

# Planning Development Management Committee

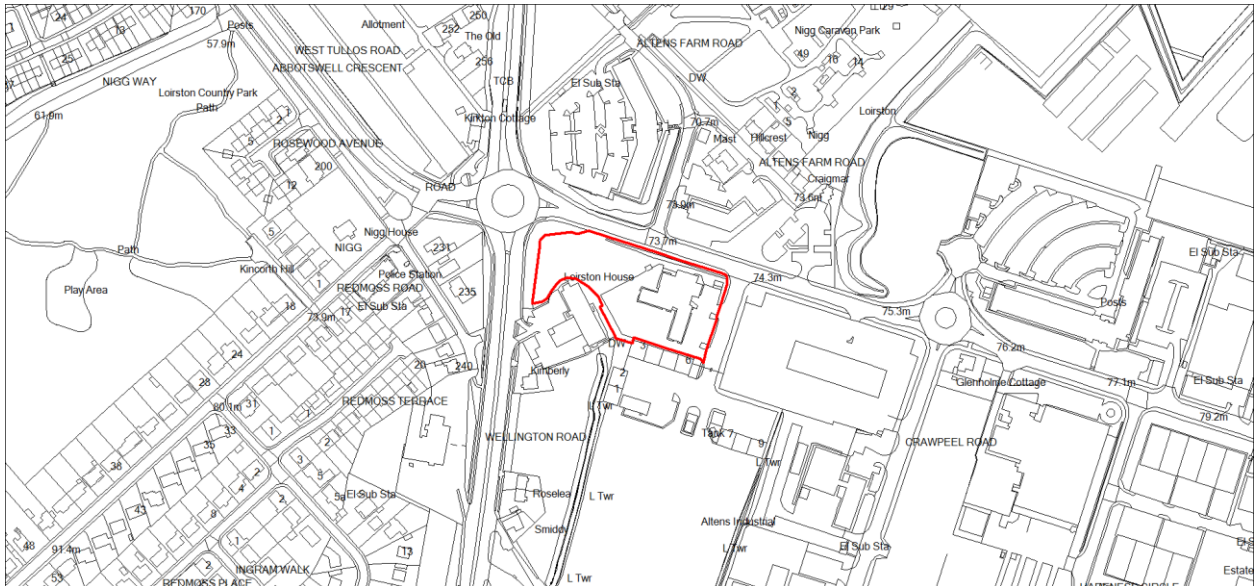
SITE 94/102 HARENESS ROAD, ALTENS INDUSTRIAL ESTATE

ERECTION OF OFFICE DEVELOPMENT WITH ASSOCIATED, CAR PARKING AND LANDSCAPING

For: Robertson

Application Type : Detailed Planning Permission  
Application Ref. : P140229  
Application Date: 27/02/2014  
Officer: Gavin Clark  
Ward : Kincorth/Nigg/Cove (N Cooney/C Mccaig/A Finlayson)

Advert : Section 34 -Proj. Pub. Concern  
Advertised on: 19/03/2014  
Committee Date: 24 July 2014  
Community Council : Comments



**RECOMMENDATION:** Willingness to approve , subject to conditions, but to withhold the issue of the consent documents until the applicant has provided financial contributions towards the core path network.

## **DESCRIPTION**

The application site extends to 0.83 hectares and occupies a prominent, elevated position at the junction of Wellington Road and Hareness Road. The site comprises the former Laurie's Motel, which currently lies vacant. The motel buildings are single storey and are located on the eastern half of the site with car parking along the eastern frontage and to the rear. Access is taken from the east via the access adjacent to Altens Lorry Park. There is some landscaping along the Hareness Road elevation and to the rear along the southern boundary. There is a grassed embankment rising up from Wellington Road and an extensive grassed areas stretching eastwards for approximately 75m, which acts as a feature at the entrance to Altens Industrial Estate. On the opposite corner, on then northern side of Hareness Road is a three storey crescent shaped office block, which is set back from its junction and is set at a lower level.

