

Aberdeenshire Local Development Plan 2008

Proposal for a site to be included in the Main Issues Report

Please use this form to provide details of the site that you would wish to have included in the Main Issues Report for consideration as a proposal for the Aberdeenshire Local Development Plan.

One of the purposes of this form is to inform a public debate on the merits of the different sites being proposed. All information submitted will therefore be made available to the public to promote a transparent and open process.

Please feel free to provide any further information you feel appropriate to support your submission. Please ensure your proposal is with us by 6 November 2008.

N1

Name of proposer:	MR IAN ROSS	Date:	05-11-08
Postal Address:	C / O RYDEN 25 ALBYN PLACE ABERDEEN AB10 1YL		

N2

Name of landowner (if known)	██████████
Postal address of landowner	██████████ ██████████ ██████████ ██████████

To comply with the data protection Act 1998 this information will not be made public

The site and your proposals

S1

Under what name would you like the site to be identified?	'FOVERAN / RASHIERIEVE'
Have you any information on the internet which promotes your aspirations for the site? If so please provide the URL :	

The site name could be descriptive ("Site north of") or an address (Site at Westburn Road , Aberdeen)

S2

Have you provided a map showing the exact boundaries of the site you would like considered?
Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

S3

Please provide the National Grid reference of the site
NJ 969 227 GB

S4 What is the current use of the site? AGRICULTURAL

Has the land been built upon before (Brownfield Land)? Yes No

Is there any suspicion that the land is contaminated? Yes No

If yes Please provide a statement of the nature and extent of the contamination suspected
Statement attached

S5 What use(s) do you propose for your site? MIX OF RESIDENTIAL AND EMPLOYMENT USES

If you are proposing a mix of uses on your site please ensure that the area of each is noted on the site plan

S6 Are you proposing to phase your development? Yes No

If you are proposing phasing your development please provide additional details of what is anticipated to be built, and when.

S7 If you are proposing housing on the site please provide us with details of what you think would be appropriate, both in terms of the number of dwellings, and their form (Flats, detached houses etc).

IN LIGHT OF THE RURAL LOCATION AND ACCESSIBILITY TO THE TRANSPORTATION NETWORK, IT IS CONSIDERED THAT THE SITE WOULD BE MOST SUITED TO ACCOMMODATE A MIX OF DWELLING TYPES AND SIZES IN ACCORDANCE WITH POLICY.

If you have a design statement or other details about what you would like to see on the site, please include it.

S8 If you are proposing business land please provide us with details of what you would market the land for?

Businesses and offices (Use class 4)

General industrial land (Use Class 5)

Storage and distribution (Use Class 6)

Do you have a specific occupier in mind for the site? Yes No

Please make sure the area of land proposed for business use shown on the site plan.

S9

If you are proposing uses other than housing or business please provide us with as much detail as possible on what you propose.

N / A

Please continue on additional sheets as required.

The wider area

A1

Please provide a statement on the siting and design of your proposal (how will the development fit in with the wider landscape, or complement the urban design of the area?)

CONSIDERATION HAS BEEN GIVEN TO THE TOPOGRAPHY, AND THE PROXIMITY TO EXISTING BUILDINGS AND EXISTING TREES COVER TO ASSIST IN ACCOMMODATING FURTHER DEVELOPMENT INTO THE LANDSCAPE. DEVELOPMENT IN THIS LOCATION WOULD PREVENT THE NEED TO RELEASE LAND IN MORE SENSITIVE AREAS OF UNDEVELOPED COAST OR AREAS OF LANDSCAPE SIGNIFICANCE. FURTHERMORE IT WOULD BE SITED ADJACENT TO A MAJOR JUNCTION OF THE PROPOSED DUALLED SECTION OF THE A90 BETWEEN BALMEDIE AND TIPPERTY

If you have a landscape statement, a design statement or other details about what you would like to see on the site, please include it. *Statement attached*

A2

If you have prepared any frameworks or masterplans showing a possible layout for the site, please include it with this form. *Framework attached*

A3

Have you applied principles of sustainable siting and design to your site? Yes
PROXIMITY TO TRUNK ROAD NETWORK AND ABILITY TO LOCATE RESIDENTIAL AND EMPLOYMENT USES ADJACENT TO ONE ANOTHER TO PREVENT DEPENDANCE ON THE USE OF THE PRIVATE CAR No

If you have undertaken a site assessment please provide details

Statement attached

The Code for Sustainable homes or www.index21.org.uk provides guidance on this issue

Effect on the community

C1

Has there been any opportunity for local people to influence what you propose through local engagement? Yes
No
Not Yet

If you have undertaken any community consultation please provide details of the ways in which engagement was conducted, its effectiveness and the way in which it has influenced your proposals. Please provide details of any engagement you may propose to undertake.

