

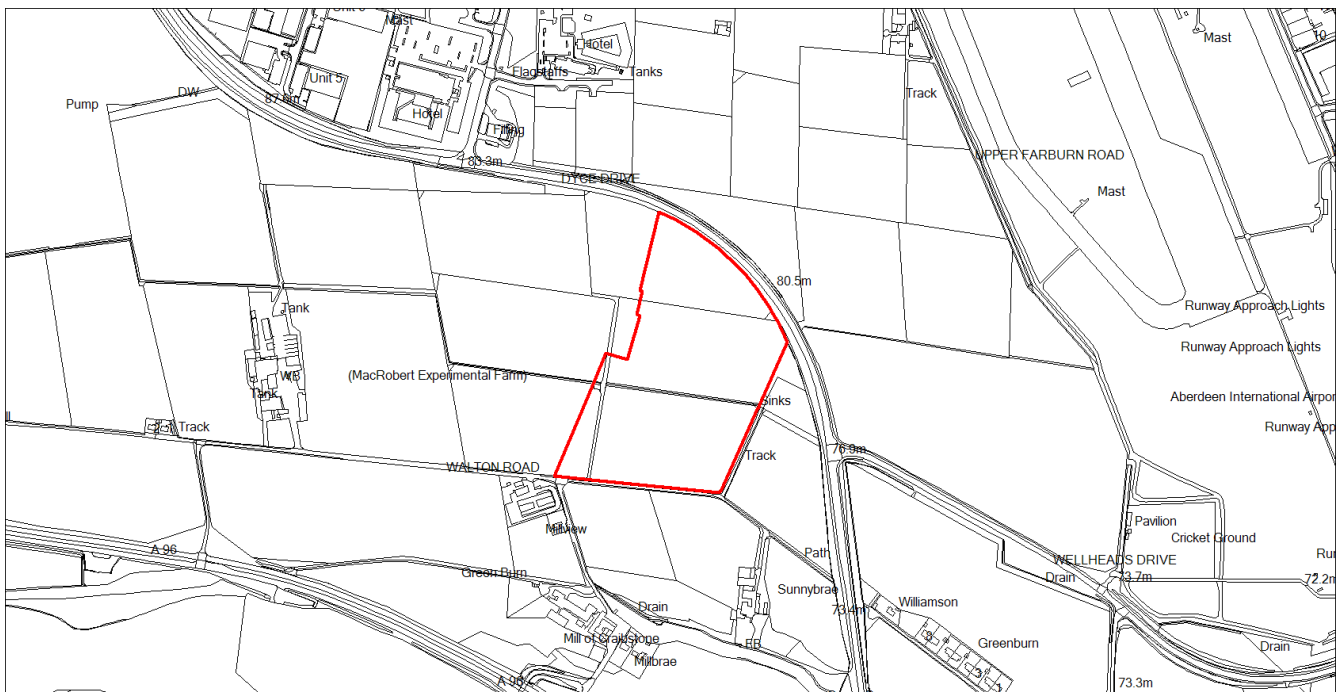
**PLOT 1, ABERDEEN INTERNATIONAL
BUSINESS PARK, DYCE DRIVE, DYCE,
ABERDEEN**

**APPROVAL OF MATTERS SPECIFIED IN
CONDITION 1 (ACCESS, DESIGN, LAYOUT)
OF A4/1644 IN RELATION TO ERECTION OF A
FOUR STOREY OFFICE DEVELOPMENT AND
ANCILLARY FACILITIES, CAR PARKING AND
LANDSCAPING**

For: Abstract (Cornwall) Limited

**Application Type : Approval of Conditions for
Planning Permission in Principle
Application Ref.: P130350
Application Date: 27/03/2013
Officer: Matthew Easton
Ward : Dyce/Bucksburn/Danestone(B Crockett/G
Lawrence/N MacGregor/G Samarai)**

**Advert: Section 34 -Proj. Pub. Concern
Advertised on: 10 April 2013
Committee Date: 13 June 2013
Community Council : No response
received.**



RECOMMENDATION: Approve subject to conditions

DESCRIPTION

The site comprises open agricultural fields on land situated to the south and west of Dyce Drive. It extends to some 6.72 hectares, is relatively flat but has a slight gradient from west to east of 1/100m. There are several dry stone dykes defining the field boundaries. There is a small area of trees to the north west of the site and towards the eastern boundary.

