

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: HUNTAVERN PROPERTIES 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]

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? 'FORDOUN AERODROME'

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?
S3 Yes No

Please provide the National Grid reference of the site
NJ 750 769 GB

S4 What is the current use of the site? STORAGE AND DISTRIBUTION / DISUSED 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 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

EXPANSION OF HUNTING OILFIELD SERVICES

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, THE PROXIMITY TO EXISTING ENTERPRISES AND EXISTING LANDSCAPING TO ASSIST IN ACCOMMODATING FURTHER DEVELOPMENT INTO THE LANDSCAPE. DEVELOPMENT IN THIS LOCATION WOULD DIRECTLY RELATE TO THE EXISTING USES AT FORDOUN AERODROME. FURTHERMORE IT WOULD BE SITED ADJACENT TO THE A90 WITH EXCELLENT LINKAGES NORTH AND SOUTH

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 EMPLOYMENT USES ADJACENT TO EXISTING SITES WHILE BEING IN CLOSE PROXIMITY TO THE LABOUR FORCE THUS PREVENTING 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 More
 applicable, are you considering providing more or less than this? N/A 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 ADDITIONAL EMPLOYMENT LAND IN RELATIVELY CLOSE PROXIMITY TO EXISTING SETTLEMENTS THUS REDUCING THE NEED TO TRAVEL AND GROUPING EMPLOYMENT USES TOGETHER.

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 checked="" type="checkbox"/>	<input 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 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 ON PART OF SITE	Yes <input checked="" type="checkbox"/>	No <input 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)



Huntaven Properties Limited

Development Bid for Land at
Fordoun Aerodrome,
Aberdeenshire

November 2008

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Aberdeen
AB10 1YL
Tel; 01224 588866
Fax; 01224 589669

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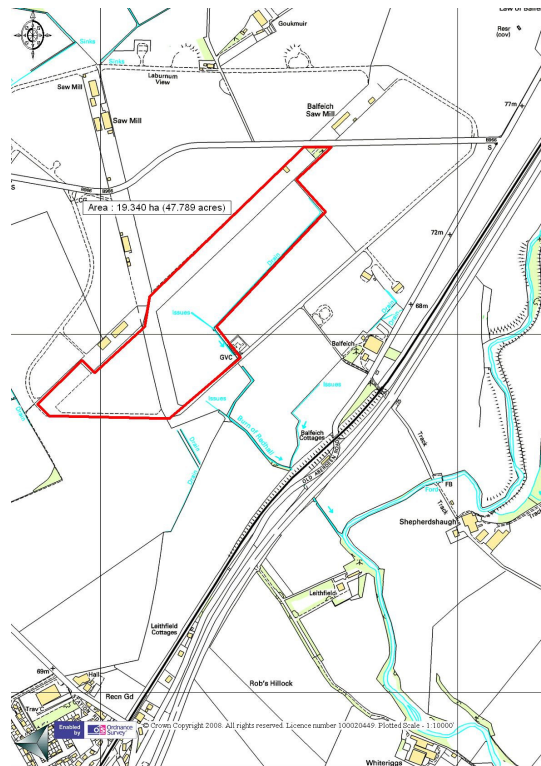
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Appendix A: Location Plan

1.0 INTRODUCTION

- 1.1 This development bid is submitted on behalf of Huntaven Properties Limited who own approximately 35 acres, and have option over a further 12.8 acres of land at the former aerodrome to the west of the A90 Trunk Road, north of Fordoun. This is identified in Figure 1 below.

