

MEMO



ABERDEEN
CITY COUNCIL

To	Tommy Hart Planning & Infrastructure	Date	16/10/2013
		Your Ref.	P130400 (ZLF)
		Our Ref.	TR/IH/1/51/2
From	Roads Projects		
Email	IHamilton@aberdeencity.gov.uk		
Dial	01224 522752		
Fax			

Roads Projects
Enterprise, Planning & Infrastructure
Aberdeen City Council
Business Hub 4
Ground Floor North
Marischal College
Broad Street
Aberdeen AB10 1AB

Planning application no. P130400
Ardene House, Skene Road, Kingswells
Erection of Class 4 three-storey office development measuring 17,129 sq m (excluding basement), 425 car parking spaces, associated infrastructure, access, landscaping and ancillary works.

I have considered the above planning application and have the following observations:

1.0 Introduction

1.1 This application is for a 17,129sq.m. office development in place of the existing Ardene Vet Hospital at Kingswells.

2.0 Accessibility

2.1 For reasons that I have previously highlighted the proposed development can only be accessed from the A944 via a left in/ left out junction arrangement. This will necessitate that vehicles entering and leaving the site carry out turning manoeuvres in the carriageway in order to enter the site from the east and exit to the west. To the east of the development on the A944 the Kingswells roundabout will allow this manoeuvre for vehicles exiting to the west. To the west there is no similar facility. The A944/ B9119 roundabout at Arnhall is in the process of being removed, therefore drivers accessing the proposed development from the east would have to make use of the roundabout on the A944 in Westhill close to Tesco. This is a 3.2 mile diversion. According to the Transport Assessment (TA) 162 vehicles will approach the development from the east in the AM peak.

2.2 I have serious concerns that in practice, faced with this diversion on a daily basis, drivers accessing the proposed development would not travel into Westhill to turn but would turn on the A944 or its side roads. There is a 'U-turn' ban on the A944 between Kingswells and Westhill and therefore any driver performing such a manoeuvre would be acting outwith the law; actions which therefore should not be taken into account in planning terms. The

Gordon McIntosh
Corporate Director

matter is one of enforcement. However, when a planning application is likely to give rise to such behaviour and there are such significant road safety implications I feel that it has to be taken into consideration. Any driver on the A944 could choose to carry out a U-turn manoeuvre at one of the many openings in the central reservation, and the road safety considerations of this are significant.

- 2.3 What is more significant is the possibility that legal manoeuvres could be carried out by drivers to avoid the diversion to access the roundabout in Westhill which would bring about similar road safety concerns to those discussed above. Drivers would legally be able to turn right from the A944 into the C93C Borrowstone Road (road to Blackburn), or U095C Brodiach Road carry out a legal U-turn in this road and re-enter the eastbound carriageway of the A944. This entire manoeuvre brings cause for serious concern.
- 2.4 There is evidence of this behaviour occurring during the recent construction works at the Kingswells roundabout when the right turn from the A944 to the Kingswells bypass was closed drivers were diverted around the Arnhall roundabout. Extensive numbers either carried out u-turn manoeuvres in the A944 or turned into the C93C and carried out a u-turn there. It is therefore not unreasonable to assume that there will be a significant number of drivers associated with the proposed development that would carry out these manoeuvres.
- 2.5 Turning right from a road such as the A944, with such high levels of opposing traffic, is clearly inappropriate and has safety implications for all road users. As vehicles queue on the C93C to re-enter the A944 newly arriving vehicles will have to turn further into the C93C, away from the bellmouth, resulting in the necessity to carry out three point turns. I have concern that there will be junction capacity issues at the A944/ C93C. There is a high volume of traffic eastbound on the A944 during the peak periods. This means that it will be difficult for vehicles turning right from the A944 to the C93C to carry out this manoeuvre, resulting in vehicles queuing back in the right turn slip lane. There is the potential for this queue to extend into the westbound lane of the carriageway causing both road safety concerns and reducing the capacity of the A944 to one lane. The effect of this is in itself to cause queuing traffic on the A944 westbound carriageway, with the consequential road safety concerns. It would not be possible to extend the length of the right turn slip road due to the presence of the access to the 5 mile petrol station. There are serious road safety and capacity concerns arising from the potential impact of these legal manoeuvres. Similar behaviour is likely to occur at the A944/ U095C Brodiach Road.
- 2.6 I had understood that it would be possible to attach a condition, should this development be consented, that there be no occupation until after the Aberdeen Western Peripheral Route (AWPR) junction has been constructed. This would provide a facility to allow vehicles to turn and access the development in a safe manner. I understand now that it may not be possible to apply this condition.

2.7 In addition, as it was understood that the condition described above on the presence of the AWPR junction would be applied, no analysis on the impact of the development of the A944/ C93C, A944/ U095CA944/ B9119 Arnhall, or the A944/ Westhill Drive/ Endeavour Drive junctions has been carried out. The impact of the development and the large number of vehicles passing through these junctions has not been assessed.

3.0 Conclusion

3.1 In light of my comments above, and the potential road safety and capacity implications of a large number of vehicles carrying out the described manoeuvres on the A944, I would object to this planning application. I would ask that my concerns be fully highlighted to Committee members.

Iain Hamilton

Engineer (Developments and Traffic)

Robert Vickers

From:
Sent: 29 April 2013 09:02
To: PI
Cc: Steven Delaney; David Cameron; Kcc_members@kwells.org
Subject: <v9_SmartSaved/> Planning Application 130400 - Erection of Class 4 three-storey office development measuring 17,129 sq m (excluding basement), 425 car parking spaces, associated infrastructure, access, landscaping and ancillary works

Categories: SmartSaved

Dear Sir or Madam

Planning Application 130400 - Erection of Class 4 three-storey office development measuring 17,129 sq m (excluding basement), 425 car parking spaces, associated infrastructure, access, landscaping and ancillary works

Kingswells Community Council wish to make the following comments on this application.

- Externally, the building architecture is uninspiring - essentially an elongated glass shoe-box.
- The exit slip road comes far too close to the lodge house for Kingswells House causing serious amenity impact to a historic building.
- The removal of 13 mature/semi-mature trees along the A944 is completely unacceptable - far too many trees have been lost already due to developments at Prime 4 and roadworks at Kingswells roundabout.
- While some of the landscaping proposals look good, the diversion of the Den Burn to a ditch at the rear of the building is unimaginative. Here it will be lost to view and have poor visual continuity with the burn and water features at Prime 4. The Den Burn should be routed along the front of the building to add interest and enhance the landscaping.
- The development is isolated from Prime 4, giving a lack of continuity and poor access to the park-and-ride and bus stops on the A944 (see below)
- The entrance onto the A944 will have unacceptable traffic impacts, especially exiting left at evening peak time when the A944 is already jammed with traffic. We are not convinced that current road developments at the Kingswells roundabout will significantly alleviate this problem. (see below)
- Traffic exiting from the site wishing to go to Westhill will have to travel back to the Kingswells roundabout to access the opposite carriageway. Traffic from the city will have to travel to the Westhil roundabout then travel back to the entry of the site. This will cause unacceptable and an unnecessary increase in the volume of traffic on the A944 (see below)

KCC is not convinced by the Transport Assessment presented in this application. It severely underestimates the journeys by car, and overestimates journeys by other means.

The site is developed out of phase and suffers from being disconnected from the main Prime Four site and too distant from bus stops. Consequently, the expectations for bus travel will be over-estimated as public will not use the bus as expected if they are faced with excessive distances by foot between the office and the bus stop. The TA should explain how it is to address the deficiency rather than ignoring the issues. The provision of a footpath to nowhere is not a solution. If people are discouraged from using other modes of transport at the beginning of the development then it will be difficult to re-address the balance at a later date.

The TA assumes spare capacity in the provision of road improvements provided by Prime Four, but this capacity will be used by the main Prime Four development. This TA needs to assume that any 'spare' provision is fully used by

Prime Four. This development was not included in the area considered when assessing the remedial works required to accommodate additional road users for the initial phases of the Prime Four development.

