

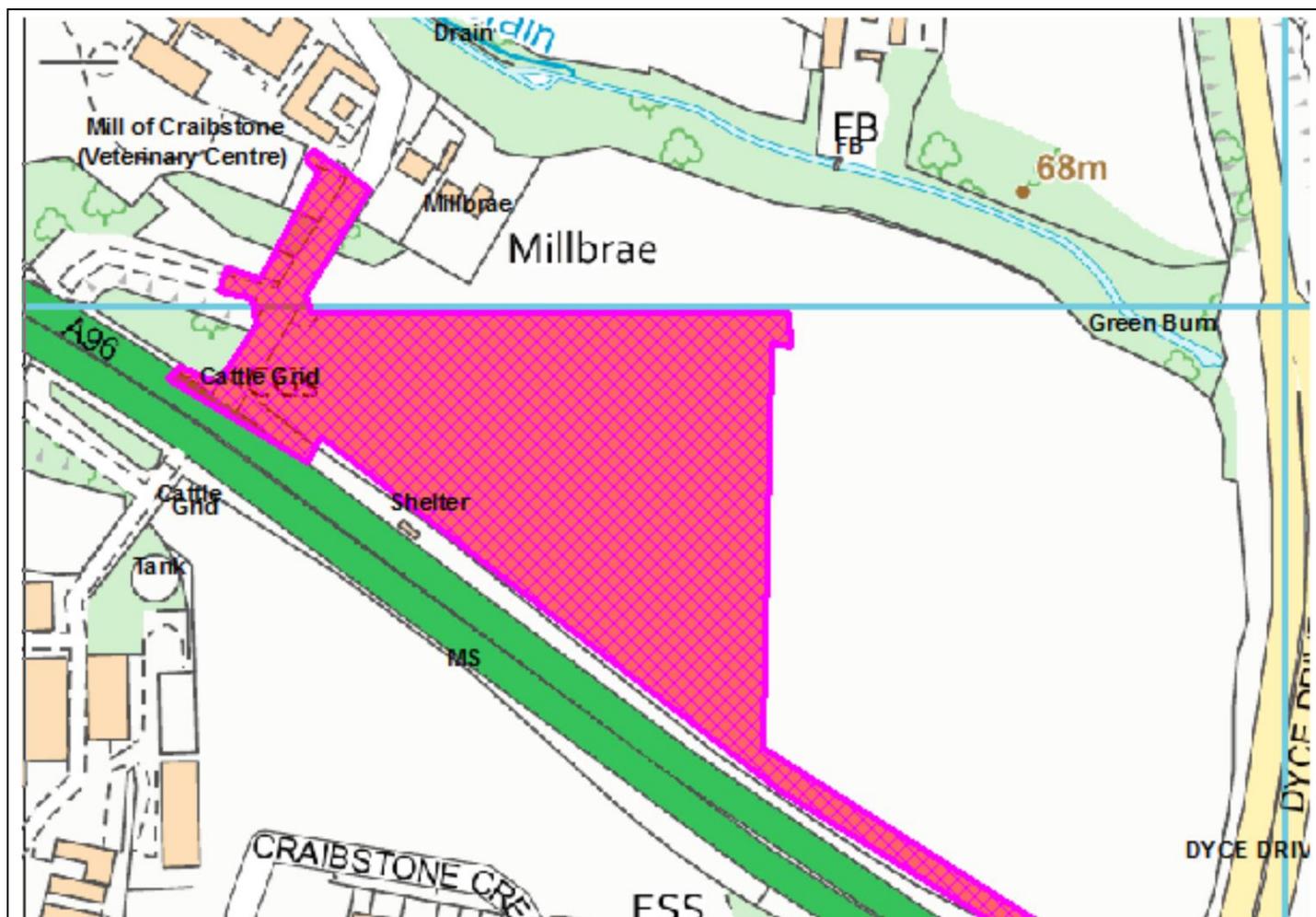


Planning Development Management Committee

Report by Development Management Manager

Committee Date: 20 May 2021

Site Address:	Land at Craibstone North and Walton Farm, Aberdeen
Application Description:	Erection of food hub innovation facility (Seedpod) (class 4) with access, parking, landscaping and associated works
Application Ref:	210146/DPP
Application Type:	Detailed Planning Permission
Application Date:	10 February 2021
Applicant:	Opportunity North East (ONE) C/o Keppie Design
Ward:	Dyce/Bucksburn/Danestone
Community Council:	Dyce And Stoneywood
Case Officer:	Aoife Murphy



RECOMMENDATION

Willingness to Approve Conditionally, subject to the conclusion of a Legal Agreement to ensure payment of developer obligations.

APPLICATION BACKGROUND

Site Description

The site comprises a portion of the land identified as OP18 'Craibstone North and Walton Farm' within the Aberdeen Local Development Plan 2017 and is located to the north west of Aberdeen at Craibstone, north of the A96. In total OP18 incorporates 20Ha of land, with this site only encompassing 1.96Ha of currently agricultural land to the south of the opportunity site. The wider OP18 site comprises land owned and used by Scotland's Rural College (SRUC), amongst other land owners, with the majority currently within agricultural use.

The application site is bound by the A96 to the south, Walton Road to the west, Mill of Craibstone Veterinary Centre (SRUC) to the north west, two dwellinghouses and agricultural properties to the north and north east and the remainder of OP18 to the north, east and west (beyond Walton Road and the existing properties/buildings). Several opportunity sites are located within the surrounding Craibstone / Rowett area, including OP20 to the south, where residential properties are currently being constructed by CALA, OP19 to the east, which accommodates the TECA complex and other commercial uses, OP23 to the north and west identified as Business and Industrial Land and OP24 further west, which accommodates a Park and Ride. With regards to the properties to the south, it is noted that flats have been constructed along the boundary with the A96 and have windows and Juliette balconies that overlook the public road and this site.

