



Aberdeen Local Development Plan Review

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

The Proposed Strategic Development Plan does not require us to allocate extra housing or employment land in the next Local Development Plan (LDP). Because the 2012 LDP identified a significant number of greenfield sites to accommodate these requirements, we are not looking to allocate any more greenfield housing or employment land in this plan. It is for this reason that we are not asking for greenfield development options this time around. However, we are always keen to identify new brownfield sites for housing or for other uses. Please use this form to provide details of the site that you wish to have included in the Main Issues Report for consideration as a proposal in the next Aberdeen 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. The City Council has produced a Sustainability Checklist which provides guidance on the issues which will be used to help us judge the merits of competing development options.

This can be found on www.aberdeencity.gov.uk/localdevelopmentplan

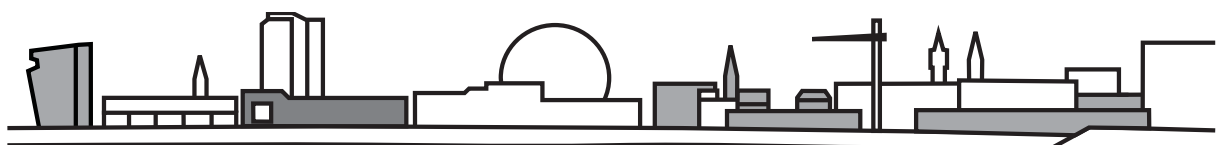
Please ensure your proposal is with us by 14th June 2013.

Using your personal information

Information you supply to Aberdeen City Council (ACC) in this form will be used to prepare the Local Development Plan. The information provided will be made public and will be placed on the Council's website. This will include the name and address of the proposer and landowner.

The Local Development Plan team may also use your contact details to contact you about the information you have provided.

For further information on how your information is used, how ACC maintain the security of your information, and your rights to access information ACC holds about you, please contact Andrew Brownrigg, Team Leader, Local Development Plan Team, Enterprise Planning and Infrastructure, Aberdeen City Council, Business Hub 4 Marischal College, Broad Street, Aberdeen AB10 1AB.



1

Name of proposer: MR IAN STEPHEN

Date: 11/06/13

Address: C/O RYDEN LLP, 25 ALBYN PLACE, ABERDEEN

Postcode: AB10 1YL

Telephone:

Email:

2

Name of landowner: MR IAN STEPHEN

Address: RIGIFA, NIGG, ABERDEEN, AB12 3LR

The site and your proposal

3 What name would you like the site to be known as?
[The site name could be descriptive or an address]

RIGIFA FARM

Have you any information for the site on the internet? If so please provide the web address:

N/A

4 Please provide a map showing the exact boundaries of the site you would like considered.

Map Provided

5 Please provide the National Grid reference of the site.

NJ 94086 00196

6 What is the current use of the site?

AGRICULTURAL, FARMYARD, ASSOCIATED BUILDINGS, FARMHOUSE

Has there been any previous development on the site? Yes No

If so, what was it?

FARMYARD AND ASSOCIATED AGRICULTURAL BUILDINGS, FARMHOUSE

7 What do you propose using the site for?

CONVERSION AND DEVELOPMENT OF EMPLOYMENT DEVELOPMENT, POTENTIALLY INCLUDING LOCAL RETAIL

8 If you are proposing housing on the site please provide details of what you think would be appropriate, both in terms of the number of dwellings, and their forms (flats, detached houses, terraces etc).

N/A

9 It is likely that there will be a requirement for 25% of the housing within the development to be affordable. If applicable, are you considering more or less than this figure?

25% More Less

10 If you are proposing business uses please provide details of what you would market the land for? [Please make sure the area of land proposed for business use is shown on the site plan]

Business 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

11 If you are proposing uses other than housing or business please provide as much detail as possible on what you propose. [Examples could include retailing, tourism, renewable energy, sports, leisure and recreation, institutions and education.]

PLEASE SEE ATTACHED STATEMENT.

DEVELOPMENT AND CONVERSION OF EXISTING BUILDINGS TO ACCOMMODATE EMPLOYMENT USES, POTENTIALLY INCLUDING LOCAL RETAIL

12 Will the proposed development be phased? Yes No

If yes, then please provide details of what is anticipated to be built and when.

13 Has the local community been given the opportunity to influence/partake in the development proposal?

Yes No Not Yet

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.**

Sustainable Development and Design

14 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 www.aberdeencity.gov.uk/localdevelopmentplan

Please provide the following information:

A) Exposure – does the site currently have

- Little shelter from northerly winds
- Some shelter from northerly winds
- Good shelter to northerly winds

B) Aspect – is the site mainly

- North facing
- East or west facing
- South, south west or south east facing

C) Slope – do any parts of the site have a gradient greater than 1 in 12?