A watercourse (the Northern Burn) runs from west to east through the site. It features straight engineered sections with abrupt change in direction. It is a slow flowing channel which was likely to have been installed to provide drainage for agricultural activities. The burn enters a culvert in the south east corner of the application site before going under Dyce Drive.

To the north and east across Dyce Drive is the ABZ Business Park which is currently under construction. To the south is open farmland which is allocated for development. To the west is further land under the ownership of the applicant where it is intended to develop future phases of the proposed business park. Beyond this is land allocated for the proposed airport link road (ALR) between the A96 and Dyce Drive as well as the proposed park and choose facility, both of which have the benefit of planning permission.

RELEVANT HISTORY

Planning permission in principle (A4/1644) for class 4 business park, ancillary class 5 general industrial and class 6 storage and distribution uses and associated infrastructure works was approved by delegated powers on 19th November 2012.

PROPOSAL

Proposed Development

It is proposed to construct the first phase of what is to be known as 'Aberdeen International Business Park' (AIBP). The development concept is to provide a high quality office campus set within an attractive park environment.

The first phase would be building with a floor space of 32,249m² (gross) and 29,597m² (net). This would be broken down to 27,250m² (net) of class 4 office space and 2347m² (net) of ancillary leisure space, expected to comprise meeting and collaboration spaces, dining and social space, a crèche, fitness facilities and a small retail store to serve employees of the development.

The building would be located centrally within the site and be divided up into three rectangular shaped pavilions, which would be arranged generally in a U shape around a central square which it is intended would be formed as a shared surface. The closest part of the northern most pavilion would be located 60m to the west of Dyce Drive, the central pavilion 100m and the south pavilion 180m. Each pavilion would be 43.3m long x 67.3m wide with the main part of the building extending to 18.8m in height, although the inclusion of plant enclosures of the roof would bring the overall height to 22.2m. The northern and central

pavilions would be connected at ground and first floor level by a glazed atrium, whilst the south and central pavilions would be connected at ground floor only. Each of the pavilions would face onto the aforementioned central square located to the immediate west of the building.

The design of the buildings would be relatively simple with strong vertical lines and a neutral colour scheme of light whites and grey colours. Areas of anodised metal cladding would create different identities for each building.

Vehicular access to the site would be via a new junction from Dyce Drive. After leaving Dyce Drive the access road would lead cars to the east, around the perimeter of the site to car parks behind the central and southern pavilions. This would allow the approach to the central square to be formed as a shared surface and for traffic to avoid the central square. Two further phases of development are shown indicatively on drawings and would be situated immediately to the west of phase one and would stretch to the proposed airport link road (ALR). The aspiration is for public transport to use this route through the square and continue on through the future phases of the business park and exit onto the airport link road, from which access to the park and choose could be taken.

The eastern car park would accommodate 314 spaces at ground level and 272 spaces on a single decked level above. The southern surface car park would accommodate 611 parking spaces, creating a total of 1197 spaces for the development. Strips of soft landscaping would be interspersed throughout the car park and the decked parking structure would be partially clad in green 'living walls'.

Space for 130 bicycles and 47 motorcycles would be provided at ground level underneath the car park deck. Further short stay bicycle stands would be provided within the central square.

In order to accommodate the development layout, approximately 240m of the Northern Burn would be realigned. This realignment would include two culverts and one footbridge.

Native tree species would be planted around the boundaries of the site in a tree belt which would generally be around 10-15m in width. The entrance to the site would be heralded by large single stemmed trees to create a formal approach to the central square which itself would feature soft landscaping and raised planting areas which will include seating to allow office workers to enjoy the space.

