

Planning Development Management Committee

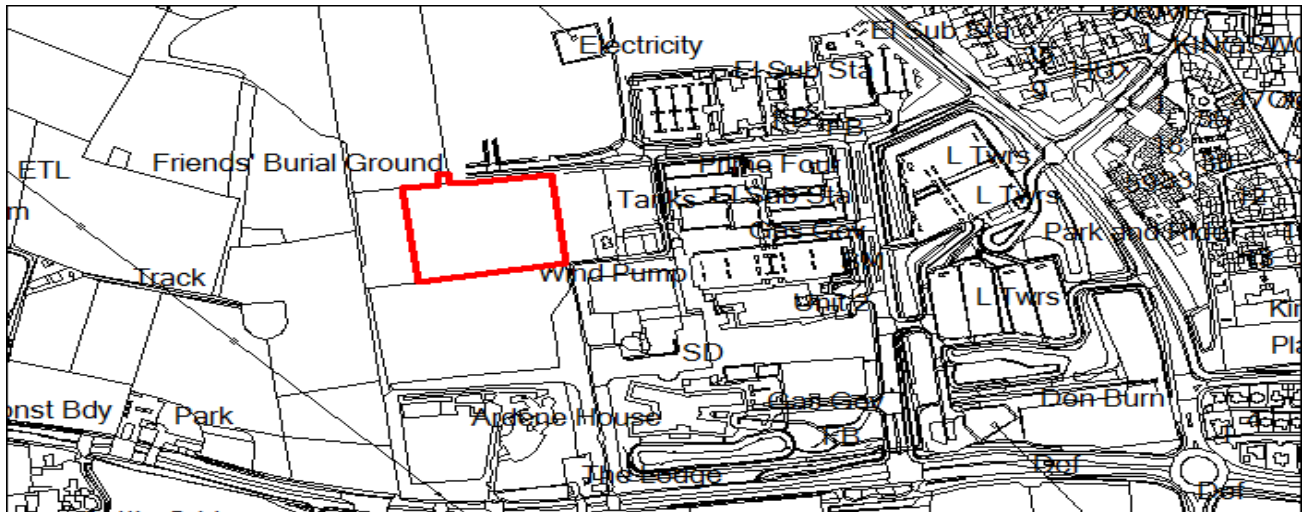
PLOT 10, PRIME FOUR BUSINESS PARK,
KINGSWELLS

APPLICATION FOR APPROVAL OF MATTERS SPECIFIED IN CONDITIONS - PLOT 10, PHASE 2/3 IN RELATION TO CONDITION 3 PART I) ACCESS, II) SITING AND DESIGN AND LOCATION OF HARD SURFACES, III) DESIGN AND EXTERNAL APPEARANCE OF THE BUILDINGS, IV) WASTE ARRANGEMENTS, V) PLOT BOUNDARY TREATMENTS, VI) MOTOR VEHICLE AND CYCLE PARKING, VII) DETAILS OF LOW AND ZERO CARBON EQUIPMENT, VIII) PLOT LANDSCAPING; 15- PLOT SPECIFIC LANDSCAPING TREATMENT PERMISSION IN PRINCIPLE P120649

For: Prime Four Ltd., LLOYDS REGISTER EMEA

Application Type : Approval of Conditions for Planning Permission in Principle
Application Ref. : P150113
Application Date: 26/01/2015
Officer: Tommy Hart
Ward : Kingswells/Sheddocksley/Summerhill (L Ironside/S Delaney/D Cameron)

Advert : Can't notify neighbour(s)
Advertised on: 11/02/2015
Committee Date: 18/06/2015
Community Council : Comments



RECOMMENDATION: Approve Conditionally

DESCRIPTION

The application site covers an area of approximately 1.68 acres and lies within Phases 2 & 3 of the Prime Four Business Park, which extends to approximately 20 hectares some four miles west of Aberdeen city centre and two miles east of Westhill. The settlement of Kingswells lies to the east of Prime Four, on the opposite side of the C89 Kingswells Bypass.

