seating could be laid down the centre of the arena to offer a variety of spectator seating and standing options. Twenty VIP boxes would be located above the seating units at first floor. Each VIP box provides a private entertainment space with a seated balcony area. A further four tiers of seating would be located at second floor level.

The exhibition hall would have an internal clear height of 7.5m and can be subdivided into three equal spaces. ‘Hall A’ is positioned directly off the concourse. A large folding partition allows this hall to act as an extension of the concourse and will act as a pre-event space for the arena. Halls ‘B’ and ‘C’, which would primarily be used for functions, would be accessed from an arrival area which extends off the eastern edge of the concourse. Back-of-house facilities would be located to the rear of these halls with easy access to the service yard which would run the full length of the south elevation.

Conference and meeting rooms in a range of sizes are grouped together into a single zone at first floor level. All meeting rooms are positioned on the North external wall to allow for natural daylight and offer elevated views out across the proposed central square.

- A 31,000sqm semi-subterranean space below the main central square doubles-up as a 1200 space car park and exhibition space for major events. It would be 300m long and 120m wide and have vehicular

access/egress ramps at its west and north ends, and vertical circulation cores, one of which connects directly to the AECC main concourse at ground floor level. Its roof would comprise feature green roof ribbons which would integrate with the linear landscape of the central square.

- Integrated within the AECC building would be a 200 bedroom hotel (14,600sqm) which would connect to the AECC at the ground floor concourse and first floor conference suite levels. The hotel would be 155m at its longest and 40m wide. It would have bars, restaurants, conference and spa facilities at ground and first floor levels, with guest rooms above. The main entrance of the hotel would be to the north-east of the building where there would be a vehicle/taxi drop-off adjacent to the arrival reception area.

- An energy centre incorporating an anaerobic digestion (AD) plant. The energy centre concept is for a modular combined cooling, heat and power plant (CCHP) feeding a private wire electricity supply and a district heating and cooling loop. The district heating loop would feed the whole masterplan area with spur connections for future expansion off-site. Heating would extend to the whole development while the cooling loop would be restricted to the AECC development area only.

    - The energy centre building and enclosure would be located to the south of the AECC building and to the north of the A96, which would be 50m away. It would integrate into the site topography, utilising the opportunity offered by the landscape to screen the plant and equipment located within the building. The south face of the enclosing wall is recessed into the landscaped bank as it rises north away from the Burn Corridor adjacent to the A96. The south, west and east walls of the energy centre would be created from stone filled gabion baskets.

    - Anaerobic Digestion (AD) is a series of natural biological processes whereby organic waste material, known as feedstock, is broken down by micro-organisms and converted into energy, known as biogas, which is a mixture of carbon dioxide and methane. An on-site AD plant, which would be located in the northern part of the site and would accept Aberdeen City food wastes, agricultural wastes and purpose grown crop. The biogas produced would be upgraded and cleaned to a bio-methane, (equivalent to natural gas). The gas output from the AD plant would be injected into the main gas grid and will also feed the on-site power generation building. The waste materials and energy crops would be brought from offsite to the sealed on-site reception hall for loading into the AD plant. All feedstocks would be stored and handled in a controlled environment. The AD plant facility would comprise four primary circular digestor tanks, 24m in diameter and

maximum of 14m high, three circular secondary tanks, 34m in diameter and maximum of 12m high, a pump room at 6m high and a reception building at 14m high. Two pieces of external plant known as 'gas washes' are also proposed, each of which would have the appearance of a container, with an adjacent flue stack of 14m in height. Each structure would be finished in a variety of steel cladding.

- Access for both pedestrians and vehicles, including public transport. Car and coach parking including temporary car park.

- Open space, landscaping and public realm works including creation of a burn park and piazza. Groundworks, improvement and diversion of watercourses to a new alignment.

Supporting Documents

All drawings and the supporting documents listed below relating to this application can be viewed on the Council's website at http://planning.aberdeencity.gov.uk/PlanningDetail.asp?ref=150826.

- Drainage Impact Assessment
- Flood Risk Assessment
- Pre-Application Consultation Report
- Sustainability Statement
- Transport Assessment
- Tree Survey

Environmental Statement (ES)

The Environmental Impact Assessment (Scotland) Regulations 2011 see an environmental statement (ES) submitted with the planning application.

The ES reports on the findings of an environmental impact assessment (EIA) of the proposed development. EIA is the process of compiling, evaluating and presenting all of the significant environmental impacts of the proposed development, leading to the identification and incorporation of appropriate mitigation measures.

PRE-APPLICATION CONSULTATION

Pre-application consultation between the applicant and the community, as required for 'major' applications ran for a full year ending on 10th April 2015. There were three phases of consultation –

- The first consultation exhibitions were held in May 2014 at the Jesmond Centre in Bridge of Don, the Beacon Centre in Bucksburn and Aberdeen Art Gallery. A postcard invitation was issued to 20,000 residents and the exhibitions widely publicised. Representatives from the project team were in attendance to provide information and discuss the emerging ideas. Attendees were asked to complete a questionnaire seeking their views. Following the exhibitions two unmanned exhibitions took place at Marischal College reception and the AECC main concourse in June 2014. Over 1,000 people attended the various events.

- A second round of consultation was undertaken in September 2014 and utilised the same venues and methods. Approximately 600 people attended the exhibitions over the 3 day run. A further unmanned exhibition was held in Marischal College.

- The third and final public consultation events were in March 2015, in the upper mall of the Bon Accord Centre, a busy city centre location. A further unmanned exhibition was also held in Marischal College during early April. A total of 327 written responses were submitted in response to this third round. The total written number of responses received over the course of the year was 500 with just over 4,000 participants.

REASON FOR REFERRAL TO COMMITTEE

The application falls outwith the scope of the Council's Scheme of Delegation and has been referred to the Planning Development Management Committee for three reasons –

- The proposed development has previously been subject to a formal decision by the planning authority that an environmental impact assessment (EIA) should be undertaken.

CONSULTATIONS

ACC – Communities Housing and Infrastructure (Roads Development Management Team) –

Public Transport Accessibility – There are two bus stops in front of the site on A96 for eastbound journeys, one bus stop at the opposite side of the A96 for westbound journeys and one bus stop on the opposite side of Dyce Drive, opposite the proposed main site access. These should be upgraded, including the installation of real time information displays, upgraded shelters and raised kerbs to enhance accessibility. A controlled pedestrian crossing facility should be provided for the Dyce Drive stop.

The TA states that a spine road would provide a route for buses through the site, exiting towards the city via the proposed left-out arrangement onto the A96. In order to allow this bus penetration, the proposed access junction on Wellheads Drive shows a right-turning lane for bus and taxi only. Public transport penetration is important to enhance and cope with the future demand, particularly for phase 2 (office and leisure development). A bus strategy to investigate the existing capacity of bus services and requirements for additional buses to cope with demand originating from the development must be prepared and secured by condition. The additional bus services must be subsidised by the developer unless they become commercially viable. The location of bus stops within the site should also be identified.

The phasing plan indicates that the AECC and hotels would open in late 2018, after scheduled de-trunking of A96 (April 2018). The remit of the A96 access junction would therefore fall on Aberdeen City Council (ACC). The A96 access junction shall not be constructed until the A96 has been de-trunked, so a suspensive condition is required.

In order to implement signals on the A96 site access junction, the speed limit will require to reduce from 70mph to 40mph. It has been anticipated that, through the AWPR contract, the Dyce Drive roundabout is being converted to a signalised cross roads, so speed reduction will be carried out as part of this contract. However if this extent is not adequate for the proposed new access to the east of Dyce Drive, it would be the responsibility of the applicant to extend the 40mph speed limit, as required.

A road safety audit (RSA) stage 1 has been requested by Transport Scotland. Again it is anticipated that phase 1 would open at the end of 2018, so the RSA 1 would need to be reviewed by ACC. RSA 1 must be submitted prior to Road Construction Consent, and this should be included as an informative.

A one-way (non-adopted) internal loop road would be constructed in the south east corner of the site to facilitate pick up and drop offs for ‘Gig & Go’ buses. After passenger drop-offs these buses are proposed to either be parked within the site or at the proposed A96 Park & Choose (P&C). However, parking for such vehicles will not be available at the P&C. Therefore, coach parking should be within the AECC development site and a planning condition should be attached which requires this, or some other suitable arrangement. The proposed reduction in hotel parking from 1 space per room to 0.6 could create space for additional coach parking.

Coach parking should be covered to provide shelter from the weather. Detailed consideration of proposed cycle and motorcycle parking would given on submission of details through a condition.

<u>Parking</u>

Parking for cars, cycles and motorcycles is proposed in accordance with ACC parking standards. A detailed parking layout should be provided for audit at the time of detailed planning applications.

However, in the Dyce area, ACC has accepted 0.6 parking spaces per bedroom as a maximum level for hotel development. Due to the high level of sustainable transport modes available and established use patterns, but also reflective of the fact that the Dyce corridor is already congested. Therefore parking should be revised for hotels to 0.6 spaces per bedroom.

A condition should be attached which requires the applicant to submit a parking management plan (including shared use arrangements to maximise space occupancy at all times), which should be approved by ACC, before the opening of any part of the development. It is not expected that each element/ use shall have its own dedicated parking to the maximum standards applicable. Travel planning will also be required which should consider how the shift towards sustainable transport modes would be achieved.

Access

The main vehicular access is proposed from Dyce Drive, via a signalised junction. A new junction would be provided on the A96 in the form of a left-in/ left-out, which would replace the existing access junction. The A96 junction also incorporates a bus gate (signalised right turn lane). A third access junction (signalised) has been proposed onto Wellheads Drive. This junction is restrictive and consists of right turn lane for bus and taxi only, with other movements permissible to all vehicles.

A TRANSYT model has been commissioned by the AWPR Team to develop a linked signalised network including A96/Dyce Drive and other nearby junctions which also includes AECC / Dyce Drive access. This junction would be audited and the modelling will be available for the developer to test their junction for the year of opening and up to a major event scenario. The updated traffic modelling results should be provided for review. A planning condition for submission and approval of traffic modelling before the opening of any part of the site must be attached. The AWPR works will alter the existing Dyce Drive / A96 roundabout to a signalised junction. The proposed site access junction on Dyce Drive must tie into the future layout of the road and a planning condition requiring this should be attached.

Internal Road Layout

The internal layout design will be developed in accordance with ‘Designing Streets’. A traffic management plan which identifies the operation of traffic within the site during major events would be required, controlled by a planning condition. If any operational issues are forecast during the major event scenario, this would require to be mitigated. All bus routes need to be adopted.

Drainage Impact Assessment

A Drainage Impact Assessment in line with SUDS principles should be submitted via a condition.

Travel Plan Framework

A full travel plan should be submitted, before any occupations, required by condition. As such prior to occupation of the development the applicant must develop and agree with the Roads Authority a suitable Travel Plan and legal agreement including future modal share targets, monitoring regime, funding commitments, programme of implementation and a mechanism for the review of targets and measures to be implemented.

Strategic Transport Fund (STF)

The proposed development meets the threshold requirements for the STF. However it is expected that the existing brownfield site trips might be equivalent to the proposed phase 1 trips and therefore reduction in STF contribution to NIL value could be foreseen. However the comparison of existing and the proposed trips needs to be completed before any decision can be made on the STF contribution. This issue still has not been concluded and the applicant is aware of the issue.

Local Road Network

The TA makes an assessment of all the access junctions for phase 1 (including 'Normal Day' and 'Major Day' scenarios) and phase 2 for the office and leisure uses.

Due to the significantly high level of committed and planned developments in the Dyce area, the local road network is anticipated to experience significant congestion. In order to fully consider this, ACC commissioned a consultant to develop a traffic model and to identify road infrastructure improvements. The resulting improvements identified includes: a grade separated A96/Dyce Drive junction; dualling of Dyce Drive to Argyll Road; and modification of signals timings, etc.. In order to deliver these recommended interventions, ACC are requesting that all the developers in the area contribute to costs in an equitable way. A figure of £3,500 per additional trip generated in the morning and evening peak hours is to be applied. The applicants would need to enter into a legal agreement to pay this proposed contribution, which would be calculated by the local road authority for each detailed planning stage.

For phase 1 it is expected that the existing trips value might be equivalent to the proposed phase 1 level and therefore Dyce interventions contribution would not be required, however detailed comparison of the situation is still to be

concluded, and the applicant is aware of the issue.

ACC – Communities Housing and Infrastructure (Environmental Health) –

Contamination – It is recommended that a condition is attached requiring that a scheme to address any significant risks from contamination on the site has been approved by the planning authority and is thereafter implemented.

Noise – After further clarification the noise assessment is considered acceptable. In relation to construction hours and activities it is advised that the contractors contact Environmental Health prior to commencing, to verify hours of work and construction noise control.

ACC – Communities, Housing and Infrastructure (Flood Prevention Team) – Consider the proposed drainage and flood prevention measures acceptable subject to detailed design.

Aberdeen City and Shire Strategic Development Plan Team – No response received.

Aberdeenshire Council (Infrastructure Services) – No response received.

Aberdeen International Airport (AIA) – The development lies approximately 1.5km south of Aberdeen International Airport, within the established Public Safety Zone and in close proximity to the take off and approach path of the southern runway. As outlined in the Aberdeen Airport Master Plan 2012, it is anticipated that additional runway extensions may be required in the period 2020 to 2040 based on predicted passenger growth but the exact additional length and timing of developments will be determined by airline fleets and commercial needs.

The development has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria subject to the following conditions –

- The proposal has been assessed against the potential future expansion of the southern runway which may be required in the period 2020 – 2040. The buildings are therefore subject to the maximum heights specified in the plans.

- The airport has been notified by NATS En-route Ltd (operator of the Perwiness Radar) that the development has the potential to affect the operation of the radar. A condition should be attached which requires any impact of be either discounted or addressed as detailed proposals come forward.

- A condition should be attached requiring a bird hazard management plan to be submitted and approved prior to development commencing.

- A condition should be attached requiring detailed drainage details, including bird deterrent measures, to be submitted and approved prior to development commencing.

- Green roofs shall be removed from the plans and other areas of flat or shallow pitched roof are minimised. Where they cannot be removed from the plans the roofs need to be designed with minimal roof furniture and changes in levels and with complete access to enable control of any gull issues that may arise.

- Given the critical location of the site relative to the airport, outdoor catering facilities should not be included in the design. In addition, facilities must be provided to ensure that all food waste is dealt with appropriately, and stored in lidded bins.

Advice is also provided on the use of cranes in the vicinity of the airport, landscaping, lighting, signage and noise.

Aberdeen Western Peripheral Route Managing Agent – No response received.

Bucksburn and Newhills Community Council – No response received.

Dyce and Stoneywood Community Council – No response received.

NATS (En-Route) Plc. – The development has the potential to affect the operation of the Perwinnes Secondary Surveillance Radar (SSR). While insufficient details are currently available in order to fully model and formally respond either supporting or objecting to the development, NATS requests that a condition is imposed on any consent in order to ensure that any impact is either discounted or addressed. As such, NATS has no objections to the granting of a Planning Permission in Principle subject to the imposition of a planning condition and an informative requiring detailed plans of the buildings showing that there would no impact, or details of a scheme to mitigate any impact.

Police Scotland (Specialist Crime Division, Architectural Liaison Officer) –

- This area of Aberdeen currently has a very low crime profile, possibly due to the nature of its recent business. With a slightly wider focus applied, it can be see that the majority of offences relate to motoring offences on the A96 or adjacent roads, thefts and minor vandalisms with no link to the development as it stands. Given the potential influx of large numbers of people to the development once it has been completed, the current crime profile is likely to change dramatically.

- Detailed design advice to limit the opportunities for crime to occur has been

provided.

Scottish Environment Protection Agency (SEPA) –

Flood Risk and Burn Diversion –

In summary SEPA has no objection to the proposed development on flood risk grounds provided that, should the planning authority be minded to approve this application, the following requirements are covered by planning condition(s):

- No development shall take place within the 1 in 200 year plus climate change functional floodplain;
- A minimum 6m buffer shall be maintained between watercourses and areas of development; and
- All watercourse crossings shall be designed to be able to convey the 1 in 200 year design flow at each point without causing constriction of flow or exacerbating flood risk elsewhere.

Surface Water – The surface water drainage proposals indicate that run-off will be dealt with via a dry swale with two filtration substrates directed to attenuation cells before discharge. This would constitute the required two levels of SUDS treatment for roads and hardstanding areas. In addition SEPA welcome the proposals for green roofs.

However not all of the surface water appears to pass through the swales, there are areas of run off which do not appear to be treated by SUDS prior to discharge to the Greenburn. In addition it is indicated that, as well as dry swales, filter trenches are to be installed. These would constitute one level of SUDS but do not appear to be included on the proposed drainage layout so it is unclear where this treatment is to be used.

SEPA therefore request that to clarify this a condition is attached to any grant of planning consent requiring the submission of information to demonstrate all surface water run-of on site will be treated by appropriate levels of SUDS treatment types. If this is not attached, then please consider this representation as an objection.

Contaminated Land – Within chapter 8 of the ES there is reference to radioactive contamination and burial pits that were used to store waste material. SEPA would highlight that there are two disposal sites possibly containing radioactive waste within the site and as such it is requested that a condition is attached to any grant of planning consent requiring the developer to undertake appropriate assessment at the site in relation to radioactive contamination along with details of any necessary remediation. Please note, it should not be assumed that remediation of the contaminated land is the most appropriate option.

SEPA would also take this opportunity to highlight that there is a Radioactive

Substances Authorisation in place on the site. SEPA are liaising direct with the authorisation holder regarding the ongoing operation/revocation of this as the site is developed. As such it is highlighted that the above advice is given without prejudice to any decision made on elements of the proposal regulated by us, as such a decision may take into account factors not considered at the planning stage.

Advice on chemical land contamination issues should be sought from the local authority contaminated land specialists because the local authority is the lead authority on these matters.

Pollution Prevention and Environmental Management – SEPA welcome the submission of the draft Construction Environmental Management Plan (CEMP) in Appendix 3.A and the Schedule of Mitigation within the ES. It is therefore requested that a condition is attached to the consent requiring the submission of a site specific finalised CEMP. If this is not attached, then please consider this representation as an objection.

Site Waste Management Plan – The proposal includes the demolition of the existing buildings and there will be extensive earth works on site. SEPA therefore requests that a condition is attached to any grant of planning consent requiring the submission of a site specific waste management plan. If this is not attached, then please consider this representation as an objection.

AD Plant and Energy Centre – The proposal to supply district heating, which we welcome, is consistent with certain requirements under the Energy Efficiency Directive and, depending on capacity aggregation, the scheme may also be subject to ESOS (Energy Savings Opportunity Scheme).

The AD plant is likely to require authorisation under the Waste Management Licensing Regulations, in terms of the feedstocks supplied to it. Any odour issues relating to the AD Plant and any noise issues relating to the Energy Centre will be controlled via any appropriate permits issued under these regulations.

SEPA welcome these innovative proposals for an AD Plant and Energy Centre, which are to incorporate adaptable and flexible elements, providing renewable energy to the AECC complex and surrounding community. As such, we have no objections to the proposals from a planning perspective, which are potentially consentable under the relevant regulations.

Scottish Natural Heritage (SNH) – The proposal includes the demolition of several buildings, seven of which contain bat roosts, including a soprano pipistrelle maternity roost. It also includes the diversion of part of the Green Burn, which is used by otters. Several otter couches were identified along this diverted stretch. Even with the mitigation set out in EIA and bat survey report, a licence from SNH will be required by the applicant before they can proceed.

Bats and otters are European Protected Species. This means that if the Council are minded to approve this application it must satisfy itself, in line with statutory duties under the Habitats Regulations 1994 (as amended), that the licensing tests set out in those regulations are likely to be met before approving the application. If not, there is the risk that the applicant is unable to make practical use of the planning permission or commits an offence. Based on the information currently available to SNH, it is likely that the tests would be met and therefore a licence would be granted. Please note that this advice is given without prejudice.

Species protection plans will be required for otters and all bat species found on site. Within the ES, 'Table 10.12 EIA Summary' wrongly states that a bat licence has already been granted.

Scottish Water – No response received.

Transport Scotland – With regards to the EIA –

- It is noted that these proposals are one of a number of developments which are included within the Council's wider Dyce Corridor Study. This has identified a requirement for significant mitigation measures affecting both the trunk and local road network. As such, we are unable to comment on this development in isolation until such time as the Council's study has been concluded and the wider environmental impacts associated with increased traffic are understood.

- The EIA indicates that a new junction is proposed on the A96 in the form of a left in/ left out arrangement which will replace an existing junction. A signalised right turn facility will be incorporated into the junction to allow access for buses and signalised pedestrian crossing facilities will also be provided. The suitability of this arrangement in the situation where the A96 remains as part of the Trunk Road Network will require to be agreed with Transport Scotland through.

In response to the planning application –

- Do not advise against the granting of planning permission, subject to conditions being attached requiring (i) details of the proposed A96 junction being submitted and approved (ii) boundary treatment with the trunk road and (iii) external lighting for the development.

- Transport Scotland's response is provided on the understanding that Aberdeen City Council will reach agreement with the applicant to take appropriate contributions towards the Strategic Transport Fund / Dyce Corridor Mitigation Scheme, which will address the wider impacts of this development on the transport network. Should formal agreement not be reached, Transport Scotland would require to reconsider this response.

REPRESENTATIONS

Two letters of representations have been received, one from Councillor David Cameron and one from a resident of Bridge of Don. Both object to the demolition of Strathcona House. The matters raised are summarised below –

1. The building is of significant historic importance due to its connection with internationally important and recognised scientific research, specifically in the fields of agriculture, food and nutrition. It is therefore of local, regional, national and international significance.

2. The demolition of the building would lead to the loss a heritage asset which should be retained in order to safeguard the history associated with the Rowett Institute and its founder Sir John Boyd Orr whose accomplishments included being awarded the Nobel Peace Prize for scientific research on nutrition; holding the post of Director General of United Nations Food and Agriculture Organisation; developing the system of rationing during World War II; and co-founding and holding the post of president of the World Academy of Art and Science.

3. Historic Environment Scotland has identified the building as being worthy of retention and would list it as category 'C' if it had not been for the live planning application.

4. The building has a fine interior which is largely intact, with original features such as oak panelling, carvings and six stained glass windows, four of which were designed by Alexander Strachan, a renowned designer and brother of Douglas Strachan who glazed the King's College memorial window.

5. It is suggested that the building could instead be used as a hotel, small conference facility, wedding venue, art gallery, museum, community facility or space to promote Scottish agriculture, food and drink.

6. The original plans for redeveloping the site showed the retention of Strathcona House whereas the revised plans show the building having been enlarged.

PLANNING POLICY

National Policy and Guidance

Scottish Planning Policy (SPP) – SPP is the statement of Scottish Government Policy on land use planning, and includes the government's core principles for the operation of the planning system, subject planning policies, and how they

should be exercised to contribute to the objective of sustainable development. The principle policies relating to sustainability and place making and subject policies relating to: a Successful, Sustainable Place; a low Carbon Place; a Natural, Resilient Place; and a Connected Place, are considered particularly relevant.

Creating Places (Scottish Government) – A policy statement on architecture and place setting out the comprehensive value good design can deliver. Successful places can unlock opportunities, build vibrant communities and contribute to a flourishing economy.

Designing Places (Scottish Government) – Sets out government aspirations for design and the role of the planning system in delivering these. The aim of the document is to demystify urban design and to demonstrate how the value of design can contribute to the quality of our lives. *Designing Places* is a material consideration in decisions in planning applications and appeals.

Designing Streets (Scottish Government) – A policy statement for street design emphasising street designs importance in place-making and a move away from focus on motor vehicles. It sits alongside *Designing Places.*

Aberdeen City and Shire Strategic Development Plan (March 2014)

The Strategic Development Plan sets out the following key objectives for the growth of the City and Aberdeenshire:

- Economic Growth – to provide opportunities which encourage economic development and create new employment in a range of areas that are both appropriate for and attractive to the needs of different industries, while at the same time improving the essential strategic infrastructure necessary to allow the economy to grow over the long term.
- Population growth – to increase the population of the city region and achieve a balanced age range to help maintain and improve people's quality of life.
- Quality of the environment – to make sure new development maintains and improves the region's important built, natural and cultural assets.
- Sustainable Mixed Communities – to make sure that new development meets the needs of the whole community, both now and in the future and makes the area a more attractive place for residents and businesses to move to;
- Accessibility – to make sure that all new development contributes towards reducing the need to travel and encourages people to walk, cycle or use public transport by making attractive choices.

Aberdeen Local Development Plan (2012)

Policy LR1 (Land Release Policy) – The site is identified in the local development plan (LDP) as opportunity site OP28 (Rowett North) which is allocated for 34.5 hectares of employment land in the period between 2007 and

2023.

A combined masterplan for OP28 and OP26 (Craibstone North and Walton Farm) is required.

Policy BI1 (Aberdeen Airport and Harbour) – Public Safety Zones have been established for Aberdeen Airport where there is a general presumption against certain types of development. Regard will be paid to the safety, amenity impacts on and efficiency of uses in the vicinity of the Airport.

Policy D1 (Architecture and Placemaking) – New development must be designed with due consideration for its context and make a positive contribution to its setting. To ensure that there is a consistent approach to high quality development throughout the City with an emphasis on creating quality places, the Aberdeen Masterplanning Process Supplementary Guidance will be applied.

Policy D3 (Sustainable and Active Travel) – New development will be designed in order to minimise travel by private car, improve access to services and promote healthy lifestyles by encouraging active travel. Development will maintain and enhance permeability, ensuring that opportunities for sustainable and active travel are both protected and improved. Access to, and movement within and between, new and existing developments will prioritise transport modes in the following order – walking, cycling, public transport, car and other motorised vehicles.

Street layouts will reflect the principles of Designing Streets and will meet the minimum distances to services as set out in Supplementary Guidance on Transport and Accessibility, helping to achieve maximum levels of accessibility for communities to employment, essential services and areas of recreation. Existing access rights, including core paths, rights of way and paths within the wider network will be protected and enhanced. Where development proposals impact on the access network, the principle of the access must be maintained through the provision of suitable alternative routes.

Policy D6 (Landscape) – Development will not be acceptable unless it avoids: significantly adversely affecting landscape character and elements which contribute to, or provide, a distinct ‘sense of place’ which point to being either in or around Aberdeen or a particular part of it; disturbance, loss or damage to important recreation, wildlife or woodland resources or to the physical links between them; sprawling onto important or necessary green spaces or buffers between places or communities with individual identities, and those which can provide opportunities for countryside activities.

Policy D4 - Aberdeen’s Granite Heritage – The City Council will encourage the retention of granite buildings throughout the City, even if not listed or in a conservation area. Conversion and adaptation of redundant granite buildings will be favoured. Where a large or locally significant granite building that is not listed

or in a conservation area is demolished, the City Council will expect the original granite to be used on the principal elevations of the replacement building.

Policy I1 (Infrastructure Delivery and Developer Contributions) – Development must be accompanied by the infrastructure, services and facilities required to support new or expanded communities and the scale and type of developments proposed. Where development either individually or cumulatively will place additional demands on community facilities or infrastructure that would necessitate new facilities or exacerbate deficiencies in existing provision, the Council will require the developer to meet or contribute to the cost of providing or improving such infrastructure or facilities The level of provision or contribution required will relate to the development proposed either directly or to the cumulative impact of development in the area and be commensurate to its scale and impact.

Policy NE1 (Green Space Network) – The City Council will protect, promote and enhance the wildlife, recreational, landscape and access value of the Green Space Network. Proposals for development that are likely to destroy or erode the character or function of the Green Space Network will not be permitted. Were major infrastructure projects or other developments necessitate crossing the Green Space Network, such developments shall take into account the coherence of the network. In doing so measures shall be taken to allow access across roads for wildlife and for access and outdoor recreation purposes. Masterplanning of new development should determine the location and extent of the Green Space Network within these areas.

Development which has any impact on existing wildlife habitats, or connections between them, or other features of value to natural heritage, open space, landscape and recreation must be mitigated through enhancement of Green Space Network.

Policy NE5 (Trees and Woodlands) – There is a presumption against all activities and development that will result in the loss of or damage to established trees and woodlands that contribute significantly to nature conservation, landscape character or local amenity, including ancient and semi-natural woodland which is irreplaceable.

Appropriate measures should be taken for the protection and long term management of existing trees and new planting both during and after construction. Buildings and services should be sited so ad to minimise adverse impacts on existing and future trees and tree cover. Native trees and woodlands should be planted in new development.

Policy NE6 (Flooding and Drainage) – Development will not be permitted if –

1. It would increase the risk of flooding;
2. It would be at risk itself from flooding;
3. Adequate provision is not made for access to water-bodies for

maintenance; or
4. It would result in the construction of new or strengthened flood defences that would have a significantly damaging effect on the natural heritage interests within or adjacent to a watercourse.

Applicants will be required to provide an assessment of flood risk where a development is likely to result in a material increase in the number of buildings at risk from flooding.

Where more than 10 homes are proposed, the developer will be required to submit a drainage impact assessment. Surface Water Drainage associated with development must:

1. Be the most appropriate available in term so SUDS; and
2. Avoid flooding and pollution both during and after construction.

Connection to the public sewer will be a pre-requisite of all development where this is not already provided.

Policy NE8 (Natural Heritage) – Development that, taking into account any proposed mitigation measures, has an adverse effect on a protected species or an area designated because of its natural heritage value will only be permitted where it satisfies the relevant criteria in Scottish Planning Policy. In all cases of development at any location:-

1. Applicants should submit supporting evidence for any development that may have an adverse effect on a protected species demonstrating both the need for the development and that a full range of possible alternative courses of action has been properly examined and none found to acceptably meet the need identified;
2. An ecological assessment will be required for a development proposal on or likely to affect a nearby designated site or where there is evidence to suggest that a habitat or species of importance exists on the site;
3. No development will be permitted unless steps are taken to mitigate negative development impacts. All proposals that are likely to have a significant effect on the River Dee SAC will require an appropriate assessment which will include the assessment of a detailed construction method statement addressing possible impacts on Atlantic Salmon, Freshwater Pearl Mussel and Otter. Development proposals will only be approved where the appropriate assessment demonstrates that there will be no adverse effect on site integrity, except in situations of overriding public interest;
4. Natural heritage beyond the confines if designated sites should be protected and enhanced;
5. Where feasible, steps to prevent further fragmentation or isolation of habitats must be sought and opportunities to restore links which have been broken will be taken;
6. Measures will be taken, in proportion to the opportunities available, to enhance biodiversity through the creation and restoration of habitats and,

where possible, incorporating existing habitats;

7. There will be a presumption against excessive engineering and culverting; natural treatments of floodplains and other water storage features will be preferred wherever possible; there will be a requirement to restore existing culverted or canalised water bodies where this is possible; and the inclusion of SUDS. Natural buffer strips will be created for the protection and enhancement of water bodies, including lochs, ponds, wetlands, rivers, tributaries, estuaries, and the sea.

Policy NE9 (Access and Informal Recreation) – New development should not compromise the integrity of existing or potential recreational opportunities including access rights, core paths, and other paths and rights of way. Core Paths are shown on the proposals maps. Wherever appropriate, developments should include new or improved provision for public access, permeability and/or links to green space for recreation and active travel.

Policy NE10 (Air Quality) – Planning applications for development which has the potential to have a detrimental impact on air quality will not be permitted unless measures to mitigate the impact of air pollutants are proposed and can be agreed with the planning authority. Such planning applications should be accompanied by an assessment of the likely impact of development on air quality and any mitigation measures proposed.

Policy R2 - Degraded and Contaminated Land – The City Council will require that all land that is degraded or contaminated, including visually, is either restored, reclaimed or remediated to a level appropriate for its proposed use.

Policy R6 (Waste Management Requirements for New Development) Housing developments should have sufficient space for the storage of residual, recyclable and compostable wastes. Flatted developments will require communal facilities that allow for the separate storage and collection of these materials. Recycling facilities should be provided in all new superstores or large supermarkets and on other developments where appropriate. Details of storage facilities and means of collection must be included as part of any development which would generate waste.

Policy R7 (Low and Zero Carbon Buildings) – All new buildings, in meeting building regulations energy requirements, must install low and zero carbon generating technology to reduce the predicted carbon dioxide emissions by at least 15% below 2007 standards. This percentage requirement will be increased as specified in Supplementary Guidance.

Policy R8 - Renewable and low carbon energy developments

The development of renewable and low carbon energy schemes is supported and applications will be supported in principle if proposals:

- Do not cause significant harm to the local environment, including landscape character and the character and appearance of listed buildings

and conservation areas.
- Do not negatively impact on air quality.
- Do not negatively impact on tourism.
- Do not have a significant adverse impact on the amenity of dwelling houses.

Policy RT2 - Out of Centre Proposals

Retail, commercial, leisure and other development appropriate to town centres, when proposed on a site that is out-of-centre, will be refused planning permission if it does not satisfy all of the following requirements:

- No other suitable site in a location that is acceptable in terms of policy R1 is available or is likely to become available in a reasonable time.
- There will be no significant adverse effect on the vitality or viability of any retail location listed in Supplementary Guidance: Hierarchy of Retail Centres.
- There is, in qualitative or quantitative terms, a proven deficiency in provision of the kind of development that is proposed.
- The proposed development would be easily and safely accessible by a choice of means of transport using a network of walking, cycle and public transport routes which link with the catchment population. In particular, the proposed development would be easily accessible by regular, frequent and convenient public transport services and would not be dependent solely on access by private car.
- The proposed development would have no significantly adverse effect on travel patterns and air pollution.

Policy T2 (Managing the Transport Impact of Development) – New developments will need to demonstrate that sufficient measures have been taken to minimise the traffic generated.

Transport Assessments and Travel Plans will be required for developments which exceed the thresholds set out in the Transport and Accessibility Supplementary Guidance. Planning conditions and/or legal agreements may be imposed to bind the targets set out in the Travel Plan and set the arrangements for monitoring, enforcement and review.

Maximum car parking standards are set out in Supplementary Guidance on Transport and Accessibility and detail the standards that different types of development should provide.

Supplementary Guidance (SG)

Rowett North Masterplan (October 2015) – The masterplan was approved as interim planning guidance by the Community, Housing and Infrastructure Committee at its meeting on 27th October 2015.It aims to establish design-led planning guidance to inform a business and leisure led mixed-use development with the new AECC building as the centrepiece of the site. The masterplan

includes the demolition of all buildings on site, including Strathcona House.

Other Supplementary Guidance

The following supplementary guidance documents are material considerations in the evaluation of the application –

- Air Quality SG
- Archaeology and Planning SG
- Drainage Impact Assessments SG
- Infrastructure and Developer Contributions Manual
- Landscape Strategy Part 2 – Landscape Guidelines
- Low and Zero Carbon Buildings SG
- Transport and Accessibility SG
- Trees and Woodlands SG
- Waste Management Requirements in New Development SG

Proposed Aberdeen Local Development Plan (2015)

In the proposed plan, published in March 2015, the site is re-zoned as a Specialist Employment Area, where Policy B2 applies. It states that in such areas, only class 4 (business) use shall be permitted, in order to maintain a high quality environment. Activities associated with research, design and development, knowledge-driven industries and related education and training will be encouraged. In relation to the Rowett North site specifically, the site is reserved for exhibition centre purposes and uses that support and are compatible with the exhibition centre, excluding large scale retail.

The site is also identified as Opportunity Site 19 (Rowett North) which indicates that the site is suitable for the new Aberdeen Exhibition and Conference Centre and complimentary employment uses. It notes that a masterplan is in preparation and that the site may be at risk of flooding and will therefore require a flood risk assessment to be carried out.

The following policies are relevant and substantively reiterate existing policies in the adopted local development plan –

- Policy D1 (Quality Placemaking by Design)
- Policy D2 (Landscape)
- Policy I1 (Infrastructure Delivery and Planning Obligations)
- Policy T2 (Managing the Transport Impact of Development)
- Policy T3 (Sustainable and Active Travel)
- Policy T4 (Air Quality)
- Policy NE1 (Green Space Network)
- Policy NE5 (Trees and Woodlands)
- Policy NE6 (Flooding, Drainage and Water Quality)
- Policy NE8 (Natural Heritage)

- Policy NE9 (Access and Informal Recreation)
- Policy R6 (Waste Management Requirements for New Developments)
- Policy R7 (Low and Zero Carbon Buildings and Water Efficiency)

Newly introduced policies which are relevant are –

Policy T5 (Noise) – 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.

Development within or near to Candidate Noise Management Areas (CNMAs) and Candidate Quiet Areas (CQAs) will not be permitted where this is likely to contribute to a significant increase in exposure to noise or a deterioration of noise conditions in these areas, or where this will reduce the size of, or cause an increase in the noise level within, the CQA.

Policy CI1 (Digital Infrastructure) – All new residential and commercial development will be expected to have access to modern, up-to-date high-speed communications infrastructure.

EVALUATION

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

This particular application sits alongside the separate planning permission in principle application (P150826) which is for not only the proposals within this application but also a further two hotels, 60,000sqm of office space and 6,000sqm of leisure space.

The application only seeks consent for the AECC building itself, the adjoining hotel, energy centre. anaerobic digestion plant and the associated infrastructure and landscaping works.

Principle of Development

Departure from Local Development Plan (LDP)

The adopted LDP identifies the site for employment use through Policy LR1 (Land Release) but does not include the exhibition or conference centre or associated leisure and retail uses. Although employment uses will also be included, it is considered that there is a material difference between the LDP zoning of the site and what is now proposed. This, therefore, represents a

departure from the development plan. Notwithstanding this, there are material considerations why the proposed development is regarded as being acceptable. The first consideration is that, as mentioned earlier, the site is already zoned for development, rather than being a site which was planned to remain as green belt. The notion that the agricultural and academic uses would cease and that the site would experience significant change in physical and land use terms has already been accepted by the Council.

Secondly, a significant part of the site has been identified through the masterplan for 60,000sqm of class 4 office use, resulting in a significant part of the site still being allocated to employment use. This space would be progressed through the separate planning permission in principle. Furthermore, the proposed anaerobic digestion plant is a use which is best suited to a business and industrial zoned area because of the level of heavy goods vehicle movements and industrial nature of the activity and buildings. That particular use is likely to have been acceptable principle whether or not it was associated with the new AECC.

Finally, since the adoption of the ALDP in February 2012, the Proposed Aberdeen Local Development Plan was published in March 2015 and the Rowett North site is now proposed to be zoned for specialist employment use. It is also specifically identified as an opportunity site for the relocation of the AECC. No representations were received on the Rowett North allocation and therefore assuming the plan is adopted, the allocation will remain unaltered (the proposed plan is currently with Scottish Ministers for examination). It is therefore apparent that the Councils latest position on the future development of the site is that it is appropriate for the new AECC.

Rowett North Masterplan

The adopted LDP requires a combined masterplan to guide the future redevelopment of the 'Rowett North' site (OP28) and a neighbouring site to the east, which is known as 'Craibstone North and Walton Farm' (OP26). Since the drafting of the 2012 ADLP the circumstances surrounding the future of Rowett North have changed and no progress has been made on the Craibstone North and Walton Farm site. Therefore it was considered appropriate to progress by preparing a Rowett North specific masterplan which was approved as interim planning guidance by the Community, Housing and Infrastructure Committee at its meeting on 27th October 2015.

The masterplan developed and evolved through detailed site analysis and in response to extensive consultation. The overall design concept is centred on the new AECC building, as well as providing sites for complementary offices and leisure uses. The masterplan establishes how these can be fully integrated into the development location and surrounding landscape, creating a sense of place and identity for the site and wider community, with the design of the new AECC at its heart. A key feature is the creation of extensive public parkland which

connects existing and future communities to the site. The parkland is intended to be an attractive environment for people to access and to serve as a living environment for wildlife and landscape.

A number of areas of differing landscape character are incorporated, offering a range of experiences for visitors to the site and providing a legible hierarchy of formal and informal spaces across the public realm. These character areas aim to create a setting for the individual buildings and ensure that the architecture is fully integrated into the overall landscape design. A central public square is proposed, which aspires to provide a high quality public realm environment and create a key focal point and gathering place surrounded by the AECC, hotels/restaurants and commercial buildings.

Sustainability is a major driver for the masterplan. It is recognised that many of the possibilities for sustainability benefits are unique to this site and the area offers the potential to deliver an exemplar sustainable development.

The masterplan seeks to deliver buildings that are legible in form and massing, that create visual interest with transparent and active frontages. Clear guidance on how each character area should be developed is detailed with the key aspiration of functionality being combined with sustainability and design quality to create a development which will not only achieve a successful redevelopment of the Rowett site but will strengthen Aberdeen's profile for business and leisure.

The masterplan will guide the content of future applications in order to ensure high standards of design in accordance with Policy D1 (Architecture and Placemaking).

Summary of Environmental Statement (ES)

The proposal is subject to environmental impact assessment in terms of schedule 2 of the Environmental Impact Assessment (Scotland) Regulations 2011. An environmental statement ('ES') has been submitted with the planning application.

Before determining the application the Council must take into consideration the information contained in the ES, including any further information, any comments made by the consultation bodies and any representations from members of the public about environmental issues. Provided it serves a planning purpose, any information from the environmental impact assessment process may be material and considered alongside the provisions of the development plan.

<u>Adequacy of the Environmental Statement</u>

Before considering the merits of the proposed development it is appropriate to comment on the ES. The methodology covers four areas of review, these being (i) description of development, local environment and baseline conditions, (ii)

identification and evaluation of key impacts, (iii) alternatives and mitigation of impacts, and (iv) communication of results.

The assessment by officers of the ES concluded that despite some omissions relating to the rationale for using particular methodologies, consideration of alternatives and consultation with interest groups, the submitted ES is considered to be sufficient in setting out the likely environmental effects of the development, and demonstrating that the severity of such impacts is not likely to be so significantly adverse as to warrant the refusal of this application. Where effects are likely, and when appropriate, mitigation measures can be provided and would be subject of planning conditions.

Detailed Analysis of Environmental Statement (ES) Findings

The following sections correspond with those in the ES and provide a summary of it's main findings and the mitigation it proposes. For ease of reading and to avoid duplication, each section also includes, where relevant, aspects of that particular topic which although not specifically identified within the ES, is nonetheless a material planning consideration which requires assessment by the planning authority.

Land Use, Agriculture and Infrastructure

The ES identifies that the site would experience significantly different levels of activity as a result of the development. The main changes to land use would relate to –

- Loss of agricultural fields/grassland to new built development;
- Temporary disruption utilities/ infrastructure through relocation of facilities, diversions and installations;
- Impacts on residential properties on site as a result of demolition and construction;
- Demolition of buildings relating to the Rowett Institute;
- Impacts on surrounding community uses/residential areas; and
- Impacts to footpath, core paths and access

Overall, the potential impacts to existing land use, utilities and infrastructure have been assessed as minor adverse due to the scale of the land use change. Mitigation measures to minimise the land use impacts of the proposed development will mainly form part of a Construction Environmental Management Plan (CEMP) including:

- Reinstating all areas of temporary land take and disturbance on completion of the work and retaining and protecting areas that are not to be developed within the site.
- Implementing public access arrangements and signage to ensure that local access is maintained during the construction period
- Avoiding direct impacts on non-designated sites by carefully planning and managing the construction process.

An outline CEMP has been submitted and a condition would be attached requiring a detailed version to be submitted prior to development commencing, as requested by SEPA. This would bring together all the construction related mitigation measures. A site waste management plan (SWMP) would also be required.

The masterplan includes provision of a variety of different paths throughout the site which would be connected into existing paths in the surrounding area. The opportunity for informal recreation within the area would be significantly enhanced and is considered to be accordance with Policy NE1 (Green Space Network).

It is accepted that the redevelopment of the site would have a significant impact upon the character of the area. However the Council's strategy of significant expansion is supported by both the Aberdeen City and Shire Strategic Development Plan and the Local Development Plan which has allocated such sites for development.

Ground Conditions, Geology and Soils

The ES has not identified any sensitive geological resources on or in the vicinity of the site; no further assessments are therefore required in this regard.

A ground investigation identified very low levels of contamination, the localised presence of asbestos within soils, the potential for contamination within historical burial pits and the potential for localised further "hotspots" of contamination to be present that have not been encountered by the ground investigation completed to date. Based on the findings of the assessment, the potential effects of ground contamination and soil gas are considered to generally be negligible to minor adverse. This could, however, potentially increase to major adverse in the event that asbestos contaminated soils, or any other possible areas of more significant contamination, are disturbed by the works.

The potential radioactive contamination at the site although not mentioned in the ES has been investigated by the developer in conjunction with SEPA and mitigation measures are being developed. It is considered that a condition requiring the outcome of these investigations to be submitted and approved would satisfactorily address the matter.

Adverse effects can be mitigated to negligible levels through further detailed investigation of the site, appropriate site health and safety and environmental protection measures during the construction works, localised remedial works of any asbestos or contaminated soils identified and the appropriate design of the proposed development. Any remedial works carried out will further result in a minor beneficial effect; reducing the risk posed by contamination to site users, streams and groundwater to lower levels than currently exist on the site.

The Council's Environmental Health service has assessed the ES and are content with it's findings in relation to contamination, subject to the results of further studies being submitted and a remediation plan being developed. SEPA has also reviewed the ES and provided confirmation that there is a radioactive substances authorisation in place which relates to burial pits located on the site. SEPA are liaising direct with the authorisation holder and the applicant regarding the ongoing operation and revocation of this and the remediation measures required. A condition would be attached to any planning permission requiring further investigation to take place and the submission of a remediation plan to address any biological, chemical or radiological contamination and to ensure that the site is fit for its end-use, in accordance with Policy R2 (Degraded and Contaminated Land) of the ALDP.

The potential radioactive contamination at the site although not mentioned in the ES has been investigated by the developer in conjunction with SEPA and mitigation measures are being developed. It is considered that a condition requiring the outcome of these investigations to be submitted and approved would satisfactorily address the matter.

