



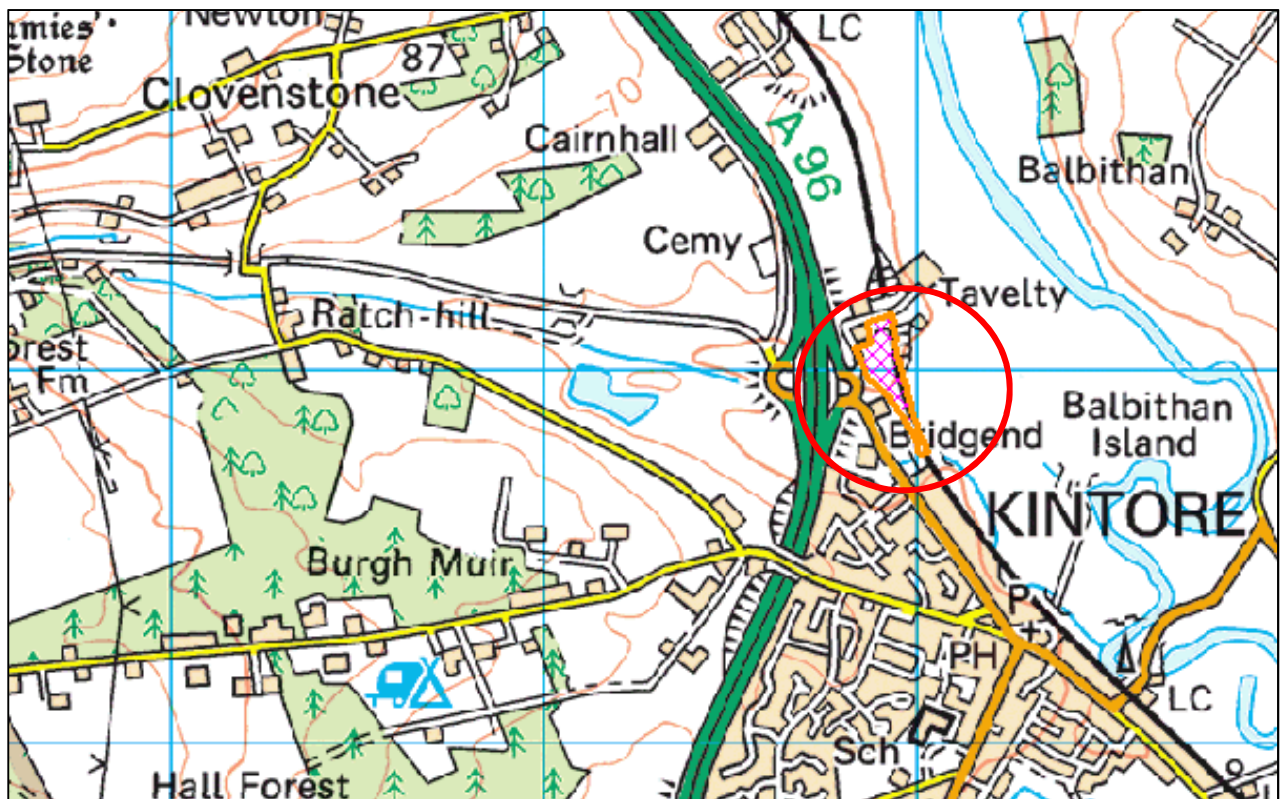
Garioch Area Committee Report – 19 June 2018

Reference No: APP/2018/0731

Description: Full Planning Permission for Formation of Access and Car Park (Serving Proposed Railway Station) with Associated Landscaping and Infrastructure at Site Adjacent to Northern Road, Kintore, Aberdeenshire, AB51 0YF

Applicant: Aberdeenshire Council
Agent: WSP

Grid Ref:	E:378930 N:816963
Ward No. and Name:	W12 – East Garioch
Application Type:	Full Planning Permission
Representations:	1
Consultations:	14
Relevant Proposals Map	Within Kintore settlement, R2
Designations:	
Complies with Development Plans:	Yes
Main Recommendation:	Grant



NOT TO SCALE

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1. Reason for Report

- 1.1 The Committee is able to consider and take a decision on this item in terms of Section B.9.1 of Part 2A List of Committee Powers and Section C.2.1 of Part 2C Planning Delegations of the Scheme of Governance as the application is for major development.
- 1.2 The Head of Finance and Monitoring Officer within Business Services have been consulted in the preparation of this report. Any comments have been incorporated and they are satisfied that the report complies with the Scheme of Governance and relevant legislation.