There would be a gently sloping landscaped area at the northern end of the site with south facing grass and a path to allow informal recreation such as walking and eating outside. The northern pavilion would enjoy views out over this area and beyond towards the airport. Between the central and eastern pavilion would be the southern garden which would comprise an outdoor dining terrace featuring good quality paving and timber decking and informal seating within a lawn. A basketball court would be provided for office workers to utilise at lunchtimes or early evening.

Matters to Be Addressed

Approval is sought of condition 1 of planning permission in principle A4/1644. This condition relates to the layout and design of the development, specifically –

- (i) means of access;
- (ii) siting of building(s) and location of hard surfaces;
- (iii) design and external appearance of the building(s);
- (iv) car parking layout with the number of spaces conforming with the Council's adopted car parking standards;
- (v) arrangements for the segregation, storage, collection and management of commercial and business waste;
- (vi) noise assessment for any intended development plot carried out by a suitably qualified noise consultant;
- (vii) plot boundary treatment;
- (viii) cycle parking (for employees & visitors) and appropriate changing/showering facilities for cyclists;
- (ix) details of any zero and low carbon equipment to be incorporated into the development and predicted carbon emissions (using SAP or SBEM calculations); and
- (x) landscaping internal to each plot.

Matters relating to traffic generation have already been addressed in the planning permission in principle and cannot be revisited through this application.

A separate and as yet undetermined application (130583) was submitted in early May 2013 for the approval of matters specified in conditions relating to drainage, watercourse engineering, archaeology, environmental management plan and waste management plan.

A further undetermined application has recently been submitted (130754) in relation to the external lighting scheme, bird hazard management and strategic landscaping.

Further applications will be required to address matters relating to a green travel plan and a strategic pedestrian and cycle path strategy for the overall development.

Supporting Documents

All drawings and the supporting documents listed below relating to this application can be viewed on the Council's website at

<http://planning.aberdeencity.gov.uk/PlanningSearch.asp>. On accepting the disclaimer enter the application reference quoted on the first page of this report.

In support of the application a Design and Access Statement, Access Statement, Landscape Statement, a Low and Zero Carbon Statement and Ambient Noise Survey were submitted.

REASON FOR REFERRAL TO SUB-COMMITTEE

The application has been referred to the Sub-committee because the development involves construction of a building to a height exceeding 20m. Such developments are specified within Schedule 3 of the Development Management Procedure (Scotland) Regulations 2008 and accordingly the application falls outwith the scope of the Council's Scheme of Delegation.

CONSULTATIONS

Roads Project Team –

- Understand that a separate planning condition, which has not yet been purified, will bring forward the full cycle and pedestrian infrastructure and phasing proposals. Satisfied that all details can be confirmed when this condition is purified.
- Urge the applicant to provide an east/west pedestrian and cycle route through the site to allow with eventual tie up with neighbouring sites and to Dyce Drive. It is noted that the applicant has indicated that this can be provided in response to Condition 13 of the original consent. This is of high importance in the accessibility of this site and of the wider masterplan.
- A shared use pedestrian and cycle path should be provided on the west side of Dyce Drive along the site boundary. Additionally a shared pedestrian and cycleway should be provided to both sides of the access road as far as the shared surface area. This can be provided under the terms of Condition 13 of the original consent.
- All combined foot and cycleways, outwith the shared surface area, are required to be of a minimum width of 3m, irrespective of whether or not they are to be adopted.
- Car parking is satisfactory. It is noted that the position of the short stay cycle parking varies between drawings. The preference is immediately adjacent to the main door of the building, or conveniently located in the square. A minimum of 4 cycle spaces should be provided at this location using Sheffield style stands. Long stay cycle parking proposals are acceptable.
- A minimum of 45 spaces are required. Each space will require a means of parking motorcycles securely, and a condition is requested to this effect.
- Satisfied that appropriate details of public transport infrastructure can be considered in relation to Condition 12 of the original consent.

