

Planning Development Management Committee

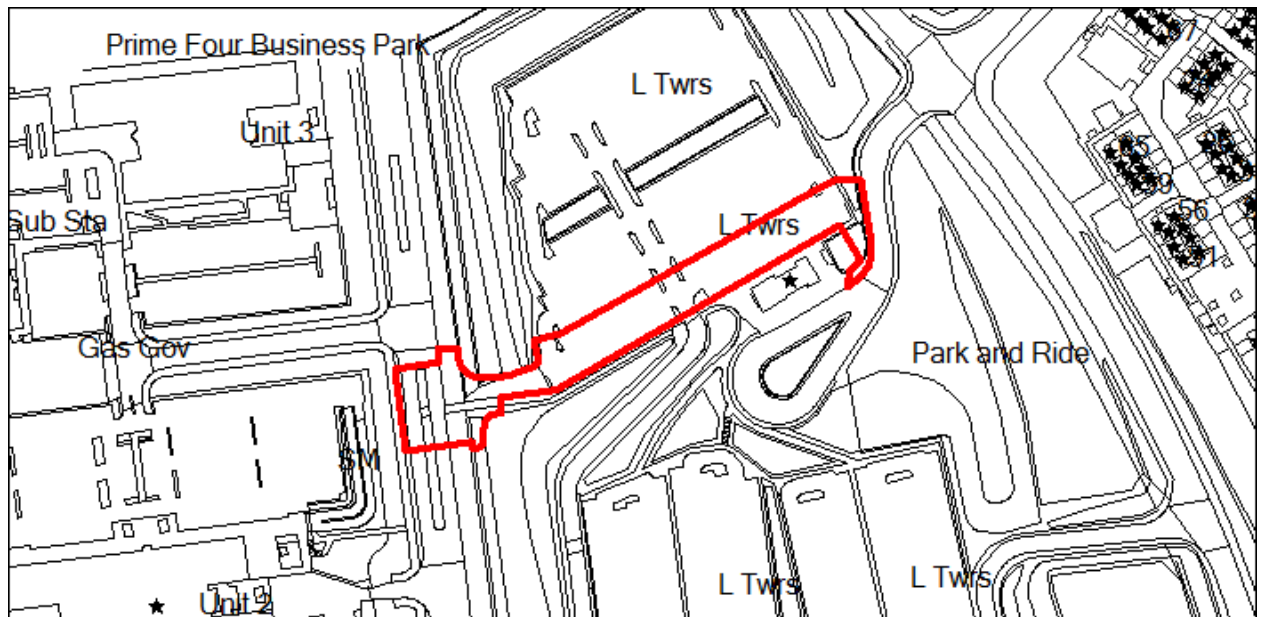
A944 PARK & RIDE CAR PARK, KINGSWELLS

THE CONSTRUCTION OF NEW LENGTHS OF ROAD TO ENABLE ALTERNATIVE ROUTES OF BUS ACCESS THROUGH THE SITE

For: Aberdeen City Council

Application Type : Detailed Planning Permission
Application Ref. : P141578
Application Date: 13/10/2014
Officer: Tommy Hart
Ward : Kingswells/Sheddocksley/Summerhill (L
Ironside/S Delaney/D Cameron)

Advert :
Advertised on:
Committee Date: 19 March 2015
Community Council : Comments



RECOMMENDATION: Approve subject to conditions

DESCRIPTION

The application site forms part of the Kingswells Park & Ride (P&R), as well part of the main north-south boulevard within the Prime Four Business Park, situated to the west and north. Prime Four, largely comprises 2 and 3 storey office buildings with associated car parking. To the immediate north and south is the remainder of the P&R, which slopes down towards the A944 to the south, beyond which are rolling agricultural fields. Car access to the P&R is via the Prime Four 'boulevard' (and prior to that the A944), whilst there is bus only access from the C89 to the east towards Kingswells.

RELEVANT HISTORY

Planning permission Ref: 99/0930 for the construction of a single level car park with accommodation block (waiting room/ toilets, etc) and bus turning area was approved conditionally under delegated powers in October 1998 and subsequently has been in operation since around 2002.