2. Background and Proposal

- 2.1 Full planning permission is sought for the formation of a new access and car park to serve the proposed new Kintore Rail Station, including landscaping and associated infrastructure. The application site forms part of a site allocated as R2 (for a transport interchange and Kintore railway station) in the Aberdeenshire Local Development Plan 2017. The proposed railway station is to the east of the car park and mostly contained within the R2 allocation; it is subject of a separate application under reference APP/2018/0778.
- 2.2 The car park application site, which is the subject of this report, extends to 2.2ha of open scrubland to the northern end of Kintore and adjacent to the Tavelty Junction on the A96. To the immediate north-west is the nearest neighbouring property, the Overdon Nursing Home which sits at a higher level than the proposed car park and is well-screened by mature trees and other landscaping. Further properties are found to the north and east of the site. The northern site boundary is formed by a steep embankment that provides an access track to the railway bridge over the main line and into Tavelty Farm on the opposite side of the rail track. The eastern boundary comprises the main Aberdeen to Inverness rail line, whilst to the south, the site tapers into a point at a culvert over the Bridgealehouse Burn. Beyond the burn an informal footpath leads to the Station Garage and into the village. The western site edge follows the bed of the old branch line to Alford and is now delineated by a low embankment along most of its length. On the lower ground is agricultural land that also forms part of the flood plain.
- 2.3 The site will be accessed from an unclassified road that leads to the B987 (Northern Road). A new access will be formed into the site at a high point on the western boundary before dropping down into the site toward the parking areas and station entrance. 168 parking spaces are proposed, with these split roughly equally either side of the access road, with 12 disabled spaces near the station entrance. 8 motorcycle parking spaces, secure cycle parking and electric car parking are all proposed. A taxi stance for up to 8 taxis is proposed and a bus stance for up to 3 coaches and a bus turning area is to be accommodated within the site. Pedestrian access will also primarily be taken from the same main site access with a 3m wide footpath being formed along the east side of the B987. Linkages to the Inverurie to Kintore cycle network are easily achieved using the old road running past the nursing home or the Overdon access road.
- 2.4 Lighting columns will be distributed around the access road, parking areas, stances and turning area and the station entrance. A single CCTV column is

proposed in the station forecourt. Two electric car chargers are proposed in the eastern corner of the car park.

- 2.5 A small number of the existing trees within the application site are to be retained, others must be removed to accommodate the development. Much of the existing hedge along the unclassified road will be retained. New landscaping will be planted at the entrance to the car park and along the access road. Further areas of grass and tree planting shown on the submitted plans will break up and soften the parking areas.
- 2.6 The proposed development does not require a public water supply, nor disposal of foul water. In terms of surface water drainage, a scheme has been developed that will provide three levels of treatment. Permeable paving within the car park areas, an underground attenuation storage unit beneath the roundabout and a conveyance swale in the eastern part of the site. An outfall discharge to the nearby burn is also proposed, although this will not increase downstream flood risk as a result of the development.
- 2.7 The proposal was subject to considerable pre-application advice (ENQ/2015/1024) and a screening opinion under the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 (ENQ/2017/1258). The project was also presented to a major application meeting in February 2018 where key consultees had the opportunity to provide advice prior to submission of the formal application.
- 2.8 The application is supported by the following information:
- Pre-application Consultation (PAC) report dated March 2018
 - Design and Access Statement dated March 2018
 - Review of Alternative Locations dated August 2017
 - Flood Risk Assessment and Drainage Design dated January 2018
 - Ecology Report dated September 2017
 - Transport Assessment dated March 2018
 - Noise Assessment dated March 2018
 - Contaminated Land Assessment dated March 2018
 - Tree Condition Survey dated March 2018
 - Landscaping Scheme and Maintenance Schedule
 - Planning Statement dated March 2018
- 2.9 No variations or amendments have been made to the proposal. Amended plans have been submitted at the request of consultees to clarify technical matters such as visibility splays and drainage.