- The Council will require to adopt the access road from the traffic signal junction with Dyce Drive to the shared surface area and the full extent of the shared surface area from the end of the access road. This will include the square, as a turning facility will be required until the full infrastructure connecting with the A96 access road is in place and operational. This will ensure that the shared surface area will be accessible by all. The car park access road will not be adopted beyond the shared surface area. It is understood that the building will be serviced from the rear, and this is accepted. It is considered that it will be possible for a service vehicle to enter and exit the rear car park area in a forward gear.
- The applicant is requested to demonstrate that the road (not the shared surface area) extending from the traffic signalised junction into the site will be of sufficient length to accommodate the full length of the queue that will extend from the traffic signals.
- It is requested that the crossroad junctions adjacent to the shared surface is removed in the interest of road safety.
- There are concerns regarding the proposed access junction with Dyce Drive. It appears that the northwest bound approach on Dyce Drive has arrows indicating one lane each for ahead, left and right turning traffic. This is not in accordance with the original Transport Assessment, or with the junction modelling that was undertaken at that time. The final junction must reflect that which was modelled and approved at that time. It is understood that there are geometrical issues with the proposed layout which have been raised by Roads Construction Consent colleagues. These will require to be resolved.

Environmental Health – No observations.

Enterprise, Planning & Infrastructure (Flooding) – Full drainage proposals including all SUDS proposals and calculations and a Drainage Impact Assessment for the proposed development should be submitted.

Community Council – No response received.

Aberdeen International Airport – The proposed development has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria after changes were made to the landscaping scheme. Details of drainage, bird hazard management and lighting will be agreed in a future application.

NATS (En-Route) Plc. – In relating to the safeguarding of the Perwinnes radar site, the proposed development was examined from an en-route navigation infrastructure technical safeguarding perspective and the findings show that it may infringe NATS safeguarding criteria as it would introduce reflections of Perwinnes radar. NATS therefore objected to the application.

Since the date of the objection, NATS has been working with the developer to design a means of mitigating the impact and has now secured a contract with the

developer to deliver the agreed means of mitigation at the proposed development. The objection is therefore withdrawn.

REPRESENTATIONS

None received.

PLANNING POLICY

Aberdeen Local Development Plan

Policy D1 (Architecture and Placemaking) – To ensure high standards of design, new development must be designed with due consideration for its context and make a positive contribution to its setting. Factors such as siting, scale, massing, colour, materials, orientation, details, the proportions of building elements, together with the spaces around buildings, including streets, squares, open space, landscaping and boundary treatments, will be considered in assessing that contribution.

Landmark or high buildings should respect the height and scale of their surroundings, the urban topography, the City's skyline and aim to preserve or enhance important views.

Policy D3 (Sustainable and Active Travel) – New development will be designed in order to minimise travel by private car, improve access to services and promote healthy lifestyles by encouraging active travel. Development will maintain and enhance permeability, ensuring that opportunities for sustainable and active travel are both protected and improved. Access to, and movement within and between, new and existing developments will prioritise transport modes in the following order - walking, cycling, public transport, car and other motorised vehicles.

Street layouts will reflect the principles of Designing Streets and will meet the minimum distances to services as set out in Supplementary Guidance on Transport and Accessibility, helping to achieve maximum levels of accessibility for communities to employment, essential services and areas of recreation.

Existing access rights, including core paths, rights of way and paths within the wider network will be protected and enhanced. Where development proposals impact on the access network, the principle of the access must be maintained through the provision of suitable alternative routes.

Policy D6 (Landscape) – Development will not be acceptable unless it avoids:

- i) significantly adversely affecting landscape character and elements which contribute to, or provide, a distinct 'sense of place' which point to being either in or around Aberdeen or a particular part of it;
- ii) obstructing important views of the City's townscape, landmarks and features when seen from busy and important publicly accessible vantage points such as

roads, railways, recreation areas and pathways and particularly from the main city approaches;

iii) disturbance, loss or damage to important recreation, wildlife or woodland resources or to the physical links between them;

iv) sprawling onto important or necessary green spaces or buffers between places or communities with individual identities, and those which can provide opportunities for countryside activities.

