

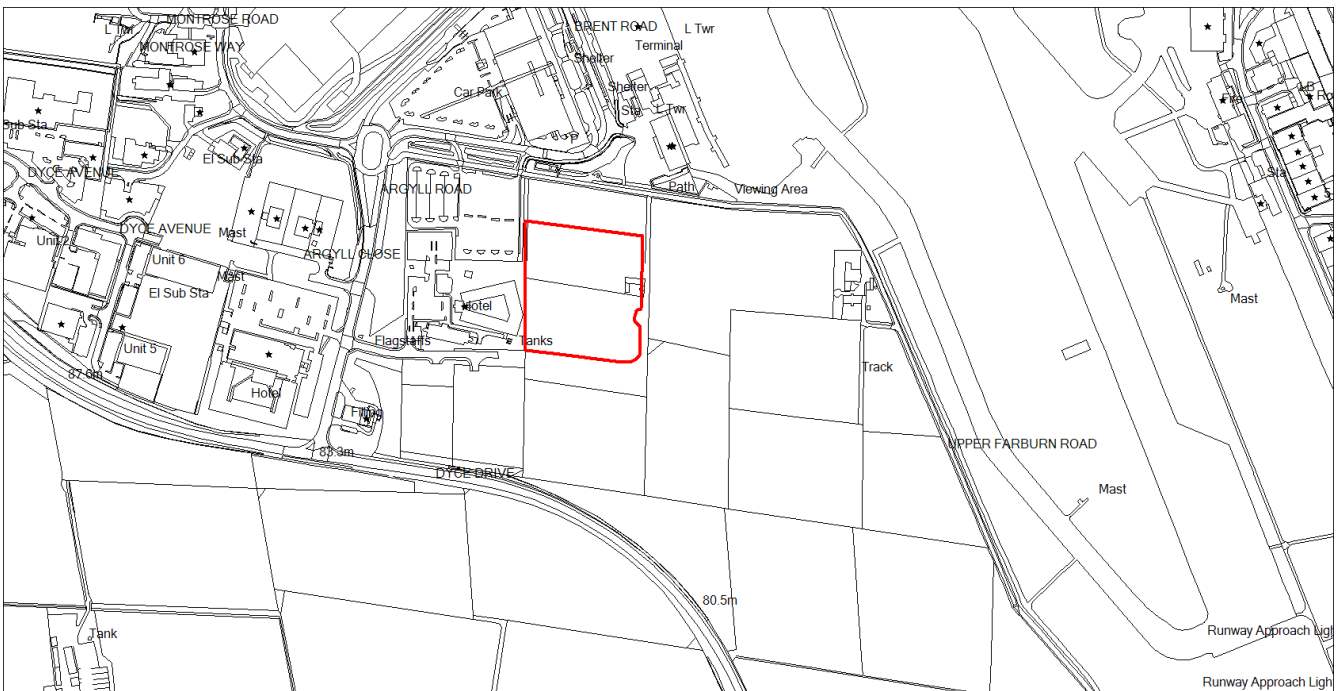
**ABZ BUSINESS PARK, PLOT A/B DYCE DRIVE,
LAND TO NE/SE OF AIRPORT**

**APPROVAL OF MATTERS SPECIFIED IN
CONDITIONS 4 (TRAVEL PLAN), 6 (SUDS), 7
(LIGHTING), 9 (BIRD HAZARD MANAGEMENT)
AND 13 (LAYOUT & DESIGN) OF A6/0566 IN
RELATION TO THE ERECTION OF ONE 140
ROOM HOTEL AND ONE 110 ROOM HOTEL,
ASSOCIATED CAR PARKING AND
LANDSCAPING**

**For: Prestige Hotel Management Ltd & ABZ Dev.
Ltd**

**Application Type : Approval of Conditions for
Planning Permission in Principle
Application Ref. : P121796
Application Date: 21/12/2012
Officer: Matthew Easton
Ward : Dyce/Bucksburn/Danestone(B Crockett/G
Lawrence/N MacGregor/G Samarai)**

**Advert: Section 34 -Proj. Pub. Concern
Advertised on: 23/01/2013
Committee Date: 18 July 2013
Community Council : No response
received**



RECOMMENDATION: Approve subject to conditions

DESCRIPTION

The site is land forming part of the proposed ABZ Business Park located to the north of Dyce Drive and south of Aberdeen Airport.

Plot A/B (2 and 3 International Gate) comprises 1.85 hectares and is located on the north west corner of the business park. It is currently vacant ground.

To the immediate north of the site is the boundary with Aberdeen International Airport. To the west of the northern portion of the site is the airport car rental car park and to the southern portion the Speedbird Inn Hotel, which is a two storey building set back from the boundary by 4m at its closest point. To the south and east of the site are internal roads within the business park, beyond which are vacant plots.