C2 At least 25% of all housing is likely to be required to be affordable. If applicable, are you considering providing more or less than this? More 25% or Less

C3 What community benefits arise from your proposals? What would the nature of these be, and how would they be delivered?

OPPORTUNITIES TO PROVIDE A SUSTAINABLE MIXED COMMUNITY WHERE PEOPLE CAN LIVE AND WORK IN AN ATTRACTIVE SETTING, THUS REDUCING THE NEED TO TRAVEL. FURTHERMORE, IT IS CONSIDERED THAT USEABLE AREAS OF OPEN SPACE COULD ALSO BE PROVIDED FOR THE USE OF THE LOCAL POPULATION.

Community benefits may be material, such as community facilities, or intangible, such as affordable housing or the ability to live locally. Include elements which you anticipate may be required as developer contributions from the development (although specifics will have to be negotiated with the Council on the basis of the development proposed)

C4 How easy is it for people using or living in the development you propose to access services? Are the following facilities within:

	400m	400m-1k	>1km
Local Shops	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Community facilities (eg Hall)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sports facilities (eg playing fields)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Employment areas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Residential areas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public Transport networks	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	NA <input type="checkbox"/>
Other (Please specify)	Yes <input type="checkbox"/>	No <input type="checkbox"/>	NA <input type="checkbox"/>

Please tick appropriate box

If you propose to provide any of these as a component of the development itself then please answer "yes". NA=Not Applicable

Servicing the site

C5 Have you undertaken any of the following studies to determine whether your site is capable of being developed, or what might be required by you to make it developable?

Flood Risk Assessment	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	NA <input type="checkbox"/>
Traffic Impact Assessment	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	NA <input type="checkbox"/>
Drainage Impact Assessment	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	NA <input type="checkbox"/>
Habitat / biodiversity Assessment	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	NA <input type="checkbox"/>
Other as applicable (eg noise, dust, smell Retail impact etc)	Yes <input type="checkbox"/>	No <input type="checkbox"/>	NA <input checked="" type="checkbox"/>

Rather than full studies it may be appropriate to undertake initial assessments to identify the scale of any works that might be required, as this will impact on the deliverability of the proposal. This assessment may be no more than an exchange of letters with appropriate agencies. Information on water and sewage capacity is available online at : http://www.scottishwater.co.uk/portal/page/portal/SWE_PGP_CONNECTIONS/SWE_CORP_CONNECTIONS/ASSET_CAPACITY_SE ARCH

C6 What are the access arrangements you propose for the site. Does your site plan clearly show where you propose to access the road network? Yes No

Other information

O1 What other information would you like to be considered in support of your proposal? In order to comply with the Data Protection Act 1998 please do not include any personal information

SEE ATTACHED DEVELOPMENT BID STATEMENT

Please return the completed form to the Policy Planning Team, Planning Policy and Environment Service , Woodhill House, Westburn Road, Aberdeen, AB16 5GB or e-mail to ldp@aberdeenshire.gov.uk.

Fair Processing Notice

- The Data Controller for this information is Aberdeenshire Council.
- The data will be used for the following purposes:
 - 1) to inform a public debate on the merits of the different sites being proposed,
 - 2) to evaluate submitted bids
- This data will potentially be disclosed worldwide (via publication on Internet)