Development should avoid significant adverse impacts upon existing landscape elements, including linear and boundary features or other components, which contribute to local amenity, and provide opportunities for conserving, restoring or enhancing them.

Further guidance is available in our Supplementary Guidance: Landscape Strategy Part 2 – Landscape Guidelines.

Policy B11 (Specialist Employment) – In areas that are identified as Specialist Employment Areas on the Proposals Map, only Class 4 Business uses shall be permitted.

Activities associated with research, design and development of new or existing technologies, products, processes or services of a high technology nature, together with related educational/training facilities are encouraged in these areas.

Ancillary facilities aimed primarily at meeting the needs of businesses and employees within the business and industrial area may be permitted where they enhance the attraction and sustainability of the specialist employment area for business investment.

Policy B14 (Aberdeen Airport and Aberdeen Harbour) – Due regard will be paid to the safety, amenity impacts on and efficiency of uses in the vicinity of the Airport and Harbour.

Policy R6 (Waste Management Requirements for New Development) – Details of storage facilities and means of collection must be included as part of any planning application for development which would generate waste.

Policy T2 (Managing the Transport Impact of Development) – New developments will need to demonstrate that sufficient measures have been taken to minimize the traffic generated.

Maximum car parking standards are set out in Supplementary Guidance on Transport and Accessibility and detail the standards that different types of development should provide.

Supplementary Guidance

Low and Zero Carbon Buildings – Provides the methodology for developers to demonstrate compliance with Aberdeen Local Development Plan Policy R7, which requires all new buildings to install low and zero carbon generating technology.

Transport and Accessibility – Aims to assist developers in the preparation of planning applications. This document examines a number of transport and accessibility issues that may have to be considered as part of a planning application.

EVALUATION

Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 (as amended) 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

Principle of Development

The local development plan zoning as business and industrial land and planning permission in principle A4/1644 established that the land is suitable for business and industrial use.

The ancillary uses proposed within the ground floor of the building are expected to include meeting and collaboration spaces, dining and social space, crèche, fitness facilities and retail. Policy BI2 (Specialist Employment) permits ancillary facilities aimed primarily at meeting the needs of businesses and employees within the development if would enhance the attraction and sustainability of the area for business investment. It is considered that that provision of such facilities within AIBP would contribute significantly to the attractiveness of the business park and the wider area as a place for businesses to locate. The distance to similar existing facilities is considerable and the inclusion of such facilities has the potential to reduce the number of vehicle trips to and from the development.

Means of Access (i), Siting of Building and Location of Hard Surfaces (ii) and Design and External Appearance of the Building (iii)

Access

Access to the development would be taken from a new junction from Dyce Drive, opposite the recently constructed junction to the ABZ Business Park to the north. Future phases of the development to the west would continue the internal shared surface road and roads which service the car parks. A secondary access into the business park is expected to be created onto the Airport Link Road once it is completed.

The location and general layout of the Dyce Drive junction are considered acceptable to the Roads Projects Team; however concern has been raised with specific aspects of the junction. It appears that the northwest bound approach on Dyce Drive has arrows indicating one lane each for ahead, left and right turning traffic. This is not in accordance with the original Transport Assessment, or with the junction modelling that was undertaken at that time. Additionally, the length of the access road into the site at the traffic signalised junction as shown on the plans, may not be of sufficient length to accommodate expected queues of vehicles waiting to exit the site. These matters will require to be addressed, however it is considered that it would be subject of discussion at roads construction consent (RCC) stage and it is not considered to be a matter which would hinder the granting of planning permission. If any minor changes are required to the junction as the result of the RCC process, it is expected that they can be dealt with as a non-material variation to the approval planning consent.

Indicative layouts for phase 2 of the development are shown on some of the submitted drawings and show a cross-road junction adjacent to the entrance to the shared surface. This is considered undesirable from a road safety perspective and the Roads Projects Team has asked for its removal. However, the fourth arm of the junction (which results in the cross-road) is within phase 2 of the business park and does not form part of the application, is not proposed at this time and is not within the site boundary for this application. Therefore it is not considered necessary to remove the fourth arm from the plans. It has been made clear to the developer that when an application for phase 2 is submitted a cross-road will not be acceptable.

