

Proposed Aberdeen Local Development Plan 2015 Representation Form

Please use this form to make comments on the Proposed Aberdeen Local Development Plan, ensuring that your comments relate to a specific issue, site or policy in either the Proposed Plan, Proposed Supplementary Guidance, Proposed Action Programme or Strategic Environmental Assessment Environmental Report. Please include the relevant paragraph(s) and use a separate form for each issue you wish to raise.

The consultation period runs between Friday 20th March and Monday 1st June 2015. Please ensure all representations are with us by 5pm on Monday 1st June.

Name	Mr <input type="radio"/> Mrs <input type="radio"/> Miss <input type="radio"/> Ms <input checked="" type="radio"/>	Catherine Thornhill
Organisation	Savills (UK) Limited	
On behalf of (if relevant)	Hammerson plc	
Address	5 Queen's Terrace Aberdeen	
Postcode	AB10 1XL	
Telephone	[REDACTED]	
E-mail	[REDACTED]	

Please tick if you would like to receive all future correspondence by e-mail

What document are you commenting on?	Proposed Plan	<input checked="" type="checkbox"/>
	Proposed Supplementary Guidance	<input type="checkbox"/>
	Proposed Action Programme	<input type="checkbox"/>
	Strategic Environmental Assessment Environmental Report	<input type="checkbox"/>
Policy/Site/Issue	Land Zoning in LDP	Paragraph(s)

What would you like to say about the issue?

Please see attached submitted document.

What change would you like to see made?

Please see attached submitted document.

Please return the completed form by:

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Data Protection Statement

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Representation to Aberdeen LDP – Proposed Plan

The following representation is made on behalf of our client **Hammerson plc**:

Raiths Farm Rail Freight Facility

The landholding to the north west of Dyce was subject to the following commentary within the Aberdeen LDP MIR:

"(B0105) – A change of use to employment land is proposed on the unused part of the site that is currently zoned as T1 Land for Transport. Before this happens, it would need to be confirmed that this land is not likely to be required for any future expansion of the rail freight facility. In addition there is no requirement to identify additional employment land. We have therefore referred to this as being a 'possible' development option, rather than a 'preferred' one at this stage."

The site retains a T1 'Land for Transport' zoning within the Proposed Aberdeen Local Development Plan.

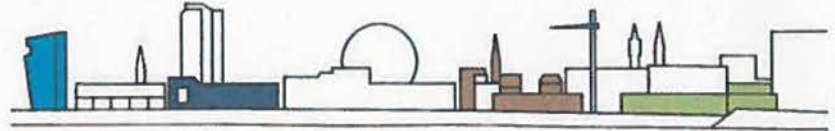
Notwithstanding, it is submitted that the site should be re-zoned as **business and industry land** and recognised as an **opportunity site** as it will not specifically be required for any future expansion of the rail freight facility and is required by the landowner Hammerson for Class 6 storage and distribution uses associated with the operation of Union Square shopping centre.

As set out in the consolidated Scottish Planning Policy (SPP) document, planning authorities should ensure that there is a range and choice of marketable sites and locations for businesses allocated in development plans, including opportunities for mixed use development, to meet anticipated requirements and a variety of size and quality requirements. Marketable land should meet business requirements, be serviced or serviceable within 5 years, be accessible by walking, cycling and public transport, and have a secure planning status. The supply of marketable sites should be regularly reviewed. New sites should be brought forward where existing allocations do not meet current and anticipated market expectations. (Paragraph 46)

It is essential that the Local Development Plan maintains a ready supply of employment land in the right places is vital to Aberdeen retaining its position as a competitive and sustainable business location. If a ready supply of employment land is not maintained, then it is unlikely that the housing population targets set by the Strategic Development Plan will be achieved. Therefore, a phased, large allocation of employment land must be identified, taking into consideration sites which have failed to come forward during the previous plan period. This will ensure that the planning system does not act as a constraint to economic development.

The site is generally suitable given the surrounding land use context and proximity to the road and rail network. As stated, Hammerson has identified a use for the site which will enable the improved operation of Aberdeen's premier shopping centre and facilitate the creation of jobs both in construction of a future storage facility and, it's operation.

Savills
01 June 2015



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	Strategic Environmental Assessment Environmental Report	<input type="checkbox"/>
Policy/Site/Issue	City Centre Proposal Map Policy NC2 Opportunity Site Addition Policy NC6 Policy T2	Paragraph(s)

What would you like to say about the issue?

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What change would you like to see made?

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Representation to Aberdeen LDP - Proposed Plan

The following representation is made on behalf of our client **Hammerson plc**, owner of Union Square Shopping Centre, and should be read in conjunction with our representation to the Council's Main Issues Report (dated 24 March 2014).

Background

Hammerson has been progressing plans for growth at Union Square, whereby substantial opportunities exist via the redevelopment of the existing retail park and surface level car parking to the south, and rationalisation of space within the rear servicing area. Union Square can therefore provide for a considerable proportion (c. 25,000 sq.m) of the acknowledged retail capacity in Aberdeen, alongside *inter alia* additional catering and leisure facilities.

There is a clear commitment by Hammerson to deliver this project, with the formal planning process due to commence following publication of the City Centre Masterplan in June 2015 (via the submission of a proposal of application notice). A corresponding comprehensive planning application submission would then be made later in 2015.