The south-east boundary of the site is delineated by the rear elevations of industrial units at Altens Lorry Park. The south-west boundary is delineated by a landscaping strip which provides some screening between the site and the adjacent Loirston House, a two storey office block.

## **RELEVANT HISTORY**

Outline planning permission (Ref: A4/1770) was approved in September 2005 for an office development with associated car parking. Planning permission (Ref A6/2138) was approved in February 2007 for the erection of an office and associated car parking facilities. A further application (Ref: 120129) was approved in March 2012 for a Section 42 Variation to the five year time condition imposed by the previous approval. This permission has not yet been implemented, and remains live, with this permission due to expire in March 2015.

## **PROPOSAL**

The proposal involves the erection of a five storey (with associated basement) office building which would provide 7157 square metres (gross) and 5892 square metres (net) of Class 4 office space, with associated car parking and landscaping.

### **Proposed Building**

The building would be rectangular in shape with the main elevation facing north onto Hareness Road and the feature elevation facing west onto Wellington Road. The building would have an overall length of 85m on its southern elevation facing Loirston House, and 75m on its northern elevation onto Hareness Road. The building would have a depth of 20m (excluding the entrance feature), which measures 13m x 6.5m, which is located on the southern elevation.

The roof of the building would be flat, and would have a height of 20m; however, due to differences in site levels, the maximum overall height would be 23m. A plant room would also be located on the top floor of the building. The entrance feature, located on the rear (south) would be four storeys and would have a height of 16m. This element would be finished in white render, and would have a large proportion of glazing. Office accommodation would be located on the three levels above.

A number of materials are proposed on the building, including buff smooth render ceramic cladding panels, the top floor of the building would include a glass curtain wall with metal cladding and a louvered finish to the plant.

The lower ground floor of the property would accommodate approximately 105 square metres of plant/ machinery and space for 35 cycles. The ground floor of the property would include approximately 1310 square metres of office space, approximately 87.5 square metres of reception area, toilet facilities, lifts and a stairwell. The first floor would include approximately 1383 square metres of office accommodation with associated toilet facilities, stairs and lifts, the second floor 1413 square metres of office accommodation and associated toilet facilities, stairs and lifts, the third floor 1400 square metres of office accommodation, toilet facilities, stairs and lifts and the top floor accommodating 386 square metres of office accommodation, 283 square metres of enclosed plant, 170 square metres of an external roof terrace and associated toilet facilities, stairwell and lifts. This would result in overall office space of approximately 5892 square metres (excluding plant areas).

In terms of boundary treatments, a number of hedges would remain, with the applicants proposing fencing ranging from 1.5m to 1.8m in height.

### **Proposed Access, Landscaping and Car Parking**

Vehicular access to the site would be taken from Hareness Road, via the existing access to Altens Lorry Park. 94 car parking spaces would be located at ground level in the southern section of the site, with car parking partially decked (with 70 spaces to be located at upper level), access from which would be taken centrally within the site. The proposal also includes 61 car parking spaces in the northern section of the site (11 of which would be for disabled occupants/ visitors). This would result in a total of 225 car parking spaces within the curtilage of the site.

Nine motorcycle spaces would also be provided, in an area close to the buildings entrance, with 36 cycle spaces also located externally (in addition to the 35 located within the building at lower ground floor level). Refuse facilities would also be located to the east of the proposed building. A security gate would be located at the entrance to the site, which would only be used outwith office hours.

Landscaping would also be provided throughout the site as part of the proposal; this would include the formation of a new grassed area, installation of planting beds, tree planting along the south-western boundary and within the car park and the formation of pedestrian walkways.

## 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=140229>

On accepting the disclaimers enter the application reference quoted on the first page of this report.