Ryden

Mr Ian Ross

Development Bid for Land at
Junction of A90/A975, near
Foveran

November 2008



Ryden LLP
25 Albyn Place
Aberdeen
AB10 1YL
Tel; 01224 588866
Fax; 01224 589669

Contents

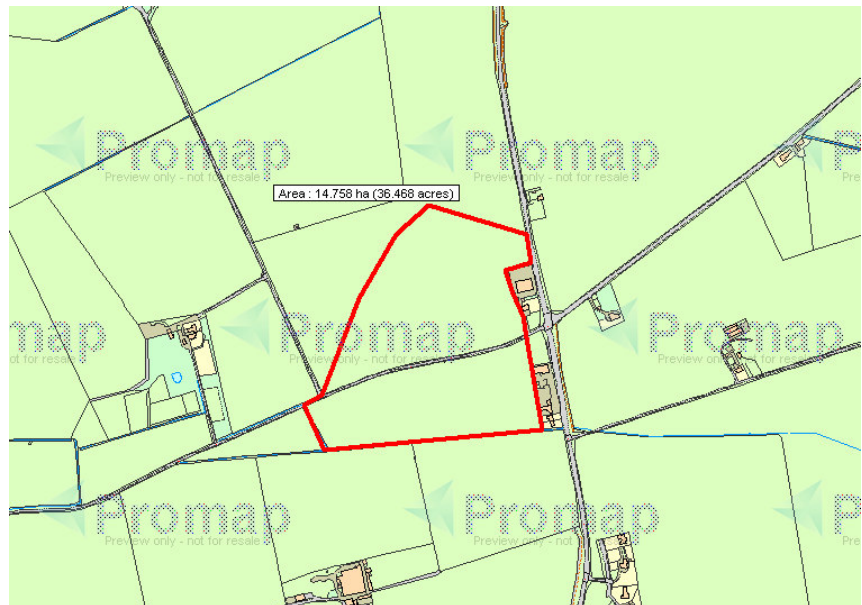
- 1.0 Pro-Forma
- 2.0 Introduction
- 3.0 Site Description
- 4.0 Scottish Planning Policy
- 5.0 Draft Structure Plan
- 6.0 Services
- 7.0 Description of Proposals
- 8.0 Justification
- 9.0 Conclusions and Recommendations

Appendix A: Indicative Masterplan

1.0 INTRODUCTION

- 1.1 This development bid is submitted on behalf of Mr Ian Ross who owns land close to the junction of the A90 (Aberdeen to Peterhead road) and A975 (Foveran to Newburgh road). This is identified in Figure 1 below.

Figure 1: Site Location Plan



- 1.2 The land, which is located approximately 1 mile to the south of Foveran, is approximately 10.5 miles north of Aberdeen, and approximately 5.5 miles south of Ellon.
- 1.3 Within the extant Local Plan, the land is identified as falling within the countryside of the Aberdeen Housing Market Area. The land to the east of the existing A90 is identified as 'Undeveloped Coast'.
- 1.4 The site, of approximately 14.7 hectares, lies within one of the Strategic Growth Areas (SGA's) identified in the Draft Structure Plan. The Aberdeen to Peterhead corridor is identified as being a focus for diversifying and developing the economy, as well as providing infrastructure in the first half of the plan period. While the draft plan acknowledges that there is likely to be less housing than in the other two SGA's, the housing numbers may increase in the second half of the plan period. An overarching

aim of the SGA's is to create sustainable mixed communities with the services, facilities and infrastructure necessary for the 21st century.

2.0 SITE DESCRIPTION

2.1 The land is currently in agricultural use and extends to over 14.7 hectares. It lies immediately to the west of the A90, close to its junction with the A975 (Newburgh Road) at Rashierieve, as shown in Figure 2. It is bound to the north, west and south by agricultural land. At present, the land is severed by a road which leads towards Newmachar, with approximately 8.5 hectares and 6 hectares to the north and south respectively. In terms of topography, the land lies between 50 and 65 metres (Above Ordnance Datum), with the land falling away to the north east, and rising to the south west.

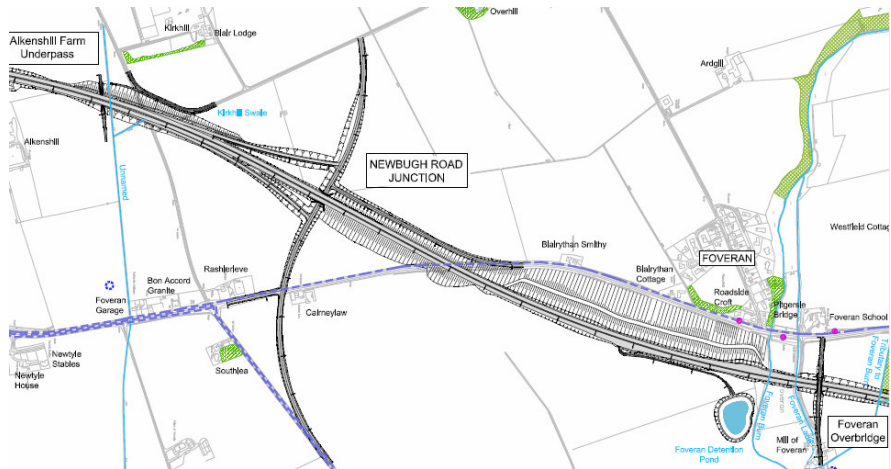
Figure 2: Aerial Photograph



2.2 To the east of the land are a number of former farm buildings now occupied by GGD Engineering. A number of mature trees form a boundary to the west of these buildings. Further adjacent properties to the east include the 'Lumsden Motor Company', the 'Bon Accord Granite Centre', and a number of residential properties. A number of public transport services currently pass by the land connecting it with Aberdeen, Newburgh, Ellon, and the towns beyond to the north. A field drain forms the southern boundary of the identified land