The site is currently grassed agricultural land and in terms of the topography, the site slopes from the north to the south towards the A96 with the ground levels on the site differing by approximately 7m, the land then rises up towards the A96 in the area to the south of the site, resulting in the A96 sitting at a higher ground level than the southern portion of the site. Groups of trees lie along the site's western and southern boundaries. The Green Burn is located further north, running from the west to east running through the wider OP18 site, the Burn and surrounding corridor designated as an area of Green Space Network identified as Greenburn / Walton Road in the Local Development Plan.

Relevant Planning History

None

APPLICATION DESCRIPTION

Description of Proposal

Permission is sought for the erection of a Food Hub innovation facility, identified as 'Seedpod' in supporting documentation, with related access, parking, landscaping and other associated works. The use falls within a Class 4 'Business' use, comprising a mix of laboratory, demonstration, office and meeting facilities. The proposal aims to support and accelerate the growth and innovation of existing businesses and start-ups within the food and drink sector of the North East. The building would sit towards the east of the site and be bound by a car park to the west, a spine road to the north and service yard to the east. Landscaping is proposed throughout the site with an area of green space retained to the south.

The building has been designed to sit comfortably within the sloping site and to minimise cut-and-fill groundworks. The proposal comprises a simplified double pitched 'U' shaped agricultural style building, with a floor area occupying approximately 2,500sqm. A total floorspace of around 3,000sqm is proposed. The building is split-level due to the existing ground levels, with the

northern part of the building being single storey and forming part of the first floor, while the southern aspect covers two levels, ground and first floor. The building's height ranges from 8m to 15m depending on ground levels, while the lengths and width are 47m to 57m and 52m, respectively. The principal elevation to the west accommodates a large area of glazing allowing light into the double height co-working central atrium. Other elevational materials comprise horizontal and vertical metal cladding, natural stone, aluminium windows, a mix of solid, metal pass and roller shutter doors and a standing seam roof. The building accommodates various areas of workspace, as well as offices, meeting rooms, kitchens, incubator rooms and back of house plant and staff areas.

Externally, the site would accommodate a car park with 60 car parking spaces and a service yard. New footpaths are also proposed within the site. An external courtyard is also shown outside the building's west elevation. The remainder of the site would be retained as open space with some landscaping proposed.

Access and egress to and from the site would be via the existing A96 junction (that operates on a 'left in, left out' basis) and Walton Road, with the latter connecting to the new spine road to the north of the site. This access road would then be linked to the remainder of the OP18 land during future development of the wider opportunity site. Although not required relative to the current proposal, the geometry of the existing junction would be upgraded as part of the Food Hub development to allow for later development phases and avoid abortive works.

Supporting Documents

All drawings and supporting documents listed below can be viewed on the Council's website at:

<https://publicaccess.aberdeencity.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=QO2F9LBZGKB00>

- Design Statement, Revision P02, prepared by Keppie, February 2020
- Design Statement: Landscape, prepared by LDA Design
- Drainage Strategy, prepared by Curtins, December 2020
- Flood Risk Statement, prepared by Cameron and Ross, August 2020
- Preliminary Development Framework, prepared by Aecom, April 2021
- Framework Travel Plan, prepared by Systra, March 2021
- Low and Zero Carbon Statement, prepared by Atelier Ten, February 2021
- Noise Impact Assessment, prepared by Sandy Brown Consultants in Acoustics, Noise and Vibration, February 2021
- Noise Impact Assessment, prepared by Sandy Brown Consultants in Acoustics, Noise and Vibration, Revision P02, March 2021
- Outline Specification, prepared by LDA Design, November 2020
- Outline Maintenance & Management Plan, prepared by LDA Design, February 2021
- Supporting Planning Statement, prepared by Keppie, February 2021 Rev 00
- Supporting Studies, prepared by Aecom, February 2021
- Transport Statement, prepared by Systra, February 2021
- Ventilation Strategy, prepared by Atelier Ten, February 2021
- Ventilation Strategy, prepared by Atelier Ten, Revision 03, April 2021

Reason for Referral to Committee

The application has been referred to the Planning Development Management Committee because it is considered to be a departure from the current Local Development Plan as per 1. vii of the Council's Scheme of Delegation.

CONSULTATIONS

ACC - Developer Obligations – has reviewed the proposal and has provided a summary of obligations, consisting of contributions towards the Core Path Network to the sum of £3,153.

ACC - Environmental Health – has reviewed the information submitted and has no objection to the proposed development.

ACC - Roads Development Management Team – has advised that the Service has no objection to the proposal subject to conditions on a number of aspects relating to alterations to the existing A96/Walton Road junction, details of internal footpaths, upgrades to the existing public footpaths to the south of the site and vehicular charging points.

ACC - Structures, Flooding and Coastal Engineering – has reviewed the submitted Flood Risk Statement and has no objection to the proposal.

ACC - Waste and Recycling – has advised that as the proposal is for a commercial premises only general comments can be provided as Aberdeen City Council are not the only waste service contractor available in the city. These comments will be provided by way of an advisory note.

Aberdeen City Shire Strategic Development Planning Authority – advises that it have no objection to the proposal.

Aberdeen International Airport – has advised that it has no objection to the proposal subject to a condition regarding landscaping being attached. The airport has also supplied information regarding the use of cranes within close proximity to an aerodrome.

Dyce and Stoneywood Community Council – no comments received.