Hydrology, Drainage and Water Quality

Four burns are present within the site, the Green Burn, Gough Burn, East Craibstone Burn and Corsehill Burn. All of these burns have undergone significant historic modification and SEPA has confirmed that it presumes their status is not good. It is proposed to realign the Green Burn and rationalise large portions of the Gough Burn and East Craibstone Burn into a new channel. The overall impact of this is predicted to be positive as the new channel has been designed to replicate a natural, unmodified burn appropriate for the local environment. SEPA are satisfied with the principle of the diversion subject to detailed designs being submitted. It is considered that although the burn corridor would be extensively remodelled, the wildlife value of the burn, which is designated as Green Space Network, would be enhanced as required by Policy NE1 (Green Space Network).

The ES identifies that there are potentially significant impacts to hydrology and water quality during the demolition and construction phases of works. These include increased volumes of sediment reaching watercourses and pollution from spillage events. Detailed management plans which outline runoff management techniques, including sustainable drainage systems (SuDS) and phasing of would form part of the CEMP and would mitigate these potential impacts.

The development would have no negative impacts on flooding. Demolition and construction works would be phased to ensure there is no overall loss in channel capacity and although there will be a shift in land-use, the development would incorporate SuD) which would ensure that run-off would be no greater than that

from an equivalent green field site. The ES predicts that the construction and operation of the site would have a negligible overall effect on the hydrology, drainage and water quality of the site, the key difference to the current drainage pattern being the proposed more natural form and function of the Green Burn.

The existing combined sewer would be removed from the site and a new foul sewer network installed and connection made to the public sewer system. This is welcomed by both the Council and SEPA and is in accordance with Policy NE6 (Flooding and Drainage).

A Flood Risk Assessment (FRA) has been submitted as there is a history of the Greenburn area experiencing flooding. SEPA and the Councils Flood Prevention Team have reviewed the FRA and find the methodology and estimated peak flows to be reasonable. Flood risk does not appear to be increased as a result of the diversion of the Burns and bank works. The FRA also shows a slight betterment compared to the pre-development situation in some areas. No development should take place within the 1 in 200 year plus climate change functional floodplain. A condition would be attached securing this and requiring detailed design of the new burn to be submitted for review by the Council and SEPA.

Surface water drainage would be treated by SuDs measures in order to ensure sufficient attenuation and water quality. SEPA have expressed a desire to see infiltration, where components are used to capture surface water runoff and allow it to soak and filter through to the subsoil layer, before returning it to the water table below, to be used. Further site investigations would be undertaken to determine if this is possible and inform the selection of appropriate SuDS features. A condition has been attached requiring detailed surface water drainage designs to be submitted.

Ecology, Biodiversity and Nature Conservation

The potential impacts of the proposed development on ecology, biodiversity and nature conservation, habitats and terrestrial and aquatic species (including birds) was examined by the ES. Habitats within the site were surveyed and any field signs or suitable habitat for protected species were noted, resulting in the following being identified as requiring further assessment: bats, otter, water vole, badger, breeding birds, reptiles and invasive plant species. Surveys for these species were carried out however it was considered that due to lack of suitable habitat, great crested newt, Scottish wildcat, pine marten and red squirrel did not required further assessment. The ES identified that potential adverse impacts could include:

- Direct loss of, or disturbance to, habitat and species as a result of land take for construction of the development and the construction itself.

- Fragmentation of otherwise joined-up habitats.

- Unintended pollution incidents (e.g. fuel spillage on land, or silt pollution to water course).

- Disturbance to habitats and species caused by increased human presence within the site from contractors and visitors.

- Death or injury to species on roads caused by increased vehicular traffic, litter or pollution within the site.

Otters

Otters are a European Protect Species and surveys show that they are likely to use the Green Burn as a commuting route. Several resting sites were also identified within the site, none of which were used or are suitable for breeding. Two of the resting places would be destroyed by the diversion of the Green Burn however the overall impact on otters during construction and the future operation of the development was considered by the ES to be minor with a negligible significance of impact. A license would be required from Scottish Natural Heritage (SNH) to permit destruction of the resting places. Based on the information currently available to SNH, it is likely that the tests required in order to obtain the required licenses would be met. An otter protection plan has been drafted and a condition attached requiring it to be implemented would be attached.

Badgers

Badgers and their setts are protected by the Protection of Badgers Act 1992. The species were recorded within the survey area however no setts would be impacted upon by the development however small areas of foraging ground would be lost and the overall impact would be considered negligible.

Development should proceed with caution after pre-construction surveys have taken place to ensure the situation is as is reported in the survey. Other precautionary mitigation measures would be implemented and secured by condition.

Breeding Birds

The loss of habitat during construction due to the loss of mature trees and field would impact upon birds both directly and indirectly due to loss of nests and foraging habitats. Further nesting and foraging habits are available in the surrounding area and therefore the impact would be negligible.

Bats

All bats and their roosts are legally protected in Scotland by the Conservation

(Natural Habitats, &c.) Regulations 1994. The development would result in the destruction of seven bat roosts located within buildings, one of which is a maternity roost. A license would be required from SNH to allow this to occur. Again, SNH has advised that it is likely a license would be granted. To compensate for this loss, a variety of bat roosting boxes would be provided in the area around the realigned burn. A bat protection plan has been developed to cover all mitigation related to bats and a condition would be attached requiring it's implementation.

Fish

Whilst not protected and no specific surveys have been carried out, the ES does suggest making provision for the protection of fish in the various burns crossing the site. Specific measures would be included in the CEMP.

Whilst specific measures are proposed to protect all species from adverse impacts, these are considered to be industry best practice and not specifically required to address a significant adverse impact of the proposed development. With all the proposed mitigation in place, the residual impact on ecological receptors as a result of the development would be negligible.

Trees and Woodland

There are around thirty groups of trees within the site and a further 66 individual trees, often found alongside roads, field edges, and around buildings. The main groups of mature trees are found around the main institute buildings, and within the fields nearby. The oldest trees are a group of beech which are likely to be well in-excess of 100 years old. The trees within the majority of groups are a mixture of qualities. The vast majority of groups include trees which are of low quality, with some including moderate quality trees or trees which are expected to die within 10 years.

Of the 66 individual trees, 42 are considered to be of low quality with an estimated life of at least 10 years or are very young trees, 15 are moderate quality with a life expectancy of at least 20 years and 8 are expected to die within 10 years. One tree is classed as high quality with a life expectancy of 40+ years.

None of the tree planting is categorised as semi-natural or ancient woodland or are protected by tree preservation orders. There are a small number of Wych Elm trees present on the site, which are a identified as a important species by the North East Scotland Biodiversity Action Plan.

As per the approved masterplan, the entire site would be cleared of vegetation, including trees. This is contrary to Policy NE5 (Trees and Woodlands) which states that there is a presumption against the loss of established trees and woodland that contribute significantly to nature conservation, landscape character or local amenity. The loss of trees is always regrettable; however with

such a large scale and extensive wholesale redevelopment of the site, in this case it is unavoidable. By way of mitigation, there would be an extensive scheme of replanting undertaken which would significantly increase and enhance the tree cover on the site. Over 30,000 shrubs and trees would be planted in the Burn Parkland alone, which would include native species such as Wych Elm. The public realm around buildings would feature more formal ornamental landscaping which would contribute to the visual amenity of the area.

Landscape, Townscape and Visual

A landscape and visual impact assessment (LVIA) of the proposed development has been undertaken, to inform the design process and to consider the potential effects on the local landscape and visual amenity that would result. Two matters were assessed, the first being the impact of the proposed development on the physical characteristics of the landscape and its resulting character and quality and secondly, the visual impacts relate to the effects on views experienced by visual receptors (e.g. residents, footpath users, people travelling through the surrounding landscape) and on the visual amenity experienced by these people.

The LVIA identifies landscape and visual receptors within a 5km radius study area, based on an appreciation of the extent of theoretical visibility of the proposed development. It found that local topography, extensive woodland cover and existing built development across the study area would considerably limit visibility and visual influence of the development. Key impacts of the proposed development were identified, with potential significant effects being limited to localised areas within the immediate vicinity of the proposed development and areas to the south (within 1.5km).

Once proposed mitigation is taken into account, the residual effects on the landscape and visual amenity within the study area were found to be relatively local; due to the surrounding topography, the extent of built development and areas of woodland cover within the surrounding landscape. Over time these effects will reduce as the proposed development becomes established within the local landscape. The creation of a new path network and introduction of green space, woodland and parkland areas will have further beneficial effects on users of the core path network and create new opportunities for outdoor access and recreation. No significant effects are predicted to arise on the setting of Scheduled Monuments, conservation areas, long distance walking and cycling routes or country parks within the study area.

The assessment considers effects on views and visual amenity as experienced from 12 representative points within the study area. It found that residual effects on views and visual amenity would be localised, with significant effects limited to three viewpoints; including those located along the immediate southern and close northern peripheries and areas of open, elevated ground along the southern settlement edge of Newhills. In these views the proposed development will be experienced within the context of existing large scale development

associated with other local business and industrial uses, as well as Aberdeen International Airport. There are predicted to be 'negligible' or 'no effects' on views and visual amenity at four viewpoints; these are located across northern, eastern and north western parts – and illustrate that effects on views and visual amenity will be considerably localised.

The proposed scale and massing of the development shown in the masterplan and ES, the development would not significantly adversely affect the landscape character of the area, in accordance with Policy D6 (Landscape).

Archaeology

An assessment of the potential impacts of the proposed development on archaeology and cultural heritage has been undertaken as part of the ES. The results from the archaeological geophysical survey suggest that there are previously unknown buried archaeological remains within the area of farmland that surrounds the Rowett Institute. In order to ensure that all important cultural heritage assets are protected and recorded where appropriate a staged programme of archaeological mitigation is proposed before construction could commence and particularly before the demolition of any buildings or structures of historic interest. This would be informed by a programme of trial trenching to evaluate the site.

The archaeological mitigation methodology is considered acceptable to the Council's shared Archaeology service and a condition would be attached requiring the implementation of a programme of archaeological works prior to development commencing.

Cultural Heritage

The ES identifies that there would be long term direct effects, as the AECC development would result in the destruction of a number of cultural heritage assets during construction (Strathcona House, Reid Library, Boyd Orr Building and Wardenhill House amongst other less significant buildings).

It is recognised that Strathcona House and other buildings on the site are of historic importance due to their connection with internationally important and recognised scientific research which took place at the Rowett Institute of Nutrition and Health. A significant level of objection, including objections from Dyce and Stoneywood Community Council and Bucksburn and Newhills Community Council, has been received to the demolition of Strathcona House and to a lesser extent the Reid Library.

Historic Environment Scotland's (HES) predecessor, Historic Scotland, did make an assessment of Strathcona House and concluded that it may qualify for listing as category 'C', which would offer it protection from demolition or any alterations which would affect its character. The assessment concludes that Strathcona is a

well-detailed example of an early 20th century hall of residence with strong references to the collegiate style in its design and plan form, as well as a relatively late use of Scots Baronial details. It has a good quality decorative scheme to the interior, with oak panelling to the principal public rooms and some stained glass windows. With the exception of the non-traditional replacement of many of the windows, the building remains largely unaltered to the exterior and interior since the east wing was added in 1950.

HES may not list a building which is subject to a current planning application which affects the character of the building and therefore the listing process has not progressed any further. It is therefore the case that the building has no protection over & above any other building on the site and could be demolished without the consent of the planning authority.

The Rowett North Masterplan document was approved by the Communities, Housing and Infrastructure Committee on 27th October. This shows the Rowett North site being entirely cleared of buildings in order to accommodate the new AECC and associated development. The proposal shown in this application is consistent with the masterplan in this regard and therefore further consideration of whether or not any buildings should remain would be unreasonable. Notwithstanding, due to the strong level of objection received on this particular matter, it is considered appropriate to briefly summarise the reasons behind the decision accept the loss of Strathcona House.

During the early design stages of the development it was thought that Strathcona House could be used for events alongside the AECC or perhaps a complementary use such as a small hotel or events venue. The developer however was unable to identify a suitable use or an operator that considered its reuse to be a viable option. Furthermore and perhaps more significantly, the design brief for the AECC has evolved over time and become significantly larger. This has resulted in the exhibition halls and support areas being located on the foot print of Strathcona House, therefore requiring its removal. These changes were required in order to improve operational efficiency and ensure different elements of the AECC could be used simultaneously. Alternative options were explored however the possibility of moving the AECC building to any significant degree is severely limited due to height limitations associated with the airport.

Therefore if Strathcona House, or indeed any of the other significant buildings on site, were to be retained, the operational capability of the new AECC would be considerably reduced. Given the ambition to create a nationally and internationally recognised venue which meets the requirements of exhibitors and performers and which has the flexibility to host a range of events simultaneously, it is considered that the unfortunate loss of Strathcona House and other significant buildings on site are essential to the potential success of the development.

Policy D4 (Aberdeen's Granite Heritage) encourages the retention of granite

buildings throughout the city, even if not listed or in a conservation area. The policy goes onto say that the conversion and adaptation of redundant granite buildings will be favoured.

Seven of the buildings are of granite construction and stone and the developer has identified elements from these buildings and Strathcona House which could be reused in the new development. This would include the reuse of –

- sandstone and decorative elements from Strathcona House to construct the culvert over the realigned burn;
- the granite pediment above the entrance to the Reid Library as a focal point within the landscaping;
- the feature stone signage from the Boyd Orr Building within the landscaping;
- a mill-stone as a feature within the burn corridor landscaping;
- the granite from Bridgefoot Cottage, Cuthbertson Building and Leitch Building to construct the walls of the Energy Centre;
- and the replanting in the burn corridor of a memorial rose garden and tree.

The potential uses for granite from other farm buildings are still under consideration. It is felt that the above would meet the requirements of Policy D4 (Aberdeen's Granite Heritage). The site waste management plan would also ensure that all other less significant and suitable materials from the demolition and earthworks would be reused.

In the wider context, the ES has also concluded that nine of the cultural assets located off-site, such as march stones and scheduled monuments, would experience a 'moderate adverse' effect, a further ten would experience a 'minor adverse' effect, and eight assets would experience a 'negligible' effect. Suitable landscaping of the site would help minimise the visual impact of the development when seen from outwith the site.

<u>Traffic, Transportation and Access</u>

Environmental Impact

The potential environmental impacts of the proposed development on traffic, transportation and access, which also considers the potential construction and operational effects of the proposed development on the transport network has been undertaken. The assessment considers the public road network in the vicinity of the proposed development which would be most commonly used for access by traffic generated by the development, namely the A96, Inverurie Road, Dyce Drive and Wellheads Drive.

The effects from construction phase traffic are unlikely to be as significant as those arising from the operational phase. Temporary effects relating to general construction traffic would be minimised through the implementation of a locally

focused Construction Traffic Management Plan (CTMP). The CTMP would promote the safe and efficient transportation of components, materials and staff to site and reduce the likelihood of adverse impacts including driver delay and impacts upon surrounding communities.

The traffic estimated to be generated by the proposed development during the operational phase has been assessed in isolation, as well as cumulatively with other planned and committed developments in the area.

As mitigation, an extensive range of major road network interventions in the Dyce and Newhills area is currently being considered by the Council and would deliver sufficient network capacity to mitigate higher future year traffic flows, resulting from both AECC and other planned and committed developments. The increase in traffic resulting from phase 1 and 2 would not result in significant impacts on the road network once the proposed mitigation is in place. The largest impact would be on Dyce Drive, south of the proposed main access, as this section of road is used by traffic travelling between the Aberdeen Western Peripheral Route (AWPR) and the site.

It is also intended to prepare and implement a Travel Plan to promote sustainable transport modes and encourage modal shift to reduce vehicular transport associated with the development.

Separately from the ES, a transport assessment has been carried out to consider the traffic, access and transport issues, identify measures to improve accessibility and to recommend appropriate mitigation to accommodate traffic.

Site Access and Traffic Impact

Three external access junctions are proposed, these being a signalised junction at Dyce Drive, a left in/ left out arrangement on the A96, potentially with a bus gate to allow right turning buses from the city and finally a signalised junction at Wellheads Drive. Junction analysis shows that all three proposed external access junctions would operate satisfactorily during future years. The operation of internal junctions within the site has also been assessed and these would also operate satisfactorily.

The number of vehicle trips associated with the existing Rowett Institute use has been compared against those expected for phase one of the new development (AECC, two hotels, energy centre and AD plant). The conclusion is that the existing use generates slightly more traffic than the proposed early stages of development and would result in no net detriment to the surrounding road network. Therefore financial contributions towards STF or the Dyce Drive Corridor Mitigation Scheme are not required. The phase two development (offices and leisure space subject of the separate planning permission in principle application) would be required to make contributions.

Public Transport

There are several bus routes in existence in close proximity to the site, with the closets stops on the A96 and Dyce Drive. These include city services operated by First Group as well as services operated by Stagecoach which serve towns and villages in Aberdeenshire and those further afield including Elgin and Inverness. Routes between the city centre and airport and Dyce railway station and the airport also pass the site.

Initial discussions between the developer and public transport operators have taken place with a view to extending services through the development however at this stage no firm proposals have been agreed. Ultimately the decision is a commercial one for bus operators however in order to facilitate this the main roads through the development would be designed to be capable of accommodating buses. A condition has been attached which requires a public transport strategy to be submitted prior to occupation of the first building. The strategy is expected to include plans for new or extended bus services and their phased implementation.

Separate from regular service bus, consideration has been given to the provision of so called 'Gig and Go' services during major events, the same as provided at the current AECC in Bridge of Don. Designated parking and drop-off areas close to the AECC building would be provided for Gig and Go buses.

Four bus stops outwith the site would be upgraded and a pedestrian crossing provided on Wellheads Drive to ensure those using the bus stop located there can safely get to the AECC site.

Parking

Each element of the development would have parking associated with it. Although the maximum parking standards are proposed by the developer, there is the potential for parking to be shared between uses in order to minimise the amount of land required for parking and make more efficient use of space. Furthermore, it has been demonstrated through the various applications for hotels in the Dyce area over recent years that the maximum rate of 1 parking space per bedroom is not required and that 0.6 spaces per bedroom is more suited to this area. Anything more than this would result in overprovision of parking and see large areas not utilised during expected operating conditions. A condition will be attached restricting the hotel developments to 0.6 space per bedroom, although this can be further controlled through matters specified in conditions applications.

The detailed parking arrangements would come forward in matters specified in conditions applications.

A condition should be attached which requires the applicant to submit a parking

management plan, which should be approved by ACC, before the opening of any part of the development. This should have a focus on minimising the number of spaces provided across the site and maximising space utilisation, through shared use between different elements of the overall operation (such as between hotels and office uses where peak uses are at different times). All to maximise the sustainable credentials of the proposals. Travel planning will also be required which should consider how the shift towards sustainable transport modes would be achieved.

Noise and Vibration

A baseline noise survey was carried out in order to quantify the existing noise levels at the site and the noise data collected have been used to inform the noise impact assessment. Noise at the proposed site location is dominated by aircraft and as a consequence, new buildings on the site would require high levels of sound insulation in order to achieve suitable internal noise levels but also to minimise noise from amplified music events disturbing nearby noise sensitive buildings such as hotels and nearby residential areas.

Much of the AECC arena space will be buffered from the outside by spaces for building plant and ancillary areas; however the required sound insulation values for the roof and walls which are not buffered in this way have been identified along with the sound insulation requirements of the other proposed components of the masterplan such as hotels and offices.

Road traffic noise due both to new roads, and increases in flow on existing roads, has been modelled using traffic flow data provided for future years (2018 and 2023) with and without the proposed AECC development. At Greenburn Road to the northwest of the site, and at Forrit Brae to the southwest of the site, the noise impact is predicted to be no more than of minor adverse significance. At other locations to the southeast, east, and northeast, no adverse noise impact is predicted.

Noise levels from loading bays and from car parking activities have been assessed, and due to the distances between these activities and the nearest noise sensitive receptors, they are predicted to have no adverse impact. Noise from plant, particularly from the anaerobic digestion (AD) plant, which is to be in close proximity to existing residential dwellings has been considered, and suitable noise limits for the AD plant and energy centre are proposed.

Building services noise limits are proposed for all new buildings on the site. However, due to the long distances between the new buildings and existing residential dwellings, controlling the noise so that it is not unduly loud at car parks and external amenity areas on the AECC site will be the overriding requirement.

A number of recommendations are made in regards to the construction of

buildings to provide adequate noise insulation and in terms of provide buffers and noise barriers between particular uses and residential properties. The details of these would be subject to conditions.

Construction noise and vibration would be controlled through requirements specified in the CEMP, and will be the role of the appointed contractor to manage and an Environmental Clerk of Works to monitor.

Air Quality

The ES undertook a review of the air quality current legislation and planning policy, along with a baseline assessment describing the current air quality conditions in the vicinity of the proposed development, including a monitoring survey, and an assessment of air quality impacts associated with traffic generated by the scheme.

There is the potential for dust to be generated during construction activities and it was concluded that with appropriate mitigation measures such as dust suppression techniques and the use of the CEMP to manage construction works, there is likely to be a low risk for significant effects to dust soiling and human health.

Roads to the site are located within an Air Quality Management Area (AQMA), designated because the relevant air quality standard for annual mean nitrogen dioxide concentrations is exceeded. Modelling has been carried out and the impact significance was assessed using the relevant guidance and was negligible at all receptor locations. As such, the predicted air quality effects from construction and operation of the proposed development are not predicted to be significant.

The Councils Environmental Health service has reviewed the air quality assessment and recommended that the developer is required to submit details of mitigation measures to minimise traffic (particularly at peak times when congestion is most likely) and air quality impacts. This has been covered to a certain extent already by the public transport measures proposed in the transport assessment, such as the use of ‘gig-and-go’ buses during large events. A condition would also be attached requiring a travel plan to be submitted.

A condition would also be attached requiring a Dust Management Plan to be implemented.

Design and Layout

AECC and Hotel Buildings

The building appearance is monochromatic, using different shades and tones of grey. The ribbons of the folds between different parts of the building are defined by the use of a contrasting shade of light grey. The result would be a large

elongated building made up of several layers of geometric shapes, with inclined angles at the gables and higest points of the building. There are limited opportunities for glazing due to it's acoustic requirements. The extent of glazing, as with the cladding, a higher quality of specification is proposed for the more prominent areas of the building. Structural silicone glazed curtain walling is located at the main entrances, the hotel front of house and the area above the main entrance. A capped curtain walling system is proposed for remaining areas of glazing to the concourse, meeting rooms, restaurant, management suite offices and bedroom floors of the hotel.

The energy centre and service yards to the south of the AECC, would be below the level of the A96, to reduce their visibility and in combination with landscaping would result in these areas becoming relatively discreet.

External Areas

Extensive areas of open space would be provided throughout the development with path links into the communities of Bankhead and Stoneywood. There is also an underpass link below the A96, leading to the future Rowett South residential led mixed use development. Key vistas would be created on the approaches, with public art work at significant locations.

The main approach road from Wellheads Drive would be lined by formal tree planting and form a long avenue, terminated by the semi-subterranean space which leads to the central square. The square itself is somewhat interrupted by that projecting covered area and associated air vents, as are views of the AECC building from the north and west approaches to the site. Attempts have been made to integrate these into the surrounding built form and landscaping by utilising green walls and roofs, however it is considered that this would represent a weakness in the overall design strategy. Notwithstanding, it is acknowledged that this space is central to the efficient operation of the AECC.

The proposed layout is in accordance with the masterplan and follows the guidance it provides to create character in each particular area.

The visual impact of the development has been considered by the ES and in the Landscape, Townscape and Visual part of this report.

Residential Amenity

There are several residential properties in the vicinity of the site. These comprise nine dwellinghouses on Walton Road, immediately to the north of the western most part of the site. They would be approximately 20m to the north and sit at a higher level than the proposed main access road from Wellheads Drive. The amenity of these properties is not expected to be unacceptably affected by the development, subject to the controls discussed earlier in this report - such as noise insulation for the AECC building.

Six further dwellings are located near the junction between Market Street and Greenburn Road North, south of the AD plant. These properties would essentially be surrounded by the wider development but would be particularly close to the proposed AD plant, the closest digester tanks being 20m away from the rear of the closest dwellings and 5m from the rear boundary of gardens. The tanks would be 14m high but would be sunken into the site behind landscaping which would help reduce their impact.

The facility is likely to be licensed by SEPA under pollution prevention and control regulations, however there is still the potential that neighbouring properties are affected by of odour from the facility. In order to minimise this risk, all feed stocks for the facility would be pre-processed off site. Food waste and other separately collected biodegradable material would be processed off-site to produce a nutrient rich slurry which will be delivered inside the reception building by tanker.
The AD plant would hold a small amount (2 to 3 day supply) of bulk silage within the reception building which would operate a negative pressure space in order to retain any odours within the building. There would be no open stores of either silage or food waste on the site and all tanks would be air tight, not only to stop odour release but also as an operational requirement. A condition would be attached requiring a detailed scheme for the control of odour to be submitted for review.

It is anticipated that the only significant noise sources from the AD facility would be that associated with the vehicles coming and going. Notwithstanding, due to the industrial nature of the facility, a condition has been attached requiring a noise assessment to be submitted and any required mitigation measures to be implemented.

Aviation Safeguarding and Public Safety

Public Safety Zone

Aberdeen International Airport is located to the north of the development, across Wellheads Drive. The flight path and associated public safety zone (PSZ) for runway 34 cross the eastern portion of the site in a north / south direction.

PSZs are areas of land at the ends of airport runways within which development is restricted in order to control the number of people on the ground at risk of death or injury in the event of an aircraft accident on take-off or landing. There is a general presumption against new or replacement development, or changes of use of existing buildings, within a PSZ. However there are certain exemptions one of which includes *“long stay and employee car parking (where the minimum stay is expected to be in excess of six hours)”*.

The masterplan for the Rowett North sites shows that the part of the site within

the runway 34 PSZ would be an overspill car park which is only expected to be used when the subterranean and the surface car parks are full. This is expected to be during larger conferences which are anticipated to occur on a fairly limited number of times per year. It is also likely that vehicles would be parked there for long periods throughout the day. It is considered that the proposed car park use within the PSZ is likely acceptable and broadly consistent with the aims of PSZs, to control the risk the public are exposed to. It is proposed to attach a condition limiting the use of the land within the PSZ to ensure it is not used for activities such as temporary exhibition space or other activities which would attract large numbers of people. The need for these temporary arrangements within the PSZ may also be reduced or removed, if the aforementioned 'shared parking' principles are significantly adopted, maximising the use of each space across the site.

Safeguarding of Aberdeen International Airport

The proposed development has been examined from a safeguarding perspective by Aberdeen International Airport and it has been determined that the development could potentially conflict with safeguarding criteria. Therefore several conditions have been attached relating to submission of bird hazard management plans, drainage, external lighting and landscaping schemes.

Safeguarding of Perwinnes Radar

The site is within the safeguarding zone of the NATS operated Perwinnes Radar, which is located some 3.9km to the north east. All MSC applications, which propose development above ground level will require to be referred to NATS for comments, which may result in developers being required to agree mitigation packages with NATS prior to planning permission being granted. A condition and informative note has been attached to this planning permission in order to highlight this matter and encourage early contact with NATS.

In accordance with Policy BI5, due consideration has been given to the use proposed within the public safety zone and the safeguarding of both the airport and Perwiness radar. The concerns raised in representations (*issue 16*) with regards to air safety are considered to have been addressed.

Major Accident Hazard Establishments

The Town and Country Planning (Hazardous Substances) (Scotland) Regulations 2015 specifies that where hazardous substances are present at or above controlled quantities a hazardous substance consent is required from the planning authority. Although methane gas which is classified as flammable would be present at the site, it would be below the controlled quantity and therefore no hazardous substances consent or consultation with the Health and Safety Executive for this application would be required.

Developer Contributions

Contributions in relation to the road network have been dealt with earlier in the report. The only other contributions considered applicable, were those relating the upgrading of core paths within the area. However the development itself proposes improvements to core path 4 and the provision of an extensive network of public paths throughout the site. Therefore as a result of the improvements the development itself would deliver, no contributions towards core paths are required.

Proposed Aberdeen Local Development Plan

The Proposed ALDP was approved for submission for examination by Scottish Ministers at the meeting of the Communities, Housing and Infrastructure Committee of 27 October 2015. It constitutes the Council's settled view as to what should be the content of the final adopted ALDP and is now a material consideration in the determination of planning applications, along with the adopted ALDP. The exact weight to be given to matters contained in the Proposed ALDP (including individual policies) in relation to specific applications will depend on whether these matters have been subject to representation and is regarded as an unresolved issue to be determined at the examination, and the relevance of these matters to the application under consideration. Policies and proposals which have not been subject to objection will not be considered at examination. In such instances, they are likely to be carried forward for adoption. Such cases can be regarded as having greater material weight than those issues subject to examination.

The foregoing can only be assessed on a case by case basis and in relation to this particular application, no objections to the Rowett North allocation in the Proposed ALDP have been received and therefore the allocation will be adopted without modification on formal adoption of the Proposed ALDP. Other relevant policies largely reiterate existing policies and do not significantly change the assessment of the proposal.

RECOMMENDATION: Approve Subject to Conditions

REASONS FOR RECOMMENDATION

The proposed development represents a departure from Policy LR1 of the Aberdeen Local Development Plan. Planning legislation requires that the application be determined in accordance with the development plan unless there are material considerations that indicate otherwise. The proposal has been assessed both in terms of the site specific issues and its impact on the wider area.

Notwithstanding the provisions of the development plan, there are material

considerations why the proposed development is regarded as being acceptable at this site. These are that the site is already zoned for development, there would be a significant level of business use included within site as per the masterplan layout and finally the Proposed Aberdeen Local Development Plan proposes that the site is zoned for specialist employment use, specifically identifying the site for the relocation of the AECC. No representations were received on the Rowett North allocation and therefore assuming the plan is adopted, the allocation will remain. The Councils latest position on the future development of the site is therefore that it is appropriate for the new AECC.

The Environmental Statement ('ES') has been prepared which explains the process of compiling, evaluating and presenting all of the significant environmental impacts of the proposed development, leading to the identification and incorporation of appropriate mitigation measures. The assessment by officers of the ES concluded that despite some omissions the submitted ES is considered to be sufficient in setting out the likely environmental effects of the development, and demonstrating that the severity of such impacts is not likely to be so significantly adverse as to warrant the refusal of this application. Where effects are likely, and when appropriate, mitigation measures can be provided and would be subject of planning conditions.

The approved Rowett North Master plan recognises the significant potential a AECC and associated development would bring significant economic, social and cultural benefits to the whole community of Aberdeen and the North East of Scotland. It would bring significant long term benefits to the economy of Aberdeen, in particular through the potential to attract larger major events and performers. SPP advises that planning authorities should proactively support sustainable economic growth and take a positive approach to development, recognising and responding to economic and financial conditions in considering proposals. In addition to the quality of the facilities within the AECC, the proposed development would also provide substantial areas of publicly available open space and include the diversion and improvement of the burns running through the site.

The strong feeling against the removal of Strathcona House and its undoubted historic significant is acknowledged, however if Strathcona House, or indeed any of the other significant buildings on site, were to be retained, the operational capability of the new AECC would be considerably reduced. Given the ambition to create a nationally and internationally recognised venue which meets the requirements of exhibitors and performers and which has the flexibility to host a range of events simultaneously, it is considered that the unfortunate loss of Strathcona House and other significant buildings on site are essential to the potential success of the development. This approach would be consistent with the approved Rowett North Masterplan. Stone from the demolished buildings would be reused for elements of the new development, including the proposed culvert over the realigned burn and for features within the landscaping scheme.

As such, it is considered that notwithstanding the conflict with the land use zoning for the site, the development complies with and supports other provisions within the development plan and would generate economic, social and cultural benefits for the whole of the North East of Scotland and therefore should be supported.

CONDITIONS

It is recommended that approval is granted subject to the following conditions:-

(1) WATERCOURSES AND FLOOD RISK

No development shall take place unless a detailing scheme for the protection and enhancement of the water environment has been submitted to and approved in writing by the planning authority in consultation with SEPA. The scheme shall include full design details of (i) the diversion and realignment of watercourses within the site; (ii) engineering activities in the water environment, including the location and type of any proposed watercourse crossings and culverts; and (iii) hydraulic modelling to support the design details.

No development shall take place within the 1 in 200 year plus climate change functional flood plain.

Thereafter all works on site must be undertaken in accordance with the approved scheme unless otherwise agreed in writing with the Planning Authority in consultation with SEPA.

Reason – in order to protect and improve the water environment and to protect people and property from flood risk.

(2) SURFACE WATER DRAINAGE

No development shall take place 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 in consultation with SEPA. The scheme shall (i) detail two levels of sustainable drainage (SUDS) treatment (or three levels for industrial hardstanding areas) for all areas roads / hardstanding / car parking and one level of SUDS treatment for roof run-off; (ii) include source control; (iii) shall be developed in accordance with the technical guidance contained in the SUDS Manual (C753); and (iv) shall provide details of bird deterrent measures. Thereafter development shall be implemented in accordance with the agreed scheme.

Reason – in order (i) to ensure adequate protection of the water environment from surface water run-off and (ii) avoid endangering the safe operation of aircraft through the attraction of birds.

(3) WASTE WATER CONNECTIONS

No development shall take place unless a scheme for the connection of buildings to the public waste water system 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.

(4) CONTAMINATED LAND

No development shall take place unless a matters specified in conditions application comprising a scheme to deal with any contamination (biological, chemical or radiological) on or within the land forming that particular phase or block 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 include (i) an investigation to determine the nature and extent of contamination; (ii) a site-specific risk assessment; and (iii) a remediation plan to address any significant risks and ensure the site is fit for the use proposed.

In relation to radioactive contamination, it must be ensured that any doses from residual contamination are as low as reasonably achievable and in any case, prior the commencement of development on site, be below a level of 0.3 mSv as specified in the Radioactive Substances (Basic Safety Standards) (Scotland) Direction 2000.

Thereafter no building shall be occupied unless for that building (i) any long term monitoring and reporting that may be required by the approved scheme of contamination or remediation plan or that otherwise has been required in writing by the planning authority is being undertaken and (ii) a report specifically relating to the building has been submitted and approved in writing by the planning authority that verifies that remedial works to fully address contamination issues related to the building(s) have been carried out, unless the planning authority has given written consent for a variation.

The final buildings within the particular phase or block shall not be occupied unless a report has been submitted and approved in writing by the planning authority that verifies the completion of the remedial works for the entire phase

or block, unless the planning authority has given written consent for a variation.

Reason – to ensure that issues relating to the presence of radioactive wastes have been addressed, that the site is suitable for its proposed use and to protect human health and the environment during necessary construction works.

(5) ARCHAEOLOGICAL WORK SCHEME

No development (including site stripping, service provision or establishment of site compounds) shall take place unless a scheme comprising the implementation of a programme of archaeological works in accordance with a written scheme of investigation has been submitted to and agreed by the Aberdeenshire Council Archaeology Service, and approved in writing by the Planning Authority.

Thereafter the developer shall ensure that the programme of archaeological works is fully implemented and that all recording and recovery of archaeological resources within the development site is undertaken to the satisfaction of the planning authority in agreement with the Aberdeenshire Council Archaeology Service.

Reason – in order to safeguard and record the archaeological and historic features of the area.

(6) RECORDING OF BUILDINGS

No development within any particular phase or block shall take place unless a survey of all existing buildings within that particular phase or block has been submitted to and approved in writing by the planning authority. The survey shall comprise a descriptive and photographic record of the building and a plan annotating any features of architectural or historic interest to at least to the standard of a level 2 English Heritage building survey and on completion shall be deposited with the local sites and monuments record.

Reason – in order to ensure that a historic record of buildings on the site is undertaken prior to demolition.

(7) OTTER PROTECTION PLAN

No development within any particular phase or block shall take place unless a detailed otter protection plan has been submitted to and approved in writing by the planning authority. The protection plan must include the measures required to mitigate, compensate and avoiding impacts on otters during development in accordance with Scottish Natural Heritage best practice guidance. Thereafter development shall be undertaken in accordance with the approved plan.

Reason – in order to mitigate any potential impact on European protected

species.

(8) BAT PROTECTION PLAN

No development within any particular phase or block shall take place unless a detailed bat protection plan has been submitted to and approved in writing by the planning authority. The protection plan must include the measures required to mitigate, compensate and avoiding impacts on bats during development in accordance with Scottish Natural Heritage best practice guidance. Thereafter development shall be undertaken in accordance with the approved plan.

Reason – in order to mitigate any potential impact on European protected species.

(9) CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN (CEMP)

No development (including site stripping, service provision or establishment of site compounds) shall take place unless a matters specified in conditions application comprising a site specific construction environmental management plan (CEMP) has been submitted to and approved in writing by the planning authority in consultation with SEPA. The CEMP must address (i) surface water management; (ii) watercourse engineering; and (iii) pollution prevention. Thereafter development shall be undertaken in accordance with the approved CEMP.

Reason – in order to minimise the impacts of necessary demolition / construction works on the environment.

(10) SITE WASTE MANAGEMENT PLAN

No development (including site stripping, service provision or establishment of site compounds) shall take place unless a site specific site waste management plan (SWMP) has been submitted to and approved in writing by the planning authority in consultation with SEPA. The SWMP must set out how demolition and construction waste associated with the application site shall be minimised, stored, reused and disposed of. Thereafter development shall be undertaken in accordance with the approved SWMP.

Reason: In order to improve materials resource efficiency and ensure the appropriate management and disposal of waste form development sites.

(11) DUST MANAGEMENT PLAN

No development (including site stripping, service provision or establishment of site compounds) shall take place unless a Dust Management Plan has been submitted to and approved in writing by the planning authority. The management plan shall specify dust mitigation measures and controls, responsibilities and

any proposed monitoring regime. Thereafter development (including demolition) of each phase or block shall be undertaken in accordance with the approved plan.

Reason – in order to control air pollution from dust associated with the construction of the development.

(12) BIRD HAZARD MANAGEMENT PLAN

No development (including site stripping, service provision or establishment of site compounds) shall take place unless a bird hazard management plan has been submitted to and approved in writing by the planning authority. The submitted plan shall include details of the management of potential bird attractants which may be attractive to nesting, roosting and "loafing" birds, and the measures in place to implement removal of birds/eggs/nests if deemed necessary. Thereafter the agreed measures shall be implemented in full for the lifetime of the development unless otherwise agreed in writing by the planning authority in consultation with Aberdeen International Airport.

Reason – to avoid endangering the safe movement of aircraft and the operation of Aberdeen International Airport through the attraction of birds.

(13) PERWINNES RADAR SAFEGUARDING

No development of any buildings shall take place, unless there has been submitted to and approved in writing by the planning authority in consultation with the radar operator (NATS (En-route) plc) (i) detailed plans including grid coordinates and spot heights for all corners of the proposed buildings in that individual phase, demonstrating that there would be no detrimental impact upon the operation of the Perwinnes Radar; or (ii) details of a scheme to mitigate any detrimental impact upon the operation of the Perwinnes Radar. Thereafter, development shall take place in complete accordance with such a scheme as so approved unless the planning authority and NATS (En-route) plc have given written consent for a variation.

Reason – in the interests of aircraft safety.

(14) EXTERNAL FINISHNG MATERIALS

No development related to the construction of buildings shall take place unless a finalised scheme of all external finishing materials (including colour) to the roof and walls of the development hereby approved has been submitted to and approved in writing by the planning authority. Thereafter the development shall be carried out in accordance with the details so agreed.

Reason – in the interests of the visual amenity of the area.

(15) GREEN TRAVEL PLAN

No building shall be occupied or brought into use unless a green travel for that building has been submitted to and approved in writing by the planning authority. 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.

(16) NOISE MITIGATION SCHEME FOR NEW BUILDINGS

No development related to the construction of the AECC or hotel shall take place take unless a matters specified in conditions application comprising a scheme of measures for the protection of hotel occupants from road traffic and aircraft noise has been submitted to and approved in writing by the planning authority. Thereafter the hotel shall not be occupied unless the mitigation measures have been implemented in accordance with the agreed scheme.

Reason – in order to ensure that occupants of buildings with a noise sensitive use are adequately protected from excessive noise levels.

(17) NOISE MITIGATION SCHEME TO PROTECT EXISTING RESIDENTS

No development related to the construction of any building shall take place unless a detailed noise impact assessment (NIA) examining the likely noise impact on residential properties in the vicinity of the development has been submitted to and approved in writing by the planning authority. The NIA shall be carried out by a suitably qualified independent noise consultant and be undertaken in accordance with Planning Advice Note 1/2011 (Planning and Noise). The scope of the NIA should be agreed with the Council's Environmental Health service prior to it being carried.

Thereafter any uses identified as requiring noise mitigation shall not be brought into use unless any noise attenuation measures identified by the NIA which are required in order to prevent any adverse impacts on the amenity of residents in the surrounding area have been installed.

Reason – in order to ensure that any noise from the premises is adequately mitigated and the amenity of residents and businesses in the area is maintained.

(18) LOW AND ZERO CARBON BUILDINGS

No development of any buildings 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

buildings within that particular building has been submitted to and approved in writing by the planning authority. Thereafter, each 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.

(19) SOFT LANDSCAPING IMPLEMENTATION

That all planting, seeding and turfing comprised in the approved scheme of landscaping (Brindley Associates drawings 0817/MP/25 to 0817/MP/37A and Landscape Specification & Management Plan - Job No. 0817 dated 19th August 2015) shall be carried out in the first planting season following the completion of the development and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a size and species similar to those originally required to be planted, or in accordance with such other scheme as may be submitted to and approved in writing for the purpose by the planning authority - in the interests of the amenity of the area.

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

(20) HARD LANDSCAPING IMPLEMENTATION

No building shall be occupied unless the hard landscape scheme has been implemented in accordance with the approved scheme of landscaping (Brindley Associates drawings 0817/MP/25 to 0817/MP/37A and Landscape Specification & Management Plan - Job No. 0817 dated 19th August 2015) unless otherwise agreed in writing with the planning authority.

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

(21) PUBLIC ART STRATEGY

No building shall be occupied unless (i) scheme of public art for the site has been submitted to and approved in writing by the planning authority; and (ii) the approved scheme of public art has been implemented.

The strategy shall include details of where stone and any features of architectural or historic interest existing within the site are to be used within the finished development.

Reason – in ensure a high quality public realm for the development.

(22) CULVERT AND BRIDGE DETAILS

No development shall take place unless detailed design of the proposed culvert and 'bridge' over it have been submitted to and approved in writing by the planning authority. Thereafter unless otherwise agreed in writing by the planning authority, no building shall be occupied unless the culvert and bridge have been constructed in accordance with the approved details.

Reason – in ensure a high quality public realm for the development.

(23) ENERGY CENTRE DETAILS

No development shall take place unless detailed design of the proposed energy centre located to the south of the main AECC building has been submitted to and approved in writing by the planning authority. Thereafter the energy centre shall be constructed in accordance with the approved details.

Reason – in ensure a high quality public realm for the development.

(24) BUS STOP IMPROVEMENTS / PEDESTRIAN CROSSING

No building shall be occupied unless (i) a scheme for the improvement of the existing bus stops at the following locations has been submitted to and approved in writing by the planning authority and (ii) thereafter the bus stops have been upgraded in accordance with the approved details.

a) on the north side of the A96, 80m east of the junction with Greenburn Road;
b) on the south side of the A96, opposite the junction with Greenburn Road;
c) on the north side of the A96, 100m east of the junction with Dyce Drive; and
d) on the west side of Dyce Drive, 145m north of the junction with the A96.

The said scheme should consider the provision of bus shelters, real-time information displays, timetables, lighting, boarding kerbs, and road markings at each bus stop, taking into account the locational characteristics of each stop. A signalised pedestrian crossing must be provided on Dyce Drive to allow pedestrians to cross from bus stop 'd' (identified above) to the application site.

Reason – in order to encourage the use of public transport to the site and ensure the safety of pedestrians.

(25) EXTERNAL LIGHTING

No development shall take place unless a scheme comprising details of external lighting (including building lighting) within the site has been submitted to and

approved in writing by the planning authority after consultation with Transport Scotland, as the trunk roads authority. Thereafter the external lighting shall be implemented in accordance with the approved details.

Reason – in order to (i) ensure that there will be no distraction or dazzle on the trunk road and that the safety of traffic on the trunk road will not be diminished and to ensure the safeguarding of Aberdeen International Airport and (ii) mitigate the adverse impact of development traffic on the safe and efficient operation of the trunk road.

(26) OUTDOOR CATERING RESTRICTION & BINS

(i) No outdoor catering facilities (such as hot food vans, street food vendors or BBQ's) shall be permitted to operate within the site boundary.

(ii) All waste generated by the site shall either be stored internally within buildings or within containers fitted with lids which prevent birds from accessing waste.

Reason – in order to avoid endangering the safe operation of aircraft through the attraction of birds.

(27) VEHICULAR ACCESS AND PARKING MANAGEMENT PLAN

No development within any particular phase or block shall take place unless a matters specified in conditions application comprising a vehicular access and parking management plan has been submitted to and approved in writing by the planning authority. The plan shall include details how different modes of transport will access, move through and leave the site, specifically in relation to –

a) Access, egress and drop-off points for Gig and Go buses;
b) Access, egress and drop-off points for service buses;
c) Access, egress and drop-off points for private coaches;
d) Access, egress and drop-off points for taxis;
e) Access, egress and parking for private cars;
f) Bus gates and any other restrictive measures controlling access to the site;
g) The sharing of parking facilities between different uses at different times, to ensure maximisation of use of each space and that a 'whole site' managed approach is taken; and
h) The routes which different types of traffic would take at different times.

Parking associated with hotel use shall not exceed a rate of 0.6 spaces per bedroom.

