



PROPOSED ABERDEENSHIRE LOCAL DEVELOPMENT PLAN 2020 RESPONSE FORM

YOUR DETAILS

Title:	
First Name:	Rachel
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Are you happy to receive future correspondence only by email? **Yes** No

Are you responding on behalf of another person? **Yes** No

If yes who are you representing?

Sluie Estate Trust

Tick the box if you would like to subscribe to the Aberdeenshire LDP eNewsletter:

An acknowledgement will be sent to this address soon after the close of consultation.

YOUR COMMENTS

Please provide us with your comments below. We will summarise comments and in our analysis will consider every point that is made. Once we have done this we will write back to you with Aberdeenshire Council's views on the submissions made. We will publish your name as the author of the comment, but will not make your address public.

Modification that you wish to see (please make specific reference to the section of the Proposed Plan you wish to see modified if possible, for example Section 9, paragraph E1.1):

Kincardine & Mearns Settlement Statement – Stonehaven

- Allocation of Land to the East of Megray Burn, New Mains of Ury, Stonehaven, for Roadside Services (comprising petrol filling station, ancillary class 1 retail unit and drive-thru class 3 food & drink units). Identification of site as an OP – Opportunity Site.

Reason for change:

We write on behalf of the Sluie Estate Trust, the owner of the promoted land located to the east of Megray Burn, New Mains of Ury, Stonehaven.

A copy of the Call for Sites submission and the Main Issues Report submission is appended to this Representation. A site location plan, aerial photograph and an indicative site layout plan, together with an indicative masterplan which shows the subject land in the context of Stonehaven's urban expansion to the north of the settlement and the strategic road network, are provided within these Appendices.

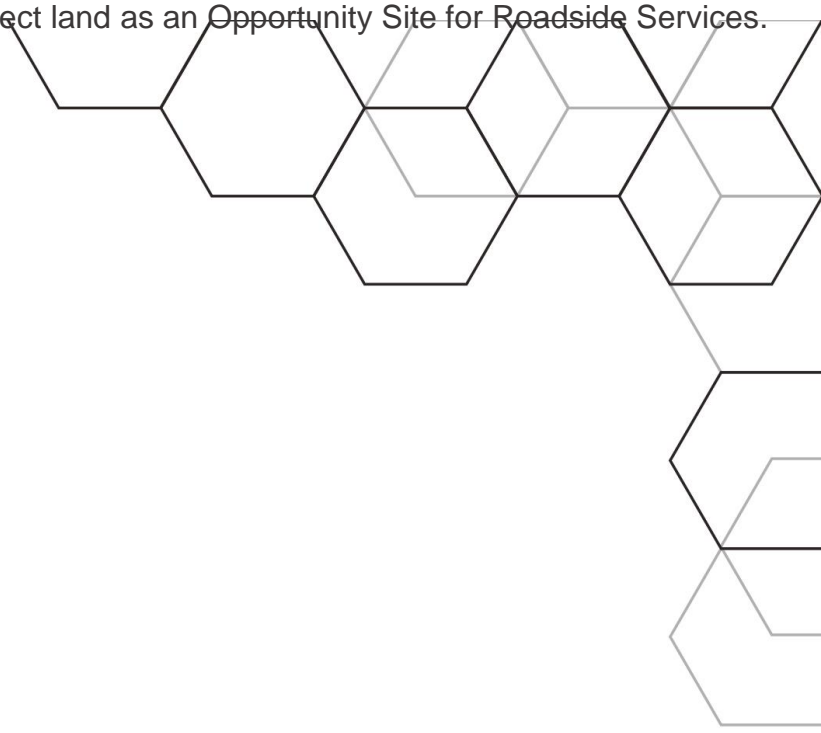
The promoted site is located directly adjacent to the AWPR strategic interchange Stonehaven junction.