More recently, as part of the works related to the Prime Four Business Park, the direct access to the P&R from the A944 was removed and subsequently access is now taken from the main 'boulevard'.

PROPOSAL

Planning permission is sought for the creation of new lengths of road, to enable alternative routes for buses in and through the P&R. The access road is proposed at the western side of the P&R, adjacent to the existing pedestrian footpath which connects through to the Prime Four 'boulevard'. Some of the central reservation and associated landscaping currently in place on the boulevard would be removed to facilitate bus turning. A new vehicular and pedestrian access point would be introduced to the immediate north of this existing pedestrian access, where some trees and a landscaped bank would be removed. Internal to the P&R, 2no height restriction barriers are proposed, as well as a new area of landscaping at the eastern side, to mitigate the loss of existing 'green' areas. At that eastern side, a new bus access is proposed with uncontrolled pedestrian crossing via dropped kerbs.

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=141578>

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

REASON FOR REFERRAL TO COMMITTEE

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

CONSULTATIONS

Development Management Roads – Advise the proposal is to improve access by buses and encourage greater patronage, in line with national and local transport policy. No objections, but ask that the construction details be approved by Colin Burnet, who leads the Roads Construction Consent Team (tel. 01224 522409).

Environmental Health – No observations

Enterprise, Planning & Infrastructure (Flooding) - no observations

Kingswells Community Council – Object to the application on a number of grounds, relative to;

- Speed limit within Park & Ride
- Width of the route and ability for travellers to 'set up camp' in the disabled and family parking area
- The positioning of the family and disabled parking adjacent to the 'road' is a road safety hazard
- There are insufficient height restriction barriers proposed.

A number of suggestions were proposed by Kingswells Community Council which corresponded with a submitted and annotated site plan, accompanying the objection, namely;

- Reduce the width of the road, as shown on the annotated plan;
- Move the road to the edge of the pavement;
- Move the pedestrian guardrail to the edge of the road;
- Allow pedestrian movement through the guardrail at various locations and provide at least one official crossing point;
- Relocate the disabled parking spaces to the other side of the guardrail and close to the accommodation block;
- Provide height restriction barriers at locations shown on annotated plan;
- Design proper junctions to ensure that buses can negotiate them safely; and
- Relocate the existing zebra crossing.

In order to try and alleviate the concerns of the Community Council, the Roads Projects Unit (as applicant) replied to these comments, these can be summarised as follows:

- The speed limit currently within the Park & Ride is 20mph and this will continue;
- It is considered unlikely that travellers would occupy the narrow area along the new east-west bus route by virtue of its location adjacent to the accommodation block which would likely be occupied by users of the Park & Ride service;
- The proximity of parking to the proposed bus route is not greatly different to parking within many City Centre streets that are used by bus services. In this instance, there is good visibility along the straight alignment of the street which features two short lengths; and
- There is no guarantee that the height restriction barriers would keep the whole Park & Ride site secure but they would deter intrusion and significantly reduce ease of access to most areas.

The Community Council followed up with further comments. This and the comments offered by the Roads Projects Unit can be viewed in the appended documents.

The Roads Project Unit's position on this matter is acceptable.

REPRESENTATIONS

No letters of representation/objection/support have been received other than that of Kingswells Community Council.

PLANNING POLICY

Aberdeen Local Development Plan (ALDP)

Policy LR1 - Land Release Policy

The principle of development on greenfield allocations will be assessed against the land release policy in relation to the phases.

Policy T1 – Land for Transport

Transport infrastructure required to facilitate new development will be supported in principle, including walking and cycling, new and extended public transport services, and new and improved roads.

Supplementary Guidance

A Development Framework establishing the principles for developing the overall business park and Masterplan for Phase 1 was adopted as Supplementary Guidance in January 2013 and this is a relevant material consideration.

Proposed Aberdeen Local Development Plan

Policy LR1 - Land Release Policy

Policy T1 – Land for Transport

These two policies effectively reiterate LR1 and T1 of the adopted plan.