- Yes

If yes, approximately how much (hectares or %)

- No

D) Flooding – are any parts of the site at risk of flooding?

- Yes

If yes, approximately how much (hectares or %)

- No

E) Drainage – do any parts of the site currently suffer from poor drainage or waterlogging?

- Yes

If yes, approximately how much (hectares or %)

- No

F) 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

G) 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
- No loss or disturbance

H) 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
- No loss or disturbance

I) Landscape fit – would the development be intrusive into the surrounding landscape?

- Significant intrusion
- Slight intrusion
- No intrusion

J) Relationship to existing settlements – how well related will the development be to existing settlements?

- Unrelated (essentially a new settlement)
- Partially related
- Well related to existing settlement

K) 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
- Significant contribution

L) Accessibility – is the site currently accessible to bus, rail, or major road networks?

	Bus Route	Rail Station	Major Road
Access more than 800m away	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Access between 400-800m	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Access within 400m	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

M) Proximity to services and facilities – How close are any of the following?

	400m	400m-800m	>800m
Community facilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Local shops	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sports facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Public transport networks	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Primary schools	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

N) Footpath and cycle connections – are there any existing direct footpath and cycle connections to community and recreation facilities or employment?

- No available connections
- Limited range of connections
- Good range of connections

O) 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
- Significant

P) 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

Q) 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

If there are significant conflicts, what mitigation measures are proposed?

N/A

R) Physical Infrastructure – does the site have connections to the following utilities?

- Electricity
- Gas
- Water and Sewage

If you are proposing housing, is there existing school capacity in the area?

Secondary Capacity

Primary Capacity

Are there any further physical or service infrastructure issues affecting the site?

N/A

15 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
Contamination Report	<input type="checkbox"/>	<input type="checkbox"/>
Flood Risk Assessment	<input type="checkbox"/>	<input type="checkbox"/>
Drainage Impact Assessment	<input type="checkbox"/>	<input type="checkbox"/>
Habitat/biodiversity Assessment	<input type="checkbox"/>	<input type="checkbox"/>
Landscape Assessment	<input type="checkbox"/>	<input type="checkbox"/>
Transport Assessment	<input type="checkbox"/>	<input type="checkbox"/>
Other as applicable (e.g. trees, noise, dust, smell, retail impact assessment etc please state)	<input type="checkbox"/>	<input type="checkbox"/>

16 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?

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.)

THE SITE BOUNDS THE BUILT-UP RESIDENTIAL AREA OF COVE - COVE ROAD FORMS THE NORTHERN SITE BOUNDARY; ABERDEEN GATEWAY BUSINESS PARK ADJOINS THE SITE TO THE WEST; LEITHS (SCOTLAND) LTD. HEADQUARTERS BUND THE SITE TO THE WEST AND SOUTH-WEST; BLACKHILLS QUARRY LIES TO THE SOUTH OF THE SITE.

CONVERSION OF EXISTING BUILDINGS AND DEVELOPMENT TO ACCOMMODATE EMPLOYMENT USES, POTENTIALLY INCLUDING LOCAL RETAIL IS PROPOSED. LACK OF FACILITIES TO SERVICE EXISTING EMPLOYMENT LAND, LACK OF LAND FOR SMALL-MEDIUM EMPLOYMENT ACCOMMODATION.

BLASTING ASSESSMENT WHICH ACCOMPANIES PLANNING APPLICATION REF: 130490 FOR EXTENSION TO QUARRY PROPOSES MITIGATION TO PRESERVE RESIDENTIAL AMENITY OF RIGIFA FARMHOUSE, WHICH SITS BETWEEN THE PROPOSED SITE AND THE QUARRY, THUS ANY POTENTIAL IMPACTS IN THIS DIRECTION WILL BE MITIGATED TO RESIDENTIAL AMENITY LEVEL, WHICH IS MORE STRINGENT THAN EMPLOYMENT AMENITY LEVELS.

17 If you have prepared a framework or masterplan showing a possible layout for the site, please include it with this form.

Masterplan/ Framework attached

If you need help reading this document (for example if you need it in a different format or in another language), please phone us on 01224 523317.

ভাষা/ইন্টারপ্রেটিং এবং অন্যান্য ফরমেটের
যোগাযোগ সাহায্যের জন্য দয়া করে
: 01224 523317
নম্বরে যোগাযোগ করবেন।

如果需要語言/傳譯及其他形式的傳訊支援服務，
請聯絡：01224 523317。

Если требуется помощь при выборе
языка /переводчика или других
способов общения, звоните по
телефону :01224 523317

للحصول على مساعدة بخصوص اللغة/ الترجمة
و وسائل الاتصال الأخرى، الرجاء الاتصال
بالرقم التالي: 01224 523317

Lai saņemtu palīdzību sakarā ar
valodu/tulkošanu un citiem iespējamem
komunikāciju atbalsta formātiem, lūdzu
zvanīt 01224 523317

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porozumiewaniu się, proszę zadzwonić
pod numer: 01224 523317



Thank you for taking the time to complete this form.