REPRESENTATIONS

None

MATERIAL CONSIDERATIONS

Legislative Requirements

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

National Planning Policy and Guidance

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

Aberdeen City and Shire Strategic Development Plan (2020) (SDP)

The Strategic Development Plan 2020 was published in August 2020. The purpose of this Plan is to set a clear direction for the future development of the City Region. It sets the strategic framework for investment in jobs, homes and infrastructure over the next 20 years and promotes a spatial strategy for the next 20 years. 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. The following general targets are identified; promoting diversified economic growth, promoting sustainable economic development which will reduce carbon dioxide production, adapting to the effects of climate change and limiting 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.

Aberdeen Local Development Plan (2017)

OP18 - Craibstone North and Walton Farm – ‘Opportunity for development of 1.5ha of employment land in the Local Development Plan period 2007 - 2023 and 18.5 hectares of employment land or a higher education and research institute in the Future Growth period. Masterplan required. This site may be at risk of flooding. A flood risk assessment will be required to accompany any future development proposals for this site.’

Policy LR1 - Land Release Policy

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 T5 - Noise

Policy B4 - Aberdeen Airport

Policy NE1 - Green Space Network

Policy NE5 - Trees and Woodlands

Policy NE6 - Flooding, Drainage and Water Quality

Policy R6 - Waste Management Requirements for New Development

Policy R7 - Low and Zero Carbon Buildings, and Water Efficiency

Policy CI1 - Digital Infrastructure

Supplementary Guidance and Technical Advice Notes

Planning Obligations

Transport and Accessibility

Noise

Flooding, Drainage and Water Quality

Green Space Network and Open Space

Resources for New Development

Aberdeen Masterplanning Process

Proposed Aberdeen Local Development Plan (2020)

The Proposed Aberdeen Local Development Plan was approved at the Council meeting of 2 March 2020. The Proposed Aberdeen Local Development Plan constitutes the Council's settled view as to what the final content of the next adopted Aberdeen Local Development Plan should be and is now a material consideration in the determination of planning applications. The Aberdeen Local Development Plan 2017 will continue to be the primary document against which applications are considered. The exact weight to be given to matters contained in the Proposed Aberdeen Local Development Plan (including individual policies) in relation to specific applications will depend on whether –

- these matters have been subject to public consultation through the Main Issues Report; and,
- the level of objection raised in relation these matters as part of the Main Issues Report; and,
- the relevance of these matters to the application under consideration.

The foregoing can only be assessed on a case by case basis. The following policies are relevant in this case;

OP18 - Craibstone North and Walton Farm – ‘Opportunity for development of 1.5ha of employment and 18.5 hectares of Strategic Reserve employment land or a higher education and research institute in the 2033-40 period. Masterplan required. A Flood Risk Assessment will be required to accompany any future development proposals for this site.’

Policy LR1 - Land Release Policy

Policy WB1 - Health Developments

Policy WB3 - Noise

Policy NE2 - Green and Blue Infrastructure

Policy NE5 - Trees and Woodland

Policy D1 - Quality Placemaking

Policy D2 - Amenity

Policy D4 - Landscape

Policy R5 - Waste Management Requirements from New Developments

Policy R6 - Low and Zero Carbon Buildings and Water Efficiency

Policy I1 - Infrastructure Delivery and Planning Obligations

Policy T2 - Sustainable Transport

Policy T3 - Parking

Policy CI1 - Digital Infrastructure

Policy B3 - Aberdeen International Airport and Perwinnes Radar

Other Material Considerations

Aberdeen City Region Deal (2016)

EVALUATION

Aberdeen City and Shire Strategic Development Plan (2020) (SDP)

The Strategic Development Planning Authority has been consulted on this proposal and have advised that the vision of the SDP is to support the diversification of the local economy and “food and drink” is one of the key areas identified. The proposal is supported by the SDPA in view of the collaboration and support given by the constituent Council’s through the City Deal.

Although the land and 2020 Plan Table of Employment Land is based on the 2015/16 Employment Land Audit, the SDP does state that *“In exceptional circumstances, for example if it is essential to put this Plan’s Vision or Spatial Strategy into practice, applications for planning permission may be considered before 2033 on land identified as Strategic Reserve for Employment. This will ensure that the supply of employment land can be flexible to future changing economic circumstances.”* Further, its close proximity to the SRUC Campus across the A96 can also be considered to form a useful agglomeration of economic activity.

The double crisis of the Climate Change and the ongoing COVID-19 Pandemic has highlighted the importance that active travel can make to both health as well as access to both work and leisure. The Strategic Development Plan in the section on “Connectivity” highlights this also as a key aim, stating: *“To make sure that all new developments contribute towards reducing the need to travel long distances and encourage people to walk, cycle or use public transport by making these attractive options.”* The Plan encourages these to be progressed at the local level and reflect local needs and opportunities available. In general, the development will be supported through the provision of cycle parking and accessibility to public transport and walking and cycling infrastructure, however this aspect will be considered fully below.

Masterplan/Development Framework

The wording of the OP18 allocation in the extant and Proposed Local Development Plans state that a masterplan is required for the whole site. It is recognised that this application only seeks to develop a small portion of the wider OP site, as such, it was agreed with the applicant that it was onerous that they should be required to fully comply with this aspect of the allocation. As the site is located in an wider, as yet unplanned, opportunity site there is a requirement for the application to be supported by some form of masterplanning framework, it was considered necessary to obtain sufficient contextual information to ensure that remainder of OP18 would not be prejudiced by the Food Hub proposal. It was acknowledged that the level of detail required needed to be proportionate given that the majority of the OP18 site is Strategic Reserve Land which is not currently released for development and hence, for which, no proposals currently exist. It was therefore recommended that a “Development Framework” for the larger OP18 site and “Masterplan” for this proposed site would provide a sufficient level of detail in order to undertake an appropriate assessment in line with the Local Development Plan allocation requirements.

