

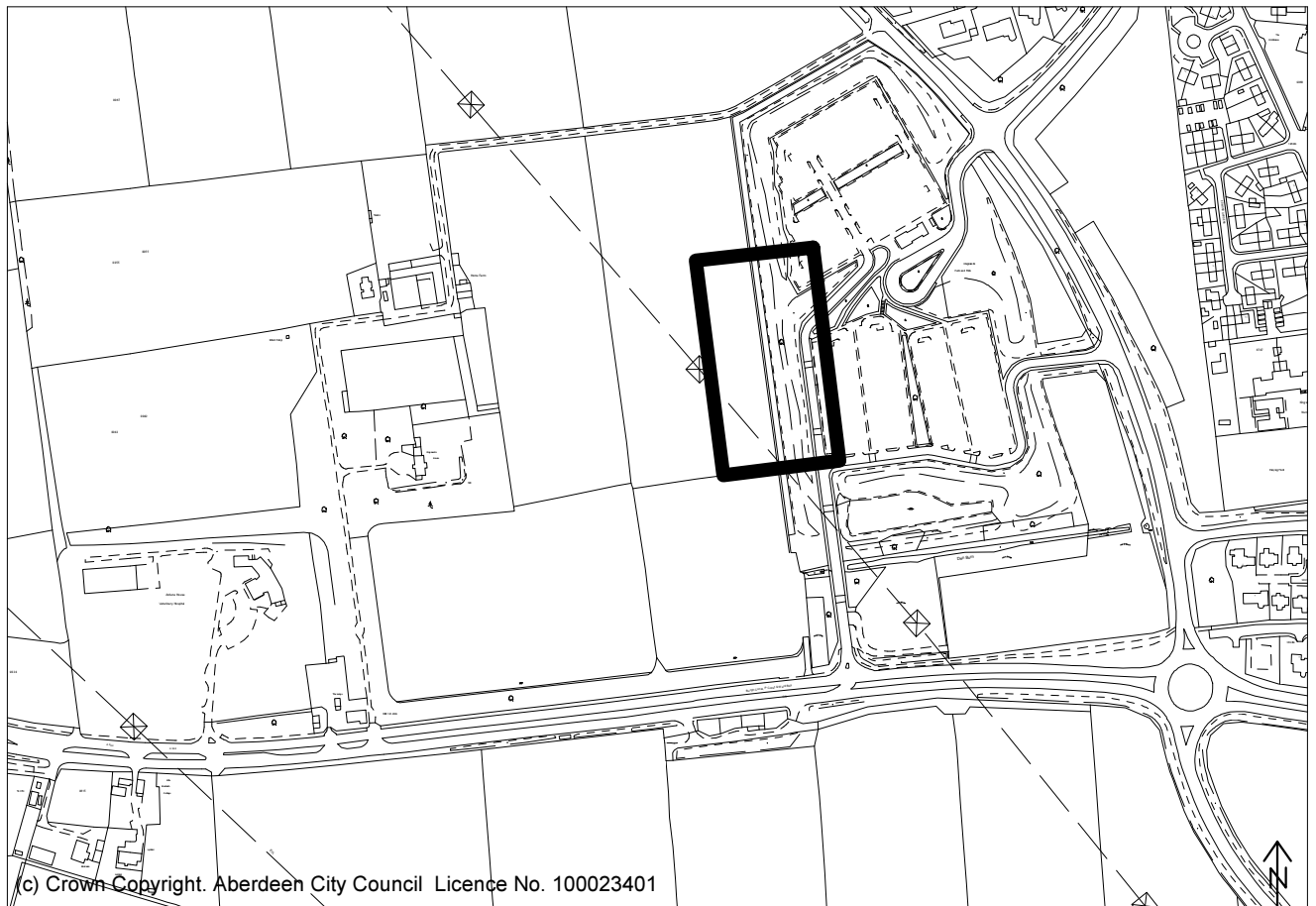
LAND TO EAST PRIME FOUR, PLOT 2
KINGSWELLS HOME FARM, KINGSWELLS

CREATION OF VEHICULAR AND
CYCLE/PEDESTRIAN LINKS TO MAIN
ACCESS BOULEVARD

For: Drum Kingswells Business Park Ltd

Application Ref. : P120016
Application Date : 05/01/2012
Officer : Harry Campbell
Ward: Kingswells/Sheddocksley
Ironsides/P Stephen/W Stuart)

Advert : Dev. Plan Departure
Advertised on : 19/01/2012
Committee Date : 22 March 2012
(L Community Council :



RECOMMENDATION: Approve subject to conditions

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 linear area of land encompassing part of a south facing agricultural field and an area of amenity planting and parking within the Kingswells Park and Ride facility.

