

5.	Site Details	
5.1	What name would you like the site to be known by?  (Please note if the site is currently included within the ALDP2017 please use the OP site number)	Guttrie Hill (East)
5.2	Site Address	Land to north of Peterculter
5.3	Postcode	AB13 OEP
5.4	Have you any information for the site on the internet? If so please provide the web address:	No Details:
5.5	Is the site currently being marketed?	No Details:
5.6	Site Location Map (Please include an OS Map with the Boundary of the site clearly marked)	Details: Contained within supporting documents Site Proposals Supporting Statement
5.7	Please provide the National Grid reference of the site.	384586 801881
5.8	What is the current use of the site?	Former Woodland
5.9	Has there been any previous development on the site? If yes please provide details	No Details:

<b>6. Legal and Planning History</b>			
6.1	Please indicate the relationship to the Proposer or Person / Organisation they are working on behalf of, has with the site.	Sole owner	Yes
		Part owner	
		Option to purchase	
		No legal interest	
6.2	Is the site under option to a developer?	No Details:	
6.3	Is the proposed site included in the ALDP2017?	No Details:	
6.4	Is the proposed site included in the Aberdeen City Centre Masterplan?	No Details:	
6.5	Has the site been subject of previous discussions with the Council or any agent there of?	Yes Details: The site is the subject of previous bids and an informal discussion regarding the proposals in advance of this submission.	
6.6	Has the site been subject of previous Planning Applications? (Please provide a planning reference)	No Details:	
6.7	Has the site been subject of a previous Bid to a previous LDP? (Please provide the bid reference number)	Yes Details: Guttrie Hill East	
6.8	Are there any legal restrictions on the title deeds such as rights of way, way leaves etc.	No Details:	
6.9	Are there any other legal factors that might prevent or restrict development? (e.g. ransom strips / issues with accessing the site etc.)	No Details:	

<b>7.</b>	<b>Your Proposal</b> (Please provide as much detail as possible on your site proposal)		
7.1	Proposed Use	Housing	
		Employment	✓
		Mixed Use	
		Retail	
		Other (Please Specify)	✓
7.2	Do you have a specific occupier in mind for the site?	Petrol and energy refueling / charging station.	
7.3	Site Area (hectares)	2.7ha	
	Housing		
7.4	Approx. no of units.		
7.5	Proposed Mix and Number (Number of Flats / Terraced / Semi-detached / detached etc.)		
7.6	Affordable Housing Percentage		
7.7	Affordable Housing Partner (Details of any partner organisation, Registered Social Landlord etc.)	Details:	
7.8	Tenure (Details of tenure type, Private Rental Sector / private sale / Housing for the elderly etc.)		
	Employment		
7.9	Business and Office	0m <sup>2</sup>	
7.10	General Industrial	0m <sup>2</sup>	
7.11	Storage and distribution	0m <sup>2</sup>	
7.12	Other Please specify	1,944m <sup>2</sup> GFA provided for business units, the uses are not fixed, but would fall within classes 4, 5 or 6. There is an element of employment associated with the petrol station and the ancillary shop. This would be an area similar in type and scale to the Cults Business Park on Station Road.	

	Mixed Use (Please provide as much detail as possible on each use class)	
7.13	Housing	
7.14	Employment	m <sup>2</sup>
7.15	Retail	m <sup>2</sup>
	Retail	
7.16	Approx. floor area	m <sup>2</sup>

	Other (Please Specify examples could include retailing, tourism, renewable energy, sports, leisure and recreation, institutions and education.)	
7.17	Details of proposal	
7.18	Approx. floor area	m <sup>2</sup>