Under provision of parking spaces is irresponsible design. The car journeys generated by this development should be accommodated in the development. The use of the Park and Ride as an extension to the car parking provision for this site is totally unacceptable. Experience from the consultation with Prime Four indicates that even when the maximum car parking provision is provided it is difficult to achieve target journeys by other means. The TA infers that providing less car parking capacity is better than providing more, but makes no provision to increase the uptake in other modes of transport. As indicated above the site is already at a disadvantage for encouraging other modes of transport. This does not represent a high class development which is a prerequisite of the Masterplan.

The concept of providing a dedicated access onto the A944 for one office block in the Prime Four Development is not acceptable. Overall there should be two access roads from this main Prime four development onto the A944. The conversion of a low capacity existing entrance at the Vet to a main entrance like that proposed is not desirable for the traffic flow. During the consultation the developer was asked to talk to Drum to negotiate a shared access that could be used by this development and the wider Prime Four development. This obviously has not been done. This development is part of the wider development and must use the access roads for that development. The development should be included in the masterplan and developed properly. Piecemeal development is not acceptable. Neither is it acceptable that this developer is trying to bring the development on too quickly and is not prepared to mitigate the impact of the development in any way – this is echoed throughout the TA.

During the roadworks for Prime Four evidence shows that drivers are not prepared to drive to Westhill Roundabout to do a U-turn. They endanger their lives and the lives of others by performing U-turn manoeuvres at other less safe locations. The proposed access to the site from the east is totally unacceptable. If this is the best that can be provided the development should be delayed until after the provision of the Kingswells South Junction road network. Ideally the access should be within the development, or as part of a main access to the Prime Four development.

Kind regards

Barrie Buchan (Mrs)
Chair
Kingswells Community Council

PI - Kingswells Development Co. Ltd proposal for Ardene House land

From: "Ian Lindsay" [REDACTED]
To: <pi@aberdeencity.gov.uk>
Date: 23/04/2013 16:19
Subject: Kingswells Development Co. Ltd proposal for Ardene House land
CC: [REDACTED]

Dear Sir,

I have previously commented on this application in respect to the level difference between our property (The Lodge, Kingswells House) and the proposed Kingswells Development Co. Ltd, development of a 3-story office block on the Ardene House land. In regards to the level difference, my specific concern relates to the flooding risk to our property if the existing field drain on the Ardene House land is in-filled and the Den Burn is re-routed. A further concern I wish to bring to your attention is the close proximity of the egress lane from the proposed development to our driveway access and its potential impact on our being able to enter our property from the central reservation waiting area. Effectively, I see this situation as increasing the risk both to traffic wishing to enter our property and to traffic exiting the Kingswells Development site. Yet a further potential problem will be for cyclists to get past the ingress and exit points of the development, which may cause cyclists to 'bunch' outside our driveway entrance. For the planned arrangements to be viable / safe, it would appear that traffic lights will be necessary. These points do not constitute an objection (if) I am provided with a satisfactory response, however, in the event that no response is forthcoming, please regard my points as an objection.

Regards,

Ian Lindsay

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 19/04/2013 08:51
Subject: Planning Comment for 130400

Comment for Planning Application 130400

Name : Mr Ian Lindsay

Address : The Lodge, Kingswells House,
Kingswells, AB15 8PJ, Aberdeen

Telephone : [REDACTED]

Email : [REDACTED]

type :

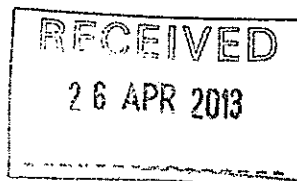
Comment : Dear Sir / Ms, I have previously written to voice concerns over the level differential between our property and the adjoining Ardene House land where the Kingswells Development Co. Ltd., development is planned. Even if the Den Burn is re-routed as proposed, I suspect water will still flow through the existing drainage ditch simply due to the lie of the land and the level differential. Accordingly, unless I receive an assurance that my property will be protected from flooding I wish to object / express concern. A further matter that concerns me is the impact that the access / egress lanes will have on the cycle track, which may result in cyclists having to wait / bunch up outside our driveway entrance. For that reason I suspect that traffic lights will be required to make the existing proposal viable from a road safety point of view. Ian Lindsay

HALLIDAY FRASER MUNRO
PLANNING

P1849/001/SC

25 April 2013

Tommy Hart (Senior Planner)
Planning and Sustainable Development
Enterprise, Planning and Infrastructure
Aberdeen City Council
Business Hub 4
Ground Floor North
Marischal College
Aberdeen
AB10 1AB



Dear Mr Hart,

**OBJECTION – PLANNING APPLICATION REF: 130400
ERECTION OF CLASS 4 THREE-STOREY OFFICE DEVELOPMENT
MEASURING 17,129 SQM (EXCLUDING BASEMENT), 425 CAR PARKING
SPACES, ASSOCIATED INFRASTRUCTURE, ACCESS, LANDSCAPING AND
ANCILLARY WORKS**

We write on behalf of Drum Kingswells Business Park Ltd to object to the above application on a number of grounds.

General Infrastructure Requirements and the Development Framework

Although the site has been identified within the OP40 opportunity site in the Local Development Plan (LDP) it is not at a stage where a planning application should be lodged. OP40 is allocated over a timeframe covering 2007 to 2023. The coordination across the following elements is missing from the proposal.

Process

The Prime Four Business Park has, as required by the Planning Authority, been subject to extensive analysis, modelling and negotiation over the necessary infrastructure requirements. It has been the subject of an agreed Development Framework that considers the context of the whole business park (building design, materials, landscape treatment, access routes and core paths and the principles of the layout) and encompasses the findings in the final layout and design.

The scheme design included with the subject application above has been developed independently of this process and as a result does not consider key issues in a coordinated or collective manner.

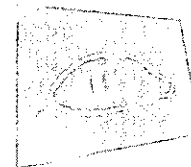
The supporting information lodged with the above application, which has been central to the development of the scheme design (including specifically the Design & Access Statement and the Planning Support Statement) has simply adopted the stance that the existing Development Framework can be applied to this site. It is not as straight-forward as that and this is demonstrated by the extensive negotiation over a number of OP40 site-wide issues during the previous and current planning applications for Prime Four. Particularly complex issues include:

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6 CARDEN PLACE
ABERDEEN
AB10 1UR

TELEPHONE
(01224) [REDACTED]

FACSIMILE
(01224) [REDACTED]

E-MAIL
[REDACTED]



OFFICES IN BELFAST,
DUNDEE, EDINBURGH
AND GLASGOW

CHARTERED
ARCHITECTS
CHARTERED PLANNING
CONSULTANTS
LAND USE
CONSULTANTS
URBAN DESIGNERS
SPACE PLANNERS

PARTNERS

JOHN HALLIDAY
DIP ARCH (ABDN)
ARIBA ARIAS

IAN G FRASER
B ARCH (HONS)
RIBA ARIAS

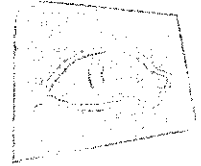
HANISH B MUNRO
DIP ARCH (ABDN)
RIBA ARIAS

DIRECTOR OF
PLANNING
BOB G REID
BA(HONS) MCD AIRPI

REGIONAL
DIRECTOR
STEVE CRAWFORD
BSC (HONS) MRTPI



OP40-wide connectivity – the landscape strategy for the whole Prime Four site has identified the strategic cycle, pedestrian and traffic connectivity across the site. In particular it has been required to deal with access to and from Kingswells, the Park & Ride site, and the Fourcourt public square. The proposed development at Ardene shows potential access to the north and east but has not fully considered the wider connectivity throughout the OP40 site;



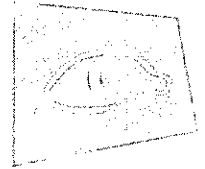
Access to Public Transport – this has been a key element of the sustainable access strategy for Prime Four. The current extent of development at Prime Four is restricted to 400m from the Kingswells Park & Ride (P&R) until such times as a new link to the P&R is provided along the main boulevard. The proposed application's TA suggests that it will use Prime Four's new bus stops and the Kingswells P&R to provide public transport access. The proposal is therefore 500 metres from the nearest bus stop and 700 metres from the P&R facility. This is beyond the accepted distance already adopted by the Council for the remainder of the OP40 site and shouldn't be entertained until a full and joint evaluation of the public transport access options has been concluded.