Redevelopment at Union Square is fully in accordance with the sequential approach set out within the prevailing planning policy hierarchy, and scores extremely highly against Aberdeen City Council's sustainability checklist, improving the City Centre built form and north-south linkages.

The extension of Union Square Shopping Centre is listed (No 18) within the final draft list of Masterplan Projects. The extension and redevelopment of Union Square will enable new retailers to be attracted to the City by building on the base already established. Union Square is already the primary retail destination within Aberdeen, though is in need of extension and improvement in its critical mass to allow top new retailers to be attracted to Aberdeen and expenditure leakage to higher order centres to be reduced.

City Centre Proposals Map

Our client fully supports the inclusion of Union Square within the designated City Centre Retail Core. Union Square has already become the premier shopping centre with Aberdeen whilst also providing key leisure and car parking provision within the now established north-south City Centre axis (see Appendix 1).

Policy NC2 City Centre Retail Core and Union Street

In conjunction with the identification of Union Square within the City Centre Retail Core, Policy NC2 identifies that this area is "*the preferred location for major retail developments as defined in Policy NC1*". In line with the prevailing planning policy hierarchy and national sequential requirements, Hammerson fully supports the policy provision of directing major retail developments to the defined Retail Core, which must be protected as the primary location for retail development in the city and wider north east.

The redevelopment of Union Square is already being progressed and the formal planning process will commence upon publication of the City Centre Masterplan; it is important that Policy NC2 recognises the City Centre Masterplan to reinforce the Council's aspiration that a consistent long-term Masterplan is with a linked funding and delivery mechanism.

Hammerson support the requirement in the policy that proposals for a change of use from retail (Class 1 of the Use Classes Order) to other uses within the City Centre Retail Core are acceptable where it can "*be demonstrated that (a) the new use contributes to the wider aims of the City Centre Masterplan and Delivery Programme*".

Opportunity Site Addition

In line with the Union Square growth proposals as set out above, it is submitted that Union Square should be recognised as a defined Opportunity Site within Appendix 2 of the Local Development Plan. This is wholly necessary to achieve consistency with other opportunities identified within the City Centre. Union Square is one of the foremost opportunity sites in Aberdeen and is ready to provide early significant and positive change in the City Centre Retail Core.

Policy NC6 Town, District, Neighbourhood and Commercial Centres

Para 3.29 of the supporting text for this policy requires applications for a change of use of the premises to provide evidence that the property has been actively marketed for six months or more; and, a statement(s) from prospective occupiers explaining their reasons for the property being unsuitable for retail use.

We request that these requirements are deleted from the Proposed LDP. Proposed Policy NC6 requires that the proposed alternative use to make a positive contribution to the vitality and viability of the centre; that the proposed alternative use will not undermine the principal function of the centre within which it is located; that the applicants can demonstrate a lack of demand for continued retail use of the premises; that the new use does not create clustering of a particular use in the immediate vicinity; and, that it does not conflict with the amenity of the neighbouring area. These tests ensure that alternative uses make a positive contribution to the area in which they are located and do not undermine its principal function. It is unnecessary to stipulate the method through which applicants demonstrate a lack of demand; particularly with respect to the requirement to provide a statement(s) from prospective occupiers as this information is often commercially sensitive and negative statements could potentially undermine the vitality of the area in which it is located.

Policy T2 Managing the Transport Impact of Development

Para. 1.7 highlights the aims of the Aberdeen City & Shire Strategic Development Plan, which includes a requirement to make most efficient use of the transport network. Utilisation of the existing network is fully supported.

Policy T2 requires that new developments must demonstrate that sufficient measures have been taken to minimise traffic generated and to maximise opportunities for sustainable and active travel. Crucial to this is allowing for easy access to the City Centre Retail Core.

As a southern gateway to the City Centre, Union Square already acts as a strategic City Centre car park and has done since its opening, unlike adjacent office parking with restricted access. Therefore, it is entirely logical that Union Square should provide additional strategic parking to help reduce private cars crossing the City Centre, in line with the City Centre Masterplan's philosophy, and encourage walking through the improved City Centre environment (that the Council is seeking to promote).

Historical data shows that a proportion of existing capacity at Union Square is taken up by long-term parking associated with surrounding businesses and harbour activity. Union Square is ideally placed to fulfil the role identified in the Masterplan i.e. for City Centre visitors to arrive, many of them parking, and travel to Union Square or through it and the improved wider pedestrian environment, to destinations throughout the City Centre. The application of parking standards to gateway destinations, identified in principle in the Masterplan, must acknowledge the needs of all visitors, and the wider City Centre role that destinations such as Union Square increasingly will perform.

Union Square already acts as a major transport hub and strategic car park for the City Centre, and it is key that additional car parking capacity is provided at this location: (1) to help to better meet this function, and (2) to facilitate Union Square's growth in floorspace. Additional car parking spaces are wholly required as part of the Shopping Centre's (and by extension, Aberdeen City Centre's) proposed floorspace growth. This strategic parking is needed even with the expected parallel growth in travel to the City Centre and Union Square by sustainable travel modes that will occur with development and improvement of sustainable transport facilities and routes in the form of bus and suburban rail, which must be promoted and realised in parallel with implementing constraints on traffic movement.

