

Planning Development Management Committee

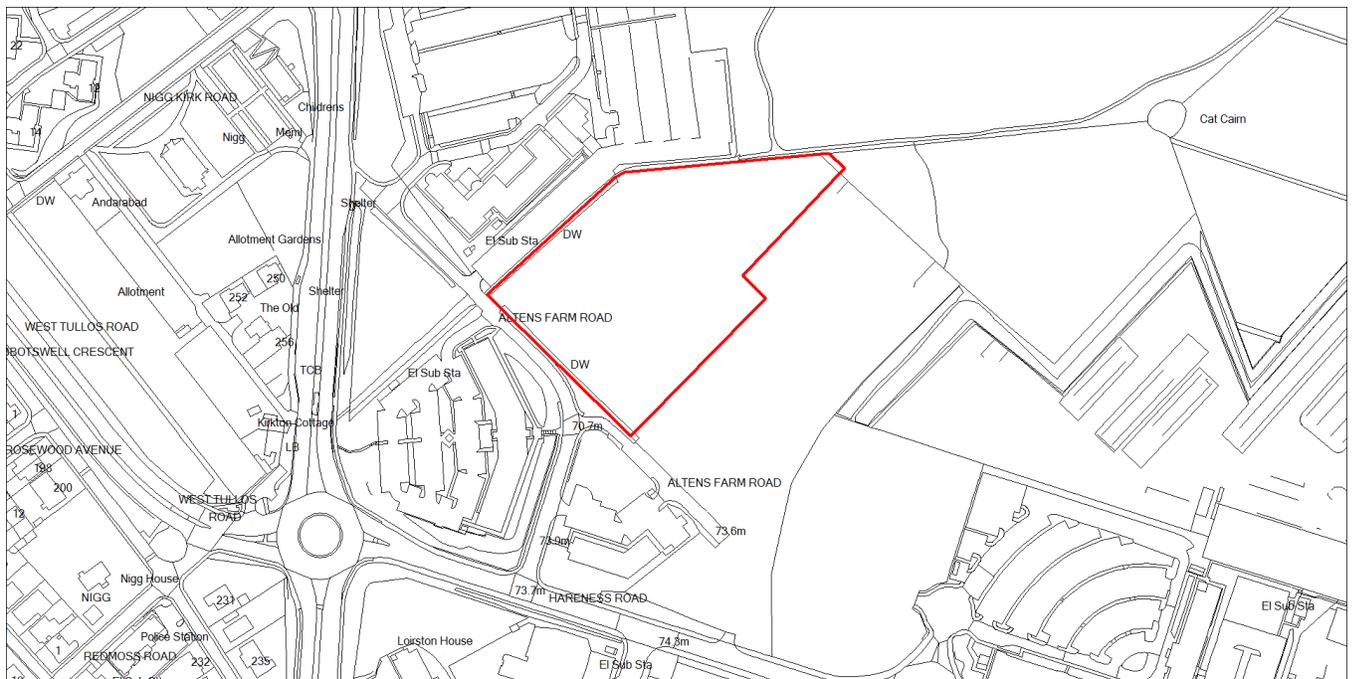
NIGG CARAVAN PARK, ALTENS FARM ROAD,
NIGG

ERECTION OF A 3 STOREY OFFICE BUILDING
(CLASS 4 BUSINESS) INCORPORATING
UNDERCROFT CAR PARKING, SURFACE CAR
PARKING AND LANDSCAPING

For: HFD CityPark 2 Limited

Application Type : Detailed Planning Permission
Application Ref. : P140963
Application Date: 09/07/2014
Officer: Matthew Easton
Ward: Kincorth/Nigg/Cove (N Cooney / A
Finlayson/S Flynn)

Advert: Can't notify neighbour(s)
Advertised on:
Committee Date: 21 April 2016
Community Council : Comments



RECOMMENDATION: Willingness to approve, subject to conditions, but to withhold the issue of the consent document until the applicant has entered into a section 75 legal agreement to (a) secure a financial contributions towards the Strategic Transport Fund; (b) secure a financial contribution towards planned improvements to Wellington Road; and (c) secure a financial contribution towards core path improvements.