2.3 The proposed dualling of a five mile stretch of the A90 between Balmedie and Tipperty is scheduled to commence in 2010/2011, with an anticipated completion of 2012/2013. The proposed alignment, shown on Figure 3, runs to the west of the identified land, before sweeping to the east of Foveran. A grade separated junction is proposed to the north of the identified land in order to maintain the connection to Newburgh.

Figure 3: Proposed Alignment of Balmedie to Tipperty Dualled Road



3.0 SCOTTISH PLANNING POLICY

3.1 Scottish Planning Policy 1 (The Planning System) indicates that the purpose of the planning system is to “guide the future development and use of land in cities, towns and rural areas in the long term public interest. The aim is to ensure that development and changes in land use occur in suitable locations and are sustainable” (Paragraph 4). Paragraph 7 highlights that “Planning decisions should favour the most sustainable option, promoting development that safeguards and enhances the long-term needs of the economy, society and the environment”. The planning system also supports prosperity by ensuring that land for employment is well placed in relation to the transport network and the labour force (Paragraph 9). Paragraph 20 also highlights the potential for the planning system to encourage more sustainable travel patterns by: promoting an efficient transport network; providing direct and safe access to local facilities by a choice of transport modes; and, supporting mixed use, increased tenure choice and local service provision”. “Development Plan policies should make connections to related projects and programmes which impact on land and the environment” (Paragraph 26). Local Plans must identify effective opportunities for

development and encourage investment in an area, with the aim to “exert a positive influence over land use decisions”. They should also “be responsive to local needs and promote change in the wider community interest” (Paragraph 37).

- 3.2 Scottish Planning Policy 2 (Economic Development) states in paragraph 10 that “Marketable land should be provided in sufficient quantity and quality to meet the diverse range of industrial, business and commercial requirements including the expansion and growth of indigenous firms. It is also recognised that planning can contribute to economic development through securing new development in sustainable locations, therefore improving integration between transport and locations for development. In respect of development in rural areas, innovative and positive policies should be prepared in favour of rural development and diversification which satisfy economic and employment needs.
- 3.3 Scottish Planning Policy 3 (Planning for Homes – Revised 2008) identifies that housing is an important factor in sustainable economic growth. Paragraph 5 states that the Scottish Government is committed to the goal of raising the rate of housebuilding to 35,000 new houses a year by the middle of the next decade. Accordingly “the allocation of an appropriate supply of land for housing is one of the key factors in ensuring continued opportunities for housebuilding and influencing the delivery of housing” (Paragraph 9).
- 3.4 SPP3 also outlines that successful developments can be achieved through appropriate location, as well as links to transport networks and other settlements. Paragraph 16 outlines the key objectives as including: the use of the planning system to facilitate the construction of well designed, good quality housing in sustainable locations; allocation of a generous supply of land to meet identified housing requirements across all tenures; and. The creation of high quality places, which support the development of sustainable communities.
- 3.5 Local authorities must ensure that sufficient land is available to meet the housing requirement for each housing market area in full through local development plans. The requirement for local authorities to prepare a sustainable settlement strategy must include the following considerations: the efficient use of land and buildings; accessibility by a range of transport options to jobs and services; co-ordination of housing land provision with improvements in infrastructure; and, the protection and enhancement of landscapes (Paragraph 56).
- 3.6 SPP3 also highlights that in some areas stand alone settlements may contribute towards meeting housing requirements as part of a long term strategy where: it forms

part of the strategy for promoting rural development and renewal; it could assist in reducing pressure on areas of attractive countryside; it can be readily served by public transport; and, it will not result in significant environmental disbenefits.