Creating strategic parking in the North Dee business district would simply multiply existing commuter car trips, and be entirely counterproductive and harmful to the aims of the City Centre Masterplan, and the City itself. Conversely, providing strategic City Centre parking at Union Square, supplementing the centre's existing strategic parking provision and function, would support multi-destination, multi-purpose, multi-modal trips, managed and encouraged through a Union Square Travel Plan. Such a strategy would be entirely consistent with the aims of the Council and the City Centre Masterplan, and with Union Square's role as a destination for shopping, leisure and transport sustainable interchange.



Summary of Changes Requested

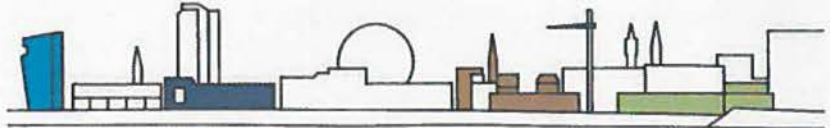
In summary our clients seek:

- the inclusion of Union Square as a defined Opportunity Site within Appendix 2 of the Local Development Plan
- the amendment of the supporting text for policy NC6 Town, District, Neighbourhood and Commercial Centres to delete the requirement, identified in para. 3.29 of the Proposed LDP to provide evidence that the property has been actively marketed for six months or more and a statement(s) from prospective occupiers explaining their reasons for the property being unsuitable for retail use.
- the acknowledgement and confirmation that Union Square provides the optimum location for the provision of additional car parking at the southern gateway to the city centre.

Savills, 01 June 2015

Appendix 1

Benoy Urban Analysis Document (separate document)



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Policy/Site/Issue	Topic Area 2 – Townscape and Landscape Topic Area 5 – Business Topic Area 7 – Transport, Air Quality and Noise	Paragraph(s) 2.3.2 5.1 7.1

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Representation to Aberdeen LDP – Supplementary Guidance

The following representation is made on behalf of our client **Hammerson plc**, owner of Union Square Shopping Centre, and should be read in conjunction with our representation to the Council's Main Issues Report (dated 24 March 2014).

Background

Hammerson has been progressing plans for growth at Union Square, whereby substantial opportunities exist via the redevelopment of the existing retail park and surface level car parking to the south, and rationalisation of space within the rear servicing area. Union Square can therefore provide for a considerable proportion (c. 25,000 sq.m) of the acknowledged retail capacity in Aberdeen, alongside inter alia additional catering and leisure facilities.

There is a clear commitment by Hammerson to deliver this project, with the formal planning process due to commence following publication of the City Centre Masterplan in June 2015 (via the submission of a proposal of application notice). A corresponding comprehensive planning application submission would then be made later in 2015.

Redevelopment at Union Square is fully in accordance with the sequential approach set out within the prevailing planning policy hierarchy, and scores extremely highly against Aberdeen City Council's sustainability checklist, improving the City Centre built form and north-south linkages.

The extension of Union Square Shopping Centre is listed (No 18) within the final draft list of Masterplan Projects. The extension and redevelopment of Union Square will enable new retailers to be attracted to the City by building on the base already established. Union Square is already the primary retail destination within Aberdeen, though is in need of extension and improvement in its critical mass to allow top new retailers to be attracted to Aberdeen and expenditure leakage to higher order centres to be reduced.

Supplementary Guidance Topic Area 2 – Townscape and Landscape

- **Section 2.3 – Big Buildings**

Hammerson agree with the generally guidance provided within this document, and the recognition of the positive impact they can play within the surrounding urban context with regard to defining places; providing greater densities and concentrations of use; aiding accessibility to amenities; and, promoting different economies and uses (day and night).

In particular Hammerson support the acknowledgement in **para. 2.3.2** that *"big buildings must be situated in close proximity to good public transport links to allow for access and an increase in pedestrian movement. Access for site servicing needs to be considered. Clustering big buildings is encouraged. It provides a strong sense of place and signifies the use/importance of an area"*.

We further support the paragraph below and request that the text '**CITY CENTRE RETAIL CORE**' is added to the paragraph as the boundaries of each area vary slightly.

*"The most suitable location for big buildings is in the city centre, **CITY CENTRE RETAIL CORE** and the immediate surrounding area. If a big building is proposed beyond these locations, it will be assessed against the criteria within the document. Buildings within industrial estates, such as warehouses would not be assessed against the supplementary guidance."*

With regard to Building Design (Materials, Colour, Craftsmanship and Detailed Design), the recognition that appropriate design can be both complementary or contrasting with granite is supported.



Supplementary Guidance Topic Area 5 – Business

• **Section 5.1 – Hierarchy of Centres**

Hammerson support the above supplementary guidance, which endorses “all retail, commercial, leisure and other significant footfall generating developments serving a city-wide or regional market”. An amendment is requested to the table at figure 1; in the 'Centre Type' column, 'City Centre' should be amended to read 'City Centre and City Centre Retail Core' as the two boundaries vary slightly. Likewise along the same row, this should be replicated in the 'Centre Location' Column, as set out in **BOLD CAPITAL** text below:

Centre Type	Policy Approach			Centre Location
	Vitality and Viability	New Development	General principles for sequential approach	
City Centre AND CITY CENTRE RETAIL CORE	Protection	Support all retail, commercial, leisure and other significant footfall generating developments serving a city-wide or regional market.	Preferred location for all retail, commercial, leisure and other significant footfall generating development.	City Centre AND CITY CENTRE RETAIL CORE

Supplementary Guidance Topic Area 7 – Transport, Air Quality and Noise

• **Section 7.1 – Transport and Accessibility**

Hammerson support the guidance provided within section 7.1 of this document, and the general “presumption against the creation of freestanding publicly-accessible car parks (aside from those required for office, residential or Park and Ride use), especially in City Centre locations, as this would undermine efforts to encourage the use of alternative forms of transport, which is applicable to new developments and extensions to existing developments; conversion of existing buildings involving a change of use; and material changes of use”.