- Drainage Impact Assessment (Revision B) – submitted June 2014
- Travel Plan and Transport Statement (Revision B) – submitted May 2014
- Design and Access Statement – submitted February 2014
- Visual Appraisal – submitted May 2014
- Outline Specification – submitted May 2014
- Landscape Context – submitted May 2014

## REASON FOR REFERRAL TO COMMITTEE

The application has been referred to the Planning Development Management Committee as Cove and Altens Community Council have objected to the application. Accordingly, the application falls outwith the scope of the Council's Scheme of Delegation.

## CONSULTATIONS

**Roads Projects Team** – no objection, adequate car parking, cycle parking and refuse storage facilities would be provided within the curtilage of the site. A Travel Plan/ Transport Statement was submitted with the application, details of this will be discussed later in this report.

**Environmental Health** – no objection, minor comments received in relation to the siting of waste storage facilities.

**Developer Contributions Team** – contribution required towards the core path network.

**Enterprise, Planning & Infrastructure (Flooding)** - no objection, have advised that the level of treatment given to the surface water is satisfactory.

**Community Council** – Cove and Altens Community Council have objected to the application for the following reasons:

1. The site is too small to accommodate a development of this size;
2. The scale of the proposed 5 storey building on the site is out of proportion, and not in keeping with the street-scape;

3. Clarity is required on the height/ number of floors of the property;
4. The proposal is not set back far enough from Hareness Road and Wellington Road, and would over dominate Loirston House;
5. The proposed height and position to the boundary would over dominate the surrounding area;
6. There is a shortfall of 24 parking spaces on site and in addition those not able to park would result in indiscriminate parking in the surrounding area;
7. Traffic from this development could not be treated in isolation, the 191 space car park gives potential for adding cars to the already congested Hareness Road and thereafter Wellington Road, Nigg and Makro roundabouts. The cumulative effect of traffic from this application together with that from adjacent approvals is unacceptable; and
8. Questions in relation to the viability of the submitted Travel Plan.

A further letter was received following re-notification, and the submission of amended plans. The submitted letter remains as an objection, with concerns remaining in relation to the submitted Travel Plan, car parking, proposed junction improvements and traffic generation.

**Scottish Environment Protection Agency (SEPA)** – have requested that a condition is attached to any consent requiring the submission of a site specific construction method statement (CMS), which would include waste management issues, to be agreed in writing by the Planning Authority.

## **REPRESENTATIONS**

No letters of representation/objection/support have been received, apart from the Community Council's comments.

## **PLANNING POLICY**

### **National Policy and Guidance**

*Scottish Planning Policy (SPP)* – Planning 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.

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

## **Aberdeen Local Development Plan**

*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 I1 (Infrastructure Delivery and Developer Contributions)* – Where development either individually or cumulatively will place additional demands on community facilities or infrastructure that would necessitate new facilities or exacerbate deficiencies in existing provision, the Council will require the developer to meet or contribute to the cost of providing or improving such infrastructure or facilities.

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

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

*Policy D3 (Sustainable and Active Travel)* – New development will be designed in order to minimise travel by private car, improve access to services and promote healthy lifestyles by encouraging active travel. Development will maintain and enhance permeability, ensuring that opportunities for sustainable and active travel are both protected and improved.

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

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

- disturbance, loss or damage to important recreation, wildlife or woodland resources or to the physical links between them; and
- sprawling onto important or necessary green spaces or buffers between places or communities with individual identities, and those which can provide opportunities for countryside activities.

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

*Policy R7 (Low and Zero Carbon Buildings)* – All new buildings, in meeting building regulations energy requirements, must install low and zero-carbon generating technology to reduce the predicted carbon dioxide emissions by at least 15% below 2007 building standards.

*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**

- Infrastructure and Developer Contributions Manual
- Landscape Guidelines
- Low and Zero Carbon Buildings

### **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 identified as business and industrial in the Aberdeen Local Development plan, therefore Policy B1 is of relevance. Policy supports the principle of new business and industrial development within such areas. The use of a brownfield site within the existing urban area is also welcomed as it helps reduce pressure for additional land to be allocated on Greenfield sites within the city boundaries.