Figure 1: Site Location Plan



- 1.2 The land, which is located 0.5 miles to the north of Fordoun, and 3.8 miles north of Laurencekirk, is approximately 26 miles south of Aberdeen. The site is also located approximately 0.35 miles west of the A90(T) between Aberdeen and Dundee, just off the B966 which leads to Fettercairn. The land is predominantly used for the storage of oil pipe, although the element under option is redundant agricultural land. Public transport services (104 and 24A) are available in Fordoun and on the A90 respectively, both of which are a short distance from the identified land. These services connect Fordoun with Brechin, Montrose, Stonehaven and Laurencekirk.
- 1.3 Within the extant Local Plan, the land is identified as falling within the countryside of the Kincardine and Mearns area of Aberdeenshire, just north of the existing settlement

boundary of Fordoun. In addition to the existing residential elements, Fordoun also benefits from some employment land, a hotel, community hall, and a Post Office. Three sites are allocated for housing within the Local Plan, with one site (ch1) to the west for 20 units, and the remaining two sites, A and fh1 (for 10 and 15 units respectively), located to the north of the settlement on the northern side of the road leading to Auchenblae.

- 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 existing settlement boundary of Fordoun is located approximately 600 metres to the south of the land. Adjacent properties include a haulage/logistics firm, an engineering workshop, a removals warehouse, and a sawmill. Agricultural fields lie beyond the other boundaries. An aerial photograph is shown at Figure 2 below.

Figure 2: Aerial Photograph



- 2.2 In terms of topography, the land varies between approximately 65 metres (AOD – Above Ordnance Datum) towards the south, to 70 metres (AOD) at the junction with the B966. In respect of access, two roads access the land from the B966. The first access, serves the existing pipe storage yard only, while the second also serves Grampian McLennan's and Economove, further to the west. The B966 itself has 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. Therefore there are excellent linkages to the north and south in the vicinity of the site.
- 2.3 Consideration must also be given to the history of the identified land. An application (01-96-0197) for the storage of oil pipe was originally granted in 1996. Planning Permission (APP/2007/0541) for the expansion of the original pipe storage facility (12.5 acres) by a further 24 acres was granted conditional planning permission in November 2007. Construction has subsequently commenced to implement that permission. Subsequent planning permission was also granted for the erection of a two storey office block (APP/2007/1983) near the site entrance on the B966, and the retention of, and erection of an additional pipe inspection bay building (APP/2007/2846).

3.0 PROPOSALS

- 3.1 In light of the location within a SGA within the Draft Structure Plan, the range of existing uses, the topography, and the accessibility to the trunk road network, it is considered that the identified land is physically capable of development. The proposal would include the provision of a mix of employment uses between general industrial and storage and distribution.
- 3.2 In terms of the accessibility of the site, direct access to the site would be taken from the B966, from the two points identified above.

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 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).
- 4.4 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.

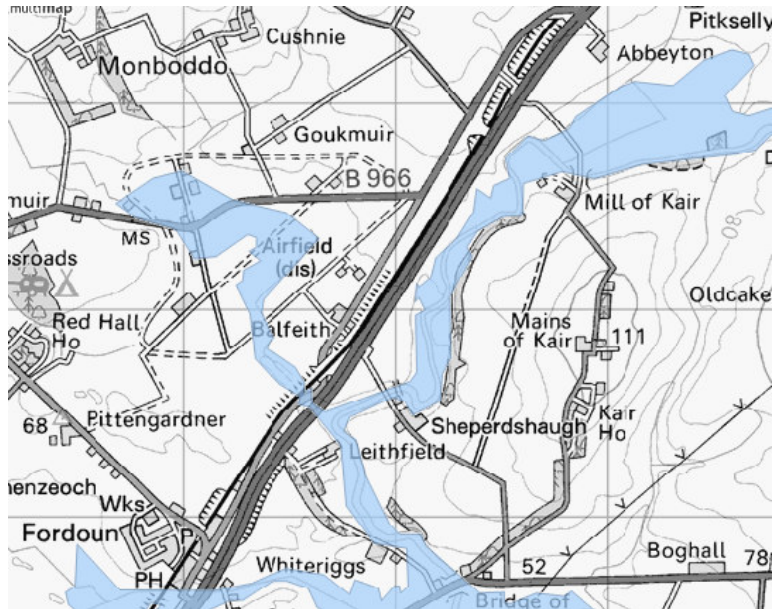
5.0 DRAFT STRUCTURE PLAN

- 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.