Hammerson has been progressing plans for growth at Union Square, whereby substantial opportunities exist via the redevelopment of the existing retail park and surface level car parking to the south, and rationalisation of space within the rear servicing area. Union Square can therefore provide for a considerable proportion (c. 25,000 sq.m) of the acknowledged retail capacity in Aberdeen, alongside *inter alia* additional catering and leisure facilities.

There is a clear commitment by Hammerson to deliver this project, with the formal planning process due to commence following publication of the City Centre Masterplan in June 2015 (via the submission of a proposal of application notice). A corresponding comprehensive planning application submission would then be made later in 2015.

As a southern gateway to the City Centre, Union Square acts as a strategic car park and should provide additional parking to help reduce private cars crossing the City Centre, in line with the City Centre Masterplan's philosophy, and encourage walking through the improved City Centre environment (that the Council is seeking to promote).

Indeed, the Union Square car park is already performing this strategic car park / gateway function. Historical data shows that a proportion of existing capacity at Union Square is taken up by long-term parking associated

with surrounding businesses and harbour activity. Union Square is ideally placed to fulfil the role identified in the Masterplan i.e. for City Centre visitors to arrive, many of them parking, and travel to Union Square or through it and the improved wider pedestrian environment, to destinations throughout the City Centre. The application of parking standards to gateway destinations, identified in principle in the Masterplan, must acknowledge the needs of all visitors, and the wider City Centre role that such destinations increasingly will perform.

Union Square already acts as a major transport hub and strategic car park for the City Centre, and it is key that additional car parking capacity is provided at this location: (1) to help to better meet this function, and (2) to facilitate Union Square's growth in floorspace. Additional car parking spaces are wholly required as part of the Shopping Centre's (and by extension, Aberdeen City Centre's) proposed floorspace growth. This strategic parking is needed even with the expected parallel growth in travel to the City Centre and Union Square by sustainable travel modes that will occur with development and improvement of sustainable transport facilities and routes in the form of bus and suburban rail, which must be promoted and realised in parallel with implementing constraints on traffic movement.

For the reasons outline above, our clients support the proposed increase in non-residential maximum car parking standards, proposed for food retail, no-food retail and restaurants and cafes within the city centre.