Please return completed forms to:

Local Development Plan Team
Enterprise, Planning and Infrastructure
Aberdeen City Council
Business Hub 4
Ground Floor North
Marischal College
Broad Street
Aberdeen
AB10 1AB

Or email it to: ldp@aberdeencity.gov.uk

Ryden

Development Bid for Land at
Rigifa, Cove, Aberdeen

Mr Ian Stephen

June 2013



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

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Appendix A: Indicative Masterplan

1.0 INTRODUCTION

- 1.1 This development bid is submitted on behalf of Mr Ian Stephen who owns land adjacent to the southern urban boundary of Cove, close to the Charleston Interchange on the A90. This is identified in Figure 1 below.

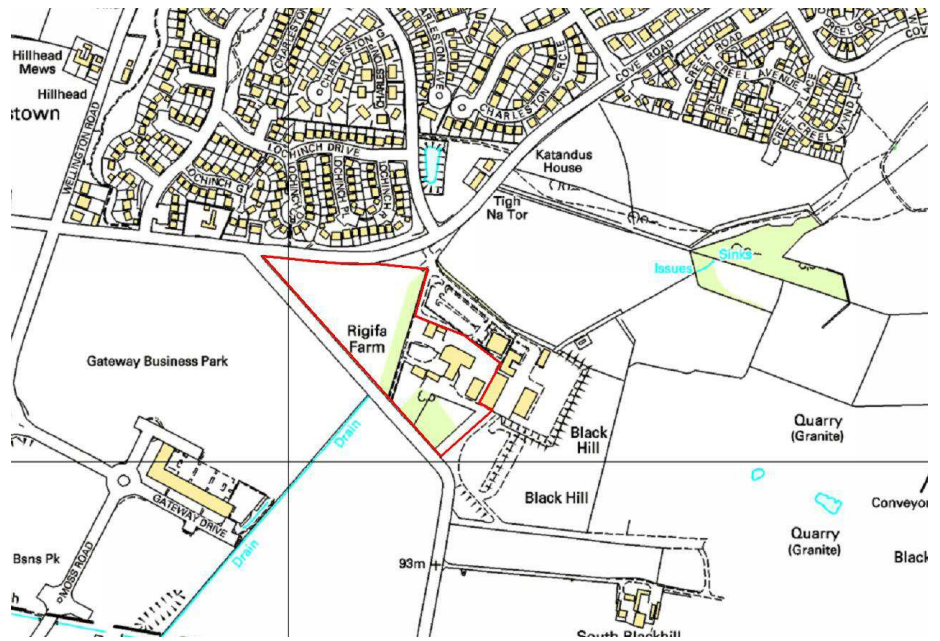


Figure 1: Site Location Plan

- 1.2 The land, which extends to 3.54 hectares (8.76 acres), is located approximately 5 miles south of Aberdeen. The north-western part of the site comprises a triangle of land in agricultural use, the south-eastern part of the site includes the farmyard, farmhouse and associated farm buildings.
- 1.3 Within the Aberdeen Local Development Plan (ALDP)(2012) the land is identified as falling within the Green Belt, the triangle of land to the north-west is also identified as forming part of the Green Space Network.
- 1.4 Aberdeen city is a Strategic Growth Areas (SGA) within the approved Aberdeen city & Shire Structure Plan (2009) and the proposed Strategic Development Plan (2012) which will eventually replace it. Aberdeen City is identified as accommodating half of all new development in the city region. The scale of growth will mean that more than half of development will need to take place on greenfield sites. The structure plan states that this will mean reviewing the whole green belt to make sure it meets the requirements of this plan and Scottish Planning Policy.