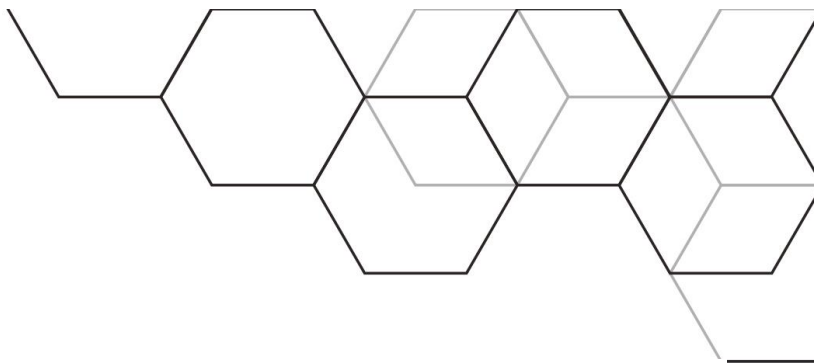
There are currently no roadside service facilities located on the A90 or the AWPR. The nearest facility that offers fuel and restaurant facilities is the Strachtho Services at Brechin, some 23 miles south of Stonehaven. There is a clear deficiency of modern roadside facilities on the A90 for road users. The proposed development will provide much needed modern roadside services on the A90.

The attached information confirms that the proposed development would not adversely impact the surrounding strategic or local road network. Equally, the attached information confirms that the development would not result in a negative visual impact on the surrounding landscape.

The Sluie Estate Trust respectfully requests that Aberdeenshire Council positively considers the inclusion of the land to the east of Megray Burn, New Mains of Ury, as an Opportunity Site for a roadside services facility within the 2021 Aberdeenshire Local Development Plan.

The appendices attached to this Representation provides further supporting information for the allocation of the promoted land and should be referred by Aberdeenshire Council in their consideration of the subject land as an Opportunity Site for Roadside Services.





Appendix



ABERDEENSHIRE LOCAL DEVELOPMENT PLAN 2021

MAIN ISSUES REPORT 2019

CONSULTATION RESPONSE - SLUIE ESTATE TRUST

April 2019



1.0 INTRODUCTION

Clarendon Planning & Development Ltd have been instructed by our Client and site owners, the Sluie Estate Trust, to submit comments to the Aberdeenshire Local Development Plan 2021 Main Issues Report 2019.

This document sets out our comments in respect of the various options presented by the Main Issues Report 2019 (MIR). It will also provide response comments towards the development strategy for Stonehaven and the Officers Preferred Development Sites. Specifically, this document will provide responses to the Council's Assessment of land located to the north of Stonehaven, at New Mains of Ury and land adjacent to the AWPR /A90 Junction Interchange, namely Bid sites **KN115, KN118 and KN119**. All three parcels of land have been promoted through past and present development plan process, as it represents a logical and suitable location for development to take place, especially considering the recent opening of the AWPR. The promoted sites and associated development proposals present Aberdeenshire Council with an opportunity to allocate the right development at the right location, as advocated by Scottish Planning Policy.

This document provides representations to the policies and Preferred Options outlined in the Main Issues Report. It will provide comment on the Stonehaven Settlement Statement, together with the existing and preferred development sites within the settlement allocated for future development. The representation will also review the Council's assessment of the promoted Bid sites **KN115, KN118 and KN119**.

It should be noted that the promoted sites have been supported by additional information associated with the previous Development Bids. Full cognisance should be taken of the Bid documents, along with our comments in relation to our response to the Strategic Environmental Assessment Interim Environmental Assessment (SEA) and the Draft Proposed Aberdeenshire Local Development Plan (DPALDP) when considering our comments.

2.0 Main Issues Report

We have reviewed the Main Issues Report (MIR) and associated Settlement Statements and wish to advise the following points.

Chapter 1 - Introduction. Generally, we support the four priorities of the Plan, as set out on page three of the MIR, which are: -

- Support a strong, sustainable, diverse and successful economy;
- Have the best possible transport and digital links across the communities; Have the right mix of housing across all of Aberdeenshire, and
- Protect our special environment, including tackling climate change by reducing greenhouse gas emissions.

It is considered that the Local Development Plan 2021 should recognise the requirements of Scottish Planning Policy, in terms of directing future development and the requirements of specific Policies. Most notably, the Plan should be based upon the principle of **locating the right development in the right place**, as advocated in paragraph 15 of the SPP. SPP advises that good planning creates opportunities for people to contribute to a growing, adaptable and productive economy. It further informs that by allocating sites and creating places that are attractive to growing economic sectors, and enabling the delivery of necessary infrastructure, planning can help provide the confidence required to secure private sector investment, thus supporting innovation, creating employment and benefiting related businesses.