3. Representations

- 3.1 A total of one valid representation (1 objection) has been received as defined in the Scheme of Governance. All issues raised have been considered. The letter raises the following material issues:
- *traffic jams at entrance and safety of access to B987;*
 - *width of B987 and control of parking on Northern Road;*
 - *clear cycle path signage to Inverurie route is needed; and*
 - *pedestrians are likely to use informal path into Kintore.*

4. Consultations

Internal

- 4.1 **Infrastructure Services (Archaeology)** has no objection to the proposal subject to inclusion of a condition requiring a programme of archaeological works.
- 4.2 **Infrastructure Services (Contaminated Land)** has no objection to the proposal subject to a formal note being attached to a decision notice issuing permission about previous potentially contaminative uses on site.
- 4.3 **Infrastructure Services (Environmental Health)** has no objection subject to a condition requiring a construction environmental management plan to mitigate against excessive noise, vibration or dust emissions from the site.
- 4.4 **Infrastructure Services (Flooding and Coastal Protection)** advises that it has no objection to the proposal subject to a condition ensuring the surface water drainage is installed as per the drainage design and amended drawing submitted.
- 4.5 **Infrastructure Services (Landscape Services)** has not responded.
- 4.6 **Infrastructure Services (Natural Heritage)** advises that the proposal is acceptable subject to implementing recommendations in the baseline ecological survey and a range of conditions related to protecting bats, birds and badgers during the construction phase. Comments were also provided on the landscape plan, which has now been amended to show trees that are to remain and reference to protective fencing.
- 4.7 **Infrastructure Services (Roads Development)** has no objection to the proposal following submission of an amended plan showing visibility splays. A number of conditions are proposed to deliver all the proposed parking, ensure the visibility splays are provided and monitoring of the parking on the unclassified access road and Northern Road for three months from the date of opening. Having reviewed the points raised in the objection, it has advised that it is satisfied the proposal meets the necessary requirements and will be subject to roads construction consent.
- 4.8 **Infrastructure Services (Transportation)** has no objection to the proposal. It is satisfied with the sustainable travel availability for the project and the level of parking, which should assist with preventing overspill on to the local road network. A condition is proposed to review a car parking monitoring scheme annually. Having reviewed the points raised in the objection, it has advised that it has no concerns about the development causing an unacceptable detrimental impact on the local road network.

External

- 4.9 **Health and Safety Executive (PADHI)** does not advise, on safety grounds, against the granting of planning permission for this proposal.
- 4.10 **Kintore Community Council** has not responded at the time of writing.

- 4.11 **Network Rail** advises that it fully supports the proposed development and has no objection to it.
- 4.12 **Police Scotland** has reviewed the proposed plans and has questioned whether the car park will be constructed to British Parking Association accreditation standards, whether traffic calming is proposed in the car park to avoid anti-social driving and if the proposed CCTV will cover all cars within the car park.
- 4.13 **Scottish Environment Protection Agency (SEPA)** has no objection to the proposal on flood risk grounds and does not require any conditions to be attached.
- 4.14 **Transport Scotland** has no objection to the proposal and does not advise against the granting of planning permission.

5. Relevant Planning Policies

5.1 Scottish Planning Policy

The aim of the Scottish Planning Policies is to ensure that development and changes in land use occur in suitable locations and are sustainable. The planning system must also provide protection from inappropriate development. Its primary objectives are:

- to set the land use framework for promoting sustainable economic development;
- to encourage and support regeneration; and
- to maintain and enhance the quality of the natural heritage and built environment.

Development and conservation are not mutually exclusive objectives; the aim is to resolve conflicts between the objectives set out above and to manage change. Planning policies and decisions should not prevent or inhibit development unless there are sound reasons for doing so. The planning system guides the future development and use of land in cities, towns and rural areas in the long term public interest. The goal is a prosperous and socially just Scotland with a strong economy, homes, jobs and a good living environment for everyone.

5.2 Aberdeen City and Shire Strategic Development Plan 2014

The purpose of this Plan is to set a clear direction for the future development of the North East. It promotes a spatial strategy. All parts of the Strategic Development Plan area will fall within either a strategic growth area or a local growth and diversification area. Some areas are also identified as regeneration priority areas. There are also general objectives identified. In summary, these cover promoting economic growth, promoting sustainable economic development which will reduce carbon dioxide production, adapt to the effects of climate change and limit the amount of non-renewable resources used, encouraging population growth, maintaining and improving the region's built, natural and cultural assets, promoting sustainable communities and improving accessibility in developments.

