

Planning Development Management Committee

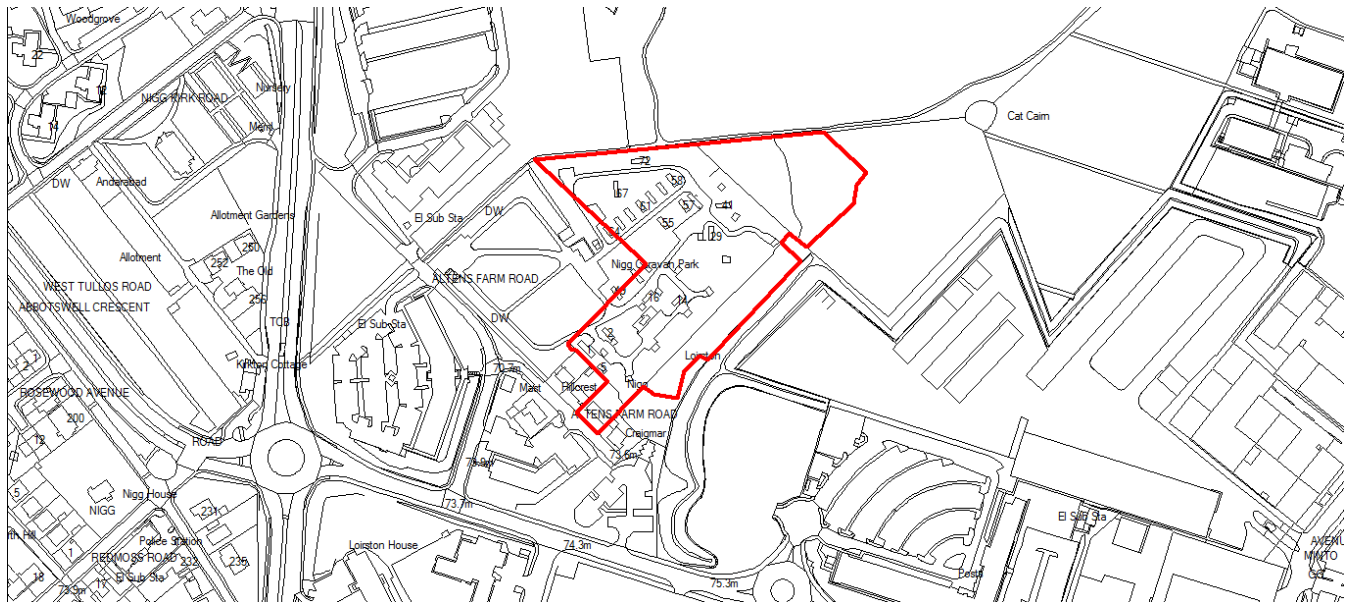
FORMER NIGG CARAVAN PARK, ALTENS FARM ROAD, NIGG

CONSTRUCTION OF 595 SPACE PARTIALLY DECKED CAR PARK WITH ASSOCIATED LANDSCAPING AND LIGHTING COLUMNS, TO INCLUDE DEMOLITION OF EXISTING DWELLING

For: Argon Developments (North) Ltd

Application Type : Detailed Planning Permission
Application Ref. : P140434
Application Date: 04/04/2014
Officer: Matthew Easton
Ward : Kincorth/Nigg/Cove (N Cooney/C Mccaig/A Finlayson)

Advert: Can't notify neighbour(s)
Advertised on: 07/05/2014
Committee Date: 28 May 2014
Community Council : Comments



Willingness to approve subject to conditions, but to withhold the issue of the consent document until the applicant (Argon) has entered into a legal agreement with the Council to secure (i) the inclusion of 36 parking spaces within the parking allocation for the future City Park 2 development, or their removal after five years of occupation of City Park 1, (ii) financial contributions towards capacity improvements on Wellington Road and (iii) the proposed tenant of the building approved under application P131742 (Wood Group PSN) enter into a legal agreement to implement the actions

within the Green Travel Plan and submit regular monitoring reports to the Council.

DESCRIPTION

The site is the former Nigg Caravan Park which is located on the east side of Altens Farm Road.

The overall site comprises approximately 2.5 hectares however the area subject of the application extends to 1.9 hectares. The paved vehicular access routes and caravan hard standings are currently being demolished as the site is prepared for re-development.