Reason – in order to provide satisfactory access to the site and mitigate the impact of the proposed development on the road network.

(28) PUBLIC TRANSPORT STRATEGY

No building shall be occupied unless a public transport strategy for the whole development has been submitted to and approved in writing by the planning authority. The strategy shall include proposals for the provision of either new or extended bus services linking the development with the existing public transport network, and details of the phased implementation of the strategy. Thereafter the agreed strategy shall be implemented as approved, unless otherwise agreed in writing by the planning authority.

Reason – in the interests of encouraging the use of public transport and reducing reliance on the use of private cars

(29) PROVISION OF VEHICULAR ACCESS (A96)

No development shall take place unless a matters specified in conditions application comprising detailed design for the proposed A96 access road junctions has been submitted to and approved in writing by the planning authority in consultation with either the ACC acting as roads authority or in the case of the A96 junction still being designated as a trunk road at that time, Transport Scotland. Thereafter no building shall be occupied unless the junctions has been constructed in accordance with the approved details.

Reason – To ensure that the standard of access layout complies with the current standards and that the safety of the traffic on the trunk road is not diminished.

(30) PROVISION OF VEHICULAR ACCESS (DYCE DRIVE)

No development shall take unless a matters specified in conditions application comprising detailed design for the proposed access road junction at Dyce Drive, has been submitted to and approved in writing by the planning authority.

The designs must be supported by traffic modelling, a written rationale for the design options chosen and make reference to the vehicular access and parking management plan. The Dyce Drive junction shall be subject of testing using a TRANSYT model which has been produced for junctions affecting the AWPR. The results of such testing shall be submitted as part of this condition for review.

Thereafter no building shall be occupied unless each of the junctions has been constructed in accordance with the approved details, unless otherwise agreed in writing by the planning authority.

Reason – in order to provide satisfactory access to the site and mitigate the impact of the proposed development on the road network.

(31) PROVISION OF VEHICULAR ACCESS (WELLHEADS DRIVE)

No development shall take unless a matters specified in conditions application comprising detailed design for the proposed access road junction at Dyce Drive, has been submitted to and approved in writing by the planning authority.

The designs must be supported by traffic modelling, a written rationale for the design options chosen and make reference to the vehicular access and parking management plan.

Thereafter no building shall be occupied unless each of the junctions has been constructed in accordance with the approved details, unless otherwise agreed in writing by the planning authority.

Reason – in order to provide satisfactory access to the site and mitigate the impact of the proposed development on the road network.

(32) TRUNK ROAD BOUNDARY TREATMENT

Prior to commencement of development a barrier / fence of a type to be agreed by the planning authority in consultation with Transport Scotland shall be erected along the boundary of the application site with the A96.

Reason – To ensure that the movement of traffic and pedestrians is confined to the permitted means of access thereby lessening the danger to and interference with the free flow of traffic on the trunk road.

(33) CYCLE AND MOTORCYCLE PARKING

No building shall be occupied unless (i) details of the proposed locations and types of cycle and motorcycle parking has been submitted to and approved in writing by the planning authority (ii) and has been implemented in accordance with the approved plans.

Reason – in the interests of encouraging the use of more sustainable modes of transport.

(34) AD PLANT – ODOUR CONTROL

That no development associated with the anaerobic digestion plant shall take place unless a scheme for the control of any odours generated by the operation of the anaerobic digestion plant has been submitted to and approved in writing by the planning authority. Thereafter the plant shall not become operational unless the scheme has been implemented.

Reason – In order to protect residential properties from odour.

(35) AD PLANT – LAYOUT

That notwithstanding the details shown on Keppie drawings KD-T(00)AXXX-001 and KD-T(00)AXXX-002, no development associated with the anaerobic digestion plant shall take place unless a further revised layout with cross sections has been submitted to and approved in writing by the planning authority. The revised layout shall provide a satisfactory relationship with the adjacent residential properties and ensure that any buildings, equipment or tanks are not overly dominant.

Reason – in order to maintain a suitable level of amenity for residents and the visual appearance of the area.

INFORMATIVE NOTES

DURATION OF PLANNING PERMISSION

That this planning permission in principle shall lapse on the expiration of 2 years from the approval of matters specified in conditions being obtained (or, in the case of approval of different matters on different dates, from the requisite approval for the last such matter being obtained) unless the development to which the permission relates is begun before that expiration.

SAFEGUARDING OF NATS PERWINNES RADAR

Developers and applicants are advised that the application site is within the safeguarding zone of Perwinnes Radar Installation, operated by NATS En-Route Ltd. On receipt of an application for matters specified in conditions (MSC) related to this grant of planning permission in principle (PPiP), the planning authority will consult NATS to determine if proposed buildings and structures would have an adverse impact upon the operation of the radar installation and if mitigation to any impact is possible. If an unacceptable impact and a viable mitigation is identified, the developer will be expected to agree with NATS a mitigation package prior to determination of an application.

The planning authority strongly suggests that prior to submission of an application, early dialogue with NATS is undertaken to find a solution to any impact a development may have on the radar. NATS provide a technical consultancy service to developers wishing to enter into pre-application discussions and further information can be obtained from the NATS Safeguarding Office at NATSSafeguarding@nats.co.uk.

SAFEGUARDING OF ABERDEEN INTERNATIONAL AIRPORT

Developers and applicants are advised that the application site is located underneath the safety surface of Aberdeen International Airport. These surfaces are designed to protect the safe operation of aircraft during take-off and final approach stage of flight and therefore strict height restrictions are in place.

The planning authority strongly suggests early dialogue with the airport safeguarding team in order to determine the maximum permitted height of development.

Further information can be obtained from Aberdeen International Airport Safeguarding Manager (safeguarding@aiairport.com / 01224 725756).

SAFEGUARDING OF ABERDEEN INTERNATIONAL AIRPORT (CRANES)

Attention is drawn to the requirement within the British Standard Code of Practice for the Safe Use of Cranes (BS7121), specifically section 9.9.3 (Crane Control in the Vicinity of Aerodromes) which requires the responsible person to consult the aerodrome manager for permission to work if a crane is to be used within 6km of an aerodrome and it's height would exceed 10m or that of surrounding trees and structures.

Use of cranes, scaffolding above the height of the proposed development, or other tall construction equipment must be notified to Aberdeen International Airport Safeguarding Manager (safeguarding@aiairport.com / 01224 725756) at least one month prior to use. Failure to do so may result in any responsible person being guilty of an offence under Article 137 (Endangering Safety of and Aircraft) of the Air Navigation Order (CAP 393) which states that a person must not recklessly or negligently act in a manner likely to endanger an aircraft.

SAFEGUARDING OF ABERDEEN INTERNATIONAL AIRPORT (LIGHTING)

Developers and applicants are advised to ensure that all permanent lighting, construction lighting, or illuminated signage, within the development site must be of a type which does not cause spillage of light above the horizontal, or include strobe, laser or flashing light.

Failure to do so may result in any responsible person being guilty of an offence under Article 135 (Dangerous Lights) of the Air Navigation Order (CAP 393) which states that a person must not exhibit any light which (i) by reason of its glare is liable to endanger aircraft taking off from or landing at an aerodrome or (ii) by reason of its liability to be mistaken for an aeronautical ground light is liable to endanger aircraft.

Further information can be obtained from Aberdeen International Airport Safeguarding Manager (safeguarding@aiairport.com / 01224 725756).

HOTEL PARKING

Notwithstanding any submitted supporting information indicating otherwise, in order to ensure that overprovision of car parking does not occur, the planning authority expect a rate of 0.6 car parking spaces per bedroom to be applied to all hotels within the development. The rate of 0.6 spaces per bedroom has been demonstrated to be adequate for the parking demand experienced by hotels in Dyce.

Application Ref No P**151390**

ABERDEEN CITY COUNCIL

PLANNING & SUSTAINABLE DEVELOPMENT
Communities, Housing and Infrastructure
Business Hub 4, Marischal College, Broad Street,
ABERDEEN. AB10 1AB

The Town And Country Planning (Scotland) Act 1997

Conditional Planning Permission

Zander Planning Ltd
31 Balmoral Drive
Bishopton
PA7 5HR

on behalf of **Henry Boot Developments Ltd**

With reference to your application validly received on 24 August 2015 for Planning Permission under the above mentioned Act for the following development, viz:-

Demolition of existing buildings, erection of exhibition and conference centre including subterranean and public space, energy centre, hotel and associated access, landscaping, engineering works (including burn diversion/formation and ground works/platforming) and car parking (including temporary car parking)
at **Rowett Research Institute, Greenburn Road, Bucksburn**

the Council in exercise of their powers under the above mentioned Act hereby GRANT Planning Permission for the said development in accordance with the particulars given in the application form and the plan(s) and documents docketed as relative thereto.

Permission is granted subject to the following condition(s), for which reasons(s) are stated viz:-

(1) WATERCOURSES AND FLOOD RISK

No development shall take place unless a detailed scheme for the protection and enhancement of the water environment has been submitted to and approved in writing by the planning authority in consultation with SEPA. The scheme shall include full design details of (i) the diversion and realignment of watercourses within the site; (ii) engineering activities in the water environment, including the location and type of any proposed watercourse crossings and culverts; and (iii) hydraulic modelling to support the design details.

No development shall take place within the 1 in 200 year plus climate change functional flood

PETE LEONARD
DIRECTOR

Continuation

plain.
Thereafter all works on site must be undertaken in accordance with the approved scheme unless otherwise agreed in writing with the Planning Authority in consultation with SEPA.

Reason - in order to protect and improve the water environment and to protect people and property from flood risk.

(2) SURFACE WATER DRAINAGE

No development shall take place unless a detailed scheme for surface water drainage has been submitted to and approved in writing by the planning authority in consultation with SEPA. The scheme shall (i) detail two levels of sustainable drainage (SUDS) treatment (or three levels for industrial hardstanding areas) for all areas roads / hardstanding / car parking and one level of SUDS treatment for roof run-off; (ii) include source control; (iii) shall be developed in accordance with the technical guidance contained in the SUDS Manual (C753); and (iv) shall provide details of bird deterrent measures. Thereafter development shall be implemented in accordance with the agreed scheme.

Reason - in order (i) to ensure adequate protection of the water environment from surface water run-off and (ii) avoid endangering the safe operation of aircraft through the attraction of birds.

(3) WASTE WATER CONNECTIONS

No development shall take place unless a scheme for the connection of buildings to the public waste water system 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.

(4) CONTAMINATED LAND

No development shall take place unless a scheme to deal with any contamination (biological, chemical or radiological) on or within the land forming that particular phase or block 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 include (i) an investigation to determine the nature and extent of contamination; (ii) a site-specific risk assessment; and (iii) a remediation plan to address any significant risks and ensure the site is fit for the use proposed.

In relation to radioactive contamination, it must be ensured that any doses from residual

Continuation

contamination are as low as reasonably achievable and in any case, prior the commencement of development on site, be below a level of 0.3 mSv as specified in the Radioactive Substances (Basic Safety Standards) (Scotland) Direction 2000.
Thereafter no building shall be occupied unless for that building (i) any long term monitoring and reporting that may be required by the approved scheme of contamination or remediation plan or that otherwise has been required in writing by the planning authority is being undertaken and (ii) a report specifically relating to the building has been submitted and approved in writing by the planning authority that verifies that remedial works to fully address contamination issues related to the building(s) have been carried out, unless the planning authority has given written consent for a variation.

The final buildings within the particular phase or block shall not be occupied unless a report has been submitted and approved in writing by the planning authority that verifies the completion of the remedial works for the entire phase or block, unless the planning authority has given written consent for a variation.

Reason - to ensure that issues relating to the presence of radioactive wastes have been addressed, that the site is suitable for its proposed use and to protect human health and the environment during necessary construction works.

(5) ARCHAEOLOGICAL WORK SCHEME

No development (including site stripping, service provision or establishment of site compounds) shall take place unless a scheme comprising the implementation of a programme of archaeological works in accordance with a written scheme of investigation has been submitted to and agreed by the Aberdeenshire Council Archaeology Service, and approved in writing by the Planning Authority.

Thereafter the developer shall ensure that the programme of archaeological works is fully implemented and that all recording and recovery of archaeological resources within the development site is undertaken to the satisfaction of the planning authority in agreement with the Aberdeenshire Council Archaeology Service.

Reason - in order to safeguard and record the archaeological and historic features of the area.

(6) RECORDING OF BUILDINGS

No development shall take place unless a survey of all existing buildings within that particular phase or block has been submitted to and approved in writing by the planning authority. The survey shall comprise a descriptive and photographic record of the building and a plan annotating any features of architectural or historic interest to at least to the standard of a level 2 English Heritage building survey and on completion shall be deposited with the local sites and monuments record.

Reason - in order to ensure that a historic record of buildings on the site is undertaken prior to

Continuation

demolition.

(7) OTTER PROTECTION PLAN

No development within any particular phase or block shall take place unless a detailed otter protection plan has been submitted to and approved in writing by the planning authority. The protection plan must include the measures required to mitigate, compensate and avoiding impacts on otters during development in accordance with Scottish Natural Heritage best practice guidance. Thereafter development shall be undertaken in accordance with the approved plan.

Reason - in order to mitigate any potential impact on European protected species.

(8) BAT PROTECTION PLAN

No development within any particular phase or block shall take place unless a detailed bat protection plan has been submitted to and approved in writing by the planning authority. The protection plan must include the measures required to mitigate, compensate and avoiding impacts on bats during development in accordance with Scottish Natural Heritage best practice guidance. Thereafter development shall be undertaken in accordance with the approved plan.

Reason - in order to mitigate any potential impact on European protected species.

(9) CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN (CEMP)

No development (including site stripping, service provision or establishment of site compounds) shall take place unless a matters specified in conditions application comprising a site specific construction environmental management plan (CEMP) has been submitted to and approved in writing by the planning authority in consultation with SEPA. The CEMP must address (i) surface water management; (ii) watercourse engineering; and (iii) pollution prevention. Thereafter development shall be undertaken in accordance with the approved CEMP.

Reason - in order to minimise the impacts of necessary demolition / construction works on the environment.

(10) SITE WASTE MANAGEMENT PLAN

No development (including site stripping, service provision or establishment of site compounds) shall take place unless a site specific site waste management plan (SWMP) has been submitted to and approved in writing by the planning authority in consultation with SEPA. The SWMP must set out how demolition and construction waste associated with the application site shall be minimised, stored, reused and disposed of. Thereafter development shall be undertaken in accordance with the approved SWMP.

PETE LEONARD
DIRECTOR

Continuation

Reason: In order to improve materials resource efficiency and ensure the appropriate management and disposal of waste form development sites.

(11) DUST MANAGEMENT PLAN

No development (including site stripping, service provision or establishment of site compounds) shall take place unless a Dust Management Plan has been submitted to and approved in writing by the planning authority. The management plan shall specify dust mitigation measures and controls, responsibilities and any proposed monitoring regime. Thereafter development (including demolition) of each phase or block shall be undertaken in accordance with the approved plan.

Reason - in order to control air pollution from dust associated with the construction of the development.

(12) BIRD HAZARD MANAGEMENT PLAN

No development (including site stripping, service provision or establishment of site compounds) shall take place unless a bird hazard management plan has been submitted to and approved in writing by the planning authority. The submitted plan shall include details of the management of potential bird attractants which may be attractive to nesting, roosting and "loafing" birds, and the measures in place to implement removal of birds/eggs/nests if deemed necessary. Thereafter the agreed measures shall be implemented in full for the lifetime of the development unless otherwise agreed in writing by the planning authority in consultation with Aberdeen International Airport.

Reason - to avoid endangering the safe movement of aircraft and the operation of Aberdeen International Airport through the attraction of birds.

(13) PERWINNES RADAR SAFEGUARDING

No development of any buildings shall take place, unless there has been submitted to and approved in writing by the planning authority in consultation with the radar operator (NATS (En-route) plc) (i) detailed plans including grid coordinates and spot heights for all corners of the proposed buildings in that individual phase, demonstrating that there would be no detrimental impact upon the operation of the Perwinnes Radar; or (ii) details of a scheme to mitigate any detrimental impact upon the operation of the Perwinnes Radar. Thereafter, development shall take place in complete accordance with such a scheme as so approved unless the planning authority and NATS (En-route) plc have given written consent for a variation.

Reason - in the interests of aircraft safety.

(14) EXTERNAL FINISHNG MATERIALS

No development related to the construction of buildings shall take place unless a finalised

Continuation

scheme of all external finishing materials (including colour) to the roof and walls of the development hereby approved has been submitted to and approved in writing by the planning authority. Thereafter the development shall be carried out in accordance with the details so agreed.

Reason - in the interests of the visual amenity of the area.

(15) GREEN TRAVEL PLAN

No building shall be occupied or brought into use unless a green travel for that building has been submitted to and approved in writing by the planning authority. 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.

(16) NOISE MITIGATION SCHEME FOR NEW BUILDINGS

No development related to the construction of the AECC or hotel shall take place take unless a scheme of measures for the protection of hotel occupants from road traffic and aircraft noise has been submitted to and approved in writing by the planning authority. Thereafter the hotel shall not be occupied unless the mitigationmeasures have been implemented in accordance with the agreed scheme.

Reason - in order to ensure that occupants of buildings with a noisesensitive use are adequately protected from excessive noise levels.

(17) NOISE MITIGATION SCHEME TO PROTECT EXISTING RESIDENTS

No development related to the construction of any building shall take place unless a detailed noise impact assessment (NIA) examining the likely noise impact on residential properties in the vicinity of the development has been submitted to and approved in writing by the planning authority. The NIA shall be carried out by a suitably qualified independent noise consultant and be undertaken in accordance with Planning Advice Note 1/2011 (Planning and Noise). The scope of the NIA should be agreed with the Council's Environmental Health service prior to it being carried.

Thereafter any uses identified as requiring noise mitigation shall not be brought into use unless any noise attenuation measures identified by the NIA which are required in order to prevent any adverse impacts on the amenity of residents in the surrounding area have been installed.

Continuation

Reason - in order to ensure that any noise from the premises is adequately mitigated and the amenity of residents and businesses in the area is maintained.

(18) LOW AND ZERO CARBON BUILDINGS

No development of any buildings shall take place unless a scheme detailing compliance with the Council's 'Low and Zero Carbon Buildings' supplementary guidance for the buildings within that particular building has been submitted to and approved in writing by the planning authority. Thereafter, each 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.

(19) SOFT LANDSCAPING IMPLEMENTATION

That all planting, seeding and turfing comprised in the approved scheme of landscaping (Brindley Associates drawings 0817/MP/25 to 0817/MP/37A and Landscape Specification & Management Plan - Job No. 0817 dated 19th August 2015) shall be carried out in the first planting season following the completion of the development and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of
a size and species similar to those originally required to be planted, or in accordance with such other scheme as may be submitted to and approved in writing for the purpose by the planning authority.

Notwithstanding, the proposed green roofs on the subterranean building and energy centre shall not be implemented unless further details of their specification has been been submitted to and approved in writing by planning authority in consultation with Aberdeen International Airport.

Reason - in order to integrate the development into the surrounding landscape, increasing the biodiversity value of the site, creating a suitable environment for future residents and to safeguarding operations at Aberdeen International Airport.

(20) HARD LANDSCAPING IMPLEMENTATION

No building shall be occupied unless the hard landscape scheme has been implemented in accordance with the approved scheme of landscaping (Brindley Associates drawings 0817/MP/25 to 0817/MP/37A and Landscape Specification & Management Plan - Job No. 0817 dated 19th August 2015) unless otherwise agreed in writing with the planning authority.

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

(21) PUBLIC ART STRATEGY

Continuation

No building shall be occupied unless (i) scheme of public art for the site has been submitted to and approved in writing by the planning authority; and (ii) the approved scheme of public art has been implemented.

The strategy shall include details of where stone and any features of architectural or historic interest existing within the site are to be used within the finished development.

Reason - in ensure a high quality public realm for the development.

(22) CULVERT AND BRIDGE DETAILS

No development shall take place unless detailed design of the proposed culvert and 'bridge' over it have been submitted to and approved in writing by the planning authority. Thereafter unless otherwise agreed in writing by the planning authority, no building shall be occupied unless the culvert and bridge have been constructed in accordance with the approved details.

Reason - in ensure a high quality public realm for the development.

(23) ENERGY CENTRE DETAILS

No development shall take place unless detailed design of the proposed energy centre located to the south of the main AECC building has been submitted to and approved in writing by the planning authority. Thereafter the energy centre shall be constructed in accordance with
the approved details.

Reason - in ensure a high quality public realm for the development.

(24) BUS STOP IMPROVEMENTS / PEDESTRIAN CROSSING

No building shall be occupied unless (i) a scheme for the improvement of the existing bus stops at the following locations has been submitted to and approved in writing by the planning authority and (ii) thereafter the bus stops have been upgraded in accordance with the approved details.

a) on the north side of the A96, 80m east of the junction with Greenburn Road;
b) on the south side of the A96, opposite the junction with Greenburn Road;
c) on the north side of the A96, 100m east of the junction with Dyce Drive; and
d) on the west side of Dyce Drive, 145m north of the junction with the A96.

The said scheme should consider the provision of bus shelters, real-time information displays, timetables, lighting, boarding kerbs, and road markings at each bus stop, taking into account the locational characteristics of each stop. A signalised pedestrian crossing must be provided on Dyce Drive to allow pedestrians to cross from bus stop 'd' (identified above) to the application site.

PETE LEONARD
DIRECTOR

Continuation

Reason - in order to encourage the use of public transport to the site and ensure the safety of pedestrians.

(25) EXTERNAL LIGHTING

No development shall take place unless a scheme comprising details of external lighting (including building lighting) within the site has been submitted to and approved in writing by the planning authority after consultation with Transport Scotland, as the trunk roads authority. Thereafter the external lighting shall be implemented in accordance with the approved details.

Reason - in order to (i) ensure that there will be no distraction or dazzle on the trunk road and that the safety of traffic on the trunk road will not be diminished and to ensure the safeguarding of Aberdeen International Airport and (ii) mitigate the adverse impact of development traffic on the safe and efficient operation of the trunk road.

(26) OUTDOOR CATERING RESTRICTION & BINS

(i) No outdoor catering facilities (such as hot food vans, street food vendors or BBQ's) shall be permitted to operate within the site boundary.

(ii) All waste generated by the site shall either be stored internally within buildings or within containers fitted with lids which prevent birds from accessing waste.

Reason - in order to avoid endangering the safe operation of aircraft through the attraction of birds.

(27) VEHICULAR ACCESS AND PARKING MANAGEMENT PLAN

No development within any particular phase or block shall take place unless a vehicular access and parking management plan has been submitted to and approved in writing by the planning authority. The plan shall include details how different modes of transport will access, move through and leave the site, specifically in relation to -

a) Access, egress and drop-off points for Gig and Go buses; b) Access, egress and drop-off points for service buses; c) Access, egress and drop-off points for private coaches; d) Access, egress and drop-off points for taxis; e) Access, egress and parking for private cars; f) Bus gates and any other restrictive measures controlling access to the site; g) The sharing of parking facilities between different uses at different times, to ensure maximisation of use of each space and that a 'whole site' managed approach is taken; and h) The routes which different types of traffic would take at different times.

Parking associated with hotel use shall not exceed a rate of 0.6 spaces per bedroom.

PETE LEONARD
DIRECTOR

Continuation

Reason - in order to provide satisfactory access to the site and mitigate the impact of the proposed development on the road network.

(28) PUBLIC TRANSPORT STRATEGY

No building shall be occupied unless a public transport strategy for the whole development has been submitted to and approved in writing by the planning authority. The strategy shall include proposals for the provision of either new or extended bus services linking the development with the existing public transport network, and details of the phased implementation of the strategy. Thereafter the agreed strategy shall be implemented as approved, unless otherwise agreed in writing by the planning authority.

Reason - in the interests of encouraging the use of public transport and reducing reliance on the use of private cars

(29) PROVISION OF VEHICULAR ACCESS (A96)

No development shall take place unless a detailed design for the proposed A96 access road junctions has been submitted to and approved in writing by the planning authority in consultation with either the ACC acting as roads authority or in the case of the A96 junction still being designated as a trunk road at that time, Transport Scotland. Thereafter no building shall be occupied unless the junctions has been constructed in accordance with the approved details.

Reason - To ensure that the standard of access layout complies with the current standards and that the safety of the traffic on the trunk road is not diminished.

(30) PROVISION OF VEHICULAR ACCESS (DYCE DRIVE)

No development shall take unless a detailed design for the proposed access road junction at Dyce Drive, has been submitted to and approved in writing by the planning authority.

The designs must be supported by traffic modelling, a written rationale for the design options chosen and make reference to the vehicular access and parking management plan. The Dyce Drive junction shall be subject of testing using a TRANSYT model which has been produced for junctions affecting the AWPR. The results of such testing shall be submitted as part of this condition for review.

Thereafter no building shall be occupied unless each of the junctions has been constructed in accordance with the approved details, unless otherwise agreed in writing by the planning authority.

Reason - in order to provide satisfactory access to the site and mitigate the impact of the proposed development on the road network.

PETE LEONARD
DIRECTOR

Continuation

(31) PROVISION OF VEHICULAR ACCESS (WELLHEADS DRIVE)

No development shall take unless a detailed design for the proposed access road junction at Dyce Drive, has been submitted to and approved in writing by the planning authority.

The designs must be supported by traffic modelling, a written rationale for the design options chosen and make reference to the vehicular access and parking management plan.

Thereafter no building shall be occupied unless each of the junctions has been constructed in accordance with the approved details, unless otherwise agreed in writing by the planning authority.

Reason - in order to provide satisfactory access to the site and mitigate the impact of the proposed development on the road network.

(32) TRUNK ROAD BOUNDARY TREATMENT

Prior to commencement of development a barrier / fence of a type to be agreed by the planning authority in consultation with Transport Scotland shall be erected along the boundary of the application site with the A96.

Reason - To ensure that the movement of traffic and pedestrians is confined to the permitted means of access thereby lessening the danger to and interference with the free flow of traffic on the trunk road.

(33) CYCLE AND MOTORCYCLE PARKING

No building shall be occupied unless (i) details of the proposed locations and types of cycle and motorcycle parking has been submitted to and approved in writing by the planning authority (ii) and has been implemented in accordance with the approved plans.

Reason - in the interests of encouraging the use of more sustainable modes of transport.

(34) AD PLANT - ODOUR CONTROL

That no development associated with the anaerobic digestion plant shall take place unless a scheme for the control of any odours generated by the operation of the anaerobic digestion plant has been submitted to and approved in writing by the planning authority. Thereafter the plant shall not become operational unless the scheme has been implemented.

Reason - In order to protect residential properties from odour.

(35) AD PLANT - LAYOUT

That notwithstanding the details shown on Keppie drawings KD-T(00) AXXX-001 and KD-

Continuation

T(00)AXXX-002, no development associated with the anaerobic digestion plant shall take place unless a further revised layout with cross sections has been submitted to and approved in writing by the planning authority. The revised layout shall provide a satisfactory relationship with the adjacent residential properties and ensure that any buildings, equipment or tanks are not overly dominant.

Reason - in order to maintain a suitable level of amenity for residents and the visual appearance of the area.

The reason(s) on which the Council has based this decision are as follows:-
The proposed development represents a departure from Policy LR1 of the Aberdeen Local Development Plan. Planning legislation requires that the application be determined in accordance with the development plan unless there are material considerations that indicate otherwise. The proposal has been assessed both in terms of the site specific issues and its impact on the wider area.

Notwithstanding the provisions of the development plan, there are material considerations why the proposed development is regarded as being acceptable at this site. These are that the site is already zoned for development, there would be a significant level of business use included within site as per the masterplan layout and finally the Proposed Aberdeen Local Development Plan proposes that the site is zoned for specialist employment use, specifically identifying the site for the relocation of the AECC. No representations were received on the Rowett North allocation and therefore assuming the plan is adopted, the allocation will remain. The Councils latest position on the future development of the site is therefore that it is appropriate for the new AECC.

The Environmental Statement ('ES') has been prepared which explains the process of compiling, evaluating and presenting all of the significant environmental impacts of the proposed development, leading to the identification and incorporation of appropriate mitigation measures. The assessment by officers of the ES concluded that despite some omissions the submitted ES is considered to be sufficient in setting out the likely environmental effects of the development, and demonstrating that the severity of such impacts is not likely to be so
significantly adverse as to warrant the refusal of this application. Where effects are likely, and when appropriate, mitigation measures can be provided and would be subject of planning conditions.

The approved Rowett North Master plan recognises the significant potential a AECC and associated development would bring significant economic, social and cultural benefits to the whole community of Aberdeen and the North East of Scotland. It would bring significant long term benefits to the economy of Aberdeen, in particular through the potential to attract larger major events and performers. SPP advises that planning authorities should proactively support
sustainable economic growth and take a positive approach to development, recognising and responding to economic and financial conditions in considering proposals. In addition to the

Continuation

quality of the facilities within the AECC, the proposed development would also provide substantial areas of publicly available open space and include the diversion and improvement of the burns running through the site.

The strong feeling against the removal of Strathcona House and its undoubted historic significant is acknowledged, however if Strathcona House, or indeed any of the other significant buildings on site, were to be retained, the operational capability of the new AECC would be considerably reduced. Given the ambition to create a nationally and internationally recognised venue which meets the requirements of exhibitors and performers and which has the flexibility to host a range of events simultaneously, it is considered that the unfortunate loss of Strathcona House and other significant buildings on site are essential to the potential success of the development. This approach would be consistent with the approved Rowett North Masterplan. Stone from the demolished buildings would be reused for elements of the new development, including the proposed culvert over the realigned burn and for features within the landscaping scheme.

As such, it is considered that notwithstanding the conflict with the land use zoning for the site, the development complies with and supports other provisions within the development plan and would generate economic, social and cultural benefits for the whole of the North East of Scotland and therefore should be supported.

The applicant requires to enter into a legal agreement in relation to this application and a summary of the required terms of the legal agreement are given in the Report of Handling on this application which can be inspected by viewing the documents associated with this application via the City Council's website (http://planning.aberdeencity.gov.uk/planningsearch.asp)

The plans, drawings and documents that are the subject of this decision notice are numbered as follows:- AECC-ARP-XX-XX-DR-C-00101 (Rev.I3); AECC-ARP-XX-XX-DR-C-00111 (Rev.I3)
AECC-ARP-XX-XX-DR-C-00121 (Rev.I4); AECC-ARP-XX-XX-DR-C-00122 (Rev.I3)
AECC-ARP-XX-XX-DR-C-00502 (Rev.I3); AECC-ARP-XX-XX-DR-C-00521 (Rev.I2)
AECC-ARP-XX-XX-DR-C-00522 (Rev.I2); AECC-ARP-XX-XX-DR-C-00531 (Rev.I1)
AECC-ARP-XX-XX-DR-C-00532 (Rev.I1); AECC-ARP-XX-XX-DR-C-00533 (Rev.I1)
AECC-ARP-XX-XX-DR-C-00534 (Rev.I1); AECC-ARP-XX-XX-DR-C-00601 (Rev.I5)
AECC-ARP-XX-XX-DR-C-00602 (Rev.I5); AECC-ARP-XX-XX-DR-C-00611 (Rev.I2)
AECC-ARP-XX-XX-DR-C-01301 (Rev.I1); 0000/00; 0814/46; 0817/MP/25;
0817/MP/26; 0817/MP/27; 0817/MP/28; 0817/MP/29; 0817/MP/30; 0817/MP/31
0817/MP/32; 0817/MP/33 (Rev.A); 0817/MP/34; 0817/MP/35; 0817/MP/36
0817/MP/37 (Rev.A); KD-G(21)CXSE-001 (Rev.5); KD-G(21)CXSE-002 (Rev.5)
KD-G(21)CXSE-004 (Rev.5); KD-G(21)CXSE-005 (Rev.5); KD-G(21)CXSE-008
(Rev.3); KD-G(21)CXSE-009 (Rev.3); KD-G(21)CXSE-014 (Rev.2);
KD-G(90)MXXX-001; KD-G(90)MXXX-003; KD-G(90)MXXX-005; KD-G(90)MXXX-006
KD-G(90)MXXX-007; KD-G(90)MXXX-009; KD-G(90)XXXX-003; KD-T(00)CX00-001
KD-T(00)CX01-001; KD-T(00)CX02-001; KD-T(00)CXRF-001; KD-T(00)CXSE-001
KD-T(00)CXSE-002; KD-T(00)EXXX-001; KD-T(00)HX00-001; KD-T(00)HX01-001

PETE LEONARD
DIRECTOR

Continuation

KD-T(00)HX02-001; KD-T(00)HX03-001; KD-T(00)HX04-001; KD-T(00)HXM0-001
KD-T(00)HXRF-001; KD-T(00)HXSE-001; KD-T(00)SX00-001; KD-T(00)SXB0-001
KD-T(00)SXEL-002; KD-T(00)SXRF-001; KD-T(00)XXEL-001; KD-T(00)XXXX-002
KD-T(00)XXXX-016; KD-T(90)XXXX-004; KD-T(90)XXXX-005; KEP-T(00)XXEL-002; KEP-T(00)SXEL-001

INFORMATIVES

SAFEGUARDING OF NATS PERWINNES RADAR

The planning authority strongly suggests early dialogue with NATS is undertaken to find a solution to any impact a development may have on the radar. NATS provide a technical consultancy service to developers wishing to enter into pre-application discussions and further
information can be obtained from the NATS Safeguarding Office at NATSSafeguarding@nats.co.uk.

SAFEGUARDING OF ABERDEEN INTERNATIONAL AIRPORT

Developers and applicants are advised that the application site is located underneath the safety surface of Aberdeen International Airport. These surfaces are designed to protect the safe operation of aircraft during take-off and final approach stage of flight and therefore strict height restrictions are in place.

The planning authority strongly suggests early dialogue with the airport safeguarding team in order to determine the maximum permitted height of development.

Further information can be obtained from Aberdeen International Airport Safeguarding Manager (safeguarding@aiairport.com / 01224 725756).

SAFEGUARDING OF ABERDEEN INTERNATIONAL AIRPORT (CRANES)

Attention is drawn to the requirement within the British Standard Code of Practice for the Safe Use of Cranes (BS7121), specifically section 9.9.3 (Crane Control in the Vicinity of Aerodromes) which requires the responsible person to consult the aerodrome manager for permission to work if a crane is to be used within 6km of an aerodrome and it's height would exceed 10m or that of surrounding trees and structures.

Use of cranes, scaffolding above the height of the proposed development, or other tall construction equipment must be notified to Aberdeen International Airport Safeguarding Manager (safeguarding@aiairport.com / 01224 725756) at least one month prior to use. Failure to do so may result in any responsible person being guilty of an offence under Article 137 (Endangering Safety of and Aircraft) of the Air Navigation Order (CAP 393) which states that a person must not recklessly or negligently act in a manner likely to endanger an aircraft.

SAFEGUARDING OF ABERDEEN INTERNATIONAL AIRPORT (LIGHTING)

Continuation

Developers and applicants are advised to ensure that all permanent lighting, construction lighting, or illuminated signage, within the development site must be of a type which does not cause spillage of light above the horizontal, or include strobe, laser or flashing light.

Failure to do so may result in any responsible person being guilty of an offence under Article 135 (Dangerous Lights) of the Air Navigation Order (CAP 393) which states that a person must not exhibit any light which (i) by reason of its glare is liable to endanger aircraft taking off from or landing at an aerodrome or (ii) by reason of its liability to be mistaken for an aeronautical ground light is liable to endanger aircraft.

Further information can be obtained from Aberdeen International Airport Safeguarding Manager (safeguarding@aiairport.com / 01224 725756).

HOTEL PARKING

Notwithstanding any submitted supporting information indicating otherwise, in order to ensure that overprovision of car parking does not occur, the planning authority expect a rate of 0.6 car parking spaces per bedroom to be applied to all hotels within the development. The rate of 0.6 spaces per bedroom has been demonstrated to be adequate for the parking demand experienced by hotels in Dyce.

Date of Signing 7 March 2016

Daniel Lewis

Daniel Lewis
Development Management Manager

NB. EXTREMELY IMPORTANT INFORMATION RELATED TO THIS GRANT OF PLANNING APPROVAL

The development to which this notice relates requires to be commenced within 3 years of the date of this notice unless a condition of planning approval specifies otherwise.

This permission does not carry with it any necessary approval under the Building Standards Regulations or of the owner or superior of the land or property including, where applicable, the City Council. Please ensure that this permission is compatible with any building warrant obtained. The Planning Service does not cross check approvals in detail.

The applicant has the right to appeal to the Scottish Ministers in certain circumstances (eg. if aggrieved by the conditions that have been attached) and further details are

Continuation

given in Form 1 attached below

A person who has been granted planning permission under the terms of the foregoing notice and intends to start work to implement this planning approval must, once they have decided the date they will start work on the development, inform the Council in writing of that date as soon as is practicable, but in all circumstances prior to work commencing. Failure to do so is a breach of planning control under Section 123(1) of the 1997 Planning Act. The Council should be informed of the start date and other required information on the Notice of Initiation of Development Form attached below

A person who completes the development for which planning permission has been granted by the foregoing notice must, as soon as is practicable after doing so, give notice of completion to the Council on the Notice of Completion of Development form attached below. In common with the failure to submit an notice of initiation of development, the Council may take enforcement action if a notice of completion is not given.

PETE LEONARD
DIRECTOR

Continuation

Regulation 28(4)(b)

Form 2

TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997

Notification to be sent to applicant on refusal of planning permission or on the grant of permissions subject to conditions

1. If the applicant is aggrieved by the decision of the planning authority to –

    a. refuse planning permission for the proposed development;

    b. to refuse approval, consent or agreement required by condition imposed on a grant of planning permission;

    c. to grant planning permission or approval, consent or agreement subject to conditions,

    the applicant may appeal to the Scottish Ministers under section 47 of the Town and Country Planning (Scotland) Act 1997 within three months from the date of this notice.

    Applicants may obtain information on how to submit an appeal by visiting http://www.scotland.gov.uk/Topics/Built-Environment/planning/Appeals or contacting –

    Directorate for Planning & Environmental Appeals
    Scottish Government
    4 The Courtyard
    Callendar Business Park
    Callendar Road
    Falkirk
    FK1 1XR

    Telephone: 01324 696 400
    E-mail: DPEA@scotland.gsi.gov.uk

2. If permission to develop land is refused or granted subject to conditions and the owner of the land claims that the land has become incapable of reasonably beneficial use in it's existing state and cannot be rendered capable of reasonably benefical use by the carrying out of any development which has been or would be permitted, the owners of the land may serve on the planning authority a purchase notice requiring the purchase of the owner of the land's interest in the land in accordance with Part 5 of the Town and Country Planning (Scotland) Act 1997.

PETE LEONARD
DIRECTOR

Continuation

NOTICE OF INITIATION OF DEVELOPMENT

The Town and Country Planning (Scotland) Act 1997, as amended by the Planning etc. (Scotland) Act 2006 **Form X**

The Planning (Development Management Procedure)(Scotland) Regulations 2008

Notice under Sections 27 A,B and C of the above Act and Regulations 37 and 38, regarding the initiation (start) of work for which planning permission has been granted.

Planning Permission reference number:-	Date of Issue :-
P151390	**7 March 2016**

Address of site to which permission applies :-

Rowett Research Institute, Greenburn Road, Bucksburn

I hereby give notice that it is intended to **start** the above development on the following date:- (see notes 1 – 3 below)

--/--/--

(see note 4 below)	Name	Address
Person Intending to Carry Out Development		
Landowner of Site (If different)		
Site Agent appointed for development		Mobile or landline tel. number

Date of Submission of Notice --/--/--

PETE LEONARD
DIRECTOR

Continuation

Address to which you should send this notice :-

Planning & Sustainable Development
Communities, Housing and Infrastructure
Aberdeen City Council
Business Hub 4
Ground Floor North
Marischal College
Broad Street
Aberdeen AB10 1AB

Should you require any help in completing this notice, please contact us :-

Telephone: **01224 523470**
Fax: **01224 636181**
E-mail: **pi@aberdeencity.gov.uk**
Web-site: **www.aberdeencity.gov.uk**

Notes

1. Notice of start of work **must** be given **prior to** commencement of the development (i.e. before starting work on site).

2. Failure to submit this notice to the planning authority is a breach of planning control under section 123 (1) of the 1997 Act.

3. Work may lawfully be commenced at some point after the start date given above, provided that it is undertaken in complete accordance with the planning permission and any related planning conditions which have been imposed.

4. Data Protection Act 1998 - For the purposes of processing this information Aberdeen City Council is the Data Controller. The information on this form will be recorded on computer and also stored and processed automatically for planning purposes. Information will be disclosed only in accordance with the requirements of the Town and Country Planning (Scotland) Act 1997, as amended, or otherwise as required by law, including disclosure to other agencies.

PETE LEONARD
DIRECTOR

Continuation

NOTICE OF COMPLETION OF DEVELOPMENT

The Town and Country Planning (Scotland) Act 1997, as amended by the Planning etc. (Scotland) Act 2006 **Form X**

The Planning (Development Management Procedure)(Scotland) Regulations 2008

Notice under Sections 27B of the above Act, regarding the completion of work for which planning permission has been granted.

Planning Permission reference number:-	Date of Issue :-
P151390	**7 March 2016**

Address of site to which permission applies :-

Rowett Research Institute, Greenburn Road, Bucksburn

I hereby give notice that the above development was completed on the following date:- (see notes 1 and 2 below)

--/--/--

(see note 3 below) Person Carrying Out Development	Name	Address
Landowner of Site (If different from above)		
Site Agent appointed in respect of the development		Mobile or landline number

Date of Submission of Notice --/--/--

PETE LEONARD
DIRECTOR

Continuation

Address to which you should send this notice :-

Planning & Sustainable Development
Communities, Housing and Infrastructure
Aberdeen City Council
Business Hub 4
Ground Floor North
Marischal College
Broad Street
Aberdeen AB10 1AB

Should you require any help in completing this notice, please contact us :-

Telephone: **01224 523470**
Fax: **01224 636181**
E-mail: **pi@aberdeencity.gov.uk**
Web-site: **www.aberdeencity.gov.uk**

Notes

1. Notice of completion of development on site **must** be given as soon as practicable thereafter.

2. The planning authority may take enforcement action if such a notice is not given. When the last phase of a phased development is completed, the requirement to give notice of completion of development applies.

3. Data Protection Act 1998 - For the purposes of processing this information Aberdeen City Council is the Data Controller. The information on this form will be recorded on computer and also stored and processed automatically for planning purposes. Information will be disclosed only in accordance with the requirements of the Town and Country Planning (Scotland) Act 1997, as amended, or otherwise as required by law, including disclosure to other agencies.

PETE LEONARD
DIRECTOR

ABERDEEN HARBOUR

Development Framework

January 2012

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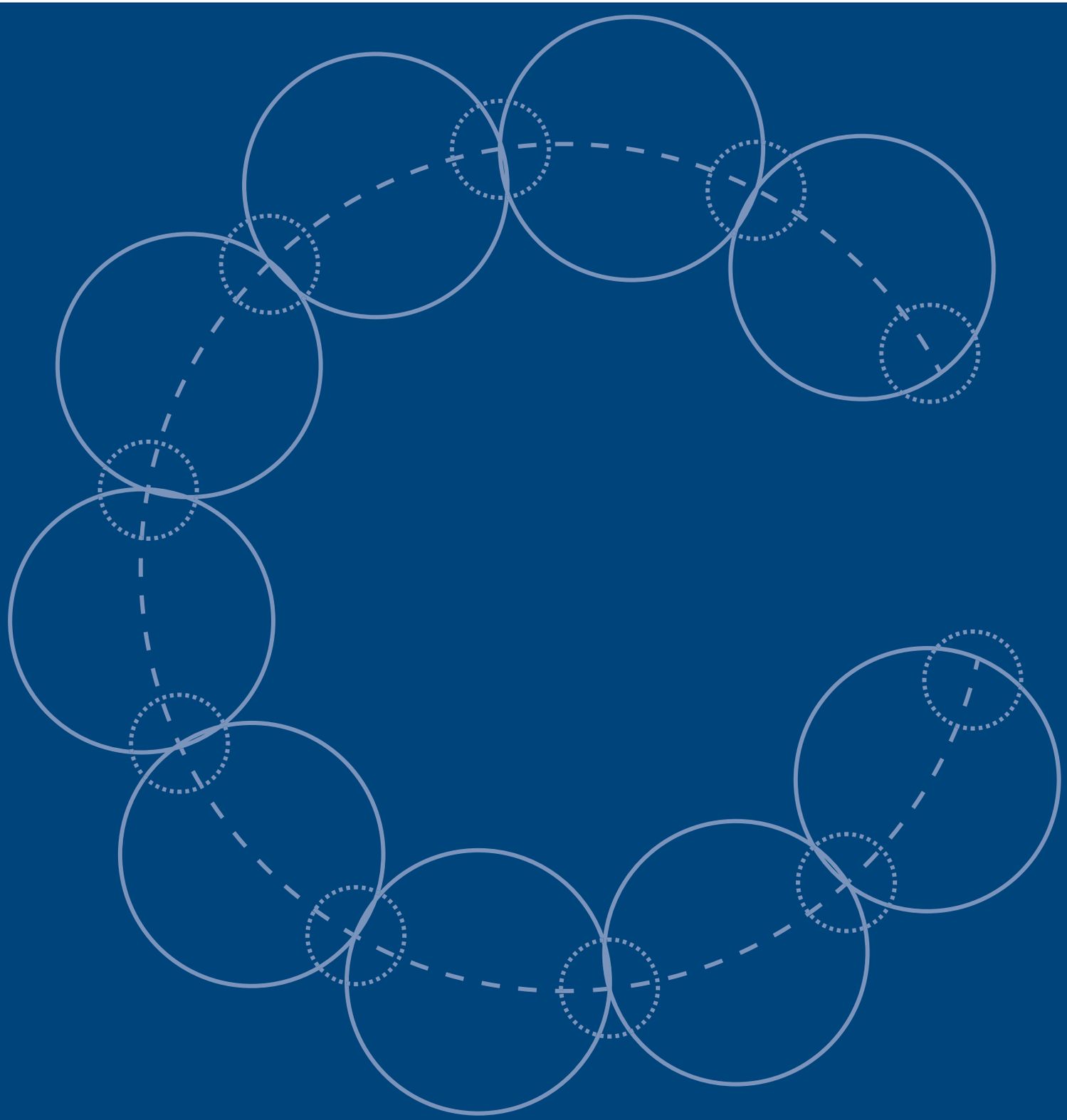
Aberdeen Harbour

BARTON WILLMORE
Planning · Design · Delivery

Contents



INTRODUCTION

1

PURPOSE

fig. 1 Site Location Plan

1.2 Aberdeen Harbour has played a central role in the identity of Aberdeen and in its economic success, past and present. Latterly it has become the support centre for the North Sea oil and gas industry, but its historical influence and economic importance dates back many hundreds of years.