The site covers an area of approximately 1.14 ha (3.48 acres), and covers a narrow stretch of land along a north- south axis.

The main extent of the Kingswells Park and Ride facility is located to the immediate east of the site. Sloping agricultural land to the north, west and south of the site are subject to separate, but related, planning applications for business park development.

HISTORY

There is no relevant planning history attached to the site other than it forms part of the larger Park and Ride site

PROPOSAL

This is an application for full planning permission for the creation of an access road and pedestrian footpath / cycle way in order to link the existing Kingswells Park and Ride facility to proposals for Business Park development to the immediate west.

The vehicular link would extend to 40 metres, and take the form of an access road at 90 degrees from the main access boulevard proposed within the Business Park itself (subject to separate applications). Once operational, all traffic entering and exiting the Park and Ride from the A944 would use the boulevard and associated link road within the Business Park, with the existing junction arrangement currently servicing the Park and Ride from the A944 closed.

To the north of the vehicular link a separate pedestrian and cycle route is proposed, extending to 40.5 metres. This route would then cross the main access boulevard to join with a connecting path network to the west (subject to separate applications).

REASON FOR REFERRAL TO SUB-COMMITTEE

The land is owned by the City Council therefore the application falls outwith the Council's approved scheme of delegation.

CONSULTATIONS

ROADS SECTION – No objection

ENVIRONMENTAL HEALTH – No objection

COMMUNITY COUNCIL – No response.

SEPA – No objection but recommend that a condition be attached to ensure the timeous completion of the overall business park SUDS proposals.

REPRESENTATIONS

None

PLANNING POLICY

The site falls partly within a wider area allocated for Policy LR1 (Land Release Policy) purposes and partly for Policy T1 (Land for Transport) in the adopted

Aberdeen Local Development Plan. It is also partly identified as an opportunity site (OP40) in the Plan.

The application site also partly 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).

It is not considered that this particular application raises any issues of a strategic nature therefore the Structure Plan is not relevant in this case.

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 related 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 as the road and footpath link is enabling development necessary to allow the development of the business park. Policy T1 states that transport infrastructure required to facilitate new development will be supported in principle and it is considered that this is precisely the purpose of the new link. The proposal therefore complies with both Policy LR1 and Policy T1.

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 large area to the west of this relatively small link road site. 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 detailed design issues addressed in the Development Framework and Masterplan are not particularly relevant to this small element of the overall business park. This connection into the Park and Ride site is required replace the current access on the A944 and to improve pedestrian and cycling connectivity into the Park and Ride and points further east. It has been identified by the Framework as being required to enable the overall development to succeed.

The new links would cut through a small section of the existing landscaped tree belt on the west side of the Park and Ride site. Inevitably a number of existing trees would be removed as a result of the development but this would be amply compensated for by the new high quality landscaping that would be planted throughout the business park.

New drystone boundary walling would be constructed at the vehicular access using the down takings from the existing section of drystone wall that would be removed. This is considered acceptable.

In conclusion, this development is required to enable the new business park and the existing Park and Ride facility to co-exist and allow a safe access to be formed on the A944. It is therefore recommended that the application be approved subject to suitable conditions related to landscaping, boundary walling and the timing of the construction of the road.

RECOMMENDATION

Approve subject to conditions

REASONS FOR RECOMMENDATION

the proposed road and footway/cycle path complies with the development plan and the approved Kingswells Phase 1 Development Framework and Masterplan. The road is required as an alternative access to the Kingswells Park and Ride site to replace the existing access on the A944 which will be closed. The road and footway/cycle path will support the development of the wider business park and improve connectivity to the east.

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

(1) that all landscaping and boundary enclosure details shown on approved drawings 178_PH1_PR_SE2_S001 Rev02; 178_PH1_PR_SE2_H001 Rev02; 178_PH1_PR_SE1_S001 Rev02; 178_PH1_PR_SE1_H001 Rev02 shall be implemented during or before the first planting season following completion of the development

Reason - in order to preserve the amenity of the area.

(2) that the development shall not be brought into public use unless the junction details shown on approved Fairhurst Drawing number 87537/1200 J have been implemented and the existing vehicular access to the Kingswells Park and Ride site on the A944 has been closed to motor vehicles.

Reason - in the interests of public safety and the free flow of traffic

Dr Margaret Bochel

Head of Planning and Sustainable Development.