Savills, 01 June 2015

Union Square, Aberdeen

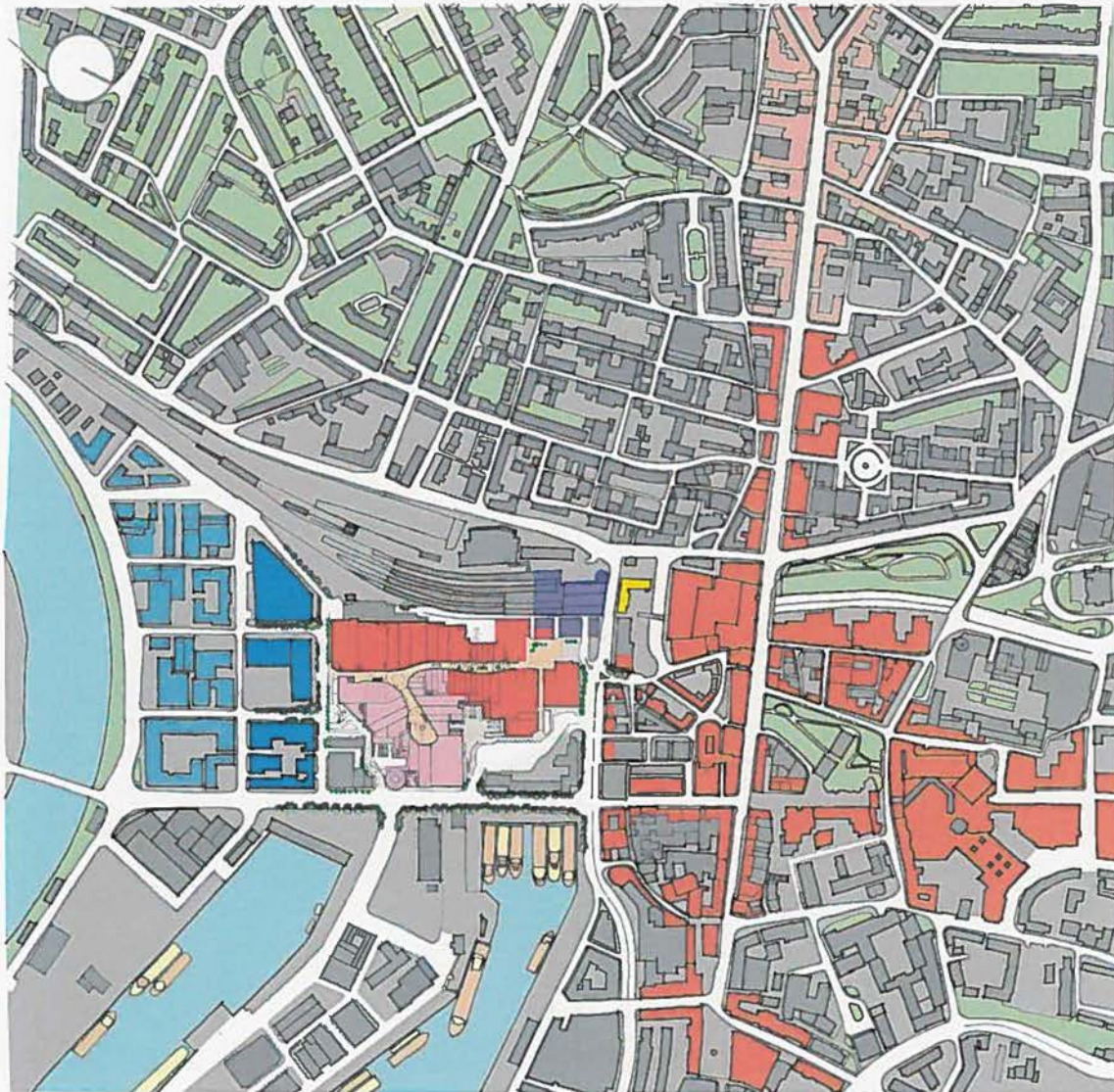
Urban Analysis

23rd March 2015

Benoy

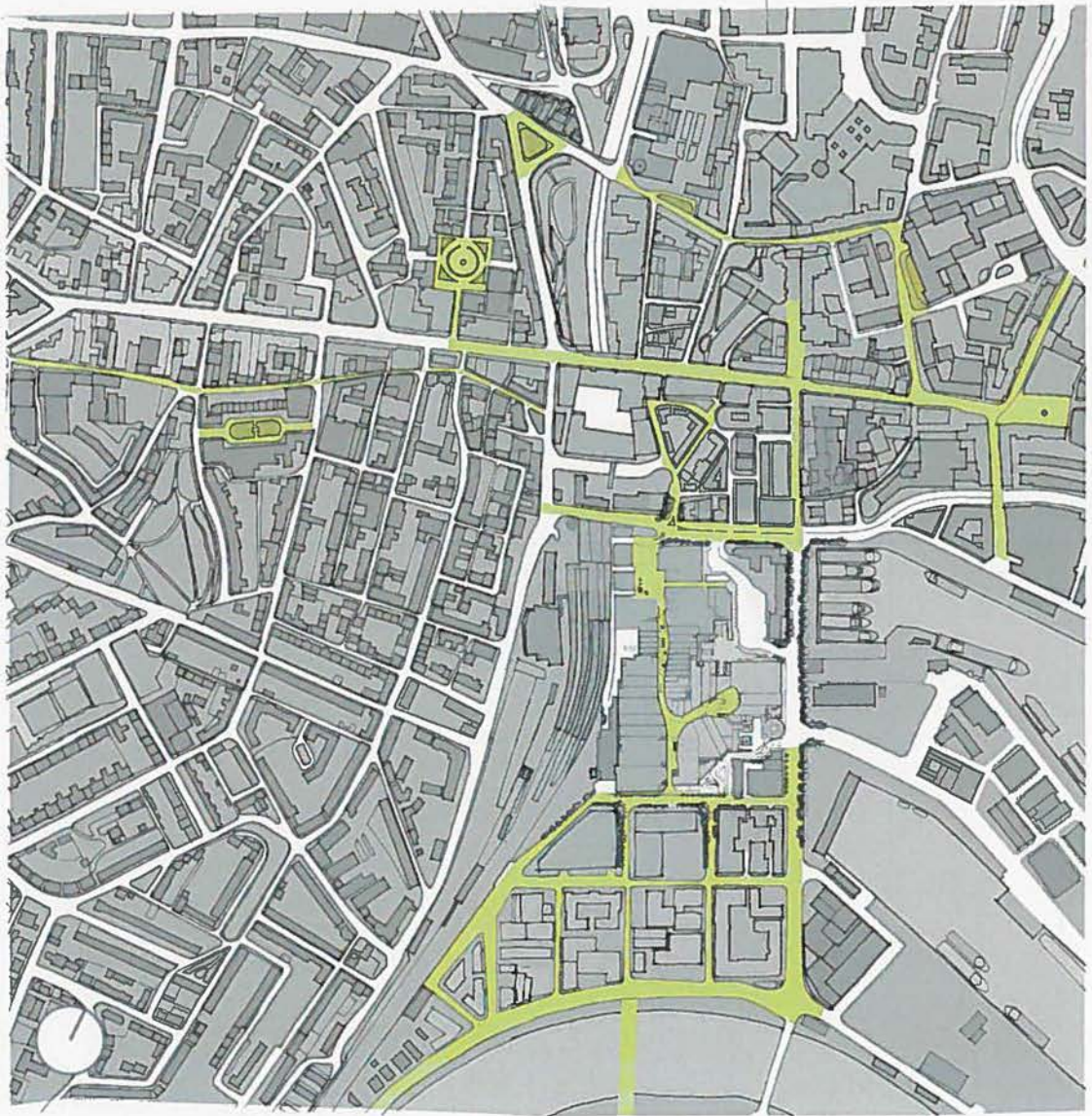
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Masterplan - Urban Development Strategy



- NORTH DEE DEVELOPMENT- PRIMARY OFFICE
- NORTH DEE DEVELOPMENT- MIXED USE INC OFFICE
- EXISTING RETAIL
- SECONDARY RETAIL
- PROPOSED RETAIL
- ABERDEEN STATION IMPROVEMENTS
- OPPORTUNITY SITE