<b>8.</b>	<b>Engagement and Delivery</b>	
8.1	Has the local community been given the opportunity to influence/partake in the development proposal?	<p>If there has been any community engagement please provide details of the way in which it was carried out and how it has influenced your proposals. If no consultation has yet taken place please detail how you will do so in the future.</p> <p>Yes Details: In preparing the proposals a meeting with the planning lead for Culter Community Council to discuss the proposals and also Cults Milltimber and Bieldside Community Council. These discussions have proved useful in preparing this submission. Further engagement will be taken forward with Culter Community Council following this submission.</p>
8.2	Will the proposed development be phased?	<p>Yes Details: The fuel station would be built first along with the core path improvements. The business units would be phased depending on the demand for occupiers. The units are intended to be flexible to allow for expansion of smaller businesses.</p>
8.3	Expected development <b>start</b> post adoption of the plan in 2022	Year, 0-5
8.4	Expected development <b>completion</b>	Year, 0-5
8.5	Is finance in place and if so what form? (Secured Loan, Grant Funding etc.)	<p>Yes Details: Third party funding is not required for the development.</p>
8.6	Are there any other issues with the delivery of the site that we should be made aware of? (These should include any issues which may prevent or impact on the deliverability of the site.)	<p>No Details:</p>

<b>9.</b>	<b>Sustainable Development and Design</b>		
9.1	Have you applied principles of sustainable siting and design to your site? The City Council has produced a Sustainability Checklist which provides guidance on the principles of sustainable siting and design and other issues which can be found on <a href="http://www.aberdeencity.gov.uk">www.aberdeencity.gov.uk</a> . Please provide the following information:		
	Orientation		
9.2	Exposure:- (does the site currently have)	Little shelter from northerly winds	
		Some shelter from northerly winds	✓
		Good shelter from northerly winds	
9.3	Aspect:- (is the site mainly)	North facing	
		East or west facing	
		South, south west or south east facing	✓
9.4	Slope:- (do any parts of the site have a gradient greater than 1 in 12?)	Yes	
		If yes approx. what area (hectares or %)	
		No	✓
	Flooding & Drainage		
9.5	Flooding (is any part of the site at risk of flooding or has it previous flooded, if so provide detail You can view the SEPA flood maps at <a href="http://map.sepa.org.uk/floodmap/map.htm">http://map.sepa.org.uk/floodmap/map.htm</a> )	Yes (If yes please use the SEPA flood maps to determine the risk)	
		Little or No Risk	
		Low to Medium Risk	
		Medium to High Risk	
		If yes approx. what area (hectares or %)	
		No	✓
9.6	Has a flooding strategy been developed for the site?	No Details: There is no identified risk of flooding and suitable Sustainable Urban Drainage will be incorporated within the development To attenuate the surface water from the development.	
9.7	Have discussions been had with the Council's flooding team?	No Details:	
9.8	Have discussion been had with Scottish Water?	No Details:	

9.9	Is there <b>waste water</b> capacity for the proposed development? <a href="http://www.scottishwater.co.uk/business/Connections/Connecting-your-property/Asset-Capacity-Search">http://www.scottishwater.co.uk/business/Connections/Connecting-your-property/Asset-Capacity-Search</a> )?	This cannot be confirmed at this stage. Details:
9.10	Is there <b>water</b> capacity for the proposed development? <a href="http://www.scottishwater.co.uk/business/Connections/Connecting-your-property/Asset-Capacity-Search">http://www.scottishwater.co.uk/business/Connections/Connecting-your-property/Asset-Capacity-</a>	This cannot be confirmed at this stage. Details:

Land Use, Built and Cultural Heritage			
9.11	Built and Cultural Heritage (would the development of the site lead to the loss or disturbance of archaeological sites or vernacular or listed buildings?)	Significant loss or disturbance	
		Some potential loss or disturbance	
		No loss or disturbance	✓
9.12	Natural conservation (would the development of the site lead to the loss or disturbance of wildlife habitats or species?)	Significant loss or disturbance	
		Some potential loss or disturbance	✓ See supporting statements for further details.
		No loss or disturbance	
9.13	Landscape features (would the development of the site lead to the loss or disturbance of linear and group features of woods, tree belts, hedges and stone walls?)	Significant loss or disturbance	
		Some potential loss or disturbance	✓ See supporting statements for further details.
		No loss or disturbance	
9.14	Landscape fit (would the development be intrusive into the surrounding landscape?)	Significant intrusion	
		Slight intrusion	
		No intrusion	✓ See supporting statements for further details.
9.15	Relationship to existing settlements (how well related will the development be to existing settlements?)	Unrelated (essentially a new settlement)	
		Partially related	✓ See supporting statements for further details.
		Well related to existing settlement	