In order to meet the requirement for locating the right development to the right places, paragraph 40 of SPP advocates the following policy principles:

- optimising the use of existing resource capacities, **particularly by co-ordinating housing and business development with infrastructure investment including transport**, education facilities, water and drainage, energy, heat networks and digital infrastructure;
- using land within or adjacent to settlements for a mix of uses. This will also support the creation of more compact, higher density, accessible and more vibrant cores;
- considering the re-use or re-development of brownfield land before new development takes place on green field sites;
- considering whether the permanent, temporary or advanced greening of all or some of a site could make a valuable contribution to green and open space networks, particularly where it is unlikely to be developed for some time, or is unsuitable for development due to its location or viability issues; and
- locating development where investment in growth or improvement would have most benefit for the amenity of local people and the vitality of the local economy.

The Local Development Plan 2021 should recognise the above principles in relation to the allocation and location of future development and within all the Plan's Policies.

Chapter 4 – Shaping Business Development. The MIR's general requirement for the provision of a diverse range of sites which can be delivered within 5 years and that can be accessed by a range of sustainable transport nodes is welcomed.

Generally, it is submitted that the deliverability of allocated sites is an important factor in the Council's consideration, and subsequent allocation, of an employment site. It would be inappropriate of the Council to allocate an employment site within the Local Development Plan 2021 that has no prospect

of being delivered. Equally, the Local Development Plan 2021 should avoid the long-term protection of sites where there is no prospect of the site being used for the allocated purpose. It is therefore incumbent of Aberdeenshire Council to demonstrate that all allocated sites can be delivered within the required timescale and that there are no constraints to the site that would prevent it coming forward. It is no longer acceptable for Councils to assume sites are deliverable. It is therefore incumbent that Aberdeenshire council rigorously assesses all existing, approved, allocated and proposed employment sites to ensure they can be delivered within the Plan period. Such assessment of sites should also include the assessment of whether a site is commercially attractive, as it would be inappropriate for the planning authority to continuously allocate a site which has no prospect of development.

Chapter 5 – Development in the Countryside. The MIR advises that there are three policies that govern development in the countryside, Policy R1 Special Rural Area, which relates to development and protection of the green belt and coastal areas; Policy R2 Housing and Employment Development Elsewhere in the Countryside, which permits certain developments in the wider countryside area; and Policy R3 Minerals and Hill Tracks.

With specific regard to Policy R2 ‘Housing and Employment Development in the Countryside’, it is contended that the policy should recognise that the allocated Countryside does not solely cover rural areas and that land directly adjacent existing settlement boundaries are also included within the ‘countryside’ designation. Such areas are appropriate for development and can ‘link in’ with the adjacent existing development.

In accordance with SPP’s policy principle that planning should direct ‘the right development to the right place’ it is requested that Policy R2 has specific recognition of the potential suitability of sites adjacent to settlement boundaries for employment and housing uses. Such sites may be readily accessible by the surrounding local and strategic road network and through well planned design could easily connect with the existing and planned settlement. Such sites would require realism and flexibility from the planning authority in the decision-making process, as advocated by SPP.

Chapter 6 – Shaping homes and Housing. Policy H1 of the local Development Plan 2021 governs both the planning and supply of new market housing and subsequently allocated sites that will provide at least a 5-year supply of effective housing land.

The MIR Report advises that in accordance with Policy H1 Officers have identified preferred new housing allocations (sites) that will deliver the 5-year housing requirement. The importance of maintaining at least a 5-year effective housing land supply should not be underestimated and Officers should be confident that all the allocated housing sites can be delivered within the prescribed timescale. Officers must be fully confident that there are no constraints to the site that would result in a site not coming forward.

3.0 KINCARDINE AND MEARN'S APPENDIX - STONEHAVEN SETTLEMENT STATEMENT

We have reviewed the Settlement Statement for Stonehaven, together with the associated Officers Response to the submitted development Bids for various sites in Stonehaven, which will eventually inform the future allocations of the Local Development Plan 2021. We offer the following comments in respect of the: -

- Statement of Vision and Objectives for Stonehaven;
- The analysis of Existing Allocations;
- The analysis of the Officers "Preferred Sites", and finally
- The analysis of the Officers "not preferred" sites (Identified below as 'Alternative Sites').

Settlement Statement - Vision and Objectives

The continued recognition of Stonehaven as a sub-regional centre is fully supported, together with the acknowledgement that the settlement is within the identified Strategic Growth Area and is therefore subject to "strong demand for development". While the Statement confirms that settlement plays an important role in delivering the strategic housing allowance, there must be a commitment to providing up-to-date facilities that are expected within a sub-regional centre, this is especially in relation to the provision of a suitably sized foodstore that has been much needed by the Stonehaven community for 20 years.