To the north is Tullos Hill, to the west is the remainder of the former caravan site and Core Path 103, beyond which is the Shell office complex. To the east is open space associated with Tullos Hill and an area of vacant land where it is proposed to construct an office building (planning application P131742). To the south is Altens Farm Road, where there are three houses and a hairdressers on Altens Farm Road.

Approximately 115m to the north east of the site is a scheduled monument known as 'Cat Cairn', part of a series of cairns found on Tullos Hill. The monument is of national importance as the remains of a prehistoric funerary monument of probably Bronze Age date, which may form part of a relict prehistoric landscape.

RELEVANT HISTORY

- Planning permission (P131497) was granted by delegated powers on 28th November 2013 for a 309 space car park on the former caravan site. The parking was to be associated with an office development (19,233m² (gross) on the adjacent site under planning permission P131312. Between the two applications a total of 641 car parking space would be provided.
- Planning permission (P131742) was granted by delegated powers on 3rd February 2014 to revise the proposed office development approved under planning permission P131312 to allow an additional 3705m² (gross external) of floor space. This brought the total floor space to 23,980m² (gross external).

A non-material variation to application P131742 was granted on 3rd March 2014 to take account of –

- Additional storage accommodation and plant space at basement level;
- change from screened plant compound on the roof to enclosed plant room;
- relocation of service lift within the building and indication of the lift headroom;
- realignment of meandering path in the landscaped area to the south west corner of the building; and

- repositioning of the ramps from the service area up to the ground floor level at the west side of the building.

Due to way the gross floor area of the building is calculated, these changes resulted in the floor space increasing by 2334m² to 26,091m². The size, scale and dimensions of the building remained as before.

- Planning permission (131748) was granted by delegated powers on 6th February 2014 to increase the number of parking spaces at the Nigg caravan site. The total number of spaces approved on the Nigg site was 381 and corresponds with the revised floor space approved under P131742.

In summary the total consented floor space at City Park is 26,091m² and 737 car parking spaces (169 beside the building, 187 in the basement and 381 spaces on the Nigg Caravan Site).

PROPOSAL

Detailed planning permission is sought for the construction of a surface car park and decked car park which would accommodate a total of 595 car parking spaces and 13 motorcycle spaces.

The car park would provide parking for staff and visitors associated with the proposed office building (City Park 1) subject of planning permission P131742, the occupier of which is expected to be oil and gas services company Wood Group PSN ('WGPSN'), one of Aberdeen's largest employers. The company expects to accommodate 2084 staff at the building initially, with the potential for further growth to circa 2,340 through flexible working etc.

The proposed car park would supersede the car park approved through P131748 and in combination with the surface car park adjacent to the building and basement parking, would bring the total number of parking spaces at City Park to 930.

The surface car park would accommodate 411 car parking spaces and all the motorcycle spaces, with the parking bays finished in porous block paving whilst the roadways would be asphalt.

The decked car park would accommodate 184 spaces. It would be 60m wide and 70m long. Its height would be 2.85m to the surface of the deck and a further 1.1m to the top of the metal balustrade. It would be constructed with a precast concrete frame and poured concrete surface. The deck would be accessed via a ramp for vehicles and two stairwells for pedestrians. It would be illuminated by eight 5m high lighting columns.

It is intended that the car park would be accessed through the main office development site which itself is accessed from the roundabout at the Hareness Road / Crawpeel Road junction.

Areas of landscaping would be interspersed within the car park and there would be trees planted along the south west and south east boundaries. The car park would be enclosed by hedging.

Seven 8m high lighting columns would be installed throughout the car park.

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?ref=140434>. On accepting the disclaimer enter the application reference quoted on the first page of this report. The following documents have been submitted in support of the application and are summarised below –

Green Travel Plan for Wood Group PSN for the period 2014-2020.

The GTP shows that WGPSN employees travel from throughout the north east to reach their workplace. This area extends as far as Montrose in the south, Elgin in the west and Fraserburgh in the north.

As part of the GTP a staff travel survey completed which shows that at present the majority of staff (63%) travel more than 4 miles to reach their place of work, which has an impact upon the level uptake in walking and cycling. 17% of staff travel more than 20 miles which means that public transport options are also less appropriate due to the number of modes and changes required.

The GTP provides a detailed 79 point action plan to deliver a decrease in single car journeys from 59% to 41% and increased use of sustainable transport modes from 38% to 57%.

The Green Travel Plan proposes the establishment of a Transport Management Organisation (TMO) for the wider Altens and Cove area providing a co-ordinated channel for all transportation matters affecting businesses and residents in the area.