9.16	Land use mix (will the development contribute to a balance of land uses, or provide the impetus for attracting new facilities?)	No contribution	
		Some contribution	✓ In combination with the proposals for Guttrie Hill West there is a contribution to a mix of
		Significant contribution	
9.17	Contamination (are there any contamination or waste tipping issues with the site?)	Significant contamination or tipping present	
		Some potential contamination or tipping present	
		No contamination or tipping present	✓

9.18	Will the site impact on any water courses?	No Details:			
9.19	Does the development site contain carbon-rich soils or peatland? <a href="http://www.snh.gov.uk/planning-and-development/advice-for-planners-and-developers/soils-and-development/cpp/">http://www.snh.gov.uk/planning-and-development/advice-for-planners-and-developers/soils-and-development/cpp/</a>	No Details:			
9.20	Is the development site within the airport safety exclusion zone?	No Details:			
9.21	Is the development site within the airport 57dB LAeq noise contours?	No Details:			
9.22	Land use conflict (would the development conflict with adjoining land uses or have any air quality or noise issues?)	Significant conflict			
		Some potential conflict			
		No conflict	✓		
9.23	If there are significant conflicts, what mitigation measures are proposed?	Details:			
Transport and Accessibility					
9.24	Has contact been made with the Council's transport team?	No Details:			
9.25	Is access required onto a Trunk road and if so has contact been made with Transport Scotland?	No Details:			
9.26	Accessibility (is the site currently accessible to bus, rail, or major road network?)		Bus Route	Rail Station	Major Road
		More than 800m	✓	✓	
		Between 400-800m			
		Within 400m			✓
9.27	Proximity to services and facilities (How close are any of the following?)		400m	400-800m	>800m
		Community facilities			✓
		Local shops			✓
		Sports facilities			✓
		Public transport networks			✓
		Primary schools			✓

9.28	Footpath and cycle connections (are there any existing direct footpath and cycle connections to community and recreation facilities or employment? Give the Core Path number if core path is present <a href="https://www.aberdeencity.gov.uk/services/environment/core-paths-plan">https://www.aberdeencity.gov.uk/services/environment/core-paths-plan</a> )	No available connections	
		Limited range of connections	
		Good range of connections	✓ The site has a connection via the Core Path network. Core Paths 51, 76 and Aspirational Path 4.
9.29	Proximity to employment opportunities (are there any existing employment opportunities within 1.6km for people using or living in the development you propose?)	None	
		Limited	✓ In combination with Guttrie Hill West there will be an increase in employment opportunities within this location.
		Significant	
	Infrastructure		
9.30	Physical Infrastructure (does the site have connections to the following utilities?)	Electricity	To be provided.
		Gas	To be provided.
9.31	Does the development have access to high speed broadband?	No Details: Connection will require to be provided.	
9.32	Does the development include a Heat Network/District Heating Scheme?	No Details:	

9.33	How is the development proposing to satisfy the Councils Low and Zero Carbon Policy?	Details: There is a commitment to achieving high standards of energy efficiency within this development. The proposed fuel station will incorporate opportunities for lower carbon fuel sources including hydrogen and electricity.	
9.34	Are there any further physical or service infrastructure issues affecting the site?	No Details:	
Public open space			
9.35	Will the site provide the required level of open space as per the current LDP (Please provide details of your	Yes Details: The proposal for this site includes the replanting of part of the site for woodland and also improved access to the area and improved core path links.	
9.36	What impact will the development have on the Green Space Network?	Enhance the Network	✓
		No impact on the Network	
		Negatively impact the Network	
		Please justify your response:  Please see supporting statements.	

<b>10.</b>	<b>Education</b>	
10.1	Have discussions been had with the Council's Education Department?	No Details:
10.2	Is there currently education capacity for the proposed development? <a href="https://www.aberdeencity.gov.uk/services/education-and-childcare/schools-and-education/schools-pupil-roll-forecasts">https://www.aberdeencity.gov.uk/services/education-and-childcare/schools-and-education/schools-pupil-roll-forecasts</a>	Details: Not applicable to this proposal.

<b>11.</b>	<b>Community benefits</b>	
Community benefits can include new community facilities (such as local shops, health, education, leisure and community facilities), affordable housing, green transport links and open spaces. Include elements which you anticipate may be required as developer contributions from the development. (Please note, specific contributions will have to be negotiated with the Council on the basis of the proposal.)		