The Settlement Statement should also recognise the influence that the AWPR will have on the town, in terms of its attractiveness for future development. The recent opening of the AWPR will enhance the desirability of Stonehaven as a location for future development, most notably the AWPR/A90 Junction Interchange is now seen as a strategic nodal point for the North East of Scotland. Aberdeenshire Council should optimise this new infrastructure and the potential to attract new investment into Stonehaven, as advocated by SPP. The area adjacent to the AWPR/A90 Junction Interchange is a logical location for new employment generating development. Such development could include uses that are complimentary to the strategic road network, e.g. roadside services, hotel and restaurants. There is a clear lack of provision of these uses on the A90. Development of these uses at the AWPR/A90 Junction Interchange will enhance Stonehaven as a sub-regional service centre and will have obvious economic and employment opportunities for the town.

The reference to the demand for a supermarket within the town is acknowledged. The requirement for a supermarket in Stonehaven was identified in the 2012 Aberdeenshire City and Shire Retail Study (2012 AARS). To-date no supermarket has been provided. The 2012 Retail Study identified that over 75% of the towns convenience expenditure was being spent at food stores outwith Stonehaven (in Portlethen, Garthdee and Banchory). The MIR Settlement Statement advises that planning permission in principle has been granted for a "3750m² supermarket and 50 bedroom hotel at Ury Estate" and suggests that this development will meet the identified demand. We seriously question the deliverability and commercially attractiveness of this planning permission.

Planning Permission APP/2016/3716 for a supermarket development, 50 bedroom hotel and restaurant at the Ury Estate, was granted by Aberdeenshire Council in August 2016. To-date there has been no confirmed interest in the supermarket site by a foodstore operator and the site of the 50 bedroom hotel is now being promoted by the landowner for affordable housing. The Ury site is not well-connected for wider community access e.g., from Laurencekirk, Inverbervie, (the catchment identified within the 2013 AARS for the Stonehaven supermarket) and there is poor visibility of the

site from the road network which could result in operators ruling the site out. Furthermore, Planning permission APP/2016/3716 restricts the opening of the supermarket until after the Ury Estate Link Road has been constructed and is fully operational. It is assumed that any future foodstore operator would require the “up-front” provision of the link road. This has significant financial implications, which in reality very few developers are currently able to provide. It is therefore considered that the provision of the link road is a significant constraint to the deliverability and overall commercial attractiveness of the extant supermarket consent.

The lack of market interest in the Ury Estate site is confirmed by a socialist report on the food retailing situation on Stonehaven, undertaken by Colliers International. This report states that *“Planning consent for a foodstore of 40,000 sq ft (3,750 sq m) approximately was granted in August 2016 at Ury Estate although this site is considered by the operators interested in the town as undeliverable, due in part, to onerous planning conditions. The site is also seen as lacking suitable access and proper visibility.”* The Report further advises *“In contrast the site at Mains of Ury Estate offers high visibility from the AWPR Fastlink roundabout as well as direct access to Stonehaven and is seen by operators as a more viable alternative for these reasons.”*

As stated above, it is incumbent that Aberdeenshire Council avoids the long terms protection of sites for a use where there is no reasonable prospect of the site being developed. SPP requires planning authorities to be flexible and realistic in the consideration of potential development sites. The requirement for the provision of the link road is an obvious constraint to the extant supermarket consent at Ury Estate. The presence of the Ury Estate retail planning permission should not be a prohibition against the provision of a supermarket at other more commercially attractive sites. Site KN115 at New Mains of Ury (discussed below), is located directly adjacent to the Ury Estate, it is readily accessible by the local and strategic road network, it can be accessed by sustainable modes of transport and, most important is readily deliverable.

Existing Development Sites

The Stonehaven Settlement Statement confirms the Existing Development Sites that are identified by the current 2017 ALDP.

The proposal to remove site reference **OP5**, allocated for 7ha of employment land, is fully supported. The site has benefited from planning permission since 2016 but has not progressed. Indeed, the adjacent site designated BUS2 was granted planning permission in 2002 and has not progressed. On this basis, the deliverability of both sites should be questioned. While the removal of OP5 is supported, there is still a requirement for a significant amount of employment land to be provided within Stonehaven for the period up to 2026. It is submitted that land to the north of the settlement at new Mains of Ury , which is adjacent to the AWPR / A90 Junction Interchange, is commercially attractive, suitable and deliverable for the provision of the required employment land.