Phases 2 and 3 of Prime Four were formally rolling agricultural grazing land. The Prime Four Business Park is generally rectangular in shape and broadly bounded as follows: to the north by greenfield land beyond which is the Kingswells Consumption Dyke, a Scheduled Ancient Monument and Category B Listed Building; to the east by the C89 Kingswells Bypass, with Kingswells village beyond; to the south, beyond Phases 1 and 2 and existing properties / businesses is the A944 dual carriageway with agricultural land beyond; and, to the west by the West Hatton Woods (an Ancient and Semi-Natural Woodland) with agricultural land beyond.

Phase 1 of the business park is fully occupied, whilst within Phase 2, plots are at varying stages of construction and occupation.

RELEVANT HISTORY

A number of planning applications have been submitted in respect to Phases 1, 2 and 3 of Prime Four. With specific reference to Phases 2 and 3, the following:

Planning Permission in Principle (PPiP) (ref: 120649) for Phases 2 & 3 was granted under delegated powers in November 2012, subject to conditions and a legal agreement.

Approval of Matters Specified in Conditions (MSC) (ref: 121756), relating to internal road layouts (Phase 2) was granted under delegated powers in April 2013, subject to conditions.

A Section 42 application (ref: 150642) seeks variation to the wording of condition 5 of PPiP ref 120649 to allow monetary payment to be made in lieu of implementing a scheme of road mitigation measures.

PROPOSAL

This application seek permission to purify conditions which were attached to Planning Permission in Principle 120649, as they relate to 'Plot 10', namely: Condition 3, parts: I-access, II-siting and design of hard surfaces, III-design and external appearance of the buildings, IV- waste arrangements, V-plot boundary treatment, VI-motor vehicle and cycle parking, VII-details of any low and zero carbon equipment, VIII-landscape; and in relation to condition 15 - plot specific landscaping treatment.

The office building would be on a split level – 3 and 4 storeys – due to the topography of the site. It would be predominantly glazed with sections of granite and grey coloured cladding.

There is also a 3-storey decked car park proposed to the east of the office which would be finished externally with timber cladding to the north elevation and small areas on other elevations, with the south elevation being predominantly unclad.

Surface car parking is to be provided in the north east corner of the site. There is an emergency access proposed to run down the western edge of the site to allow access to the southern side of the site.

The site would be delineated with a new stone dyke to the north, whilst on the other elevations it would be a hedge and post & wire fence.

The proposal is considered in more detail in the evaluation below.

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=150113>

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

Statement of conformity with Phase 2 and 3 Masterplan – Plot 10;
McAlpine Management System Project Environmental Plan;
Transport Statement – Plot 10 (January 2015);
Bird Management Plan;
Planning Sustainability Statement – Plot 10;
Drainage Assessment – Plot 10 (January 2015); and
Various illustrative views of plot from outwith the application site.

REASON FOR REFERRAL TO COMMITTEE

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

CONSULTATIONS

Roads Development Management – note that the development is integrated into the overall Travel Plan for Prime Four. Further, that the maximum level of car parking (377) will not be exceeded and there is a satisfactory level of disabled, cycle and motorcycle parking proposed. Conditions are requested relative to the travel plan and car parking layout but this is not considered necessary or

appropriate by the Planning Authority given that the same approach has been taken throughout the rest of the Prime Four development. Lastly, the development will require to make a contribution to the Strategic Transport Fund which would be dealt with through the over-arching s75 legal agreement for Prime Four based on occupation of the site.

Environmental Health – no observations

Communities, Housing and Infrastructure (Flooding) - no observations

Community Council – have concerns about the visual impact that a 4-storey plus plant room building will have on a hilltop, and the lack of plans showing how the development would ‘fit in’ with the surrounding development and wider area.

REPRESENTATIONS

No letters of representation/objection/support have been received.

PLANNING POLICY

Aberdeen Local Development Plan (ALDP) Policy LR1 - Land Release Policy

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

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. Transport Assessments and Travel Plans will be required for developments which exceed the thresholds set out in the Transport and Accessibility Supplementary Guidance. 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.

Policy D1 – Architecture and Placemaking

To ensure high standards of design, new development must be designed with due consideration to its context and make a positive contribution to its setting.

Policy D2 Design and Amenity

(4) When it is necessary to accommodate car parking within a private court, the parking must not dominate the space; as a guideline no more than 50% of any court should be taken up by parking spaces and access roads. Underground or decked parking will be expected in high density schemes.