6.0 SERVICES

- 6.1 There is capacity in the Laurencekirk Waste Water Treatment Works to service any development on this bid site. At present there is insufficient capacity at the Whitehillocks Water Treatment Works, although the Strategic Asset Capacity and Development Plan for 2007-2008 produced by Scottish Water identifies that additional strategic capacity projects are planned in the period from 2007 to 2010.
- 6.2 Figure 3 below highlights that there may be a slight issue in relation to flooding associated with the site. However, as part of the approval for the expansion of the existing facility, a detailed SUDS scheme was submitted which was to the satisfaction of both SEPA and the Council's Flood Prevention Unit.

Figure 3: SEPA Flood Risk Map



7.0 JUSTIFICATION

- 7.1 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 provide opportunities to encourage economic development. With a location only 0.35 miles from the A90, and only 26 miles south of Aberdeen, it is considered that the development potential of the identified land at Fordoun Aerodrome is significant given its accessibility to the trunk road network and the wider area, and its history for employment uses.
- 7.2 Parts of the site already provide well defined and defensible boundaries which utilise the existing level topography, beyond the existing railway embankment which screens the site from the A90. To the south, east and west of the identified land are open fields. Previous planning permissions required the implementation of a scheme of landscaping along the northern, north western, and south eastern boundaries of the site. This landscaping assists in screening the land from the main public viewpoints such as the B966. 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 on part of the identified land, together with the adjacent employment uses to the west would also help to accommodate further built development into the landscape. As such, the allocation of the site for employment

use, whether it be general industrial or storage purposes would ensure that the development would be well connected to the surrounding area given the proximity to the A90, and the history of employment uses at Fordoun Aerodrome.

- 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 Fordoun Aerodrome not only has excellent linkages onto the A90, but is also in close proximity to the labour force in both Fordoun, and Laurencekirk. Planned development at Fordoun would also see the northern expansion of the settlement towards the former aerodrome. The land is accessible by a range of transportation modes, with public transportation services available at Fordoun, and on the A90. Furthermore, Huntaven Properties Ltd also take advantage of the rail sidings in Laurencekirk to transport materials. Given the requirement to protect the countryside from unnecessary and unsustainable development, the identified land is a logical site to accommodate expansion, given the presence of other established employment uses adjacent to the site. Therefore the development of the identified land would be in accordance with the principles of Scottish Planning Policies 1, 2, 15 and 17.
- 7.4 The continued demand for employment land has seen a reduction in the level of available sites within Aberdeenshire. Therefore there is a requirement to ensure that adequate employment land is brought forward to accommodate continued economic growth for the region in a range of locations that are appropriate for and attractive to the needs of different industries. 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. Accordingly the provision of employment land should be concentrated on existing established places which have excellent linkages to the transportation network. In Fordoun, there are no areas specifically identified as established employment land within the Employment Land Schedules of the aforementioned Audit. However, it is calculated that around the aerodrome, authorised employment land extends to around 21.709 hectares, while in Fordoun itself, a further 1.077 hectares (approximately) exists. Accordingly, the total of 22.786 hectares is considered to make a significant contribution not only to the local economy, but also to the wider city region. In light of the proximity of the land to the existing trunk road network, detailed consideration should be given to the identification of the existing land used for employment as well as an additional area for expansion.