5.3 Aberdeenshire Local Development Plan 2017

Policy P1: Layout, siting and design
Policy P4: Hazardous and potentially polluting developments and contaminated land
Policy E1: Natural heritage
Policy E2: Landscape
Policy HE1: Protecting historic buildings, sites, and monuments
Policy PR1: Protecting important resources
Policy PR2: Protecting important development sites
Policy C4: Flooding
Policy RD1: Providing suitable services

The Kintore settlement statement within the Local Development Plan is also significant to this proposal.

5.4 Other Material Considerations

The **National Planning Framework 3 (NPF3)** document does not identify the Kintore Station project specifically as a national development. However, it is very much part of the package of measures referenced in the 'Aberdeen and the North East' section, which highlights "£170 million of improvements to the Aberdeen to Inverness railway including improvements between Aberdeen and Inverurie will be in place by 2019".

The **Regional Transport Strategy (RTS)** highlights the re-opening of Kintore Station as a key project being delivered by Nestrans and partners with completion anticipated between 2014-19.

The **Aberdeenshire Local Transport Strategy** reflects the RTS in having an objective to work with partners to increase opportunities for rail travel in Aberdeenshire. This includes the opening of a new station at Kintore.

6. Discussion

6.1 The application seeks full planning permission for the formation of a new car park and interchange to serve the proposed new Kintore Rail Station that is subject of a tandem planning application. The key planning issues to be considered are the principle of the proposal, siting and design matters, relationship with the neighbouring use, natural and built heritage and technical issues related to flooding, drainage and noise / light pollution.

Principle

6.2 Policy PR2 states that we will protect and not allow alternative development on sites that may reasonably be needed in the future for (incl.) delivering improvements to transportation, including projects identified in the settlement statements, the Local or Regional Transport Strategy or the Strategic Transport projects Review.

6.3 The application site forms part of the R2 site allocated in the local development plan for a transport interchange and Kintore railway station and in addition is referenced in both the Local and Regional Transport Strategies. As such, the principle of the proposal is considered firmly established and acceptable. Other policy requirements must still be met.

Siting and design

- 6.4 Policy P1 states that we will only approve development designs that demonstrate the six qualities of successful places. These require all new development to be:
- distinctive;
 - safe and pleasant;
 - welcoming through visual appeal;
 - adaptable to future needs;
 - efficient in terms of resources; and
 - well connected.
- 6.5 For a proposal of this nature, it is important to ensure it meets the key requirements for the applicant and maximises the efficient use of the land. However, it is also vital that the proposed development does more than that and satisfies the above criteria.
- 6.6 It is considered that the formation of the car park in this edge of settlement location will be a distinctive proposal that, viewed from main public locations, will create a sense of place. It is designed (with the station) to be both safe and pleasant, providing security whilst protecting amenity. The inclusion of sufficient unsurfaced areas and landscaping within and around the site will soften the impact of the development giving it visual appeal and creating a welcoming environment. The spaces within the site will be adaptable and be able to accommodate any changes in future needs and is as efficient as possible in terms of resources. Finally, the site is well connected to promote intermodal shifts and active travel.
- 6.7 In conclusion, the proposed development is first and foremost a car park. However, through careful design and consideration of the above points, the Planning Service is satisfied that the development fully meets the needs of Policy P1.

Impact on neighbouring properties

- 6.8 The Overdon Nursing Home lies immediately to the west of one of the parking areas. The parking will be at a considerably lower level than the building next door and will be separated by a steep embankment and a distance of approximately 13m from the shared boundary and 17m from the building. As a result, close and direct views of the parking area will be reduced. To the front elevation there is approximately 30m from the building to the shared boundary and a further 20m to the new access road, parking areas will be around 78m from the front elevation with existing foliage in the garden providing some screening to both sides. It is therefore concluded that the visual impact of the new development will not be significantly detrimental to residents of the nursing home. The next nearest domestic property is Whinstone to the direct north of the site across an access track and Tavelty Farm around 95m east across the railway line. Neither of these dwellinghouses are considered to be adversely affected by the proposed development due to topography, landscaping or distance from the site.
- 6.9 In terms of lighting, the lighting strategy involves the erection of a number of single and double arm lighting columns along the access road and throughout

the surfaced areas of the site. This has been considered by Environmental Health, which as raised no concerns with the proposal.