11.1	Does the development proposal give any benefits to the community? If so what benefits does the development bring, and how would they likely be delivered?	Yes Details: Please see supporting statement.
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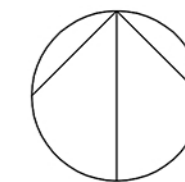
<b>12.</b>	<b>Masterplan Development Framework</b>	
12.1	If you have prepared a framework or masterplan showing a possible layout for the site, please include it with this form.	Yes Details: Separate site proposals provided with this submission.

<b>13.</b>	<b>Additional attachments</b>		
	No site is going to be perfect and the checklist above will inevitably raise some potential negative impacts from any development. Where negative impacts are identified, please provide details of their nature and extent and of any mitigation that may be undertaken. Listed below are examples of further information that may be included in your submission;		
		Included	Not Applicable
13.1	Contamination Report		✓
13.2	Flood Risk Assessment		✓
13.3	Drainage Impact Assessment		
13.4	Habitat/Biodiversity Assessment	✓	
13.5	Landscape Assessment		
13.6	Transport Assessment		✓
13.7	Other as applicable (e.g. trees, noise, dust, smell, retail impact assessment etc. please state)		
	Supporting Bid Statement	✓	
	Indicative Site Layout / Proposals	✓	
	Environmental Walkover Survey	✓	

<b>14.</b>	<b>Development Viability</b>		
14.1	Taking into account all the information provided above, and the requirements of the	I confirm that I consider the site to be viable as per the details provided above.	✓

Aberdeen Local Development Plan 2017 and supporting Supplementary Guidance, please confirm that you have assessed the financial viability of your proposed development and found it to be viable for development in the timeframe set out above.

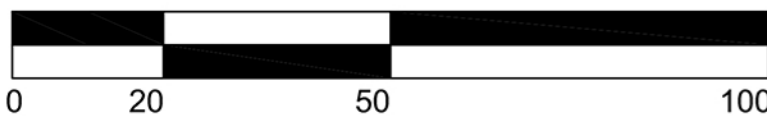
Please provide details of viability:



N

C	04.05.18	Replacement tree planting, car park, notes	NE	NE
B	09.01.18	Commercial Units layout added, Hydrogen Station hatch revised.	JK	NE
A	20.12.17	Site boundary revised, notes added, access road revised.	JK	DH
Rev.	Date	Details	Drawn	Checked

INFORMATION	
Project/Client:	Project No:
Guttrie Hill Refuelling Station	IAAB 16-0051
Dwg No:	Rev:
A1-01	C
Scale:	Drawn By:
1:1000 @A3	NE
Date:	Checked By:
Dec 2017	



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# Supporting Bid Statement

## Guttrie Hill East

IAAB16-0051

**Mr & Mrs A.N. Ironside/Midstocket Development  
Company Ltd**

28 May 2018





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## **1 Introduction**

This development bid has been prepared as a part of the participation process for the review of the Aberdeen Local Development Plan. This submission is in relation to land on the outskirts of Peterculter for land at Guttrie Hill (East).

This representation has been prepared in response to the Main Issues Report (MIR) consultation opportunity, on behalf of Mr & Mrs A.N. Ironside/Midstocket Development Company Ltd.

## **2 Site Description and Background**

The site in question is located on the northern outskirts of Peterculter, 900 metres from the North Deeside Road. The line of the Aberdeen Western Peripheral Route (AWPR) runs immediately to the east, and the site is lined by trees along the southern boundary.

The area of the site is approximately 2.7 hectares, and its proposed use is for a vehicle refuelling station, hydrogen station and business start up units. The refuelling station would provide a range of fuel alternatives including conventional petrol and diesel, electric charging points and opportunity to incorporate new technologies such as a hydrogen refuelling station. The refuelling station would include ancillary retail facilities as would normally be found within petrol stations of this nature.

Alongside the refuelling station the access and servicing would be provided for start up business units that could either be let or purchased. These units would provide opportunities for local businesses and could provide a range of different opportunities including smaller industrial processes. At this point the uses are not defined, but be restricted to classes 4, 5 or 6.

