

LOCAL REVIEW BODY

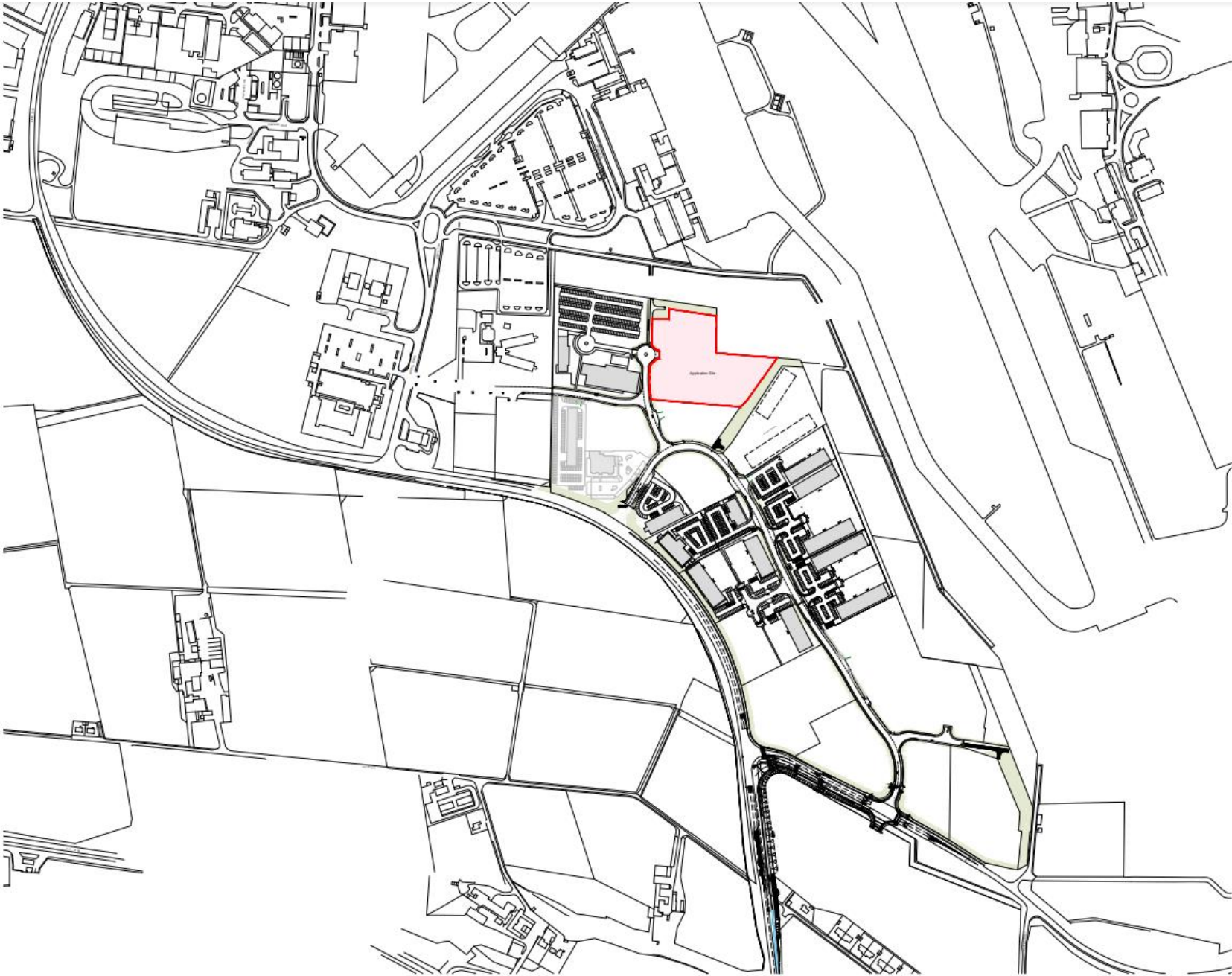


191456/DPP– Review against refusal of planning permission for:

Formation of car parking with access barrier including change of use and associated works