- 6.10 A baseline noise survey has been undertaken and a noise assessment has been submitted. This assumes that the majority of vehicles using the site will arrive between 06:00 - 10:00 and leave between 15:00 – 19:00 on weekdays, with lower trips generated at weekends. The assessment has considered the impact on the nearest noise sensitive receptors (Overdon Nursing Home and Whinstone) of vehicles manoeuvring, car doors slamming and noise levels from increased traffic on the existing road network. It is concluded that noise from manoeuvring in the car park will be within normal limits and occasional noise may exceed limits, especially with windows open, although this may not occur often. The impact of additional traffic on the road network is considered marginal. Issues around excessive noise, vibration or dust emissions from the site during the construction phase are to be subject of a construction environmental management plan (CEMP) that will be secured by condition. Environmental Health has considered these matters and has no objection subject to the proposed CEMP condition.

Contaminated Land

- 6.11 A Contaminated Land Assessment has been submitted and considered by the Council's Scientific Officer. It has been concluded that although there is a location beneath the proposed roadway / turning circle where contaminants are known to be present, the development will form a barrier breaking any pollutant linkage and thus any risk to human health. An informative is suggested for inclusion on any decision notice. With this, the proposal is considered to comply with Policy P4.

Natural heritage

- 6.12 The site currently has several mature and semi-mature trees with 69 surveyed in the Tree Condition Report. One tree was found to be dead or dying and five are proposed to be retained, the rest requiring to be felled to accommodate the proposed development. Four of the trees to be retained are found on the embankment to the east of the Overdon Nursing Home. These may be stabilising the bank and will also provide some screening between the two uses and are of landscape value locally. It is proposed to plant approximately 30 extra heavy and heavy standard native trees as part of the submitted landscaping scheme. In addition, several areas are identified for native copse planting and hedgerows that will also help the development integrate into the landscape and provide biodiversity options on site.
- 6.13 Policy PR1 seeks to prevent the loss of trees and woodlands of significant ecological, recreational, historical, landscape or shelter value. Many of the existing trees onsite will have been self-seeded and have only limited ecological value. Although they contribute to an undeveloped sense to the edge of Kintore, they are not considered to be significant assets worthy of retention. This, combined with the proposed landscaping scheme submitted, demonstrates that the net tree loss as a result of the development will be sufficiently mitigated without the need for any other measures. The tree protection measures, landscaping and maintenance have been assessed by the Environment Planner and found to be satisfactory subject to conditions; the proposal is therefore considered to comply with Policy PR1.

- 6.14 An assessment has also been undertaken of the impact on protected and other species through submission of an Ecology Report. This highlights a number of potential issues with badgers, bats and breeding birds. However, none of these are considered insurmountable or a barrier to development with suitable mitigation secured through conditions. With these in place, the development is considered to meet the requirements of Policy E1.

Built heritage

- 6.15 The proposed development is not known to affect any built heritage assets based on the known archaeological sites in the immediate vicinity. The site does form part of the old branch line to Alford and involves made ground, which is unlikely to have any interest. The ruin of a small structure is still evident alongside the western boundary of the site, although this is outside the application site and not affected by the development. The Archaeology Service has requested that a condition is applied to the decision to secure a programme of archaeological works with a 5% evaluation of the development site. The proposal is considered to meet the requirements of Policy HE1.

Access arrangements

- 6.16 The application is supported by a Transport Assessment. This provides a comprehensive analysis of existing accessibility, the proposal itself and traffic generation and future accessibility. The impact from additional traffic is also considered. It is claimed that pedestrians will generally walk 800m to access a train station and sometimes further. This distance puts all properties north of Forest Road within walking distance. A new footpath is proposed along the east side of the B987, which currently terminates just after the Bridgealehouse Burn. Although this is outside the application site, the provision of a path on this side of the B987 has been stipulated by the Planning Service since the pre-application stage and it is understood this verge is in the control of Aberdeenshire Council. Given this the B987 is the only or primary pedestrian access into the site (see paragraph below) delivery of this path prior to the car park and station opening is all the more significant.
- 6.17 The applicant was asked to justify the lack of footpath connection alongside the railway which potentially offers a more direct route into Kintore. At present an informal track leads into the grounds of the Station Garage. The Planning Service was advised that whilst preliminary designs included the potential for an upgraded footpath connection to Kintore along the route of the informal path, there were a number of issues preventing this. Firstly, assessment showed that this section of the site is subject to flooding and an impermeable footpath could exacerbate the potential for flooding. There is also a requirement to maintain vehicular access beneath the adjacent railway underpass due to an historic right of access, which precludes a "boardwalk" style of footpath. Finally, with any formal access point for the station, there is an expectation that this would be available all year round, be lit and be capable of being maintained during the winter. The delivery of a path that would be known to flood would not be an ideal form of access for the station; the flood prone nature of the area would also prohibit the opportunity to be lit and be provided with appropriate winter maintenance treatment. For these reasons it was therefore determined that it would be more appropriate to remove the path from the design.