7.5 As noted above, 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.

8.0 CONCLUSIONS AND RECOMMENDATION

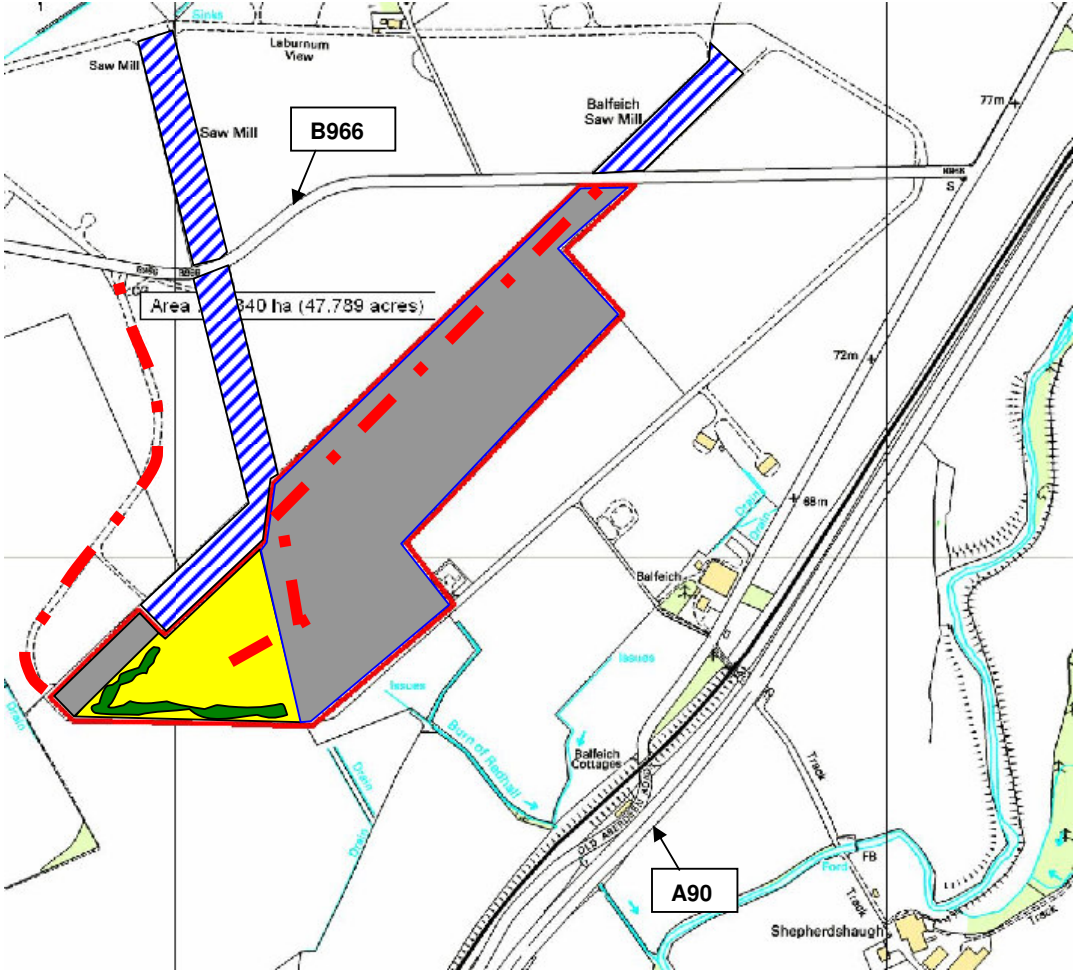
- 8.1 It is considered that the site represents a clear opportunity to provide additional employment development to the north of Fordoun, and alongside one of the main arterial routes in the area, the A90. The site is suitable for industrial/employment development given the proximity to the transportation network, the existing uses, and the topography 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 established employment areas, and the labour force. 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 boundary of Fordoun, 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 southern and western site boundaries would also assist in accommodating the development into the surrounding area. Furthermore, it must be noted that planning permission has been granted for a permanent storage on part of the site (Approximately 35 acres), therefore it has previously been demonstrated that the general area around the former aerodrome to the west of the A90 would be suitable for development. Therefore there should be no impediment to the expansion of an existing popular destination for employment uses.
- 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, and incorporated into the settlement boundary for Fordoun.






November 2008

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Appendix A: Location Plan



KEY	
	POTENTIAL EMPLOYMENT LAND
	EXISTING EMPLOYMENT LAND ON SITE
	OTHER EXISTING EMPLOYMENT LAND (SEPARATE OWNERSHIP)
	PROPOSED ACCESS
	STRATEGIC LANDSCAPING