Business Case from Wood Group PSN which is summarised below.

The document explains that the company are seeking an additional 36 car parking spaces (4% above the permitted 894 spaces within the overall development) to support the future growth of the business.

The car parking provision proposed at CityPark would be 136 less spaces (13%) than compared to the seven existing offices which would be vacated. In this regard, WGPSN therefore feel that they are being penalised for relocating to newer, more sustainable office accommodation. The modal shift required to occur to

As Parking standards are based on gross floor area (GFA), WGPSN feel they are being further penalised due to the adoption of a more efficient density of

occupation. The occupation density which WGPSN intend on implementing would be 1 person per 10m² as opposed to the industry standard of 1 person per 12 – 14m².

The document proposes that the additional 36 spaces are provided from car parking associated with the proposed adjacent development (City Park 2) thus ensuring that the overall car parking remains within the maximum car parking permitted.

Business Case – Supplementary Note from Bob Keiller, CEO of WGPSN, which outlines the wider benefits of WGPSN to Aberdeen.

In summary the note states that WGPSN is an international company headquartered in Aberdeen, which results in many global staff will visit for short to medium assignments and will work variable hours – it is more difficult for these visitors to cycle, walk or use public transport.

City Park will offer WGPSN greater capacity for these international staff - this invariably enhances Aberdeen's reputation with such visitors and can lead to business opportunities for other supply chain companies when visitors understand what the market here can offer.

Having the capacity to base people within WGPSN's headquarters in Aberdeen will aid employment sustainability in the North East of Scotland, WGPSN's preferred city location. It will also maximise WGPSN's ability to attract and retain essential, highly-skilled knowledge workers who will contribute significantly to the local economy.

As well as the above benefits, the document goes on to state that City Park will support other potential social benefits. WGPSN's business is built on seven core values - social responsibility being one of those. This encompasses three broad obligations - create employment opportunities for local people, use suppliers from the local supply chain and make a positive difference to the local community. WGPSN's support for local causes such as Glencraft, Maggie's Centre, Archie's and others is well documented. WGPSN's ability to support local causes will be increased by having greater capacity and also by having a concentration of staff at a single site - this makes fund raising events easier to organise and creates energy and momentum in support of great causes.

For the City Park development WGPSN believe that less than 930 spaces will seriously impact the attractiveness of the proposed development.

Transport Assessment Addendum which examines the impact of additional traffic on surrounding junctions.

REASON FOR REFERRAL TO COMMITTEE

The application has been referred to the Planning Development Management Committee because Cove and Altens Community Council has objected to the

application. Accordingly, the application falls outwith the scope of the Council's Scheme of Delegation.

CONSULTATIONS

Roads Projects Team –

- The total GFA of the building is 26091m² which using Aberdeen City Council parking standards of 1 space per 30m² results in 869 parking spaces plus 25 disabled spaces.
- It has now been agreed that an additional 36 parking spaces shall be accommodated on site which equates to approximately 4% above the maximum. This is only being agreed under the conditions that should the adjacent office development, known as City Park 2, be approved that this office development shall incorporate these 36 spaces within their maximum parking allowance. Should the adjacent office development not get planning approval then the additional 36 spaces are to be removed within 5 years.
- There are no alterations to the development vehicle access for this application. As per the previous applications the access will require to be subject to a Road Construction Consent (RCC).
- It is noted that the trip data submitted has been updated to consider the additional parking proposed and it can be confirmed these figures are satisfactory.
- As per the previous application contribution for the impact at the Souter Head Road / Wellington Road roundabout will be required. Using the same rate of contributions, an additional £16,000 should be secured for a contribution via a legal agreement.
- The impact predicted on the Harness Road / Wellington Road roundabout has been assessed using ARCADY and it can be confirmed that the results submitted show the roundabout to perform at a no net detriment with the proposed mitigation proposals at this roundabout. As per the previous application these mitigation measures are still to go through the RCC process to agree final design and geometries
- As mentioned previously a comprehensive TP has been submitted which includes an array of measures to ensure sustainable travel to the site will be promoted to a high level.
- The mode shift change in the targets section is ambitious and it is imperative that the TP action plan in section 13 should be adhered to.
- It is to be conditioned that the monitoring reports as set out in section 12.3 of the TP should be submitted for review within the time frames mentioned in the table. These reports should refer directly to the mode shift targets and the action plan as set out in the TP.