Policy D3 Sustainable and Active Travel

New development will be designed in order to minimise travel by private car, improve access to services and promote healthy lifestyles by encouraging active travel. Development will maintain and enhance permeability, ensuring that opportunities for sustainable and active travel are both protected and improved. Access to, and movement within and between, new and existing developments will prioritise transport modes in the following order – walking, cycling, public transport, car and other motorised vehicles.

Policy D6 Landscape

Development will not be acceptable unless it avoids:

1. 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;
2. 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;
3. Disturbance, loss or damage to important recreation, wildlife or woodland resources or to the physical links between them;
4. 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 R6 – Waste Management Requirement for New Development

Highlights the requirement for providing sufficient space on-site relative to residual waste and recycling facilities. Further details are set out in the SG on Waste Management.

Policy R7 – Low and Zero Carbon Buildings

All new buildings must install low and zero carbon generating technology to reduce the predicted carbon dioxide emissions by at least 15% below the 2007 building standards. Further details are available in the SG.

Supplementary Guidance

A Development Framework establishing the principles for developing the overall business park and Masterplan for Phase 1 as well as a Masterplan for Phases 2 and 3 were adopted as Supplementary Guidance in January 2013 and these are relevant material considerations.

The following Supplementary Guidance are also material considerations; Transport & Accessibility, Low and Zero Carbon Buildings, Landscape Strategy Part 2 – Landscape Guidelines and Waste Management.

Proposed Aberdeen Local Development Plan

The following policies substantively reiterate policies in the adopted local development plan as summarised below;

- Policy LR1 – Land Release Policy
- Policy D1 – Quality Placemaking by Design
- Policy D2 – Landscape
- Policy T2 – Managing the Transport Impact of Development
- Policy T3 – Sustainable and Active Travel
- Policy R6 – Waste Management Requirement for New Development
- Policy R7 – Low and Zero Buildings and Water Efficiency

EVALUATION

Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 require that in determining a planning application, regard must be had to the Development Plan. Determination shall be made in accordance with the Plan unless material planning considerations indicate otherwise. The Development Plan consists of the Aberdeen City and Shire Structure Plan and the Aberdeen Local Development Plan.

Principle of Development

In terms of Policy LR1 of the Aberdeen Local Development Plan (ALDP), the proposal is within opportunity site OP40 (West Hatton and Home Farm, Kingswells) which is a 2007-2023 release of employment land. Therefore the broad principle of employment related development has been established. Further to this PPP has been granted (ref: 120649) and the broad land uses were also identified within the Development Framework and Masterplan for Phases 2 & 3.

Condition 3, parts:

I - access, II - siting and design of hard surfaces

The site would be accessed by vehicles and pedestrians along the western leg of the internal road which leads from the C89 and also the main boulevard which links onto the A944. The proposed car park and turning area is the single biggest area of hardstanding within the application site. There is conflict with Policy D2 (4) in respect to the amount of space that the car park and access road occupy (being more than 50% of the site) however in the context of the business park this is not considered to cause any undue concerns. The roads would be constructed of tarmacadam, whilst parking spaces would be porous pavements which is considered acceptable in the context of the business park and thus conforms with Policy D1.

A Transport Statement has been submitted to establish the impact of this proposal in the context of the overarching Phase 1 Transport Assessment. This

proposal represents 10,790m² GFA of Class 4 (Office) use. In terms of capacity within the Prime Four site, condition 5 of the PPiP states that: “upto 60,409m² gross floor area (GFA) of class 4 use can be accommodated in Phases 2 and 3 unless a further Transport Assessment has been submitted to, and approved in writing by, the planning authority detailing the transport impact of any further development, and identifying any mitigation measures required to accommodate such development. No additional development shall be occupied unless the mitigation measures identified as being necessary to accommodate that development have been implemented and are fully operational”. In this regard a Transport Assessment has recently been approved by Roads officers to allow up to 91,769m² GFA of Class 4 use (or equivalent) within Prime Four, which means that in terms of condition 5 of the PPiP, there is no breach in the thresholds which would see a restriction on construction with regards to this site. However, there is a restriction on occupation and this was considered via a s42 application (ref: 150642) which has been approved under delegated powers. In that respect there is a condition suggested to ensure that prior to occupation of this building that the financial contributions agreed in the updated TA is required to be paid. Notwithstanding, the development would fall under the over-arching Travel Plan for Prime Four and as such is acceptable in terms of Policy D3.

