

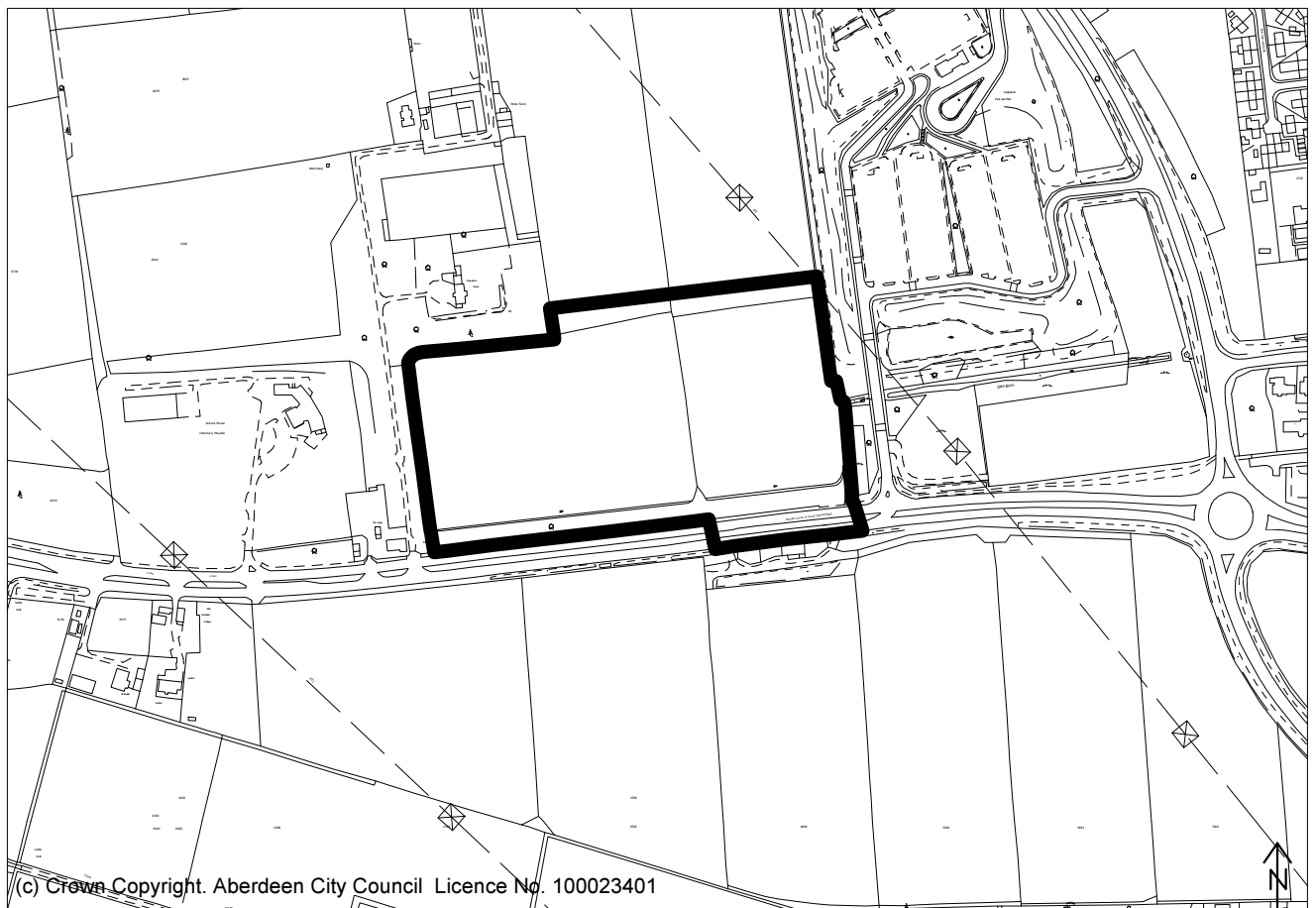
**PLOT 1 KINGSWELLS BUSINESS PARK,
KINGSWELLS HOME FARM**

**ERECTION OF OFFICE BUILDING WITH
ASSOCIATED ACCESS ARRANGEMENTS
(INCORPORATING NEW ROUNDABOUT
JUNCTION WITH THE A944 CAR/CYCLE
PARKING, SERVICING AND
LANDSCAPING AND DRAINAGE
PROPOSALS**