At: Land At International Gate Dyce Aberdeen

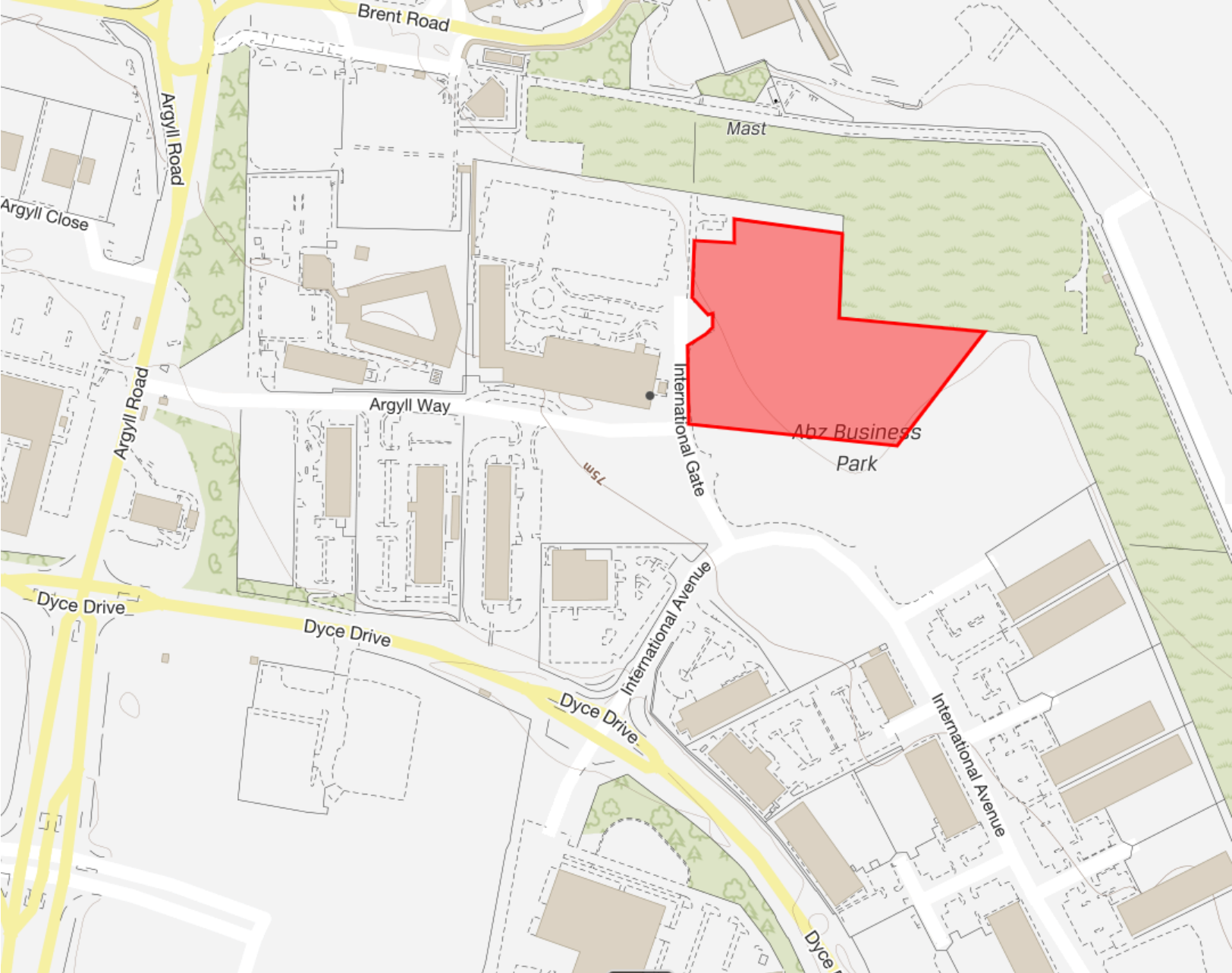
Location Plan



Location Plan