At this time, the Planning Service do consider it inappropriate to take forward any Masterplan or Development Framework prepared for this site as an approved Council document given that the majority of the site is not currently released for development by the Local Development Plan – adopted or proposed. The Development Framework therefore only forms a key supporting document of this application to demonstrate how the proposed development would fit into, and not prejudice, the future coherent implementation of the wider opportunity site when this is released for development by the development plan.

A ‘Preliminary Development Framework’ document has been submitted to provide information on this aspect. At this time, it is noted that not all landowners have been involved in this process and this exercise has been developed by SRUC alone, as they own the largest part of the allocated site. It is expected and noted within the document that further iterations of the Development Framework will be developed inclusive of all OP18 landowners in respect of future planning applications.

This supporting Development Framework provides a high-level indication of the possible future context for the proposed building and demonstrates that the development of this application site would not preclude or hinder the further development of the wider OP18 site. It is noted that there is a level of detail and information still absent from the document. It is however accepted that this document and its content is not intended as a proposal for the wider OP18 site and is at this point in time highly indicative, purely seeking to inform the assessment of this application and avoid prejudicing the delivery of the remainder of OP18. Furthermore, the supporting information advises that *“as a high level study, with a very specific purpose and scope, this work does not consider or propose a landscape strategy, a sustainability approach and longer term public transport for a masterplan on this site. It is not intended as a full Development Framework due to the significant length of time (2033 - 2040) before the majority of OP18 will be released for development as per the Proposed Local Development Plan 2020.”*

Overall, it is expected that *“SRUC’s Craibstone Campus will be a centre of lifelong learning, entrepreneurship and innovation in the North East of Scotland. The vision is for a high-quality campus providing a range of education opportunities covering further, higher and postgraduate levels that will inspire our students and nurture academic and commercial research.”*

Key considerations set out within the document include – Site Current Condition; Planning Context; Physical Context; Utilities; Topography and Landscape; Summary of Site-Specific Issues; Assessment of Selected Options; and Emerging Themes.

In respect to the concept that this site would form SRUC’s Craibstone Campus, three key facilities have been identified by SRUC, the Foodhub; Clinical Skills Facility; and an Equine / Education and

Research Centre. Following on from workshops held for this site with stakeholders, three spatial options were proposed, all of which were assessed and considered.

As a result of this exercise common elements from the proposals were identified. In all three options a number of shared or similar themes emerged from the design exercise. In most instances, there seemed to be general agreement across the groups in respect of the key components of the site and their general location. From this an indicative masterplan layout was devised and presented as part of this supporting document.

Overall, it is considered that the Development Framework assessed as part of this planning application does not fulfil the masterplan requirement for OP18 as outlined in the Local Development Plan. A full comprehensive masterplan will still be required once the land is released in line with Local Development Plan phasing and prior to any development other than the Foodhub taking place. In addition, any future masterplanning exercise will be required to be undertaken, with all landowners, at an appropriate stage and in line with the Aberdeen Masterplanning Process Technical Advice Note. What has been submitted at this stage is however accepted as being sufficient for the purposes of assessing this application. While it is acknowledged that the plan contained within the Development Framework document is indicative, its intention to provide comfort that the proposed development does not preclude further development on the wider OP18 site is accepted. Overall, this aspect of the proposal is considered to be sufficient and information has been submitted to show that early release of this land does not jeopardise the development of the wider allocation.

Principle of Development

OP18 provides the opportunity to develop 1.5ha of employment land within the current Local Development Plan period of 2007 - 2023 and 18.5 hectares of employment land or for a higher education and research institute in the future growth period, identified as 2027 - 2035. The main policies required to assess development on this site is Policy LR1 - Land Release Policy and Policy NE1 - Green Space Network.

Policy LR1 is split into two parts, Part A relates to the development of land within phase 1, 2017-2026 and Part B which relates to Phase 2 and the release of land for development during 2027-2035. In relation to this application, there is no information or plan showing the phasing of OP18 and as such both parts of Policy LR1 need to be considered. In relation to Part A, this specific proposal extends to approximately 2Ha of developable land, as such, the proposal does not comply with Part A of Policy LR1.

However, it is considered that a development such as this could be deemed as a research institute given that it would allow for research and development of the Food and Drink sector in the North East. The City Region Deal Annual Report 2020 outlines that *“Seedpod will be the place where businesses and people can share knowledge, innovate and inspire one another - whether they are start-ups developing a new idea, established manufacturers interested in the latest production technology or businesses accessing market insights and new product development support”*. However, as the remainder of OP18 is Strategic Reserve land and therefore not released for development at this time, the proposal also fails to comply with Part B of the above policy.

The Planning Service therefore need to consider whether it would be appropriate to support this development as a suitable departure from Policy LR1.

At the request of the Planning Service and to allow for a proper assessment of the proposal, the applicant's agent undertook an options appraisal of all suitable sites in and around Aberdeen City, both within Aberdeen City Council's administrative area, but also those applicable within the Aberdeenshire area. As outlined within the Supporting Planning Statement, 18 sites were considered in the initial selection process and sites were assessed against the applicant's

selection criteria, which included aspects such as location, compatibility with adjacent and surrounding uses, proximity to existing academic partners, suitability and availability of existing business or industry land allocations. Given the ambitions for the project, future business allocations and greenfield opportunity sites were also considered. Of the 18 sites, scores ranged from the lowest of 48 to the highest of 78 with particulars of the top 5 sites being provided in greater detail. This site, identified as Site 5 – Sunnybrae (OP18) was the preferred site due to its connections with SRUC, a key partner organisation for the project, its proximity to infrastructure links including the AWPR (providing good connectivity to locations with Aberdeenshire), the Airport and the City, its accessibility by other modes of transport and its suitability for a future research facility as per the Local Development Plan allocation. The position of the development within the site and adjacent to the existing SRUC campus complements the overarching vision of Seedpod, given that SRUC shall be an integral partner.