**For: Drum Kingswells Business Park
Ltd/Nexen Ltd**

Application Ref. : P111653
Application Date : 02/11/2011
Officer : Harry Campbell
Ward: Kingswells/Sheddocksley
Ironsides/P Stephen/W Stuart)

Advert : Dev. Plan Departure
Advertised on : 16/11/2011
Committee Date : 22 March 2012
(L Community Council : Comments



RECOMMENDATION: Approve with Legal Agreement

DESCRIPTION

The site lies on the north side of the A944 Aberdeen – Westhill dual carriageway, a short distance to the west of the Kingswells roundabout. It consists of a south facing agricultural field presently laid out to grass. The southernmost part of the site, closest to the A944 is flatter, boggy land while the northern part is more steeply sloping and drier. A band of mature, mainly beech, trees screens the site from the main road. A short length of roughly surfaced access road leads from the A944 to a gated field access located at the south east corner of the site. Immediately to the east of the site is the Kingswells Park and Ride facility, which is screened from the site by a well planted 38 metre wide amenity strip of semi-mature mixed woodland. The sloping agricultural land to the north of the site is the subject of separate, but related, planning applications.

To the north of the western part of the site lies Kingswells House, which is set in its own poicies, and north of that is a collection of buildings known as Home Farm.

PRE-APPLICATION CONSULTATION

The applicants have fulfilled their statutory obligation to undertake pre-application consultation (PAC) with the local community and have submitted the necessary Pre-application Consultation Report along with the application. PAC is required because the development falls within the category of “major development”. With the agreement of the planning authority, a combined consultation exercise was undertaken in respect of the Development Framework and Phase One Masterplan as well as the detailed proposals for Plots 1 and 2, both of which constitute major applications. (Members may care to note that there is a separate planning application for Plot 2 which also falls to be considered on this agenda.) In brief, the applicants undertook the following actions in respect of PAC:–

Meetings with representatives of Kingswells Community Council to explore conceptual ideas and address ket concerns.

Served a Proposal of Application Notice (PAN) on relevant parties.

Advertised and held a public event, including an exhibition, in Kingswells Primary School. This was organised in consultation with the Community Council. 38 people attended the event and all were encouraged to complete a questionnaire/comments form. A total of 21 forms were returned.

Briefed local Council Members, MP and MSP about the event and its purpose.

Launched a web site from 20th July – 15th August 2011 to enable further comments to be made by people who could not attend the public event. The existence of the web site was advertised in the Community Council news letter. A total of 7 responses were received by this means.

The main issues raised by the community as a result of the PAC related to

Ability of the local road network (especially the A944) to cope with the development;

AWPR will have a positive impact;

Park & Ride needs to be promoted;

Air pollution from road traffic;

Pleased with high quality design that is proposed;

High standard of design should be maintained;

Opportunities for heat and power to be provided should be investigated;

Development will be positive for the City;

No need for development of this type in Kingswells;

Will increase income in the area;

Removal of pylons is acceptable.

HISTORY

There is no relevant planning history attached to the application site.

PROPOSAL

This is an application for full planning permission for the erection of an office building with a gross floor area of 11,832 square metres. The main building would be located generally on the north-western quadrant of the site and would consist of a main core with four distinct projecting wings. It would be generally 3 storeys high with a flat roof. The external walls would be clad with granite (light grey), aluminium framed dark grey glazed curtain walling, wood and resin panelling (dark grey) and treated vertical timber boarding (golden). The elevations on the projecting wings would consist of vertically proportioned, full height glazed bays separated by granite clad pilasters. These wings would be 13.4 metres high. The central "core" would consist of an ovoid shaped central element clad in timber and almost wholly contained within substantial glazed screens, and projecting above them at roof level. The ovoid would accommodate the main lifts, along with the main reception (on the ground floor) and meeting and conference rooms on the first and second floors. It would project some 3.5 metres above the general height of the main wings. The majority of the building would contain open plan office space. Banks of solar panels would be placed on the roofs of the eastmost wings although they would be hidden behind the parapet.