Masterplan - Public Realm Improvements

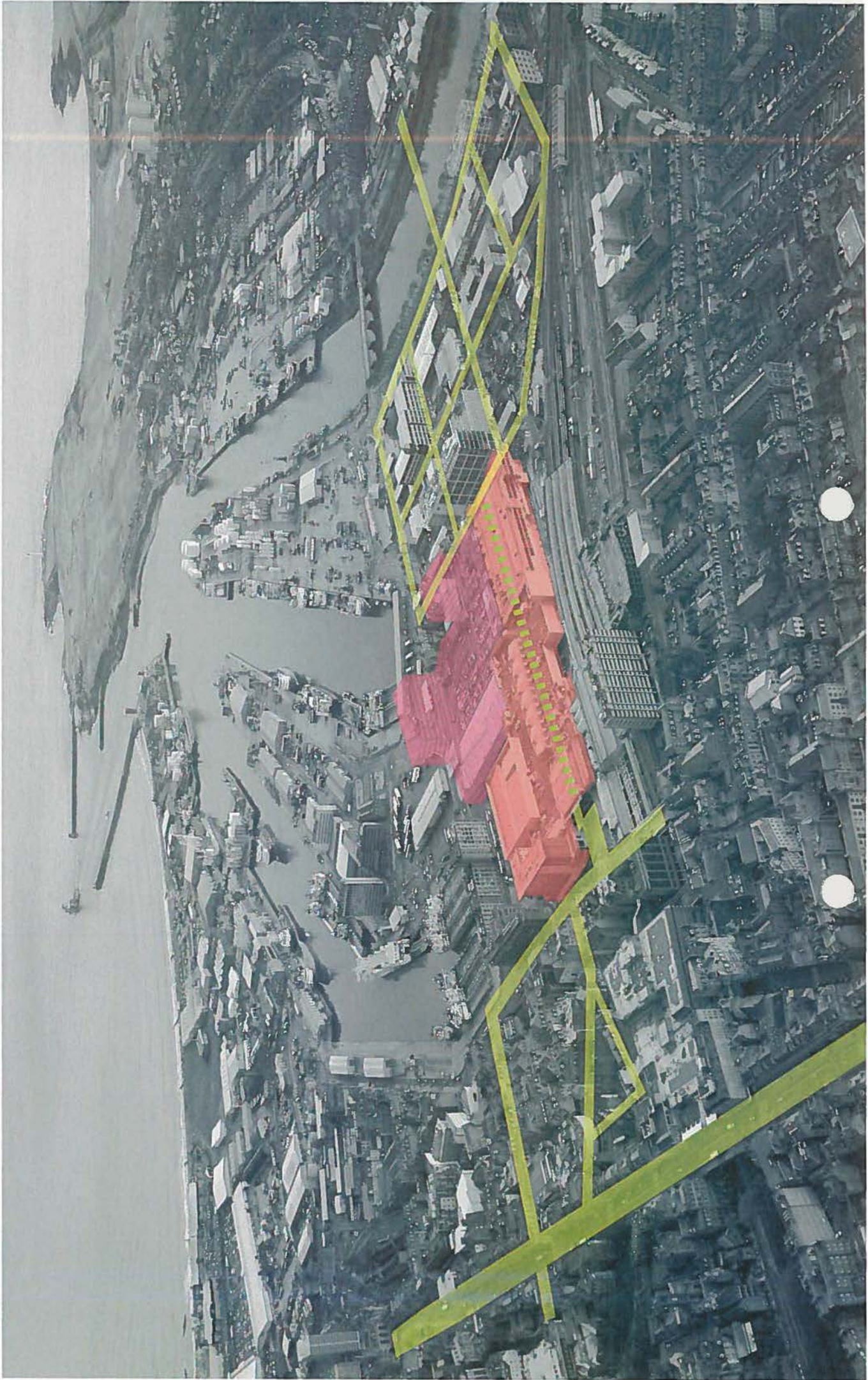


■ PUBLIC REALM IMPROVEMENTS

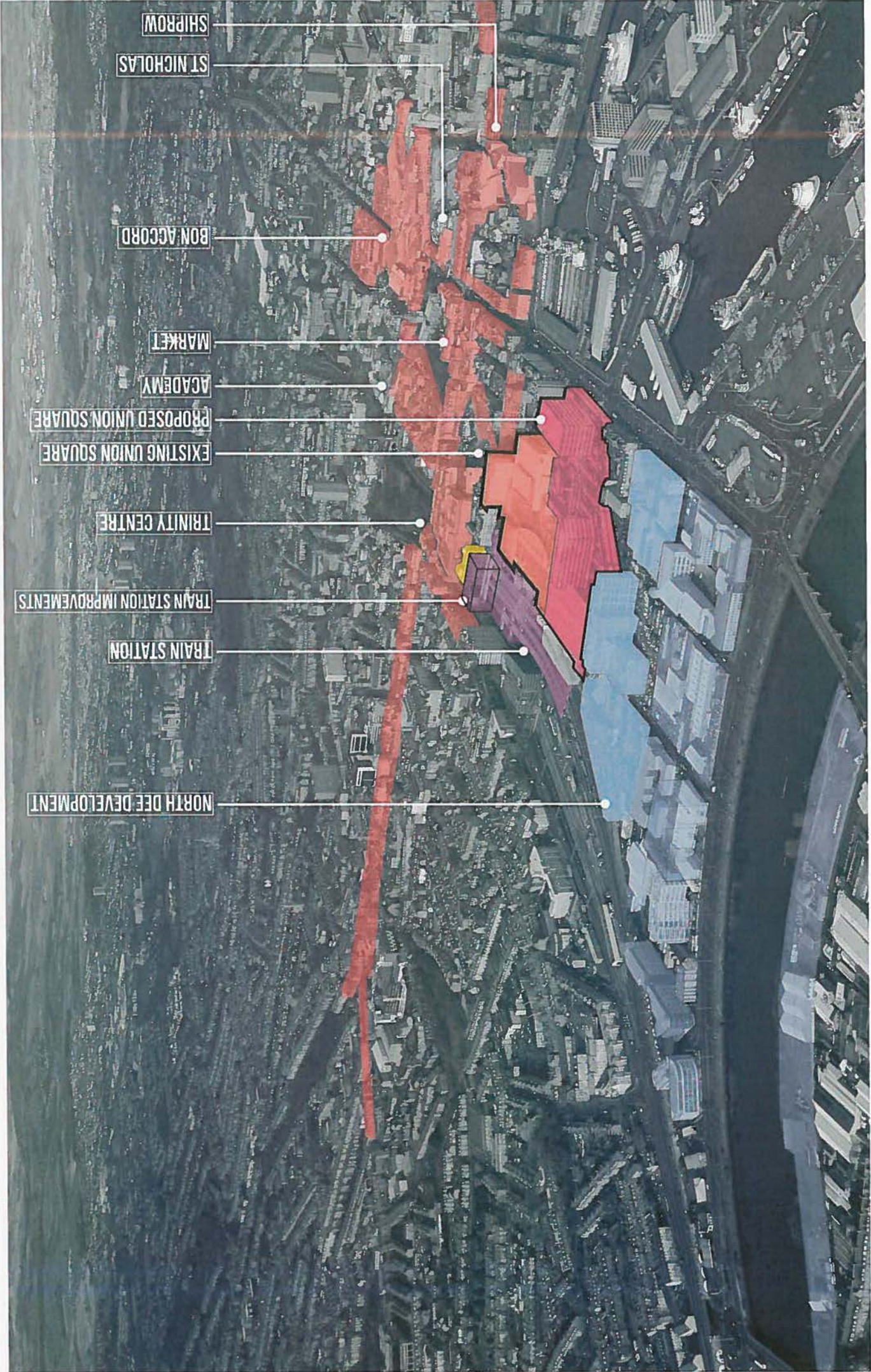