2.0 SITE DESCRIPTION

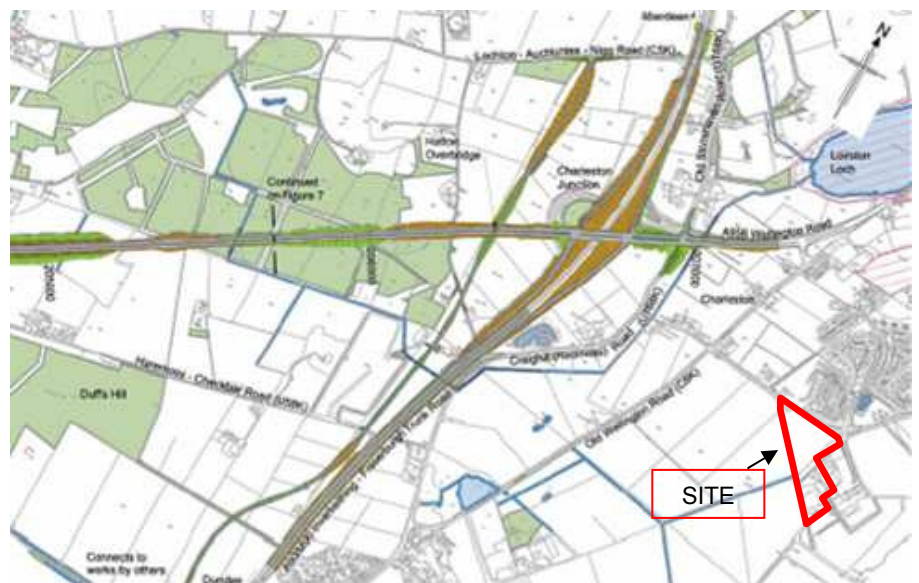
- 2.1 The land is predominantly in agricultural use and extends to 14.26 hectares. The land also comprises the existing farmhouse and associated steadings, a small area of woodland, and some scrub land (with a granite dam associated with the former Cove Fish Meal Factory). The land lies immediately to the south of 'Cove Road', and within 850 metres of the Charleston Interchange on the A90. An aerial photograph is shown as figure 2. It is bound to the west by the un-named road leading to Findon, with open space associated with the 'Aberdeen Gateway' Business Park located beyond the aforementioned road. Blackhills Quarry and Leith's Depot are located to the south. The Aberdeen to Dundee rail line forms the eastern boundary of the land. Further agricultural land, and the Cove Community Woodland is located to the north between the site and residential development at Creel Avenue. Residential development is also located to the north west, therefore the site directly abuts the existing urban area. In terms of topography, the land lies between 60 and 55 metres (Above Ordnance Datum), with the land falling away from west to east.
- 2.2 In terms of local facilities, the southern edge of Cove has very little, with the nearest shop over 1,000 metres from the identified land.



Figure 2: Aerial Photograph

- 2.3 Completion of the Aberdeen Western Peripheral Route (AWPR) is scheduled for 2018; the alignment, shown on Figure 3 is to the west of the identified land, before tying in to Wellington Road, which has recently been upgraded to dual carriageway.

Figure 3: Proposed Alignment of AWPR at Charleston Interchange (A90)



- 2.4 The site is currently served by the Number 21 (Claret Line) which operates between Charleston and Dyce. Further services by First Bus and Stagecoach are also available within 800 metres of the land at Earn's Heugh Road, and approximately 1500 metres at Loirston Road.

3.0 SCOTTISH PLANNING POLICY

- 3.1 Scottish Planning Policy (2010)(SPP) directs that “planning is about where development should happen, where it should not and how it interacts with its surroundings” (para. 3). Regarding Development Plans, SPP requires monitoring to set the direction for reviews of the plan; authorities are to “focus on what has changed (in particular) the extent to which key assumptions remain valid, (and) whether land allocations have proved viable” (para. 20).
- 3.2 In terms of **economic development**, authorities "should respond to the diverse needs and locational requirements of different sectors and sizes of businesses and take a flexible approach to ensure that changing circumstances can be accommodated and new economic opportunities realised. Removing unnecessary planning barriers to

business development and providing scope for expansion and growth is essential" (para. 45). SPP seeks the planning system to "support economic development in all areas by:

- taking account of the economic benefits of proposed development in development plans and development management decisions,
- promoting development in sustainable locations, particularly in terms of accessibility,
- promoting regeneration and the full and appropriate use of land, buildings and infrastructure,
- supporting development which will provide new employment opportunities and enhance local competitiveness, and
- promoting the integration of employment generation opportunities with supporting infrastructure and housing development.

SPP directs the planning system to be "responsive and sufficiently flexible to accommodate the requirements of inward investment and growing indigenous firms" (para. 45).

3.3 Planning authorities are directed to "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" (para. 46)

3.4 SPP seeks that "development plans support small business development and growth and promote opportunities for low impact industrial, business and service uses which can co-exist with housing and other sensitive uses without eroding amenity" (para. 47)

3.5 As regards the **Location and Design of New Development**, the efficient use of existing land and infrastructure, accessibility of homes, services, open space and employment opportunities by a range of transport options, co-ordination of housing land release with investment in infrastructure including transport and educational investment, the deliverability of the strategy, and the protection and enhancement of landscape, natural, built and cultural heritage, biodiversity and the wider environment; are all key considerations in a settlement strategy para. 77).