A two level car park accommodating 320 cars would take up most of the north east quadrant of the site. Between that car park and the office building there would be a 16 space (including 12 wheelchair accessible) surface car park for visitors and a further 10 dedicated to "service parking". A further 6 wheelchair accessible car park spaces would be provided at the drop off point. The service yard would be located to the north of the main building.

A synthetic 5-a-side football pitch for staff use, enclosed by a 3 metre high mesh fence, would be formed in the northern part of the site. To the east of that facility, lying between it and the two storey car park, would be a building accommodating an energy centre.

Access to the development would be by way of a new boulevard which would be designed to cater for the wider business park development. The boulevard would run north-south along the eastern boundary of the application site and join the A944 at new signalised “T” junction to be constructed at the site’s south east corner. The existing vehicular access into the Kingswells Park and Ride site would be closed off and a new access link constructed between the new boulevard and the Park and Ride site, to be located some 170 metres north of the new junction. That link is the subject of a separate planning application. The new junction would, however necessitate the removal of some 55 trees at the eastern end of the tree belt that runs along the southern boundary. These trees are currently protected by a Tree Preservation Order.

To the south of the office building and car parking area, new SUDS ponds would be created. These would form an integral part of the landscape setting for the development and also form an important element in new habitat creation. New aquatic vegetation would be planted around the fringes of the pond and new grassland areas formed around it. The land would be sculptured to form grassy mounds as part of a wild flower meadow. There would be formal and informal paths crossing the grassed area and circling the ponds. The Den Burn, which flows west-east across the site in a culvert, would be diverted via the existing ditch along the southern boundary of the site, before rejoining its existing course at the eastern edge of the site.

REASON FOR REFERRAL TO SUB-COMMITTEE

A small part of the application site is owned by the Council. Kingswells Community Council originally objected to the application – the objection has not formally been withdrawn but the Community Council have confirmed that, following certain clarifications, they are now satisfied with the proposal. This means that the application falls outwith the approved scheme of delegation.

CONSULTATIONS

ROADS SECTION – A Transport Assessment, taking account of the application proposal and the other proposed developments on the business park, has been submitted in support of the application and its conclusions and identified mitigation measures have been agreed. Walking and Cycling – All walking/cycling paths within the development will be constructed to shared use footway/cycleway standard. There would be an upgrade to the Westhill Cycleway along the southern boundary of the site as far as the western end of the new deceleration lane. A Toucan crossing is proposed across the the development access road at the new junction and a pedestrian crossing facility is also proposed across the A944 to the east of the development access where a new bus stop will be located. Public Transport – access to the development will be by way of the existing Park and Ride service and services on the A944. However, at present there is no commitment from the existing operators to divert services into the site. Future applications in Phase 1 should investigate if, and how, this can be achieved. Travel Plan – prior to occupation of the development the applicant should agree a suitable Travel Plan with the local authority by way of a legal agreement. Parking – 346 car parking spaces are proposed and this is acceptable to Roads officials. Suitable cycle and motor cycle parking should be provided. Access and Road Layout – access will be via a new signalised “T” junction and this is considered acceptable.

The speed limit at the junction should be reduced from 50mph to 40mph by way of implementing a TRO, the cost of which would be borne by the developer. A capitalised payment for the maintenance of new traffic lights for a 10 year period will be required. Local Road Network – Mitigation measures are proposed for the Kingswells roundabout, consisting of additional approach lanes on the A944 and C89 north approaches. Strategic Transport Fund (STF) Contributions - a contribution of £474,004 will be required for an office development of this scale. Drainage Impact Assessment – discussions currently on going but can be dealt with by way of Road Construction Consent and does not need to be covered by a condition.

ENVIRONMENTAL HEALTH – No comments received

COMMUNITY COUNCIL – Initially objected to the application but are now satisfied with the proposal. However, the original objection has never been formally withdrawn.

SEPA – Finalised comments yet to be received. A verbal report will be given by officers to the development management sub-committee.

BAA – No objection provided a Bird Hazard Management Plan is submitted and approved in writing.

PLANNING GAIN TEAM – Suitable financial contribution required to be used for environmental and core path network access improvements.

HISTORIC SCOTLAND – Do not object to the application but have concerns about the spatial relationship between the wider business park development and the setting of the Consumption Dyke to the north, which is a Scheduled Ancient Monument.

REPRESENTATIONS

Apart from the Community Council comments, one other letter of representation has been received.