- 3.7 In respect of affordable housing, paragraph 94 states that “the benchmark figure is that each site should contribute 25% of the total number of housing units as affordable housing”. This is reiterated within PAN 74 (Affordable Housing) where reference is also made to the requirement for the percentage contribution of affordable housing on private housing sites having to be justified as part of a housing needs assessment (Paragraph 31).
- 3.8 Scottish Planning Policy 15 (Planning for Rural Development) states that planning’s role is to “enable and help create opportunities for development in sustainable locations wherever appropriate e.g. where infrastructure capacity and good access exist, or can be provided at reasonable cost, or to meet justifiable social and economic objectives” (Paragraph 9). It further states that developments plans should identify areas where housing and business opportunities can be advanced together.
- 3.9 Scottish Planning Policy 17 (Planning for Transport) highlights that the planning system is a key mechanism for integration through supporting a pattern of development that supports economic growth. Paragraph 17 states that “proposals for development and regeneration should support and build upon the capacity of the transport network, giving greater weight to locations able to be well integrated into effective networks for walking, cycling and public transport”. Planning permission should not be granted for significant travel generating uses in locations where access to public transport networks are further than 400 metres by walking.

4.0 DRAFT STRUCTURE PLAN

- 4.1 The Draft Structure Plan identifies three Strategic Growth Areas (SGA’s) which are to be the main focus for development in the area up to 2030. These include Aberdeen City (which shall accommodate around half of all new development in the City Region); the Huntly to Laurencekirk road and rail corridor; and, the Aberdeen to Peterhead ‘Energetica’ corridor. Together, they can be expected to accommodate around 75-80% of the growth over the next 20 years or more.
- 4.2 One of the objectives of the Draft Structure Plan is to increase the population of the City Region by 9% to 480,000 by 2030, and to build at least 2,500 new homes each year by 2014 (and 3,000 per year by 2020). A further objective is to provide opportunities which encourage economic development and create new employment in

a range of areas that are both appropriate for and attractive to the needs of different industries. The Draft Structure Plan also advocates the creation of sustainable mixed communities to make sure that development meets the needs of the whole community and makes the area a more attractive place for residents and businesses to move to. The section on 'Accessibility' reiterates the requirement of Scottish Planning Policy for developments to reduce the need to travel, and to encourage people to walk, cycle or use public transport.

4.3 In terms of proposed housing, the following allowances are made for the Ellon to Blackdog corridor:

2007 – 2016: 400 units;

2017 – 2023: 1,400 units; and

2024 – 2030: 600 units.

4.4 Turning to employment land, the following requirements are made for the Blackdog to Peterhead corridor:

Minimum land available at all times: 20 hectares;

New allocations 2007 – 2023: 45 hectares; and

Strategic Reserve 2024 – 2030: 43 hectares.

5.0 SERVICES

5.1 In respect of drainage, the Invercarnie Water Treatment Works has sufficient capacity to service any development. Waste/Foul Water would be dealt with by means of appropriately sited septic tanks. Figure 4 below highlights that the site is located outwith any area known to flood.

Figure 4: SEPA Flood Risk Map



5.2 In respect of education, the 2007 Based School Roll Forecasts indicates that the roll at Foveran Primary (Capacity 47) shall continue to rise from 45 in 2008, to 55 in 2016. In terms of secondary provision, Ellon Academy (Capacity 1200) is shown to fall from 1196 in 2008, to 972 in 2016.

6.0 DESCRIPTION OF PROPOSALS

6.1 In light of the strategy of the emerging Structure Plan, the topography, and the site characteristics, it is considered that the identified land is physically capable of development as outlined below.

6.2 An indicative masterplan is attached which illustrates the capacity of the site to accommodate sustainable development, in relation to the existing grouping.

6.3 The indicative layout consists of a mixed use development of residential and employment uses split into two areas: with residential to the north, and an expansion of employment uses to the south. In respect of the overall land, although the site currently has relatively open boundaries to the west, the formation of the dualled section between Balmedie and Tipperty shall act as a defined and defensible boundary. Strategic planting would take place towards the western, southern and northern boundaries to help integrate the development into the local landscape.

6.4 In terms of accessibility, access to the site could be taken from both the existing unclassified road running westwards towards Newmachar, and the existing A90 to the east of the bid site. The latter shall lead directly to a junction with the realigned A975 180 metres to the north, which itself shall only be 240 metres from the proposed grade separated junction on the proposed dualled section of the A90.

7.0 JUSTIFICATION

7.1 Due to the proximity of Rashierieve to both the existing and proposed alignment of the A90, it is considered that the land lies within the Aberdeen to Peterhead Strategic Growth Area, and is therefore a suitable location for development to meet the objectives of the Draft Structure Plan, and in order to create sustainable mixed communities.