Linkages to the Fourcourt – similarly the Development Framework includes the provision of a focal point within OP40 and this manifests itself as a public square. The planning application for that public square (the "Fourcourt") has already been lodged and a decision is expected imminently. The Fourcourt provides a location where all users of the OP40 designation can congregate for events or everyday use. It will include active uses within and surrounding it including the new hotel, coffee house, restaurant, water feature, public open space and a multi-purpose central square. At present the Ardene proposal can't access this public square easily or conveniently. The proposed development needs to consider more fully how occupiers at Ardene are able to access this important amenity area within the OP40 designation.

The Park-Wide Travel Plan – A park-wide travel plan framework has been produced and is updated as the phases come forward at Prime Four. Each development is required to fit within that framework to ensure a coordinated approach to the site-wide access arrangements. The current proposal needs to coordinate with that plan to ensure easy and efficient access throughout the whole OP40 site. The TA indicates that access points have been taken to the edge of the site but suggests that is all that can be done at this stage. As indicated later in this letter Drum are willing to examine options with the applicant to ensure mutually beneficial linkages can be made.

OP40-wide Layout and Design Coordination –each plot within Prime Four has been the subject of extensive negotiation over the general layout, its setting, street pattern and the public realm created by the proposed streets and squares. This proposal should be considered in a similar coordinated manner rather than a standalone development. Phase 3 and 4 of the Prime Four Business Park are currently being considered by the design team. The Ardene planning application is therefore considered out of sequence as it should be reviewed against the surrounding phases of Prime Four rather than in isolation.

Transport Assessment - the TA is misleading in terms of its accessibility by non-car modes in terms of distance to public transport (as stated above). The trip rates and mode share for the proposed development are also based on Prime Four, which has significantly better accessibility. The proportion of walking and public transport trips predicted (25.2%) is achievable at Prime Four, due to it having better accessibility to Kingswells and bus routes, however we consider it likely that much of these will be transferred to private car trips for the proposed development given its lack of accessibility.

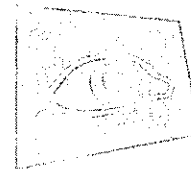


Trip rates used in the TA have been taken from the Prime Four TA, but are the lower rates adopted for the fully operational business park. The Prime Four TA recognises that the earlier phases of development are likely to have a higher trip rate before the full business park is established and economies of scale are realised. As a smaller individual business development, the proposed site would be expected to show trip rates for an office development with a much lower average GFA than for Prime Four, as the two developments are not comparable. As a result, and combined with the lesser accessibility as detailed above, we consider it likely that the trips for this individual development are likely to have been significantly underestimated.

Paragraph 6.15 of the TA states that the Transport Assessment for Prime Four tested a total floor area of 60,409 sqm, which is higher than is currently consented. It suggests that this was undertaken to "determine a maximum future level of business park development within the OP40 masterplan area". This is incorrect: the testing of the higher level of floor area was carried out to determine the total level of development **within Prime Four** that could be accommodated by the new road infrastructure being provided by the Prime Four developers. There should be no assumption that residual capacity has been provided on the network for further development generally within OP40. Further development up to 60,409sqm, the agreed capacity of the current Prime Four infrastructure works, is fully allocated to the Prime Four Business Park, as specified in Condition 5 of the Planning Permission in Principle for Phases 2 and 3.

The TA proposes an 'interim' access arrangement whereby a left in/out junction is provided on the A944. This would require westbound trips from the A944 (i.e. the majority of trips to the development in the AM peak) continuing west to the A944/B9119 (6 Mile Fork) roundabout junction to perform a U-turn to access the development from the west, a round trip of 2.4 miles. However, this arrangement fails to recognise the current proposals to signalise the 6-Mile Fork roundabout junction. Designs for this junction upgrade are currently being finalised and it is anticipated that it will be delivered in 2014.

With the existing roundabout signalised, the diversion route for the proposed development traffic from the east would be via the B9119, Prospect Road through the Arnhall Business Park returning to the A944 eastbound via the Arnhall roundabout. The round trip is approximately 3.5 miles and via a busy network through Arnhall, which is approved for further expansion. Whilst it is recognised that this arrangement is interim until the AWPR is complete and the new roundabout present on the A944 west of the site, we consider this access arrangement to be unworkable even for a 1-year period from 2017, and particularly whilst the AWPR works were being undertaken. However, if consent were to be granted, we consider it likely that development would commence on-site before 2017 as stated and the situation would be in place for a longer period than stated.



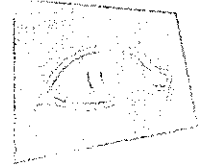
Junction Analysis - The modelling work carried out for Prime Four, involving both Paramics and Linsig modelling, shows that the Kingswells junction is sensitive to change with regard to the internal stop lines within the junction. In order for Prime Four's engineers to review this further we request a copy of the junction analysis files for auditing purposes. This is critical to the operation of the junction.

Post AWPR Scenario - The post-AWPR scenario does not appear to have been effectively modelled. Whilst there may be a reported 1% decrease in traffic on the A944 to the east of the Kingswells junction (i.e. passing the site), the TA does not identify whether this applies to the daily AADT or the peak hour flows, as are being assessed in the TA. It also appears to refer to two-way, rather than directional flows. Modelling work at Prime Four has shown that the peak hour changes on the A944 resulting from the AWPR are far more significant than what is being assessed in this TA. The percentage change in two-way trips is made up of decreases in one direction and increases in the other. The developer's consultants must ensure that they have the correct data on these peak hour changes, which are available, in order to provide any kind of meaningful post AWPR assessment. It is not suitable to state that this has not been carried out simply because no response was received from the AWPR's consultants.

Drainage - The Drainage Impact Assessment document and calculations suggest attenuation of surface water flows to rate agreed with ACC. Calculations for sizing of attenuation in the DIA is based on 50 year rainfall return events, with flows generated from larger rainfall events overflowing, and presumably directed to the nearest watercourse. ACC require that attenuation is provided to contain run-off from the 200 year plus climate change event in order to protect downstream properties, including Prime Four. The DIA requires to be reviewed and appropriate 200 year event plus climate change attenuation included in the proposals.

Parking Provision

The Transport Assessment at 4.29 indicates that the parking requirement is 533 spaces but that the parking provision is only 425 spaces (80% parking provision). The obvious implication of this will be spill-over parking at the nearest available locations. The danger is that the spill-over parking could be within Kingswells or the Prime Four Business Park. None of these would be desirable. The Prime Four Business Park has been established as an eminent business park with an extremely high amenity value. Rogue parking is a key potential problem that the design and layout at Prime Four has attempted to control. Allowing sub-standard parking on an adjacent site will encourage rogue parking and completely undermine the joint developer/City Council efforts to date at Prime Four.



A key Council concern with the Prime Four applications has been the potential misuse of the Park & Ride site by those working or visiting the OP40 site. As a result the monitoring of the Park & Ride site in respect of this is central to Drum's existing planning consents. The sub-standard parking arrangements on the proposed site will encourage such misuse and will be beyond the control of the Council or Drum and without payment or recompense to the Council for the use of the P&R site for overspill parking.

The scale of the proposed building is therefore too large and should be reduced to reflect the parking constraint on site and avoid overspill parking affecting the operation and quality of the wider OP40 site as well as the operation of the Park & Ride site.

Trees

A similar point to that above relates to the proposed tree loss. More coordination across the whole OP40 site could mean that most of the trees could be retained. The main access to the OP40 site has already been established. The proposed development should examine the potential options for accessing the site via the remainder of the OP40 site before lodging an application that suggests direct access onto the A944.