The individual letter of representation contains an objection to the new roundabout that was originally proposed at the access to the site from the A944. However the proposal has now been amended to include a signalised “T” junction instead of the roundabout.

PLANNING POLICY

The site falls within a wider area allocated for Policy LR1 (Land Release Policy) purposes in the adopted Aberdeen Local Development Plan. It is also identified as an opportunity site (OP40) in the Plan.

The application site also falls within an area that has been subject to a Materplanning and Development Framework exercise.

EVALUATION

The first issue to be determined is whether or not the proposal complies with the development plan. The development plan consists of the approved Aberdeen City and Shire Structure Plan and the Aberdeen Local Development Plan (LDP).

The Structure Plan contains a number of high level policies and objectives relating to economic development. One objective is to provide opportunities which encourage economic development and create new employment in a range of areas that are both appropriate for, and attractive to, the needs of different

industries, while at the same time improving the essential strategic infrastructure necessary to allow the economy to grow in the long term. The Structure Plan seeks to achieve that objective by making sure there is at least 60 hectares of land available to businesses at all times in a range of places within Aberdeen City. At least 20 hectares of industrial land in the City and Shire falling within strategic growth areas (of which Aberdeen City forms part) should be of a standard which will attract high-quality businesses or be suitable for company headquarters. It is considered that the application complies with these high level Structure Plan aspirations. Local Development Plans are identified as the vehicle by which new land allocations should be made to meet the high level Structure Plan targets.

Aberdeen LDP Policy LR1 states that employment development on sites allocated within Phase 1 (2007 – 2023) will be approved in principle within areas designated for employment. Table 4 of the LDP shows the site as falling within Phase 1 therefore the broad principle of employment development is established. Opportunity site 40 (OP40) states that the site offers an opportunity for a 50 hectare development of business land which will attract high quality businesses or be suitable for company headquarters. The proposal clearly complies with the LDP in terms of Policy LR1 and OP40. The office block would be occupied by an important player in the offshore oil industry and meet the aspirations for attracting prestigious occupiers to the business park. Approval of this application would act as a catalyst for attracting other high profile operators to the area.

In summary, it is considered that the proposal complies with the broad land use policies contained in the development plan.

A Development Framework and Phase 1 Masterplan report was approved by the Enterprise, Planning and Infrastructure Committee on 13th September 2011. The approved Framework covers a much wider area than the Plot 1 application site and takes in the areas covered by the applications for Plots 2, 3 and 4. The Masterplan was subject to a rigorous public consultation process and is intended to be used as a tool to guide the detailed planning applications that will be submitted for the various developments within the business park.

The Development Framework sets out a clear vision for the business park: to “create a business park with an exemplary working environment where quality architecture is set in a landscape which both enhances the buildings themselves and provides the highest levels of amenity for all” and “to provide a sustainable, well integrated extension to Kingswells which includes essential high quality business accommodation and employment opportunities to enhance the economic growth of the wider City Region.”

The key objectives for the Development Framework are to:

- Create a landscape which reflects the rural character of this area of Aberdeen; relates to the surrounding area and takes its references from the natural heritage;
- Create settings for buildings which are sympathetic, balanced and mitigate their visual impact on the landscape;

- Create external environments which enhance the daily living experience;
- Create a high quality environment by the considered design of external features such as footpaths, street furniture, woodland belts and boundary walls;
- Provide multiple connections and maximum choices for people to use sustainable travel modes to travel to work, e.g. walk, cycle, or bus.

The Masterplan subdivides the larger area into individual development “rooms”, one of which is the application site. The site is regarded as one of the most important within the development area as it would be located at the main access to the business park. The retained section of tree belt along the southern boundary, taken together with the tree belt on the west boundary, the water feature and habitat created by the proposed SUDS pond on the southern part of the site and the proposed new tree belt along the north boundary would provide the setting for a high quality building on the site. Aquatic planting would be undertaken on the margins of the SUDS pond. The land around the SUDS pond would be regraded and moulded to form a series of landscaped swales and hillocks. It is considered that all of these proposals comply with the landscape objectives set out in the approved Masterplan and would provide a high quality setting for the buildings.

The application does however, raise a number of other material considerations that need to be addressed.