The site has an extant permission for the development of three separate office blocks and associated car parking, albeit at a smaller scale than what is currently proposed. This permission can still be implemented (until March 2015), and has established that the site is suitable for office use in principle.

The applicant proposes almost 6,000m<sup>2</sup> of floor space, and although no final occupant has been identified, the applicant has indicated that they intend to split the building in two (1/3 and 2/3). This level of investment demonstrates confidence in the local economy and supports one of the overarching aims of the local development plan which is to maintain Aberdeen as a competitive and sustainable business location. It is important the modern fit for purpose office space is provided in the city to meet this demand.

Such developments are also supported by Scottish Planning Policy (SPP) which requires planning authorities be responsive and sufficiently flexible to accommodate the requirements of inward investment and growing firms.

## **Surrounding Amenity**

The site is elevated and sits adjacent to Wellington Road and Hareness Road. The site is surrounded predominantly by business and industrial uses, with Loirston House, an office development located to the south, Altens Lorry Park (industrial units), located to the south-east, a car sales garage located to the east and office buildings located to the immediate north. Residential properties are located to the west, across Wellington Road.

At its closest, the building would lie 10 metres to the south of Loirston House (due to the building being brought further back into the site). Whilst the five storey building would sit at a higher height than those buildings in the immediate surrounds, particularly Loirston House, it would not overly dominate the surrounding area and given this areas context, and the nature of the proposed use it is considered that there would be no adverse impact on the amenity of adjacent uses.

## **Design and Layout**

It is clear from the application site that any development would be visible from a number of key viewpoints throughout Aberdeen. Any development would therefore have to be of a high architectural quality, and be designed in such a way as to give due consideration to its surrounding context.



Altens Industrial Estate is characterised by a number of commercial and industrial buildings, and Wellington Road has a number of office buildings either built or proposed. There is a mixture of building heights in the surrounding area, ranging from single storey industrial buildings to four storey office blocks. A number of these buildings are of little architectural merit. Scott House, which is four storeys in height currently dominates the views along Hareness Road, a further application for the erection of a four storey office building was approved on a site to the north-west of the application site. From this, it is clear that the landscape of the surrounding area is likely to change. There is no formal building line along Hareness Road, which includes the application site, although a number of buildings have been set back into the site to include areas of landscaping.

As previously discussed, the proposed rectangular building with feature gable elevation would result in the building having public faces onto both Wellington Road and Hareness Road and a private face to the proposed car park and Loirston House to the rear. This would allow for all parking (including the decked car park), to be located with a minimal visual impact on the surrounding area.

Initial concerns were raised in relation to the position of the building, the overbearing impact this would likely have on Hareness Road, and how this may affect the open nature of the surrounding streetscape. The building would have been located approximately 4m from Hareness Road. A building in this location would have provided an overly dominating effect, and would have had a negative impact on the surrounding streetscape. Since the application was submitted amended plans have been received which have moved the building 10m back into the site to address the over bearing/ over dominance issue. There is no set building line along the southern side of Hareness Road, and it is considered that the proposal has now been set back a sufficient distance. The proposal would have an overall height of 20m (although this extends to 23m in some parts due to differences in site levels). The top floor of the property has been recessed and this helps lessen the overall visual impact of the proposed development.

It is quite clear that the proposed building would have an impact on the character and appearance of the surrounding area, particularly given its gateway location, heading into Altens Industrial Estate. The design and materials proposed to finish the building would be of a good design, being typical of modern office developments found within the city and throughout the UK. The use of smooth and buff render, along with a large amount of glazing would result in a good quality exterior. The corner feature also acts as a bold statement on one of the main routes into Altens Industrial Estate; this is welcomed and adds additional character to the appearance of the building. Taking the foregoing into account, it is considered that due consideration has been given to the context, and the application accords with the general principles of Policy D1 (Architecture and Placemaking) of the ALDP.