1.3 Aberdeen Harbour Board (who own and operate the Harbour) has engaged with Aberdeen City Council to explore how the Harbour and the City can develop in partnership over the next 20 years. Aberdeen City Council recently prepared the City Centre Development Framework which seeks to better connect areas of the City Centre and improve the environment therein.

1.4 The Harbour Development Framework builds on this work and explores the connections between the Harbour and the City, both physical and visual. This document considers how these connections can be improved so that the Harbour can continue to complement and support Aberdeen's economic and cultural growth. It also provides guidance to ensure that the objective for a greater mix of uses at the Harbour can be delivered without impacting on the operation of the port.

1.5 The Harbour Development Framework must be read in the context of the Aberdeen City Local Development Plan. The document must also be considered in the context of existing guidance and practice on a range of issues, including Aberdeen City Council Open Space Audit, the Air Quality Action Plan, the SEPA floodmap and guidelines, and guidance relative to the protection of the River Dee 8AC.

fig. 2 Ownership Boundary Plan

OBJECTIVES: CONNECT | PROTECT | IMPROVE

1. INTRODUCTION:
PURPOSE | OBJECTIVE | APPROACH

2. ANALYSIS
The Harbour : Form and Function
Contextual Analysis
Visual relationship
Physical Relationship: Character Areas, gateways and Interfaces

3. PROCESS & ENGAGEMENT
Setting out the communication and engagement strategy. Summarising the results obtained from public exhibitions and workshops.

4. URBAN DESIGN STRATEGY
Details of the urban design objectives for the character areas around the Harbour.

5. SUPPLMENTARY GUIDANCE
Setting out Development Guidance for future land use including safeguarded land, mixed use areas and open space and recreation. Setting out Design Guidance for North Dee, The Esplanades & South Dee and St Clements.

6. ACTION PLAN
Wayfinding and Signage, Public Realm, Landscape, Lighting, Public Art

7. DELIVERY
Xx

fig. 3 Document Structure

Connect

1.6 The role of this Framework examines the relationship between the Harbour and the City of Aberdeen. To this end, the Framework considers how we assist one of the main objectives outlined in the City Centre Framework, that of better connecting the City with its waterfront.

1.7 In doing so, the framework identifies potential areas for investment beyond the Harbour ownership boundary. Potential improvements to the areas around the Harbour have been identified through community and stakeholder engagement. These are to be delivered through an Urban Design Strategy which focuses on:

- Market Street: A Place
- North Dee – a New Sustainable Urban Business District
- The Esplanades, the Riverpark and South Dee
- Castlegate, Virginia Street and Regents Quay
- St Clements and the Beach Connection
- The Torry Gateway

1.8 Few cities have an operational port that sits only a few hundred metres from their main shopping street. The Harbour area connects to the City to the north, south and west. The City and Harbour must carefully consider these edges and how better connections can be made either physically through development, or visually through framed views or public art / lighting strategies.

Protect

1.9 The viability of Aberdeen Harbour, and its capability to generate and accommodate economic activity, depends on its ability to respond to local, national and global trade conditions. This Development Framework has been prepared within this context and recognises the competitive environment in which Aberdeen Harbour operates. It acknowledges that:

- Aberdeen Harbour is a major economic engine for the City of Aberdeen, and is a vital asset to the regional and national economy.
- The Harbour not only serves a regional constituency but also has a critical European trade role.
- The Harbour has a limited land base that must be carefully managed to accommodate the long term needs of the industries it serves.
- The viability of the Harbour depends on an effective and efficient road and rail network for the movement of cargo between the Harbour and the markets of its many users
- As many Harbour businesses are heavy industrial operations with specific land and infrastructure needs, the retention of businesses and industrial land adjacent to the Harbour is a key priority.
- The Harbour provides public benefits extending beyond economic viability including environmental stewardship, conservation and public access to the water. Public benefits must be balanced with the operational realities of a working Harbour.

1.10 There will be areas identified within this framework where mixed use development could be considered acceptable and appropriate, while other areas are crucial to be safeguarded to ensure sustained port operations and to accommodate growth in the future. These sites and areas are identified with the Supplementary Guidance section of this framework which in itself is broken down into both Development Guidance and Design Guidance.

Improve

1.11 The delivery of the proposed improvements will be implemented over the short, medium and long term.

1.12 Certain areas identified within this framework are capable of early action, triggered by investment within the next five years. Aberdeen Harbour Board has taken cognisance of public opinions regarding access to the water at certain points.

1.13 Other medium term opportunities are dependent upon significant investment, and in some cases decisions on the future of transportation in this part of the City.

1.14 There are also a series of longer term opportunities for areas such as North and South Dee. Development in these areas must respond to this guidance. However, redevelopment of these areas is likely to take many years.

1.15 Other improvements, in the form of investment in public realm, lighting, public art and signage and wayfinding, will take place alongside larger development projects. These are detailed in the Action Plan section of this framework.

1.16 The successful delivery of what is presented in the framework will greatly depend on partnership working between the Harbour Board, Aberdeen City Council, the development industry and third party land owners.

CITY CENTRE DEVELOPMENT FRAMEWORK: AN AMBITION TO CONNECT THE CITY CENTRE TO ITS WATERFRONT

1.17 Aberdeen City Council recently published its City Centre Development Framework (see diagram below). The Framework seeks to:

- Complement and enhance Aberdeen's unique identity;
- Develop clearly defined character areas;
- Ensure future development understands the existing context;
- Complement the wealth of urban design;
- Celebrate the architectural quality present in the City Centre; and,
- Ensure a co-ordinated and integrated approach to future development.

1.18 The Framework identifies nine character areas, including Union Square. Crucially, the document stresses the need to better connect these areas to the City Centre and where possible with each other.

How Does the Harbour Framework Respond

1.19 Specifically, the Framework identifies three main points of integration/interface between the Harbour and the City, these are:

- Market Street through to Union Square/Union Street
- Virginia Street through to Castlegate
- Riverside through to North Dee/North Esplanade

1.20 However, beyond these links to the City Centre, connections could be improved to, and through, other areas. These include:

- Footdee
- St Clements
- Regents Quay
- South Dee
- Torry
- Balnagask

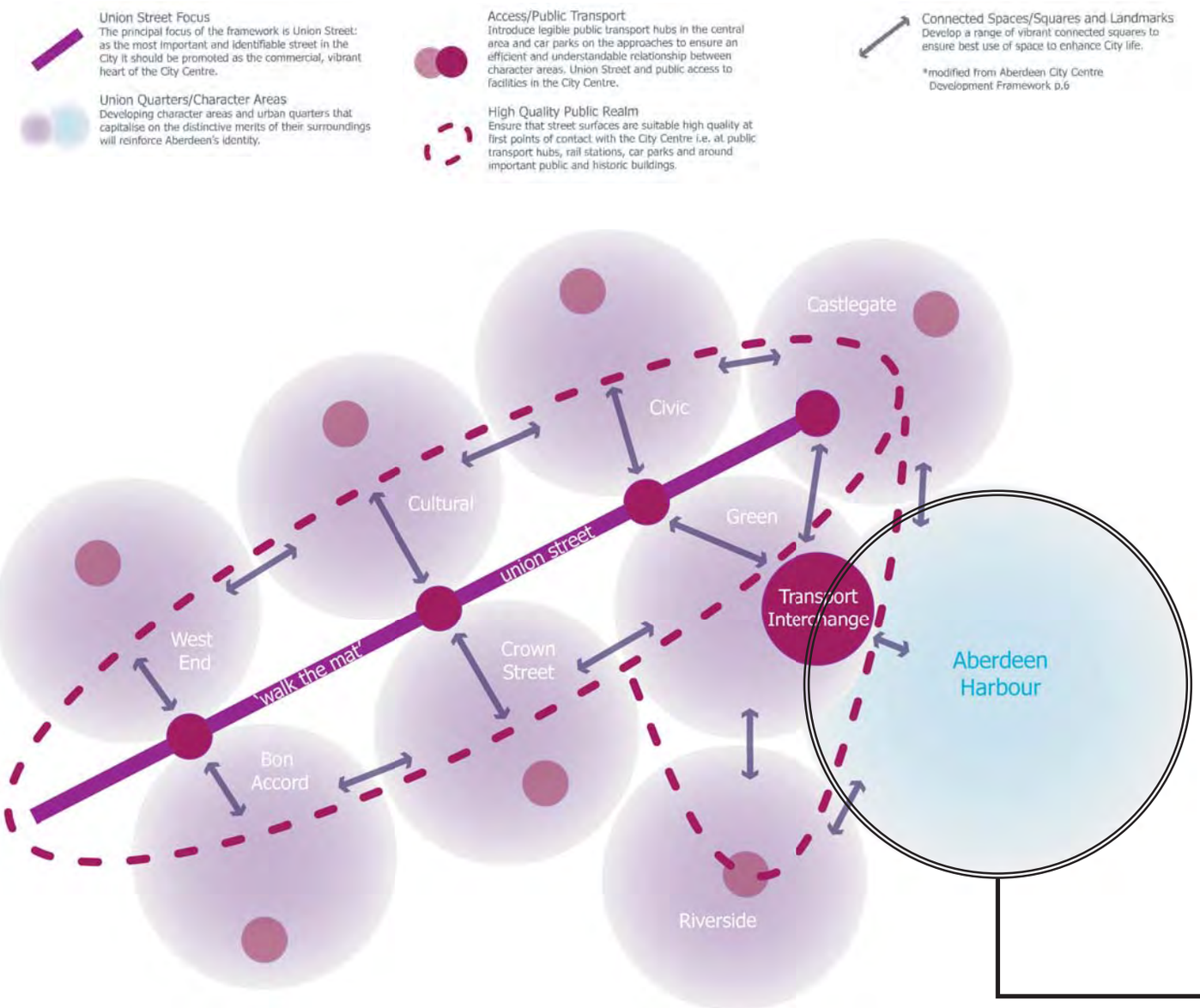


fig. 4 image adapted from Aberdeen City Council, City Centre Development Framework

THE FOCUS OF THE HARBOUR DEVELOPMENT FRAMEWORK

1.21 The principle of improving connections between the City Centre and Harbour is recognised as a key objective in the Harbour Development Framework.

1.22 While the Harbour Development Framework seeks to improve connections between the Harbour and the City Centre, it also seeks to improve connections between its neighbouring city districts, which include:

- Footdee;
- St Clements;
- Castlegate;
- Union Square;
- North Dee;
- South Dee;
- Torry; and
- Balnagask.

1.23 There is effectively a crescent of land that surrounds the Harbour consisting of a series of communities, sites and zones of employment.

1.24 These character areas vary greatly, dependant on attributes such as predominant land use (residential, industrial, business transport or open space), urban form and grain as well as topography and proximity to the water.

1.25 How each of these areas relates to the City, the Harbour and to each other is important when considering just how deliverable the principle of 'connectivity' is. For some, the objective will be simply to improve a number of key routes through the areas e.g. St Clements and Torry. For others, particularly North Dee, Union Square, there exists greater potential for integration through new development and improvements to public realm.

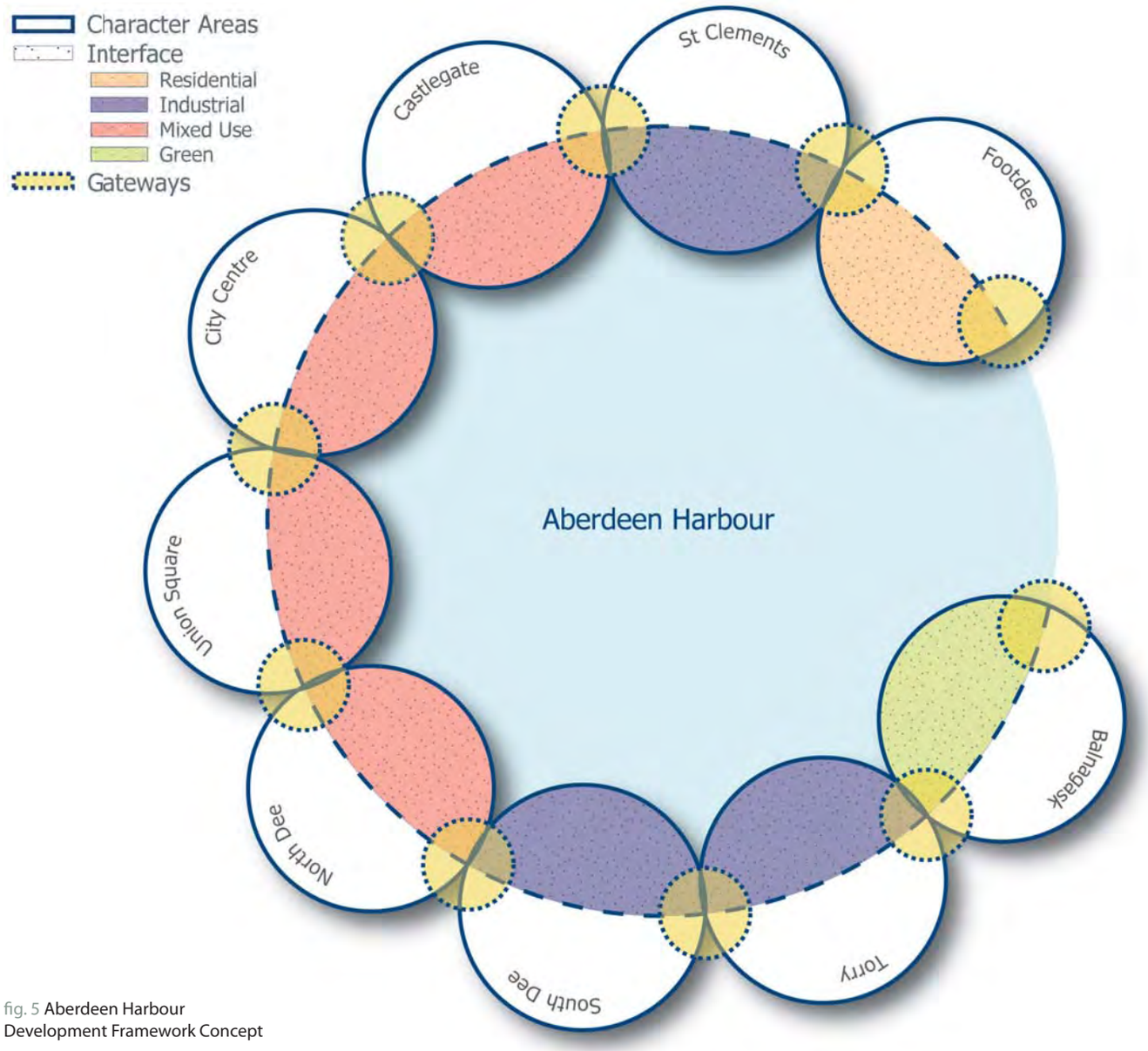
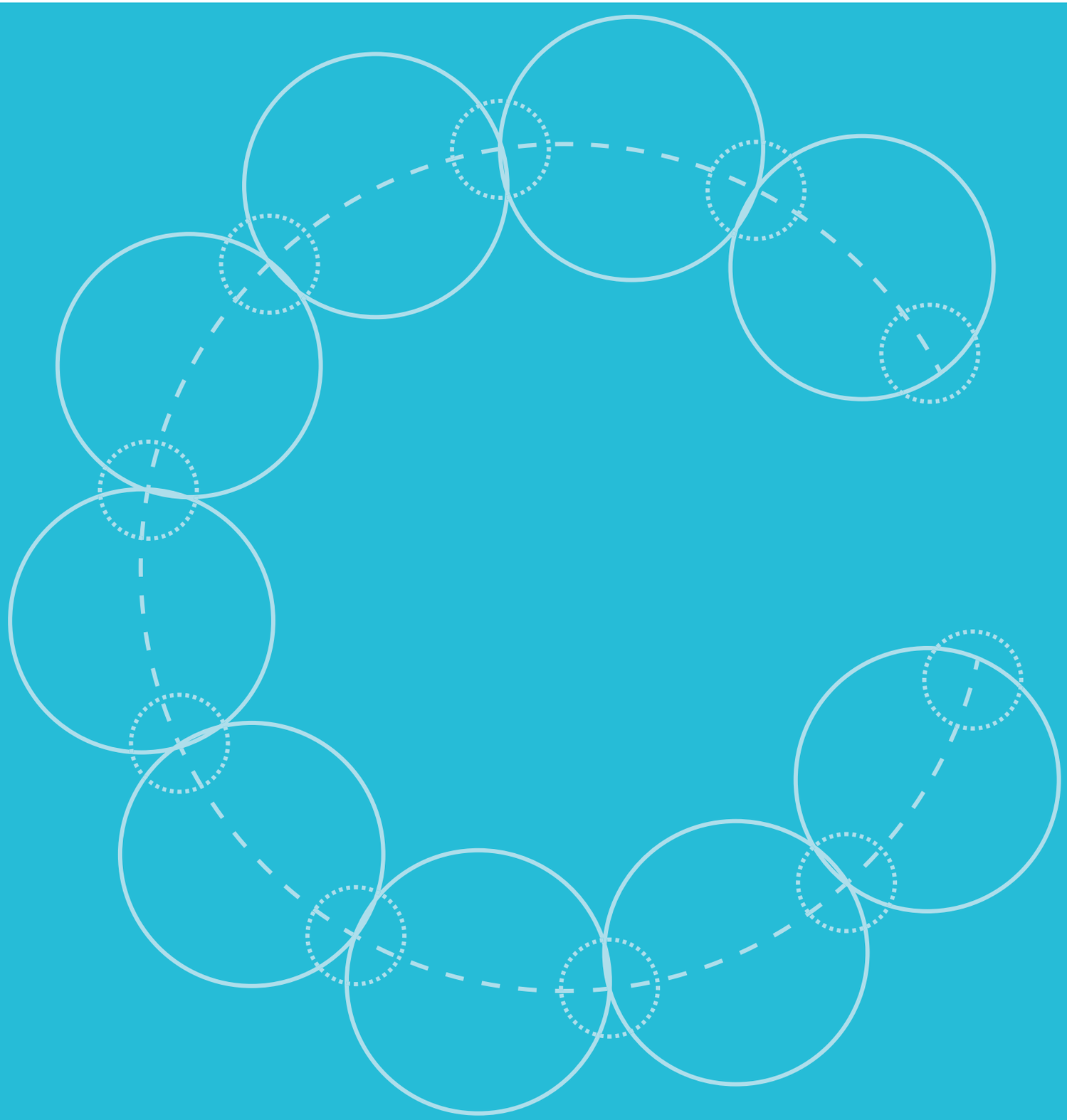


fig. 5 Aberdeen Harbour Development Framework Concept



ANALYSIS

2

BACKGROUND

fig. 6 1615

fig. 7 1902

fig. 8 1912

fig. 9 2011

History: The Harbour and the City

2.1 Aberdeen Harbour was formally established in the 12th Century at the point where the River Dee met the North Sea. It was some distance from the original settlement of Old Aberdeen (beside the River Don). Separation between the two settlements (often referred to as the 2 burghs) was a natural response to location but was compounded by topography, with steep inclines running north from the Harbour towards the Castlegate.

2.2 In the centuries that followed, significant areas of land were developed around the Harbour, and while there was growth to the north at the River Don, the City that we recognise today grew around the Harbour. The High Street did at least form a continuous physical connection between the two areas.

2.3 By the 20th Century, following the completion of the Harbour's breakwaters and the diversion of the River Dee, the modern Harbour expanded further and its industrialisation demanded railway and roads infrastructure; elements that in time would serve to reinforce the physical separation.

The Relationship Today

2.4 Today, the Harbour and City sit cheek by jowl. They share boundaries and in many cases the edges between them are neither characterised as part of the Harbour or part of the City. This makes planning, developing and ultimately improving these areas quite complex. The needs of the City Centre and those of an operational port are quite different.

2.5 Areas within and around the Harbour need to be available to respond to the increasing or changing needs of the Port and its customers. These uses are, on occasions, not directly associated with the day to day operations of the port - but can be associated with Harbour activities and require to be in close proximity to the port in order to do business and grow. The myriad of businesses that operate on land immediately adjacent the port make a significant contribution to the success of the Harbour and to the areas economy.

2.6 It will be important to balance the continued economic development of the port with he Councils increasing ambitions to embrace the Harbour and exploit where possible the close proximity of the water and areas of open space and recreation that are located close by.

HARBOUR OPERATIONS

Harbour Form and Function

2.7 Aberdeen Harbour extends to 153 hectares (378 acres), of which 83 hectares (205 acres) is land and 70 hectares (173 acres) water. There are more than six kilometres of quays, including 14 deep water berths, and significant back up areas supporting the ports extensive cargo handling and shipping operations.

2.8 Aberdeen Harbour is the main commercial port for North East Scotland and the principal port in Europe for marine support of the North Sea oil and gas industry. It also handles roll-on roll-off shipping services to Norway, and the lifeline passenger ferries to the northern isles of Orkney and Shetland. In addition, there are direct shipping links to forty countries worldwide. The Harbour is, therefore, a major component in the transport infrastructure of North East Scotland and the ports activities contribute over £420 million per year into the local economy where it directly, and indirectly, supports around eleven thousand jobs.

2.9 Aberdeen Harbour Board have always recognised the strategic importance of the location of the Harbour in the centre of Aberdeen, particularly in terms of transport links, both road and rail, and have adopted a proactive strategy of redeveloping the port to accommodate the changing requirement of uses and attract new business.

2.10 Located within the city, and with existing development adjacent to the Harbour restricting port expansion, it is vital that the potential of Harbour land and property is optimised to ensure that facilities are available for expanding and new businesses, and that its operation is effective and efficient.

CONTEXTUAL ANALYSIS

2.11 As part of a comprehensive review of the site and surrounding area, existing constraints and opportunities have been identified as illustrated in figure X.

Topography

2.12 The Harbour is situated on flat land around the mouth of the River Dee. The areas of Castlegate to the north and Torry to the south, both rise relatively steeply from the Harbour edges.

Port Boundary

2.13 The 1960 boundary (used today) was determined by the Aberdeen Harbour Order Confirmation Act which established a new port authority and vested the Harbour estate in the Aberdeen Harbour Board. The Harbour boundary includes both land dedicated to Harbour operations and strategically placed adjacent land.

Pedestrian/Cycle Routes

2.14 There are several core path and trail walk routes around the Harbour. A variety of character areas are covered within this network, including residential, industrial, business and green space. There are no known dedicated cycle routes within the surrounding context of the Harbour.

Transport Hub

2.15 Aberdeen Harbour is positioned in a central, strategic and accessible location in relation to public transport options, including ferry, train, bus and taxi.

2.16 There are two rail lines generally accessible to the Harbour;

- The north south line at Guild Street Station, not used for heavy freight; and
- The intermodal rail freight yard at Waterloo Quay, owned by Aberdeen Harbour Board.

2.17 The Guild Street rail and bus station connects Aberdeen City with Aberdeenshire and almost all major cities within the UK. The ferry terminal offers daily sailings to Lerwick, Shetland, with four of these going via Orkneys capital, Kirkwall.

2.18 The Harbour is key in the commercial side of Aberdeen's transport hub, it is the principal commercial port in Northern Scotland and is an international port for general cargo, roll-on/roll-off and container traffic. It is also the principal mainland port for freight, passenger, vehicle and livestock services to and from Orkney and Shetland, and a gateway for agricultural products and supplies.

Roads and Access

2.19 The A956 is the key means of access to the Harbour. It carries high levels of traffic during peak times, including heavy goods vehicles associated with Harbour operations. It also carries significant through traffic and all vehicles entering and leaving the Union Square development as well as being a major public transport route. The volume of traffic along this section of the A956 (North Esplanade West, Market Street and Virginia Street) may reduce with the emerging Aberdeen Western Peripheral Route (AWPR).

2.20 The Constraints and Opportunities Plan in figure 10, highlights the permeability of the Harbour and its integration with the City Centre.

2.21 Regents Quay and Waterloo Quay are the only roads within this network which are under the Harbour Boards control.

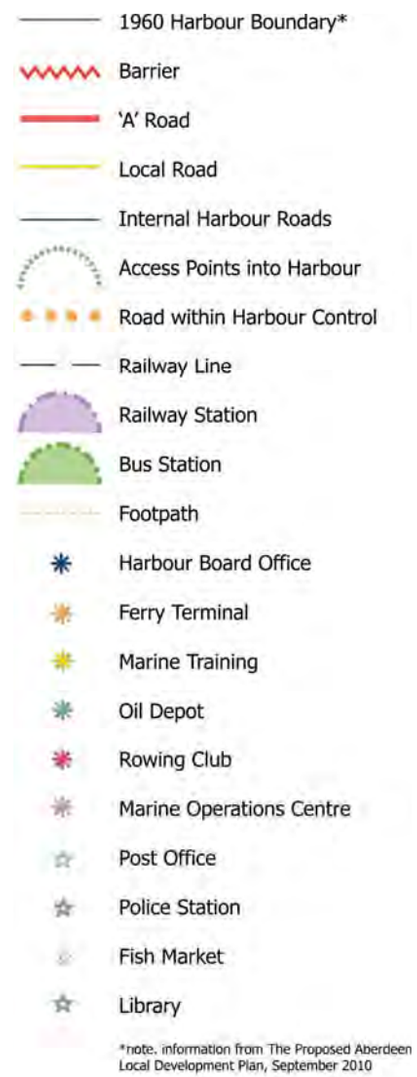
2.22 Access points into the Harbour have been identified to highlight the importance of safeguarding the circulation and access routes for strategic Harbour operations. Whereas many harbours only have one or two controlled access points, Aberdeen Harbour has over 10 access points.

Harbour Facilities

2.23 Within the Harbour itself there is a mixed use community that supports Harbour operations, and at the same time broadens the standard definition of what a working Port should look like. In addition to operational quayside areas other key uses include the new Marine Operations Centre, office and stevedoring uses, oil depots and dedicated marine base facilities servicing the oil and gas sector, a high quality seafood restaurant, marine training, and ferry services.

Surrounding Community Facilities

2.24 The areas surrounding the Harbour also have a rich cross-section of community facilities that support the residential and employment components of the district. Key uses include retail, post office, police station, leisure centre, library, schools and research and training establishments. The location some of the surrounding facilities are mapped on the Constraints and Opportunity Plan in figure 10.



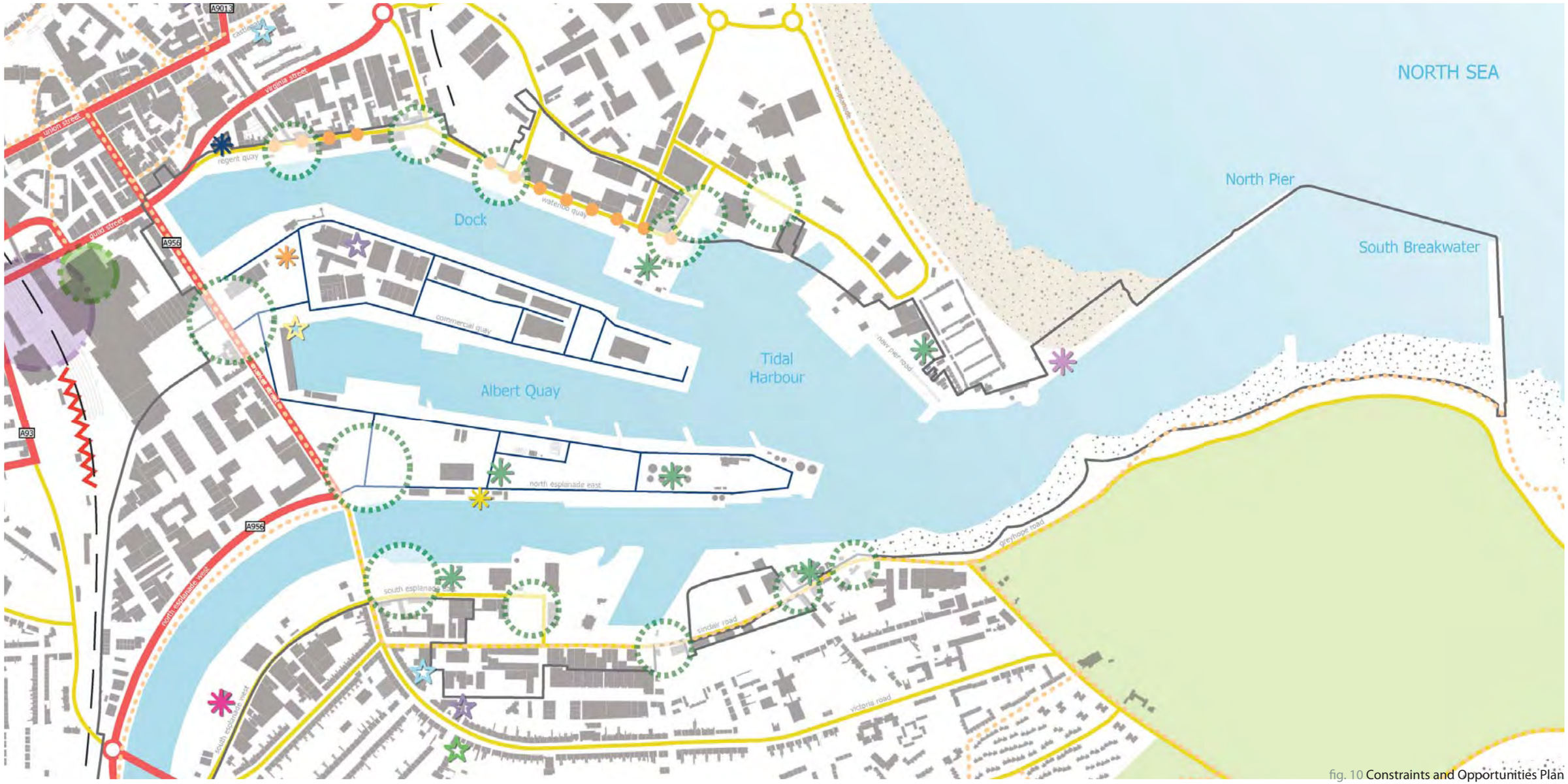


fig. 10 Constraints and Opportunities Plan

ACTIVITY ZONES

2.25 A Development Framework is a strategic document that sets out a plan for development or improvement. Large parts of the operational port are fully developed. The area that surrounds the Harbour (Zone 2) is therefore the likely focus of this study.

fig. 11 Zone 1 Plan

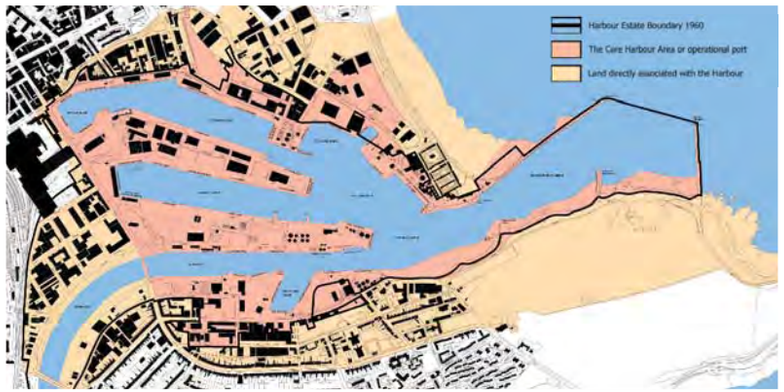


fig. 12 Zone 2 Plan

fig. 13 Zone 3 Plan

Activity Zone 1

2.26 Zone 1 is land within the Aberdeen Harbour Board operational area. Importantly this land is industrial in nature and subject to permitted development rights. Public access to these areas is restricted due to security and health and safety considerations however views of these areas could be, and perhaps should be, improved and encouraged.

Activity Zone 2

2.27 Zone 2 is land directly associated with the operational area (Zone 1) and which Aberdeen Harbour and others are actively considering for development. This area is the main focus of this Development Framework.

Activity Zone 3

2.28 Zone 3 incorporates a much larger area and makes us consider the important connections to the wider area and the communities therein. These areas, around the Harbour, have an interest in its future development and success.


SUPPLY EXPRESS
SEA TROUT
ALLIANCE

VIEWS

2.29 Aberdeen City and Harbour are unique in terms of their proximity and relationship to one another. This proximity and the interaction between the Harbour and adjacent areas creates a stunning setting. There are a number of places in Aberdeen where these two elements (Harbour and city) can be viewed together in a variety of ways.

2.30 A key aspect of the analysis was to identify a range of different views, as illustrated in figure 14. Each view is different in character, where views are in some cases framed, open, short or long. Some of the most significant views are identified below:

1. Market Street (top): the northern part of Market Street is enclosed creating a framed view of the Harbour and Torry beyond. The road width to building height ratio works well, however, heavy traffic often dominates this view.

2. Shiprow: this recently upgraded public realm benefits from open views direct to the Harbour, within close proximity of moored ships. The foreground view established here is of an impressive scale, and is exemplar in celebrating the uniqueness of Aberdeen's Harbour and City relationship.

3. Marischal Street: a tightly framed view of large scale ships moored at the foot of Marischal Street creates an impressive vista.

4. Castlehill: this underused space has spectacular elevated views spanning across the City and Harbour area.

5. Market Street (midway): this open view spans the western edge of the Harbour. The foreground is often dominated by heavy traffic along Market Street, however, the large scale ships dominate the background, and can be viewed at all times along the length of the street.

6. North Esplanade West: this view captures the City and Harbour together, alongside the River Dee green network. A combination of business, industrial and green space.

7. Sinclair Road: the view down Sinclair Road stretches into the distance encompassing both industrial and business uses within the Harbour.

8. Pocra Quay: this viewpoint spans the length of the southwest edges of the Harbour.

11. Torry Battery: an excellent elevated view taken from Torry Battery within Aberdeens Green Belt, looking at the City and Harbour together.

2.31 These views offer an opportunity to celebrate the visual relationship between the City and the Harbour, and where necessary safeguard and enhance them.


1 - Market Street (top)


2 - Shiprow


3 - Marischal Street


4 - Castlehill


5 - Market Street (mid)


6 - North Esplanade West


7 - Sinclair Road


8 - Pocra Quay


9 - Torry Battery

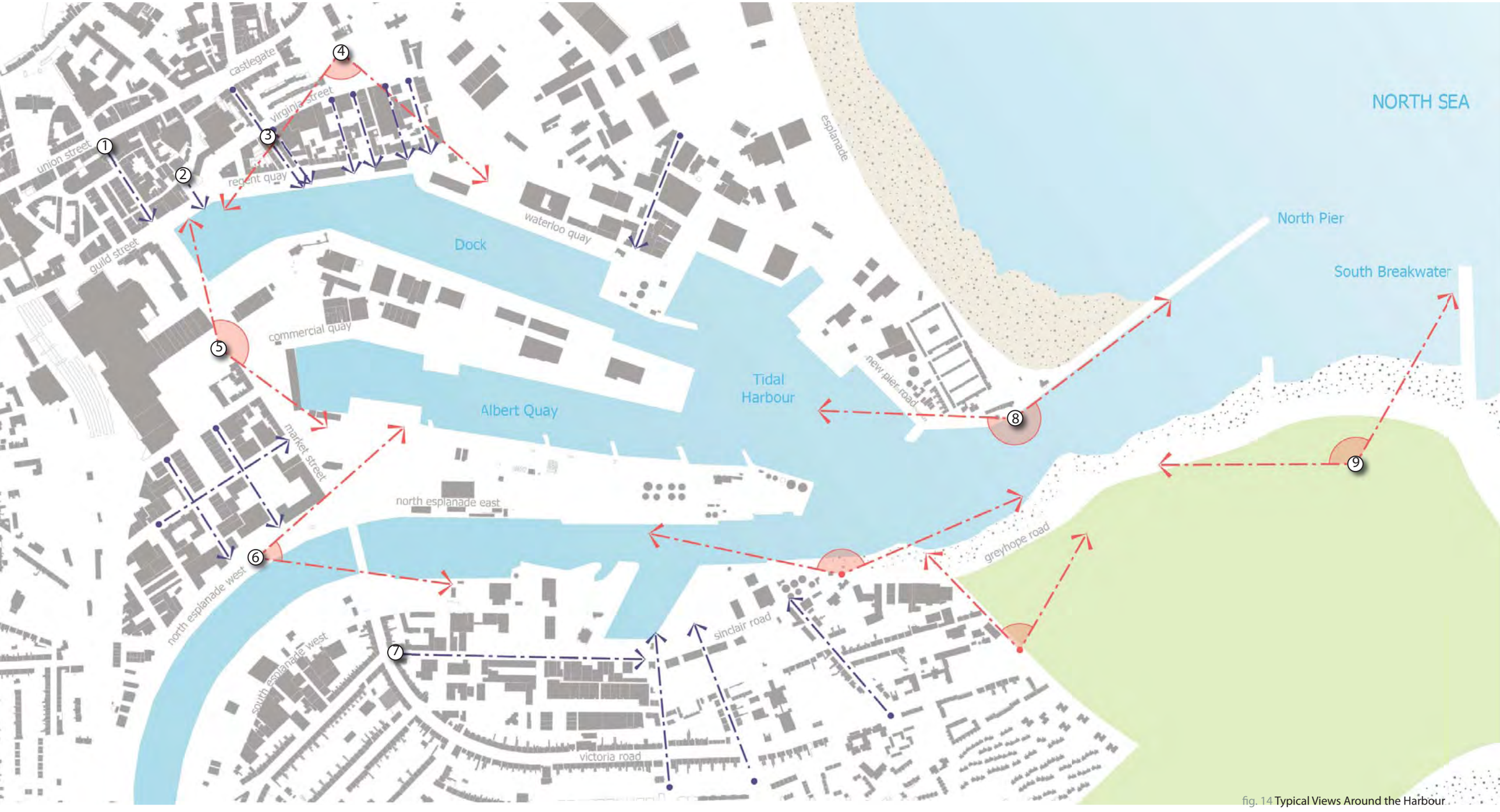


fig. 14 Typical Views Around the Harbour

CHARACTER AREAS, GATEWAYS AND INTERFACES

Character Areas

2.32 Aberdeen City Council's City Centre Development Framework identified nine separate character areas across the City Centre. Using similar methodology, this framework has identified a number of areas located around the edges of the Harbour which have very different characteristics.

2.33 The main attributes the define the character of an area include; predominant land use (residential, industrial, commercial or recreation, for example); scale and massing; routes through (how you experience an area); and activity points (nodes)

2.34 The identified character areas include:

- Footdee: Residentail
- St Clements: Industrial
- Castlegate: Mixed use
- City Centre: Mixed use
- Union Square: Mixed use
- North Dee: Mixed Use
- South Dee: Industrial
- Torry: Residential
- Balnagask: Green / Recreation

Gateways

2.35 Key entry points or gateways are important in any city, or for any area within a city. They contribute greatly to how you experience a 'place'. Therefore, a key aspect of this Framework is not only the identification of distinct areas around the Harbour, but also the gateways between them.

1. Footdee / St Clements: this gateway, along York Street, is unpronounced but marks a significant change in land use and built form from large scale industrial buildings to a fine grain residential community at Footdee.

2. St Clements / Castlegate & Regent Quay: this gateway is currently vehicular dominated and characterised by topography. It is represented by a vehicular junction with some historical buildings at its edges.

3. Regent Quay / Castlegate: there are two gateways here connecting the Harbour to the City which are at Marischal Street and Shiprow.

4. Harbour / City Centre: with the highest footfall and heavy vehicular traffic, this is one of the key gateways between the City and the Harbour. However, the gateway is characterised as a major vehicular junction at Market Street / Guild Street and Virginia Street.

5. City Centre / Union Square: situated halfway down Market Street this very important gateway sits at the junction where bus and ferry passengers meet the City and also where Union Square meets Market Street.

6. Union Square / North Dee: at the point where North Esplanade meets Market Street is an important arrival point to the heart of the City and where the Harbour and City meet along Market Street. It is currently characterised as a vehicular junction with little sense of arrival delivered.

7. North Dee / South Dee: is a gateway to Torry is formed at the southern end of Victoria Bridge / Victoria Road

8. Torry / Balnagask: is a gateway when entering the City via coastal routes (e.g. from Cove). The setting is stunning but the existing gateway falls short of its potential.

9. Water/Land: entering into the Harbour from the North Sea, for some, is the first experience of Aberdeen; making this an important gateway to be celebrated.

Interfaces

2.36 Of equal, if not greater importance are the main interfaces between the Harbour and City. These mostly consist of roads and streets. Identifying and improving these interfaces is critical for better connections.

Summary

2.37 It is clear to see that Market Street in particular represents a significant area of interface between the Harbour and the City. Indeed, the spine of areas along North Esplanade, Market Street and Virginia Street provide the best opportunity for improved connections between the Harbour and the main part of the City.

2.38 The gateways between the character areas are very much defined by transport infrastructure and as a result fail to provide attractive and welcoming environments.

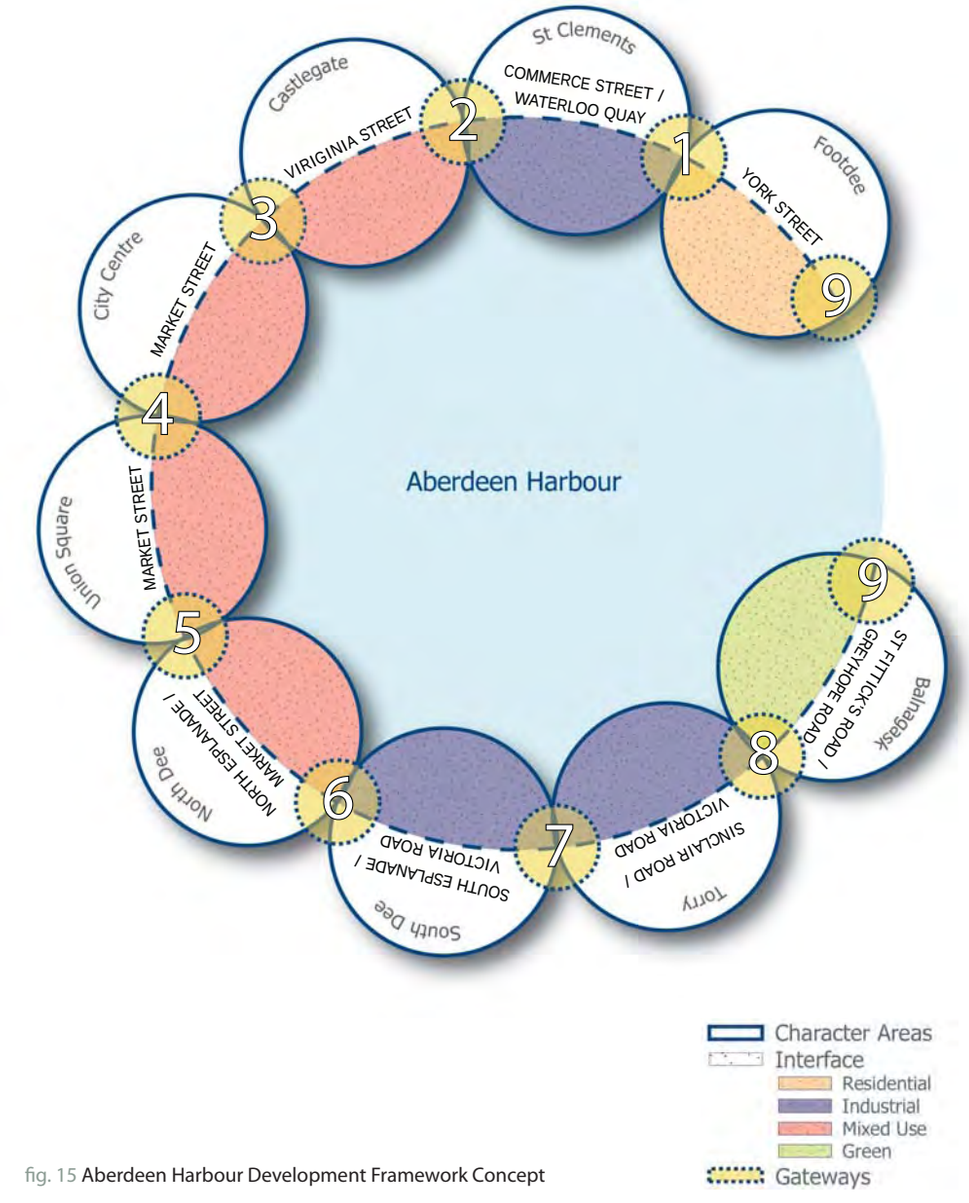
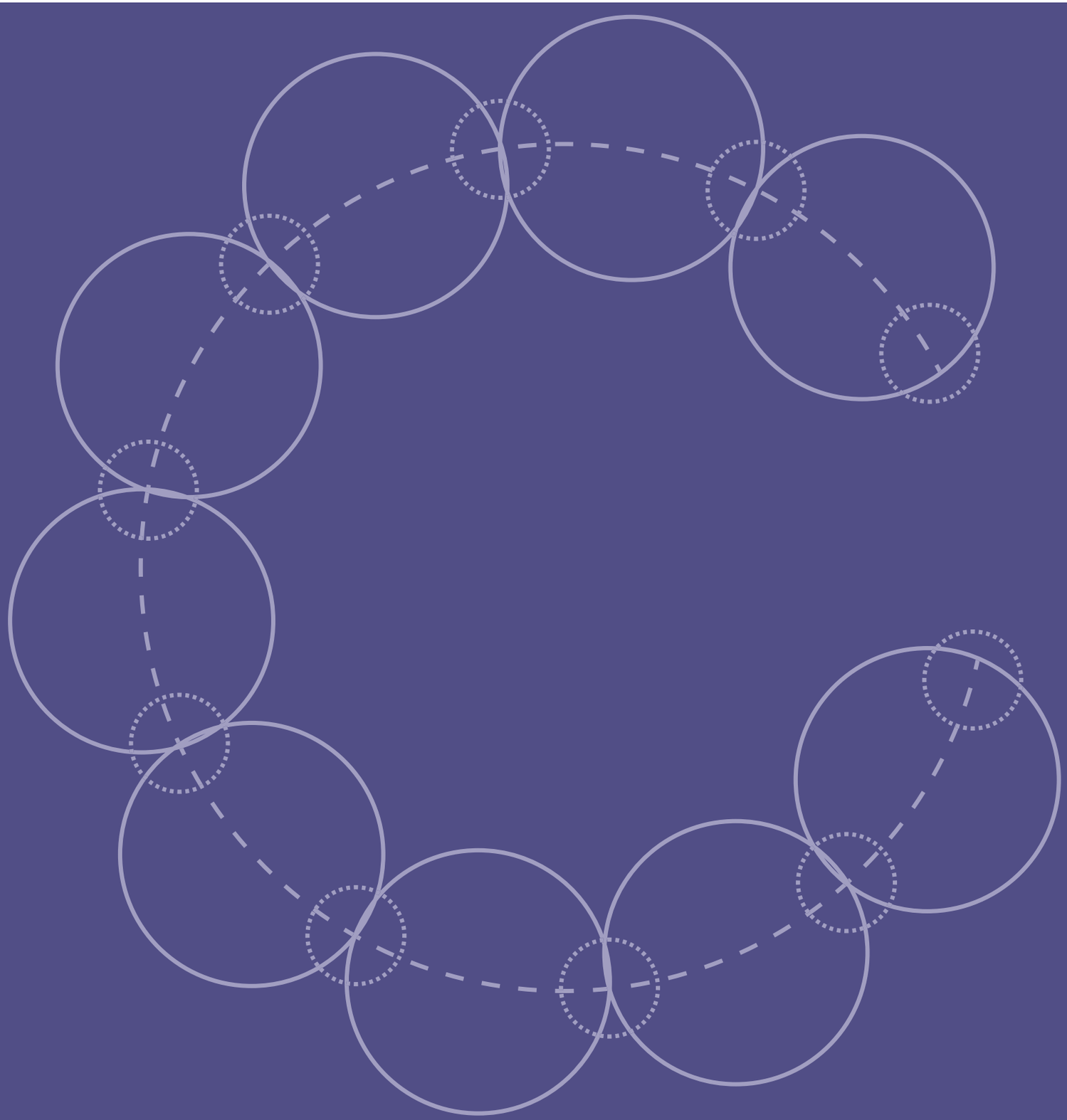


fig. 15 Aberdeen Harbour Development Framework Concept

fig. 16 Character Areas, Gateways and Interfaces Plan



PROCESS & ENGAGEMENT

3

PROCESS AND ENGAGEMENT

3.1 At the heart of this Development Framework process was a commitment to engage and listen to local people and other stakeholders.