DESCRIPTION

The site comprises some 1.51 hectares of vacant land on Altens Farm Road, Atens, which was formerly part of the Nigg Caravan Site. The site is currently enclosed in timber hoardings and has been cleared of its former use.

To the north west is Shell's Alten's office complex, to the north and east is Tullos Hill, including the a scheduled monument known as 'Cat Cairn', to the south east is a recently completed four storey office building now occupied by Wood Group. The associated car park, including a retaining wall and decked parking is immediately adjacent to the boundary. To the south west are two and three storey office buildings.

Core Path 103, leading onto Tullos Hill, runs along the north west and northern boundaries of the site.

RELEVANT HISTORY

Detailed planning permission (P140434) was granted in June 2014 for a 595 space car park on the remaining part of the former Nigg Caravan Site. The car park is associated with the new Wood Group office building and in order to ensure that the number of parking spaces within that development did not exceed the maximum, a legal agreement requires 36 of those spaces to be used as part of the parking allocation in this new proposal.

PROPOSAL

It is proposed to erect a four building which would provide 9365m² (net internal), 11,700m² (gross external) of class 4 office space. The building would be generally L-shaped with the main elevations facing south onto Altens Farm Road. The main roof of the building would be flat and generally be 13m-18m high depending on ground level. A plant room would be located on part of the roof. The resultant overall height would of the building would not exceed 20 metres when measured from the adjacent finished ground level. It would be constructed using a steel frame and clad in curtain wall glazing and grey rain screen panelling. The building cores would be finished predominately in mid to dark grey powder coated metal cladding with areas of glazing.

Vehicular access to the site would be from Altens Farm Road. A total of 386 parking spaces would be provided across a basement car park and three separate external surface car parks. Sixteen motorcycle spaces and forty two bicycle spaces would be provided within the basement of the building.

The development is the second phase of the City Park development, the first phase of which is City Park 1 and now know as Sir Ian Wood House.

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=140963>. On accepting the disclaimer enter the application reference quoted on the first page of this report. In support of the application the following have been submitted –

- Air Quality Assessment
- Archaeological Evaluation
- Design and Access Statement
- Drainage Impact Assessment
- Low and Zero Carbon Buildings Statement
- Pre-Application Consultation Response
- Visual Appraisal
- Transport Assessment

PRE-APPLICATION CONSULTATION

Pre-application consultation between the applicant and the community, as required for ‘major’ applications took place on 27th March 2014. The consultation involved a drop-in event held at the Thistle Hotel, Souter Head Road, Altens.

The Pre-Application consultation report states that four people attended the event and were all generally supportive of the proposal. Cove and Altens Community Council however did express concern over the potential additional traffic along Hareness Road which in their opinion the development would generate.

REASON FOR REFERRAL TO COMMITTEE

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

CONSULTATIONS

Roads Development Management –

- It is noted that the walking and cycling connectivity to the site is generally acceptable. However the existing timings of the signalised crossing point on Wellington Road west of the development should be examined. There is an increase in walking distance due to the proposed road widening of the southbound carriageway from two lanes to three lanes on the approach to Hareness Road / Wellington Road roundabout.
- Cycle parking for 40 cycles at the development is proposed, which is in line with ACC standards. Short-stay cycle parking for visitors within 50 metres of the main entrance. Sheffield-type stands should be provided.