New business and industrial land proposals are required to make provision for areas of recreational and amenity open space, areas of strategic landscaping, areas of wildlife value and footpaths. A landscape plan has been submitted which shows areas of tree planting, shrub planting, as well as small green spaces and

formal pedestrian access from both Wellington Road and Hareness Road. The tree belt which exists along Wellington Road (and lies outwith the application site boundary) would be retained. New hedging would be provided on both the northern and western site boundaries, around the proposed building. Tree planting would also be provided in the car park, and onto the decked car parking area, which would help lessen the visual impact of this structure.

The proposed landscaping scheme would provide sufficient levels of planting within the application site, and along Hareness Road. A condition has been attached requiring a detailed scheme including species to be included. The proposal is considered to comply with the relevant part of Policy BI1 (Business and Industrial Land).

## **Skyline**

Policy D1 (Architecture and Placemaking) requires high buildings to respect the height and scale of their surroundings, the urban topography, the City's skyline and aim to preserve or enhance important views.

As discussed previously within this report, the application site lies on a prominent site, and would be visible from a number of locations throughout the city. As a result of the above a Visual Appraisal was requested in support of the application to demonstrate that the impact of the development from a number of key viewpoints throughout the city. Suggestions were provided to the applicants of key viewpoints, and these were incorporated into the submitted document. The visual assessment considers the change in view which would be experienced at each point and categorises it as being negligible, minor, moderate or substantial. The viewpoints can be grouped into being distant, medium or close.

The first viewpoint was Hareness Road at its junction with Crawpeel Road, located approximately 250m to the east of the application site. The magnitude of the visual effect was considered as high and although the development does not block any significant element of the view beyond, there would be a substantial change in the view on approach along Hareness Road due to the scale of the building relative to what currently exists on the site as well as the immediately adjacent built form. The majority of views would be impacted upon from this viewpoint, but not to an unacceptable degree. The assessment concluded that the significance of the effects would be minimal, and the development could introduce an appropriate element of townscape character and act as an appropriate precedent for similar developments in the surrounding area.

The second viewpoint was Wellington Road at Wellington Hotel, located approximately 120m to the south of the application site. This area is of low townscape quality, however the magnitude of change is considered as high. There would be a substantial change in the view on the approach along Wellington Road due to the scale of the building. The majority of views would be affected upon, particularly to the north-west, for a short period of time. To conclude, the assessment has advised that, based on the scale of development, there would be an existing loss to the character of the view. Based on the size

and scale of development, the development would cause minor loss to the existing character of the view.

The third viewpoint was Wellington Road at the bus stop opposite AMEC, located approximately 100m to the north of the application site. At this view point, and due to the substantial vegetated boundary to the AMEC site, the magnitude of the visual effect was considered low. There would only be a slight change on in the short distance view. The visual effect from this location was concluded as low as there would be a minor discernible change to the view. Due to the character and land use of the area and the type of receptor, the visual effect would be negligible.

The fourth viewpoint was taken at the Anderson Drive/ Queens Cross Roundabout, located approximately 3.2km to the north-west of the application site. There would be a slight change in view, with the development breaking the skyline slightly. The assessment concluded that the development is of a comparable scale to, or smaller than, buildings within the view and there would be a minimal discernible change to the view.

The fifth viewpoint was taken at Great Southern Road close to its junction with Fonhill Road West, and located approximately 2km to the north of the application site. The development is not visible from this viewpoint, and there is therefore no change to the view.

The sixth viewpoint was taken from Duthie Park, close to the winter gardens, and approximately 1.7km to the north-west of the application site. There is only a slight change in view, with the roof top of the development visible over the existing tree canopy. The development would cause minor loss to character of the view and would cause limited visual intrusion.