Environmental Health – No response received.

Enterprise, Planning & Infrastructure (Flooding) – A drainage impact assessment is required which should include calculations supporting the predevelopment greenfield runoff rate and the rate of discharge of the proposed development, that will have to be agreed with ACC.

In the proposal submitted the levels of treatment for a car park area are 2, which is in line with the SuDS design criteria.

The DIA should include the attenuation volume calculations, considering a 1 in 200 year event +20% due to climate change. A flow control device may be placed to limit the discharge flow.

The Flood Prevention Unit will offer further comments once the requirements stated above have been taken into account.

Education, Culture & Sport (Archaeology) – A condition should be attached which ensures that no development shall take place within the area indicated (in this case the area of the whole development) until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority. The programme of archaeological work will include all necessary post-excavation and publication work.'

Community Council - It is felt that the City Park Green Travel Plan and proposal for a Transport Management Organisation for this area, although a good idea on paper, may not result in everyone taking it on board.

What is the City Council's position, after analysis, of this proposal and is the proposal legally enforceable?

The cumulative affect of all the office development proposals in this locus with resulting traffic, would not only affect Hareness Road and Nigg Roundabout but Souterhead Road, the Makro Roundabout and the Coast Road along with all the surrounding road network.

Road improvements are required before any more traffic is introduced to this area to mitigate the effect of increased usage.

REPRESENTATIONS

One letter of representation has been received from a resident of Sheddocksley. The representation notes that the car park would be associated with the adjacent office building development and queries whether the combined number of parking spaces would breach the maximum parking standards contained within Scottish Planning Policy.

PLANNING POLICY

National Policy and Guidance

Scottish Planning Policy (SPP)

45. (Economic Development) – Authorities should respond to the diverse needs and locational requirements of different sectors and sizes of businesses and take a flexible approach to ensure that changing circumstances can be

accommodated and new economic opportunities realised. Removing unnecessary planning barriers to business development and providing scope for expansion and growth is essential. The planning system should support economic development in all areas by:

- taking account of the economic benefits of proposed development in development plans and development management decisions,
- promoting development in sustainable locations, particularly in terms of accessibility,
- promoting regeneration and the full and appropriate use of land, buildings and infrastructure,
- supporting development which will provide new employment opportunities and enhance local competitiveness, and
- promoting the integration of employment generation opportunities with supporting infrastructure and housing development.

The planning system should also be responsive and sufficiently flexible to accommodate the requirements of inward investment and growing indigenous firms.

171. (Parking Policies) – The availability of parking can have an important influence in reducing reliance on the car. Planning authorities should apply maximum parking standards to on-site parking at new development to encourage modal shift. Parking restraint policies should be supported by measures to promote the availability of high quality public transport services. Authorities should also consider promoting park and ride schemes on commuter routes. Appropriate car and cycle parking should be provided at rail stations to encourage onward travel by rail.

172. In order to provide consistency in the level of maximum parking standard applied to specific types and scales of development, the following national standards have been set:

- Retail (food) (Use Class 1) 1000m² and above - 1 space per 14m²
- Retail (non-food) (Use Class 1) 1000m² and above - 1 space per 20m²
- Business (Use Class 4) 2500m² and above - 1 space per 30m²
- Cinemas (Use Class 11a) 1000m² and above - 1 space per 5 seats
- Conference Facilities 1000m² and above - 1 space per 5 seats
- Stadia 1500 seats and above - 1 space per 15 seats
- Leisure (other than cinemas and stadia) 1000m² and above - 1 space per 22m²
- High and Further Education (non-residential elements) 2500m² and above - 1 space per 2 staff plus 1 space per 15 students

Where an area is well served by sustainable transport modes, more restrictive standards may be appropriate. In rural areas where public transport is scarce, less restrictive standards may be appropriate.

Aberdeen Local Development Plan

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.

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 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.

Policy NE6 (Flooding and Drainage) – Surface water drainage associated with development must be the most appropriate available in terms of SUDS and avoid flooding and pollution both during and after construction. Connection to the public sewer will be a pre-requisite of all development where this is not already provided. Private wastewater treatment systems in sewered areas will not be permitted.

Policy T2 (Managing the Transport Impact of Development) – New developments will need to demonstrate that sufficient measures have been taken to minimise the traffic generated. Maximum car parking standards are set out in Supplementary Guidance on Transport and Accessibility and detail the standards that different types of development should provide.