3.2 A communication and engagement strategy was undertaken which reflected the best practice set out in Aberdeen City Council's Masterplanning Handbook.

3.3 A wide variety of media were used in consulting with the public and other stakeholders. These included:

- Aberdeen Harbour website;
- Newsletters;
- Questionnaires;
- Public Exhibitions; and,
- Stakeholder Workshops.

3.4 The initial programme of consultation events ran between May and July 2011. A timeline of the process is shown in figure 17.

Newsletters

3.5 Key to a successful engagement strategy is getting the message out early to all members of the various communities. Therefore, a newsletter was distributed to community councils which introduced the consultation process and identified key areas for local communities to consider in terms of perceptions of the Harbour. The newsletter was also available from Union Square, Aberdeen Maritime Museum, Hanover Community Centre, Torry Community Centre and Aberdeen Harbour Headquarters. The newsletter also advertised the public consultation timetable and provided contact details through which people could pass their views to the team.

3.6 Furthermore, the newsletter was distributed, alongside a questionnaire and prepaid self addressed envelope to all Key Stakeholders and Community Steering Groups, approximately 250 copies. A distribution list can be found in the Appendix 1.

3.7 A second newsletter was published which recorded the outcomes and feedback from the exhibitions and workshops, and established a way forward for the Development Framework. This newsletter was distributed to all Key Stakeholders and Community Steering Groups.

3.8 Both newsletters were published on Aberdeen Harbours website following their distribution.

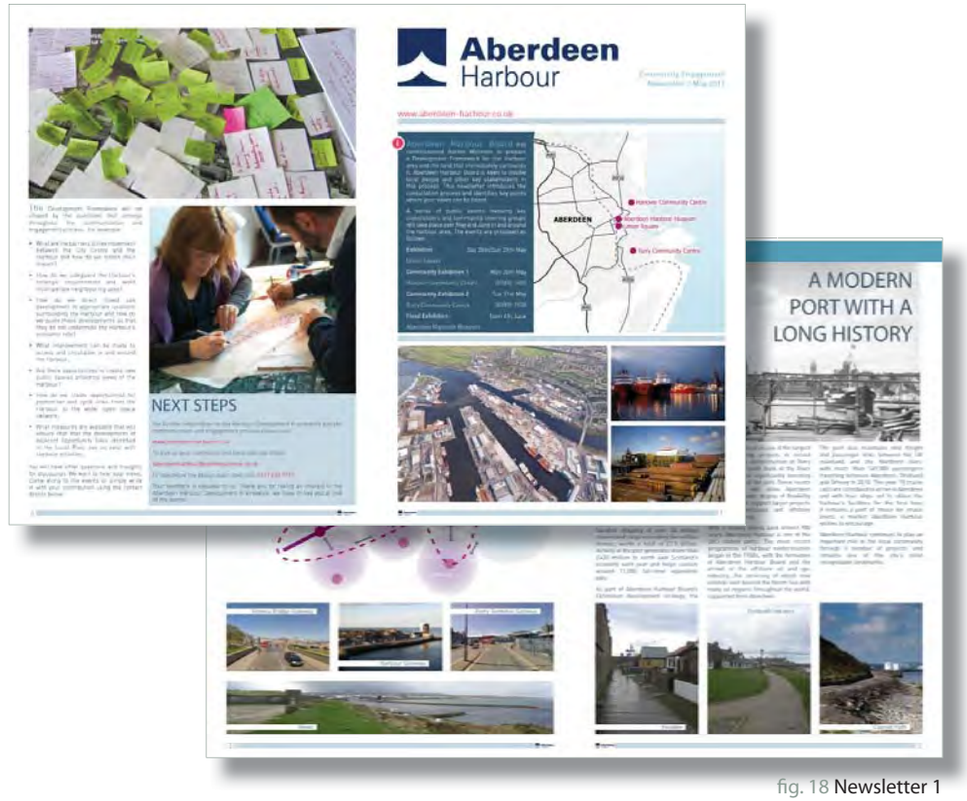


fig. 18 Newsletter 1

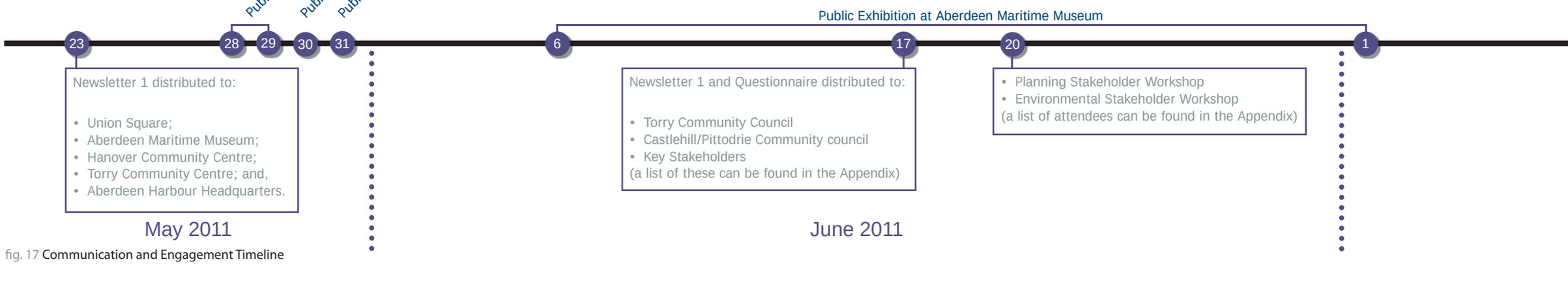


fig. 17 Communication and Engagement Timeline

Stage 1 Public Exhibitions

3.9 Public exhibitions took place between May and July 2011 at the locations listed below:

- Public Exhibition: Saturday 28th and Sunday 29th May in Union Square;
- Public Exhibition: Monday 30th May in Hanover Community Centre;
- Public Exhibition: Tuesday 31st May in Torry Community Centre; and
- Fixed Exhibition: from Monday 6th June to Friday 1st July in Aberdeen Maritime Museum.

3.10 The events were attended by members of the Barton Willmore Design Team, and by staff and Board Members from Aberdeen Harbour.

3.11 The exhibitions consisted of eight pull-up banners, 2 x A1 boards showing ordnance survey data and an aerial photograph of the Harbour. There were also newsletters and questionnaires available for people to take away, and a comments box which members of the public were encouraged to drop completed questionnaires into.

3.12 The events were a huge success, demonstrating a live and passionate interest in the Harbour from local people and visitors alike, with over 200 people in attendance.

July 2011

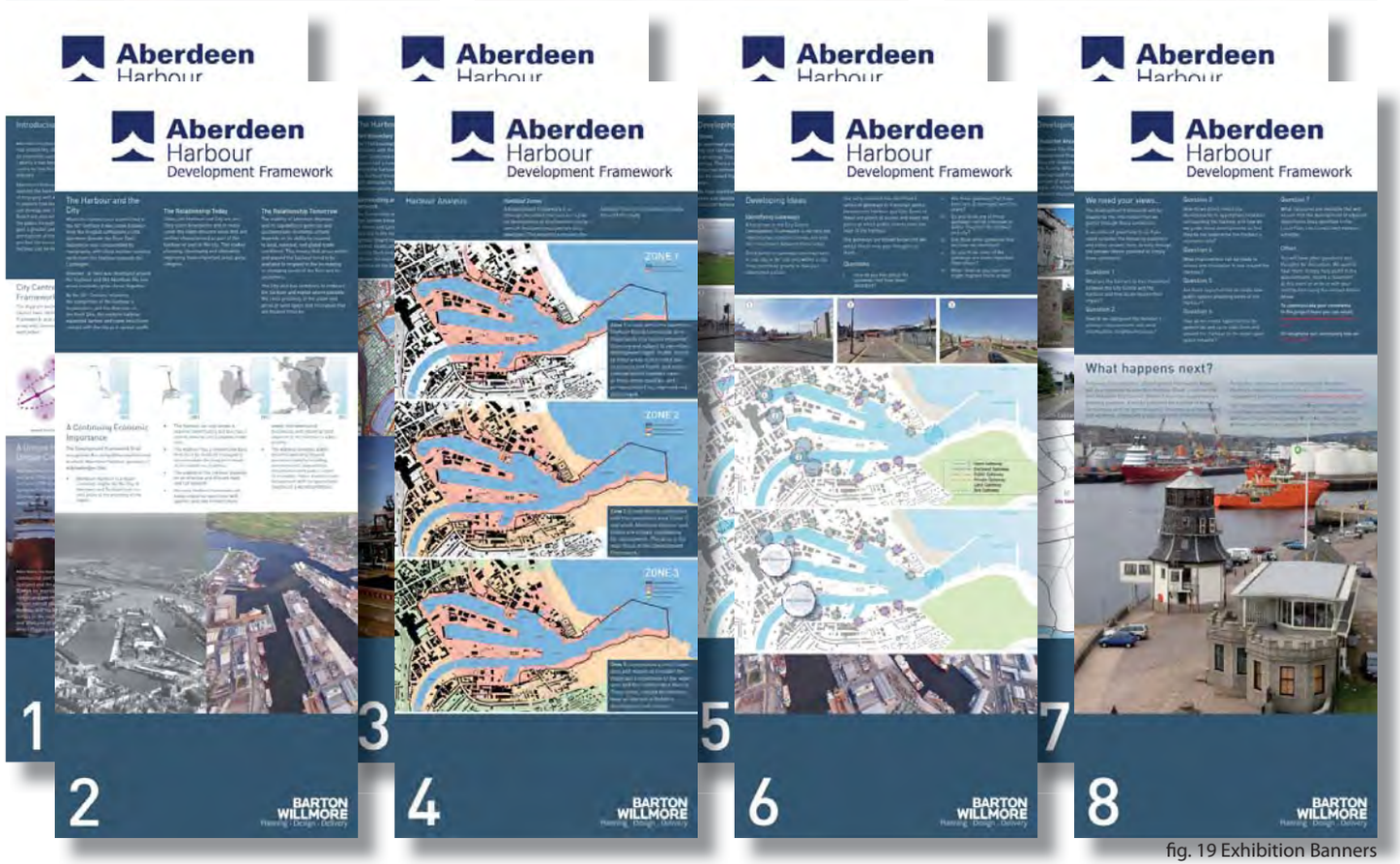


fig. 19 Exhibition Banners

Collecting Feedback

3.13 Those attending and viewing the exhibition were able to provide feedback either by speaking to a member of the project team when the exhibition was manned, or by filling out one of the questionnaires provided. Questionnaires were either returned by posting them in the comments box, or returning by post or email at a later date. A total of 108 questionnaires were recieved following the initial consultation event.

3.14 Some of the main points coming from the Public Exhibition Events were as follows:

- Almost everyone commented upon and understood the economic importance of the Harbour to Aberdeen. Roughly half added that the SDF should not do anything that undermined or negatively impacted upon the operational port;
- Almost everyone reflected on the value of having a Harbour in the heart of a City. Importantly, many contributors recognised that this also brought challenges in terms of new development potentially impacting upon the Port operation;
- The issue of noise from the operational port was identified early on by one visitor. This view was in a minority of one, with others recognising that some noise was a natural aspect of this location. They responded that the views of the Harbour and / or its economic benefits more than outweighed any concerns over noise. Existing communities simply do not see this as an issue;
- There was a real sadness that the relationship between the Harbour and the City had become / is becoming divorced. However, peoples frustration on this matter was focussed on the road system and the 'Home Office' inspired (their words) fence. There was a widespread recognition that an operational port these days simply cannot accommodate people walking freely on the docks - however there were some informed suggestions on improving access at some key points;
- A number of visitors spoke of the Tall Ships and how wonderful it was to have the Harbour opened up for a day or two. People understood that this was increasingly difficult for the Harbour but suggested that one event every 10 years wasn't unreasonable. Their reasoning was that this would allow every new generation in Aberdeen an opportunity to spend a day at the Harbour and no doubt hear stories from parents and grandparents about what the Harbour (and the Sea) means to them and their City;
- Viewing areas / platforms and public spaces at a number of key points proved a popular suggestion. A consistent view was that more could be done at Torry battery, possibly in terms of a restaurant/cafe and maybe shops. The Ferry arrival point was highlighted as an area that could be improved;
- A marina (or such like) was a relatively popular choice. The aspiration was to attract tourists who sailed around the coast, with Aberdeen possibly established as a starting point for races etc. However, most people understood that developing and running a marina alongside an operational port was not a straightforward task;
- Most visitors identified a desperate need to improve the environment, signage, lighting and security around the Harbour area. Especially along the beach, through St Clements and along Sinclair Road;
- Signage was hugely important from the point of view of both locals and tourists. Signage should connect into the maritime museum, offer better guidance from town to the Harbour and around the Harbour between points of interest like Footdee and Torry Battery as well as including information on distances and walking times;
- Views of the Harbour from elevated ground in the Castlegate were identified as some of the best in the City and that these should be improved and celebrated where possible;
- The Esplanade gateway at the bottom of Market Street was identified as a real opportunity. 'Knock down the lone building (tyre centre) and redevelop that block'. 'Opportunity for a striking iconic building at scale that could incorporate a viewing area / restaurant.' 'This will encourage people down Market Street from Union Street and past Union Square down to the river';
- There was a suggestion of planting along the eastern edge of Market street (the Harbour edge). The intention here was not to screen but to soften the edge.
- Reintroducing a fishmarket at the Harbour was a popular suggestion. However, most people did understand that this product isn't landed in the Harbour in the same quantities as in the past.

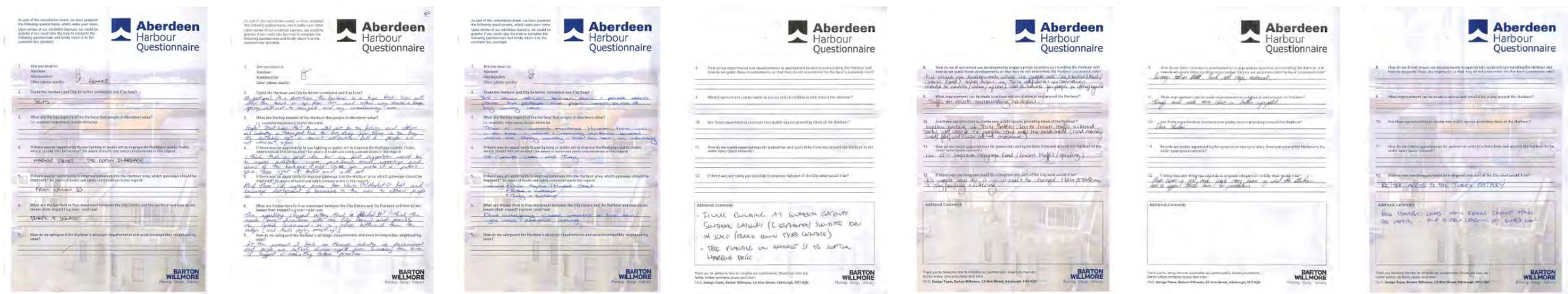


fig. 20 Selection of Completed Questionnaires

fig. 21 Map of Site with Post-it Comments

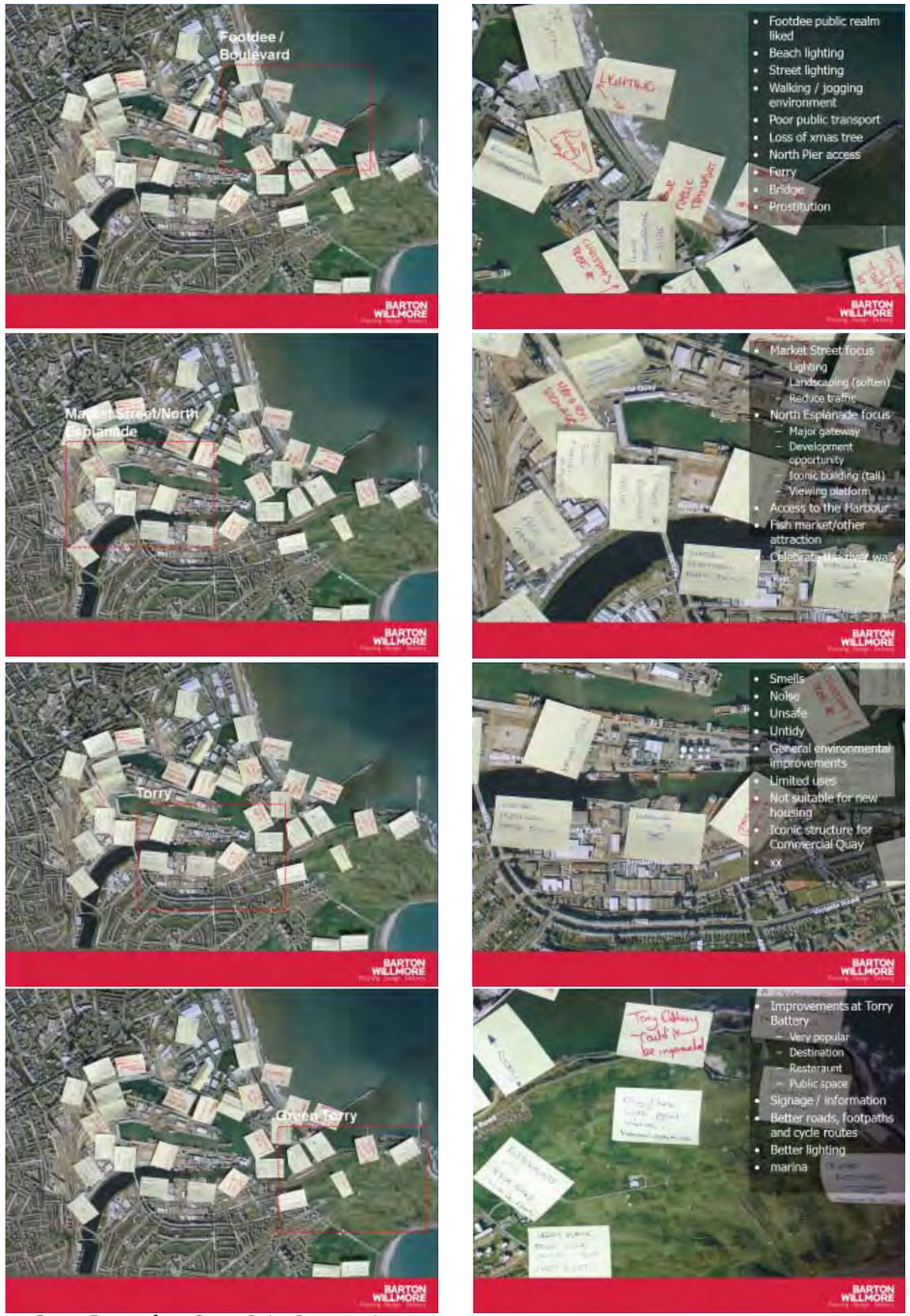


fig. 22 Extract from PowerPoint Presentation

Stage 1 Stakeholder Workshops

3.15 A series of workshops were in June 2011, which comprised the following dates and locations:

- Planning Stakeholder Workshop: Monday 20th June in Aberdeen City Council offices, 0900-1100hrs;
- Environmental Stakeholder Workshop: Monday 20th June in Aberdeen City Council offices, 1115-1315hrs;

3.16 The workshops were used to highlight the project objectives, scope of work and key issues to be considered, as well as talking the officers through the outcomes of the community engagement exercise. This was carried out through a PowerPoint presentation which gave the background to the project to date, including historical analysis, site and context analysis, engagement summary and proposed areas of focus.

3.17 The presentation was interactive and participation was encouraged, with comments recorded on post-its, which were applied to maps of the site and surrounding area. The discussion was structured around the following themes:

- New Development;
- Views, Gateways and Character Areas;
- Movement, Wayfinding and Signage; and,
- Public realm, Public Art and Lighting.

3.18 The Planning Stakeholder Workshop included City Council officers from Masterplanning and Design, Transport and Infrastructure, Development Planning, Development Management, Environment and Sustainability, Community Planning and Economic Development, as well as several members from Aberdeen Harbour Board and Barton Willmore.

3.19 The Environmental Stakeholder Workshop included Aberdeen City Council officers from Masterplanning and Design, Environment and Sustainability, Environmental Health, SNH and SEPA, as well as several attendees from Aberdeen Harbour Board and Barton Willmore.

Collecting Feedback

3.20 Some of the main points raised during the Stakeholder Workshops were as follows:

New Development

- Discussions on new development focussed mainly on North Dee. Ideas for South Dee and St Clements were also discussed. Potential proposals for North Dee included a new sustainable hub which could be directly linked to the existing transport hub around Union Square and the Harbour. Any new development around North Dee would be most appropriately mixed use, although focused on business. South Dee's river edge was discussed as an opportunity to increase leisure and recreation activities close to the City Centre. Discussions around St Clements raised proposals for assembled plots of land with development opportunities which were linked. The Esso site in Torry was further identified as a development opportunity, although there are significant development constraints in the form of land contaminated.

- Issues were raised regarding land ownership and car parking at North Dee; the implementation of a parking strategy was suggested to tackle the latter, with suggestions that additional parking could be incorporated in South Dee with the redevelopment of the land up to the South Esplanade.
- Potential development/improvements were also discussed regarding Torry Battery, however, the lack of power infrastructure to the area would be a major constraint.
- Introducing a marina had been suggested during the public events however, it was felt that this is unlikely to be possible anywhere around the Harbour as there are issues with regard to the scale and volume of existing harbour traffic.

Views, Gateways and Character Areas

- Safeguarding and enhancing views on the coastal edges of the Harbour i.e. Footdee and Torry Battery were identified as important. Safeguarding and enhancing views of the Harbour from within the built environment, where there is the potential impact of traffic and new development, is more difficult. Following on from that, key viewing areas were identified, these being; Marischal Street, the Esplanades and Castlehill. It was suggested that these viewing areas could be themed or characterised, with clear links and signposting between them.
- The mouth of the Harbour was identified as an important gateway, and one that should be celebrated more but not to the detriment of Harbour functions. Other gateways around the Harbour could be accentuated through tall buildings. Council officers highlighted that Aberdeen City Council are currently preparing a Tall Buildings Strategy, which is likely to advocate that there is capacity to incorporate tall buildings into lower lying areas, and that potential tall buildings do not interfere with identified landmarks and view corridors.
- Footdee was identified as a very popular attraction, and that its relative isolation may have something to do with its charm. It was expressed that this should be kept in mind when considering links to the area and/or development around the area.
- The rich variety in character areas across a relatively short distance around the Harbour was identified, providing a series of gateways and interfaces.
- Representation from SNH and SEPA stressed the importance of considering the impact of new development on the River Dee and SAC.

Movement, Wayfinding and Signage

- Traffic was only identified as an issue in concentrated areas such as Market Street, and during weekday peak times and Saturday afternoons when Union Square car park becomes full.
- There should be the potential to reduce car orientated movement. The leisure area near the beach (St Clements) is all car based visitors and there are a huge amount of car based journeys.
- Wellington Bridge is attractive and could be celebrated more, there is a possibility to assess what it connects from and to, and what it could contribute to in the future. Vehicle traffic could be diverted to Palmerston Road in order to reduce traffic and congestion on Market Street.
- It was raised that the Western Peripheral Route will only reduce traffic in the City Centre by 5% (potential pedestrianisation of Union Street would eat this up immediately).
- Pedestrian movement routes around the Harbour need to be improved, particularly the Coastal Path around Torry Battery as well as the routes to and from Union Square along Market Street. Better lighting and signage would aid legibility.
- Desire lines should be respected, with focal points provided to help direct movement.
- Improvements to the green network and connections therein were raised, with the identification of primary routes established. Ownership issues around the coastal path were identified which could lead to difficulties with improvements.
- A series of routes, viewing areas and event spaces around the Harbour were suggested which should be well signed and include interpretation material.
- The lack of footpaths on the north eastern edge of Market Street was identified as an issue. However, the reason for this was due to space restrictions, as large vehicles need to turn both on Market Street and within the Harbour area at that point.
- A new footbridge link between North and South Dee was suggested.
- Improvements to cycling routes were raised, with the inclusion of dedicated routes.

Public Realm, Public Art and Lighting

- Specific activities were suggested as a way to define the spaces i.e. location, treatment, scale and outlook.
- The public realm on Market Street was highlighted for improvements.
- The Beach Boulevard was also discussed, with the outcome that it ought to be treated as a street not a road. With interactive and pleasant edges, making it a major conduit for people from the City to the beach.
- Improvements were sought for the coastal path and parkland associated with Torry Battery. It was suggested that Abbey Road and/or Sinclair Road be improved as part of the direct route / desire line from Torry coast to the town.
- Public art works were suggested, linking Union Street down to Union Square and beyond, although consideration would have to be given to the harsh elements in certain areas.
- Improved street and building up-lighting along Regents Quay. The lighting of buildings and objects would need to be considered in terms of ‘light spill’. Modern lighting techniques should reduce this problem. Any lighting strategy should be cohesive all around the Harbour and link to the City Centre where possible, assisting in unifying the area and character areas. This would help in making the Harbour a more welcoming place. Lighting could be used to direct people to where they should go to.

September 2011

Stage 2 Public Exhibitions

3.21 Public exhibitions took place in December 2011 at the locations listed below:

- Public Exhibition: Saturday 3rd and Sunday 4th December in Union Square;
- Public Exhibition: Monday 5th December in Torry Library;
- Fixed Exhibition: from Tuesday 6th December to early 2012 in Aberdeen Maritime Museum.

3.22 The events were attended by members of the Barton Willmore Design Team, and by staff and Board Members from Aberdeen Harbour.

3.23 The exhibitions consisted of eight pull-up banners and an floor mounted aerial photograph of the Harbour. There were also newsletters and questionnaires available for people to take away, and a comments box into which members of the public were encouraged to drop completed questionnaires.

3.24 All in all, the public events were well attended with some very good detailed feedback. Aberdeen Harbour Board, were encouraged by the continued level of interest in the project and by a genuine desire from local people to support, contribute and get involved in the production of the framework document.

fig. 23 Stage 2 Exhibitions

Collecting Feedback

3.25 Approximately 300 people attended the Union Square event over the course of 2 days, with approximately 200 people approaching the team to discuss the project, and 100 either completing or taking away a questionnaire. The Torry Library event had approximately 20 people in attendance with several stopping to discuss the project and complete the questionnaire.

3.26 The project team received a total of 27 (+) completed feedback forms posted in the comments box over the exhibitions, with the majority of people simply wanting to discuss the project further, and express their encouragement to connect, protect and improve the Harbour area.

3.27 The majority of respondents (74%) were from Aberdeen itself, with some visiting from the surrounding areas.

3.28 The majority (88%) understood the purpose of the Development Frameworkand that it aims to better connect the Harbour with the City, and make the area more accessible and appealing to local business and visitors alike. The same percentage were in support of the outcomes, with a mixed response on the amount of ideas which had been incorporated within the proposed Development Framework. The reasoning behind which ideas had or had not been adopted were explained further to respondents by the project team.

3.29 A number of respondents raised the issue of improving safety around the Harbour area, by means of lighting, signage, general maintenance at key spaces i.e. Torry Battery. There was also several comments on car parking/traffic flow, with an understanding that current car parking/ traffic flow is at maximum capacity and any new development must take into consideration the needs to address this.

3.30 85% of respodents supported the principles of Connect, Protect and Improve, with a view to improve connections both visually and physically, as well as improving safety in the area and natural habitats.

3.31 There was strong support (88%) for aims of the Urban Design Strategy of better connecting Aberdeen City Centre with the Harbour, with the majority showing enthusiasm to connect the Harbour with the City, as it once did during the Fish Festival, Tall Ships and Fish Market. The Harbour was recognised as being key to Aberdeen's economy, respondents generally felt that the Harbour was long overdue improvements to better connect and protect it.

3.32 All respondents agreed with the concepts proposed for Market Street and The Esplanades, with 85% agreeing with the concepts identified for North Dee, 88% for Castlegate and Torry Gateway, and 92% with St Clements, the remainder of respondents were undecided.

3.33 96% of respondents agreed with the need to protect the operation of the Harbour, due to the economic importance of the Harbour to the City, although it was suggested that areas of the Harbour, such as the ferry terminal could be opened up and made more friendly to the public, whilst at the same time protecting the working Harbour area.

3.34 The majority of respondents agreed with the 3 objectives of the Development Framework, with one respondent highlighting the importance of Objective 3.

3.35 81% of respondents supported the early ideas that are emerging for the Action Plan, with a general consensus that lighting, signage and public art would benefit the area, and any public realm proposals should have local relevance.

3.36 It was generally understood that the content being presented represent early proposals and that their delivery is dependent upon further partnership working.

3.37 There was a desire for continued consultation and workshops, partnership between Aberdeen Harbour Board and Aberdeen city Council, as well as funding support through

the Council and oil industry in order to realise the proposals.

3.38 A number of suggestions for other alternative use/proposals were suggested, including business and leisure development along the riverside, a means to tackle prostitution, improved access between the Harbour and Esplanade, improved pedestrian facilities at the ferry terminal, and thoughts on how the Harbour will adapt as oil and gas reserves dwindle.

Stage 2 Stakeholder Workshops

3.39 A series of workshops were held between December 2011 and January 2012. These comprised the following dates and locations:

- Planning and Environmental Stakeholder Workshop: Thursday 15th December 2011 between 0930 - 1130hrs at Aberdeen City Council.
- Customer Stakeholder Workshop: TBA January 2012 at Aberdeen Maritime Museum.
- SNH/SEPA Meeting: Tuesday 10th January 2012 at Aberdeen City Council.

3.40 The workshops were used to discuss the findings from the second phase of consultation. They touched on the project objectives, scope of work and key issues which were established in previous workshops. This was carried out through a PowerPoint presentation by Stephen Tucker which gave the background to the project to date, including historical analysis, site and context analysis, engagement summary and proposed areas of focus.

3.41 The presentation was interactive and participation was encouraged, with comments recorded on 'post-its', which were applied to maps of the site and surrounding area. The discussion was structured around the following themes:

- Urban Design Strategy: Connect;
- Supplementary Guidance: Protect; and,
- Action Plan: Improve.

3.42 Planning and Environmental Stakeholder Workshop

3.43 The Planning and Environmental Stakeholder Workshop included City Council officers from Masterplanning and Design, Transport and Infrastructure, Roads, Development Planning, Development Management, Environment and Sustainability, Community Planning, Economic Development and Environmental Health, as well as several members from Aberdeen Harbour Board and Barton Willmore.

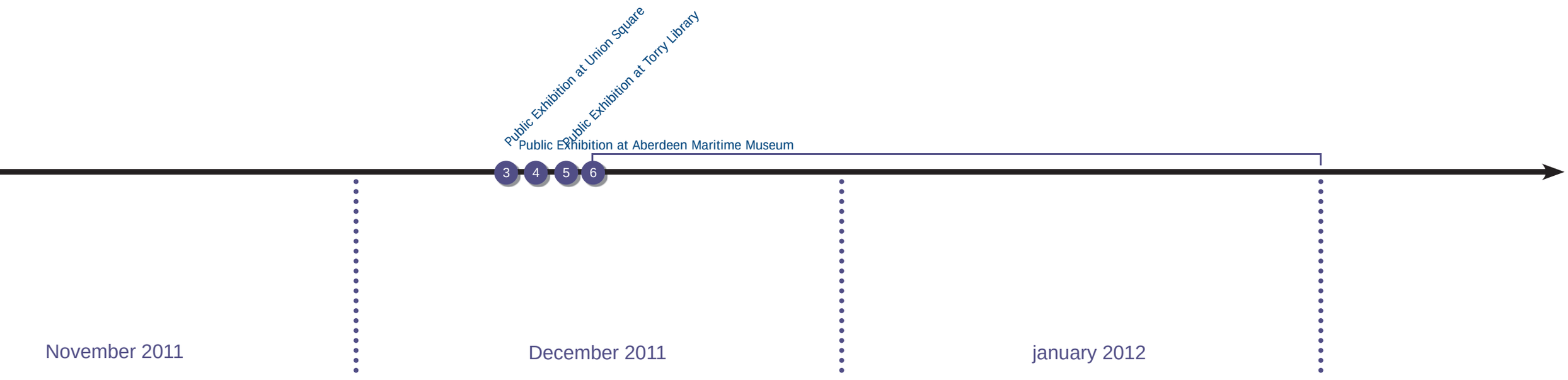
SNH/SEPA Meeting

3.44 A meeting was held with Aberdeen City Council planners and SNH and SEPA to discuss the implications of the Development Framework on the natural environment and in particular European designated habitats and species.

3.45 It was agreed that the Development Framework required to be the subject of Habitats Regulations Appraisal, and that Aberdeen City Council would screen with SNH for the likelihood of significant adverse effects upon the integrity of the SAC and protected species.

3.46 A number of recommendations were made by SNH and SEPA with regard to the wording of the Development Framework and its implications with regard to the SAC. It was agreed to include reference to the need for all proposals which come forward in the context of the Development Framework to be the subject of a suitable construction method statement and that the Supplementary Guidance will not negate the requirement for other permissions, approvals and assessments i.e, Habitats Regulations Assessment, Environmental Impact Assessment, Planning Permission, Building Warrant etc.

3.47 It was also agreed that in the context of proposed changes to the Local Development Plan as a consequence of the report of Examination that Objective 3 would be extended to cover the natural environment and biodiversity.



URBAN DESIGN STRATEGY

CONNECT 4

URBAN DESIGN STRATEGY

4.1 This section of the report identifies a number of strategic proposals aimed at better integrating and connecting Aberdeen City Centre with the Harbour. This objective will not be achieved by environmental improvements alone, it will require focussed investment, land assembly, new development and serious consideration of potential alterations to the City's transport infrastructure. This draft document is intended to stimulate and inform this debate. At this point in the process it does not have definitive answers, however it does raise important questions.

4.2 The sense of separation between the City Centre and the Harbour is partly historical, (as was illustrated in chapter 2) and to some extent geographical. A number of significant modern interventions have however, underpinned and in many cases, exacerbated the division. The scale of transport infrastructure in the area, the levels of traffic and the importance and priority given to roads around the Harbour, as well as the pressure placed upon this infrastructure by new development, has significantly added to the sense of division. It is important to reflect on the fact that Aberdeen is no different from many other industrial cities with a waterfront in this regard. Glasgow is just one example, that has spent years and much focussed investment on healing these divisions.

4.3 The delivery of better connections between the City and the Harbour area will require considerable structural changes to the way the City works. Some tough decisions may need to be made in order to deliver the levels of integration that start to see Aberdeen Harbour develop upon its core economic role and become a better place. This draft document raises some of these issues and asks only that we discuss the proposals seriously and pragmatically. A key truth in this consideration is the fact that better connection between the City and Harbour will only be delivered over time. Proposals that at the moment seem improbable may in 20 years time seem mundane and obvious.

4.4 It is the role of an SDF to explain what 'vision' means and to identify exactly how and when such ambitions can become real. It is also the role of a draft document to shape and stimulate discussion. This document should be read in that context and will be the basis for further discussion between the Harbour Board, the City Council and a number of other key stakeholders.

4.5 The urban design strategy aspect of the Development Framework, identifies six significant strategic proposals in and around the Harbour, as listed below:

- Market Street: A Place
- North Dee – a New Sustainable Urban District
- The Esplanades, the Riverpark and South Dee
- Castlegate, Virginia Street and Regents Quay
- St Clements and the Beach Connection
- The Torry Gateways

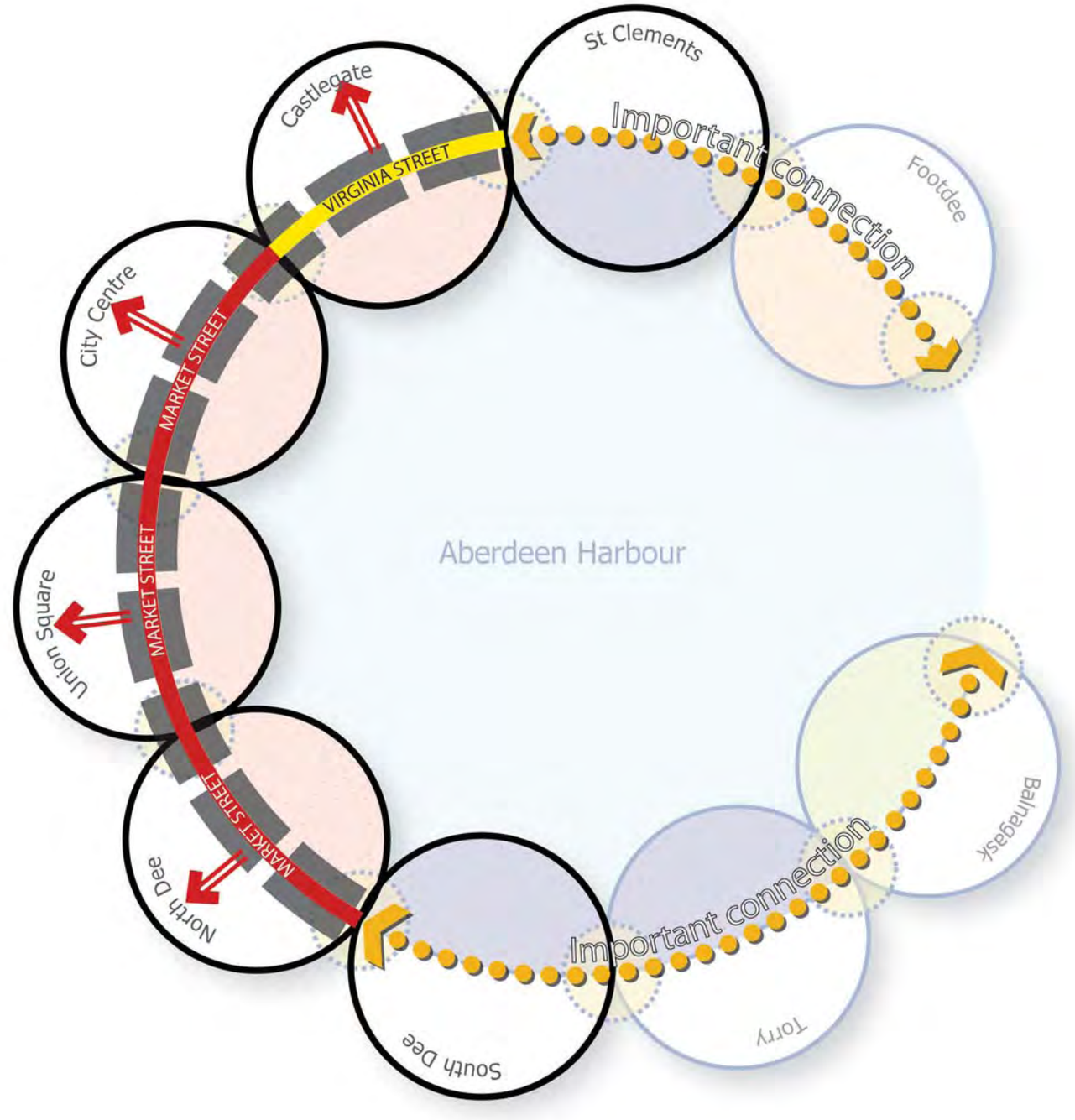


fig. 24 Urban Design Strategy Concept

fig. 25 Urban Design Strategy Plan

MARKET STREET: A PLACE

The Challenge

4.6 In all of our assessments, Market Street emerges as the most significant physical barrier between the Harbour and Aberdeen City Centre. Interestingly it could represents a considerable opportunity to improve the connection between the two.

4.7 However, Market Street is a key element of Aberdeen's transport infrastructure. Every day many thousands of vehicles travel this route, some passing through the area and others using it to access the developments and businesses located around the Harbour. Market Street is also a key public transport route in the City, second only to Union Street. Many bus services use the Street. Indeed with the City's main bus station located on Guild Street, just off Market Street, a signifiacnt proportion of the people travelling by bus to the City Centre as well as passing through the City, use this route.

4.8 The identification of Market Street as a fundamental issue in terms of better connecting the Harbour and City has been confirmed by an urban design and planning led analysis, as well as community and key stakeholder engagement. In all of our engagement sessions, Market Street was identified again and again as a missed opportunity, a disappointing street and a physical barrier.

4.9 High levels of traffic and poor environmental quality were identified as the key issues (a factor also acknowledged in the City's Air Quality Action Plan). In particular, great concern was expressed over the quality of this as a key gateway into the City Centre and the relative unfriendliness of the street to pedestrians and cyclists. Most respondents felt that views and access to the Harbour in Aberdeen, is far better than it is in Leith or in other major ports within Scotland. In fact, the Harbour boundary fence is not nearly as damaging as the levels of traffic on Market Street itself. Quickly and obviously, Market Street emerged as the fundamental challenge facing this Development Framework.

The Opportunity

4.10 Market Street is the historical link between Old Aberdeen and the Harbour. It was the main route connecting Union Street with the Harbour and as the name suggests was the location of the old commercial fish market. In later years it formed the key axis for the City's expansion south, the area we know today as Torry. Simple geographical and economic reasons gave Market Street this importance.

4.11 The geography has not changed sufficiently to alter its relevance. Neither is its economic role that different today. Arguably, the Harbour area has become more economically important to Aberdeen, rather than less. Therefore, if we are serious about improving connections between the City and its Harbour it is to Market Street and other north / south routes that lie at either end of it, that we must look first.