Trees

The formation of the vehicular access to the business park off the A944 dual carriageway would result in the loss of a number of trees along the road frontage which are covered by a Tree Preservation Order. The approved Masterplan and Development Framework recognises the TPO designation but has also acknowledged that some tree removal here would be required to form the main access into the site. Most of these trees are located in the eastmost 80 metres or so of the road frontage tree belt to allow for an appropriate length of deceleration lane for eastbound traffic entering the business park and sightlines for traffic leaving the park. While the loss of these trees would be regrettable, this has to be balanced against the development of the business park which will bring forward much needed business land in the City, thus helping to retain existing businesses in the City and attract new companies. The integrity of the westmost 150 metres or so of the tree belt would be retained but with one or two individual trees being removed for safety reasons. A total of 55 trees throughout the site would be felled to accommodate construction, levels, alterations and sight lines. A further 13 trees would also be felled for safety reasons. The loss of these trees along the A944 would initially seem regrettable but would have the advantage of allowing visual connectivity into the high quality landscaped setting of Plot 1 and would introduce a feeling of arrival at the main access road into the business park.

Landscape Impact

The applicants submitted a detailed Landscape Proposals Document in support of the application. Some of the overall landscape concept has been described under the Development Framework section above. However, the landscape

design for Plot 1 is based around the SUDS ponds (which are designed to accommodate other development plots as well as Plot 1), wild flower meadows, a planted woodland belt along the northern boundary and a mounded grassland setting for the building and car park. The retention of most of the existing tree belts and the creation of the new tree belt will help form the development “room” as indicated in the Development Framework. The immediate setting of the building would allow for a transition between the more formal setting of the building and the more naturalistic surroundings on the southern part of the site.

Access, Traffic and Transport

The applicants have submitted a Transport Assessment in support of both the application and the overall Phase 1 development. This has been evaluated by Roads officials and its conclusions are deemed to be satisfactory. The main access into Phase 1 of the business park would consist of a dual carriageway landscaped boulevard running in a northerly direction along the eastern part of the site, and connected to the A944 by a signalised T-junction. The boulevard would therefore serve both Plot 1 and the development land located to the north of it. The access from the boulevard into Plot 1 would be located some 70 metres north of the A944 junction. The existing vehicular access on the A944 into the Kingswells Park and Ride site would be closed off to motor vehicles but would still be available for use by pedestrians and cyclists. The existing opening in the central reservation at that point would also be closed off. Roads officials are satisfied with these arrangements therefore these proposals are considered to be acceptable.

Internally the site would be served by a network of pedestrian and cycle paths, generally laid out on an east – west grid, which would provide good access from the main access boulevard. These will form part of a wider integrated network of footpaths and cycle paths throughout the site. Again this is acceptable to Roads officials and it is considered that this will help create a good network of connected links throughout the business park, thus complying with one of the main aspirations of the Development Framework.

Roads officials require a Travel Plan to be developed and adhered to by the occupiers and it is proposed that this be made a requirement contained in the legal agreement.

Additional amendments required to the proposed cycle and motor cycle parking can be satisfactorily covered by condition.

Planning Gain

The application has been assessed by the Planning Gain team and it has been calculated that a financial contribution of £11,167 to be utilised towards environmental improvements and providing links to the core path network, would be appropriate.

Strategic Transport Fund (STF)

This is non-statutory supplementary guidance in support of the Aberdeen City and Shire Structure Plan 2009. The details are contained a report entitled “Delivering Identified Projects through a Strategic Transport Fund” which was approved by the Strategic Development Plan Authority on 15th December 2012.

Amongst several aims, the structure plan seeks to create sustainable mixed communities and make the most efficient use of the transport network. To help achieve these aims, the structure plan identifies strategic growth areas (the whole of Aberdeen City is a strategic growth area) as the main focus for development and includes several references to the link between the scale of new development proposed, the need to deliver new infrastructure and the requirement for developer contributions. These messages are reflected in the Local Development Plan and supported by Scottish Government Circular 1/2009: Development Planning and 1/2010: Planning Agreements. The method for calculating the required level of financial contribution to the STF is identified in the report and the level of contribution required from the application site is £474,004.