Supplementary Guidance (SG)

Transport and Accessibility SG

The maximum level of car parking for office use on site within the outer city zone is 1 space per 30m².

EVALUATION

Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 (as amended) require that where, in making any determination under the planning

acts, regard is to be had to the provisions of the development plan and that determination shall be made in accordance with the plan, so far as material to the application, unless material considerations indicate otherwise.

Principle of Development

The site is zoned as business and industrial land in the adopted local development plan where Policy BI1 applies. The policy supports the principle of new business and industrial development within such areas. The use of a vacant site within the existing urban area is also welcomed as it reduces pressure for additional land to be allocated on greenfield sites.

Although a standalone car park would normally be contrary to policies regarding sustainable travel, the proposed car park would be associated directly with the proposed office development proposed under application P131742. The principle of this arrangement has been established through applications P131312 for the office and P131497 for the car park. If the application is approved it is recommended that a condition be attached to any permission which would not allow the proposed car park to be used for any other purpose other than in association with the proposed office building.

Access and Traffic

The proposed access to the car park would remain as approved under P131748, which is through the main office development site which itself is accessed from the roundabout at the Hareness Road / Crawpeel Road junction. This is considered acceptable by the Roads Projects Team.

An addendum to the previously carried out Transport Assessment (TA) has been carried out with trip analysis reflect the notional floor space which would correspond with 930 parking spaces. The conclusions of the TA and action required are that –

- the additional traffic generation can be accommodated at Hareness Road / Wellington Road / West Tullos Road roundabout junction within the already agreed mitigation which would be implemented through the planning approval for the office building.
- the Southerhead Road / Crawpeel Road junction continues to perform within capacity in both the AM and PM peaks.
- an increase (£16,000) in the financial contribution towards improvements at the Souther Head Road / Wellington Road junction should be secured through the legal agreement.
- the agreed mitigation for the Hareness Road / Wellington Road junction, already required through the application for the office building, is sufficient to ensure a no net detriment situation at the junction.

The assessment has been reviewed by the Roads Projects Team and is considered acceptable.

Parking Standards

Both Scottish Planning Policy (SPP) and the Council's Transport Supplementary Guidance recognise that the availability of parking can have an important influence in reducing reliance on the car. In order to encourage modal shift towards more sustainable modes of transport, the Council operate maximum parking standards for on-site parking at new development, based on the gross floor space of the proposed building.

For office developments in the 'outer zone' of the city, the Council have adopted through Supplementary Guidance on Transportation that forms part of the Development plan, the national standard within SPP which allows 1 parking space per 30m². SPP does allow flexibility and states that where an area is well served by sustainable transport modes, more restrictive standards may be appropriate. In rural areas where public transport is scarce, less restrictive standards may be appropriate.

The gross floor space of City Park 1 is 26,091m² which equates to the maximum permitted number of standard spaces being 869. In addition to the 869 spaces, 25 disabled spaces are required, bringing the permitted total to 894.

WGPSN are seeking consent for 930 spaces overall (905 standard and 25 disabled), which is 36 spaces (4%) above that permitted by parking standards and represents a departure from the development plan.

Recognising the difficulty the Council would have in supporting an application which would contravene the parking standards, the developer and WGPSN have offered to have the additional 36 spaces included as part of the parking allocation associated with the proposed phase 2 of the City Park development, which WGPSN expect to fully or partially occupy in the future. This would result in the overall parking provision ultimately remaining within the maximum permitted, but would assist WGPSN in the initial move from seven sites to one and the reduction in parking provision associated with that.

Planning officers agree that this approach would be acceptable and could be secured through the signing of a section 75 legal agreement between WGPSN, the developer and the Council. The agreement would ensure that on submission of the City Park 2 application that the 36 spaces would be included in the calculation of parking provision for that phase. Should an application for City Park 2 fail to materialise, or the application is refused, the agreement would require the 36 parking spaces to be removed after 5 years of occupation of City Park 1. The use of a section 75 would also ensure that the restriction ran with the land, rather than being specific to WGPSN, should circumstances change and a different organisation occupy City Park 2.

Whilst in the long term the parking standards would not be breached, they would be for the time between occupation of the City Park 1 and occupation of City Park 2, which still represents a departure from the development plan.

SPP requires planning authorities to respond to the diverse needs and locational requirements of different sectors and sizes of businesses and take a flexible approach to ensure that changing circumstances can be accommodated and new economic opportunities realised.