Details of full pedestrian and cycle routes throughout the current phase 1, future phases and the adjacent D2 Business Park to the west are subject of a separate condition on the planning permission in principle.

The developer has indicated that they wish all roads within the development to remain private. However, the Council as roads authority intend to adopt the access road from the traffic signal junction with Dyce Drive to the shared surface area and the full extent of the shared surface area from the end of the access road. This will include the square, as a turning facility will be required until the full infrastructure connecting with the A96 access road is in place and operational. This will ensure that the shared surface area will be accessible by all. The car park access road will not be adopted beyond the shared surface area. Details of the road construction etc. will be addressed through the RCC process.

The building would be serviced from the rear, and this is accepted by the Roads Projects Team. It is considered that it will be possible for a service vehicle to enter and exit the rear car park area in a forward gear.

Taking the foregoing into account it is considered that the proposal has given due consideration for the provision of Policy T2 (Managing the Transport Impact of Development) and Policy D3 (Sustainable and Active Travel).

Layout

A distinctive and formal entrance to the development from Dyce Drive would be created through the use of formal tree planting and a transition to a shared surface, which is welcomed. Rather than approaching the building through a large expanse of car parking, as is more often the case with office developments, vehicle would be routed around the back of the building in order that the central square outside the three pavilions and the shared surface functions as a semi-pedestrianised space, where the emphasis is on pedestrian movement rather than vehicular. This would contribute to creating a sense of place and provide office workers with a space to enjoy the outdoors. The shared surface and paths throughout the landscaped areas beyond would also provide a safe route for pedestrians through the development from north to south, increasing permeability in the area.

In order to accommodate the development layout, approximately 240m of the Northern Burn would be realigned. This realignment would include two culverts and one footbridge. The detail of the realignment and engineering of the burn is being dealt with through a separate application for matters specified in conditions (130583) however in principle the realignment of the burn is acceptable. It would feature native grasses along its banks and form a green link through the development and contribute to it's campus and parkland character.

Building Design

The proposed building would be substantial in size yet have a relatively lightweight appearance through the extensive use of curtain wall glazing and light coloured metal cladding. The design of the buildings would be relatively simple with strong vertical lines and a neutral colour scheme of light whites and grey colours. Areas of anodised metal cladding would create different identities for each building and add interest. Whilst the design and architecture of the buildings is by no means unusual or outstanding, the building is somewhat more visually interesting than typical office buildings within the industrial estates and business parks of Dyce and that is to be commended.

The large areas of glazing would afford the building occupants views over the central square and area of landscaping around the site.

The development has been designed to a high standard and that the creation of 'a sense of place' has been given a high priority by the developer. The use of a shared space as the focus of the development and provisions for pedestrian movement around the site are welcomed. It is considered therefore that due consideration has been given to the provisions of Policy D1 (Architecture and Placemaking).

Airport Safeguarding

Aberdeen International Airport has been consulted on the proposals in terms of the safeguarding of airport operations. The proposals and have assessed and AIA confirm that there are no physical or technical safeguarding issues with regards to the position or size of the building. Therefore in relation to design and

layout due consideration has been paid to the safety, amenity impacts on and efficiency of uses in the vicinity of the Airport as required by Policy BI4 – (Aberdeen Airport and Aberdeen Harbour)

Radar Safeguarding

Due to the buildings being in excess of 15m in height, the Council was required to consult NATS on the proposal in order to determine if there would be any impact upon the operation of the radar site at Perwiness, which is located approximately 4.8km east of the site, between Dyce and Bridge of Don. In addition to providing data to air traffic controllers at Aberdeen International Airport, the site also provides data to the Scottish Area Control Centre at Prestwick. Therefore because the safety of aircraft in UK airspace in part relies on the Perwiness radar, it is important to ensure that its operation is not inhibited by new developments.

