

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:	A & M SMITH SKIP HIRE LIMITED	Date:	05-11-08
Postal Address:	C / O RYDEN LLP 25 ALBYN PLACE ABERDEEN AB10 1YL		

N2

Name of landowner (if known)	[REDACTED]
Postal address of landowner	[REDACTED] [REDACTED] [REDACTED] [REDACTED]

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?	'BANKHEAD'
Have you any information on the internet which promotes your aspirations for the site? If so please provide the URL :	
<small>The site name could be descriptive ("Site north of") or an address (Site at Westburn Road , Aberdeen)</small>	

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
NO 925 995 GB

S4 What is the current use of the site? WASTE TRANSFER CENTRE / LANDFILL
(INERT MATERIALS) / AGRICULTURAL

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

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

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

WHILE METHANE GAS IS LOCATED BENEATH THE SITE, IT CAN BE CONTROLLED/MANAGED TO PREVENT ANY IMPACT ON THE PROPOSED USES

S5 What use(s) do you propose for your site? MIX OF 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). N / A

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?)

SEE ATTACHED DEVELOPMENT BID STATEMENT

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 POTENTIAL RAIL No
 FREIGHT DEPOT. UTILISATION OF A PARTIAL BROWNFIELD SITE

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 More applicable, are you considering providing more or less than this? N / A 25% or Less Less

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

PROXIMITY OF WORKPLACE TO RESIDENTIAL AREA, THUS REDUCING THE NEED TO TRAVEL. ACCESSIBILITY ONTO THE TRUNK ROAD NETWORK AND PROPOSED AWPR LINK

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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>
Employment areas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Residential areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Public Transport networks	Yes <input type="checkbox"/>	No <input checked="" 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)



A & M Smith Skip Hire Ltd

Development Bid for Land at
Bankhead, Duffshill, near
Portlethen

November 2008

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Appendix A: Indicative Masterplan

1.0 INTRODUCTION

- 1.1 This development bid is submitted on behalf of A & M Smith Skip Hire Limited who own land close to the west of the A90 Trunk Road, north of Portlethen. The site extends to approximately 34.4 hectares (85 acres). This is identified in Figure 1 below.

Figure 1: Site Location Plan



- 1.2 The land, which is located 3 miles to the north of Portlethen, is approximately 5.5 miles south of Aberdeen. The site is also located approximately 0.5 miles from the Charleston Interchange to the north, and the new grade separated junction at Schoolhill to the south. A number of public transport services currently pass by the land along the A90, albeit no formal stops are available at this time.
- 1.3 Within the extant Local Plan, the land is identified as falling within the Green Belt of the Kincardine and Mearns area of Aberdeenshire, just south its boundary with the Aberdeen City Authority boundary.

1.4 The site lies within one of the Strategic Growth Areas (SGA's) identified in the Draft Structure Plan. The Huntly to Laurencekirk road and rail corridor is identified for significant development, with improvements proposed to public transportation to make these services a more attractive choice. 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 DESCRIPTION OF THE SITE AND PLANNING HISTORY

2.1 The site is split between an existing waste transfer station, and landfill on the north of Duffshill Road, and agricultural land on the southern side. The existing settlement boundary of Portlethen is located approximately 450 metres to the south of the land, at the recently completed grade separated junction at Schoolhill. Adjacent properties include a former pipe storage yard to the east which is to be occupied shortly by Arnold Clark for vehicle storage. Planning Permission for this was granted on appeal. On the opposite side of the A90 to the east, is Marywell / Moss-side (Mains of Cairnrobin) which comprises predominantly employment land, albeit with an element of residential between the old Wellington Road and the A90. The commercial woodland to the west of the inert landfill operation has recently been felled, although the Duff's Hill Wood remains to the south west. The southern fields comprise agricultural land which borders the Schoolhill Masterplan area which includes residential, employment and associated communities facilities. To the north, the land generally falls away from the identified land before rising up to Greenhowe Wood. An aerial photograph is shown at Figure 2 below.