RELEVANT HISTORY

- Planning permission in principle (A6/0566) was granted on 20th December 2011 for the construction of a business park.
- An application for matters specified in conditions (120316) was approved on 10th August 2012 for strategic matters relating to the overall business park, including drainage, lighting, archaeology, cycle paths and landscaping.

PROPOSAL

Discharge of conditions relating to the construction of two hotels at the site is sought. The development would comprise one 139 room hotel and one 112 room hotel with associated parking, service areas and landscaping.

The specific conditions of A6/0566 sought for discharge insofar as they relate to Plot A/B are condition 4 (green travel plan), condition 6 (Drainage), condition 7 (External Lighting), condition 9 (Bird Hazard Management) and condition 13 (Design and Layout).

Novotel

The larger of the two hotels would be located along the southern boundary of the site on an east / west axis. It would comprise 140 rooms and ancillary spaces spread over six storeys. The building would be rectangular in shape and be 71m long and 33 wide. It would have a flat roof hidden behind a parapet which would achieve an overall height of 25m when the plant enclosure is included.

The front elevation of the building would comprise dark grey aluminium curtain walling with clear and opaque grey glazing. Coloured bands would run horizontally across the curtain walling, which would be framed by aluminium panels in three shades of grey. The rear elevation would feature rectangular windows set in an irregular pattern against a light grey render. Dark blue facing brick would run around the ground floor of the building.

On the ground floor the hotel would feature a reception area, bar / restaurant, 200 cover function room, gym, swimming pool, business break-out area and ancillary back-of-house areas. The hotel would be operated under the 'Novotel' brand.

Ibis

The second hotel would be located along the western boundary of the site on a north / south axis. It would comprise 110 rooms and ancillary space spread over five storeys. The building would be rectangular in shape and be 47m long and 14m wide. It would have a flat roof hidden behind a parapet which would achieve an overall height of 20m when the plant enclosure and air handling units are included.

The design of the building would comprise a regular pattern of dark grey aluminium square windows against an off-white render. Dark blue facing brick and curtain walling would clad the ground floor level. The windows on the third and fourth floor on the front elevation would form a band of dark grey aluminium curtain walling which would include opaque glazing.

On the ground floor the hotel would feature a bar / restaurant, gym and ancillary back-of-house areas. The hotel would be operated under the 'Ibis' brand.

External Works

An entrance road would provide access to the development from the turning circle at the northern end of International Gate. This would lead to a drop-off area for coaches and cars / taxis. A barrier controlled surface car park which would be shared by the two hotels would comprise 251 car parking spaces and cover the northern portion of the site. It would include five accessible spaces and further nine would be provided outside the hotels.

Each building would have its own enclosed service yard.

Soft and hard landscaping would surround the buildings with 60 trees proposed around the car park and building entrances.

A path would be provided in the north west corner of the site which would provide pedestrian access to the airport and steps to Agryll Way to the south would be provided for pedestrians.

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/PlanningDetail.asp?121796>. On accepting the disclaimer enter the application reference quoted on the first page of this report.

In support of the application a noise assessment, drainage assessment, travel plan, bird hazard management plan and planning statement have been 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 – No objection to the proposal with comment summarised as follows –

- After amendments the travel plan is considered acceptable.
- Adequate information has been provided to address the drainage of surface water.
- Satisfactory car, bicycle and motorcycle parking has been provided, the swept path analysis shows that an articulated vehicle could enter and exist the yard area and is considered acceptable.

Environmental Health – No observations.

Enterprise, Planning & Infrastructure (Flooding) – No adverse comments on the drainage assessment provided the pre-agreed conditions outlined by ACC regarding drainage for the full development are met.

Community Council – No response received.

Police Scotland (Architectural Liaison Officer) – No objection to the proposal with initial comments summarised as follows –

- The layout generally provides good levels of natural surveillance.
- Care should be taken to ensure the pedestrian routes at the north and south of the site benefit from natural surveillance and consideration should be given to utilising CCTV in these areas.
- It is to be commended that the pedestrian links are lit however it is noted that there appears to be no external lighting to the rear of either hotel therefore it is recommended that consideration be given to external lighting and CCTV in these areas.
- Advice provided on landscaping species selection.

- Cycle parking should be positioned as close to the hotel entrances as possible to ensure natural surveillance.
- Suggested that a planning condition be included requiring the applicant to apply for a Secured by Design award.

Following amendments to the scheme to take account of the above comments, Police Scotland confirm they are satisfied with the proposals.

Aberdeen International Airport – Following amendments to the bird hazard management plan and clarification on points relating to the lighting scheme and drainage, the Safeguarding Manager confirms that there is no objection from the airport to the proposals.