- 3.6 SPP dictates that “The Scottish Government’s objectives of creating successful places and achieving quality residential environments should guide the whole process of delivering new housing”. In doing so, the “aim should be to create places with a distinct character and identity, promoting a well integrated mix of land uses; development plans should encourage and enable the creation of successful places which contribute to the identity of the area” (para. 78).
- 3.7 In doing so, new developments should be integrated with public transport and active travel networks, such as footpaths and cycle routes, rather than encouraging dependence on the car. New streets should connect well with existing streets and with walking and cycling networks, and allow for links into future areas of development (para. 79).
- 3.8 SPP acknowledges that the **Landscape** “in both the countryside and urban areas is constantly changing and the aim is to facilitate positive change whilst maintaining and enhancing distinctive character”. It highlights that “The European Landscape Convention defines landscape as an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors, (that) different landscapes will have a different capacity to accommodate new development. The siting and design of development should be informed by local landscape character and the natural and cultural components of the landscape should be considered together, and opportunities for enhancement or restoration of degraded landscapes should be promoted through the development plan where relevant” (para. 127).
- 3.9 SPP directs that the "purpose of **green belt** designation in the development plan as part of the settlement strategy for an area is to:
- direct planned growth to the most appropriate locations and support regeneration,
 - protect and enhance the quality, character, landscape setting and identity of towns and cities, and
 - protect and give access to open space within and around towns and cities.

Green belt designation should be used to direct development to suitable locations, not to prevent development from happening" (para. 159).

- 3.10 Para. 162 states that green belt boundaries "should reflect the long term settlement strategy and ensure that settlements are able to accommodate planned growth. Inner boundaries should not be drawn too tightly around the urban edge"; "boundaries should be clearly identifiable on the ground, using strong visual or physical landscape features such as rivers, tree belts, railways or main roads. Hedges and field enclosures will rarely provide a sufficiently robust boundary. Existing settlements

should be excluded from green belt designations in development plans, as should existing major educational and research uses, major business and industrial operations, airports and Ministry of Defence establishments" (para. 162).

- 3.11 SPP's policy guidance on Transport prioritises personal travel by mode, in the order of: walking, cycling, public transport, car and other motorised vehicles. "Buildings and facilities should be accessible on foot and by cycle (and) improvements to active transport networks, such as paths and cycle routes, in urban and rural areas will support more sustainable travel choices" (para. 169).

Planning Advice Note 75: Planning for Transport

- 3.12 In terms of accessibility to local facilities by walking and cycling, appendix B of PAN 75 identifies a "maximum threshold of 1600m for walking is broadly in line with observed travel behaviour". For accessibility of housing to public transport the recommended guidelines are "less than 400m to bus services and up to 800m to rail services" (para. B13).

4.0 STRATEGIC DEVELOPMENT PLANNING

4.1 The extant strategic development policy framework comprises the Aberdeen City & Shire Structure Plan (2009), however consultation on the proposed Aberdeen City & Shire Strategic Development Plan (SDP) closed on the 12th April 2013 and representations received are scheduled to be reported to the Scottish Ministers along with the proposed SDP before 17th August 2013, for determination as to whether to approve the proposed SDP or to hold an Examination in Public.

4.2 The proposed SDP is an evolution of the extant structure plan, retaining the spatial strategy and recognising the region's global significance, providing opportunities for high quality sustainable growth.

Aberdeen City and Shire Structure Plan

4.3 The Structure Plan identifies three Strategic Growth Areas (SGA) which are to be the main focus for development in the area up to 2030. These include Aberdeen city, 'which is to accommodate around half of all new development in the city region'. Together, the SGAs 'can be expected to accommodate around 75-80% of the growth over the next 20 years or more'. The plan structure plan aims to grow and diversify the economy of the city region whilst protecting the natural assets that contribute to the environmental quality that the area is renowned for.

Proposed Aberdeen City and Shire Strategic Development Plan

4.4 As set out above, the proposed SDP is an evolution of the 2009 structure plan, retaining and refining the strategy and guiding principles of that document.

4.5 The plan's objective relating to **sustainable development and climate change** highlights the need for employing energy saving technologies in all new development, setting a target for all new buildings be carbon neutral by 2020. Transportation use, as it impacts on climate change, is another focus of this policy and new developments are encouraged to consider a proposal's impact on the environment from increased unsustainable forms of transport.

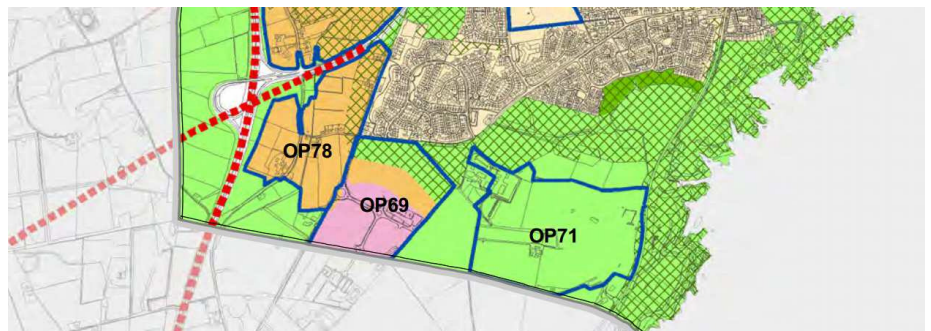
4.6 With regard to **population growth**, the region's population has risen in recent years and the plan is based on the assumption that this will continue to grow up to 500,000 people by 2035. However, these projections significantly under-estimate the anticipated population growth published by the National Records of Scotland (NRS). They project the population of the Aberdeen City and Shire Strategic Development Plan Area to rise to 567,800 by 2035. This is reinforced by the projections for