Aerial Shot Looking East - Urban Development Strategy



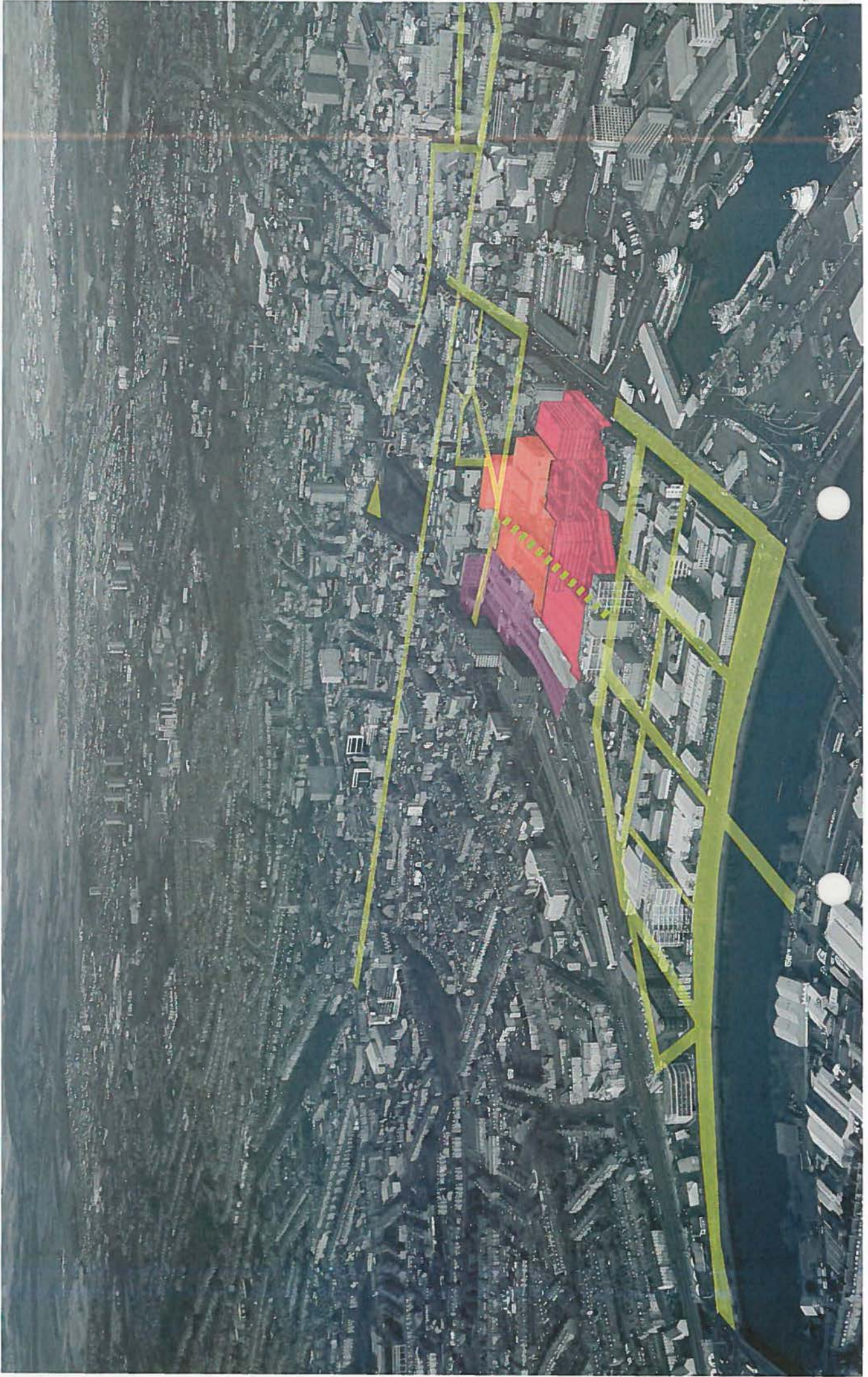
Aerial Shot Looking East - Public Realm Improvements