Summary

In summary, our Client's central objection to this proposal is that it has been progressed in isolation from the wider OP40 site. As a result it does not deal with the implications of the proposed development across the OP40 site and the local area.

The current proposal is not acceptable:

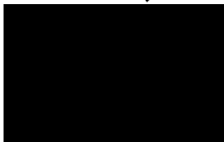
- The scale of development is too large for the site and the parking provision too low;
- It is an obvious standalone development that does not consider properly how it relates to the wider OP40 site especially in respect of connectivity, public transport, travel options and site wide design coordination ;
- The traffic modelling, junction modelling and Post-AWPR modelling is flawed;
- The drainage calculations are not acceptable and do not protect downstream development appropriately;

- An assumed direct access onto the A944 is proposed resulting in the loss of trees. This need not be the case as the main access to the OP40 site has been established further east. Access options have not been examined in enough detail by the applicants;
- Until the site is planned in a coordinated fashion this application is premature.

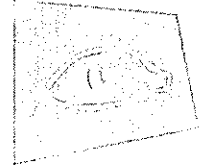
A key point in the Transport Assessment is that "... ACC has indicated a preference for the proposed development to be accessed through the Prime Four development site ..." (para. 4.34). We fully agree with this approach. It is in the interests of all parties developing the OP40 allocation to enter into a site-wide approach to ensure that the aspirations and standards set by Prime Four to date are maintained going forward. This relates as much to the quality and design of proposed development as to its connectivity, sustainability, linkages with the Prime Four Business Park and access to a range of sustainable transport modes.

Drum Kingwells Business Park Ltd is willing to enter into discussions with the applicant and the Council to examine how this proposal can meet the requirements of the Framework document. Drum is also willing to examine mutually beneficial ways to improve linkages across the whole OP40 site and mitigate against impact on the local roads network. Until then this application is out of sequence.

Yours sincerely



Steve Crawford
Planning Director
Halliday Fraser Munro

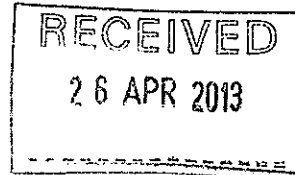


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Tommy Hart (Senior Planner)
Planning and Sustainable Development
Enterprise, Planning and Infrastructure
Aberdeen City Council
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MEASURING 17,129 SQM (EXCLUDING BASEMENT), 425 CAR PARKING
SPACES, ASSOCIATED INFRASTRUCTURE, ACCESS, LANDSCAPING AND
ANCILLARY WORKS**

We write on behalf of Archpeak Ltd c/o Ramsay and Chalmers, Chattan Mews,
Aberdeen to object to the above application on a number of grounds.

General Infrastructure Requirements and the Development Framework

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Local Development Plan (LDP) it is not at a stage where a planning application
should be lodged. OP40 is allocated over a timeframe covering 2007 to 2023.
The coordination across the following elements is missing from the proposal.

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subject to extensive analysis, modelling and negotiation over the necessary
infrastructure requirements. It has been the subject of an agreed Development
Framework that considers the context of the whole business park (building
design, materials, landscape treatment, access routes and core paths and the
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The scheme design included with the subject application above has been
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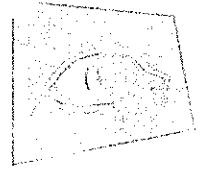
The supporting information lodged with the above application, which has
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the Design & Access Statement and the Planning Support Statement) has
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ABERDEEN
AB10 1UR

TELEPHONE
(01224) [REDACTED]

FACSIMILE
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E-MAIL
[REDACTED]



OFFICES IN BELFAST,
DUNDEE, EDINBURGH
AND GLASGOW

CHARTERED
ARCHITECTS

CHARTERED PLANNING
CONSULTANTS

LAND USE
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URBAN DESIGNERS

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PARTNERS

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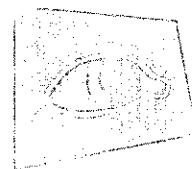
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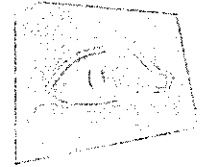
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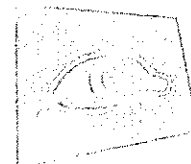


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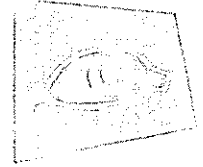
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The Transport Assessment at 4.29 indicates that the parking requirement is 533 spaces but that the parking provision is only 425 spaces (80% parking provision). The obvious implication of this will be spill-over parking at the nearest available locations. The danger is that the spill-over parking could be within Kingswells or the Prime Four Business Park. None of these would be desirable. The Prime Four Business Park has been established as an eminent business park with an extremely high amenity value. Rogue parking is a key potential problem that the design and layout at Prime Four has attempted to control. Allowing sub-standard parking on an adjacent site will encourage rogue parking and completely undermine the joint developer/City Council efforts to date at Prime Four.



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The scale of the proposed building is therefore too large and should be reduced to reflect the parking constraint on site and avoid overspill parking affecting the operation and quality of the wider OP40 site as well as the operation of the Park & Ride site.

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A similar point to that above relates to the proposed tree loss. More coordination across the whole OP40 site could mean that most of the trees could be retained. The main access to the OP40 site has already been established. The proposed development should examine the potential options for accessing the site via the remainder of the OP40 site before lodging an application that suggests direct access onto the A944.

Summary

In summary, our Client's central objection to this proposal is that it has been progressed in isolation from the wider OP40 site. As a result it does not deal with the implications of the proposed development across the OP40 site and the local area.

The current proposal is not acceptable:

- The scale of development is too large for the site and the parking provision too low;
- It is an obvious standalone development that does not consider properly how it relates to the wider OP40 site especially in respect of connectivity, public transport, travel options and site wide design coordination ;
- The traffic modelling, junction modelling and Post-AWPR modelling is flawed;
- The drainage calculations are not acceptable and do not protect downstream development appropriately;

- An assumed direct access onto the A944 is proposed resulting in the loss of trees. This need not be the case as the main access to the OP40 site has been established further east. Access options have not been examined in enough detail by the applicants;
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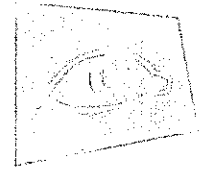
A key point in the Transport Assessment is that "... ACC has indicated a preference for the proposed development to be accessed through the Prime Four development site ..." (para. 4.34). We fully agree with this approach. It is in the interests of all parties developing the OP40 allocation to enter into a site-wide approach to ensure that the aspirations and standards set by Prime Four to date are maintained going forward. This relates as much to the quality and design of proposed development as to its connectivity, sustainability, linkages with the Prime Four Business Park and access to a range of sustainable transport modes.

We understand that Drum Kingswells Business Park Ltd is willing to enter into discussions with the applicant and the Council to examine how this proposal can meet the requirements of the Framework document. Drum is also willing to examine mutually beneficial ways to improve linkages across the whole OP40 site and mitigate against impact on the local roads network. Until then this application is out of sequence.

Yours sincerely



Steve Crawford
Planning Director
Halliday Fraser Munro



HALLIDAY FRASER MUNRO
PLANNING

P1849/004/SC

25 April 2013

Tommy Hart (Senior Planner)
Planning and Sustainable Development
Enterprise, Planning and Infrastructure
Aberdeen City Council
Business Hub 4
Ground Floor North
Marischal College
Aberdeen
AB10 1AB

Dear Mr Hart,

**OBJECTION – PLANNING APPLICATION REF: 130400
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MEASURING 17,129 SQM (EXCLUDING BASEMENT), 425 CAR PARKING
SPACES, ASSOCIATED INFRASTRUCTURE, ACCESS, LANDSCAPING AND
ANCILLARY WORKS**

We write on behalf of Mrs Kay Gibb to object to the above application on a number of grounds. Mrs Kay Gibb is a joint owner of the adjacent land and resides at East Kingsford Farm, Kingswells.

General Infrastructure Requirements and the Development Framework

Although the site has been identified within the OP40 opportunity site in the Local Development Plan (LDP) it is not at a stage where a planning application should be lodged. OP40 is allocated over a timeframe covering 2007 to 2023. The coordination across the following elements is missing from the proposal.