While the site does not fully comply with the criteria of Policy LR1, other mitigating factors require to be taken into account, such as the development being specifically promoted in the City Region Deal and supported by the vision of the SDP. As set out in the section above, the Planning Service considers that this development does not jeopardise the future development of OP18. As such, the Planning Service are satisfied that this site is an appropriate location and can support the proposal as a departure from Policy LR1, given that the development is for a research institute but is being delivered prior to the release of the Strategic Reserve Land.

In respect to Policy NE1, it is noted that only a small area to the west of the site encroaches on land designated as Green Space Network. Given that the encroachment is small scale and relates to required improvements of the existing road network, it is considered that the proposal would not destroy or erode the character or function of the Green Space Network; as such the proposal is considered compliant with Policy NE1.

Layout, Siting and Design

Policy D1 - Quality Placemaking by Design states that high standards of design are required for all development to create a strong and distinctive sense of place which is a result of context appraisal, detailed planning, quality architecture, craftsmanship and materials. It is also considered that development must have well considered landscaping and a range of transportation opportunities ensuring connectivity. All proposals will be required to meet the following essential qualities; distinctive, welcoming, safe and pleasant, easy to move around, adaptable and resource efficient.

Full consideration has been given to the site and surrounding context and the development has been designed and orientated so that it beds into the site and does not overlook the A96 or properties to the south. It is considered that the development reflects the site's semi-rural feel and has been designed to respect existing agricultural character. The site itself provides an attractive entrance to this part of the OP18 site and the development creates an inclusive layout that accommodates all modes of sustainable and active transport. The building has been designed in a way that reduces any effects on the surrounding developments by avoiding amenity impacts caused by noise and odour. In addition, there is ample opportunity for connections to adjacent path networks and public transport facilities and allowance for the easy movement of people throughout the site. While the building has been designed for a specific use, it has the potential to be altered should there be a future requirement to do so, making it adaptable and resilient.

It is considered that the supporting Design Statement provides sufficient information relating to the design options appraisal work and massing studies which successfully explains the design process undertaken. It is expected that this building will set the standard for the wider OP18 site when developed in the future. It is noted, however, that some details of the materials need to be finalised and as such it is appropriate to attach a condition requesting this information.

Overall, the Planning Service find the layout, siting and design of the development to be acceptable and it is considered that the proposal is fully compliant with Policy D1 - Quality Placemaking by Design.

Landscape

Policy D2 - Landscape requires all applications to be accompanied by an appropriate landscape strategy, which provides details of soft and hard landscaping. Details regarding this aspect have been provided and appear to be of a high standard. However, a fully detailed plan providing a full landscaping scheme will be required in order to fully satisfy Policy D2.

Relating to the aspect of landscape, it is acknowledged that there are a number of trees along the boundaries to the west and north which may be impacted as a result of upgrades to Walton Road. While a full Tree Survey is not required, compensatory planting will be sought to replace any lost trees. Therefore, and in order to satisfy the criteria of Policy NE5 - Trees and Woodlands, an appropriately worded condition will request full details of compensatory planning which will be assessed by the Planning Service.

Transport Impacts

The submitted Transport Statement has been reviewed by the Roads Development Management Team who has carried out an assessment in respect of walking and cycling; public transport; vehicular access; parking; internal roads layout and local roads network.

The existing left-in / left-out junction from the A96 onto Walton Road would be utilised with access to the site being formed 50m to the north of that existing junction. A new spine road is being provided which extends east along the northern boundary of the site. It is anticipated that this road would be utilised and extended for the development of the wider OP18 site, but only a section is required for this proposal. Two access points are being proposed off this internal road, the first would provide access to the main car park and the second would provide access to the service yard.

With regards to the A96 / Walton Road junction, it was discussed with the applicant that large goods vehicles should not cross the centreline of the A96 East-Bound lanes when emerging from the site. This has resulted in the requirement for geometric works to the existing junction. The suite of minimum required works would cater for the operation of the proposed development alone and not the additional demand of adjacent future sites within this wider opportunity site. However, the applicant acknowledges that undertaking the minimum requirements would be an inefficient use of resources as additional works would be required as the remainder of OP18 gets built out resulting in additional disruption to sites that gain access off Walton Road. As such, the applicant is proposing that geometric alterations to Walton Road, which are necessary to support the wider OP18 site, would be delivered as part of this proposal. These works involve widening Walton Road from 6m to 8m, the incorporation of pedestrian footways on both sides of the road and the incorporation of a splitter island with dropped kerbs. However, given that this wider suite of works is not required specifically to cater for this development and given funding concerns highlighted by the applicant, a condition will be used to ensure that final details of the proposed junction upgrade are submitted and approved prior to any development taking place. This will allow the applicant a degree of flexibility when finalising access arrangements and allow the Planning Service and Roads Development Management comfort in knowing what upgrades will take place.

With regards to active and sustainable transport, the Council has requested that the footpath along the southern boundary from Walton Road to the existing bus shelter be upgraded. While the exact extent of the footpath is still to be confirmed, the applicant has agreed to this upgrade. A condition will be utilised to ensure details of the upgrades are submitted to and approved by the Planning Service and the footpath is in place prior to the occupation of the building. It is noted that any existing street lighting columns would require to be relocated to the back of the footway/cycleway.

Also, the continuation of this footway (or cycleway) further along the wider site boundary of OP18 would be required for the further development of OP18 and should be included in any masterplan for the site.