It is recognised that if the parking standards were adhered to, WGPSN would see a reduction of 172 (16%) parking spaces in the move from its existing seven sites to City Park 1, which presents a challenge in terms of achieving a modal shift to accommodate the reduction over a short period of time. Allowing 36 spaces more than the parking standards would reduce the difference to 136 (13%), lessening the impact of the move for the company.

WGPSN also highlight that the move to City Park allows the company to significantly improve the provision of facilities that would encourage modal shift to sustainable transport options. There would be an 18% increasing in cycle parking, 50% increase in the availability of showers and 250% increase in video conferencing facilities which reduces the requirement to travel.

WGPSN advise that the number of employees which would be accommodated within the building would be higher than normal for a building of this size, which is achieved by the design of the building and efficient use of the available space. The industry standard office density is understood to be 1 person 12m²–14m², whereas WGPSN intend on operating with a ratio of 1 person per 10m² at City Park. The parking standards are based on floor space rather than the number of staff accommodated within the building, therefore any increase in the number of people accommodated does not result in a corresponding increase in parking, thereby penalising WGPSN for efficient use of the building.

The Green Transport Plan (GTP) which has been submitted by WGPSN is considered to be a comprehensive package of ambitious measures which aims to reduce the use of private cars by their staff. WGPSN's commitment to increasing the use of sustainable transport measures is welcomed and will help to ensure that the impact of their development is minimised as far as possible. In accordance with the request from the Roads Projects Team, it is proposed that provision is made within the legal agreement to ensure that GTP monitoring reports are submitted to the Council on a regular basis and any appropriate actions implemented.

The GTP proposes investigating the possibility of establishing a Traffic Management Organisation (TMO) for the Altens and Cove area, which would not only assist WGPSN in encouraging use of sustainable transport options but also other employers within the area. Through the use of shared shuttle buses and other measures, a TMO has the potential to remove far more car trips from the network than WGPSN could on it's own. This intention is welcomed, although further investigation would be required to determine the feasibility of a TMO and support available for setting one up. The legal agreement would include a

requirement to implement the points of action within the Green Travel Plan and submit regular monitoring reports.

It is considered that the situation is unique and that there are few companies of the scale of WGPSN that are likely to find themselves in the same situation where they are re-located from several premises in Aberdeen to one site. The potential development of City Park 2, which is currently at pre-application stage, also presents a mechanism by which the parking can be provided in a manner which protects the Council's position in terms of implementation of the parking standards.

Therefore it is considered that in order to support WGPSN in their move to City Park 1 and to allow the targets within the GTP to be as realistic and achievable as possible, that a temporary increase in the level of parking at City Park 1 over and above that permitted by the parking standards should be permitted.

Surrounding Amenity

The site is predominately surrounded by business and industrial uses. The three dwellinghouses and hairdressers located on the north side of Altens Farm Road, immediately adjacent to the south western boundary of the site, are all now in the ownership of the applicant. A fifth house on the south site of Altens Farm Road is derelict.

The decked car park would be located towards the rear of the site, away from public roads, although it would be seen from the nearby by Core Path leading to Tullos Hill. The structure would be largely open resulting in minimal visual impact. Mounding to the immediate north of the deck would provide a buffer between the structure and Tullos Hill.

Given the surrounding context and the nature of the proposed use it is considered that there would be no adverse impact upon the amenity of neighbouring uses.

Archaeology

Tullos Hill has long been known as an important archaeological landscape because of several Bronze Age burial cairns located there. Cat Cairn; Baron's Cairn; Crab's Cairn; and Tullos Cairn are scheduled as monuments of national significance. Tullos Hill was also the location of an anti-aircraft battery and later a prisoner of war camp in World War II.

An archaeological evaluation was carried out on 4 December 2013 as required by a condition of the previous planning permission for the car park (131497). Six trenches were excavated across the area of the proposed development. All trenches revealed that the site had been prepared prior to the caravan site being established and there are service trenches over much of the site. A saddle quern was found reused in a small low wall built to provide the base for a static caravan. The evaluation recommends that watching brief be undertaken during the removal of the broad 'consumption' dyke on the site, to recover any further

finds and to investigate the nature and date of the dyke structure. A condition has been attached reflecting this.

There is sufficient distance between the site and nearby scheduled monuments, which would maintain their setting.