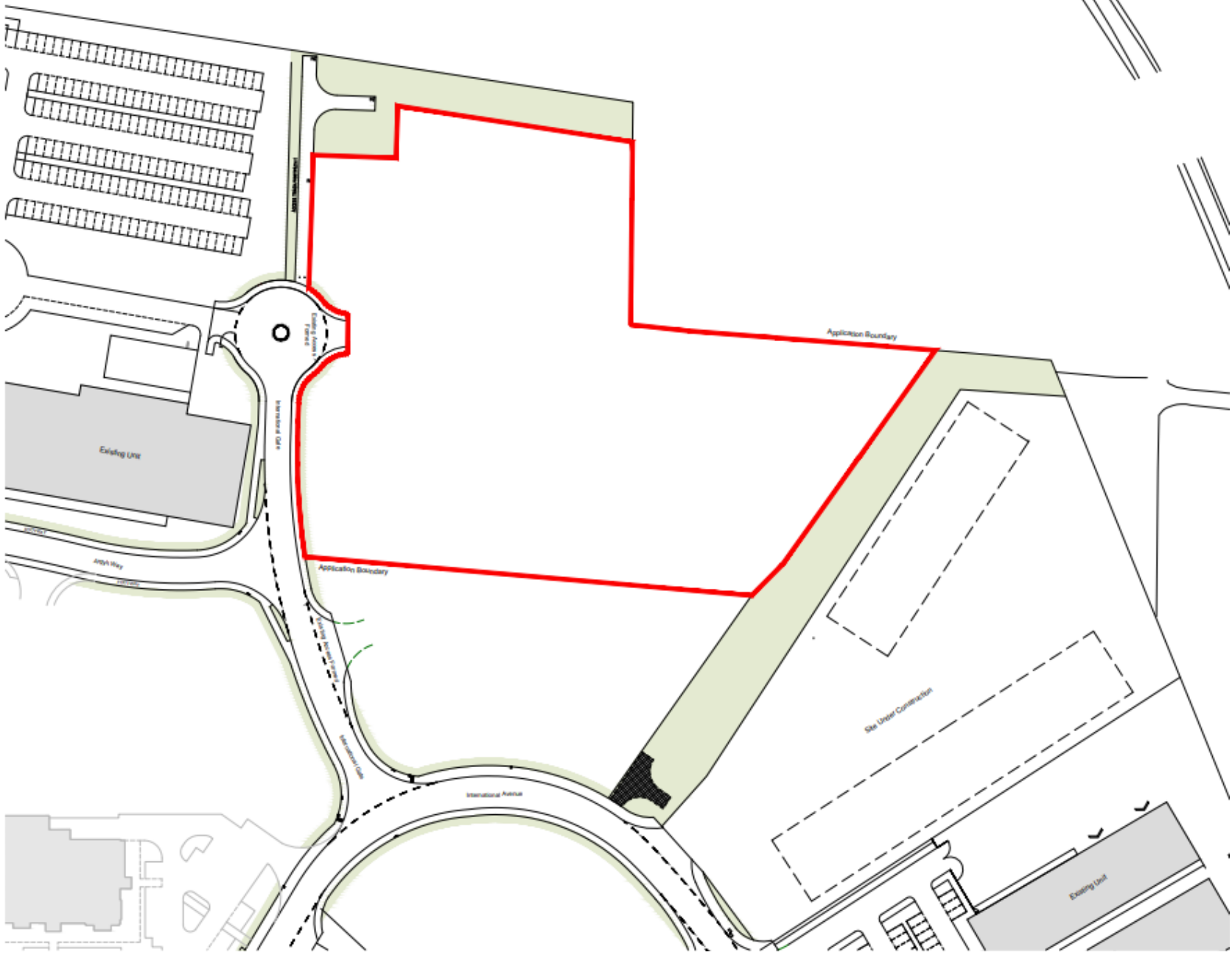
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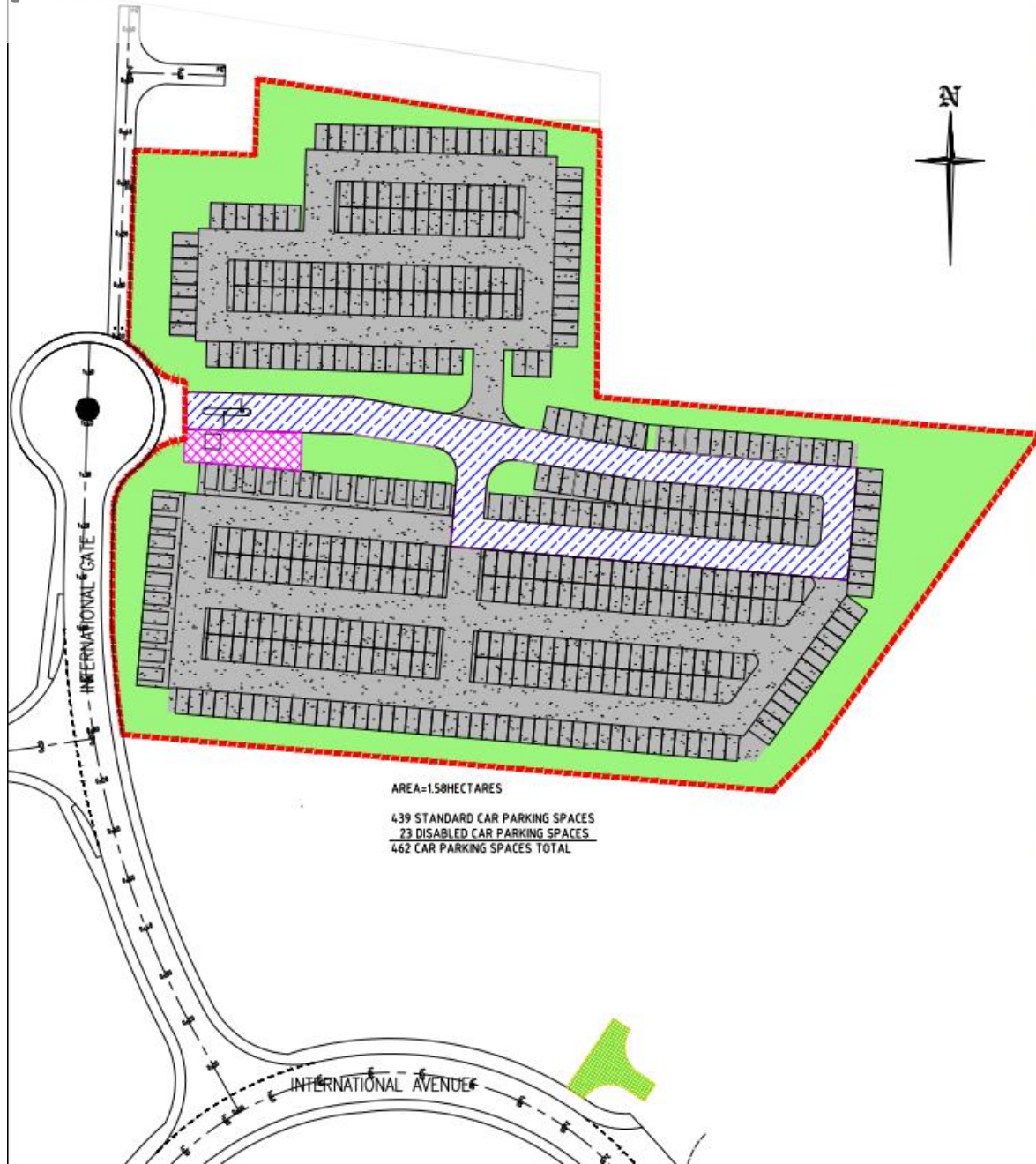
Location: Aerial Photo