Regarding the internal footway (and cycleways), these are acceptable in terms of location, however no details of their widths have been provided. Ideally all footways between the A96 and cycle storage / the new access road should be formed at, or upgraded to, 3m wide to permit cycling, and other footways should be at least 2m wide. The applicant has advised that dimensions of the roads and footways for the proposals will be submitted once details are finalised. Therefore, it is considered pertinent to condition the submission of this information.

With regards to any impact on the wider road network, the development's site management strategy seeks to coordinate the number, size, and times of deliveries, as well as coordinating loads which would reduce the number of individual vehicle movements. The information submitted shows that 26 vehicles are predicted to arrive and leave in the peak periods, which is 1 vehicle every 2 minutes. In addition, 8 – 17 deliveries are anticipated per day. Assuming, for robustness, that these are all arriving and leaving in the peak period, this would be a total of 43 vehicles in the peak hours, which is less than 1 vehicle per minute. This would have no noticeable effect on the surrounding road network.

With regards to parking, both vehicular and bicycle, 60 car parking spaces (55 "standard" and 5 disabled) and 10 bicycle racks (with capacity for 20 bicycles) would be provided for on site, all considered to be appropriate and acceptable. There is also be a requirement for electric vehicle spaces within the site, however finalised numbers and details have not been agreed at this time, therefore, this information will be secured by a condition.

A Framework Travel Plan has been submitted, however, it is acknowledged that there is a limit as to what this this framework plan can commit to until such time that the building has been constructed and is operational. The submitted plan simply sets out the general approach to be taken with this development and the intent to coordinate and monitor travel behaviour. Given this it is considered appropriate to request the submission of a travel plan by condition.

Roads Development Management has advised that it has no objection to this development, subject to a number of conditions, details of which are outlined above. The Planning Service are also content with this aspect of the proposal, as such, it is considered that the proposal is in compliance with Policy T2 - Managing the Transport Impact of Development and Policy T3 - Sustainable and Active Travel.

Noise and Odour

The submitted Noise Impact Assessment has been reviewed and has assessed potential impacts of the developments plant on nearby noise sensitive receptors, such as the existing dwellings on Walton Road 65m to the north. It is noted that this this assessment is a revision of the one initially submitted. On reviewing the initial version, it was considered that further information on noise control was required. The revised assessment advises that it is predicted that the cumulative plant noise level would be LAeq 39 dB outside the windows of the nearest noise sensitive receptor. This level meets the requirements provided the noise levels from all plant items do not exceed a sound pressure level of 55 dBA at 3 m (or 65 dB at 1 m) from the units and/or the extract/intake grilles on the facades. This limit applies to the following plant items, incubator extract hoods, booster set, pumps, air compressor and compressor. The noise limit (ie 55 dBA at 3 m) will be set as a requirement in the mechanical engineer's specifications, to ensure that when plant selections are made, the noise levels from the selected plant items adhere to the set limit. This is considered to be satisfactory to the Council's Environmental Health Service and the Planning Service and this aspect of the proposal therefore complies with Policy T5 - Noise.

With regards to odour, a ventilation strategy has been submitted, again this is a revised assessment as the initial version required some further information. There are several aspects of this development that would require appropriate ventilation, including incubator rooms, demo kitchens as well as meeting spaces and other communal spaces. This strategy has been assessed by Environmental Health and is found to be satisfactory, as such this aspect of the proposal is acceptable.

Flooding and Drainage

The risk of flooding in and around the site has been acknowledged, as such a Flood Risk Statement has been submitted in support of this application. The statement advises that in terms of fluvial flooding, there is no history in or around the proposed development site, as such there is no concern of flooding from the Green Burn, located to the north. With regards to surface water flooding, there is an area to the south east of the site that has been identified as being at risk especially given the existing topography of the site. In order to mitigate any risk of surface water flooding, the site would be serviced by an appropriate surface water drainage system, which would be designed in accordance with current standards. As such the opportunity for flooding would be limited.

In terms of drainage arrangements, a Drainage Strategy has been submitted and provides information on the existing infrastructure in place, ground conditions on the site and requirements set out by current guidelines. The strategy concludes that surface water would be discharged into the existing culvert to the south east of the site, in a controlled manner, and foul drainage would be discharged into the public combined sewer adjacent the A96.

Both the Flood Risk Statement and Drainage Strategy have been reviewed by the Planning Service, the Flooding Team and Roads Development Management and no objections or concerns have been raised. As such the proposal is considered to be in compliance with Policy NE6 - Flooding, Drainage and Water Quality.

Developer Obligations

As per Policy I1 - Infrastructure Delivery and Planning Obligations and its associated supplementary guidance, commercial developments where the floorspaces exceeds 1,000sqm or where the site area is in excess of 1Ha required to be assessed by the Council's Developer Obligations Team and as this proposal meets both of the aforementioned criteria an assessment has been undertaken. The assessment outlines the requirement of a financial contribution of £3,153 towards the Core Path Network, to which the applicant has confirmed agreement to the Heads of Terms. Subject to the conclusion of the Legal Agreement and payment of the obligation, the proposal is considered to comply with Policy I1.

Other Technical Matters

Given the location of the development, which is in close proximity of Aberdeen Airport, the proposal requires to be assessed against Policy B4 - Aberdeen Airport, in consultation with the Airport's Safeguarding Team. The team has advised that it has no objection to the development subject to the submission and subsequent approval of a detailed landscaping plan, which must comply with Advice Note 3 – Wildlife Hazards. This is considered to be a suitable and appropriate request given the developments proximity to the airport and the Planning Service are content that this information can be requested by a condition.

The team has also commented regarding the use of cranes during construction, details of which will be provided to the applicant via an advisory.