The seventh viewpoint was taken from Redmoss Road, between junctions with Abbotswell Crescent and West Tullos Road. There would be a substantial change in the view for a long duration in the approach along Redmoss Road due to the scale of the building relative to the built form. There are no important views beyond the development. The majority of views would be affected from this viewpoint. The development would cause minor loss to the character of the view.

The final viewpoint was taken from College Street close to its junction with Marywell Street, and located approximately 2.6km to the north of the application site. The development would break the skyline at this point, but would sit similar to a number of other buildings in the distance. The development would cause limited visual intrusion, and there would be no discernible change to the character of the view.

It is clear that the viewpoints with the most significant change would be the first, second, third and seventh, which are the closest to the site, and where there would be a high magnitude of visual effect. It is clear that the building would be large and visually dominant, however, given the context of the built up area its presence is unlikely to be to the detriment of the surrounding area.

A robust assessment of the buildings visual assessment has been undertaken with low, moderate and high impacts having been identified. From further afield the visual impact would be minimal, and whilst the building would breach the skyline, there are a number of others which have done similar, and the visual impact would not be to an unacceptable degree.

The visual appraisal has demonstrated that the proposed building would have an acceptable visual impact and confirmed that the existing southern skyline of the city would be retained. The proposal is therefore considered to accord with Policy D1 (Architecture and Placemaking) and D6 (Landscape) of the ALDP.

### **Access and Transportation**

Vehicular access to the site would be taken from Hareness Road/ Altens Lorry Park, which is located approximately 150m from the roundabout at Wellington Road. The access (which would be gated outwith working hours) would serve a surface car park for 155 car parking spaces and a decked car park which would provide a further 70 car parking spaces, this would provide a total of 225 car parking spaces.

A travel plan/ transport statement was submitted in association with the application. The statement advised that the proposed development would provide an additional 1995sqm of gross floor area over what currently has permission on site (the current permission extends to 5162 sqm of approved office space, albeit in three separate buildings – the current proposal seeks permission for 7157 sqm of office space). The report assessed the vehicular impacts of additional flows on the networks and determined this impact to be minimal. The assessment also provided a green travel plan framework for the development to incorporate and implement (this would be conditioned as part of the approval). The report concluded that car parking would be provided at 94% of the maximum parking standards and, in transportation terms, the proposed increase in floor area and the general proposals are acceptable.

The assessment was considered by colleagues in the Roads Projects Team, who have advised that the proposal is acceptable. Sufficient levels of car parking, disabled parking, motorcycle parking and cycle parking would be provided within the site. Details provided in the submitted Green Travel Plan are also considered acceptable.

The site is within walking distances of residential areas in Cove, Altens, Nigg and Kincorth. The site is also served by regular public transport at bus stops on Wellington Road as well as within Altens Industrial Estate during peak times. Therefore, although the site is relatively isolated from parts of the city, it is possible to reach the site by a variety of transport modes.

The proposal is considered to be consistent with the terms of Policy T2 (Managing the Transport Impact of Development) of the ALDP and its associated Supplementary Planning Guidance: Transport and Accessibility.

## **Developers Contributions**

The Council's Roads Projects Team have advised that as the extended ground floor area is lower than that which would trigger an STF payment none will be requested in this instance.

Developer contributions have been requested in relation to the core path network only. The applicant has indicated a willingness to provide this contribution on receipt of a willingness to approve planning permission.

## **Drainage**

A sustainable urban drainage systems (SUDS) strategy which explains how surface and foul drainage would be dealt with has been submitted by the applicant. SEPA originally objected to the application on the basis of a lack of information relating to surface water drainage. An amended Drainage Impact Assessment was therefore submitted in May 2014, which aimed to address these concerns.

The amended assessment explains that foul drainage from the site would be discharged to the existing Scottish Water sewer at the side of the site. This element is in accordance with Policy NE6 (Flooding and Drainage) of the ALDP.