- Existing bus stop poles and flags on Hareness Road should be upgraded to provide bus shelters to encourage use of public transport by staff.
- The allowance of 386 parking spaces at City Park 2 is accepted and no additional or overspill parking for City Park 1 will be allowed within City Park 2's area.
- The provision of electric vehicle charge points is encouraged and it is understood that the applicant will provide an EV point to serve two EV spaces.
- It is noted that 14 disabled parking spaces are proposed, which is in line with ACC standards (6 spaces plus 2% of total spaces).
- It is noted that 15 motorcycle parking spaces are proposed, which is in line with ACC standards (1 per 1000sq.m. for employees and 1 per 4000sq.m. for visitors). The motorcycle bays will require secure anchor points.
- The priority junction of Hareness Road / Altens Farm Road is restricted. Vehicles are not to be allowed to turn right on exit from the Altens Farm Road. All other vehicle movements at the priority junction will be allowed.
- The proposed junction will feature a physical traffic island at the junction bell-mouth to prevent the banned right-turn manoeuvre. A traffic regulation order (TRO) in the form of a Prohibition of Specified Turns Order is required. This will make right turns onto Hareness Road from Altens Farm Road an illegal manoeuvre.
- The developer intends to improve the Hareness Road / Altens Farm Road junction by using land to the east of the junction. I note a reduction to the Altens Farm Road eastern footway width from 2 metres to 1.8 metres is required at the junction. This measure would be acceptable to ACC.
- The Wellington Road / Hareness Road junction, the developer proposes to add a left-turn flare from Wellington Road (north). Technical analysis shows that this measure at the AM peak hour would restrict the increase in queue lengths to 3 extra queueing vehicles when the development opens.
- Refuse collection arrangements are adequate.
- The TA shows the access onto Altens Farm Road Road would function adequately for most HGV delivery vehicles. There is no infringement of the ghost island on Hareness Road. The TA acknowledges a large articulated vehicle turning left from Altens Farm Road would swing into the ghost island, however, this is recognised as an improvement over the present need to enter the westbound lane of Hareness Road.
- The TA shows there is an impact on the Hareness Road / Crawpeel Road roundabout, however, the queue lengths are extended from a maximum of 6

to 7 vehicles. This is accepted and mitigation for the impact on the roundabout will not be sought.

- The A956 Southerhead roundabout is affected by the development. A financial contribution towards improvements at this junction requires to be secured by legal agreement should this application be approved.
- A condition should be applied for a Travel Plan to be submitted following occupation of the site.
- The drainage layout for the site is acceptable.
- Contributions towards the Strategic Transport Fund are required.

Environmental Health - The additional car parking will have a negligible effect on air quality in the Wellington Road AQMA and surrounding area. However, the cumulative impact in conjunction with other committed and proposed developments in the wider area will have a detrimental effect on air quality particularly in the period 2015-2018 prior to the opening of the AWPR.

Measurements to support sustainable transport through reduced vehicle trips, low emission vehicles and a detailed Travel Plan should be adopted to minimise emissions and meet the requirements of the AQAP with the aim of no adverse impact on the AQMA and surrounding area in order to protect the health of residents in these areas.

Developer Contributions Team – Contributions would be required towards core path improvements.

Communities, Housing and Infrastructure (Flooding) - Drainage proposals should be clarified and further information submitted.

Scottish Environment Protection Agency – It is proposed that foul drainage will discharge to the existing public sewer which is acceptable to SEPA – a condition should be attached.

The surface water drainage proposals are acceptable to SEPA however a condition is requested that a condition be attached requiring the detailed design of the proposals to be agreed

SEPA request that a condition is attached to any grant of planning consent requiring that a site specific construction environmental management plan is submitted, agreed and implemented.

Cove and Altens Community Council – Raise concerns with regard to traffic congestion on Hareness Road; the impact on air quality and the cumulative impact upon the Wellington Road corridor

REPRESENTATIONS

One letter of representation has been received from a resident of Kincorth. Concern is raised with existing traffic congestion in Altens and Kincorth and that the proposed development would add further to these issues.

PLANNING POLICY

Aberdeen Local Development Plan (2012)

Policy I1 (Infrastructure Delivery and Developer Contributions)

Policy D1 (Architecture and Placemaking)

Policy D3 (Sustainable and Active Travel)

Policy D6 (Landscape)

Policy BI1 (Business and Industrial Land)

Policy NE1 (Green Space Network)

Policy NE6 (Flooding and Drainage)

Policy NE9 (Access and Informal Recreation)

Policy NE10 (Air Quality)

Policy R6 (Waste Management Requirements for New Development)

Policy R7 (Low and Zero Carbon Buildings)

Policy T2 (Managing the Transport Impact of Development)

Proposed Aberdeen Local Development (2015)

Policy D1 (Quality of Placemaking by Design)

Policy D2 (Landscape)

Policy I1 (Infrastructure Delivery and Planning Obligations)

Policy T2 (Managing the Transport Impact of Development)

Policy T3 (Sustainable and Active Travel)

Policy T4 (Air Quality)

Policy BI1 (Business and Industrial Land)

Policy R6 (Waste Management Requirements for New Development)

Policy R7 (Low and Zero Carbon Buildings and Water Efficiency)

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 re-use of a brownfield site within the existing urban area is also welcomed as it reduces pressure for additional land to be allocated on greenfield sites.