As a part of the proposals there will be improvements to the core path linking between the proposals at Guttrie Hill West and to the pedestrian link over the AWPR. There will also be a car park provided to access the walks around Guttire Hill and beyond.

### 3 Benefits of Refuelling Station

On opening the AWPR there will be no petrol stations located conveniently along the route of the AWPR. Those closest petrol station to the route will be the existing stations at Peterculter and Kingswells. Neither of which would be convenient to access and in the case of Peterculter this would bring additional traffic into a location where there would be a desire to see fewer vehicular trips and greater priority provided to pedestrians. Currently the A90 in Aberdeen has four stations with direct access to the trunk road Northbound north of the AECC, Northbound at Haudagain, southbound at Midstocket and southbound to the south of the Bridge of Dee. This provides an indication of the level of demand for a strategic route of this nature.



It is clear that the creation of the AWPR, which is 28 miles in length, will create a requirement for refuelling stations along its route. In practical terms, these will require to be positioned at major junctions. The Milltimber junction lies at the mid-point of the by-pass of the city, and is grade separated, providing access from the north and the south. It is therefore ideally positioned to accommodate a sustainable energy vehicle refuelling station.

The STAG appraisal for the AWPR identified project objectives. The provision of a refuelling station will assist in achieving these objectives in reducing traffic on urban radial routes reducing noise and air pollution and Improving road safety within the residential area through the reduction of traffic, including HGV traffic, on local roads.

#### National Policy

The need to consider this type of infrastructure is necessary within the development plan as indicated by Scottish Planning Policy (SPP). Within the section on transport SPP states: "Development plans should support the provision of infrastructure necessary to support positive changes in transport technologies, such as charging points for electric vehicles." (Paragraph 275) and advises that "Development Plans and Development Management decisions should take account of the implications of development proposals on traffic, patterns of travel and road safety." (Paragraph 271).

SPP also makes reference to the need to consider "how proposed development will contribute to fulfilling the objectives of Switched On Scotland – A Roadmap to Widespread Adoption of Plug-in Vehicles. Electric vehicle charge points should always be considered as part of any new development and provided where appropriate." (Paragraph 289).

Switched on Scotland: A Roadmap to Widespread Adoption of Plug in Vehicles stresses the Scottish Government's commitment to the almost complete decarbonisation of road transport by 2050. To achieve this goal a multi-faceted approach will be required, involving cross-cutting initiatives from a range of stakeholders. This document contains a range of actions to promote the use of renewably

powered vehicles. Those actions which are considered to be most applicable to the development in question are as follows:

**Action 1** - Transport Scotland to continue to engage with colleagues across government and the wider public sector to promote inclusion of plug-in vehicles in relevant policies and strategies.

**Action 16** - The Scottish Government, Scottish Enterprise and partners in the public and private sector to promote Scotland as an attractive location to introduce new consumer offerings and modify services for plug in vehicles.

**Action 25** - Transport Scotland to deploy rapid charge points at intervals of at least 50 miles on Scotland's primary road network to enable extended all-electric journeys.

The Government's Strategic Transport Projects Review<sup>1</sup> states that "promoting innovation and encouraging implementation of new transport technologies (such as alternative fuels) can help to meet the challenges associated with a greener Scotland and contribute to Scotland's economic growth." (Paragraph 4.21)

The National Transport Strategy<sup>2</sup> identifies that "Innovation is implicit in most technology and service sectors. One emerging area is the hydrogen and fuel cell sector. The Scottish Government is a key funder of the Aberdeen Hydrogen Bus Project, which has seen the establishment of Europe's largest fleet of hydrogen-fuelled buses, supported by a state-of-the-art green hydrogen production and refuelling facility." (page 23).

#### **Aberdeen City and Shire Strategic Development Plan 2014**

The message from SPP is reinforced at the regional level in the Aberdeen City and Shire Strategic Development Plan 2014, under the objective of sustainable development and climate change. Paragraph 4.8 states that "significant changes will also be needed to reduce the effects of transport on climate change. As well as increasing energy efficiency, we need to encourage the use of alternative fuels and take opportunities, such as providing electric vehicle charging points to encourage people to use them."