household growth published by the NRS which is set to increase by 35% over the period from 2010 – 2035. Overall, whilst the SDP sets an annual average housing requirement of 2,159 units for the period 2011 – 2035, according to realistic projections, this figure is more likely to be 2,815 units a year, creating an annual shortfall of 656 units across the plan period.

- 4.7 The promotion of **sustainable mixed communities** as a key objective of the SDP relates to the concern that settlements in Aberdeenshire act as commuter towns for Aberdeen city. In achieving this objective, communities must integrate a mix of housing, jobs, services and recreation facilities - available to as wide a range of people within existing settlements.
- 4.8 The promotion of sustainable mixed communities runs in tandem with the goal to reduce the need for unsustainable modes of transport as well as improving the quality of life of the people of the North East of Scotland. The **accessibility** objective promotes an inclusive society that can accommodate the needs of all abilities. It looks to strengthen the links between transport and land use to ensure that the need to travel by private car are reduced. This objective is designed to promote a range of social, environmental as well as economic benefits.

5.0 LOCAL DEVELOPMENT PLANNING

- 5.1 The land which is the subject of this development bid is zoned as lying within the Green Belt (NE2), the north-western triangle of land is also zoned as Green Space Network (NE1).



- 5.2 The rationale of the **Green Space Network** is to "promote green networks where this will add value to the provision, protection, enhancement and connectivity of open space and habitats around cities. Green space networks provide opportunities to

connect our inner urban areas with their surrounding rural environments" (para. 3.61). The ALDP GSN is a " strategic network of woodland and other habitats, active travel and recreation routes, greenspace links, watercourses and waterways, providing an enhanced setting for development and other land uses and improved opportunities for outdoor recreation, nature conservation and landscape enhancement. The Green Space Network, which overlays Open Space, Green Belt, Natural Heritage and other policies, indicates where greenspace enhancement projects could be focused" (para.3.63). This is made up of the following:

- Designated Natural Heritage Sites, as set out in Policy NE8.
- Connectivity between habitats.
- Lochs, ponds, wetlands and other watercourses.
- Woodland, hedgerows and individual trees, especially veteran trees.
- Open Spaces defined in Aberdeen's Open Space Audit 2010.
- Opportunities for physical activity and access to the outdoors.

5.3 The ALDP states that the aim of the **Green Belt** " is to maintain the identity of Aberdeen and the communities within and around the city by defining their physical boundaries clearly, avoiding coalescence and urban sprawl, maintaining the landscape setting and providing access to open space. The green belt directs planned growth to the most appropriate locations and supports regeneration" (para. 3.65).

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: Extract from Indicative River and Coastal Flood Map
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7.0 DESCRIPTION OF PROPOSALS

- 7.1 In light of the strategy of the approved Structure Plan, emerging Strategic Development Plan, the topography, and the site characteristics, it is considered that the identified land is physically capable of employment development, possibly with some local retail to serve the surrounding businesses, in line with adjacent land uses. The site is bound by Aberdeen Gateway business park to the east, Leiths (Scotland) Ltd. Headquarters and service yard to the west, Blackhills quarry to the south and residential development, accessed from Lochinch Avenue across Cove Road to the north.
- 7.2 Interest has been shown in the conversion of the farm buildings to provide office accommodation and the development of the land to the north-west of the site, which is effectively land-locked would provide small-medium scale accommodation, which would compliment the large office premises developed at adjoining Aberdeen Gateway business park.
- 7.3 In terms of accessibility, direct cycle, pedestrian and vehicular and access is available from Cove Road to the north of the site, where there is good visibility in either direction. The site benefits from excellent connections into the City via the recently upgraded Wellington Road, and shall also benefit from the implementation of the AWPR and its associated connection into the Charleston Interchange which is approximately 850 metres from the identified land.

8.0 JUSTIFICATION

- 8.1 Due to the proximity of Rigifa to the existing urban area of Cove, and the location of the land within the Aberdeen City Strategic Growth Area, the land is a suitable location

for development to provide employment development and possibly local-scale retail development to serve the surrounding businesses.