It is submitted that the schedule of “Existing Development Sites” should recognise those sites that benefit extant planning permissions. The Schedule of Existing Development Sites, together with the Settlement Overview Map for Stonehaven, do not accurately reflect the extant housing Planning Permissions at Ury Estate. Planning Permission reference APP 2015/0541 for 90 houses at the North Lodge should be identified within the Schedule and the Settlement Plan.

Officers Preferred Development Bid Sites

The Settlement Statement for Stonehaven identifies a total of 5 new sites that the Council consider as having potential for future development. We comment on the sites as follows: -

Site KN080, Carron Den Road, is supported. It is considered that the uplift in housing numbers from the approved 110 units to 155 units is justified and based on market demand.

Sites KN087, KN102, KN103, KN104 Ury Estate - The MIR Settlement Statement identifies 4 sites within the Ury Estate as the Officers 'Preferred Development Bid Sites'. The schedule of Preferred (Allocated) Sites should acknowledge that the sites are subject to extant planning permission for housing, so the principle of development on the subject land has been already established. Therefore, sites KN087, KN102, KN103, KN104 will provide just over 200 additional units to that what has been planning permission at Ury Estate. In total the Ury Estate is allocated to provide over 700 houses. This significant number of new housing confirms that the area to the north of Stonehaven is the Council's preferred direction for the expansion / growth of Stonehaven. Generally, our client supports the planned expansion of Stonehaven to the north of settlement, across the A90.

Notwithstanding the support for the expansion of Stonehaven northwards across the A90 at the Ury Estate, it should be recognised that the deliverability of the planned housing at Ury Estate is constrained until the planned link road from the A957 Slug Road to the B979 Netherly Road (North Lodge) has been constructed and is operational. The various extant planning permissions for housing at Ury Estate restrict the occupation and / or construction of the number of units until the link road is in place and operational. While our client is very much supportive of the additional housing at the Ury Estate, the importance of the link road can not be ignored by Aberdeenshire Council in their allocation of sites for future housing. Without the link road the preferred housing sites **KN102, KN103 AND KN104 are constrained** from the outset and could potentially be undeliverable. It is therefore incumbent on Aberdeenshire Council to confirm that the link road will be constructed in the immediate future before any further housing sites at the Ury Estate are allocated by the Local Development Plan 2021.

6.0 ALTERNATIVE STONEHAVEN DEVELOPMENT SITES

From a review of the MIR Settlement Statement for Stonehaven, it is apparent that the preferred direction for growth of Stonehaven is northwards, across the A90. The Officers analysis of the various Bids sites clearly show that development to the south, east and west of Stonehaven is constrained due to the following issues: -

- Due to the topography being situated on a plateau, development around Cowie to **to the north east of Stonehaven** would not relate well with the town. Furthermore, the land to the north east of Stonehaven is located within the South East Coast Special Landscape Area and would be visually prominent.
- **Land to the south of Stonehaven** is also located on an undulating plateau, which results in the topography of the area not connecting or relating well with the town. The land is also located within the South East Coast Special Landscape Area and would have significant landscape and visual impact on the setting of the town.
- **Land to the west of Stonehaven** is disconnected from the town by the A90 and relates poorly with the existing settlement. Any development in this location would require a bridge over the A90 to connect it with the existing residential areas, which in turn raises doubt over the deliverability of development.

The Settlement Plan of the various Development bids, replicated below, clearly confirms the above analysis.