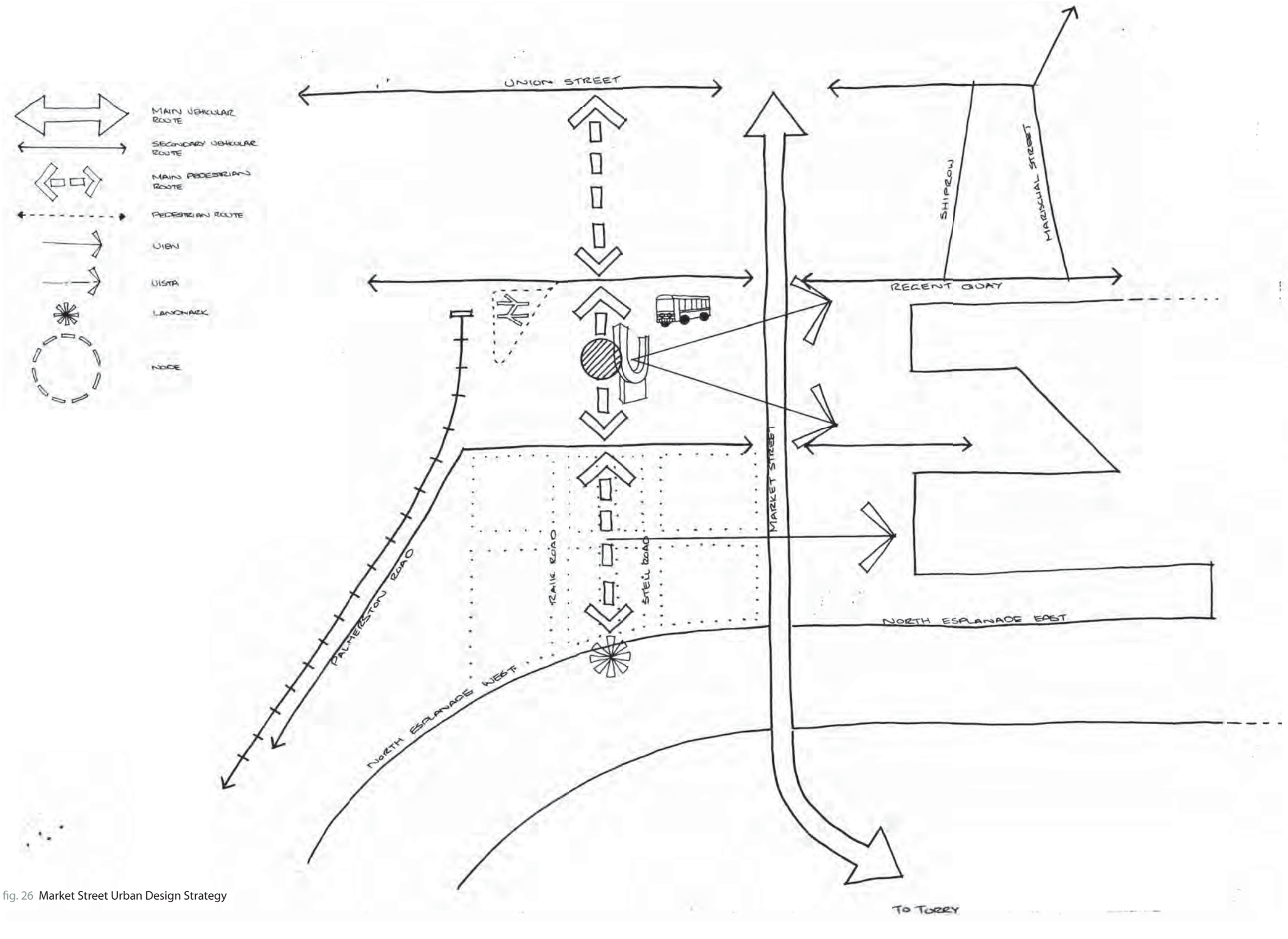


fig. 26 Market Street Urban Design Strategy

Considerations and Alternatives

4.12 Market Street cannot be considered in isolation. The Street runs past the North Dee development area, one of the significant development opportunities around the Harbour. It also skirts Union Square and other key developments at points along its length. Perhaps most important of all, it is a critically important transport route for the Harbour itself. As a result of this the future of Market Street is inextricably bound with the future of these key elements, namely the North Dee development area and the Harbour.

4.13 At this strategic level it is important to consider how the future of Market Street could be influenced by different approaches to the development and growth of the areas that sit alongside it. Similarly, a robust SDF process must test ambitions against the realities of what will happen in these diverse environments and genuinely consider the difficulties involved in delivering proposals. The stakeholder engagement process was hugely valuable in this regard.

The Impact of Traffic

4.14 Currently, the heavy traffic on Market Street falls into four main categories.

- Traffic using Market Street and the inner relief road to move north of Aberdeen;
- Traffic which is accessing the Harbour and the industrial areas around the Harbour;
- Traffic which is accessing the new Union Square development or the parking areas that service the rest of the City Centre; and,
- Public transport using this key route within Aberdeen.

4.15 If Market Street is to be improved, mechanisms to reduce the impact of traffic using it must be considered. However, it is fair to say that the delivery of this project is some time away. Other considerations must therefore be given to whether traffic accessing either the Harbour, or the City Centre / Union Square, could somehow be diverted to lessen the impact on Market Street.

4.16 Consideration could be given to more substantial and attractive pedestrian and cycle routes on Market Street or by means of an alternative route. However, any proposal would be subject to a future detailed Transport Assessment.

An alternative axis - North Dee

4.17 In the face of this challenge, and bearing in mind the importance of Market Street's role as north south axis, one notable alternative might be to create a central pedestrian / cycle route (that does the same job) as a north south axis within the North Dee development area, joining with pedestrian movement which runs up and through the Union Square development itself.

Emerging Vision: Market Street as a Place

4.18 Market Street will continue to be considered as primarily a transport route. This is a challenge to its importance as a place. In response to the physical challenge, the public perception of those problems and with a view to what is achievable, the SDF details an emerging vision for this area.

4.19 Successful places have common characteristics. They are active, well used and popular with local people. They contain a mix of uses, destinations and have varied environments along their length. Visitors to the City are attracted to these lively places.

Our long term vision is to introduce a variety of new uses, destinations and spaces along the length of Market Street, from its junction with Union Street south to Victoria Bridge, and integration with the North Dee Sustainable Business District. There are the potential for public realm improvements to reduce the impact of traffic, whilst retaining the carriageway width and traffic capacity of Market Street.

Consideration must also be given to an alternative north / south route that runs through the North Dee development area.

In its current state, Market Street suffers in active edges as well as a poor definition along its eastern edge. It is also dominated by a large number of traffic junctions.

fig. 27 Market Street - existing

The distance from Union Street to the junction with North Esplanade is just 1000m. Strung along this route are vehicular junctions which currently act as barriers to direct and free pedestrian movement. If these junctions were to be transformed into nodes of activity then the journey would be punctuated with attractions and help create a ‘place’ ‘place’ with potential for public realm improvements.

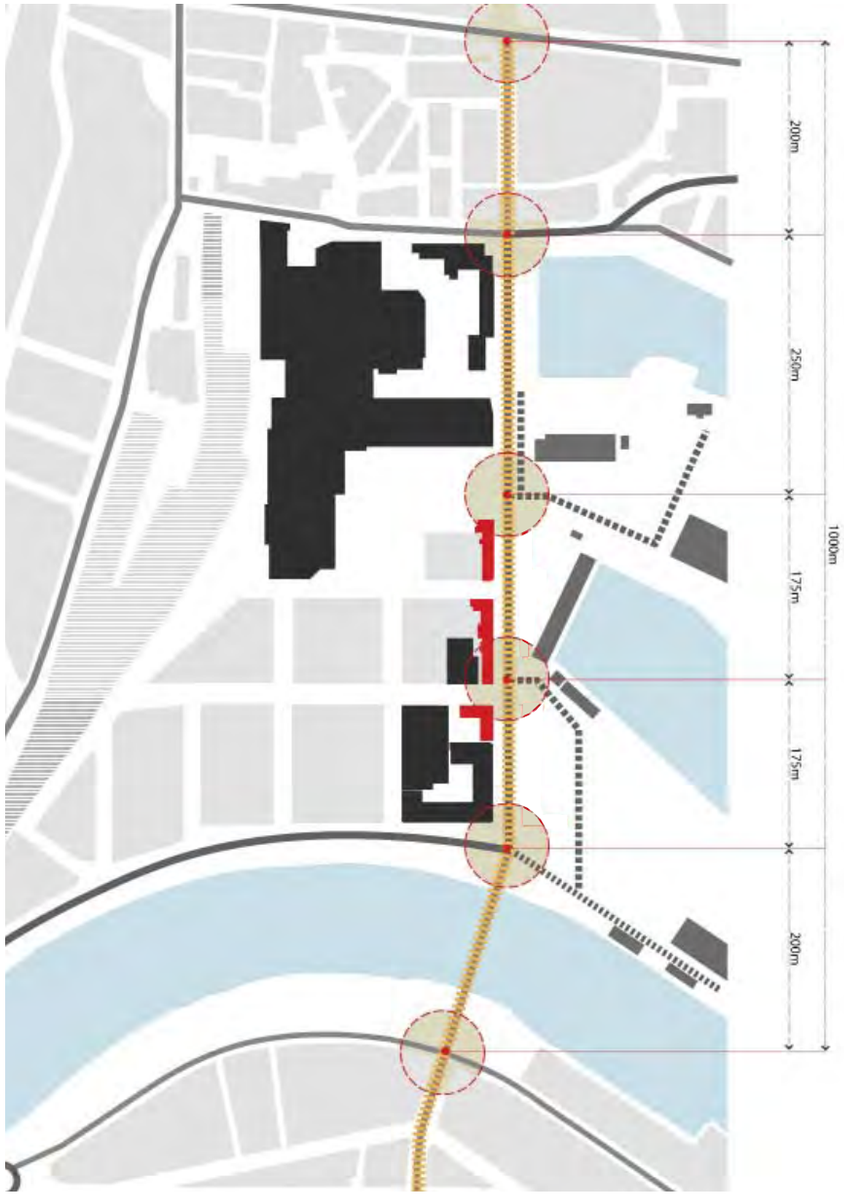


fig. 28 Market Street - active nodes and street definition (built form or landscape)

Alternatively this axis could be internalised within North Dee. If this was to form the main north south route then redevelopment of the existing grid will need to be made.

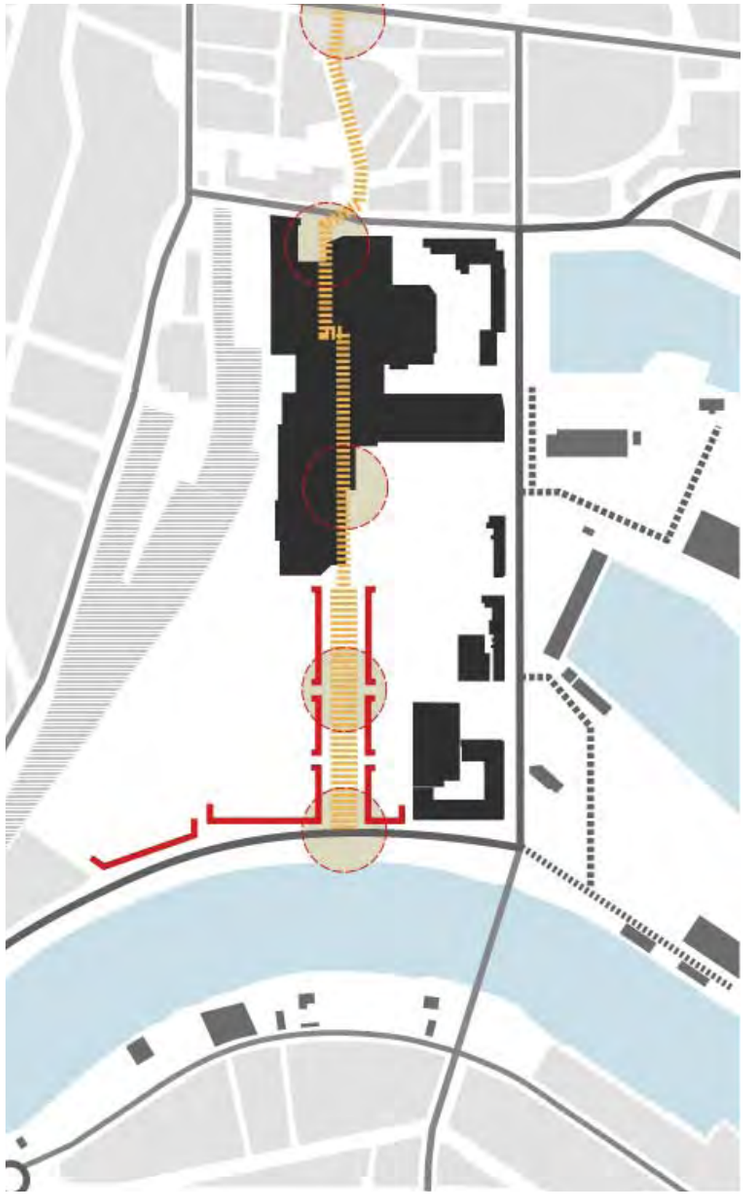


fig. 29 Internal Axis - active nodes and street definition (built form)

NORTH DEE: A NEW SUSTAINABLE URBAN DISTRICT

The Challenge

4.20 North Dee is a mixed use area that in parts works very well and is currently in the process of being redeveloped. There is a healthy partnership approach between Aberdeen Harbour Board, Aberdeen City Council and key developers. The quality of the environment varies widely but there is a strong urban grid and from a masterplanning point of view there is little point in altering this basic structure.

4.21 The challenge is twofold. Firstly, North Dee suffers from traffic impact and parking pressure in a different but no less damaging way, than Market Street. Secondly, the difficulties in delivering comprehensive high quality redevelopment in a part of the City is significant due to fragmented ownerships and diverse land uses. There are a large number of separate businesses based in the streets that collectively form North Dee. Some are very active and very important to the City's economy and others less so. Some sites are massively underutilised when one considers their proximity to both the Harbour and City Centre.

4.22 Through the key stakeholder engagement process North Dee repeatedly emerged as a significant but unrealised opportunity. Miller Cromdale is a development partnership specifically established to drive forward redevelopment of this area. They are committed to and passionate about the opportunity, however admit that their efforts have been frustrated and delayed by issues of land ownership. Miller Cromdale has been operational within the area for 12 years and yet have delivered only half of what they believe could have been achieved if the consolidation of sites was not such a difficult process.

4.23 In addition, while the site is blessed with exceptional public transport infrastructure links, the businesses that Miller Cromdale could attract to the site demand a certain level of parking. Indeed, companies expect only slightly less than they might expect from out of town locations.

The Opportunity

4.24 There has long been a recognition that the redevelopment of this area is important for Aberdeen. Aberdeen Harbour Board has supported the efforts of Miller Cromdale in the recognition that North Dee represents one of the best opportunities to attract high quality office accommodation and other uses directly adjacent to the port, train station and bus station. North Dee already houses offices for many large companies; most of which have an important relationship with the Harbour. The economic opportunity and potential benefit from the redevelopment of North Dee to City and Harbour alike, are significant. The continuing high quality redevelopment of North Dee could bring a range of other benefits, including:

- Creating better links between the Harbour and City Centre;
- Establishing a more positive southern gateway to the Harbour and City Centre;
- Creating a uniquely sustainable business park that makes best use of the transport infrastructure nearby;
- Providing a better setting for the southern end of Union Square;
- Providing opportunities for the expansion of Union Square or for other high profile City Centre attractions that might benefit from a location near the Harbour; and
- Activating the river edge / esplanades and the areas to the south.

4.25 The SDF response to the opportunities in North Dee is driven by the physical form of existing development and roads as well as existing and potential future pedestrian movement. There is benefit in retaining the strong grid pattern currently on site. However, for the opportunity to be fully realised there has to be an increase in the level of ambition for this area. Only a truly ambitious vision will provide a platform for cohesive action through partnership working.

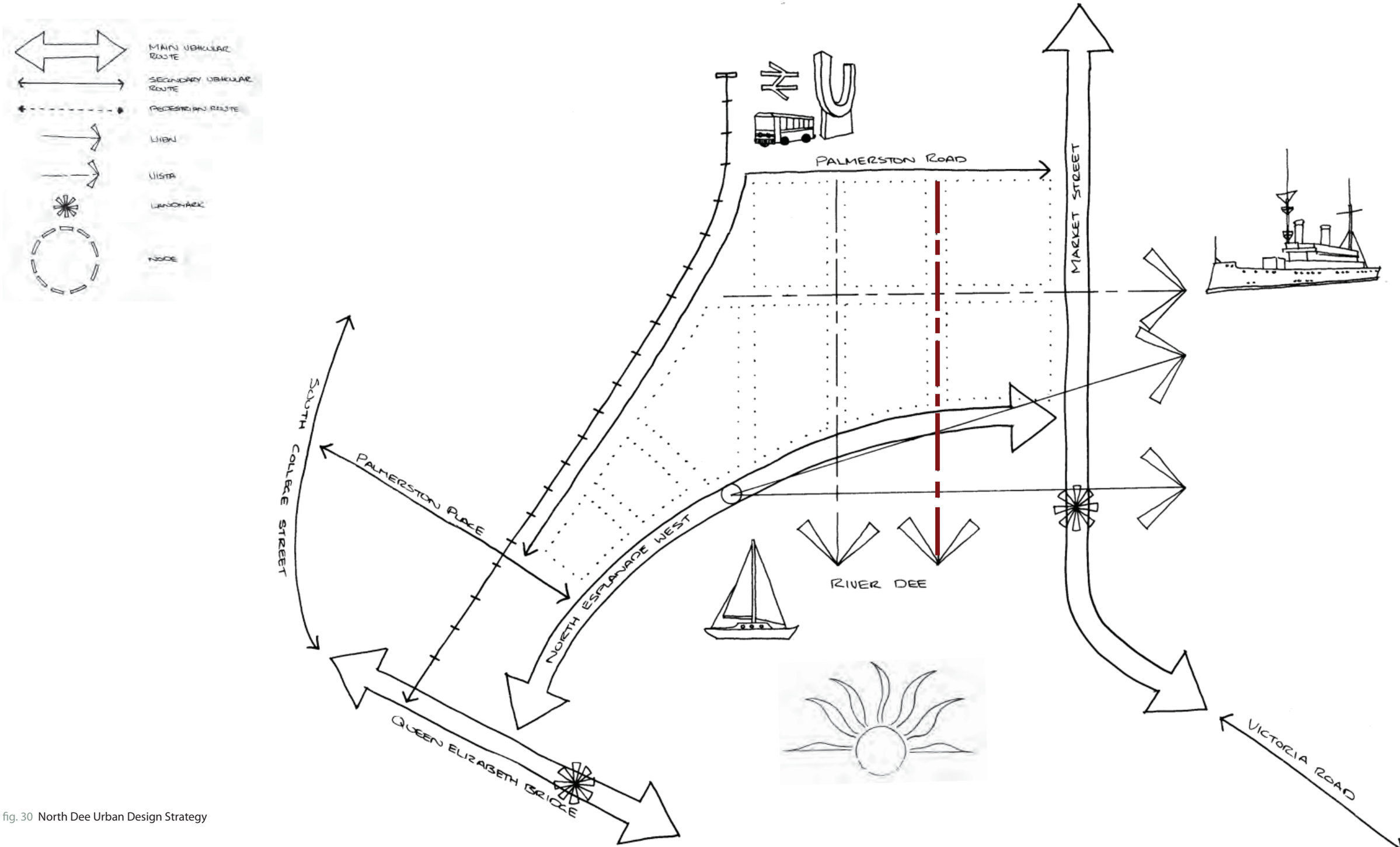


fig. 30 North Dee Urban Design Strategy

Considerations and Alternatives

4.26 The site is currently identified for business / commercial type uses, particularly business space. It is an excellent site in many respects, close to the City Centre and road and rail infrastructure as well as its proximity to the Harbour itself. However, most modern business premises have a significant supply of car parking spaces and this will be difficult to develop on this site. Consideration needs to be given as to how redevelopment maximises the use of public transport infrastructure. Such an approach depends a great deal on the attitudes of local workers. From other sites in Aberdeenshire we know that the car is still a very popular choice in terms of how people travel to work, whether it be in the City Centre or on its periphery.

4.27 Further considerations include the possibility of a future expansion of Union Square and what form that expansion may take. It is very unlikely that the retail floorspace of Union Square will expand any further south into North Dee, but it may be that at some point it extends onto its current surface car park. Development on the current surface car park would take retail activity even closer to Market Street, the Harbour area and importantly the key sea borne arrival point to the City. Development on the surface car park could potentially lead to an extension of the Union Square multi-storey car park in a southern direction into North Dee. If this happened, the car park could also help to serve future business / commercial development in North Dee. This would remove the requirement to provide on site car parking on each and every development block and in the right location a multi storey car park could provide an attractive and efficient alternative.

4.28 Importantly, in terms of reducing congestion on Market Street, much of the car parking in North Dee could be better accessed from North Esplanade as opposed to Market Street itself. This could reduce traffic in Market Street and potentially avoid some of the tail backs that take place at particularly busy times.

4.29 As to alternative development options for North Dee, these will depend greatly on whether the Market Street Axis or internal North Dee Axis is deemed to be the most appropriate north south axis for directing pedestrian movement from the City Centre (Union Street) down to the River Dee, Torry or other areas in the south of the city.

4.30 Furthermore, the structural consideration identified previously, namely increased multi-storey car parking, primary access to Union Square gained from North Esplanade or a one-way system loop, will affect development options if they were to be adopted individually or in combinations.

An Emerging Vision: A New Sustainable Urban District

4.31 In the property and development industry location is hugely important. North Dee is in the right location. Its proximity to the Harbour and the City Centre will mean that there will always be pressure to see the area change from a traditional mixed use Harbour environment with many small businesses to something altogether more ambitious and potentially more economically rewarding to the City. However, this change needs to be realistic, not just in terms of what gets built but because existing businesses and landowners do not necessarily share this vision at this time. North Dee is a good location for these businesses. Many have a long history in the area and unless a package of measures is put in place and alternative sites identified they are unlikely to leave willingly. Compulsory purchase should be considered where a landowner is unwilling to participate in the broader redevelopment of the area.

4.32 Given its location, sustainable transport and the creation of a high quality business environment are attractive objectives. However the former is only possible with a resolution of the parking issue and the latter demands that we create a momentum of development activity and a rising profile in terms of land uses that can attract other investors.

Our Vision for North Dee is a comprehensive yet simple masterplan based on the grid system and reflecting the importance of Market Street as the natural north south axis. Ground floor commercial uses will be focussed on the Market Street and North Esplanade West edges and sites could be identified for a central car parking facility. Flexibility is important in considering an alternative approach to the North South Axis

Pedestrian Axis'

North Dee development blocks

Active Edges

fig. 31 North Dee Option 1 - Internal Axis

fig. 32 North Dee Option 2 - External Axis

fig. 33 North Dee Option 3 - Union Square Expansion

THE ESPLANADES, RIVERPARK AND SOUTH DEE

The Challenge

4.33 The areas of land immediately adjacent to the River Dee, on both sides, provide an important gateway and route to the Harbour and City Centre. Furthermore, a Riverpark with active edges and high quality environments surrounding it would not only provide an attractive gateway, but would be a significant attraction for local residents and visitors alike.

4.34 The success of the river edges, in terms of North and South Esplanade West and the areas between them and the river, rely heavily upon the potential redevelopment of their neighbouring districts, North and South Dee. The future approach taken to reduce the volume of traffic using North Esplanade West will also have a major impact on how successful the northern river edge can be.

4.35 The challenge will be to successfully activate the street edges, improve the quality and feel of the street itself and to better connect both of these elements to the river and provide a high quality recreational resource for the City which is befitting of such a prominent and accessible location. To be clear, there is no proposal to develop land that is currently identified as open space

The Opportunity

4.36 Given the location of this section of the river and its orientation, the opportunity exists to create a series of environments that positively engage with the built form of the City and the natural environment of the River Dee to produce a far more dynamic relationship than what is currently experienced. This could potentially be delivered through:

- Active street frontage along North Esplanade West, at least in a focussed area;
- Establish a more positive and dynamic river route and gateway to the Harbour and City Centre; and
- Provide opportunities for recreation and leisure along the River Dee.

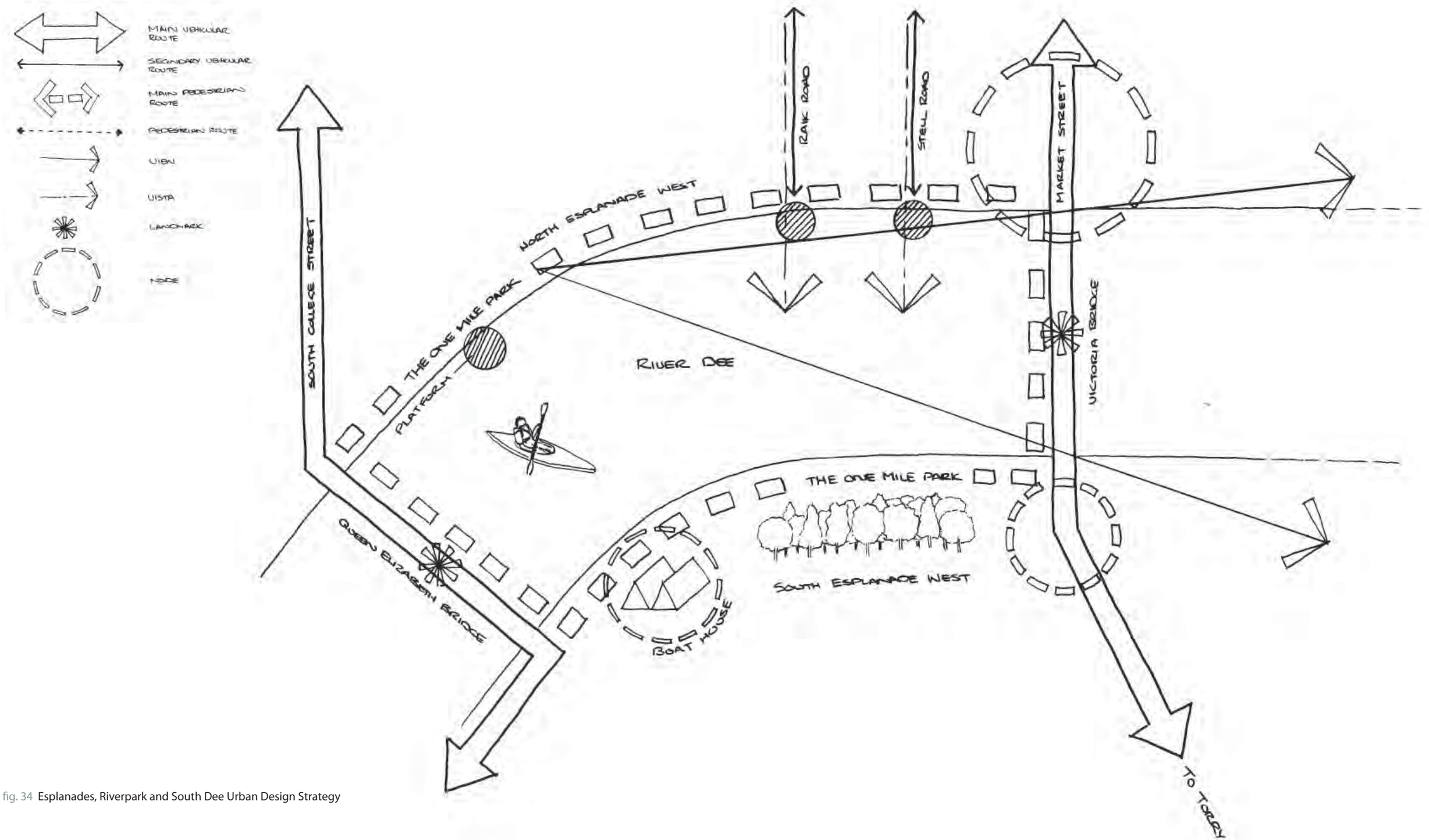


fig. 34 Esplanades, Riverpark and South Dee Urban Design Strategy

Considerations and Alternatives

4.37 The esplanades will be affected to a large degree by potential redevelopment at North Dee. There remains a strong focus on the River Dee, enhancing and improving this as a resource and attraction in its own right. Potential funding for ambitious proposals along the riverside should be investigated further.

Traffic Reduction

4.38 North Esplanade West suffers from similar traffic problems to Market Street. Although the form of the street is different to Market Street in terms number of junctions (Market Street having several large junctions), it does carry the same high volume of traffic. As suggested previously, there are a number of different users of this route which carries traffic, north through the City. Reducing vehicle numbers by providing better access to Union Square from a signed junction on North Esplanade West, located on towards its western end, will help towards reclaiming the esplanade as a street and 'place' rather than simply a conduit for traffic.

The One Mile Walk

4.39 The location of Victoria Bridge and Queen Elizabeth Bridge at the eastern and western ends of North and South Esplanade West create a loop which is one mile in circumference.

4.40 By introducing uses (attractions) and points of visual interest (public art and lighting) along this circuit, it would help promote the area as a destination and potentially draw people down Market Street or through the North Dee area to what is a very attractive place, and an active and animated location beside the river.

The Boardwalk

4.41 Building upon the concept of the One Mile Walk there is an opportunity to create usable public space on the south facing northern bank of the River Dee. Currently the bank is narrow and steep and features a thin strip of grass and trees. Currently pedestrian movement is to the north of this green strip which is in itself not a particularly usable resource. However, if a space were to be created south of the green strip, through constructing a boardwalk or series of platforms, a significant public space could be created that would provide viewing area (for the Harbour) and could host semi-permanent structures housing cafes, restaurants or bars.

4.42 Any proposals for structures must be considered in light of the importance of the River Dee SAC

South Dee

4.43 Another element to these proposals is the redevelopment of parts of South Dee. For a number of years there has been interest from the private sector in redeveloping this area. However, we feel that any proposals need to consider South Dee's role carefully.

4.44 The southern bank of the river benefits from shallower topography that the northern bank and is currently characterised by green open space, although the quality of these spaces is not particularly high. The built form to the south, between South Esplanade West and Menzies Road is also at a scale that allows the southern bank to benefit from good sunlight.

4.45 Therefore, any development in this area will need to carefully consider its scale, its location and where possible improve upon South Dee's role as a gateway to Torry. Loss of green space must be considered in the context of Aberdeen City Council's Open Space Audit

An Emerging Vision: Esplanade Riverpark

4.46 The focus of the emerging vision for this area should be the River Dee. The edges of the river, in the form of North and South Dee, should aim to enhance it as a gateway to the City Centre by creating streets as places with appropriate environmental improvements and uses to this end.

4.47 A successful Riverpark would be used by the adjacent residential communities, as well as those who might populate the redeveloped business area at North Dee.

4.48 The potential for uses along a boardwalk offers the opportunity to diversify the recreation and leisure activities in the area and potentially draw a lot more people to use this resource.

4.49 In addition to these, further interest could be created by encouraging more activity on the river, building upon its use an area for rowing.

Our vision for the Esplanades is to use them as the active edges of a new and exciting public space with water its heart. This Riverpark will incorporate a 'One Mile Walk' and will form a core component of the wayfinding / signage and public space strategy.

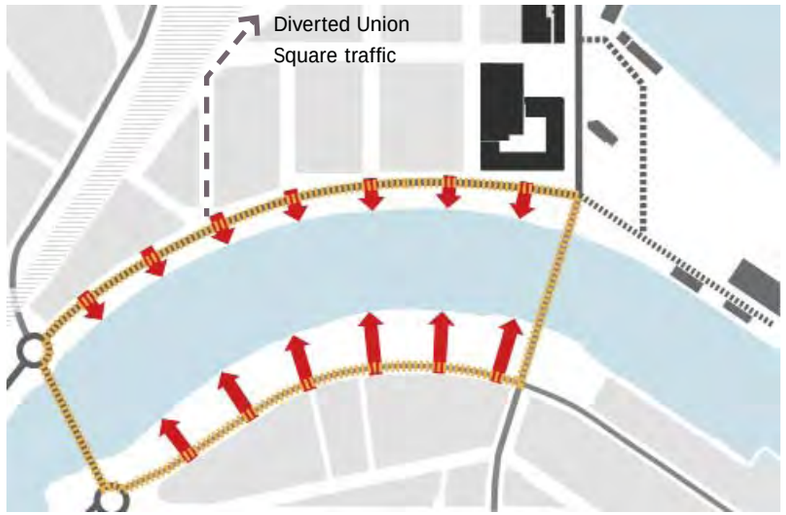


fig. 35 Riverside 'circuit' and river activation

fig. 36 Street activation and potential development areas

fig. 37 Nodes of activity along the activated esplanades and river

Existing development blocks

Node of activity

Visual point of interest

Activate the river

One mile walk

Active Edges

Boardwalk

REGENT QUAY / VIRGINIA STREET

The Challenge

4.50 Two of the interesting areas around the Harbour in terms of their built form are the Castlegate area (broadly the northern area set between Virginia Street and Justice Street which features the Castlegate square and Castlehill, the site of the former English Garrison) and Regent Quay (broadly the southern area set between Virginia Street and Regent Quay itself).

4.51 These two areas are separated by Virginia Street, which forms a significant barrier to north south movement between the Harbour and the City.

4.52 Virginia Street, stretching from the junction with Market Street and Guild Street to Commerce Street, is a street with varying characteristics which represent different challenges.

4.53 The small section of Virginia Street, between Market Street and Shiprow is probably the best opportunity. This area feels quite urban and the dynamic relationship between the City and Harbour may even be at its most interesting in this short 50m section of road. However, while attractive stone buildings overlook moored vessels, the space in between is dominated by traffic and the resultant environment is oppressive.

4.54 However, the remainder of Virginia Street faces greater challenges. As the road cuts through the steep topography it becomes divorced from its neighbouring districts, its edges are inactive and create an environment that does not relate to the Harbour or the City. This is not to say its is not without its merit or opportunities. Its southern edge features a number of large warehouses which provide a tangible link to the history of Regent Quay as the main goods handling area from the Harbour's past. Although these edges are not active, the buildings themselves could be better celebrated. The northern edge of the street is characterised by large imposing retaining walls.

4.55 The challenge will be to improve the quality of the environment along Virginia Street and enhance what north south connections which remain between Castlegate and Regent Quay. These connections take the form of Shiprow, Marischal Street and Commerce Street.

The Opportunity

4.56 There have been recent efforts made to improve the quality of public realm in the area around Shiprow. High quality materials have been used within a much improved public realm set between the recent developments on Shiprow itself. The overall environment created is attractive and is likely to draw pedestrians towards the Harbour from Castlegate square.

4.57 However, with Marischal Street representing the most direct route to the Harbour this should also be improved, with the dramatic street celebrated accordingly.

4.58 Other than Shiprow, Marischal Street represents an important north south link through Castlegate and down to the Harbour. The opportunities are therefore very much linked to improvements to the environments.

Creating a Pedestrian Loop

4.59 There is an opportunity to define a looped route that connects Castlegate, Marischal Street, Regent Quay and Shiprow. This route, with a variety of character areas, buildings and street types along its length could begin to draw people down to Regent Quay and the Harbourside which is already seeing increased investment delivering residential infill developments that may help support a greater mix of uses in the area.

Regent Quay: A Mixed Use Historic District

4.60 With its intriguing lanes, warehouses and grand Harbourside buildings, Regent Quay has the potential to be a very attractive mixed use area. Further residential development may be appropriate as it is within a five minute walk of the train station and Union Street.

Regent Quay Gateway

4.61 The junction between Virginia Street and Commerce Street presents the opportunity to establish a significant gateway to Regent Quay and the wider Harbour area. Currently the junction is difficult to read, unclear and has poorly defined edges, with the overall environment dominated by vehicular traffic. Improvements to existing edges, the creation of new edges or public realm along with landscaping could help create an attractive entrance to Regent Quay and also soften the edge of Virginia Street alongside it.

Castlehill Viewing Platform

4.62 Some of the most interesting views across the Harbour are gained from Castlehill and Castle Terrace. The foreground view from here is of Regent Quay which adds further intrigue to the view. This area is merely 100m from Castlegate square and sits at the foot of the Castlehill multi storey flats. The environment along Castlehill is neglected but it offers great potential for a viewing platform / public space which includes information and interpretation material on views as well as the history behind Castlehill itself. Such a space would also need to be adequately signposted from Union Street / Castlegate square.

Considerations and Alternatives

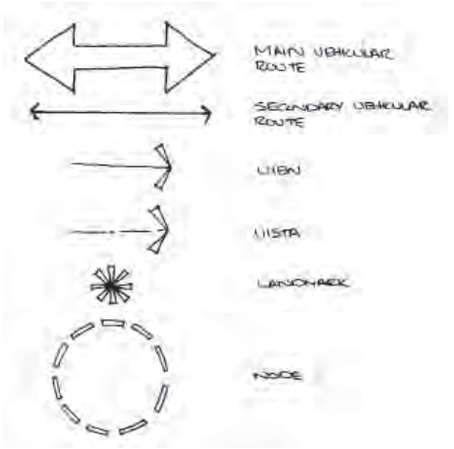
4.63 Any redevelopment opportunities within the Regent Quay area must be considered carefully in terms of their proximity to existing industrial uses in the area. Indeed, new commercial and industrial development within this area can also make a contribution to environmental / public realm improvements either along the 'Loop' or around the Regent Quay Gateway.

4.64 There is likely to be limited opportunity to reduce the levels of traffic along Virginia Street, however consideration should be given to how the environment can be improved to reduce the feeling of vehicle domination and to celebrate where possible the rich urban form within Regent Quay.

An Emerging Vision

4.65 The Castlegate and Regent Quay area offers up a tremendous opportunity to reconnect the city to the Harbour. The further improvements to north south routes such as Marischal Street and Commerce Street will be need to counter the significant barrier to movement which is Virginia Street. Virginia Street itself could be improved greatly to provide a more attractive environment for those who use it.

4.66 With its close proximity to the city centre and public transport infrastructure, the future redevelopment / regeneration of this area can form a critical element in better connecting the City and Harbour.



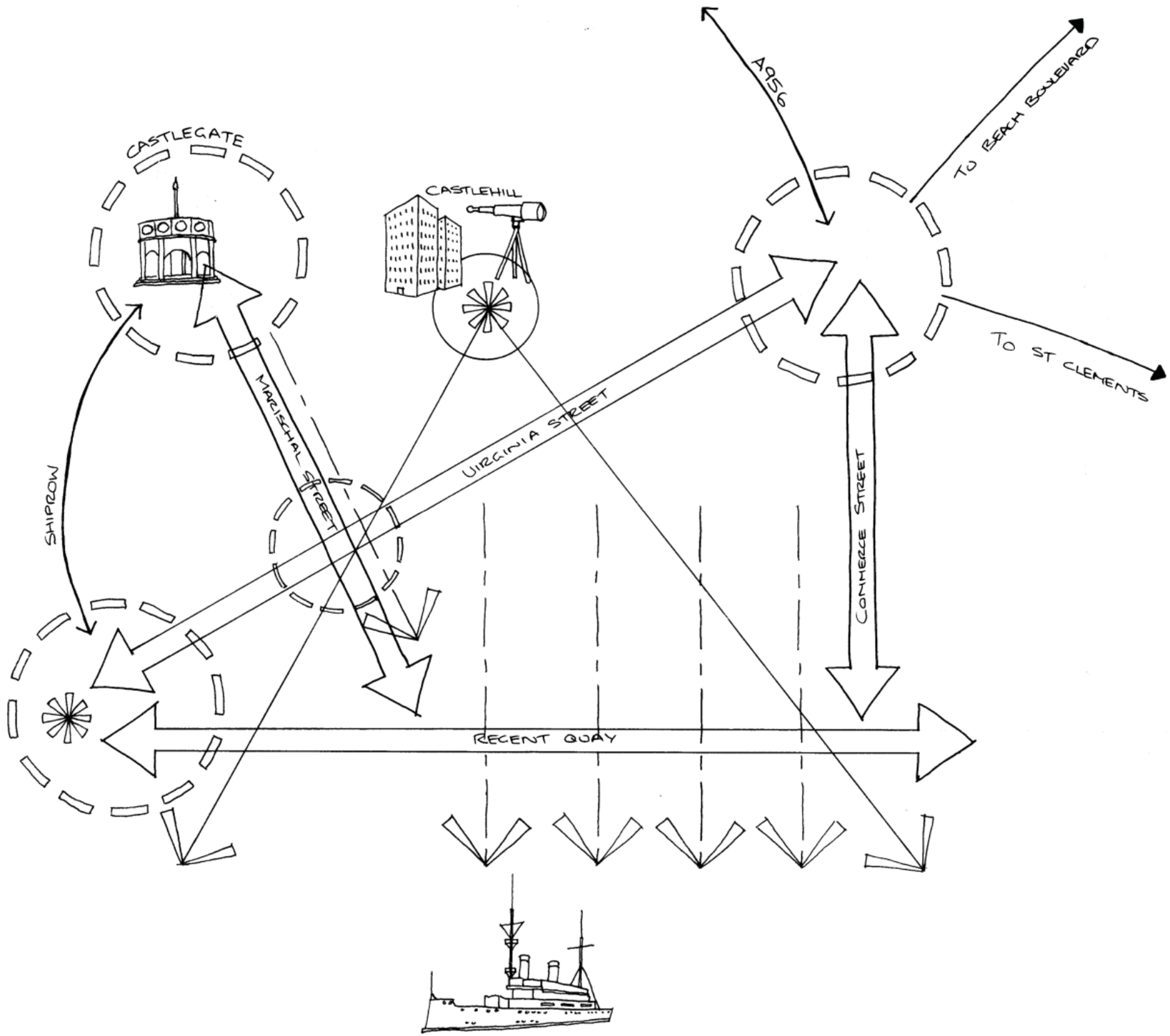


fig. 38 Regent Quay / Virginia Street Urban Design Strategy

ST CLEMENTS AND THE BEACH CONNECTION

The Challenge

4.67 This industrial area of the City has become increasingly dominated by large single use sites. It is characterised by large footprint buildings and development blocks which combine to create a 'superblock'. This block is not at a human scale and prevents ease of movement for pedestrians around the St Clements area. This area has by and large been developed to cater for visitors travelling by car, with swathes of surface car parking which further reduces the ability of the pedestrian to access or move around within St Clements.

4.68 This triangular superblock contains a number of large and successful businesses. It has within it uses and activities that do not lend themselves to public access and in some cases are visually unattractive. There is little sense in creating new routes through the block or to try and change it fundamentally. It is what it is and provides a very valuable large industrial area in the heart of the harbour.

4.69 There are, however, a number of important streets and routes that surround this block which could be improved. Local environmental improvements could therefore have a significant impact on improving the legibility and permeability of this area. Improved routes could also better connect the attractions of its edges such as the Beach Esplanade, St Clements Church and Footdee.

The Opportunity

4.70 Environmental improvements such as public realm, lighting and even public art could help to enhance the main routes within the St Clements area.

4.71 There are a small number of potential development sites in and around this area, although it remains to be seen whether the development of these sites (identified with the LDP) with anything other than a large single use would improve the area.

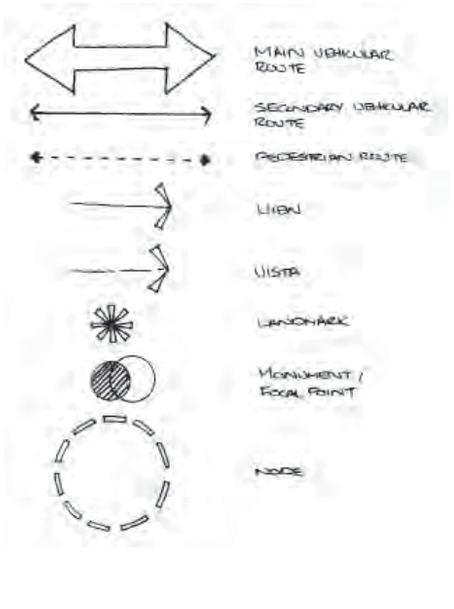
Considerations and Alternatives

4.72 However, there is one emerging development proposals for the triangular site of open space just south of the retail park. Given the surrounding nature of land uses, it is likely that this site will be industrial or commercial in nature. However, there may be the opportunity for this development to form a positive edge fronting the beach promenade, to possibly act as a gateway from the beach Esplanade and to potentially house the Renewable Energy Centre that was identified for this site in the LDP. Such a proposal could be a very interesting co-tenant for an industrial use especially in renewable energy.

Emerging Vision

4.73 The emerging vision is based upon realism and pragmatism. The triangular superblock houses many important uses and offers little opportunity for change. Investment should therefore be directed to surrounding routes in the context of a wayfinding strategy.

4.74 The development site currently zoned for a Renewable Energy Centre should be redeveloped for an industrial use and interpretation centre.