NATS examined the proposed development from an en-route navigation infrastructure technical safeguarding perspective and the findings were that the buildings would introduce reflections to the Perwiness radar. Therefore NATS objected to the proposal. Subsequently NATS worked with the developer to design a means of mitigating the impact and has now secured a contract with the developer to deliver the agreed means of mitigation at the proposed development which will involve modifications to the radar system. Therefore NATS have withdrawn their objection and due to the contract between the developer and NATS there is no requirement for planning conditions or legal agreement in relation to this matter. The Council are therefore satisfied that the safeguarding of the Perwiness radar site has been taken into account.

Car Parking Layout (iv) and Cycle Parking (viii)

Car Parking

The Council's adopted parking standards would allow for a maximum of 1208 parking spaces to be provided for this size of development. 1197 spaces are proposed, which includes 60 disabled spaces, and this level of provision is considered acceptable by the Council's Roads Projects Team. Access and egress to the car park as described previously would be onto the access road and then Dyce Drive.

The siting of the car parks behind the buildings is welcomed and use of decked parking considered sensible given the large area of surface car park which would otherwise be required. Both these elements allow a more pedestrian focused environment to be created within the central square and shared surface area and more extensive landscaping to be provided around the buildings.

Cycle and Motorcycle Parking

Space for 130 bicycles and 47 motorcycles would be provided at ground level underneath the car park deck. This would provide secure and sheltered parking for staff close to the rear entrance to the building and away from the public areas.

Shower and changing facilities would be provided within each pavilion for staff and are identified on the layout plans.

Further short stay bicycle stands would be provided within the central square for visitors to the development in accordance.

A condition has been attached to ensure the provision of motorcycle parking with secure anchor points and short and long stay cycle parking. Although the cycle parking provision varies between drawings, the condition refers to a particular drawing.

The parking proposals are therefore considered to comply with the Transport and Accessibility Supplementary Guidance and Policy T2 (Managing the Transport Impact of Development).

Waste Management (v)

A service road would be created around the rear of the buildings though the car park which would provide access to four waste and recycling stores serving the building.

Vehicles would be able to turn within the car park and enter and exit the site in a forward gear. Future phases of the business park would provide the opportunity for a through route to be created for service vehicles.

It is considered that due consideration has been given to Policy R6 (Waste Management Requirements for New Development).

Noise Assessment (vi)

Part of the development lies within the 57dB LEQ noise contour (2011) for Aberdeen International Airport. Therefore an ambient noise survey has been submitted in order to demonstrate that occupiers of the development would not be subject to unreasonable levels of noise either from aircraft noise or road traffic on Dyce Drive.

The survey shows that with the use of 6mm/12mm/6mm glass the internal noise levels will be met. The developer has confirmed that all glass used within the development will meet this specification.

Therefore it is considered that a suitable environment in terms of noise would be created for future occupants of the building.

Zero and Low carbon Equipment (xi)

A low and zero carbon statement has been submitted which demonstrates that through the building fabric alone there would be a 59.3% reduction in the CO₂ emissions. Therefore the development would achieve a CO₂ saving greater than required by the current building standards and is therefore complies with the Low and Zero Carbon Buildings supplementary guidance.

Boundary Treatment (vii) and Landscaping (x)

The landscaping scheme aims to create a distinctive and formal entrance to the development from Dyce Drive through the use of formal tree planting and a wide boulevard style approach. This would create a good first impression of the development from Dyce Drive.

Usable outdoor space with different characters for recreational use by office workers would be created throughout the development, including the central square, gardens and informal meadow ground. High quality paving would be used throughout with natural granite used at the building entrances. This would assist in creating a sense of place and offer a high quality environment for employees and those using the site as a pedestrian route to the wider area.

Tree and shrub planting within the car park areas would be take the form of long linear areas with the aim of reflecting typical field patterns of the area. They would also assist in breaking up what are large expanses of car parking.

To the south and east boundaries, native planting combined with raised earthworks would create shelter and screens views, whilst to the north the boundary would be defined by formal tree and hedge planting to provide a more perforated edge. The use of native woodland planting would not only help to screen the large surface car parks and decked car park but would provide opportunities to increase biodiversity.