- 6.18 Conditions for cycling to the new station are considered favourable with improved connections, good road infrastructure and generally flat terrain meaning distances of up to 5km are not unreasonable for cyclists. It is therefore anticipated that there are no restrictions to cycling from the residential areas of Kintore. Secure cycle stands adjacent to the station forecourt and under surveillance of CCTV will add to the attractiveness as cycling as an option for station users.
- 6.19 Two existing bus stops are found in the immediate vicinity of the B987 / Overdon junction. It is proposed to relocate these two bus stops away from the junction with the southbound 22m further away and the northbound 85m further away from their current positions, both will retain shelters and will still be within easy walking distance of the station. The possibility of running bus services into to the station was explored but was considered to add additional time and delay to the bus timetable for passengers not wishing to use the station facility.
- 6.20 Whilst buses will not access the station car park on a regular basis, the B987 / Overdon junction is proposed to be widened to accommodate larger vehicles. Buses will occasionally drop off and collect and in the event of replacement bus services, will need to be on site. In addition, the additional station traffic will share the upgraded access with service, refuse and farm vehicles for the existing properties. Taking all of the above into account, the Planning Service accepts that an appropriate level of pedestrian access will be provided and is satisfied that different modes of transport have been considered and will be accommodated. Neither Roads Development, Transportation nor Transport Scotland has raised any concerns with the proposals, subject to inclusion of standard conditions and three months monitoring of any parking on local roads from the date of the station opening and generally within the site for a year. Overall the application is considered to meet the requirements of Policy RD1 related to access.

Flooding and drainage

- 6.21 The application is supported by Flood Risk Assessment and Drainage Design. A range of modelling tools and scenarios are outlined in the document and these demonstrate that the site is not at risk of flooding. This conclusion has been confirmed by the Flooding and Coastal Protection team and by SEPA, neither has any objection to the proposal or require conditions to mitigate against flood risk or increasing the risk of flooding elsewhere. The proposal is therefore considered to comply with Policy C4.
- 6.22 As the site has no requirement for mains water nor foul drainage, only measures for disposal of surface water drainage are required on the site. These measures include three levels of treatment, namely permeable paving within the car park areas, an underground attenuation storage unit beneath the roundabout and a conveyance swale in the eastern part of the site. An outfall discharge to the nearby burn is also proposed. Again, the consultees are satisfied with these proposals, subject to a condition requiring they are installed as per the submitted details. The proposal is considered to comply with Policy RD1 that relates to servicing the site with adequate drainage.

Conclusion

- 6.23 The re-opening of a station at Kintore has been a long standing and much anticipated project. Delivery of the station and car park will be a substantial boost to the town and the immediate area. The ongoing improvements to the railway network and timetabling will provide a wider and more attractive choice of sustainable travel options.
- 6.24 A site has been identified for some time and the process of acquisition and detailed design has taken some time prior to submission of a formal planning application. However, this has allowed detailed discussions to take place and the design to be refined to the point that all necessary consultees are satisfied with this significant project. Clearly this proposal is linked to the station itself and whilst that application is still pending, there appears to be no impediment to issuing planning permission for it around the same time if this application is supported.

7. Area Implications

- 7.1 The planned reopening of Kintore Station is mentioned within the Garioch Local Community Plan 2016-19 as a key point within the Economic section of the document.

8. Implications and Risk

- 8.1 An Equalities Impact Assessment is not required because the proposed development is not considered to give rise to any differential impacts on those with protected characteristics.
- 8.2 There are financial implications from the granting of this application as this will allow the proposed development to proceed and facilitate the progression of the Kintore Rail Station project. All financial commitments are already approved by the relevant committee and partner funding agencies.
- 8.3 There are no risks identified in respect of this matter in terms of the Corporate and Directorate Risk Registers as the Committee is considering the application as the planning authority in a quasi-judicial role and must determine the application on its own merits in accordance with the Development Plan unless material considerations justify a departure.

9. Sustainability Implications

- 9.1 No separate consideration of the current proposal's degree of sustainability is required as the concept is implicit to and wholly integral with the planning process against the policies of which it has been measured.