Figure 2: Aerial Photograph



2.2 In terms of topography, the southern part of the land is approximately 100 metres (AOD – Above Ordnance Datum), whereas the north western corner is approximately 115 metres (AOD). In respect of access, the Duffshill Road which dissects the land, is presently served by a surface junction with the A90 (Trunk Road), with an existing gap in the central reservation, and a filter/stacking lane on the south bound carriageway which caters for right turn movements. As part of the approval for Arnold Clark, it is understood that this central reservation is to be closed. Furthermore, as part of the AWPR proposals, the Duffshill Road is to be stopped off, with the provision of a new road connecting in to the Schoolhill development and its associated grade separated junction. This is shown on Figure 3 below.

Figure 3: Proposed Alignment of AWPR at Charleston Interchange



2.3 Consideration must also be given to the history of the identified land. Planning permission for tipping clean materials on the northern part of the site was first granted in June 1976. A variation was made to the conditions attached to the original permission in October 1996, to allow the deposit of inert materials (including stone, rubble, earth and clay) only, and the reinstatement of the land thereafter. In 1996, it was identified that there was a further 150,000 cubic metre capacity at the site, albeit this excluded 1 hectare of unfilled land which formed part of the 1976 permission.

2.4 The Skip Hire Business has been operating since 1994, although haulage and tipper lorries have operated from the site since around 1972. The current use on the northern section includes skip delivery and collection, along with waste sorting and disposal. The engineered flat landform of the northern section, indicates the suitability of the site for new uses given its brownfield nature.

3.0 PROPOSALS

3.1 In light of the topography, the proximity to the existing settlement, the previous use, and the accessibility to the trunk road network (and proposed AWPR), it is considered that the identified land is physically capable of development. The proposal would include the provision of a mix of employment uses, whether it be business, general industrial or storage and distribution. An indicative layout is shown at Appendix A.

3.2 In terms of the accessibility of the site, direct access to the site would be taken from the existing surface junction with the A90. Following the completion of the AWPR, access would be taken from the new connection linking the closed Duffshill Road with the grade separated junction at Schoolhill.

4.0 SCOTTISH PLANNING POLICY

4.1 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).

- 4.2 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.
- 4.3 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.

5.0 DRAFT STRUCTURE PLAN

- 5.1 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% growth over the next 20 years or more.
- 5.2 One of the objectives of the Draft Structure Plan 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. One of the targets to reach this objective is to ensure that there is at least 40 hectares of land available to businesses at all time in the Huntly to Laurencekirk SGA corridor. Furthermore, new allocations of 105 hectares and a strategic reserve of 70 hectares are illustrated for the periods 2007-2023 and 2024-2030 respectively.
- 5.3 The Draft Structure Plan also advocates sustainable mixed communities. It states that a focus on communities means that new housing and developments for employment and commercial use should be well related to each other to improve people's quality of life and opportunity.

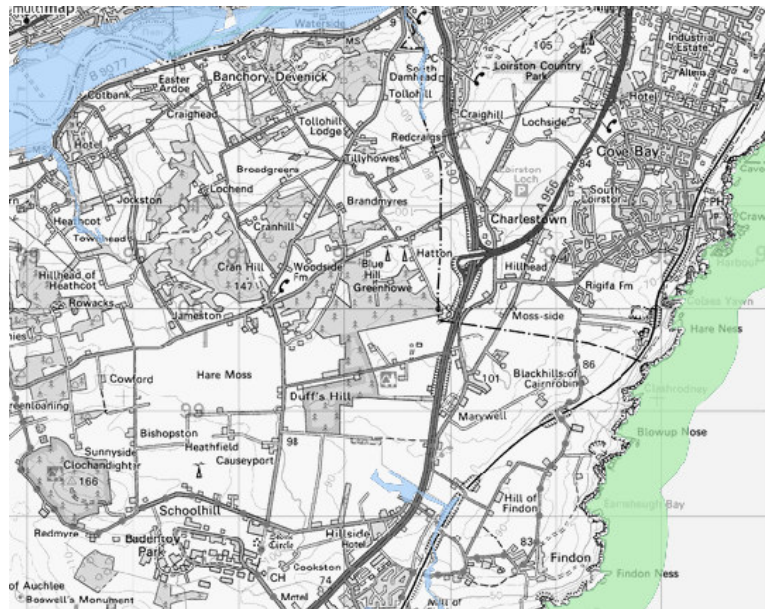
5.4 The scale of development proposed through the emerging Structure Plan shall necessitate a review of the Green Belt to make sure that it meets the requirements of SPP 21: Green Belts.