The introduction of a refuelling station at this strategic location has the potential to assist this objective of increasing the use of alternative fuels

#### **Regional Transport Strategy Refresh 2013/2035**

The Regional Transport Strategy contains a range of strategic objectives, with number 3 addressing the environment and seeking to reduce the effects of transport on climate, noise and air quality in line with national targets. This broad objective is translated into more detail by a range of proposals for action. This includes Proposal CR1 - Carbon Reduction, Noise and Air Quality. This gives strong encouragement to the use of alternative fuels with hydrogen fuel cells, electric vehicles and biodiesel growing in importance, with a view to the north-east being recognised as a leading player in the development of new energy sources. The document states that:

"Nestrans will continue to support initiatives to promote and establish Aberdeen City and Shire as an alternative energy capital, including the trial of hydrogen vehicles. We will work with the councils and the Scottish Government to facilitate and encourage the expansion of energy efficient vehicles and charging

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<sup>1</sup> <https://www.transport.gov.scot/media/26366/j11260a.pdf>

<sup>2</sup> <https://www.transport.gov.scot/media/10310/transport-scotland-national-transport-strategy-january-2016-final-online.pdf>

points across the region and investigate the feasibility of other alternative fuels as appropriate.” (Page 52).

#### **Local Transport Strategy (2016-2021)**

“A future network Roads Hierarchy Study is currently being developed to enable a reclassification of the strategic City road network towards the radial corridors with priority for public transport.” (Page 22) There are also improvements proposed along the A93 for public transport and pedestrian / equestrian priority.

Further relevant guidance is contained in Aberdeen City Council's Local Transport Strategy. This includes the objective of facilitating the uptake of ultra-low and low emission vehicles as a contribution towards improving air quality in the city. It notes that whilst the network of charging points for electric vehicles is not yet widespread, Aberdeen City has been making strides in this regard.

#### **Aberdeen City Region Hydrogen Strategy & Action Plan (2015 – 2025)<sup>3</sup>**

The Council's strategy and action plan identify an action plan that identifies continued Hydrogen Refuelling Station (HRS) infrastructure within Phase 3: Sustained Investment, Political Support. This identifies deploying a second HRS to attract early releases of passenger cars and a third HRS supported by a targeted 15 additional hydrogen busses to be located strategically.

In the period since the submission of the initial local development plan bid, the council have progressed H2 Aberdeen, which is an initiative which has been developed to create a hydrogen economy in the Aberdeen city region. The vision of this document is for the Aberdeen city region to be a world class energy hub leading a low carbon economy and at the forefront of hydrogen technology in Europe. To achieve this, the document highlights that it will be necessary to develop hydrogen refuelling infrastructure.

In summary at a national level and local level there is support for the provision of facilities for plug-in vehicles and alternative fuel sources and the need to positively plan for this infrastructure. Encouragement is also given to the private sector to provide enhanced offerings to consumers. Furthermore Transport Scotland is encouraged to create a network of rapid charge points along primary routes throughout the country which can be delivered through this project.

## **4 Benefits of Business Start-up Units**

The Development Plan required to ensure that plans are flexible to accommodate the diverse needs of the different sectors and sizes of business (SPP Paragraph 93). The proposal would include flexible business units that could be combined, subdivided and altered to meet a individual business need. These would provide an opportunity for small scale businesses, but provide them with opportunity to grow without the need to relocate.

Peterculter and Deeside is a largely residential area with limited land available for business use. This site is well connected and located close to the existing residential areas, but is not directly adjacent and will not conflict with residential amenity providing flexibility for the type of employment use within classes 4, 5 or 6 that would be appropriate. This also provides an opportunity that is in close proximity to Peterculter for local start-ups and for employing people within the local area.

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<sup>3</sup> <http://www.aberdeeninvestlivevisit.co.uk/home/H2-Aberdeen-hydrogen-economy.aspx>

## 5 Environmental Effects

The site is classified as Ancient Woodland and noted within Council information as being a habitat for Pippistrelle Bats, Red Squirrel and Wych Elm trees. A simple examination on site confirms that all of the trees on-site have been felled (by the previous owner) and in its current state provides limited habitat value. Whilst it may retain its technical status as an ancient woodland, for all practical purposes the removal of the trees means that this designation is now outdated. In development of this site an area of new woodland will be created on land within the proposer's ownership as identified within the supporting Walkover Survey of the area.