Drainage

The surface water strategy shows that surface water would be collected by porous paving, piped to attenuation tanks below the car park after which it would be discharged to the Aberdeen City Council surface water sewer.

Relevant Planning matters raised by the Community Council

Mitigation of the traffic impact of the development has been addressed in the Access and Traffic section of the report.

The establishment of a Traffic Management Organisation (TMO) for the Altens and Cove area is one of a range of measures which the applicant and WGPSN would explore through their Green Travel Plan. Further investigation would be required to determine the feasibility of a TMO and support available for setting one up.

Relevant Planning Matter Raised in Written Representations

Matters related to the parking standards have been addressed in the Parking Standards section of the report.

RECOMMENDATION

Willingness to approve subject to conditions, but to withhold the issue of the consent document until the applicant (Argon) has entered into a legal agreement with the Council to secure (i) the inclusion of 36 parking spaces within the parking allocation for the future City Park 2 development, or their removal after five years of occupation of City Park 1, (ii) financial contributions towards capacity improvements on Wellington Road and (iii) the proposed tenant of the building approved under application P131742 (Wood Group PSN) enter into a legal agreement to implement the actions within the Green Travel Plan and submit regular monitoring reports to the Council.

REASONS FOR RECOMMENDATION

Policy supports the principle of new business and industrial development within such areas. Although a standalone car park would normally be contrary to policies regarding sustainable travel, the proposed car park would be associated directly with the proposed office development proposed under application P131497 and is therefore considered acceptable. The proposal is in accordance

with Policy B11 (Business and Industrial Areas) and Policy D3 (Sustainable and Active Travel).

It is considered that in order to support Wood Group PSN in their move to City Park 1 and to allow the targets within the Green Transport Plan to be as realistic and achievable as possible, that a temporary increase in the level of parking at City Park 1 over and above that permitted by the parking standards should be permitted, albeit on the condition that the additional spaces form part of the parking provision for City Park 2 or are removed after 5 years.

WGPSN's commitment to increasing the use of sustainable transport measures is welcomed and will help to ensure that the impact of their development is minimised as far as possible. A legal agreement would ensure that monitoring reports are submitted to the Council on a regular basis and any appropriate actions implemented.

Given the surrounding context and the nature of the proposed use it is considered that there would be no adverse impact upon the amenity of neighbouring uses.

A condition has been attached requiring a detailed drainage scheme to be submitted and an archaeological watching brief to be undertaken during removal of the consumption dyke.

CONDITIONS

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

(1) that no development (other than site preparation and ground works) shall take place unless the development subject of planning application P131742 has commenced. Thereafter the car park shall be used for no purpose other than to accommodate vehicles of staff and visitors associated with the office development which is subject of planning application P131742 - in order to provide a suitable level of vehicle parking for the proposed office building, avoid an overprovision of parking unrestricted parking in the area and ensure the free flow of traffic in surrounding streets.

(2) that no development shall take place unless a scheme of all drainage works (including calculations as necessary) designed to meet the requirements of Sustainable Urban Drainage Systems has been submitted to and approved in writing by the planning authority. Thereafter no part of the office building shall be occupied unless the drainage has been installed in complete accordance with the said scheme, unless a written variation has been granted by the planning authority – in order to safeguard water qualities in adjacent watercourses and to ensure that the development can be adequately drained.

(3) that an archaeological watching brief shall be carried out during the removal or undertaking of any alterations to the broad consumption dyke located on the east side of the site and identified as 'Dyke F1' in the archaeological report and

data structure report produced by Cameron Archaeology, dated 9th December 2013 and entitled 'Nigg Caravan Park, Altens Farm Road, Aberdeen, AB12 3FY' - in the interests of protecting items of historical importance as may exist within the application site.

(4) that no development (other than site preparation and ground works) shall take place unless a further detailed scheme for the landscaping for the site (which shall include (i) indications of all existing trees and landscaped areas on the land, and details of any to be retained, together with measures for their protection in the course of development, (ii) tree/shrub planting including details of numbers, densities, locations, species, sizes and stage of maturity at planting and (iii) the proposed materials to be used to surface areas of hard landscaping) has been submitted to and approved in writing by the planning authority - in order to satisfactorily integrate the development into it's surroundings and maintain the visual amenity of the area.

(5) that all planting, seeding and turfing comprised in the approved scheme of landscaping 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 the amenity of the area.

Dr Margaret Bochel

Head of Planning and Sustainable Development.