Process

The Prime Four Business Park has, as required by the Planning Authority, been subject to extensive analysis, modelling and negotiation over the necessary infrastructure requirements. It has been the subject of an agreed Development Framework that considers the context of the whole business park (building design, materials, landscape treatment, access routes and core paths and the principles of the layout) and encompasses the findings in the final layout and design.

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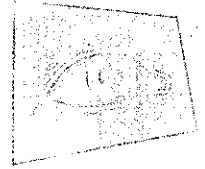
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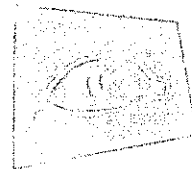
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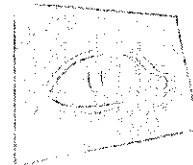
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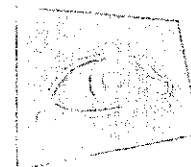


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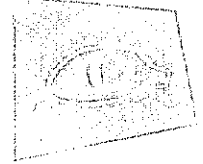
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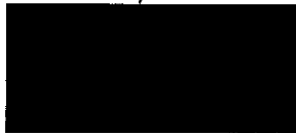
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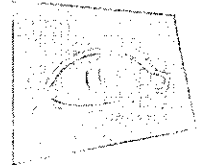
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P1849/003/SC

25 April 2013

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MEASURING 17,129 SQM (EXCLUDING BASEMENT), 425 CAR PARKING
SPACES, ASSOCIATED INFRASTRUCTURE, ACCESS, LANDSCAPING AND
ANCILLARY WORKS**

We write on behalf of Ms Maggi Palmer to object to the above application on a number of grounds. Ms Maggi Palmer is a joint owner of the adjacent land and resides at Corner Cottage, East Kingsford, Kingswells.

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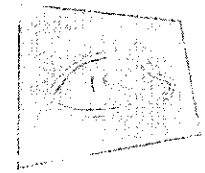
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CARDEN CHURCH
6 CARDEN PLACE
ABERDEEN
AB10 1UR

TELEPHONE
(01224) [REDACTED]

FACSIMILE
(01224) [REDACTED]

E-MAIL
[REDACTED]



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CONSULTANTS

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ARIBA ARIAS

IAN G FRASER
B ARCH (HONS)
RIBA ARIAS

HAMISH B MUNRO
DIP ARCH (ABDN)
RIBA ARIAS

DIRECTOR OF
PLANNING
BOB G REID
B(ARCHS) MCD MRTPI

REGIONAL
DIRECTOR
STEVE CRAWFORD
B(ARCHS) MRTPI



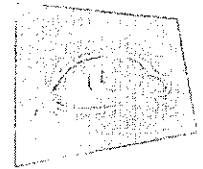
OP40-wide connectivity – the landscape strategy for the whole Prime Four site has identified the strategic cycle, pedestrian and traffic connectivity across the site. In particular it has been required to deal with access to and from Kingswells, the Park & Ride site, and the Fourcourt public square. The proposed development at Ardene shows potential access to the north and east but has not fully considered the wider connectivity throughout the OP40 site;

Access to Public Transport – this has been a key element of the sustainable access strategy for Prime Four. The current extent of development at Prime Four is restricted to 400m from the Kingswells Park & Ride (P&R) until such times as a new link to the P&R is provided along the main boulevard. The proposed application's TA suggests that it will use Prime Four's new bus stops and the Kingswells P&R to provide public transport access. The proposal is therefore 500 metres from the nearest bus stop and 700 metres from the P&R facility. This is beyond the accepted distance already adopted by the Council for the remainder of the OP40 site and shouldn't be entertained until a full and joint evaluation of the public transport access options has been concluded.

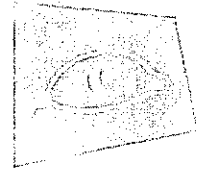
Linkages to the Fourcourt – similarly the Development Framework includes the provision of a focal point within OP40 and this manifests itself as a public square. The planning application for that public square (the "Fourcourt") has already been lodged and a decision is expected imminently. The Fourcourt provides a location where all users of the OP40 designation can congregate for events or everyday use. It will include active uses within and surrounding it including the new hotel, coffee house, restaurant, water feature, public open space and a multi-purpose central square. At present the Ardene proposal can't access this public square easily or conveniently. The proposed development needs to consider more fully how occupiers at Ardene are able to access this important amenity area within the OP40 designation.

The Park-Wide Travel Plan – A park-wide travel plan framework has been produced and is updated as the phases come forward at Prime Four. Each development is required to fit within that framework to ensure a coordinated approach to the site-wide access arrangements. The current proposal needs to coordinate with that plan to ensure easy and efficient access throughout the whole OP40 site. The TA indicates that access points have been taken to the edge of the site but suggests that is all that can be done at this stage. As indicated later in this letter Drum are willing to examine options with the applicant to ensure mutually beneficial linkages can be made.

OP40-wide Layout and Design Coordination – each plot within Prime Four has been the subject of extensive negotiation over the general layout, its setting, street pattern and the public realm created by the proposed streets and squares. This proposal should be considered in a similar coordinated manner rather than a standalone development. Phase 3 and 4 of the Prime Four Business Park are currently being considered by the design team. The Ardene planning application is therefore considered out of sequence as it should be reviewed against the surrounding phases of Prime Four rather than in isolation.



Transport Assessment - the TA is misleading in terms of its accessibility by non-car modes in terms of distance to public transport (as stated above). The trip rates and mode share for the proposed development are also based on Prime Four, which has significantly better accessibility. The proportion of walking and public transport trips predicted (25.2%) is achievable at Prime Four, due to it having better accessibility to Kingswells and bus routes, however we consider it likely that much of these will be transferred to private car trips for the proposed development given its lack of accessibility.

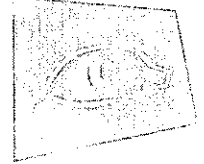


Trip rates used in the TA have been taken from the Prime Four TA, but are the lower rates adopted for the fully operational business park. The Prime Four TA recognises that the earlier phases of development are likely to have a higher trip rate before the full business park is established and economies of scale are realised. As a smaller individual business development, the proposed site would be expected to show trip rates for an office development with a much lower average GFA than for Prime Four, as the two developments are not comparable. As a result, and combined with the lesser accessibility as detailed above, we consider it likely that the trips for this individual development are likely to have been significantly underestimated.

Paragraph 6.15 of the TA states that the Transport Assessment for Prime Four tested a total floor area of 60,409 sqm, which is higher than is currently consented. It suggests that this was undertaken to "determine a maximum future level of business park development within the OP40 masterplan area". This is incorrect: the testing of the higher level of floor area was carried out to determine the total level of development **within Prime Four** that could be accommodated by the new road infrastructure being provided by the Prime Four developers. There should be no assumption that residual capacity has been provided on the network for further development generally within OP40. Further development up to 60,409sqm, the agreed capacity of the current Prime Four infrastructure works, is fully allocated to the Prime Four Business Park, as specified in Condition 5 of the Planning Permission in Principle for Phases 2 and 3.

The TA proposes an 'interim' access arrangement whereby a left in/out junction is provided on the A944. This would require westbound trips from the A944 (i.e. the majority of trips to the development in the AM peak) continuing west to the A944/B9119 (6 Mile Fork) roundabout junction to perform a U-turn to access the development from the west, a round trip of 2.4 miles. However, this arrangement fails to recognise the current proposals to signalise the 6-Mile Fork roundabout junction. Designs for this junction upgrade are currently being finalised and it is anticipated that it will be delivered in 2014.

With the existing roundabout signalised, the diversion route for the proposed development traffic from the east would be via the B9119, Prospect Road through the Arnhall Business Park returning to the A944 eastbound via the Arnhall roundabout. The round trip is approximately 3.5 miles and via a busy network through Arnhall, which is approved for further expansion. Whilst it is recognised that this arrangement is interim until the AWPR is complete and the new roundabout present on the A944 west of the site, we consider this access arrangement to be unworkable even for a 1-year period from 2017, and particularly whilst the AWPR works were being undertaken. However, if consent were to be granted, we consider it likely that development would commence on-site before 2017 as stated and the situation would be in place for a longer period than stated.