Aerial Shot Looking North - Urban Development Strategy



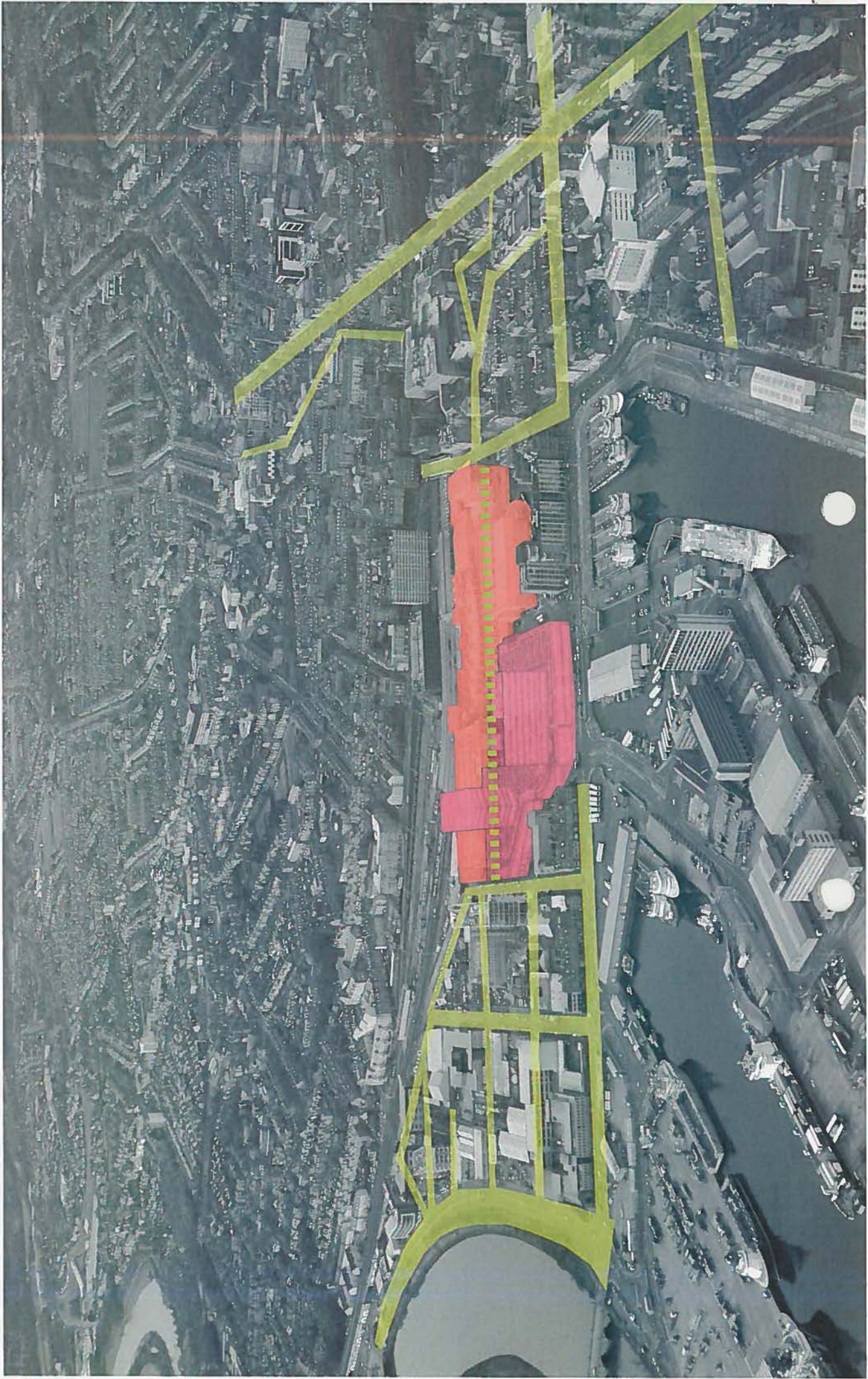
Aerial Shot Looking North - Public Realm Improvements



Aerial Shot Looking West - Urban Development Strategy



Aerial Shot Looking West - Public Realm Improvements



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