Policy BI2 – Specialist Employment

In areas that are identified as Specialist Employment Areas on the Proposals Map, only Class 4 (Business) uses shall be permitted in order to maintain a high quality environment.

Facilities that directly support business uses may be permitted where they enhance the attraction and sustainability of the Specialist Employment Area for investment. Such facilities should be aimed primarily at meeting the needs of businesses and employees within the Specialist Employment Area.

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.

Aberdeen Local Development Plan (ALDP)

The application site lies partially within the Prime Four Business Park, OP40 (West Hatton and Home Farm, Kingswells), which is a 2007-2023 release of employment land falling under Policy LR1. The site also falls within the Kingswells Park & Ride site which is allocated as Land for Transport (Policy T1). The purpose of the link between the Park & Ride and Prime Four is to facilitate an extended bus service to and through Prime Four. The principle of development is considered acceptable in terms of Policy T1 which is supportive of improved transport links, especially where facilitating new development. The improved access into Prime Four would positively impact on the land designation and as such there is no conflict with Policy LR1, the Prime Four Development Framework or the Phase 1 Masterplan.

Proposed Aberdeen Local Development Plan

The Proposed ALDP was approved at the meeting of the Communities, Housing and Infrastructure Committee of 28 October 2014 . It constitutes the Council's settled view as to what should be the content of the final adopted ALDP and is now a material consideration in the determination of planning applications, along with the adopted ALDP. The exact weight to be given to matters contained in the Proposed ALDP (including individual policies) in relation to specific applications will depend on whether:

- these matters have been subject to public consultation through the Main Issues Report; and
- the level of objection raised in relation these matters as part of the Main Issues Report; and

- the relevance of these matters to the application under consideration

The foregoing can only be assessed on a case by case basis. In relation to this particular application, Policies LR1 and T1 in the Proposed ALDP substantively reiterates that of the adopted local development plan and the proposal is acceptable in terms of both plans for the reasons already previously given.

In terms of Policy BI2, the proposed bus link would be a positive contribution to the land designation by virtue that it would make the site more accessible which in turn would increase the attractiveness of the business park. It is therefore considered that there is no conflict with Policy BI2.

RECOMMENDATION

Approve subject to conditions

REASONS FOR RECOMMENDATION

The proposed alterations to the Kingswells Park & Ride make the Prime Four Business Park more accessible by public transport and would help to facilitate an extended bus route to and through the park. The alterations to the Park & Ride would have limited negative impact on the natural environment by virtue of the removal of some landscaping to facilitate the linkage, mitigating landscaping is also proposed. When taking a collective view of the proposals, it is considered that the positive benefits of the link between the Park & Ride and Prime Four cannot be underestimated, in terms of promoting increased use of public transport. Taking account of the above, it is considered that the application is acceptable in terms of the Prime Four Development Framework and Phase 1 Masterplan, as well as Policies LR1 (Land Release Policy) and T1 (Land for Transport) of the Aberdeen Local Development Plan. Further, the proposal is acceptable when evaluated against Policies LR1 (Land Release Policy), T1 (Land for Transport) and BI2 (Specialist Employment) of the Proposed Aberdeen Local Development Plan. The application is therefore recommended for approval subject to the condition attached.

CONDITIONS

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

(1) that the development hereby approved shall not come into use unless the car parking areas, shared use path, crossing point, height restriction barriers and landscaping hereby granted planning permission have been constructed, drained, laid-out and demarcated in accordance with drawing No. 1/P/D5343/R/01A of the plans hereby approved or such other drawing as may

subsequently be submitted and approved in writing by the planning authority. Such areas shall not thereafter be used for any other purpose other than the purpose of the parking of cars ancillary to the development and use thereby granted approval - in the interests of public safety and the free flow of traffic.

(2) that the development hereby approved shall not come into use unless suitable measures have been put in place to promote bus only access along the new length of road. Prior to commencement of work on site, details of such measures shall be submitted for the further written approval of the planning authority and thereafter shall be carried out in full accordance with said scheme – in order to restrict the use of the new road to busses only

Dr Margaret Bochel

Head of Planning and Sustainable Development.