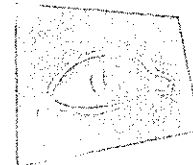
Junction Analysis - The modelling work carried out for Prime Four, involving both Paramics and Linsig modelling, shows that the Kingswells junction is sensitive to change with regard to the internal stop lines within the junction. In order for Prime Four's engineers to review this further we request a copy of the junction analysis files for auditing purposes. This is critical to the operation of the junction.

Post AWPR Scenario - The post-AWPR scenario does not appear to have been effectively modelled. Whilst there may be a reported 1% decrease in traffic on the A944 to the east of the Kingswells junction (i.e. passing the site), the TA does not identify whether this applies to the daily AADT or the peak hour flows, as are being assessed in the TA. It also appears to refer to two-way, rather than directional flows. Modelling work at Prime Four has shown that the peak hour changes on the A944 resulting from the AWPR are far more significant than what is being assessed in this TA. The percentage change in two-way trips is made up of decreases in one direction and increases in the other. The developer's consultants must ensure that they have the correct data on these peak hour changes, which are available, in order to provide any kind of meaningful post AWPR assessment. It is not suitable to state that this has not been carried out simply because no response was received from the AWPR's consultants.

Drainage - The Drainage Impact Assessment document and calculations suggest attenuation of surface water flows to rate agreed with ACC. Calculations for sizing of attenuation in the DIA is based on 50 year rainfall return events, with flows generated from larger rainfall events overflowing, and presumably directed to the nearest watercourse. ACC require that attenuation is provided to contain run-off from the 200 year plus climate change event in order to protect downstream properties, including Prime Four. The DIA requires to be reviewed and appropriate 200 year event plus climate change attenuation included in the proposals.

Parking Provision

The Transport Assessment at 4.29 indicates that the parking requirement is 533 spaces but that the parking provision is only 425 spaces (80% parking provision). The obvious implication of this will be spill-over parking at the nearest available locations. The danger is that the spill-over parking could be within Kingswells or the Prime Four Business Park. None of these would be desirable. The Prime Four Business Park has been established as an eminent business park with an extremely high amenity value. Rogue parking is a key potential problem that the design and layout at Prime Four has attempted to control. Allowing sub-standard parking on an adjacent site will encourage rogue parking and completely undermine the joint developer/City Council efforts to date at Prime Four.



A key Council concern with the Prime Four applications has been the potential misuse of the Park & Ride site by those working or visiting the OP40 site. As a result the monitoring of the Park & Ride site in respect of this is central to Drum's existing planning consents. The sub-standard parking arrangements on the proposed site will encourage such misuse and will be beyond the control of the Council or Drum and without payment or recompense to the Council for the use of the P&R site for overspill parking.

The scale of the proposed building is therefore too large and should be reduced to reflect the parking constraint on site and avoid overspill parking affecting the operation and quality of the wider OP40 site as well as the operation of the Park & Ride site.

Trees

A similar point to that above relates to the proposed tree loss. More coordination across the whole OP40 site could mean that most of the trees could be retained. The main access to the OP40 site has already been established. The proposed development should examine the potential options for accessing the site via the remainder of the OP40 site before lodging an application that suggests direct access onto the A944.

Summary

In summary, our Client's central objection to this proposal is that it has been progressed in isolation from the wider OP40 site. As a result it does not deal with the implications of the proposed development across the OP40 site and the local area.

The current proposal is not acceptable:

- The scale of development is too large for the site and the parking provision too low;
- It is an obvious standalone development that does not consider properly how it relates to the wider OP40 site especially in respect of connectivity, public transport, travel options and site wide design coordination ;
- The traffic modelling, junction modelling and Post-AWPR modelling is flawed;
- The drainage calculations are not acceptable and do not protect downstream development appropriately;

- An assumed direct access onto the A944 is proposed resulting in the loss of trees. This need not be the case as the main access to the OP40 site has been established further east. Access options have not been examined in enough detail by the applicants;
- Until the site is planned in a coordinated fashion this application is premature.

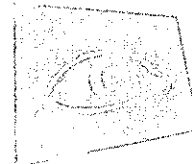
A key point in the Transport Assessment is that "... ACC has indicated a preference for the proposed development to be accessed through the Prime Four development site ..." (para. 4.34). We fully agree with this approach. It is in the interests of all parties developing the OP40 allocation to enter into a site-wide approach to ensure that the aspirations and standards set by Prime Four to date are maintained going forward. This relates as much to the quality and design of proposed development as to its connectivity, sustainability, linkages with the Prime Four Business Park and access to a range of sustainable transport modes.

We understand that Drum Kingswells Business Park Ltd is willing to enter into discussions with the applicant and the Council to examine how this proposal can meet the requirements of the Framework document. Drum is also willing to examine mutually beneficial ways to improve linkages across the whole OP40 site and mitigate against impact on the local roads network. Until then this application is out of sequence.

Yours sincerely



Steve Crawford
Planning Director
Halliday Fraser Munro



Planning & Sustainable Development	
Mail ID	29079
RECEIVED	15 APR 2013
REPLY	6/5/13
Section	DM
Officer	TH

"The Lodge",
 Kingswells House,
 Kingswells,
 AB15 8PJ,
 Aberdeen
 13th April 2013



Aberdeen City Council,
 Planning & Sustainable Development,
 Enterprise, Planning & Infrastructure,
 Aberdeen City Council,
 Business Hub 4,
 Ground Floor North,
 Marischal College,
 Broad Street,
 Aberdeen
 AB10 1AB

Proposed office development – Veterinary Hospital AB15 8PJ – Application 130400

Dear Dr Margaret Bochel,

I am in receipt of your letter reference – TOH/P130400(ZIA), being a response to my earlier letter on the above subject dated 7th April 2013.

As I pointed out in my letter of the 7th April, my concern arises from the level difference between the Ardene House land and "The Lodge" and our potential vulnerability to flooding from the Den Burn, which runs external to our boundary fence (on Ardene House land). Effectively, I am not raising any objection to the Kingswells Development Company Ltd., proposal providing I receive assurance that suitable measures will be taken to ensure the Den Burn is contained on Ardene House land and that no flooding risk to "The Lodge" will exist.

The other issue that concerns me is the planned egress route for traffic from the proposed development appears to cut right across our existing entrance, which would make access for us potentially difficult. Likewise, providing I receive a reasonable response to this issue I will not raise any objection.

I await your response on these points.

Thanking you for your attention in this matter.

Yours faithfully,

Ian Lindsay



Your Ref.
Our Ref. TOH/P130400[ZIA]
Contact Tommy Hart
Email pi@aberdeencity.gov.uk
Direct Dial 01224 523126
Direct Fax 01224 523180



ABERDEEN CITY COUNCIL

09/04/2013

Ian Lindsay
The Lodge
Kingswells House
Kingswells
Aberdeen
AB15 8PJ

Planning & Sustainable
Development
**Enterprise, Planning &
Infrastructure**
Aberdeen City Council
Business Hub 4
Ground Floor North
Marischal College
Broad Street
Aberdeen
AB10 1AB

Minicom 01224 522381
DX 529452, Aberdeen 9
www.aberdeencity.gov.uk

Dear Sir/Madam

**The Town and Country Planning (Scotland) Act 1997
Veterinary Hospital, Skene Road, Aberdeen
Erection of Class 4 three-storey office development measuring 17,129 sq m
(excluding basement), 425 car parking spaces, associated infrastructure,
access, landscaping and ancillary works.
Application Ref: P130400**

I refer to your letter of representation with regard to this application. Provided your letter has been submitted within the statutory time period, the points that you have made will be taken into account in the assessment of the planning application. Your letter will in due course be referred to in my report and recommendations, which may be referred to the Development Management Sub Committee.