Policy R6 - Waste Management Requirements for New Development requires all new developments to have sufficient space for the storage of general waste, recyclable materials and compostable wastes where appropriate. The applicant has not provided exact details of the waste

storage for this development but details the ability of the refuse vehicle to manoeuvre into and out of the service yard have been provided. It is anticipated that the site has sufficient space for the storage of waste, but full details will be requested via a condition to satisfy the aforementioned policy.

The Council's Waste Team has provided information regarding facilities for commercial premises, which will be provided to the applicant by an advisory.

As per Policy R7 - Low and Zero Carbon Buildings, and Water Efficiency, all new buildings must meet at least 20% of the building regulations carbon dioxide emissions reduction target applicable at the time of the application through the installation of low and zero carbon generating technology and should reduce the pressure on water abstraction from the River Dee, and the pressure on water infrastructure. Full details and calculations of the buildings efficiency will be required by condition to ensure compliance with Policy R7.

Policy CI1 - Digital Infrastructure requires all new commercial development to have access to modern, up-to-date high-speed communications infrastructure. Given the location of the development it is not considered that there would be any concerns regarding the aspect of sufficient infrastructure.

Proposed Aberdeen Local Development Plan

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

Heads of Terms of any Legal Agreement

As noted above, the applicant has advised that they are agreeable to the Heads of Terms and have instructed that the obligation concerning the Core Path Network will be paid upfront and secured by a Section 69 Legal Agreement.

Conclusion

It is considered that while the proposal is not fully compliant with the principle policy, Policy LR1 - Land Release, the early release of the land has been adequately justified through the submitted options appraisal, the Masterplan / Development Framework that confirms the proposal would not prejudice the delivery of the remainder of OP18, the vision of the SDP and the project's place as part of the City Region Deal. As such the principle of development can be supported by the Planning Service as a suitable departure from the Aberdeen Local Development Plan 2017 in terms of OP18 and Policy LR1. All other aspects of the proposal have been assessed against all relevant policies highlighted above and is considered acceptable. The proposal is therefore recommended for approval subject to conditions and the conclusion of a legal agreement.

RECOMMENDATION

Willingness to Approve Conditionally and subject to the conclusion of a Legal Agreement to ensure payment of developer obligations.

REASON FOR RECOMMENDATION

While not fully compliant with Policy LR1 - Land Release Policy, material considerations provide sufficient justification for a departure from the Aberdeen Local Development Plan 2017 that allows the early release of land within the OP18 allocation. The development is also supported by an acceptable Masterplan / Development Framework confirming it will not jeopardise the wider allocation and its subsequent development. It is not considered that there would be any impact on the character or function of the existing Green Space Network as per Policy NE1 – Green

Space Network. Other aspects of the proposal are considered acceptable such as layout, siting and design, landscape, transport impacts, noise and odour, flooding and drainage waste and potential impacts on Aberdeen Airport. Although some outstanding information is still required to ensure full compliance with Policy D1 - Quality Placemaking by Design, Policy D2 - Landscape, Policy T2 - Managing the Transport Impact of Development, Policy T3 - Sustainable and Active Travel, Policy B4 - Aberdeen Airport, Policy NE5 - Trees and Woodlands, Policy R6 - Waste Management Requirements for New Development and Policy R7 - Low and Zero Carbon Buildings, and Water Efficiency, this will be secured by conditions. Overall, it is considered that the proposal is acceptable when considered against the policies of the current Local Development Plan and all associated guidance, the Proposed Aberdeen Local Development Plan 2020 and the vision of the Aberdeen City and Shire Strategic Development Plan 2020.

CONDITIONS

1. Materials

No works in connection with the development hereby approved shall commence unless details, including the specification and colour of the walls, to be used in the external finish for 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 finish has 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.

2. Junction Upgrade

The development hereby approved shall not be brought into use unless full and finalised details of the proposed upgrades to the A96 / Walton Road junction have been submitted to and approved in writing by the planning authority and implemented in accordance with the details thereby approved.

Reason: To ensure the existing access is adequately upgraded and can accommodate the level of traffic associated with this development.

3. Public Footpath

The development hereby approved shall not be brought into use unless full details of the upgrades to the public footpath along the southern site boundary, which has been designed in accordance with the Council's Standards, have been submitted to and approved in writing by the planning authority and implemented in accordance with these details. The upgraded footpath shall be permanently retained thereafter.

Reason: To ensure safe access for pedestrians to existing public infrastructure.

4. Internal Footpaths

The development hereby approved shall not be brought into use unless full details of the internal footpaths within the application site boundary, have been submitted to and approved in writing by the planning authority and implemented in accordance with the details. Thereafter the internal footpaths shall be permanently retained.

Reason: To ensure safe access and movement for pedestrians and cyclists.

5. Electric Vehicular Charging Points

No works in connection with the development hereby approved shall commence unless details of the electric vehicular charging points within the car park has been submitted to approved in writing by the planning authority. Thereafter, the development shall not be brought into use until the

electric vehicular charging points are implemented in accordance with the details thereby approved. The electric vehicular charging points shall be permanently retained and maintained to the specifications in the referred to approved details.

Reason: To ensure the provision of adequate charging points within the site.

6. Travel Plan

Within 6 months of the date the building hereby approved being brought into use a Travel Plan for that building shall be submitted to the planning authority for approval. The Travel Plan shall:

- encourage more sustainable means of travel and shall include mode share targets;
- identify the measures to be implemented, the system of management monitoring review, reporting, and the duration of the incorporated measures designed to encourage modes other than the private car.

Once approved the measures set out the Travel Plan shall be implemented and permanently retained thereafter.

Reason: In the interests of encouraging a more sustainable means of travel to and from the proposed development.