10. Departures, Notifications and Referrals

10.1 Strategic Development Plan Departures

None

10.2 Local Development Plan Departures

None

- 10.3 The application is not a Departure from the Local Development Plan or Strategic Development Plan and no departure procedures apply.
- 10.4 The application does not fall within any of the categories contained in the Schedule of the Town and Country Planning (Notification of Applications) (Scotland) Direction 2009 and the application is not required to be notified to the Scottish Ministers prior to determination.
- 10.5 The application would not have to be referred to Infrastructure Services Committee in the event of the Area Committee wishing to grant permission for the application.

11. Recommendation

11.1 GRANT Full Planning Permission subject to the following conditions:-

- (1) No works in connection with the development hereby approved shall commence unless an archaeological written scheme of investigation (WSI) has been submitted to and approved in writing by the planning authority and a programme of archaeological works has been carried out in accordance with the approved WSI. The WSI shall include details of how the recording and recovery of archaeological resources found within the application site shall be undertaken, and how any updates, if required, to the written scheme of investigation will be provided throughout the implementation of the programme of archaeological works. Should the archaeological works reveal the need for post excavation analysis the development hereby approved shall not be brought into use unless a post-excavation research design (PERD) for the analysis, publication and dissemination of results and archive deposition has been submitted to and approved in writing by the planning authority. The PERD shall be carried out in complete accordance with the approved details.

Reason: To safeguard and record the archaeological potential of the area.

- (2) No works in connection with the development hereby approved (including ground works and vegetation clearance) shall commence unless a detailed site-specific construction environmental management plan (CEMP) has been submitted to and approved in writing by the planning authority. The CEMP shall include measures for minimising the impact of noise levels, dust emissions and ground vibration during the construction phase of the development. Thereafter, all works carried out during the construction period shall be undertaken strictly in accordance with the approved CEMP.

Reason: In the interests of protecting the amenity of the area.

- (3) No removal of hedgerows, trees or shrubs shall take place between 1st March and 31st August inclusive, unless a detailed check of the site for active birds' nests has been undertaken and written confirmation has been submitted to the planning authority that no birds will be harmed and that there are appropriate measures in place to protect nesting bird interest on the site. The check shall be undertaken no later than 14 days

before the commencement of the development and no site clearance or other works in connection with the development hereby approved shall commence unless the written confirmation and protection measures have been submitted to and approved in writing by the planning authority. The development shall be carried out in accordance with the approved protection measures.

Reason: In the interest of safeguarding the habitat of local bird species.

- (4) Prior to the felling of Tree 944 as identified in the Tree Survey, a further inspection must be made for bats. Details of this inspection shall be submitted to the planning authority to review.

Reason: In the interest of ensuring no impact on the habitat of a protected species.

- (5) No works in connection with the development hereby approved (including ground works and vegetation clearance) shall commence unless the recommendations within section 5.2 of the Ecology Report that relate to badgers have been undertaken in their entirety.

Reason: In the interest of ensuring no impact on the habitat of a protected species.

- (6) No works in connection with the development hereby approved that would involve the creation of trenches or culverts or the presence of pipes shall commence unless measures to protect badgers from being trapped in open excavations, pipes or culverts have been submitted to and approved in writing by the planning authority. The measures shall include:
- (a) open trenches or pits shall incorporate sloping escape ramps for badgers, which may be achieved by edge profiling of trenches/excavations or by using planks placed into them at the end of each working day; and
 - (b) all open pipework (stored or laid) being blanked off at the end of each working day, and
 - (c) any access holes or entrances into machinery that are accessible to badgers should be suitably blocked when the machinery is not in use; and
 - (d) escape ramps, trenches and pipework must be checked at the beginning of each day for potential entrapments, any subsequent events involving a trapped badger should be referred to the Scottish Society for the Prevention of Cruelty to animals (SSPCA).

The development shall be carried out in complete accordance with the approved badger protection measures.

Reason: In the interest of safeguarding the habitat of a protected species.

- (7) No works in connection with the development hereby approved shall commence unless the tree protection measures contained within the Tree Condition Survey (Appendix J) and illustrated on approved drawing 70039672/LA/001 (C) dated March 2018 have been implemented in full in accordance with the approved tree protection plan.

No materials, supplies, plant, machinery, soil heaps, changes in ground levels or construction activities shall be permitted within the protected areas without the written consent of the planning authority and no fire shall be lit in the position where the flames could extend to within 5 metres of foliage, branches or trunks. The approved tree protection measures shall be retained in situ until the development has been completed.