Please be aware that your letter of representation will be open to public view, according to the usual practice of this Authority. This may include copies of your letter being circulated with the papers for the meeting of the Committee should it be necessary to present the application to the Committee. You may withdraw your representation in writing to me at anytime, should you so wish, but it will not be possible to reinstate any withdrawn objection after the period for receipt of written representation has expired.

I regret that we are unable to reply to letters of representation individually, but I will inform you in writing of the final decision made by the Council on the application.

Yours faithfully

Dr Margaret Bochel
Head of Planning and Sustainable Development



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"The Lodge",
Kingswells House,
Kingswells,
AB15 8PJ,
Aberdeen
7th April 2013

[REDACTED]
[REDACTED]
[REDACTED]

Aberdeen City Council,
Planning Reception,
Planning & Sustainable Development,
Marischal College,
Broad Street,
Aberdeen
AB10 1AB

Proposed office development – Veterinary Hospital AB15 8PJ – Application 130400

Dear Sir / Ms,

I am writing in response to the Planning Notification – Application number 130400 for a three story office block on the land presently occupied by the Ardene Veterinary Hospital at Kingswells. My property – "The Lodge" adjoins the proposed development. There are a number of issues that concern me as follows:

The Ardene Veterinary Hospital land is at a substantially higher elevation than "The Lodge". The significance of this observation relates to the present route of the Denburn stream, which runs parallel to the A944 until it meets our western boundary, at which point it makes a 90 degree turn and runs along our boundary until spilling into a pond at the bottom of our garden before flowing under the road leading to Kingswells House. The level differential between our property and the adjoining Ardene Veterinary Hospital land is about 6 feet, consequently the stream is only maintained in its bed by a level of (about) 18" in respect to our property.

The issue that concerns me is the proposed development shows considerable land in-fill taking place to acquire the necessary car parking into what is presently a pond, however no detail is provided as to how the Denburn stream is to be routed, and as our property is at significant risk of flooding due to the level differential, I require assurance that the stream will be properly contained and routed clear of our property. If I do not receive this assurance you can take this notification as an objection to the proposed development.

A further point that concerns me is the planned egress route for traffic from the proposed development appears to cut right across our existing entrance, which would make access for us potentially difficult.

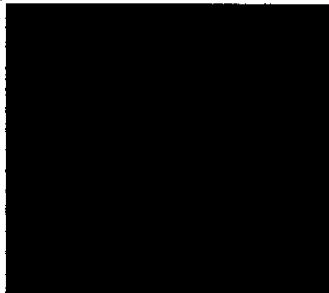
Finally – I have enclosed photographs illustrating the present routing of the Denburn stream around our property and the level difference between Ardene Veterinary Hospital land and “The Lodge”, plus a plan of the proposed development with the Denburn route high-lighted in yellow.

I await your response on these points.

Thanking you for your attention in this matter.

Yours faithfully,

Ian Lindsay



1. The proposed site plan is based on the information provided by the applicant and is subject to change without notice. The applicant is responsible for providing accurate information.

2. The proposed site plan is subject to the approval of the Planning Commission. The Commission may require additional information or a revised site plan.

3. The proposed site plan is subject to the approval of the Board of Health. The Board may require additional information or a revised site plan.

4. The proposed site plan is subject to the approval of the Board of Public Works. The Board may require additional information or a revised site plan.

5. The proposed site plan is subject to the approval of the Board of Zoning Appeals. The Board may require additional information or a revised site plan.

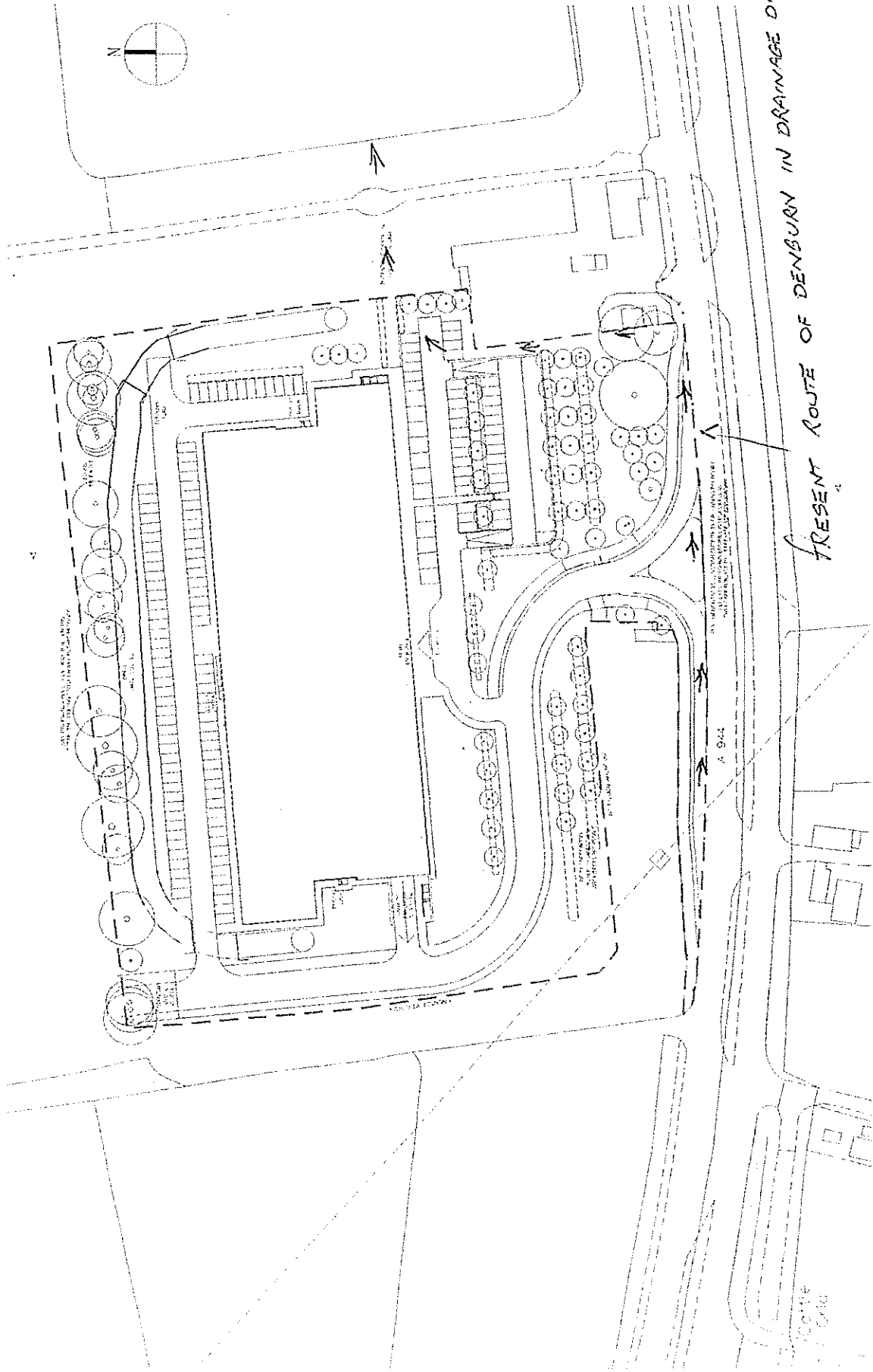
6. The proposed site plan is subject to the approval of the Board of Environmental Appeals. The Board may require additional information or a revised site plan.

7. The proposed site plan is subject to the approval of the Board of Planning and Zoning. The Board may require additional information or a revised site plan.

8. The proposed site plan is subject to the approval of the Board of Planning and Zoning. The Board may require additional information or a revised site plan.

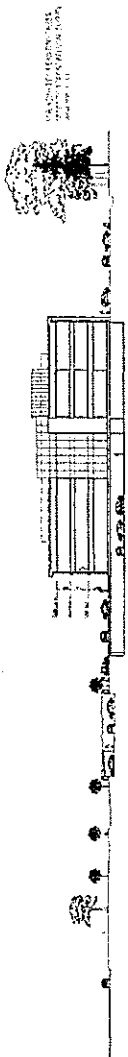
9. The proposed site plan is subject to the approval of the Board of Planning and Zoning. The Board may require additional information or a revised site plan.