Surrounding Amenity

The site is surrounded by business and industrial uses. Residential properties on Altens Farm Road were purchased by the developer and demolished over the last two years. The plots now form part of the development site. 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.

Design and Layout

This part of Altens is characterised by predominately by office buildings of various styles, many of which have little architectural merit and are largely utilitarian in appearance. The recently completed Sir Ian Wood House and neighbouring Scott House, both of which are four storeys are the exception and dominate views along Hareness Road. Being located on a secondary street, the proposed building would be in a less prominent position, being largely screened from Hareness Roads by existing buildings.

The proposed position of the L-shaped building on the site would result in the building presenting a public face to Altens Farm Road, which would address the view which would be available of the building from the junction with Hareness Road.

The design and materials proposed to finish the building would be of a high standard, being typical of modern office developments found within the city and throughout the UK and the same as those used for Sir Ian Wood House. The use of a limited palette of materials would result in a clean and minimalist exterior. Taking the foregoing into account, it is considered that due consideration has been given to the provisions of Policy D1 (Architecture and Placemaking).

The submitted sustainability statement states that air source heat pumps would be installed in order to meet the requirements of Policy R7 (Low and Zero Carbon Buildings). This would be acceptable and subject to specific details being agreed through a condition, would be in accordance with Policy R7.

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.

Tullos Hill and Altens Industrial Estate are on relatively high ground in the city and there therefore is the potential for the proposed building, which would be four storeys in height, to adversely affect the skyline. The applicant commissioned a visual appraisal of the development (since updated to take account of the longer building) in order to support the proposal and demonstrate that the impact of the development from significant viewpoints around the city would be minimal.

The impact from distant view points around the site is classed as being negligible to minor.

The viewpoint where the most significant change would occur is at the Wellington Road roundabout, which is the closest view point. The change in view is considered moderate, however the building would be seen in the context of the built up area within which it is located and therefore its presence is unlikely to appear out of character.

Although the building does from certain views breach the typical skyline to a small degree, this is more often than not seen in the context of Sir Ian Wood House, Scott House, the Shell building or Tullos Hill which are either at a similar height as the proposed building or are in fact more prominent.

The visual appraisal has demonstrated that the proposed building would have minimal visual impact and confirmed that the existing southern skyline of the city and landscape character of Tullos Hill would be preserved. The proposal is therefore in accordance with Policy D1 (Architecture and Placemaking) and Policy D6 (Landscape).

Access and Transportation

Vehicular access to the site would be taken from two junctions on Altens Farm Road. Three junctions have been assessed as part of the transport assessment –

In order to accommodate the traffic associated with the development several alterations to the existing local road network are proposed.

- The first is the creation of a ghost island (painted traffic island) at the junction of Altens Farm Road and Hareness Road. This would restrict right turn manoeuvres from Altens Farm Road onto Hareness Road and only allow left-hand manoeuvres towards the coast.
- The second alteration would involve an increase in the length of the left-turn lane on the south bound carriageway of Wellington Road, on the approach to the roundabout with Hareness Road.
- The results provided in the submitted transport assessment show that City Park 2 is likely to exacerbate existing problems of congestion at Hareness Road / Wellington Road junction. However, by providing a left turn flare to increase in the queuing capacity of the junction) on the southbound approach to the Hareness Road / A956 Wellington Road junction mitigates the development impact on this approach
- Queues at the Hareness Road / Crawpeel Road roundabout are expected to extend from a maximum of 6 to 7 vehicles. This is accepted by the Roads Development Management Team and mitigation for the impact on the roundabout will not be sought
- The Wellington Road / Souterhead roundabout would be affected (at AM and PM peaks the additional trips on the roundabout are 30 and 105 trips

respectively) A financial contribution would be required from the developer towards improvements to be carried out to the Wellington Road corridor by the Council.

The proposed interventions have been considered by the Roads Development Management Team and are deemed acceptable.

The proposed development has a gross floor space greater than 2,500m² and therefore a contribution is required to the Strategic Transport Fund (STF) which would be secured through a legal agreement.

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. A condition has been attached requiring nearby bus stops to be upgraded in order to encourage use of public transport. 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.