Initial concerns from Aberdeen International Airport in relation to the selection of species and their potential to attract birds have been addressed through amendments to the landscaping scheme. The airport has confirmed that the revised scheme is considered to be acceptable and therefore the landscaping scheme is in accordance with Policy BI4 (Aberdeen Airport and Aberdeen Harbour).

The landscaping scheme is considered to be of a high quality and would assist in integrating the proposed development into the surrounding area. The variety of outdoor areas available for employees to use and shared space which is central to the development would contribute to the overall quality and attractiveness of the proposed business park.

RECOMMENDATION

Approve subject to conditions

REASONS FOR RECOMMENDATION

The proposal for a high quality office development within a landscaped campus is welcomed.

Satisfactory details have been submitted as part of the application to address the particular conditions in relation to access, layout, design, drainage, landscaping, parking, zero carbon equipment, noise and waste storage in accordance with the relevant local plan policies and national guidance.

Agreement has been reached between the developer and NATS in relation to the safeguarding of the Perwinnes radar site. After revisions to the proposal Aberdeen Airport have no objection to the proposal from an airport safeguarding perspective.

CONDITIONS

it is recommended that approval is granted subject to the following conditions:-

(1) that the development hereby approved shall not be occupied unless the car parking areas hereby granted planning permission have been constructed, laid-out and demarcated in accordance with drawing KD-G(90)XXXX-007(03) of the plans hereby approved or such other drawing as may subsequently be submitted and approved in writing by the planning authority. Such areas shall not thereafter be used for any other purpose other than the purpose of the parking of cars ancillary to the development and use thereby granted approval – in the interests of public safety and the free flow of traffic.

(2) that the development hereby approved shall not be occupied unless the cycle and motorcycle parking scheme detailed on drawings KD-G(90)XXXX-007(03) and KD-G(90)XXXX-011(02) (or such other plan as may subsequently be approved in writing by the planning authority for the purpose) has been installed in complete accordance with the said scheme. Prior to the schemes implementation further details of the exact specification of the cycle parking and motorcycle anchor points shall be submitted to and agreed by the planning authority – in order to encourage use of sustainable modes of transport to the development.

(3) that the development hereby approved shall not be occupied unless all hard landscaping comprised in the approved scheme of landscaping (drawings 102-L04A, 102-L05A, 102-L06A, 102-L07A, 102-L08A, 102-L09A and 102-L23A or such other plan as may subsequently be approved in writing by the planning authority for the purpose) has been implemented – in the interests of integrating the development into the surrounding landscape.

(4) that all planting, seeding and turfing comprised in the approved scheme of landscaping (drawings 102-L04A, 102-L05A, 102-L06A, 102-L07A, 102-L08A, 102-L09A and 102-L23A or such other plan as may subsequently be approved in writing by the planning authority for the purpose) shall be carried out in 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 – in the interests of integrating the development into the surrounding landscape.

INFORMATIVES

(1) 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 it's height would exceed 10m or that of surrounding trees and structures.

Use of cranes, scaffolding above the height of the proposed development, or other tall construction equipment must be notified to Aberdeen International Airport Safeguarding Manager (safeguarding@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 and 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.

(2) Developers and applicants are advised to ensure that all permanent lighting, construction lighting, or illuminated signage, within the development site must be of a type which does not cause spillage of light above the horizontal, or include strobe, laser or flashing light.

Failure to do so may result in any responsible person being guilty of an offence under Article 135 (Dangerous Lights) of the Air Navigation Order (CAP 393) which states that a person must not exhibit any light which (i) by reason of its glare is liable to endanger aircraft taking off from or landing at an aerodrome or (ii) by reason of its liability to be mistaken for an aeronautical ground light is liable to endanger aircraft.

Further information can be obtained from Aberdeen International Airport Safeguarding Manager (safeguarding@aiairport.com / 01224 725756).

Dr Margaret Bochel

Head of Planning and Sustainable Development