6.0 SERVICES

6.1 There is capacity in the Nigg Waste Water Treatment Works to service any development on this bid site. At present there is capacity at the Invercarnie Water Treatment Works.

6.2 Figure 4 below highlights that there is no issue in relation to flooding associated with the site.

Figure 4: SEPA Flood Risk Map



7.0 JUSTIFICATION

7.1 With a location only 5.5 miles south of Aberdeen, it is considered that the development potential of the identified land at Duffhill shall improve significantly in the foreseeable future due to transportation infrastructure improvements. The construction of the AWPR is anticipated to have a positive impact upon the economy of the North East of Scotland, and shall

enhance linkages across Aberdeen and Aberdeenshire, as well as to the north and south. As the land lies within the Huntly to Laurencekirk Strategic Growth Area, it is considered a suitable location for development to meet the objective of the Draft Structure Plan which aims to create sustainable mixed communities.

- 7.2 The site provides the opportunity to create well defined and defensible boundaries utilising the existing rising topography to the north (and once completed the AWPR), and the A90 to the east. To the west of the southern part of the identified land is Duffshill Wood, while an established field boundary is located to the south towards the Schoolhill development. In addition, the incorporation of strategic landscaped buffers could also minimise the visual impact of development especially to the south and west. The presence of a storage use immediately adjacent to the east of the identified land, together with the presence of employment land at Schoolhill and Mains of Cairnrobin/Moss-side would also help to accommodate further built development into the landscape. As such, the allocation of the site for employment use, whether it be business, general industrial or storage purposes would ensure that the development would be well connected to the settlement of Portlethen, and to the wider area, given the proximity to the A90, the main arterial route into Aberdeen and the proposed AWPR.
- 7.3 The Scottish Planning Policies referred to above, are clear in highlighting the benefits of ensuring that land for employment is well placed in relation to the transport network and the labour force. As already identified, the land at Bankhead not only has excellent linkages onto the A90, but is also in close proximity to the labour force in both Portlethen, and Aberdeen City itself. Recent development at Schoolhill has also seen the northern expansion of Portlethen towards Bankhead, and given the limitation on development along the coast, the identified land is the next logical site to accommodate development, especially given its brownfield status. Therefore the development of the identified land would be in accordance with the principles of Scottish Planning Policies 1, 2 and 17.
- 7.4 As noted above, the ongoing development plan review shall necessitate a review of the green belt. Accordingly, consideration must be given to the key objectives of green belt policy listed in SPP 21. In reaching his decisions in respect of the neighbouring land for storage purposes the Reporter considered that the use of an extensive and concealed brownfield site would not prejudice the planned growth in the Aberdeen area, and that in terms of

visual impact, the proposal would have no impact on the character, landscape setting and identity of Aberdeen and its nearest towns. Lastly, he felt that the proposal would have no relevance to the third objective of protecting and giving access to open space. Accordingly, the use of the identified land for development could be achieved without harming these same objectives.