Core Path 103 runs between this site and the adjacent Shell office complex. This path was upgraded by the developer as part of the development of Sir Ian Wood House and public access to Tullos Hill would not be altered by this new proposal.

The proposal is considered to be in accordance with the provisions of Policy T2 (Managing the Transport Impact of Development).

Car Parking

The car park associated with the City Park 1 (Sir Ian Wood House) has 36 car parking spaces more than permitted by the maximum parking standards. This was to allow Wood Group to have a smooth transition from seven sites to one. A legal agreement requires that either these 36 spaces are used as part of the allocation for City Park 2, or are removed after five years of occupation of City Park 1.

Due to site levels, a retaining wall was built as part of the City Park 1 car park which makes it extremely difficult to integrate the 36 spaces into the City Park 2 site. Therefore in recognition that these spaces won't be part of City Park 2, the number of parking spaces proposed in this application is 386, which is 36 below than the maximum permitted. This is considered acceptable.

The proposed cycle and motorcycle parking would be located within the basement and is considered acceptable.

In terms of parking the proposals considered to be in accordance with the provisions of Policy T2 (Managing the Transport Impact of Development).

Air Quality

The site is approximately 1.2km from the Wellington Road Air Quality Management Area (AQMA) which has been identified as an area with poor air quality. Policy NE10 (Air Quality) specifies that planning applications for development which has the potential to have a detrimental impact on air quality will not be permitted unless measures to mitigate the impact of air pollutants are proposed and can be agreed with the Planning Authority.

Environmental Health officers have reviewed the submitted air quality assessment and conclude that the development would have a negligible effect on air quality in the Wellington Road AQMA and surrounding area. However, the cumulative impact in conjunction with other committed and proposed developments in the wider area will have a detrimental effect on air quality particularly in the period 2015-2018 prior to the opening of the AWPR.

Mitigation measures are proposed by the applicant which have the potential to reduce reliance on the private car and thus emissions –

- the number of parking spaces proposed below the maximum permitted by the Transport and Accessibility Supplementary Guidance. Therefore no overprovision of parking spaces would exist which encourages staff and visitors to use more sustainable modes of transport.
- a condition has been attached requiring submission of a green travel plan to encourage modal shift away from the private car.
- long stay covered and secure cycle parking would be provided on site for staff.
- Bus stops in the area would be upgraded to encourage people to use public transport.

In the light of the small impact predicted in terms of air quality and the measures proposed to encourage more sustainable modes of transport, it is considered that the proposal has taken the provisions of Policy NE10 (Air Quality) into account satisfactorily.

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. Foul drainage would be discharged to the existing Scottish Water sewer on Altens Farm Road. Surface water from roofs would be subject to two levels of treatment and that from car parks subject to two levels, by using permeable paving and a stone reservoir below the carpark before discharge to a surface water sewer. The proposed drainage proposals would accommodate a 200 year return period storm event and include a 20% increase for climate change.

The drainage proposals are considered appropriate 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).

Proposed Aberdeen Local Development Plan

The Proposed ALDP was approved for submission for Examination by Scottish Ministers at the meeting of the Communities, Housing and Infrastructure Committee of 27 October 2015. 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 representation and are regarded as unresolved issues to be determined at the Examination; and
- the relevance of these matters to the application under consideration.

Policies and proposals which have not been subject to objection will not be considered at Examination. In such instances, they are likely to be carried forward for adoption. Such cases can be regarded as having greater material weight than those issues subject to Examination. The foregoing can only be assessed on a case by case basis. In this instance the proposed plan policies largely reiterate the existing plan policies and do not introduce any new matters.

RECOMMENDATION: Willingness to approve, subject to conditions, but to withhold the issue of the consent document until the applicant has entered into a section 75 legal agreement to (a) secure a financial contributions towards the Strategic Transport Fund; (b) secure a financial contribution towards planned improvements to Wellington Road; and (c) secure a financial contribution towards core path improvements.

REASONS FOR RECOMMENDATION

The principle of new business and industrial development at the site is acceptable and in accordance with Policy B11 (Business and Industrial Land). The use of a vacant urban site is welcomed. 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. A robust assessment of the buildings visual impact has been carried out which demonstrates the minimal visual impact the building would have and confirms that the proposed building would preserve the existing southern skyline of the city and landscape character of Tullos Hill. The proposal is considered satisfactory in term 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 transport assessment has been reviewed and proposed mitigation measures proposed are considered acceptable and in accordance with Policy T2 (Managing the Transport Impact of Development).