The plot is around 500m to the west of the existing bus services, currently terminating at Kingswells Park & Ride, to which there are pedestrian links, which conforms to the Council’s sustainable transport policy requirements.

The access arrangements are in line with the approved Masterplan and Development Framework for the business park, as well as Policy T2 and the subsequent SG. Overall it is considered that the information provided is sufficient to purify this part of the condition.

III-design and external appearance of the buildings

In design terms, the proposed office and multi-storey car park should be assessed in the context of the business park, rather than the general form or style of architecture, or height of buildings, of the wider Kingswells area. The business park is physically detached from the residential part of Kingswells to the east, by landscaping and the C89 Kingswells By-Pass. The immediate setting and context against which it will be read is that of the Prime Four business park and the Park and Ride site. Policy D1 seeks for development to be designed with due consideration for its context.

It is considered that the information provided is sufficient to demonstrate that the proposals fit well with this context and thus are sufficient to purify this part of the condition.

Visual Impact

The building would be set in the western half of the plot and would have a gross floor area of around 10,792sqm (9,339sqm net internal floorspace in class 4 (Office) use) and be over 3-4 floors, with plant atop the flat roof. The main front (northern) part of the building, to roof level, would be around 3-storeys in height

(13m) with the plant atop realising a total height of 15m on the northern elevation and 4-storeys (19m) on the south elevation (including the rooftop plant) due to the falling topography. The building is within the 'Central Zone', as identified in the Phase 2 and 3 Masterplan which states that buildings should be of 3-storeys. It goes on to say that *"where topography allows, additional floors of buildings could be treated as 'penthouses' which could be achieved by recessed walls and lightweight materials"*. With that in mind, and taking account of how the building addresses the site topography, it is considered the height of the building is acceptable in this location as conforming to the Masterplan.

Due to the position of the proposed building within Prime Four, the existing buildings, topography, and the mature tree belt within and along the western and southern boundaries of Prime Four, the building would be well contained from public view, particularly during summer months. It is accepted that there would be some visibility from the west and the entrance to Ardene Vets on the A944. However this will reduce as further approved development takes place. The photomontages submitted in support of the application show how the building is likely to be viewed from outwith the site during both summer and winter.

Due to the topography and tree coverage in and around Prime Four, it is unlikely that the proposed development would have a detrimental impact on the residential amenity of the residents of the nearby residential buildings at Home Farm and Kingswells House to the immediate east, and The Lodge to the south. The likely impacts on residential amenity were considered at the outset when the Masterplan and subsequent PPIP and considered generally acceptable, subject to detailed siting and design considerations. In this context, taking account of the long views, the nearest residential property lies some 350-400m south and on the opposite side of the A944 and therefore is considered unlikely that there would be any detrimental impact on the residential amenity of those properties.

IV- waste arrangements

Bins are proposed to be stored in a free standing single-storey building to the immediate east of the office building, within the proposed service yard. This storage facility would be around 11m x 2.2m x 2.5m high in size and finished externally with render with a single-ply membrane roof finish.

It is considered that the information provided is sufficient enough to purify this part of the condition and conforms with Policy R6 and the relevant SG.

VI - motor vehicle and cycle parking

The site layout plan shows there would be car parking provided for 367 cars (including 14 disabled), which would be surface car parking and also a multi-storey car park.

Eighty (80) long-term cycle parking spaces are proposed within the decked car park. Dedicated short-term cycle parking (12no spaces) is proposed close to the buildings main entrance. This cycle parking provision is considered acceptable and in line with the supplementary guidance: *Transport and Accessibility*.

Fourteen motorcycle parking spaces would be provided within the multi-storey car park (5 spaces on the lower ground floor, 7no on the ground floor) as well as 2no 'surface' spaces adjacent to the disabled car parking spaces, which is considered acceptable.

As such it is considered that the information provided is sufficient to purify this part of the condition. The proposals are acceptable in respect to Policy T2, D2 (part 4), D3 and the SG.