Low Carbon Emissions

LDP Policy R7 (Low and Zero Carbon Buildings) requires all new buildings to be installed with low and zero-carbon generating technology to reduce the predicted carbon dioxide emissions by at least 15% below 2007 building standards. The applicants have submitted BREEAM Offices Assessment which has been assessed by Building Standards officers. The report shows that the 15% target will be more than achieved and it is considered that the proposal therefore complies with Policy R7.

Wildlife and Habitat

The applicants have submitted a comprehensive Ecological Survey Report and subsequent Ecological Management Plan in support of the application. These documents relate to the Phase 1 area of the opportunity site, not just the application site and are applicable to all of the Phase 1 planning applications to be determined.

Surveys took place in 2010, 2011 and 2012. The only evidence of badgers was a probable path and crossing point from the Home Farm area into Plot 2. Badgers are present in the wider area beyond the west of the site boundary. There was no evidence of otter or water vole on the Denburn and its suitability for these species is very low. Breeding bird activity on the main part of the site was low and largely restricted to birds recorded in the woodland areas bordering or adjacent to the site, or in the woodland strip bordering the A944. Bat activity levels from common and soprano pipistrelle bats around the woodland edges of the site, including along the A944 woodland strip, were high and it is likely there is a maternity roost in a nearby house. A soprano pipistrelle roost (possibly a mating roost) was suspected (from the behaviour of bats at dawn) in the trees bordering the A944, although no bat roost was confirmed during tree climbing survey in 2012. The main part of the site i.e. over the improved grass fields, provides only limited foraging for bats. There are records for red squirrel in the Kingswells area but no evidence of their presence was found. A grey squirrel was observed in the strip of woodland bordering the A944. Low numbers of frogs have been recorded in the marshy grassland area during initial amphibian survey.

The Ecological Management Plan identifies a detailed range of measures including new habitat creation that will be taken to increase the biodiversity of the site and provide opportunities for colonisation by new species. Broadly, these measures include

- Creation of SUDS Pond and Wet Wildflower Meadow thus creating new amphibian habitats, which would also be managed and monitored.
- Management Regimes for both of the habitat elements
- Planting of Native Woodland and Hedgerow
- Management of new Trees and Hedgerows
- Increasing Habitat Diversity in Existing Woodland eg by providing and maintaining bat and bird boxes and under planting with a ground layer.

It is proposed that the site would be monitored for a period of 5 years after completion. It is considered that the wildlife survey and proposed management regime are acceptable and will be instrumental in increasing bio-diversity both on the wider opportunity site and individual development sites within it.

Relationship with Consumption Dyke

Historic Scotland were consulted on the application and although they have not objected to the proposal, they did express some concerns about the spatial relationship between the wider business park development and the setting of the Consumption Dyke to the north, which is a Scheduled Ancient Monument. These concerns, however, relate more closely to the northern part of the overall opportunity site area, rather than Plot 1 itself. It is also a material consideration that the Scottish Government Reporters, in their decision letter relating to the LDP, stated that to the north, the overall development site would be contained within the line of the large 'consumption' dyke and both it and its immediate setting should be safeguarded. This can be secured through the green space network designation which runs along either side of it. The extent of the green space network shown on the LDP proposals map is indicative, and its precise extent will be confirmed through the subsequent master planning process. The connecting dykes extend southwards over a ridge. This should enable sufficient separation from the new built development to be secured so that the original agricultural function and setting of the dyke can be appreciated.

It is not considered that this is a particular issue affecting Plot 1 but in any case the approved Development Framework and Masterplan has taken account of the consumption dyke and will ensure that its setting is maintained.

SUMMARY

The proposal complies with the development plan and therefore there is no policy conflict. It also complies with the terms of the approved Development Framework and Masterplan. This proposal will result in a high quality business site set in an appropriate landscape setting. The loss of 55 trees covered by a Tree Preservation Order is considered to be more than compensated for by additional tree belt planting to the north of the building which will provide a sense of enclosure to the site. Suitable conditions will be attached to ensure the timely implementation of the various necessary improvements to the local transport network. The financial contribution required for Planning Gain can be covered by condition and the STF contribution and Travel Plan by the legal agreement.

This development will help bring forward much needed high quality business land in the City and will encourage further inward investment in the area. It is therefore recommended that the sub-Committee approve the application subject to the conditions below and to a legal agreement in respect of a financial contribution to the Strategic Transport Fund (STF).