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

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 BI1 - Business and Industrial Land – Aberdeen City Council will support the development of the business and industrial land allocations set out in this Plan. Industrial and business uses (Class 4 Business, Class 5 General Industrial and Class 6 Storage or Distribution) in these areas, including already developed land, shall be retained. The expansion of existing concerns and development of new business and industrial uses will be permitted in principle within areas zoned for this purpose.

New business and industrial land proposals shall make provision for areas of recreational and amenity open space, areas of strategic landscaping, areas of wildlife value and footpaths, in accordance with the Council’s Open Space Strategy, Open Space Supplementary Guidance and approved planning briefs/masterplans.

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

Policy BI4 - 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.

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

Planning permission in principle A4/1644 was granted consent in December 2011 and established that a hotel or hotels would be acceptable as part of the ABZ Business Park. Although the land is zoned for business and industrial use a hotel use was considered appropriate given the close proximity to the airport and other existing hotel uses. A limit of 274 rooms was imposed following the transport assessment that was undertaken. The total number of rooms proposed is 250 and therefore from this perspective the proposal is in accordance with the planning permission in principle.

Matters such as traffic mitigation have been dealt with through the planning permission in principle and the conditions and legal agreement attached to it.

Condition 4 (Green Travel Plan)

A green travel plan has been submitted which outlines measures for reducing dependency on the private car, including measures to be implemented, the system of management, monitoring and reporting as well as the duration of the plan. The roads service have considered the GTP and after amendments

consider it to be acceptable and in accordance with Policy D3 (Sustainable and Active Travel).

Condition 6 (Drainage)

A drainage impact layout has been submitted which shows that foul drainage will be connected to the new public sewer system being installed within the business park.

In terms of surface water drainage, a new Sustainable Urban Drainage System (SUDS) has been installed within the business park which will provide two levels of treatment for the whole development. This comprises a series of stone filled filter trenches of differing size of stone.

Water from the building roofs would be collected via downpipes which would connect into a piped system within the site. Gullies and channel drains would collect water from hard surfaces and the car park. Both roof and surface water would then be attenuated by storage cells beneath the car park and then discharged to the new public drainage system within the business park. The required two levels of treatment would be provided by the downstream SUDS measures within the business park.

Both the roads authority and flood prevention team are satisfied with the proposals. Measures for dealing with foul and surface water are considered satisfactory and in accordance with Policy NE6 (Flooding and Drainage) and therefore condition 6 can be discharged insofar as it relates to Plot A/B.

Condition 7 (Lighting)

An external lighting layout has been submitted which shows that there would be nine 8m high columns with flat glass cut-off luminaires mounted horizontally within the car park and hard landscaped areas. A further forty one 5m high columns would illuminate the car park and pedestrian access from Argyll Way.

Aberdeen International Airport has advised that there would be no safeguarding concerns with the proposal, including the lighting scheme, therefore the proposal complies with Policy B14 (Aberdeen Airport).

It is considered that the lighting scheme would have no adverse impact upon surrounding uses or amenity and condition 7 can be discharged insofar as it relates to Plot A/B.

Condition 9 (Bird Hazard Management Plan)

A bird hazard management plan has been submitted by the developer which describes the measures which will be taken to reduce the risk to aircraft through bird strikes. This includes the design of the building, drainage and landscaping scheme, operator behaviour, monitoring regime and methods of dispersal of birds. Aberdeen International Airport has advised that having been amended, the BHMP is acceptable. Therefore it is considered that the proposal complies with

Policy BI4 (Aberdeen Airport) and that condition 9 can be Discharged insofar as it relates to Plot A/B.

Condition 13 (Design and Layout)

Access (i) – Vehicular access into the site would be provided off the turning circle on International Gate. The entrance road would feature coach bays and a terminate with a further roundabout which includes drop-off areas for cars. Swept path analysis shows that articulated vehicles would be able to enter and exit the site in a forward gear, which is considered acceptable to the roads service.

Pedestrian access to the site would be both via International Gate and Argyll Way to the south and pavements would be provided along the entrance road which lead to the car park and hard landscaped area between the hotels. A further pedestrian link would also be created to connect into the existing footpath within the airport boundary. This in turn connects into the covered walkway leading to the main terminal building. This would save pedestrians a 600m walk along Argyll Way, Argyll Road and Brent Road to the main terminal.

Both vehicular and pedestrian access to the site is considered to be acceptable and to comply with Policy D3 (Sustainable and Active Travel).

Layout (ii) – The proposed layout positions the building towards the front of the site so that those arriving by vehicle are presented with the buildings set within landscaping rather than through a large expanse of car parking, which is welcomed.

It is considered therefore that the proposal complies with Policy T2 and D3.