Reason: In order to ensure adequate protection for the trees and hedges on the site during the construction of development, and in the interests of the visual amenity of the area.

- (8) All soft and hard landscaping proposals shall be carried out in accordance with the approved planting scheme and management programme. Any planting which, within a period of 5 years from the completion of the development, in the opinion of the Planning Authority is dying, being severely damaged or becoming seriously diseased, shall be replaced by plants of similar size and species to those originally required to be planted. Once provided, all hard landscaping works shall thereafter be permanently retained.

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

- (9) Prior to commencement of development, Visibility Splays, measuring 2.4m by 59m to be formed on either side of the junction of the vehicular access with the public road. The visibility splays so formed shall thereafter be kept free of all permanent obstructions above adjacent carriageway level.

Reason: To enable drivers of vehicles using the access to have a clear view of other road users and pedestrians in the interests of road safety.

- (10) Prior to the opening of car park hereby approved, off-street parking for 168 cars surfaced in hard standing materials must be provided within the site. In addition, the electric charging stations, motorcycle parking and bicycle parking provision must also be available for use by the public.

Reason: To ensure the full range of facilities are available upon opening.

- (11) The development hereby approved shall not be brought into use unless a 3 metre wide public footpath designed and constructed in accordance with the Council's Standards for Road Construction Consent and Adoption has been provided in its entirety from the Bridgealehouse Burn to the site entrance on the east side of Northern Road as shown on the approved plans. Once provided, the footpath shall thereafter be permanently retained as such.

Reason: To ensure safe access for pedestrians to the existing footpath network.

(12) That prior to the car park opening to the public, a scheme for the following shall be submitted for the consideration of the planning authority:

- a means of monitoring parking during peak hours on the U242C and B987 (Northern Road) for a three month period after opening; and
- a car park monitoring scheme within the site culminating in an annual report.

The scope of these studies shall be agreed in writing with the planning authority prior to work being undertaken and thereafter shall be undertaken in accordance with the agreed scheme to the satisfaction of the planning authority.

Reason: To monitor any emerging issues with parking management within the application site and the local road network.

(13) The car park hereby approved shall not be brought into use unless the proposed surface water drainage systems have been provided in accordance with the approved plans and the Flood Risk Assessment and Drainage Design Report (Appendix E) prepared by WSP and dated January 2018. The surface water drainage systems shall be permanently retained thereafter in accordance with the approved maintenance scheme.

Reason: In order to ensure that adequate drainage facilities are provided, and retained, in the interests of the amenity of the area.

(14) No works in connection with the development hereby approved shall commence unless the specification and colour of all the finishing materials to be used in the surfacing, paving and kerbing of the approved development have been submitted to and approved in writing by the planning authority. The development shall not be brought into use unless the external finishes have been applied in accordance with the approved details.

Reason: In the interests of the appearance of the development and the visual amenities of the area.

11.2 Reason for Decision

The proposed development accords with the development plan and there are no material considerations which indicate that permission should be refused.

Stephen Archer
Director of Infrastructure Services
Author: Bruce Strachan (Senior Planner)
Date: 7 June 2018

Comments for Planning Application APP/2018/0731

Application Summary

Application Number: APP/2018/0731

Address: Site Adjacent To Northern Road Kintore Aberdeenshire AB51 0YF

Proposal: Formation of Access and Car Park (Serving Proposed Railway Station) with Associated Landscaping and Infrastructure

Case Officer: Bruce Strachan

Customer Details

Name: Dr Paul Davison

Address: Sangara, Fullerton Farm Thainstone, Kintore Inverurie

Comment Details

Commenter Type: Member of Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: Although nominally outside the red line, the road access onto B987 could cause problems. There could be possible blind spots, with traffic approaching from the A96 underpass roundabouts not being visible to traffic coming out of the station onto the B987 Northern Rd. The bus stop layby will help improve a blind-spot problem with the existing bus stop.

How will parking on Northern road be controlled?

How sure are we that the station entrance will not cause traffic jams at peak times?

Is the B987 wide enough?

A clear cycle route should be marked around the Kintore station perimeter so that cyclists can be clearly and safely directed onto the existing Inverurie - Kintore cycle path.

Note that pedestrians from Kintore are likely to use existing track alongside railway line rather than walk along Northern Road.