Existing Site Plan



Proposed Site Plan



HEAVY DUTY ROAD CONSTRUCTION (BINDER COURSE)



HARDCORE SURFACING



HEAVY DUTY ROAD CONSTRUCTION (SURFACE COURSE),
 HARDCORE SURFACING & KERBING



RAISING ARM BARRIER

Nevegate or equal raising arm barrier, installed with foundations tight to the back of the kerbs as illustrated in strict accordance with manufacturer recommendations.

Colour: Red pedestal with red and white arm as manufacturer standard

Lighting layout plan



Reasons for Decision

Decision Notice included in agenda pack. Reasons for refusal:

- The initial proposal was for a car park that would be available for use by a range of users, unrelated to any new development. Such a proposal would be a clear conflict with the Transport and Accessibility Supplementary Guidance and therefore in that regard the proposal would not be acceptable in principle.
- The proposal has also been considered on the basis that it could potentially be for airport users only however it is considered that the provision of additional car parking capacity near the airport would hinder the ability to encourage modal shift towards the use of public transport. There is no evidence that there are capacity issues with the existing level of parking available to those using the airport and additional supply is likely to make driving to and parking at the airport more attractive. This would be inconsistent with the aims of Scottish Planning Policy, the Regional Transport Strategy, Local Transport Strategy and Policies T2 (Managing the Transport Impact of Development) and T3 (Sustainable and Active Travel) of the Aberdeen Local Development Plan.

Policy B1 (Business and Industrial Land)

Policy B1 - Business and Industrial Land

Aberdeen City Council will in principle support the development of the business and industrial land allocations set out in this Plan.

Land zoned for business and industrial uses on the Proposals Map, including already developed land, shall be retained for Class 4 (Business), Class 5 (General Industrial) and Class 6 (Storage and Distribution) uses and safeguarded from other conflicting development types. Other uses which may be suited to a business and industrial location, such as car showrooms and bus depots, shall be treated on their own merits. The expansion of existing concerns and uses within these locations will be permitted in principle.