VII-details of any low and zero carbon equipment

A sustainability statement was submitted in support of this part of condition 3. It has been found that significant energy and carbon savings are predicted for the development, in the form of an air source heat pump (around 31% reduction based on the 2010 regulations). These measures meet the intent of the condition, and thus it can be purified as complying with the aspirations of Policy R7 and the relevant SG.

Landscaping

Condition 3, parts: V - plot boundary treatment; VIII - landscape; and Condition 15 - plot specific landscaping treatment.

The hard landscaping surrounding the building would be a mixture of grey coloured concrete feature paving, with the smaller path areas to be dark grey concrete pavers. The car park would be finished with tarmac and the parking spaces with grey coloured porous pavements.

In terms of soft landscaping, within the car park area, linear runs of tree planting on the north south axis would pick up elements from the landscaped 'Northern Park' and help merge the development into the landscape setting in that direction. Hedging and a post & wire fence would also be introduced throughout the site and along the, west and east boundaries, with a stone dyke proposed along the north boundary.

The information provided in relation to the landscaping is considered to be in accordance with the general principles of the Development Framework, Masterplan, strategic landscaping plans and Policies D1, D6 and the SG, and therefore the condition is considered purified.

Relevant Planning matters raised by the Community Council

The points raised in objection by the Community Council in relation to height/prominence of the building have been dealt with above.

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, the following policies are of relevance;

- Policy LR1 – Land Release Policy
- Policy D1 – Quality Placemaking by Design
- Policy D2 – Landscape
- Policy T2 – Managing the Transport Impact of Development
- Policy T3 – Sustainable and Active Travel
- Policy R6 – Waste Management Requirement for New Development
- Policy R7 – Low and Zero Buildings and Water Efficiency

These policies substantively reiterate policies in the adopted local plan. There is a slight change with regards to Policy R7 which is proposed to include a section on Water Efficiency. In terms of this part of the policy and the proposed SG 'Resources for New Developments' the application does not propose any water saving technologies but this is on the basis of this not forming a condition of the original PPIP.

RECOMMENDATION

Approve Conditionally

Subject to the following condition;

1. The wording could be as follows; That no part of the development hereby approved shall be occupied unless the pro-rata financial contribution identified in the Prime Four Phase 3 Transport Assessment relative to the development and to measures required to mitigate against the transport impact of further development of the Prime Four Business Park has been paid to the Council – in the interests of ensuring that the transport impact of the development is mitigated against.

REASONS FOR RECOMMENDATION

The principle of development on the site has already been established through the approval of the Planning Permission in Principle for Phase 2 & 3 of the Prime

Four business park and in that respect there is no conflict with Aberdeen Local Development Plan Policy LR1.

In terms of design, height and use of materials, the application is considered to conform to the defining principles of the overall Development Framework and Masterplan for Phases 2 and 3 of the Prime Four business park. The height of the office is considered acceptable in this location and accords with the Masterplan in that respect. Further, the high quality of design and materials proposed would fit in well into the setting of the business park when taking account of the other development which is underway and proposed.

The plans and information submitted in relation to this Approval of Matters Specified in Conditions application is sufficient to comply with conditions 3 parts I-access, II-siting and design of hard surfaces, III-design and external appearance of the buildings, IV- waste arrangements, V-plot boundary treatment, VI-motor vehicle and cycle parking, VII-details of any low and zero carbon equipment, VIII-landscape; and 15-plot specific landscaping treatment of planning permission in principle 120649 specific to plot 10.

The proposal is considered to comply with the Aberdeen Local Development Plan Policies LR1 (Land Release), T2 (Managing the Transport Impact of Development), D1 (Architecture and Placemaking), D2 (Design and Amenity), D3 (Sustainable and Active Travel), D6 (Landscape), R6 (Waste Management Requirements for New Development) and R7 (Low and Zero Carbon Buildings). Further, the development is considered to accord with the following Supplementary Guidance; Kingswells Prime Four Development Framework, Kingswells Prime Four Phase 2 and 3 Masterplan, Transport & Accessibility, Low and Zero Carbon Buildings, Landscape Strategy Part 2 – Landscape Guidelines and Waste Management.

Dr Margaret Bochel

Head of Planning and Sustainable Development.