Surface water drainage would be dealt in accordance with SUDS principles. The ground floor car park would be constructed with porous paving, which would allow for the car park to be drained to the sub-soils via the porous paving, providing adequate levels of treatment to these spaces. The deck to the upper car park would be constructed in concrete slab and would be drained via gullies and drainage channels, connecting to vertical rainwater pipes. A specific attenuation and treatment area below the car park would be provided to store and treat run-off. Drainage of the roads area would be graded to porous paving areas, and the system would treat to drain this.

The drainage proposals have been examined by SEPA, the Council's Flood Prevention Unit and Roads Projects Team and appear acceptable in principle. A condition has been attached which requires full details and calculations to be submitted prior to development commencing, to ensure that the system is suitably designed and in accordance with Policy NE6 (Flooding and Drainage) of the ALDP.

## **Low and Zero Carbon Buildings**

The application does not include any details to demonstrate how Low and Zero Carbon Generating Technologies would be incorporated into the office buildings, or alternatively how the building could achieve deemed compliance with the Council's published (Low and Zero Carbon Buildings) Supplementary Guidance. On this basis it will be necessary to attach an appropriate condition to secure such information should planning permission be approved and to ensure

compliance with Policy R7 (Low and Zero Carbon Buildings) of the ALDP and associated Supplementary Guidance.

## **Waste Management**

Information has been submitted in relation to refuse storage, and the location of the bin store. The details submitted are considered to be acceptable; the proposal therefore complies with Policy R6 (Waste Management Requirements for New Developments) of the ALDP, the Council's Supplementary Guidance on Waste Management.

## **Relevant Matters Raised by the Community Council**

1. The size of the building compared to the existing plot has been deemed as acceptable, compared to the existing plot, and has been assessed elsewhere within this report;
2. Proportions and height have also been addressed elsewhere in this report;
3. Clarification of height has been provided within the report;
4. The proposal has been moved further into the site (now 10m), this is considered to be an acceptable distance, the proposed impact on Loirston house has also been addressed elsewhere within this report;
5. Height/ boundary distances have been addressed elsewhere within this report;
6. The shortfall of parking has been assessed by colleagues in the Roads Projects Team, and addressed elsewhere within this report; the level of parking provided is deemed acceptable;
7. The transport statement and impact of the new build on the surrounding road network has been assessed in detail and addressed elsewhere within this report;
8. The travel plan is considered competent, and a condition has been inserted to the consent to ensure the submission of a detailed occupier specific green travel plan.

## **Conclusion**

In view of the assessment above, it is considered that subject to appropriate conditions, the principle of a Class 4 Office a development is acceptable, making use of existing infrastructure and bringing further investment to an area that will contribute to the local economy of Aberdeen. Sufficient landscaping and parking provision will be provided within the curtilage of the site, and all other issues have either been dealt with, or would be controlled via planning condition. All other relevant material considerations have been considered, and in line with these the

application is recommended for conditional approval, subject to the conclusion of appropriate developer contributions.

## **RECOMMENDATION**

**Willingness to approve , subject to conditions, but to withhold the issue of the consent documents until the applicant has provided financial contributions towards the core path network.**

## **REASONS FOR RECOMMENDATION**

The principle of an office development at the site is acceptable and in accordance with Policy B11 (Business and Industrial Land). The use of a vacant brownfield site is welcomed as is the significant investment in the city which supports the overarching aims of the local development plan which is to maintain Aberdeen as a competitive and sustainable business location. Such developments are also supported by Scottish Planning Policy (SPP) which requires planning authorities be responsive and sufficiently flexible to accommodate the requirements of inward investment and growing indigenous firms.