- 7.5 The continued demand for employment land has seen a reduction in the level of available sites within and close to Aberdeen City. Therefore there is a requirement to ensure that adequate employment land is brought forward to accommodate continued economic growth for the region. The 2008 Employment Land Audit identifies that the immediately available land supply within Aberdeenshire dropped by 7.7 % to 48 hectares between 2007 and 2008. In the same period the level of constrained employment land fell by 16.2%, demonstrating that ownership and infrastructure constraints are being unlocked. As there is a finite supply of this land close to the City, consideration must be given to the provision of employment land in close proximity to existing allocations and established areas, which also have excellent linkages to the transportation network. In the Portlethen area, there are four areas identified within the Employment Land Schedules of the aforementioned Audit. It notes that there was 83.9 hectares of established land in Portlethen at the turn of the year. While 55.1 hectares of this figure is identified as being constrained, the completion of the grade separated junction at the north of Portlethen shall enable the majority of this land to be brought forward. In light of the proximity of the land to the existing trunk road network, linkages to the railway and harbour, and the provision of the AWPR, detailed consideration should be given to the identification of further employment land.
- 7.6 As noted above, the level of immediately available employment land dropped in Aberdeenshire by 7.7% in the period between 2007 and 2008. This is likely to have been caused by firms that are based within Aberdeen, being priced out of the market for employment land due to spiralling prices, and the distinct lack of available land within the City. Furthermore, there is considered to be significant potential in light of the identification of the Huntly to Laurencekirk transportation corridor as a Strategic Growth Area in the emerging Structure Plan. In addition, ACSEF (Aberdeen City and Shire Economic Forum) have produced an economic manifesto for Aberdeen City and Shire entitled "Building on Energy". This highlights the aim of ensuring the North East is recognised as one of the most robust and resilient

economies in Europe. Core to this vision is a strong economy and the maintenance of an excellent quality of life. It also emphasises that in order to maintain current levels of growth there is a need to sustain a vibrant business base and build on the success of the oil and gas sector and establish the region as a global centre of excellence for all-energy, while growing the regions other key sectors.

- 7.7 Furthermore, a Capacity Study for the Portlethen Corridor has been carried out by Rapleys on behalf of Aberdeenshire Council. Its purpose is to consider the hypothetical growth of the area to allow for a 100% expansion of existing housing stock (5,000 dwellings). This would also require the provision of adequate employment land, community facilities and services. Following the completion of the Goal Achievement Matrix, the land was split into two areas, namely P6 (North of Duffshill Road), and P7 (South of Duffshill Road). Site P7 achieved a score of 62% thus resulting in it being a favoured site for development, while site P6 achieved a score of 33%, thus being least favoured. However, of the four option diagrams produced, all four sites incorporated the southern section of the land as being appropriate for employment development, while two of the options also comprise the northern section currently occupied by the waste transfer station and landfill uses. While the Draft Capacity Study does not, and shall not form part of the development plan once finalised, it does give an indication of how the extension of the existing settlement can be accommodated.

8.0 CONCLUSIONS AND RECOMMENDATION

- 8.1 It is considered that the site represents a clear opportunity to provide high quality development to the north of Portlethen, and alongside one of the main arterial routes in the area, the A90. The site is suitable for industrial/employment development given the topography, and proximity to the transportation network as noted above. In light of the strategy of the emerging Structure Plan for further economic growth in the Huntly to Laurencekirk Corridor, it is considered imperative to ensure that there is an adequate supply of employment land, especially close to the City where demand is greatest. This gives the land a distinct advantage in terms of connectivity.
- 8.2 The proposal is considered to accord with the principles of Scottish Planning Policy as the land is well related to the existing pattern of development given its position close to the settlement boundaries of both Portlethen and Marywell (Mains of Cairnrobin), and by being next to the main transportation network. The transportation linkages would also assist in reducing the need to travel, while the topography would help integrate any future proposals into the landscape. The opportunity to provide structural landscaping to the site boundaries would also assist in accommodating the development within the settlement. Furthermore, it must be noted that planning permission has been granted for a permanent storage use on the adjacent site to the east, therefore it has previously been demonstrated that sites to the west of the A90 would be suitable for development. Lastly, the development of the site would direct employment development towards a brownfield site previously used for landfill purposes, and which would also be located close to the available workforce in Portlethen.
- 8.3 On the basis of the above, it is therefore considered that this site should be identified in the Aberdeenshire Local Development Plan for employment development.

November 2008

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Appendix A: Indicative Masterplan