Where business and industrial areas are located beside residential areas we will restrict new planning permissions to Class 4 (Business). Buffer zones, which are appropriately sized and landscaped, may be required to separate these uses and safeguard residential amenity. Low amenity 'bad neighbour' uses must have regard to surrounding uses and their potential impact on the environment and existing amenity. In all cases, conditions may be imposed restricting levels of noise, hours of operation and external storage.

New business and industrial land proposals shall make provision for areas of recreational and amenity open space, areas of strategic landscaping, areas of wildlife value and footpaths, in accordance with the Council's Open Space Strategy, Supplementary Guidance and any approved planning briefs or masterplans. Within existing business and industrial areas, there shall be a presumption in favour of retaining existing open space.

Facilities that directly support business and industrial uses may be permitted where they enhance the attraction and sustainability of the city's business and industrial land. Such facilities should be aimed primarily at meeting the needs of businesses and employees within the business and industrial area.

- To be retained for uses in classes 4, 5 and 6 (business; general industrial; and storage and distribution) and safeguarded from other conflicting development types
- Other uses suited to a business and industrial location, such as car showrooms and bus depots, shall be treated on their own merits
- Proposals shall make provision for amenity open space, strategic landscaping, footpaths etc. in accordance with ACC Open Space SG

Policy B4 (Aberdeen Airport)

- Airport safeguarding map requires consultation with Aberdeen Airport Safeguarding Team
- Proposed developments must not compromise safe operation of the Airport
- Matters such as height of buildings, external lighting, landscaping, bird hazard management and impact on communications/navigation equipment will be taken into account in assessing any potential impact.
- Consultation response from Aberdeen Airport Safeguarding Team states no objection, subject to a condition being applied to any consent requiring the approval and implementation of a Bird Hazard Management Plan

Policy NE6 (Flooding, Drainage and Water Quality)

Development will not be permitted if:

1. It would increase the risk of flooding:
 - (a) by reducing the ability of the functional flood plain to store and convey water
 - (b) Through the discharge of additional surface water; or
 - (c) By harming flood defences
 2. It would be at risk itself from flooding;
 3. Adequate provision is not made for access to waterbodies for maintenance
 4. It would require 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
- Surface water drainage associated with development must:
 - (1) be the most appropriate available in terms of SuDS; and
 - (2) avoid flooding and pollution both during and after construction

Policy T2 (Managing the Transport Impact of Development)

Policy T2 - Managing the Transport Impact of Development

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

Transport Assessments and Travel Plans will be required for developments which exceed the thresholds set out in Supplementary Guidance.

The development of new communities should be accompanied by an increase in local services and employment opportunities that reduce the need to travel and include integrated walking, cycling and public transport infrastructure to ensure that, where travel is necessary, sustainable modes are prioritised. Where sufficient sustainable transport links to and from new developments are not in place, developers will be required to provide such facilities or a suitable contribution towards implementation.

Further information is contained in the relevant Supplementary Guidance which should be read in conjunction with this policy.

Policy T3 (Sustainable and Active Travel)

Policy T3 - Sustainable and Active Travel

New developments must be accessible by a range of transport modes, with an emphasis on active and sustainable transport, and the internal layout of developments must prioritise walking, cycling and public transport penetration. Links between residential, employment, recreation and other facilities must be protected or improved for non-motorised transport users, making it quick, convenient and safe for people to travel by walking and cycling.

Street layouts will reflect the principles of Designing Streets and meet the minimum distances to services as set out in the Supplementary Guidance.

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 at all times by the developer through provision of suitable alternative routes.

Recognising that there will still be instances in which people will require to travel by car, initiatives such as like car sharing, alternative fuel vehicles and Car Clubs will also be supported where appropriate.

- Emphasis on encouraging active and sustainable travel (e.g. walking, cycling, public transport)
- Need to protect existing links and form new ones where possible
- Scope to also encourage car sharing and low-emissions vehicles, with associated infrastructure

Policy D1 (Quality Placemaking by Design)

Policy D1 - Quality Placemaking by Design

All development must ensure high standards of design and have a strong and distinctive sense of place which is a result of context appraisal, detailed planning, quality architecture, craftsmanship and materials. Well considered landscaping and a range of transportation opportunities ensuring connectivity are required to be compatible with the scale and character of the developments.

Places that are distinctive and designed with a real understanding of context will sustain and enhance the social, economic, environmental and cultural attractiveness of the city. Proposals will be considered against the following six essential qualities;

- **distinctive**
- **welcoming**
- **safe and pleasant**
- **easy to move around**
- **adaptable**
- **resource efficient**

How a development meets these qualities must be demonstrated in a design strategy whose scope and content will be appropriate with the scale and/or importance of the proposal.