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

The design quality of the proposed building and bold statement which it would make on one of the main routes into Altens Industrial Estate is welcomed. Despite the buildings size, it would sit comfortably within the streetscape and would sit comfortably in terms of scale and size with existing and proposed buildings in the area. A robust assessment of the buildings visual impact has been carried out which demonstrates the visual impact the building would have and confirms that the proposed building would not have an unacceptable impact existing southern skyline of the city. The proposal is considered satisfactory in terms of Policy D1 (Architecture and Placemaking) and would make a positive contribution to the surrounding area.

A suitable level of car, bicycle and motorcycle parking would be provided on site. The travel plan and transport statement has been reviewed and proposed mitigation measures proposed are considered acceptable and in accordance with Policy T2 (Managing the Transport Impact of Development).

Matters relating to drainage have been satisfactorily addressed, and a number of issues are to be made subject of condition.

## **CONDITIONS**

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

(1) that the building hereby approved shall not be occupied unless a scheme detailing compliance with the Council's 'Low and Zero Carbon Buildings' supplementary guidance has been submitted to and approved in writing by the planning authority, and any recommended measures specified within that scheme for the reduction of carbon emissions have been implemented in full - to ensure that this development complies with requirements for reductions in carbon emissions specified in the City Council's relevant published Supplementary Guidance document, 'Low and Zero Carbon Buildings'.

(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 no development (other than site preparation and ground works) shall take place unless a scheme of all external finishing materials to the roof and walls of the development hereby approved has been submitted to and approved in writing by the planning authority. Thereafter the development shall be carried out in accordance with the details so agreed - in the interests of the visual amenity of the area.

(4) That no development (other than site preparation and ground works) shall take place until details of all boundary treatments have been submitted to, and approved in writing by the planning authority. Thereafter the development shall be carried out in accordance with the details so agreed - in the interests of visual amenity of the area.

(5) That no development (other than site preparation and ground works) shall take place until a scheme of all external finishing/ planting to the walls of the decked car park hereby approved has been submitted to, and approved in writing by the planning authority. Thereafter the development shall be carried out in accordance with the details so agreed - in the interests of the visual amenity of the area.

(6) That no development shall take place until a Construction Method Statement (CMS) has been submitted to, and approved in writing by the Planning Authority in consultation with SEPA. All works on site must be undertaken in accordance with the approved CMS unless otherwise agreed in writing with the Planning Authority - in order to minimise the impacts of necessary demolition/ construction works on the environment.



(7) that no part of the office building shall be occupied unless there has been submitted to and approved in writing a detailed occupier specific green travel plan which (a) shall be in general accordance with the travel plan framework included within the Travel Plan and Transport Statement (May 2014 - Revision B (b) must outline sustainable measures to deter the use of the private car, in particular single occupant trips and provides detailed monitoring arrangements, modal split targets and associated penalties for not meeting targets - in order to encourage more sustainable forms of travel to the development.

(8) 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.

(9) 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 order to satisfactorily integrate the development into it's surroundings and maintain the visual amenity of the area.

(10) that no part of the office building hereby approved shall be occupied unless the vehicular parking, motorcycle parking and cycle parking has been constructed, drained, laid-out and demarcated in accordance with drawing A1-01-02 (Revision A), or such other drawings as may subsequently be approved in writing the planning authority. Thereafter such areas shall not be used for any purpose other than the parking of vehicles, cycles and motorcycles ancillary to the approved office development - in order to provide a suitable level of vehicle parking for the proposed office building, ensure the free flow of traffic in surrounding streets and encourage more sustainable modes of transport.

## **INFORMATIVES**

that, except as the Planning Authority may otherwise agree in writing, no construction or demolition work shall take place:

- (a) outwith the hours of 7.00 am to 7.00 pm Mondays to Fridays;
- (b) outwith the hours of 9.00 am to 4.00 pm Saturdays; or
- (c) at any time on Sundays,

except (on all days) for works inaudible outwith the application site boundary. [For the avoidance of doubt, this would generally allow internal finishing work, but not the use of machinery] - in the interests of residential amenity.

**Dr Margaret Bochel**

Head of Planning and Sustainable Development.