A minor impact is predicted in terms of air quality and the measures proposed to encourage more sustainable modes of transport are considered to satisfactorily fulfil the requirements of Policy NE10 (Air Quality).

Matters relating to drainage have made subject of condition.

CONDITIONS

(1) DRAINAGE

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 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.

(2) EXTERNAL LIGHTING

No development (other than site preparation and ground works) shall take place unless a scheme for all proposed external lighting has been submitted to and approved in writing by the planning authority. Thereafter no part of the office building shall be occupied unless the external lighting has been installed in complete accordance with the said scheme, unless a written variation has been granted by the planning authority - in order to ensure the site is adequately illuminated and to ensure public safety.

(3) EXTERNAL FINISHING MATERIALS

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) CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

That no development shall take place unless a site specific construction environmental management plan (CEMP) has been submitted to and approved in writing by the planning authority in consultation with SEPA. The CEMP must address the following issues (i) surface water management, (ii) site waste management, (iii) watercourse engineering, and (iv) borrow pits. Thereafter all works on site must be undertaken in accordance with the approved CEMP unless otherwise agreed in writing by the planning authority - in order to minimise the impacts of construction works on the environment.

(5) GREEN TRAVEL PLAN

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 Part 5 of Transport Assessment SCT3766 (Issue 2) dated 7 December 2016 and produced by JMP and (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

(6) SUBMISSION OF LANDSCAPING SCHEME

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.

(7) LANDSCAPING IMPLEMENTATION

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.

(8) WELLINGTON ROAD / HARENESS ROAD JUNCTION

No part of the office building shall be occupied unless the mitigation works to the A956 Wellington Road / Hareness Road junction have been completed in accordance with the proposals shown on JMP drawing SCT3766/I/RW1/002, or such other drawings as may subsequently be approved in writing the planning authority - in order to mitigate against the impact which would occur on the local road network as a result of the development.

(9) ALTENS FARM ROAD / HARENESS ROAD JUNCTION

No part of the office building shall be occupied unless the mitigation works to the Altens Farm Road / Hareness Road junction have been completed in accordance with the proposals shown on JMP drawing SCT3766/P//GL/01, or such other drawings as may subsequently be approved in writing the planning authority - in order to mitigate against the impact which would occur on the local road network as a result of the development.

(10) PARKING PROVISION

No part of the office building shall be occupied unless the vehicle, motorcycle and bicycle parking has been constructed, drained, laid-out and demarcated in accordance with Mosaic Architecture + Design drawing AL(0)1000 (Rev.A) and AL(0)1024 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.

(11) BUS STOP IMPROVEMENTS

No part of the office building shall be occupied unless there has been submitted to and approved in writing by the planning authority details of the improvement of the existing bus stops at the following locations -

- a) on the west side of Wellington Road opposite 250 Wellington Road;
- b) on the east side of Wellington Road, beside the termination of Altens Farm Road;
- c) on the north side of Hareness Road, 55m east of the junction with Altens Farm Road; and
- d) on the south side of Hareness Road, 30m east of the junction with Altens Farm Road.

The said scheme shall make provision for bus shelters, timetables, lighting, boarding kerbs, and clearway markings at each bus stop, taking into account the locational characteristics of each stop - in order to encourage the use of public transport.

(12) LOW AND ZERO CARBON BUILDINGS

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'.

(13) VISITOR CYCLE PARKING

No part of the office building shall be occupied unless there has been submitted to and approved in writing by the planning authority details of visitor cycle parking to be located within 50m of the building entrance. Thereafter the building shall not be occupied unless the cycle parking has been provided – in order to encourage cycling by visitors to the development.

(14) WELLINGTON ROAD TRAFFIC SIGNALS

No part of the office building shall be occupied unless the signal timings of the pedestrian crossing 50m north of the junction with West Tullos Road and Hareness Road have been revised to take account of the alterations proposed to Wellington Road and in agreement with Aberdeen City Council's Intelligent Transport Systems Team – in order to maintain pedestrian safety.