RECOMMENDATION

Approve with Legal Agreement

REASONS FOR RECOMMENDATION

the proposal complies with the development plan and the approved Kingswells Development Framework and Masterplan. It will bring forward much needed business development land in the City and act as a springboard for further inward investment.

it is recommended that approval is granted with the following condition(s):

(1) that all planting, seeding, turfing and other associated soft and hard landscape works, as well as the footpaths and cyclepaths all as comprised in approved drawing numbers

178_PH1_PL1_SE0_X001 Rev02; 178_PH1_PL1_SE1_S001 Rev02;
178_PH1_PL1_SE2_S001 Rev02; 178_PH1_SE3_S001 Rev02;
178_PH1_PL1_SE4_S001 Rev02; 178_PH1_PL1_SE5_S001 Rev02;
178_PH1_PL1_SE6_S001 Rev02; 178_PH1_PL1_SE1_H001 Rev02;
178_PH1_PL1_SE2_H001 Rev02; 178_PH1_PL1_SE3_H001 Rev02;
178_PH1_PL1_SE4_H001 Rev02; 178_PH1_PL1_SE5_H001 Rev02;
178_PH1_PL1_SE6_H001 Rev02,

or such other drawings as may subsequently be approved in writing for the purpose by the planning authority, shall be carried out in or before the first planting season following the completion of the development and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a size and species similar to those originally required to be planted, or in accordance with such other scheme as may be submitted to and approved in writing for the purpose by the planning authority.

Reason - in the interests of the amenity and biodiversity of the area, the creation of new habitats and to ensure appropriate connectivity throughout the site.

(2) That all tree works on the site shall comply with the Plot 1 Arboricultural Method Statement prepared by Alan Morton Tree Consulting Ltd, a stamped copy of which is appended to this planning permission, or such other amended document that may subsequently be approved in writing for the purpose by the planning authority .

Reason - in order to ensure adequate protection for the trees on site during the construction of the development.

(3) that no part of the development shall be occupied unless

i) the new junction on the A944 has been constructed in compliance with approved Fairhurst drawing number 87537/1300 Revision F, or such other drawing as may subsequently be approved in writing for the purpose by the planning authority, and the junction and associated traffic signals and pedestrian/cycle Puffin and Toucan crossings are fully operational; and

ii) the existing access road leading from the A944 into the Kingswells Park and Ride site has been closed off to vehicular traffic as detailed in approved Fairhurst drawing number 87537/1300 Revision F, or such other drawing as may subsequently be approved in writing for the purpose by the planning authority. The existing access to the Park and Ride site shall not, however, be closed off until the alternative link road leading from the new boulevard to the Park and Ride site has been completed and is fully operational.

Reason - in the interests of road safety, the free flow of traffic and to ensure that appropriate vehicular access is provided to the application site, the wider business park and the Kingswells Park and Ride facility.

(4) that the development shall not be occupied unless further detailed drawings showing a) a minimum of 38 long stay cycle stands, b) a minimum of 2 short stay cycle stands located close to the main entrance to the office building, c) a minimum of 15 motorcycle parking spaces and d) suitable showering facilities for cyclists within the office building have been submitted to, and approved in writing by, the planning authority.

Reason - in the interests of sustainability and to encourage the use of cycles/motorcycles for travel to and from the site.

(5) the development shall not be occupied unless the proposed SUDS ponds and associated SUDS measures have been constructed and are fully operational.

Reason - in the interests of sustainability, habitat creation and to ensure that the site is properly drained.

(6) that, unless otherwise agreed in writing by the planning authority, no trees on the site shall be felled, lopped, topped or otherwise interfered with other than those identified for felling and remedial works in the report entitled Tree Survey and Arboricultural Constraints prepared by Alan Morton Tree Consulting Ltd and associated drawing number TS-02 Revision B, stamped copies of which are appended to this planning permission, or such other details or drawings as may

subsequently be approved for the purpose in writing by the planning authority.

Reason - to minimise the loss of existing trees on the site and in the interests of amenity and landscape setting.

(7) that no development shall take place unless the tree protection measures identified in Alan Morton drawing number TPP-05, a stamped copy of which is appended to this planning permission, or such other drawing as may be subsequently approved in writing for the purpose by the planning authority, have been implemented and are fully operational. The tree protection measures shall remain in position until all construction work on the site has been completed. No trees located in the Park and Ride site shall be felled or otherwise interfered with without the prior written approval of the planning authority.