7. Landscaping Scheme

No works in connection with the development hereby approved shall commence unless a scheme of hard, soft and water landscaping works has been submitted to and approved in writing by the planning authority in consultation with Aberdeen Airport. Details of the scheme shall include the following and shall be in accordance with the Airport Operations Association, Safeguarding of Aerodromes - Advice Note 3:

- a) Existing landscape features and vegetation to be retained.
- b) Protection measures for the landscape features to be retained.
- c) Existing and proposed finished levels.
- d) An indication of existing trees to be removed as a result of the upgrades to Walton Road and its junction with the A96.
- e) An indication of existing shrubs and hedges to be removed.
- f) The location of new trees, including compensatory planting to replace those lost as a result of the upgrades to Walton Road and its junction with the A96, shrubs, hedges grassed areas and water features.
- g) A schedule of planting to comprise species, plant sizes and proposed numbers and density.
- h) The location, design and materials of all hard landscaping works including the courtyard area.
- i) A programme for the implementation, completion and subsequent management of the proposed landscaping.

All 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 avoid endangering the safe movement of aircraft and operation of Aberdeen Airport through the attraction of birds and an increase in the bird hazard risk of the application site and 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.

8. Energy Statement and Water Efficiency

The building hereby approved shall not be erected unless an Energy Statement has been submitted to and approved in writing by the planning authority. The Energy Statement shall include the following items:

- a) Full details of the proposed energy efficiency measures and/or renewable technologies to be incorporated into the development; and
- b) Calculations using the SAP or SBEM methods which demonstrate that the reduction in carbon dioxide emissions rates for the development, arising from the measures proposed, will enable the development to comply with Policy R7 of the Aberdeen Local Development Plan 2017.

Details of all water saving technologies and techniques within the proposed development must also be submitted to and approved in writing by the planning authority.

Thereafter, the development shall not be occupied unless it has been constructed in full accordance with the approved details in the Energy Statement and the carbon reduction measures and water saving technologies and techniques are in place and fully operational.

Reason: to ensure this development complies with the on-site carbon reductions required in Scottish Planning Policy and Policy R7 of the Aberdeen Local Development Plan 2017.

9. Full Fibre Broadband

That the development hereby approved shall not be brought into use unless a scheme for the provision of a full fibre broadband connection for the development has been submitted to and approved in writing by the planning authority. Thereafter the scheme shall be implemented as approved.

Reason: In order to provide the development with access to high-speed communications infrastructure, in accordance with the requirements of Policy CI1 (Digital Infrastructure) of the Aberdeen Local Development Plan.

10. Surface Water Drainage

The development hereby approved shall not be brought into use unless the proposed surface water drainage system has been provided in accordance with the approved plans and the Drainage Strategy prepared by Curtins, dated December 2020, unless otherwise agreed with the planning authority. The surface water drainage system 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.

11. Waste Management

That the development hereby approved shall not be brought into use until full details of the waste/recycling bin storage areas have been submitted to and approved in writing by the planning authority. Once approved, the development shall not be occupied unless the storage area has been provided in accordance with the approved details.

Reason: To ensure that suitable provision is made for the storage of recycling, food waste and residual waste bins.

ADVISORY NOTES FOR APPLICANT

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 its height would exceed 10m or that of surrounding trees and structures.

Use of cranes, or other tall construction equipment must be notified to Aberdeen International Airport Safeguarding Manager (abzsafeguard@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 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.

Construction Consent

Construction Consent for the proposed road(s) will be required prior to the commencement of any roadwork. It is advised that the Colin Burnet, Roads Construction Consent Team is contacted on 01224 522409 to discuss this matter in further detail.

Hours of Construction Work

Unless otherwise agreed in writing with Aberdeen City Council Environmental Health Service (poll@aberdeencity.gov.uk / 03000 200 292), construction work associated with the proposed development should not take place out with the hours of 07:00 to 19:00 Mondays to Fridays and 08:00 to 13:00 on Saturdays. No noisy work should be audible at the site boundary on Sundays.

Where complaints are received and contractors fail to adhere to the above restrictions, enforcement action may be initiated under the Control of Pollution Act 1974.

Waste

- Business premises need to be provided with a bin store to allocate, within the property, the waste and recycling bins.
- Commercial waste bins cannot be stored on the street any day of the week as per Council Policy 2009 (Obstructions- Commercial Waste Bins). Infringement on the Council Policy can lead to a fine of £500 per bin as adopted by the Enterprise, Strategic Planning and Infrastructure Committee on 29th August 2013.
- There are many waste contract collection providers operating in Aberdeen and each one provides different collection of waste and recycling services. For this reason, business premises need to liaise with their waste contract collection to ensure the correct management of their waste.
- Business premises have a legal Duty of Care covering all the waste they produce. This means that it is the Business premises responsibility to manage and dispose of any waste correctly.
- The Waste (Scotland) 2012 requires that all businesses from 1st January 2014 are required to separate paper, cardboard, glass, plastic and metals for recycling. Some businesses will additionally be required to separate their food waste (where food waste >5kg per week).
- General tips for site and hopefully the chosen waste collection contractor will detail this but for access, the following is needed:
 - An area of hard standing at storage and collections point(s)
 - Dropped kerb at proposed bin collection point
 - Yellow lines in front of bin collection point
 - Bin storage areas to ideally be provided with a gulley and wash down facility for the interest of hygiene

For further independent guidance about waste and recycling provision, storage and collection please refer to the following document: http://www.lgcplus.com/Journals/3/Files/2010/7/14/ADEPTMakingspaceforwaste_000.pdf and additional Trade Waste information can be found in the Waste Supplementary Guidance available at <http://www.aberdeencity.gov.uk/nmsruntime/saveasdialog.asp?IID=74584&sID=14394>