(Design and External Appearance (iii)) – The hotels proposed are aimed at the budget and mid-range markets and their design has taken this into account with the aim of differentiating the two operators whilst complimenting each other. Common materials such as the curtain walling and dark blue cladding bricks would unite the two buildings into one development. The mid-range Novotel would feature coloured bands and more extensive areas of curtain wall glazing and aluminium cladding than the Ibis which is aimed at the budget market. Both buildings are typical of modern hotel developments with regularly positioned windows at upper level and more interest being created at ground floor level. Given their location adjacent to the airport and other similar style buildings it is considered that their scale, massing and design is acceptable and in accordance with Policy D2 (Architecture and Placemaking).

Refuse / Recycling Storage (iv) – Space has been allocated within the service yards of each hotel for recycling and refuse bins. The areas would be enclosed either by timber fencing or dark blue brick walls. The proposal is considered to comply with Policy R6.

Noise (v) – A noise assessment by Hyder Consulting was carried out for the whole business park. Noise Monitoring Point 1 in the assessment is adjacent to the location of plot A/B and requires a reduction of a minimum of 30.1dB for

bedroom use. The developer has advised that the fabric of the building would satisfactorily provide this reduction so that internal noise levels are within those recommended in PAN 1/2011 (Planning and Noise). Environmental Health officers have provided no observations on the proposal.

Plot Enclosures (vi) – The site would be enclosed by post and wire fence. The Novotel service yard would be enclosed by 2.4m high dark brick wall to match that of the ground floor of the building and the Ibis service yard by a 2.4m high timber fence. This is considered acceptable.

Cycle Storage (vii) – Cycle stands with space for twenty bicycles would be located within the pedestrian space between the two buildings. They would be located close to the entrance of the building in order that they benefit from natural surveillance. Eighteen spaces for motorcycles would be provided adjacent to the car park. The number of spaces and their proposed location are acceptable in terms of Policy D3 which aims to encourage use of sustainable modes of transport. A condition has been attached to ensure that the spaces are provided and to confirm exact details.

(Zero and Low Carbon Equipment (viii)) – The proposal would achieve CO2 savings greater than required by the 2010 building standards through building design which includes passive and energy reduction measures. The use of air source heat pumps may be considered for heating and cooling. The proposal complies with Policy R7.

Safeguarding

Radar Safeguarding

Due to the buildings being in excess of 15m in height, the Council were 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. The proposal was examined 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. Discussions between the Council, NATS and the developer have identified a technical solution which requires the radar software and possibly hardware to be modified in order to take account of the presence of the buildings. The developer has agreed to enter into a legal agreement with NATS and make the necessary payment to have the work carried out to the radar. Therefore the objection has been lifted by NATS and due to the agreement between NATS and the developer there is no requirement for planning conditions in relation to this matter.

Airport Safeguarding

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

RECOMMENDATION

Approved subject to conditions

REASONS FOR RECOMMENDATION

The submitted information is considered to be sufficient to purify the relevant conditions insofar as they relate to plot A/B. Satisfactory details have been submitted in relation to layout, design, drainage, landscaping, parking, zero carbon equipment, noise and waste storage in accordance with the relevant local plan policies and national guidance.

After an agreement was reached between the developer and NATS the safeguarding of the Perwiness radar system can be secured. There would be no conflict with the safeguarding of Aberdeen Airport subject to the implementation of a bird hazard management plan and approved landscaping and drainage details.

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 approved bird hazard management plan (or such other plan as may subsequently be approved in writing by the planning authority for the purpose) has been implemented. Thereafter the measures within the plan shall remain in force for the lifetime of the building unless otherwise agreed by the planning authority - in order to safeguard aircraft operations at Aberdeen Airport.

(2) that neither of the buildings hereby approved shall be occupied unless the drainage scheme (Fairhurst drawing 97523/2200A or such other drawing as may subsequently be approved in writing by the planning authority for the purpose) has been installed in complete accordance with the said scheme insofar as it relates to that particular building and external areas - in order to safeguard water qualities in adjacent watercourses and to ensure that the proposed development can be adequately drained.

(3) that neither of the buildings hereby approved shall be occupied unless the lighting scheme (Wallace Whittle drawing EBE2031(61)44 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 insofar as it relates to that particular building and external areas - in order to ensure the development is adequately lit, to ensure public safety and the safeguarding of Aberdeen International Airport.

(4) that neither of the buildings hereby approved shall be occupied unless the cycle and motorcycle parking scheme (Aedas drawing LL(90)01H 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 insofar as it relates to that particular building. 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.

(5) that neither of the buildings hereby approved shall be occupied unless all hard landscaping comprised in the approved scheme of landscaping (Aedas drawing LL(90)01H 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.

(6) that all planting, seeding and turfing comprised in the approved scheme of landscaping (Aedas drawing LL(90)01H 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@aairport.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.