10. The proposed site plan is subject to the approval of the Board of Planning and Zoning. The Board may require additional information or a revised site plan.



PRESENT ROUTE OF DENBURN IN DRAINAGE DITCH

PROPOSED SITE LAYOUT 1989

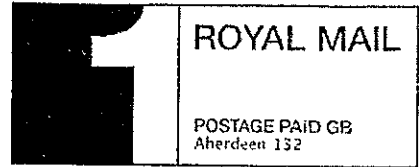


PROPOSED SITE SECTION A-A 1-890

PLANNING	
PROJECT NO.	1989-001
PROJECT NAME	PROPOSED SITE LAYOUT 1989
PROJECT LOCATION	1000 DENBURN ROAD, DENBURN, ALA. 36828
PROJECT OWNER	HOSPITALS ASSOCIATES
PROJECT ARCHITECT	HOSPITALS ASSOCIATES
PROJECT ENGINEER	HOSPITALS ASSOCIATES
PROJECT DATE	1989
PROJECT STATUS	PRELIMINARY
PROJECT SCALE	1/4" = 1'-0"
PROJECT SHEET NO.	1
PROJECT SHEET TOTAL	1

THIS IS NOT A CIRCULAR

Neighbour Notification Notice
Town and Country Planning (Development Management
Procedure) (Scotland) Regulations 2008

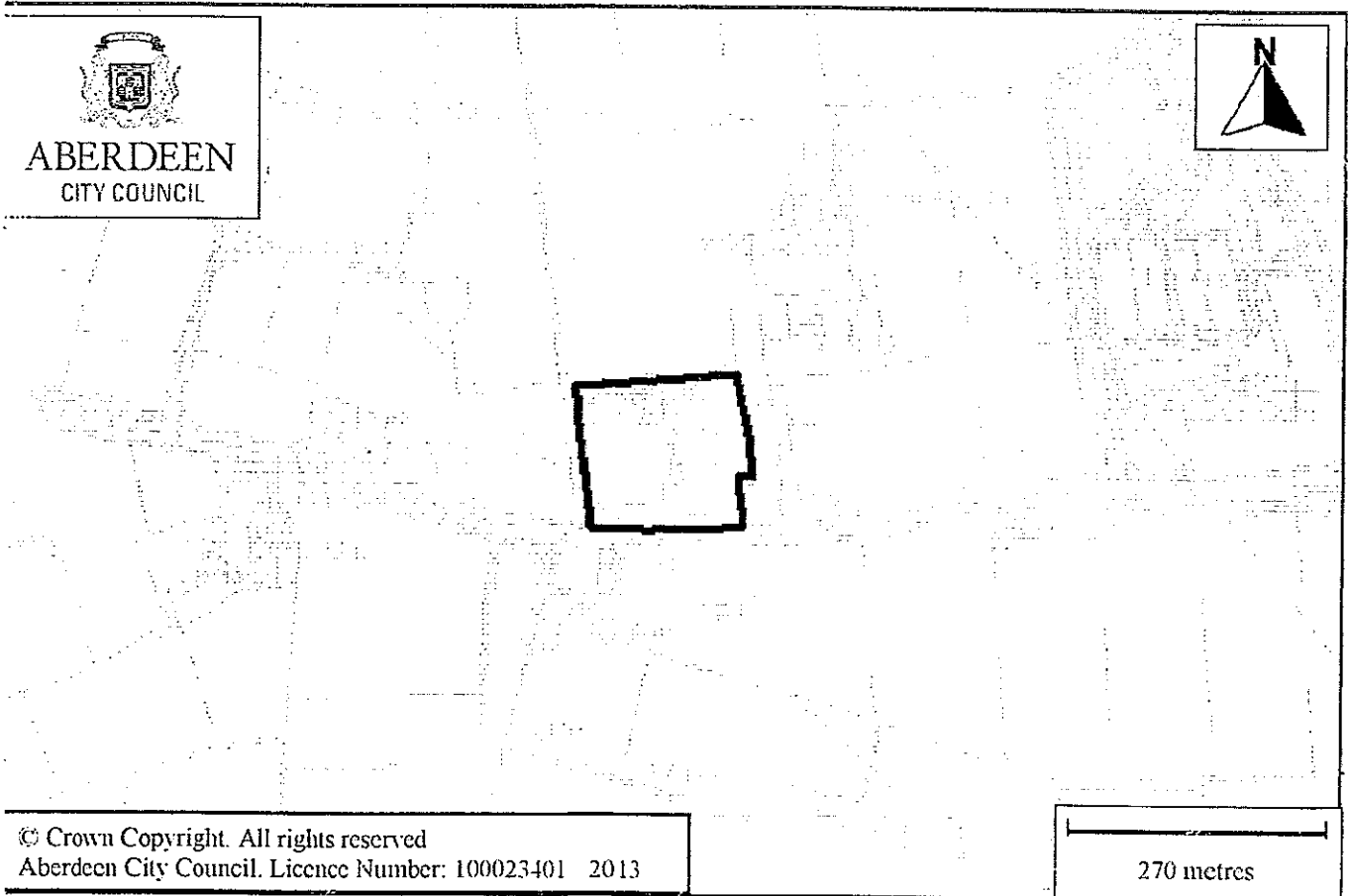


Owner/Occupier/Lessee
The Lodge
Skene Road
Aberdeen
AB15 8PJ

Handwritten note: 2/25/13
A

Handwritten note: 2

undelivered please return to: P & S D, E, P & I, ACC, Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen AB10 1AB



**Notice to be served on all Notifiable Neighbours
Town and Country Planning (Development Management Procedure)
(Scotland) Regulations 2008**

NOTICE IS HEREBY GIVEN THAT AN APPLICATION HAS BEEN MADE TO ABERDEEN CITY COUNCIL FOR PLANNING PERMISSION FOR.

APPLICATION NUMBER:	130400	DATE OF NOTICE:	04 April 2013
PROPOSED DEVELOPMENT AT:	Veterinary Hospital, Skene Road, Aberdeen, AB15 8PJ		
DESCRIPTION OF PROPOSAL:	Erection of Class 4 three-storey office development measuring 17,129, sq m (excluding basement), 425 car parking spaces, associated, infrastructure, access, landscaping and ancillary works.		
APPLICANT DETAILS:	Kingswells Development Company Ltd		
AGENT DETAILS (where applicable):	Keppie Planning & Development, 160 West Regent Street, Glasgow, G2 4RL		

A plan showing the location of the proposed development is printed overleaf.

The plans and other related documents may be inspected at Aberdeen City Council, Planning Reception, Planning & Sustainable Development, Marischal College, Broad Street, Aberdeen AB10 1AB or online at

<http://planning.aberdeencity.gov.uk/PlanningDetail.asp?ref=130400>.

Objections/Representations

Representations on this planning application should be made within 21 days of the date of this Notice to the postal address or weblink above or to the e-mail address below.

Representations received within 21 days will be available for public inspection and be taken into account in determining the application if they are material planning considerations. For more information on what matters are material considerations go to http://www.aberdeencity.gov.uk/web/files/Planning/comment_planning.pdf.

Please note that representations that you may have made to the agent/applicant at any Pre-Application Consultation stage will not be transferred to the current application and new representations will have to be submitted.

The Council's Scheme of Delegation allows some applications to be determined by officers without reference to Committee. Details are available at: www.aberdeencity.gov.uk/Planning/sf_pla/pla_modern_plan_update.asp.

For further information on the Council's planning application procedure visit our website www.aberdeencity.gov.uk/planningapplications. For information specifically relating to this application, please contact the Application Support Team (01224 523470) or by email to pi@aberdeencity.gov.uk.

If you are not the owner of the property to which this notice has been sent, please inform the owner of this proposal.

**For help with language / interpreting and other formats of communication support,
please contact: 01224 523 470**