Canmore records identify a small area of rig and furrow within the trees approximately 100m south of Bloomfield. These features were viewed within the trees and the felling of the trees will have resulted in some damage to the ridges. The location shown on the record is closer to 150m from bloomfield and the features are not clearly visible on-site and a small area like this that is not scheduled is likely to be of minimal archaeological value. However, given the small area the extent that remains within the site itself can be retained in situ if it is deemed by the Council's Archaeologist to be of value.

The land at Guttrie Hill (East) lies on the northern edge of Peterculter, and within close proximity of Milltimber. It is therefore well related to the existing built up area of Aberdeen. This area will be subject to major change over coming years as a result of the formation of the AWPR. The completion of the AWPR in 2018 will serve to further integrate this locality into the built form of the city. Furthermore this relationship will significantly enhance the accessibility of the site, thereby reinforcing its suitability for development.

The site in question is located immediately to the west of the grade separated junction, as shown in Figure 2 below.



Figure 2: AWPR Junction at Eastern Boundary



*Figure 4: View Looking South from Southern Boundary* *Figure 3: Beaten Path to South of Site*

As part of the proposed development it is proposed that strategic landscaping in the form of tree planting on all of the boundaries would be provided. This would ensure that the site would be well screened when viewed from the surrounding area.



## 6 Access and Accessibility

There is access to the junction onto the AWPR to the east of the site providing convenient access for passing traffic without the need for detour or to affect traffic on the radial routes in the area. The plan below provides an indication as to how the site would be accessed and developed.

With the AWPR directly to the east, Aberdeen City Council are seeking to link a core path from Peterculter to Milltimber. In conjunction with the proposal for Guttrie Hill (West) the proposals to create the core path connection and improved access can be created. Figure 8 identifies the proposed site layout and includes a car park to provide access to the woodland and walks from this point.

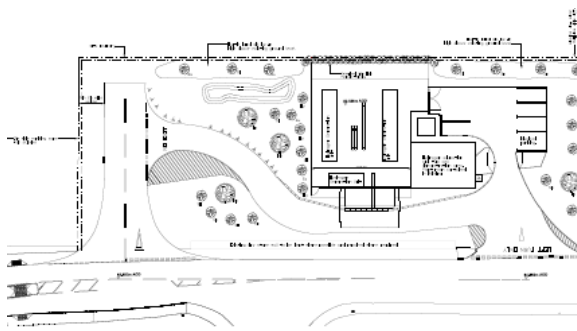


Figure 6: Example Hydrogen Station Layout



Figure 5: Image of Potential Design



Figure 7: Potential Wider Core Path Connections



Figure 8: Indicative Site Plan

## 7 Conclusions

The construction of the AWPR represents a milestone in the provision of strategic infrastructure for the city. The quality and attractiveness of this route and the benefits in removing traffic from existing routes will be enhanced by the provision of associated services including refuelling stations. The proposal to create a sustainable vehicle refuelling station meets national and local objectives for the proportion of alternative fuel sources and this development will assist in achieving these objectives to reduce the carbon footprint related to transport. In particular, this proposal would work towards meeting the Council's own hydrogen promotion strategy. This policy alignment gives the site strong backing for inclusion in the next local development plan.

Milltimber junction represents an appropriate location along the route of the AWPR to accommodate a refuelling station, being located at the mid-point, and benefitting from access from both the north and south. This location will also minimise the local disruption that may be caused by additional vehicle trips into Peterculter to access the petrol station and, in particular, minimise HGV movements in this area.

Alongside the development of the refuelling station it is proposed to provide land for start-up business units. This provides an opportunity that would not have any effects on residential amenity, but offers employment opportunities in the local area.

The area is currently used as a walking route and the paths in the area would be enhanced to provide greater accessibility to the area and in combination with the proposals for Guttrie Hill West this will form a part of the Aspirational Core path between Peterculter and Milltimber.

The context of this site has changed and the landscape and environmental effects will be minimal and are outweighed by the benefits that are offered to the local area and in its contribution to wider objectives to promote the use of alternative fuel sources and reduce carbon emissions related to transport.