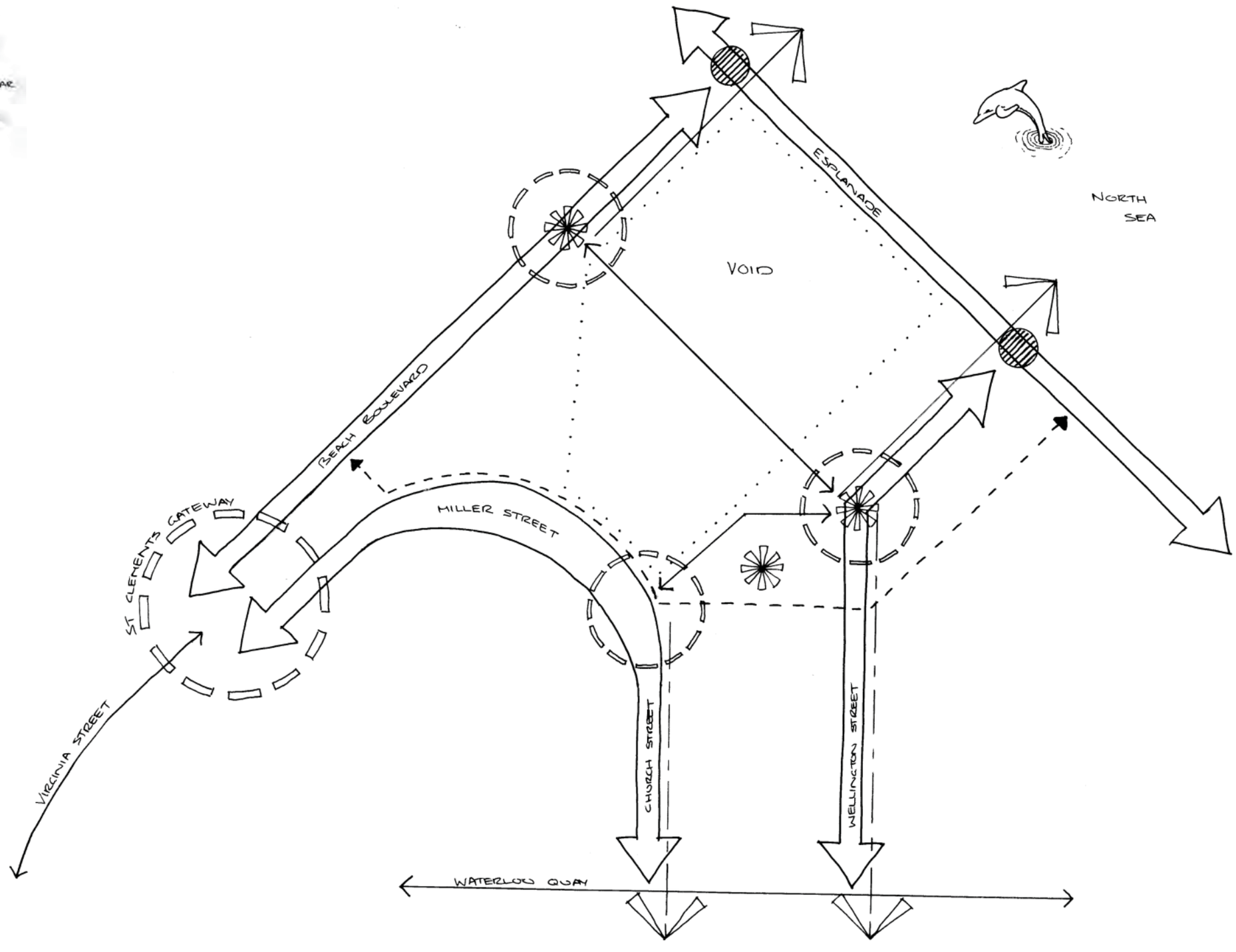


fig. 39 St Clements Urban Design Strategy

THE TORRY GATEWAYS

The Challenge

4.75 The approach to Aberdeen from the Torry Coast is dramatic and beautiful. However the quality of this route, along Greyhope Road is unmaintained and neglected providing a poor first impression of Aberdeen from both a vehicular and pedestrian point of view.

4.76 Furthermore, the point at which 'green' Torry meets the built environment, the Torry Gateway, is unremarkable. Improvements have been made with the development of the SEPA HQ but more could be done.

4.77 Beyond the Torry gateway, the main pedestrian and cycle route through Torry to the City Centre is along Sinclair Road which is characterised by industrial Harbour related uses and a poor street environment. Such an important route into the City needs to be addressed and improved.

The Opportunity

4.78 While there are a number of opportunity sites for development within Torry, the most significant and beneficial improvements within Torry are along the Greyhope Road and Sinclair Road axis. Development sites will play a part and indeed in places they front this route and can therefore provide a positive contribution when they are developed.

4.79 It should be noted that where possible these sites should be developed for a use that reflects the areas heritage and current pattern of land uses. The Torry Masterplan proposes a significant commercial development and visitor attraction at this point.

Considerations and Alternatives

4.80 Through the community and key stakeholder engagement sessions, Torry battery was highlighted as an area that had potential to be improved. Following these sessions and through additional research, it has been determined that the infrastructure requirements in terms of electricity and gas needed to service an attraction that would feature a cafe for example are prohibitive.

Emerging Vision

4.81 The emerging vision for the Torry Gateway is to provide a built form gateway at the eastern edge of Torry that celebrated its role as the coastal access point to the City of Aberdeen

4.82 Furthermore, there should be a much improved coastal route joining the Torry Battery to the edge of built Torry, as well as significant improvements for pedestrian and cyclists along Sinclair Road. Sinclair Road represents the most direct route to Victoria Bridge and environmental improvements should reflect this importance. This route should be punctuated where possible by nodes or activity and active edges. There are some fantastic features such as the lighthouse on Sinclair Road.

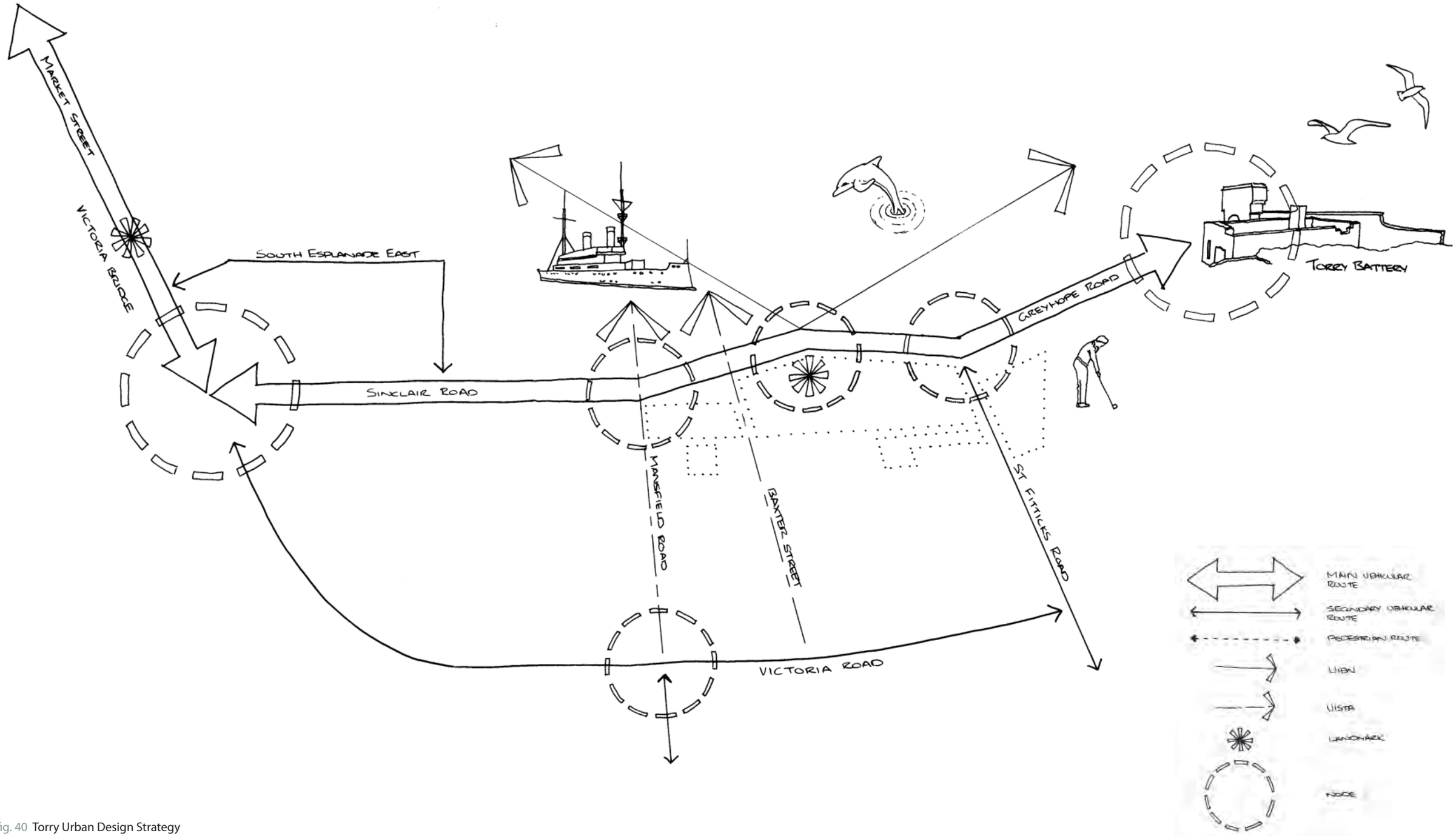


fig. 40 Torry Urban Design Strategy

SUPPLEMENTARY GUIDANCE

PROTECT 5

THE HARBOUR DEVELOPMENT FRAMEWORK AS SUPPLEMENTARY GUIDANCE

Introduction

5.1 This section identifies a series of development and design guidelines intended to shape and influence the use, form and quality of development in and around the Harbour area. The chapter translates the vision for Aberdeen Harbour that is explained in Section 4 into clear, concise planning guidance on the desired standards that should be adopted when planning new developments within the area. The document will be reported to Enterprise, Planning and Infrastructure Committee at Aberdeen City Council in late 2011, alongside the findings of an extensive and ongoing consultation exercise with stakeholder groups. The eventual aim is to recommend the Development Framework and these accompanying guidelines for adoption as Supplementary Guidance as part of the emerging Local Development Plan.

The Objectives of this Guidance

5.2 The overall aim is to ensure that the type, scale and form of development in and around the Harbour area leads by example on issues such as the mixture and co-location of different uses and facilities, environmental sustainability and performance, landscaping and greenspace management, travel and built form. Crucially, the supplementary guidance must balance the advantages of new development and investment with the need to protect and ensure the long term viability and operation of Aberdeen Harbour.

5.3 Currently the Harbour and the areas that immediately surround it, represent the greatest mix of uses in the City. Industry, business, retail, homes and areas for recreation sit side by side. The relationship between these areas is not always an easy one. Most of the uses within these areas have been in place for a long period of time, and as such people using the areas accept the advantages and disadvantages of their environment.

5.4 However, with increasing pressures in terms of delivering new housing across the city, the Harbour is seen as potentially an attractive location due to its proximity to the City Centre, the coast and transport infrastructure. As an independent statutory authority, Aberdeen Harbour Board enjoys permitted development rights in respect of the operational Harbour. However, for the Harbour to safeguard its current operations and allow potential future growth, it must carefully consider the land use pressures around the Harbour as well as the aspirations of Aberdeen City Council, local businesses and developers. The Harbour Board share many of the same aspirations as the Council, and wish to see both the Harbour and the City achieve their maximum potential in terms of economic growth, development and where possible, integration.

5.5 This framework recognises these pressures and issues and accepts that they will continue. It seeks to achieve a level of land use and design guidance that ensures all types of development can be accommodated in and around the Harbour, but not at the expense of potential future economic growth of the either the Harbour, businesses around the Harbour or indeed the City Centre. In light of this, the Harbour Development Framework and guidance responds directly to the existing planning position at both a strategic and local level.

DEVELOPMENT GUIDANCE
The Planning Context: Setting clear objectives for development guidance

5.6 The guidance sits within the context of the Scottish Government's National Planning Framework 2 for Scotland, the Aberdeen City and Shire Structure Plan and the emerging Aberdeen Local Development Plan.

National Planning Framework for Scotland 2

5.7 NPF2 takes forward the spatial aspects of the Scottish Government's commitment to sustainable economic growth, setting out a strategy for long-term development over the coming 25 years.

5.8 This confirms that Aberdeen Harbour provides essential support services for the offshore oil and gas industry and the tonnage of vessels and cargo handled continues to grow. It further highlights the Harbour's role as the principal mainland port for freight, passenger, vehicle and livestock services to Orkney and Shetland.

Aberdeen City and Shire Structure Plan

5.9 The Aberdeen City and Shire Structure Plan was approved in August 2009 and while this was prepared under the Town and Country Planning (Scotland) Act 1997 and the Town and Country Planning (Structure and Local Plans) (Scotland) Regulations 1983, the structure plan marked a shift towards the new style development plans as are now required under the Planning (Scotland) Act 2006. This sets out a range of objectives and targets for realising the strategic vision for the north east.

5.10 The Structure Plan confirms that the oil and gas industries are the predominant economic force in the plan area and will continue to be important in the future. One of the key objectives for economic growth is to improve the essential strategic infrastructure necessary to allow the economy to grow over the long term. The need to protect the existing infrastructure and in particular that supporting freight by rail and sea is also referred to.

5.11 A key priority of the Structure Plan is the completion and implementation of the city-centre masterplan (Development Framework) which, since approval of the plan, has been completed.

Aberdeen City and Shire Strategic Development Plan

5.12 The Aberdeen City and Shire Strategic Development Plan Authority recently published the Main Issues Report (MIR) for the next strategic plan to cover the area up to 2035. This paper identifies Aberdeen Harbour's existing role within the regional energy industry and that it has a future role as a base for the manufacturing, maintenance or operations associated with the renewable energy industry. Consultation on this paper is ongoing until January 2012 following which the responses received will go on to inform the production of a proposed plan.

Aberdeen Local Development Plan 2008: Green Spaces New Places

5.13 The Aberdeen Local Plan was adopted by the Council in June 2008 and remains the adopted plan for the area. Notwithstanding, it will soon be superseded by the Aberdeen Local Development Plan, the Proposed version of which is presently undergoing examination.

Aberdeen Local Development Plan

5.14 Once complete it is anticipated that this Framework will be adopted by Aberdeen Council to form part of the Aberdeen LDP and as such consideration is given to those emerging policies contained therein.

5.15 The emerging LDP confirms that there is a need to safeguard the supply of existing industrial and business land from other development pressures. This is particularly true for sites located in strategic locations, i.e., close to or beside Aberdeen Harbour, including land suitable for Harbour related uses.

5.16 Policy BI4: Aberdeen Airport and Aberdeen Harbour states that "Within the operational land applying to Aberdeen Airport and Aberdeen Harbour there will be a presumption in favour of uses associated with the airport and Harbour respectively."

5.17 The Proposed LDP also confirms that the Harbour Board Operational Area will be subject to a Masterplan which will provide detailed guidance in respect of land uses, policies, proposals, access and connectivity within it and adjoining areas.

Objective One – *Consideration of land use, policies, proposals, access and connectivity within the Harbour and adjoining areas, must be aimed at safeguarding the supply of existing industrial and business land.*

Meeting Housing and Community Needs

5.18 Policy H2 states that applications for development or change of use within Mixed Use Areas must take into account the existing uses and character of the surrounding area and avoid undue conflict with the adjacent land uses and amenity. Where new housing is proposed, a satisfactory residential environment should be created which should not impinge upon the viability or operation of existing businesses in the vicinity. Conversely, where new industrial, business or commercial uses are permitted, development should not adversely affect the amenity of people living and working in the area. The LDP is supportive of the redevelopment within the existing urban area which can play a part in regeneration. It confirms that planning briefs or masterplans may be required for larger brownfield sites or sites in sensitive locations. A number of sites within the City are identified in the

Objective Two – *Housing and mixed use development within this area, must take account of the character of the surrounding area to avoid undue conflict with adjacent land uses. Specifically, residential and mixed use development proposals must be comprehensive, shaped by a consultative masterplan approach and must not impinge upon the viability or operation of existing business in the vicinity.*

The Green Space Network, Access and Informal Recreation

5.19 Policy NE1 states that the City Council will protect, promote and enhance the wildlife, recreational, landscape and access value of the Green Space Network. Where major infrastructure projects or other developments necessitate crossing the Green Space Network, such developments shall take into account the coherence of the network. Masterplanning of new developments should determine the location and extent of the Green Space Network within these areas. Urban Green Space is also afforded protection under Policy NE3 which seeks it's retention for recreation purposes.

5.20 The LDP also confirms in Policy NE9 that new development should not compromise the integrity of existing or potential recreational opportunities including rights of access, and that every opportunity should be taken to improve public access, permeability and links to green space for recreation and active travel.

Objective Three – *Development proposals must seek to protect, promote and enhance the wildlife, recreational, landscape and access value of the Green Space Network within the SDF area. Proposals must demonstrate how they improve public access, permeability and links to green space for recreation and active travel.*

DEVELOPMENT GUIDANCE

THE PLANNING CONTEXT

OBJECTIVE ONE

Consideration of land use, policies, proposals, access and connectivity within the Harbour and adjoining areas must be aimed at safeguarding the supply of existing industrial and business land.

OBJECTIVE TWO

Housing and mixed use development within this area must take account of the character of the surrounding area to avoid undue conflict with adjacent land uses. Specifically, residential and mixed use development proposals must be comprehensive, shaped by a consultative masterplan approach and must not impinge upon the viability or operation of existing business in the vicinity.

OBJECTIVE THREE

Development proposals must seek to protect, promote and enhance the wildlife, recreational, landscape and access value of the Green Space Network within the SDF area. Proposals must demonstrate how they improve public access, permeability and links to green space for recreation and active travel.

Objective One: Refocus on commercial & industrial development

5.21 The supply of effective business on industrial sites around Aberdeen Harbour is a matter of great importance to the economic fortunes of the City. Aberdeen City Council recognise this importance but also harbour a long term ambition to see a greater degree of mixed use development around the Harbour and the River Dee.

5.22 Balancing these objectives can on occasion create some debate. It is partly the reason why the Development Framework identifies areas like North Dee, the Esplanades and parts of South Dee for a greater focus on mixed use developments. This is an attempt to resolve this issue at a strategic level.

5.23 In providing developing guidance to satisfy Objective 1, the starting point must be an honest interpretation of:

- where industrial activity currently is;
- where an obvious market for mixed use activity currently exists; and
- an appreciation of which areas may change over the next 15 or 20 years.

5.24 Only North Dee and some small parts of South Dee area are likely to change to mixed use development in the next 10 to 15 years. Progress in North Dee has been slow.

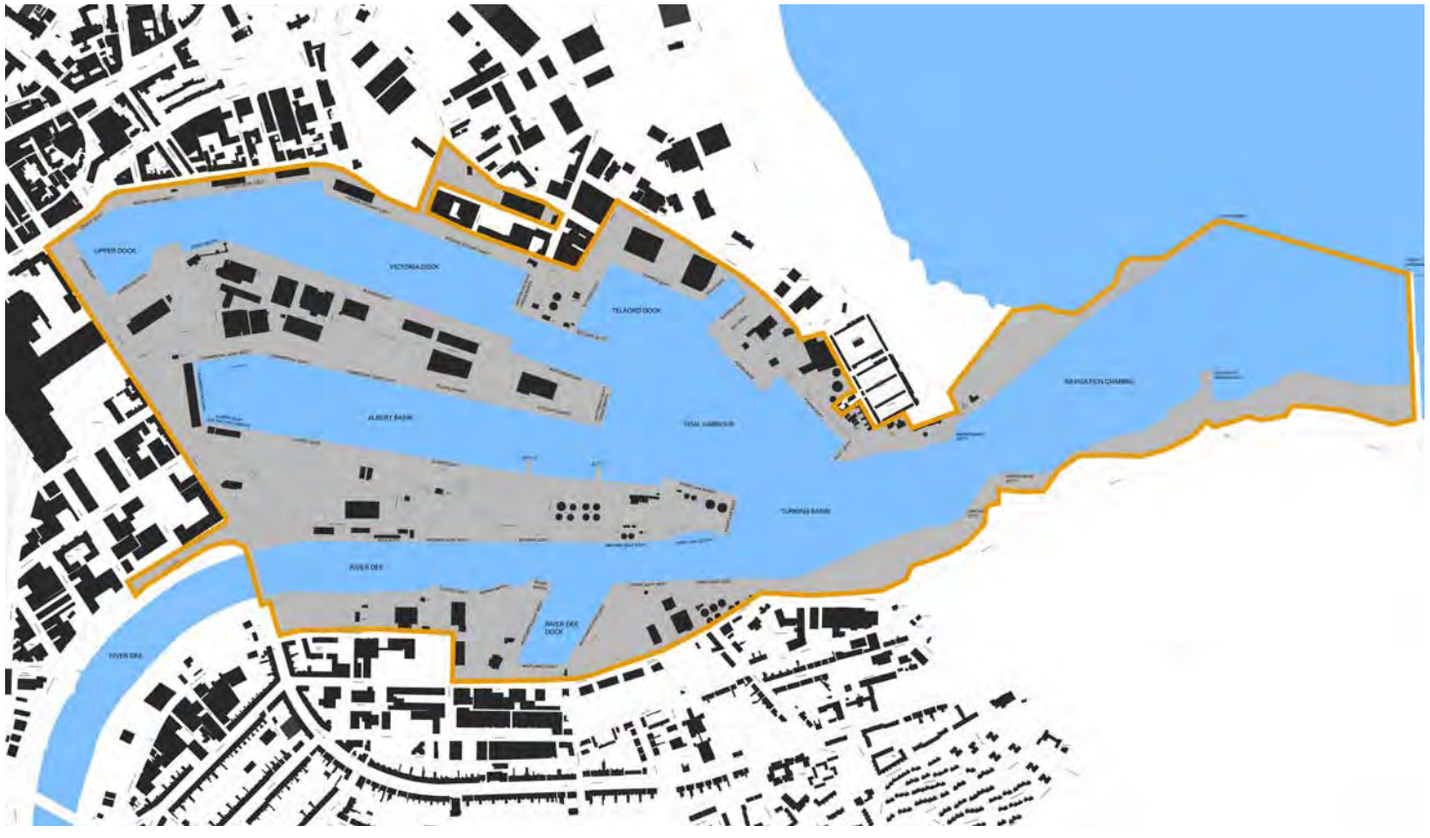
5.25 Conversely there is still huge demand for industrial and commercial sites in St Clements and in Torry and therefore, this Development Framework argues for simplicity and for a refocusing of industrial development towards these areas.

5.26 That is not to say that this development should not consider the amenity of mixed use or residential developments nearby, they should and they must. However, in the short to medium term, the supply of industrial and business sites in these areas must take precedence over any ambitions to see them change toward a greater mix of uses.

5.27 Objective 1 does test the current planning approach in these areas. The policy is relatively clear, however, there are some ambitions for mixed use in both St Clements and Torry. Practically speaking this is where the “infrastructure” sits, it is where existing businesses are located and existing people are employed. We believe that it is foolhardy to suggest anything other than a short to medium term retention of these areas as industrial and business land. We suggest, however, that in meeting this objective it is also possible to consider how new developments can improve the areas by placing greater emphasise upon public realm, landscaping, lighting and public art within them.

5.28 The concept of a delivery fund or implementation fund is considered in greater detail in the final chapter but we do believe that there is a need for simplicity that focuses these areas on commercial and industrial development.

Consideration of land use, policies, proposals, access and connectivity within the Harbour and adjoining areas must be aimed at safeguarding the supply of existing industrial and business land.



Objective Two

Housing and mixed use development within this area must take account of the character of the surrounding area to avoid undue conflict with adjacent land uses. Specifically, residential and mixed use development proposals must be comprehensive, shaped by a consultative masterplan approach and must not impinge upon the viability or operation of existing business in the vicinity.

5.29 A greater focus of industrial and commercial development in St Clements and Torry, a presumption in favour of that development in the areas identified under Objective 1, allows a more relaxed attitude towards mixed use development in the areas identified in Objective 2. In particular, North Dee, some areas of South Dee along the esplanade, the areas of the City Centre as they touch the Harbour to the south and some other parts of the city centre.

5.30 The identification of Market Street as a place, means that mixed use development will come into direct contact with Harbour activity. If this is the case, this development and its end users must accept the realities of an operational port on their door step. In particular, with regard to noise, an obvious and unavoidable impact on amenity and other aspects that are a fact of an operational port.

5.31 Policy BI4 (see figure x.x) in the emerging Local Development Plan seeks to ensure that residential development for mixed use development does not impinge upon the viability or operation of the port. It is the role of this development guidance to demonstrate how that can be achieved.

5.32 It is also the case that these objectives will remain open to a level of interpretation and therefore there is a need for service level agreement between the Harbour Board and the City Council. One objective that is absolutely clear is the necessity that any mixed use development coming forward does so in a comprehensive way. Development must not emerge in a piecemeal fashion but be taken forward in full consultation with Aberdeen Harbour Board and their design advisors following a masterplan process.

5.33 That masterplan must also be considered in the context of this development guidance and the accompanying design guidance. There should be a presumption against piecemeal developments in the areas identified under Objective 2.

Objective Three

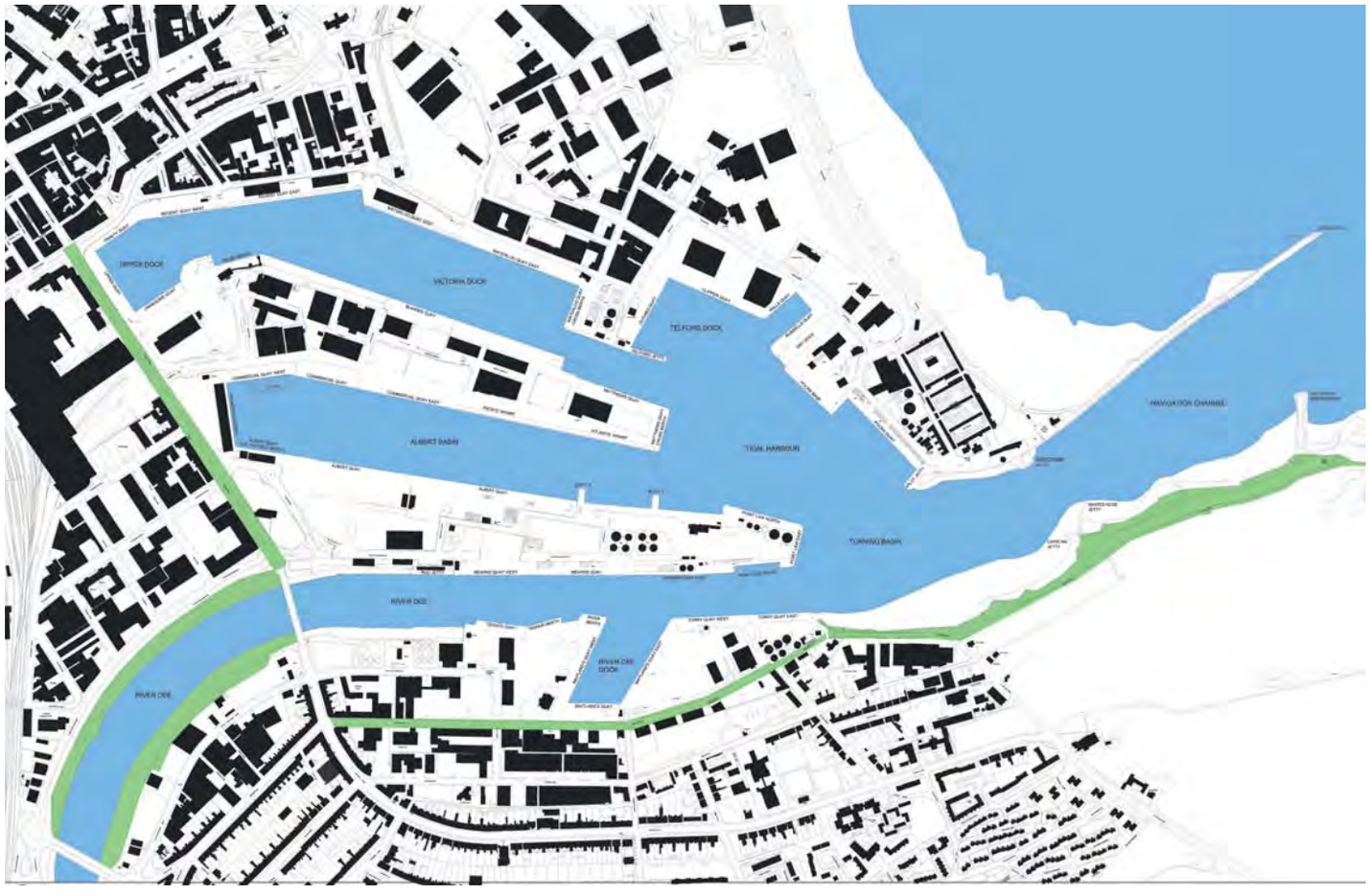
Development proposals must seek to protect, promote and enhance the wildlife, recreational, landscape and access value of the Green Space Network within the SDF area. Proposals must demonstrate how they improve public access, permeability and links to green space for recreation and active travel.

5.34 This Development Framework promotes a long term and gradual improvement in the land, public areas and streets around the Harbour. These improvements will be taken forward in three ways.

- Firstly, an upfront investment in line with the Action Plan that promotes new areas of public realm, landscaping, public art and lighting around the Harbour, allied to an overall wayfinding and signage strategy.
- Secondly, the improvements that emerge from the significant redevelopment proposals contained in this Development Framework for North Dee, South Dee and the Esplanade area.
- Thirdly, an ongoing set of improvement and investments that emerge more slowly over the medium to long term and/or associated with individual developments, redevelopments and extensions and alterations to existing businesses.

5.35 This last category under objective 3 covers the entire Harbour area, including both mixed use, industrial and commercial sites. No matter the nature of a development proposal, we contend that it can still make a contribution to the environment around the Harbour and like most strategic planning or development approaches, that contribution could be delivered off site through way of a commuted payment. Such an approach would be managed and distributed over the years by Aberdeen City Council in partnership with Aberdeen Harbour Board.

5.36 Such monies could over the next twenty years have a significant impact in the establishment of green network, walking, cycling routes, landscaping, lighting, public realm investment, public art and other improvements for both the business and residential communities in the area.



STRATEGIC DESIGN GUIDANCE: THE IMPORTANCE OF PLACE

Introduction

5.37 The Harbour Development Framework covers an area of land around the Harbour and marine space amounting to nearly 200 Hectares. Detailed design advice is not appropriate over such a large land area however allied to the high level objectives detailed in the preceding section, some broad design principles have been set out in the urban design strategy for the likely key areas of change.

5.38 Fundamentally, the Harbour Development Framework encourages developers, landowners and citizens of Aberdeen to consider the Harbour as a series of special places. The overwhelmingly functional nature of the Harbour does not mean that the principles of good place making are unimportant. A unique and busy place it may be, but it is an extraordinary and special place too. In Designing Places, the Scottish Government sets out six qualities of good placemaking. When considering change along the edges of the Harbour and particularly in the areas identified under Objective Two, new developments should be:

- Distinctive;
- Welcoming;
- Safe and pleasant;
- Adaptable;
- Easy to get to; and,
- Resource efficient.

5.39 Given the physical scale of the Harbour area and the long term nature of this development guidance – it may take up to twenty years for some of these ideas come to fruition – there is also a benefit in offering general guidance on the key components of a successful development process. The importance of a positive design process has been recognised in local design guidance in Aberdeen City for several years – this is a key purpose of the Aberdeen Master Planning Process. Key lessons that have been distilled from our own experience of major development projects concur with the six practicalities of designing places identified by Architecture and Design Scotland, namely that in good projects there exists:

- A Placemaking Culture engendered in the wide range of people and organisations from the local politician to the street cleaners, who have a shared vision for a specific place.
- The Right Team of creative, talented people with strong leadership, communicating and collaborating with the numerous organisations involved in designing and managing a place.
- Ownership and Control is critical to influencing the quality of the place, it allows a strategic view of infrastructure and a long term view of management and maintenance issues.
- Community Engagement which builds the support coalition, encourages local leaders, ensures good communication and captures local people's memories and aspirations of a place.
- Adequate Time to form a vision, to engage effectively, to implement strategic changes while accepting that making good places needs to ride the wave of political, economic and funding cycles.
- Policy Context through national policy, local policy, neighbourhood masterplans, maintenance policies and management strategies which support the quality and vibrancy of a place.

5.40 Delivering better places requires a strong spatial framework and a range of quality design skills but a culture of placemaking is also crucially important. Within the Development Framework area there are only limited opportunities for redevelopment, some are for the continued development of industrial and commercial land, others for mixed use development steered by a comprehensive master planning process. However the principle of seeking to celebrate what is special about this place must underpin development around the Harbour no matter its land use or form.

ACTION PLAN

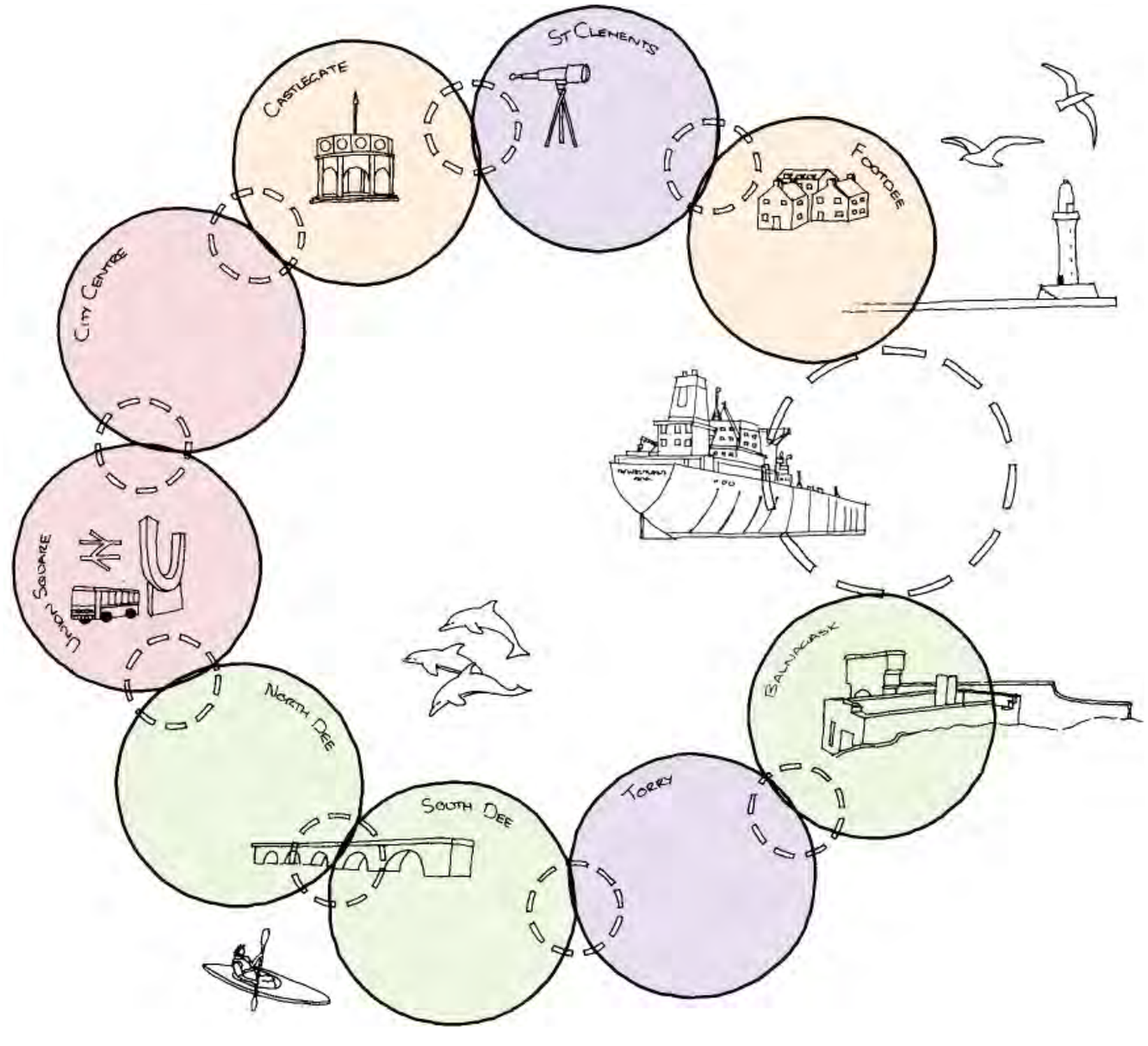
IMPROVE 6

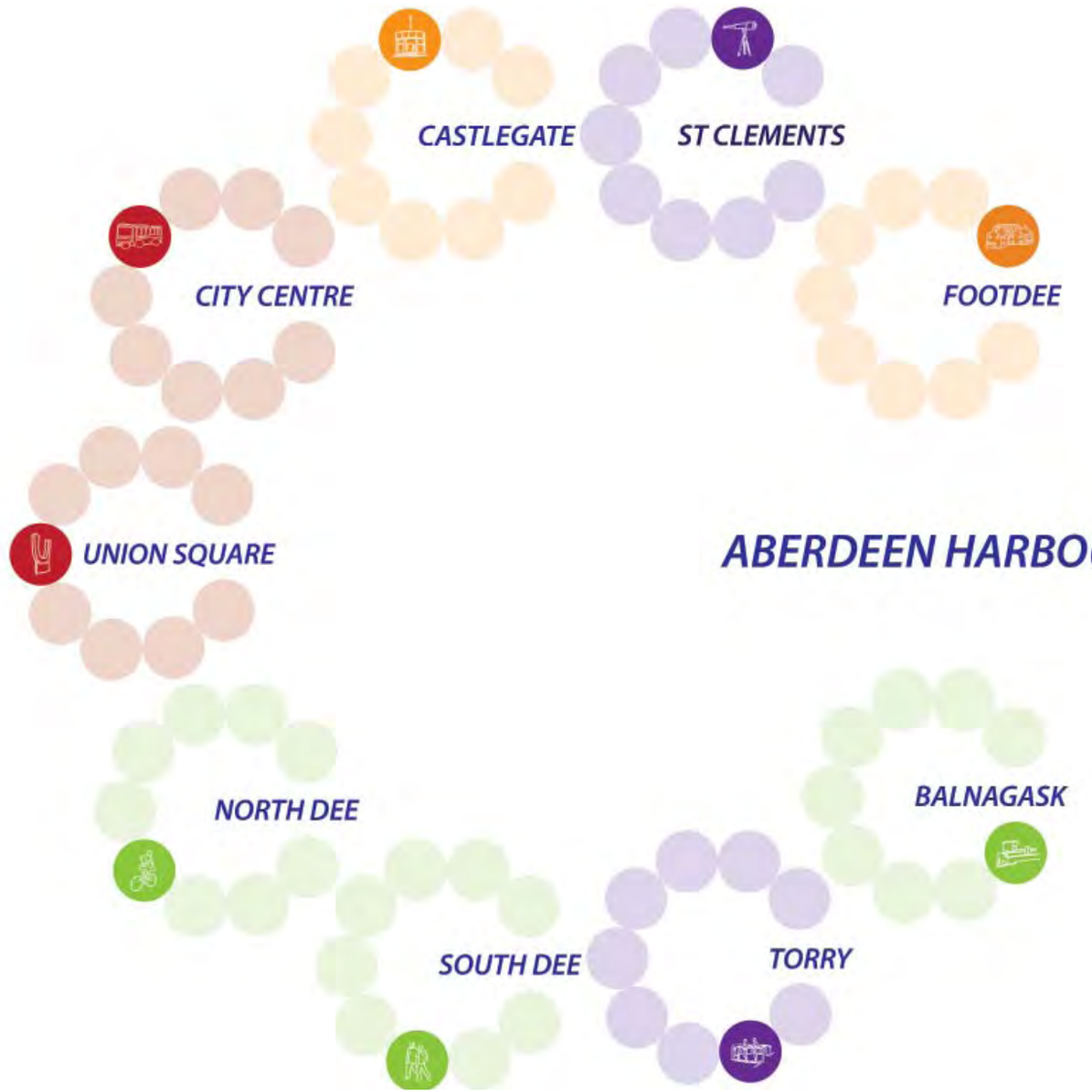
THE ACTION PLAN

Introduction

6.1 This section illustrates a series of projects that are likely to emerge as part of an Action Plan to deliver the principle of Improvement around the Harbour. Work on a more detailed action plan will be progressed in the next year or so in consultation with key stakeholders and local communities. Aberdeen Harbour and the City Council are equally committed to playing their part in the delivery of this plan but the reality is that many of the projects will sit beyond their control and will require the support of other landowners, developers and statutory agencies.

6.2 This chapter sets out high level proposals for Branding, Wayfinding, Public Realm, Public Art and Lighting in a variety of locations around the Harbour. These projects have been shaped by the three key principles of orientation, viewpoint and movement. In focussing the action plan on these elements it is hoped that a cohesive, integrated and high quality Harbour area will evolve. These projects are not exclusive. As the consultation process on the Action Plan gets underway in earnest it is anticipated that new ideas will develop and existing proposals will evolve.




CASTLEGATE
ST CLEMENTS
CITY CENTRE
FOOTDEE
UNION SQUARE
ABERDEEN HARBOUR
NORTH DEE
BALNAGASK
SOUTH DEE
TORRY

WAYFINDING, SIGNAGE AND BRANDING

6.3 Throughout the extensive consultation process that informed the production of the Development Framework, local people and visitors to Aberdeen both commented on the complex geography and legibility of the Harbour Area. Their comments feel into three broad categories:

- Scale – the journey around the Harbour area (between Torry and Footdee) is over three miles long.

- Change – The Harbour area was subject to a fundamental change in the 1970's when in response to health and safety and security concerns, a fence and controlled access arrangement was put in place. Added to this the last thirty years has seen a gradual increase in the size of development blocks around the Harbour in response to the requirements of mainly industrial and commercial property.

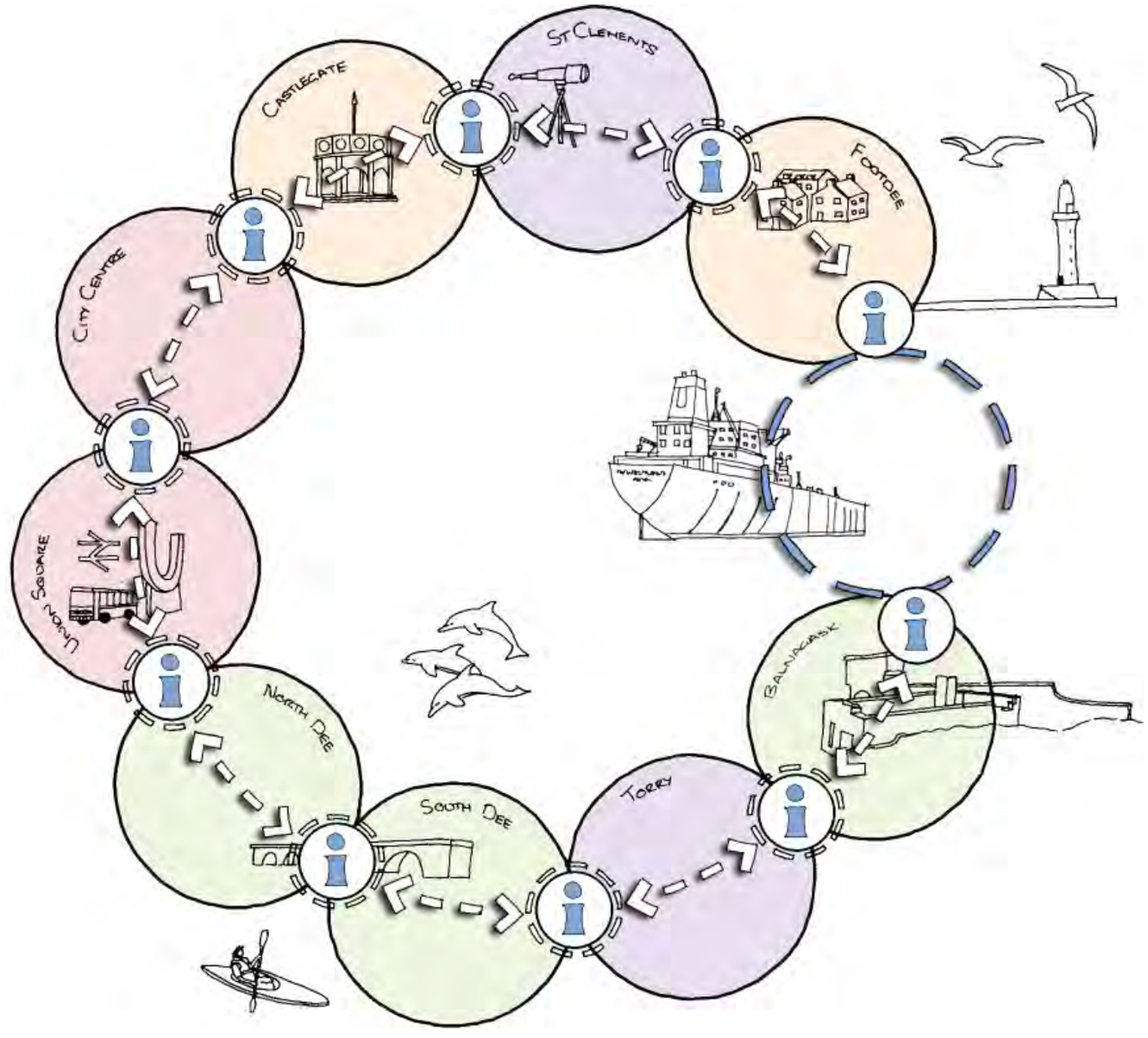
- Experience – In places the historic street pattern has been completely removed and replaced with an environment that while ideal for an industrial area, does little to encourage public access, especially at night. Added to this is the impact of anti social behaviour at certain times in certain locations.

6.4 That is not to say that local people do not continue to move around the Harbour, they do. Many have adapted their journeys to avoid certain places at certain times of day and night. Nor does everyone want access to the old docks. Almost everyone that commented at the

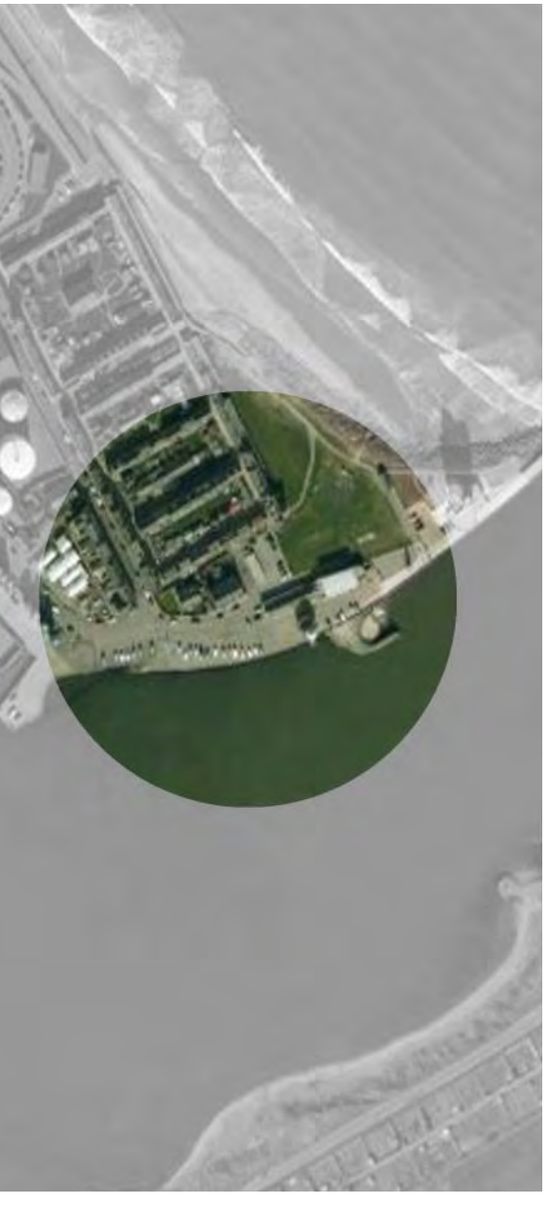
community engagement events understood the requirements of a modern Harbour in terms of access, health and safety. The problem is that the experience of the journey around the Harbour could be better facilitated and improved by a system of wayfinding and signage.