7.2 The land is located adjacent to the existing A90 (Aberdeen to Peterhead Road), albeit that as a result of the dualling of the 5 mile section between Balmedie and Tipperty, the new alignment shall be located towards the west of the land, with a new grade separated junction formed to the north. Therefore, the existing A90 and the new road

will create a well defined and contained site which could sustain development, which would be accessible by public transport. This would meet the objectives of Scottish Planning Policies 1, 3 and 15.

- 7.3 As highlighted above, the land is located adjacent to a number of existing businesses and a number of residential properties. Accordingly, as this is already a business destination it is considered that there is scope to accommodate more employment uses, and in order to create a balance, further residential development. A contribution would also be made towards affordable housing in accordance with policy. This would create a sustainable mixed community, which is an aim of Scottish Planning Policy, and the Draft Structure Plan. Furthermore, such a development would have excellent linkages to the transportation network, to public transport, and to the City as previously mentioned.
- 7.4 Turning to education, as highlighted above the 2007 Based School Roll Forecasts indicates that Foveran Primary shall be over capacity in future years. However, any new development could contribute towards education infrastructure provision, such as an extension to the existing Primary School, as a means to mitigate its impact on existing facilities. In terms of secondary provision, Ellon Academy is shown to suffer from a falling roll therefore development in this area would also help to sustain the secondary school and local facilities, including bus services which are indicated as passing past the site.
- 7.5 Given the strategy of the emerging Structure Plan, consideration should be given to identifying Rashierieve as a settlement. The Adopted Local Plan definition of a 'Rural Service Centre' is a minor service centre that contains at least some viable services and may provide opportunities to absorb small-scale local development needs. Accordingly, given the existing facilities adjacent to the site, and the level of accessibility, it is considered that Rashierieve has significant potential to accommodate additional sustainable growth.
- 7.6 There would be no adverse environmental impact on the surrounding area from the identification of this land for a mixture of employment and residential use. The boundaries of the land are well defined and development of the site would prevent the need for development in either 'Areas of Landscape Significance' along the coast or in the area of undeveloped coast which runs to the east of the existing A90, as identified in the Adopted Local Plan. Residential dwellings already about the existing businesses, and it is considered that the provision of further employment uses and new dwellings can subsist adjacent to one another.

7.7 The proximity of Rashierieve to the A90 makes it an ideal location to absorb some of the requirements of the Draft Structure Plan for employment and housing land. This would also be in accordance with the principles of the Scottish Planning Policies above which encourage development in suitable locations which are sustainable, and are well placed in relation to the transportation network and labour force. As highlighted above, a number of bus services already pass the site along the A90 and A975, therefore ensuring that the land is well connected by public transportation to the wider area. Furthermore, a local shop is currently available in Foveran, which is within walking/cycling distance of Rashierieve.

8.0 CONCLUSIONS AND RECOMMENDATION

- 8.1 The bid land is a sustainable Greenfield site being located immediately adjacent to the A90, and the proposed alignment of the new dualled section between Balmedie and Tippetty which is due for completion around 2012/2013. It is well related to existing properties, therefore the identification of this site would be seen in that context and would not significantly impact on the amenity of the surrounding area, especially the undeveloped coast to the east of the A90.
- 8.2 The site can be accessed easily and is located within 400 metres of public transport services. The identification of this site for a mixture of residential and employment uses would provide a balance at Rashierieve thus creating a sustainable mixed community, in line with the objectives of the Draft Structure Plan and Scottish Planning Policies 1, 2, 3, 15 and 17.
- 8.3 Further to this, Rashierieve is conveniently located adjacent to the A90 and can therefore be considered to fall within the Aberdeen to Peterhead Strategic Growth Area of the emerging Structure Plan. The identification of housing and employment land would contribute to the land requirements anticipated for the area, and help to provide development at a variety of locations through the use of a rural site, with direct linkages onto the transportation network. It would also contribute towards the requirement for affordable housing.
- 8.4 It is therefore considered that this site should be identified in the Aberdeenshire Local Development Plan for a mixed use development, and that Rashierieve should be identified as a settlement thereafter.





November 2008

Ryden LLP
25 Albyn Place
Aberdeen
AB10 1YL

Tel: 01224 588866
Fax: 01224 589669

Appendix A: Indicative Masterplan



KEY	
	RESIDENTIAL
	EMPLOYMENT
	STRATEGIC PLANTING
	ACCESS