- 8.2 The location of Rigifa at the edge of the urban area and in-between existing business uses makes it an ideal location to provide additional employment facilities and small-scale retail development to cater for the neighbouring occupants.
- 8.3 As noted above, SPP request that a flexible approach be taken to the reuse of land and accommodation of economic development opportunities, including supporting facilities and enhancement of local competitiveness. The site is well-placed in relation to the transportation network and labour force. As highlighted above, the site is already served by frequent public transportation which would also connect into a new rail station at Cove should the proposed Crossrail project proceed. The development of the land for mixed uses would result in a sustainable extension to the existing urban area.
- 8.4 At present the land is effectively being surrounded by development. To the south west the Aberdeen Gateway business park (18.2 hectares) provides comprises both office and industrial development. To the north, the settlement of Cove has seen the development of numerous sites for residential development which has seen the urban area extend as far west as Old Wellington Road, and to Cove Road immediately adjacent to the identified land. To the south, the Blackhills Quarry received planning permission in 1996 to continue hard rock extraction and processing, and continue the manufacture of asphalt and bituminous macadam; in line with its OP71 allocation it he ALDP planning permission is currently sought to extend operations at the quarry for a period of 37 years (ref: 130490).
- 8.5 Section 9.3 of the blasting assessment¹ which accompanies the above planning application identifies the farmhouse and buildings at Rigifa and identifies charge reduction measures that will be applied to reduce any impact to this area. The residential properties are considered to be more sensitive than commercial and employment premises; the farmhouse is closer to the quarry than the proposed employment area, therefore the blast reduction measures put in place for the farmhouse amenity will ensure that the land at Rigifa is suitable to accommodate employment and local retail development.
- 8.6 There are many benefits of developing the above land at Rigifa Farm, Cove has a distinct lack of facilities in terms of local retailing, and provision of employment and possible local retail will provide a sustainable mix of land uses within this part of Cove,

¹ <http://planning.aberdeencity.gov.uk/docs/showimage.asp?j=130490&index=92489>

and make productive use of this infill site. This would also serve the adjacent business units at Aberdeen Gateway, the headquarters at Leith's quarry and assist towards the aim of minimising the need to travel by private car given that the varying uses would be in walking distance of each other thus creating a more sustainable community. The provision of additional strategic landscaping would help to preventing any detriment to the existing visual amenity. The area currently occupied by the farm house and farm buildings could also be developed to create a number of small employment units. As these could be targeted towards start-up businesses or small enterprises, it would not compete with the larger sites and buildings available at 'Aberdeen Gateway', and would offer local people the opportunity to work close to their homes.

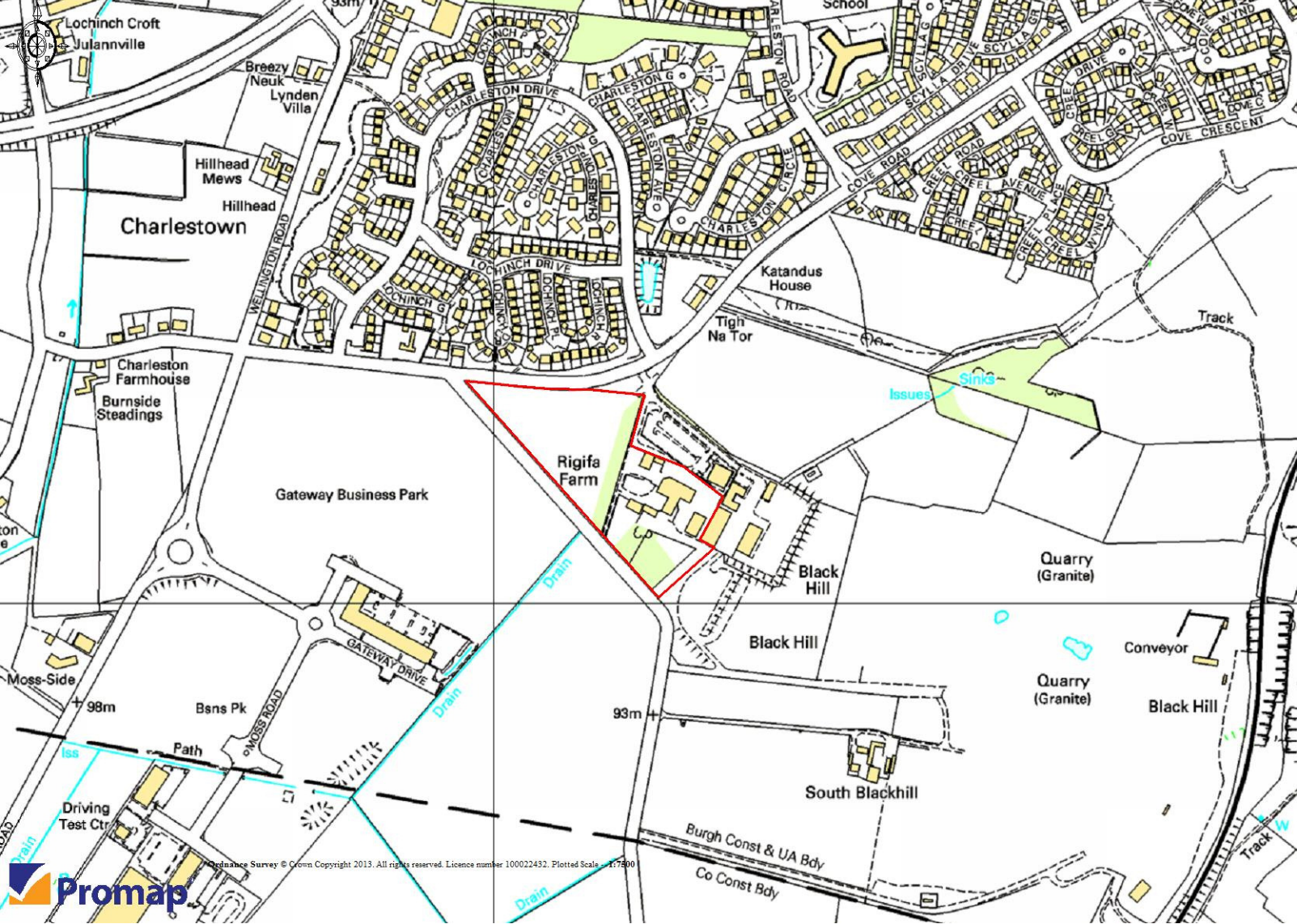
8.7 At present the identified land is located within the Green Belt and Green Space Network of the extant ALDP, however the development bid site does not contribute to the aims of either designation. SPP clearly states that existing settlements should be excluded from green belt boundaries, as should business and industrial operations; and that hedge and field boundaries are not a sufficiently robust boundary. In respect of protecting the character of the area, it must be acknowledged that the site is already surrounded by development on three sides therefore the character is reflects the edge of settlement location. Accordingly, there would be no adverse environmental impact on the surrounding area from the identification of this land for a mixture of employment and local retail uses. Development of the adjacent Aberdeen Gateway site has left an area for strategic landscaping and open space to the north, development at Rigifa Farm would also provide open space and suitable landscaping, ensuring continuity of amenity. The boundaries of the land are well defined and development of the site would help accommodate the allowances made within the emerging Strategic Development Plan.