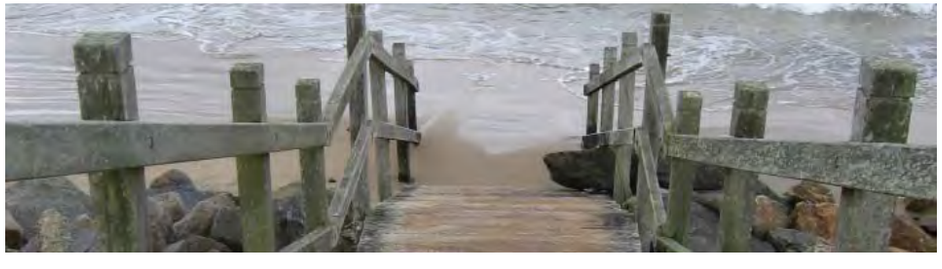
6.5 Similarly, many visitors also make their way to and from Footdee and Balangask and points in between. However many were keen for a greater level of detail to aid orientation and legibility around the Harbour. More visitors spending more time in the many attractions around the Harbour can only add to the areas importance as a tourist resource.An effective system of orientation and wayfinding could also ensure that important local facilities like the Maritime Museum as well as other commercial enterprises, benefit from this increase in trade.

6.6 For this reason the Development Framework proposes the simple wayfinding concept shown in Fig . This simple motif reflects an accurate geography of accessible land around the Harbour. It is intended that this motif could be repeatedly used on signage, public spaces and interpretation areas around the Harbour. The ambition is to use this one simple branding mechanism to explain the basis of experiencing the journey around the Harbour.



NORTH TO SOUTH: A JOURNEY AROUND ABERDEEN HARBOUR





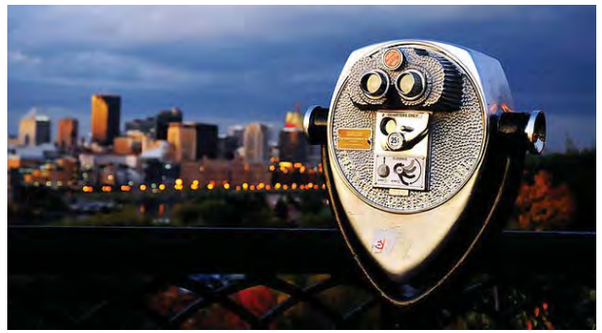
FOOTDEE / SEA

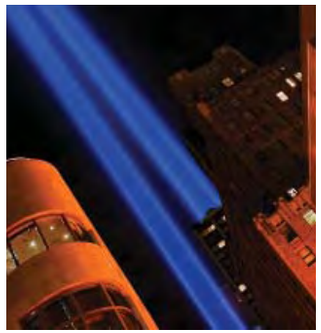
6.7 The improvements that are currently in place at Pocra Quay in Footdee, are a perfect example of what could be achived around the edges of the Harbour. This are of public realm is supported by a small mixture of uses and some attractive architecture – old and new. This area is already considered a destination for locals and visitors alike, however it is the area between Footdee and the City (St Clements) that must be the focus of further investment.

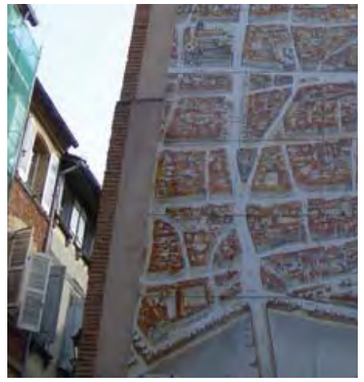
ST CLEMENTS / FOOTDEE

6.8 Future investment should reflect the key principles set out in the earlier urban design strategy. Investment should be focused on a number of key routes through St Clements to ensure that the monies are not spread to wide. There are a number of particularly wide streets in this area that could accommodate investment in street lighting, and improvements to the streetscape and landscape.

6.9 Signage at Footdee should indicate proximity to the beach area but also the opportunities to move through St Clements to begin the journey west and south around the Harbour. There is also an opportunity to consider how the public space at Footdee could use lighting or public art to better develop a relationship with a sister space at Torry – the beginning or conclusion of the journey.







CASTLEGATE / ST CLEMENTS / REGENTS QUAY

6.10 This is an important point where the Harbour and the journey comes into contact with the City Centre proper. The busy junction between Commerce Street and Virginia Street / Castle Terrace is currently dominated by traffic. While there is no suggestion to impact upon this junction, there is undoubtedly potential to improve this general area with lighting, environmental improvements and new planting. There is also an opportunity to improve the physical gateway at the junction with investment in lighting, perhaps floodlighting the existing buildings of value which line its edges.

6.11 The steep landscaped bank that runs north to the City Centre from Victoria Road could also benefit from some improvement and better management. Similarly efforts should be made to improve the environment generally along Victoria Road. Again floodlighting of the old warehouses along this route as well as general improvements to the street environment should be considered.

6.12 The Regents Quay frontage contains many buildings of note. Its visibility is limited by structure within Regents Quay and of course, by the ships in dock at any particular time, however some consideration should be given to a broader approach to floodlighting this key frontage. Proposals to develop a public space at the end of Regents Quay where it meets Victoria Road are being discussed between Aberdeen Harbour Board and Aberdeen City Council.

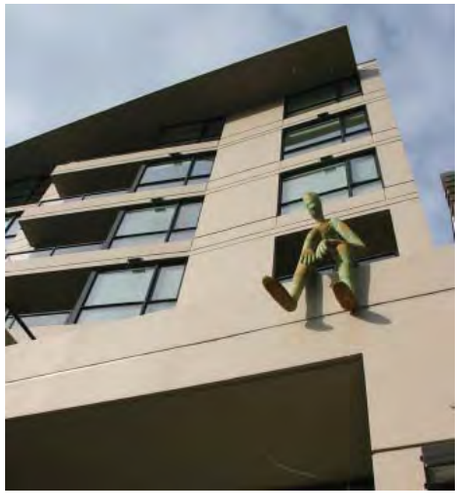
CITY CENTRE / CASTLEGATE

6.13 The area of Castlegate offers exceptional elevated views of the Harbour area stretching south toward Balnagask. The construction of a public space or platform at this point offers a great opportunity to view the Harbour. However the location of this space so near the Castlegate and Union Street offers the opportunity for high levels of public access to this area and in time the journey around Harbour.

CITY CENTRE / UNION SQUARE

6.14 This proposal should sit as part of a general improvement of the pedestrian environment along Market Street. It is intended to help the perception of this important transport route as a place as well as a street. The space between Union Square and Market Street is a key arrival point into the City for travellers leaving the Ferry Terminal. Improvements to the Ferry Terminal will be made in the coming years however this concept investigates whether those improvements should extend to the public space outside Union Square.

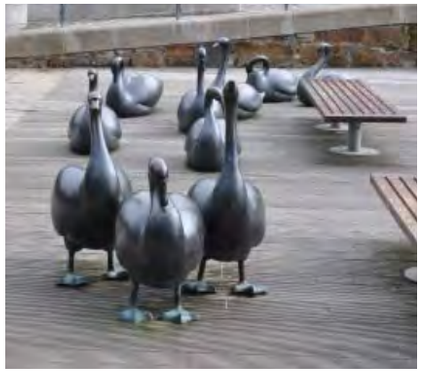
6.15 This will be a complex proposal to develop and will require detailed consideration of the transport implications. Currently Market Street forms a key part in the city's transport infrastructure. It is likely to involve consideration of improvements to the streetscape, lighting and the possibility of elements of public art.

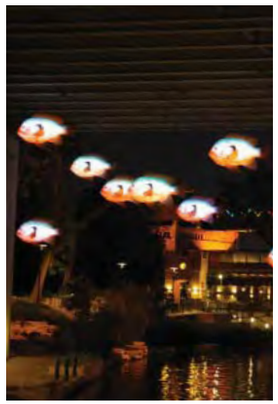


UNION SQUARE / NORTH DEE

6.16 Greater detail on the emerging ideas for North Dee is provided within the urban design strategy however the proposals for this area are strongly linked with the proposals for Market Street and the interface with the North Esplanade. Currently the grid pattern is the defining feature of this area and this should continue to act as the basis for emerging master planning work.

6.17 The alternative approach to achieving the north south link will have a significant effect upon proposals for this area. Similarly the opportunity to reconsider access and parking arrangements for Union Square will be an important consideration relative to the development of North Dee. The potential for an expansion to existing communal parking facilities could be hugely beneficial for the development of the small street blocks – potentially freeing them from having to deliver all parking on site. In this redevelopment, every opportunity should be taken to promote the site as a more sustainable approach to business development based around outstanding public transport connections.

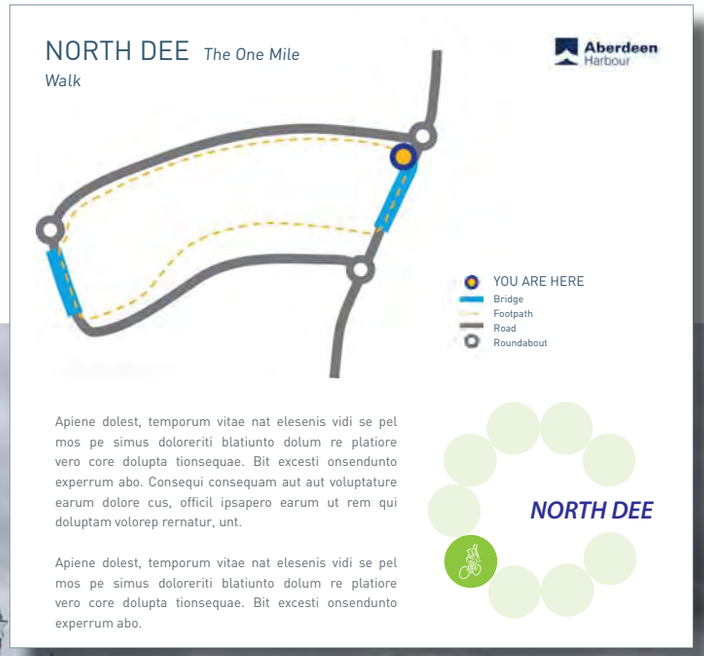




NORTH DEE / SOUTH DEE

6.18 The concept of the 'One Mile Walk' was a very positive idea that was well supported at the second stage of the community engagement process. In particular, contributors felt that the environment between Victoria Bridge and Wellington Road was a wasted opportunity that was not particularly welcoming. The green space that was there while it should be protected, was not as usable and accessible as it could be. There was strong support for the redevelopment of North Dee and also for the principle of creating an active built frontage on the southern edge of this redevelopment area overlooking the River Dee – caveated on the treatment of the road at this point. There was less pressure from the public for redevelopment of the South Dee area. Support existed for the principle of this area being improved rather than redeveloped.

6.19 Proposals are very much focused on exploiting the proximity of the river for informal recreation – a walking and cycling route, seating areas and places wit limited access to the water. The boat clubs to the south already deliver some access to the water however the general environment could be improved and better lit. The possibility of a board walk to the north (aimed at increasing the pedestrian space and alleviating the worst impacts of the slope on the north bank) is proposed. As work continues on the Action Plan due cognisance must be taken of the River Dee SAC, issues relative to flooding and the importance of this open space.


NORTH DEE The One Mile Walk
Aberdeen Harbour
YOU ARE HERE
Bridge
Footpath
Road
Roundabout
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NORTH DEE

TORRY

6.20 While the journey can continue east along the South Esplanade there is perhaps more logic in focusing investment upon the junction between Victoria Road and Sinclair Road. This crossroads is important to the City and its integration with Torry could be celebrated more than at present. It is also an important point in the journey along the edges of the Harbour. It is visible for a significant part of the journey along Sinclair road and is one of the first genuinely recognisable pieces of the City Centre that can be seen if the pedestrian or cyclist is travelling from the south

6.21 The journey along Sinclair Road is and will remain one that moves through an industrial environment. However that is not to say that it should be unpleasant. There are a variety of views north toward the Harbour and the views south rise up the hill toward Victoria Road and Torry. Along the route itself there are points of interest including a number of buildings and of course the tall slender tapering octagonal-section tower of the ‘leading light’, that dates from 1842.

6.22 Proposals for Sinclair Road are focused on general carriageway improvement to the streetscape and mechanisms like planting to soften the environment. Opportunities to achieve a common and improved boundary treatment and street edge should also be considered. There are a number of points – the leading light and the junction with Victoria Road where improved lighting should be considered in greater detail.

TORRY / BALNAGASK

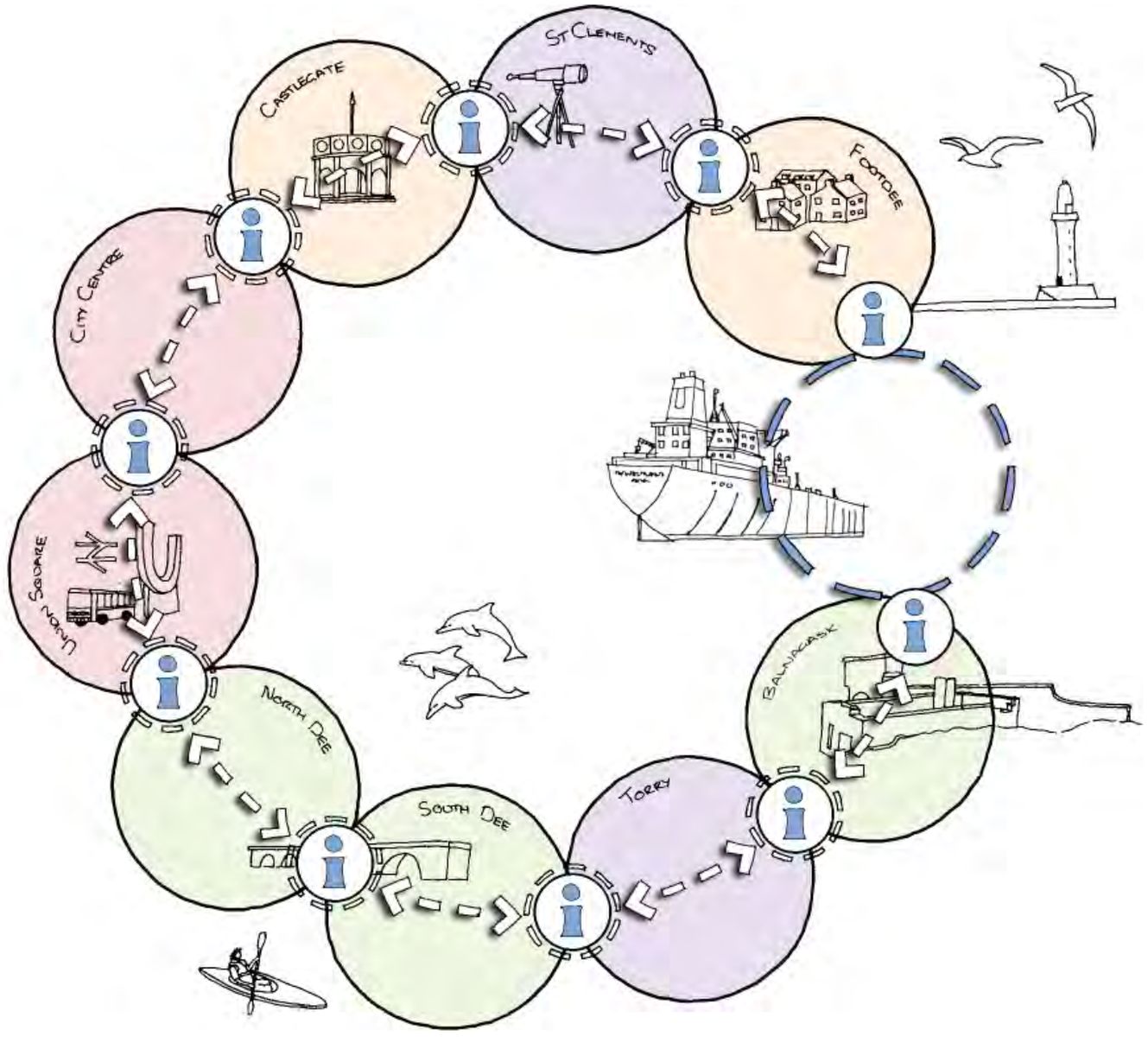
6.23 As Sinclair Road becomes Greyhope Road, there is an increasing sense of leaving town and moving from an urban toward a rural or coastal environment. For those making the journey in the opposite direction this is an ideal opportunity to pause and consider the Harbours role as the southern gateway into Aberdeen. Aberdeen Harbour Board has developed some initial proposals for a public space at this point associated with quay improvements.

6.24 The opportunity to create a public space that could act as a base for interpretation on the Harbour including information on the areas history and views from this point would be an exceptional entry point of the City and a great start to the journey around the Harbour area. A public space already exists to the north at Pocra Quay and there is an opportunity to relate these spaces with lighting and public art. Consideration should also be given to improvement of the existing structures to the south of the Harbour mouth and the general environmental condition of Greyhope Road.

BALNAGASK / SEA

6.25 Effectively this stretch of the route sees the pedestrian leave Aberdeen and enter the coastal area that travels south toward Cove and Stonehaven. From Torry Battery the views of the City are exceptional. Evidence from the community consultation shows that local people and visitors alike, see this as one of the most inspirational and unique viewpoints of any City in the UK. Such an important visual gateway should be acknowledged and celebrated. The fact that the view is industrial in nature is to some extent part of this unique quality. The sense of movement created by the Sea and traffic in the Harbour means that this is a most dynamic landscape.

6.26 Proposals at this point consider the potential to invest in Torry Battery and perhaps in the public space that surrounds it. The proposals are likely to consider public realm improvements, better lighting and the possibility of a piece of public art. It should be noted that opportunities for investment in the Torry Battery need to be considered in the context of the limitations on local power supply.


St Clements
Castlegate
City Centre
Footdee
Union Square
North Dee
South Dee
Torry
Balnagask

DELIVERY

7

Introduction

7.1 This document is draft in nature. It is intended to stimulate and in some cases provoke debate. Debate and discussion at this interim stage is vital. The final document will be guided by the outcome of these discussions and it will take genuine partnership working to achieve a better balance between the objective of taking the City Centre to the water and the reality that the operation of the port is impacted by different forms of development, particularly those of a residential nature.

7.2 In the process of agreeing this document, it is important that both the City Council and Aberdeen Harbour Board, together with other important stake holders, come together to achieve this balance. For the SDF to work there must be an agreement on how best to secure the future of the area as an economic power house as well as a potentially attractive site for a new mixture of uses.

7.3 The draft document simply cannot have all the answers at this stage, however, as identified in the introduction, the document does ask the right questions. A series of focused workshops are planned that will seek agreement on each of these matters.

Partnership Working

7.4 A strong partnership between the City Council, Aberdeen Harbour Board and other key players in the Harbour area exists. This is vital not only for broad agreement of SDF as supplementary guidance, but also for the long term management and delivery of the proposals contained within this document.

7.5 Aberdeen Harbour Board are committed to working in partnership in this way. This document has been a product of extensive partnership working between the Board and Aberdeen City Council. A continuation of this level of partnership working in the near and medium term, will make many of these proposals are eminently deliverable. It is in all parties' interests to grasp this opportunity to improve, connect and protect the Harbour area.

Timescales

7.6 Recent discussions between Aberdeen Harbour Board and Aberdeen City Council indicate that a revised and finalised version of this document could be approved as supplementary guidance toward the end of this year / early 2012.

7.7 Once adopted as supplementary guidance the document would then become a material consideration for any planning application in the broader Harbour area.

7.8 Aspects of the Urban Design Strategy and of the Action Plan are likely to take many years to deliver and an important element of the next round of community engagement, is the prioritisation of these projects from a community as well as a commercial viewpoint.

An Improvement Fund

7.9 Delivery partnerships of this nature and the success of mechanisms like the Development Framework, require finance and practical agreement on priorities, to be successful. Very rarely is the ability to zone a site for mixed use development an end in itself. There must be a recognition that funding is required and that that funding, has to be directed at projects to stimulate and drive their implementation.

7.10 The funding of improvements around the Harbour cannot and will not, be the reserve of an Aberdeen Harbour Board alone. The Board will consider delivering (in years one to five) significant improvements to the public realm and the lighting of the area around the Harbour. However, proposals beyond their land ownership rest in the hands of a number of key stake holders.

7.11 There is a need therefore to have some form of co-ordinated delivery mechanism and independent funds, to ensure the long term improvement of this area. For this reason, the final SDF will identify a contributory based fund that grows year on year and is directed following the objectives of the strategy and / or in response to site specific opportunities.

7.12 A great deal of further discussion on the fund is required before it can be agreed. Identifying the key stake holders that should contribute and the levies that are attached to new developments be it mixed use, commercial or industrial, have to be clearly set out and agreed by all parties. This approach must also consider the context of BID proposals and TiF projects nearby.

APPENDIX

A1

LIST OF KEY STAKEHOLDERS AND COMMUNITY STEERING GROUPS

Key Stakeholders and Community Steering Groups which were involved in the process are as follows:

- Torry and Castlehill/Pittodrie Community Councils;
- Elected members of the Enterprise, Planning and Infrastructure Committee;
- Local members/members in neighbouring wards;
- Aberdeen & Grampian Chamber of Commerce;
- Aberdeen City and Shire Strategic Development Authority;
- Aberdeen City Centre Management;
- Aberdeen City and Shire Economic Future;
- Aberdeen City Heritage Trust;
- Architectural Heritage Society for Scotland;
- Aberdeen Taxi Group;
- Aberdeen Trades Council;
- Disability Advisory Group;
- Federation of Small Business';
- Scottish Natural Heritage;
- Scottish Water;
- Scottish Environmental Protection Agency; and,
- Stagecoach/Bluebird.

LIST OF WORKSHOP ATTENDEES

Planning Workshop 20.06.11 @ 0900-1100hrs:

Barton Willmore	Urban Design	Stephen Tucker (Design Director)
		Michael Ward (Senior Urban Designer)
Aberdeen Harbour		Ian Jessiman (Board Secretary)
		Ken Reilly (Engineering Director)
		George Massey (Board Member)
		David Young (Board Member)
Aberdeen City Council	Masterplanning and Design	Sandy Beattie (Team Leader)
		Rebecca Oakes (Planning Trainee)
	Transport and Infrastructure	Ken Neil (Senior Engineer)
	Local Development Plan	Ross MacLennan (Planner)
	Development Management	Lucy Greene (Senior Planner)
		Daniel Lewis (Team Leader)
	Environment and Sustainability	Anne-Marie Gauld (Environmental Planner)
	Community Planning	David Fryer (Neighbourhood Community Planning Officer)

Environmental Workshop 20.06.11 @ 1115-1315hrs:

Barton Willmore	Urban Design	Stephen Tucker (Design Director)
		Michael Ward (Senior Urban Designer)
Aberdeen Harbour		Ian Jessiman (Board Secretary)
		Ken Reilly (Engineering Director)
		Patrick Jordan (Environmental Officer)
Aberdeen City Council	Masterplanning and Design	Sandy Beattie (Team Leader)
		Rebecca Oakes (Planning Trainee)
		Alan Simpson (Planning Trainee)
	Environment and Sustainability	Anne-Marie Gauld (Environmental Planner)
		Aftab Majeed (Environmental Planner)
	Environmental Health	Aileen Brodie (Principal Environmental Health Officer)
	SNH	Sue Lawrence (Grampian Area Officer)
	SEPA	Nick Bedding

BULLETIN REPORT

Name of Committee:	Communities, Housing and Infrastructure
Date of Meeting:	20 January 2016
Title of Report:	Aberdeen Office and Hotel Planning Bulletin 2015
Lead Officer:	Sandra Ng'ambwa
Author of Report:	Sandra Ng'ambwa

Summary of Purpose of Report

Aberdeen City Council monitors the amount of office space and hotel bedrooms being granted planning permission and built in the city throughout the year. This annual bulletin provides information on larger office and hotel developments for the year up to December 1st 2015.
For a development to be included in this report, it must include at least:

- 500m² new floor space for Class 4 (office) or;
- 10 net new bedrooms for Class 7 (hotel)

You can find out the details of specific applications through our search facility on the planning webpages:

http://planning.aberdeencity.gov.uk/PlanningCopyright.asp

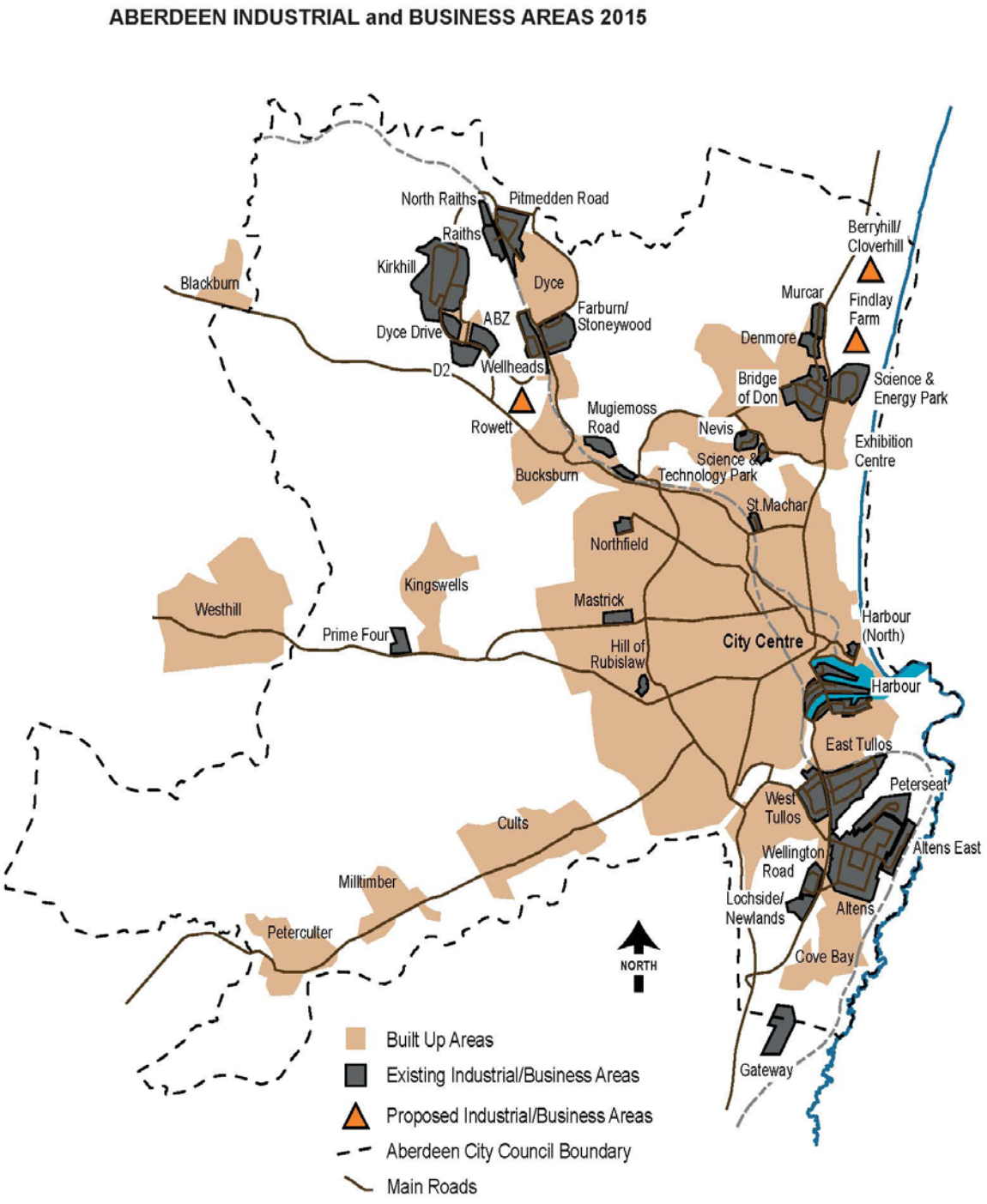


Figure 1: Location of new business parks and existing business and industrial areas in Aberdeen

1. Offices

1.1 Introduction

This section describes new office developments that have been completed for the year up until 1st December 2015. It also highlights office developments that have commenced or been granted detailed planning permission as of 1st December 2015. For this report, these have been categorised according to their broad location/type as follows:

- New Business Parks
- Established Business Areas/Other
- City Centre

Section 1.2 presents a summary of the office developments and sections 1.3 - 1.5 deal with business parks, established business areas and the City Centre.

1.2 Overall Summary – Class 4 Floorspace 2015 (m²)

	Completed	Under Construction as of 1.12.15	Detailed Planning Consent Granted as of 1.12.15
2015	75,264	54,437	77,357
2014	110,987	70,114	101,333

2015 has been a slow year for office construction in Aberdeen. The slump in the oil price has hit the City's office market as the oil and gas sector has employed austerity measures to respond to difficult trading conditions. In spite of the present challenging environment, 75,264m² class 4 floorspace has been completed and 54,437m² is currently under construction. In addition, there is currently 77,357m² class 4 floorspace that has planning consent and is awaiting commencement on site. When compared with the year 2014, it is clear that there has been a decline in class 4 office space development in Aberdeen.

Figure 2 shows the current location of office developments. There has been great progress on Aberdeen's new business parks that are located on the outskirts of the City's built up area but still within its boundary. Unlike last year, established business parks have seen a slight decrease in popularity as locations for office developments. This is highlighted by most of the developments this year being located in Altens Industrial Estate. On the other hand, 2015 has seen several office developments taking shape in the City Centre. These include Muse Development's 'Marischal Square' on Broad Street and Knight Property Group's 'The Capitol' on Union Street.

1.3 New Business Parks

The Aberdeen Local Development Plan (2012) released a significant amount of greenfield land for employment use. The majority of this is being developed in the form of large, standalone business parks, which are strategically located close to key transport hubs and corridors (see Figure 1).

Table 1 provides a summary of the on-going development at these new business parks. In many cases, progress was made in 2014 and continues so in 2015. One of the highlights for this year is that the first phase of Aberdeen Gateway Business Park has been fully completed. All of the business parks have planning permission in principle, but only those sites with detailed planning consent for specific buildings have been included in this bulletin.

Table 1: New Business Parks (Class 4m²)

Name	Location	Completed Pre-2014	Completed 2014	Completed 2015	Under Construction As of 1.12.15	Detailed Planning Consent As of 1.12.15
ABZ (OP32)	Dyce Drive	2,693	2,537	5,615	0	5,195
D2 (OP32)	Dyce Drive	0	0	6,472	0	0
Aberdeen International-Phase 1 (OP32)	Dyce Drive	0	27,250	0 *	0	0
The Core (OP2/3)	Berryhill/Murcar	0	0	0	1,189	3,154
Aberdeen Gateway (OP69)	Cove/Loirston	3,134	3,995	2,275	0	0
Prime Four (OP40)	Kingswells	0	44,313	14,874	10,792	4,795
Balmoral Business Park	Wellington Road	0	4,350	0	0	0
Totals		**5,827**	**82,445**	**29,236**	**11,981**	**13,144**

*Site was noted as '**completed'** in the 2014 Bulletin. During the 2014 site visit the building was up however it was discovered this year that it was not fully fitted.

1.4 Established Business & Industrial Areas

Although Aberdeen's business parks are very significant in scale, a considerable amount of office development in the city takes the form of individual developments within established business and industrial areas, or other built up areas where office use is deemed appropriate.

Table 2 provides information on office developments which have been granted consent, started or completed during 2015.

Table 2: Established Business and Industrial Areas (Class 4 m²)

Name	Location	Size	Status
Ardent House	North Esplanade West	21,101	Completed
Site 30 Hareness Circle	Altens Industrial Estate	1,900	Completed
Plot H, Claymore Drive	Aberdeen Science and Energy Park	1,034	Completed
Site 38 Hareness Road	Adjacent to Scott House	17,009	Completed
City View Business Park Phase 3 (one further pavilion)	Craigshaw Drive	3,049	Completed
Balmoral Group HQ	Balmoral Park, Loirston	1,104	Completed
Total Completed 2015		**45,197**	
102 Hareness Road	Altens Industrial Estate	5,162	Under Construction
Total Under Construction as of 1.12.15		**5,162**	
Kingswells Veterinary Hospital (Ardene House)	Skene Road	17,129	Consent

49 York Street	York St Training Centre	2,340	Consent
Crawpeel Road (Total Site)	Altens Industrial Estate	23,468	Consent
Rubislaw Quarry	Hill of Rubislaw	10,840	Consent
34-46 South Esplanade West	South Esplanade West	2,250	Consent
Total Planning Consent Yet to be Implemented as of 1.12.15		**56,027**	

1.5 City Centre

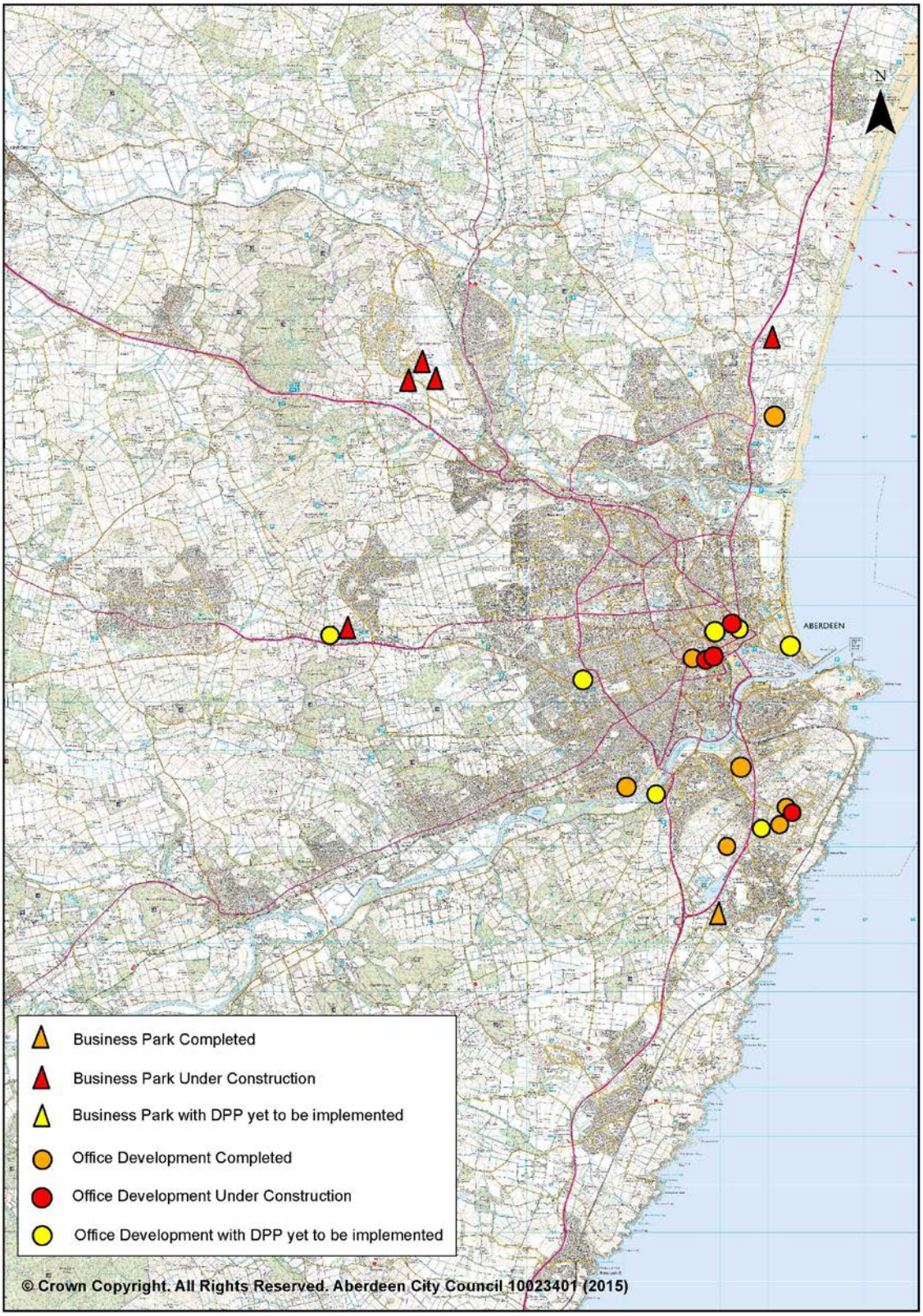
In comparison to recent years, where major office developments in Aberdeen City Centre were noticeably absent, 2015 has seen several office developments underway and numerous more progressing through the planning system (see Table 3).

Triple Kirks, which was noted as being under construction last year is no longer undergoing development for office space. There is currently a pending detailed planning application for student accommodation on the same site.

Table 3: City Centre (Class 4 m²)

Name	Location	Size	Status
13 & 15 Chapel Street	Chapel Street	831	Completed
Total Completed as of 2015		**831**	
Bells Hotel	445-461 Union Street / 16Justice Mill Lane	11,850	Under Construction
Former Capital Cinema	431 Union Street	9,180	Under Construction
Marischal Square	Broad Street	16,264	Under Construction
Total Under Construction as of 1.12.15		**37,294**	
Greyfriars John Knox Church	Broad Street/Queen Street	1,436	Consent
Triple Kirks	Schoolhill	6,750	Consent
Total Planning Consent Yet to be Implemented as of 1.12.15		**8,186**	

Figure 2: Location of Office Developments and Business Parks 2015



2. Hotels

2.1 Introduction

This section describes new hotel developments that have been completed, commenced or granted detailed planning permission for the year up until 1st December 2015.

2.2 Overall Summary – Hotel Bedrooms 2015

	Completed	Under Construction As of 2014	Detailed Planning Consent Granted As of 2014
2015	399	325	1,330
2014	148	378	422

Once again, hotel construction has experienced a significant year in 2015. This year Aberdeen has seen 399 hotel bedrooms completions. These have been in various locations such as ABZ Business Park, which has had two new build hotels: Holiday Inn Express and Crowne Plaza. There have also been extensions completed at Chester Hotel on Queen Street and Premier Inn on Ellon Road. The figure for hotel bedrooms under construction as of 2015 stands at 325. In addition, there are 1,330 hotel bedrooms that have been granted consent in 2015, which are yet to be implemented.

Several of the hotel developments under construction and with planning consent are integral parts of Business Parks and some are business/travel hotels located in close proximity to the airport. Take for example Moxy, Ibis and Hampton by Hilton, which are located in ABZ Business Park and D2, respectively, and the extension of Premier Inn which is located next to Aberdeen International Airport. In addition, there have been numerous hotel developments within the City Centre. This includes Marriott, which is within Muse Development's mixed use scheme on Broad Street.

In comparison to 2014, this year has seen a remarkable growth in the number of consents for hotel developments with 1,330 bedrooms awaiting construction. Several of these are located within the City Centre, with most of them being extensions. Last year Former Bruce Millers (363 Union Street) had consent for a 134-room hotel; there now exists a consent for a 96-room apart-hotel which the developers have confirmed they will go ahead with. Moreover, there have also been developments in the Bridge of Don area. These include Premier Inn's 21-bed extension that has been completed on Ellon Road, and Snoozebox's 160-bed unique and innovative portable hotel that has consent.

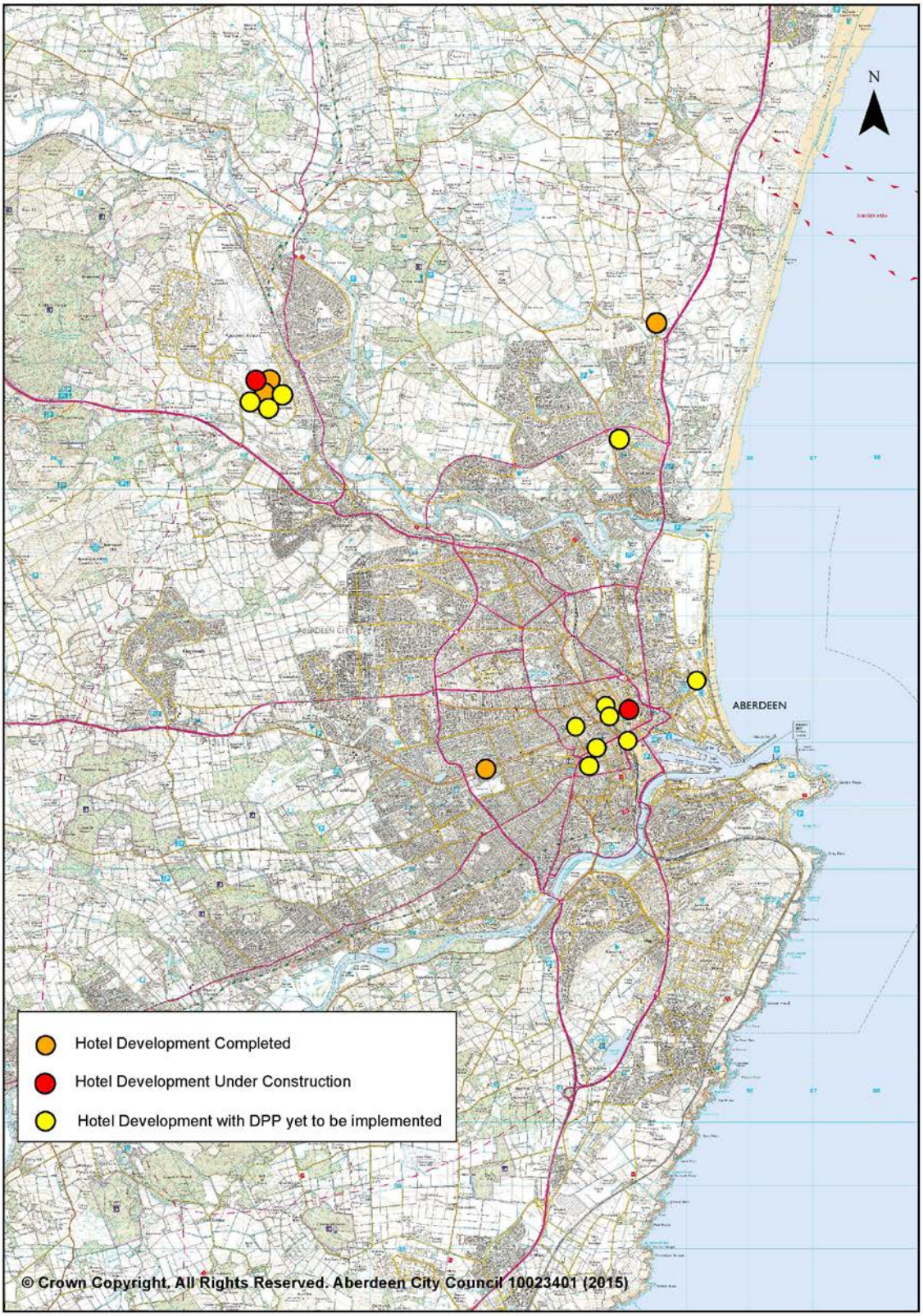
2.3 Hotel Developments in Aberdeen in 2015

Table 4: Hotels (Bedrooms)

Name	Location	Type	Beds	Status
Chester Hotel (former Simpson's)	59-63 Queen's Road	Extension	20	**Complete**
Holiday Inn Express	ABZ Business Park	New Build Hotel	193	**Complete**
Crowne Plaza	ABZ Business Park	New Build Hotel	165	**Complete**
Premier Inn	Ellon Road	Extension	21	**Complete**
Total Hotel Bedrooms Complete			**399**	
Marriott	Broad Street	New Build Hotel	125	**Under Construction**
Moxy Hotel (1 Argyll Way)	ABZ Business Park	New Build Hotel	200	**Under Construction**
Total Hotel Bedrooms Under Construction as of 1.12.15			**325**	
Former Bruce Millers	363 Union Street	Conversion	96	**Consent**
122 John Street	122 John Street	Conversion	182	**Consent**
Station Hotel	78-80 Guild Street	Extension	92	**Consent**
Copthorne Hotel	122 Huntly Street	Extension	14	**Consent**

Double Tree Hotel	Beach Boulevard	Extension	25	**Consent**
Premier Inn	Argyll Way	Extension	124	**Consent**
Ibis (1b Argyll Way)	ABZ Business Park	New Build Hotel	156	**Consent**
Hampton by Hilton	D2 Business Park (Plot 9)	New Build Hotel	155	**Consent**
Units 1-3 Union Glen	Union Glen	New Build Hotel	71	**Consent**
Malmaison (Former RGU Student Union)	54-70 Schoolhill	New Build Hotel	255	**Consent**
Snoozebox	4 Greenhole Place	Temporary Accommodation	160	**Consent**
Total Hotel Bedrooms Consents yet to be implemented as of 1.12.15			**1,330**	

Figure 3: Location of Hotel Developments 2015



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