- Does the proposal represent a high standard of design and have strong and distinctive sense of place?

Transport and Accessibility SG

5.1

Adequate parking can maintain and improve the economic vitality of town centres, enhance the attractiveness of an area for development and is required to prevent overspill parking into surrounding areas. The over-provision of parking spaces can however be a wasteful use of land, lead to increased land prices, reduce building densities and increase distances people must walk between adjacent land uses. Overprovision of parking can also reduce travel by alternative forms of transport through the promotion of car use, resulting in the worsening of congestion and air quality problems.

There will be a presumption against the creation of freestanding publicly-accessible car parks (aside from those required for office, residential or Park and Ride use), especially in city centre locations, as this would undermine efforts to encourage the use of alternative forms of transport.

Scottish Planning Policy (SPP)

93. The planning system should.. *“promote business and industrial development that increases economic activity while safeguarding and enhancing the natural and built environments as national assets”*;

270. The planning system should support patterns of development which:

- optimise the use of existing infrastructure;
- reduce the need to travel;
- provide safe and convenient opportunities for walking and cycling for both active travel and recreation, and facilitate travel by public transport;
- enable the integration of transport modes; and
- facilitate freight movement by rail or water.

271. Development plans and development management decisions should take account of the implications of development proposals on traffic, patterns of travel and road safety.

279. Significant travel-generating uses should be sited at locations which are well served by public transport, subject to parking restraint policies, and supported by measures to promote the availability of high-quality public transport services.

284. Planning authorities, airport operators and other stakeholders should work together to prepare airport masterplans and address other planning and transport issues relating to airports. Relevant issues include public safety zone safeguarding, surface transport access for supplies, air freight, staff and passengers, related on- and off-site development such as transport interchanges, offices, hotels, car parks, warehousing and distribution services, and other

Regional Transport Strategy (refreshed Jan 2014)

Recognises the importance of improving surface connections between Aberdeen Airport and the key economic centres across City and Shire as the airport develops

Notes recent improvements in accessibility and potential (at time of writing) offered by the AWPR and associated link road to improve access from across the north east

Nestrans recognises the role of the airport in serving a wide catchment, and will ensure that surface access options are available from key towns and settlements, park and ride sites and via interchange to enable better access generally.

Strategic objectives include

- To make the movement of goods and people within the NE and to/from the area more efficient and reliable
- reducing the proportion of journeys made by cars, especially single occupant cars
- To reduce the environmental impact of transport, in line with national targets
- Reducing growth in vehicle KM travelled
- To achieve sustained cost and quality advantages for public transport relative to the car

Local Transport Strategy (2016-2021)

Sets out 5 high-level aims for the strategy:

1. A transport system that enables the efficient movement of people and goods.
2. A safe and more secure transport system.
3. A cleaner, greener transport system.
4. An integrated, accessible and socially inclusive transport system.
5. A transport system that facilitates healthy and sustainable living.

Commits to supporting the development of the airport through delivery of the Aberdeen International Airport Masterplan

Notes that surface access to the Airport has improved significantly via new bus services between Dyce railway station and the airport, dedicated high-frequency airport bus from Aberdeen City Centre, installation of a bus/cycle/taxi lane on Argyll Road, improved walking and cycling infrastructure on Dyce Drive and construction of a new multi-storey car park with dedicated bicycle and motorcycle storage.

Includes an objective to increase public transport patronage by making bus travel an attractive option to all users and competitive with the car in terms of speed and cost.

Points for Consideration:

Zoning: Do members consider that the proposed use is permitted by the terms of policy B1 – i.e. would this development be incompatible with business or industrial uses? To what extent would it preclude the siting of business or industrial uses in this location?

Roads impact: Does the proposal satisfy the terms of policies T2 and T3, which include a requirement that development minimise traffic generated and maximise opportunity for sustainable and active travel?

Is there any conflict with policies B4 and NE6, in relation to flood risk/drainage and Aberdeen Airport?

Design: Is the proposal of sufficient design quality (D1)

1. Does the proposal comply with the Development Plan when considered as a whole?

2. Do other material considerations weigh for or against the proposal? Are they of sufficient weight to overcome any conflict with the Development Plan? (e.g. Local and Regional Transport Strategy, SPP)

Decision – state clear reasons for decision

Conditions? (if approved – Planning Adviser can assist)