9.0 CONCLUSIONS AND RECOMMENDATION

9.1 The development bid land comprises a previously developed farm yard and buildings and an infill site, currently used for agriculture. Development of this land for employment and local retail purposes is a sustainable land use and will contribute to the strategic aim to create sustainable mixed communities, site being located immediately adjacent to the urban area with excellent linkages to the transportation network and surrounding employment land. It is well related to existing uses, with development on three sides, therefore the identification of this site would be seen in that context and would not significantly impact on the character or amenity of the surrounding area. Furthermore the development of the site offers the opportunity to

create a more balanced community with the provisions of much needed services including retailing thus preventing the need to travel.

- 9.2 Extension to Blackhills quarry is sought, however the blasting assessment requires charge reduction measures to be used to maintain a residential level of amenity, which is higher than required for employment uses. As the farmhouse is closer to the quarry than the proposed employment area, therefore the blast reduction measures put in place for the farmhouse amenity will ensure that the land at Rigifa is suitable to accommodate employment and local retail development.
- 9.3 The site can be accessed easily and is located within 400 metres of public transport services. The identification of this site for a mixture of residential and employment/commercial uses would provide a balance at Rigifa thus creating a sustainable mixed community, in line with the objectives of national planning policy and the development plan.
- 9.4 Although the land is currently located within the Green Belt, the quality of this particular area has been eroded by neighbouring development and does not contribute to the aims of this designation. SPP identifies that development plans and the Green Belt must cater for future development requirements, particularly at the edge of settlements. Therefore the release of part of the overall area for development would not intrinsically harm the remaining Green Belt which would prevent the coalescence of Aberdeen City with Portlethen to the south.
- 9.5 Further to this, Rigifa falls within the Aberdeen City Strategic Growth Area of the emerging Structure Plan. The identification of housing and employment land would contribute to the land requirements anticipated for the area, and help to provide development at a variety of locations through the use of an edge of settlement site, with direct linkages onto the transportation network. It would also contribute towards the requirement for affordable housing.
- 9.6 It is therefore considered that this site should be identified in the Aberdeen City Local Development Plan for an employment development, with local retail, as an expansion to the existing settlement of Cove.



Lochinch Croft
Julianville

Breezy Neuk
Lynden Villa

Hillhead Mews

Hillhead
Charlestown

Charleston Farmhouse
Burnside Steadings

Gateway Business Park

Rigifa Farm

Katandus House

Tigh Na Tor

Black Hill

Black Hill

South Blackhill

Quarry (Granite)

Quarry (Granite)

Conveyor

Black Hill

Moss-Side
98m

Bans Pk

93m

Driving Test Ctr



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