Reason - in order to preserve the amenity of the area

(8) that no materials, supplies, plant, machinery, spoil, changes in ground levels or construction activities shall be permitted within the protected areas specified in the approved scheme of tree protection without the prior written consent of the Planning Authority and no fire shall be lit in a position where the flames could extend to within 5 metres of foliage, branches or trunks.

Reason - in order to ensure adequate protection for the trees on site during the construction of the development.

(9) that no development shall take place unless a scheme for the creation of a link road between the proposed boulevard and the Kingswells Park and Ride site has been submitted to, and approved in writing by, the planning authority. No part of the development shall be occupied unless the approved link road has been constructed, is fully operational and is available for use.

Reason - to ensure that vehicular access to the Park and Ride site is maintained after closure of the existing access on the A944.

(10) that the development shall not be occupied unless the energy measures assessed as being designed to achieve a "very good" BREEAM rating on page 9 of the BREEAM Offices Assessment undertaken by Wallace Whittle, a stamped copy of which is attached to this planning permission, have been implemented and are fully operational.

Reason - in the interests of sustainability and to ensure an energy efficient development.

(11) that the development shall not be occupied unless

i) the bus stops shown on approved Fairhurst drawing number 87537/1300 revision F, or such other drawing as may subsequently approved in writing for the purpose by the planning authority, have been constructed and are fully operational, and;

ii) a scheme for the provision of bus shelters at the bus stops has been submitted to, and approved in writing by, the planning authority and such scheme as may be so approved has been implemented and is fully operational.

Reason - in the interests of sustainability and to encourage the use of public transport to and from the development

(12) that the development shall not be occupied unless a scheme for improvements to the capacity of the existing Kingswells roundabout on the A944 has been submitted to, and approved in writing by, the planning authority and the approved scheme has been implemented and is fully operational.

Reasons - In the interests of road safety and the free flow of traffic.

(13) that the development shall not be occupied unless the car parking provision shown on the approved drawings, or such other drawings as may subsequently be approved in writing for the purpose by the planning authority, have been constructed, laid out and demarcated and are available for use.

Reason - To ensure that sufficient car parking is available to cater for the development.

(14) that all external lighting shall comply with the Wallace Whittle External Lighting Strategy dated October 2011, a stamped copy of which is appended to this planning permission, or such other external lighting details as may subsequently be approved in writing for the purpose by the planning authority.

Reason - in the interests of amenity and to ensure that the development is adequately lit.

(15) that the development shall not be occupied unless the bird hazard management proposals contained in the Rentokil report entitled "Working with Halliday Fraser Munro to Maintain a Safe Working Environment", a stamped copy of which is appended to this planning permission, or such other amended report as may subsequently be approved in writing for the purpose by the planning authority, have been implemented and are full operational.

Reason - to ensure the safe operation of aircraft using Aberdeen Airport.

(16) that, prior to two months before development commences on the site, the applicants shall submit a Construction Method Statement for the development of the site and any associated works. All construction work shall comply with the terms of the approved Construction method Statement. No development shall take place unless the Construction method statement has been approved in writing by the planning authority.

Reason - to avoid the pollution of any watercourses during the course of construction and to ensure that the effects of any landfill that may exist on the site is safely mitigated.

(17) that the existing bus stops located to the east of the Kingswells roundabout shall remain available for public use until the new bus stops and bus shelters proposed to the west of the roundabout have been constructed and are available for public use.

Reason - In the interests of public safety and to encourage the use of public transport for travel to and from the site.

(18) that all development on the site shall generally comply with the principles established in the approved "OP40 - Kingswells Development Framework and Phase One Masterplan Report - September 2011"

Reason - to ensure that development on the application site generally complies with the approved Development Framework principles for the business park as a whole.

(19) that no development shall take place unless a Planning Gain financial contribution of £11,167 has been paid to the planning authority, by way of a suitable binding letter of agreement. The contribution will be used towards core path network environmental and access improvements.

Reason - to ensure that the development contributes towards the improvement of core path network access in the vicinity of the site and in the interests of sustainability.

Dr Margaret Bochel

Head of Planning and Sustainable Development.