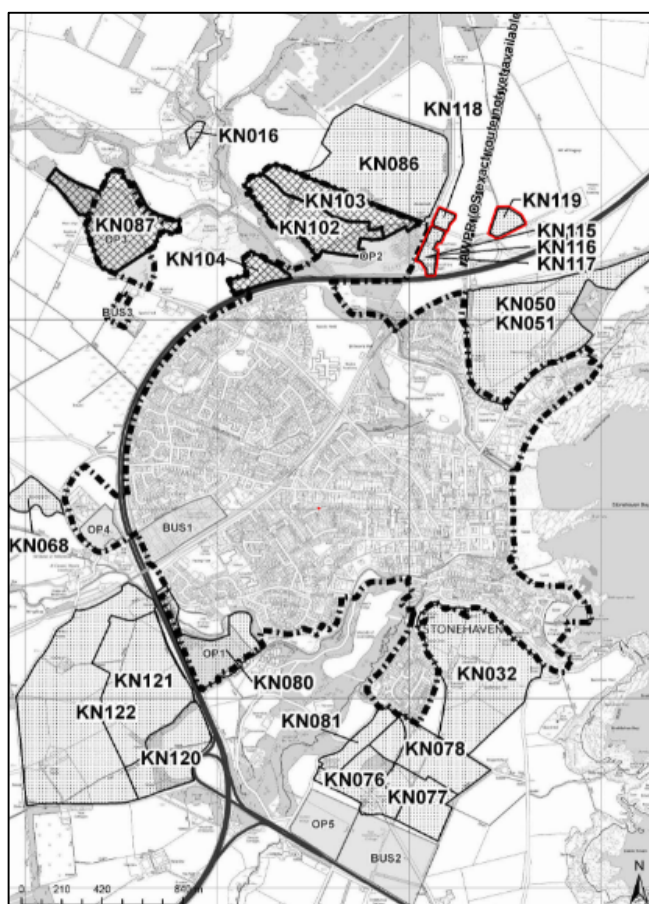


Figure 1 – Extract from MIR Stonehaven Settlement Plan of Development Bids

Development Sites KN115, KN118 and KN119

Our client has promoted development sites referenced **KN115, KN118 and KN119** on the above Plan for the provision of a supermarket, hotel and restaurant development; and a roadside services development. All the sites are located to the north of the settlement, indeed site KN115 is directly adjacent to the Council's preferred area of expansion.

The sites were promoted through the BID process and we provide a copy of each BID in the Appendices of this Report. We have reviewed the Council's assessments of the three sites and do not concur with their conclusions or statements. The three sites are located to the north of Stonehaven, the Council's preferred direction of future growth for the settlement. The sites are located directly adjacent to the current settlement boundary and the AWPR/A90 Junction Interchange. The location of the sites together with the surrounding land uses, make them logical locations for the provision of a supermarket, hotel and restaurant, together with roadside services. The landscape in this area has been changed significantly by both the Stonehaven bypass (A90) and the AWPR with its associate slip roads, hard-surfaces, 24-hour lighting and associated noise.

A concept masterplan, which shows the Council's existing and planned residential development at Ury Estate, together with the proposed development at sites **KN115, KN118 and KN119** is provided below in Figure 2. The Masterplan confirms that through a planned approach, the proposed developments at sites **KN115, KN118 and KN119** can be accommodated within the existing and planned urban form.



Figure 2 – Masterplan of the area to the north of Stonehaven.

In this regard, the Council are encouraged to review their previous conclusions surrounding the suitability and appropriateness of the development of sites **KN115, KN118 and KN119**.

SITE REF KN115 – LAND AT NEW MAINS OF URY, STONEHAVEN

Site KN115 has been promoted through the LDP BID process as a suitable site for a retail development. A copy of the BID submission is provided in Appendix 2 of this submission. The MIR does not identify this site as a Preferred Development Site. The Council’s assessment of the site is as follows: -

“The Proposal is well related to the settlement, but is constrained. While the site is off a grade separation junction, it is segregated by the A90, which means it does not connect well into the settlement. There is also a preference for such uses to be located in the town centre and for junctions associated with the Aberdeen Western Peripheral Route (and associated roads) to be safeguarded from traffic that will generate local traffic movements.

There is a need for a supermarket in Stonehaven, and Planning Permission in Principle was granted on 5/8/2016 for a supermarket at slug road (APP/2015/3716). While this is an appropriate site, a second supermarket outwith the town centre would have a devastating impact on Stonehaven’s town centre. As such, this proposal can not be supported at this time.”

We do not accept the Council’s assessment and believe that the site at New Mains of Ury is a sensible location for a retail development. Aberdeenshire council have previously confirmed that it has already been established there are no sequentially better locations that are capable of meeting Stonehaven’s and the surrounding areas need for a supermarket.

The Site

Site KN115 is located to the north of Stonehaven. The recently constructed housing at the Ury Estate, known as the East Lodge is directly adjacent to the site’s western boundary. Directly adjacent to the sites eastern boundary is the AWPR SUD’s. The southern boundary of the site is aligned by the A90 and the local B979 Netherly Road aligns the northern boundary. As a whole the site is located within an enclave of new development.

Figure 3 an extract from the MIR Stonehaven Settlement Plan, which shows the Council’s preferred development sites at Ury Estate (KN087, 102,103 and 104). From the Plan, it can be seen that site KN115 directly adjoins the existing settlement boundary and is within the Council’s preferred area for development.

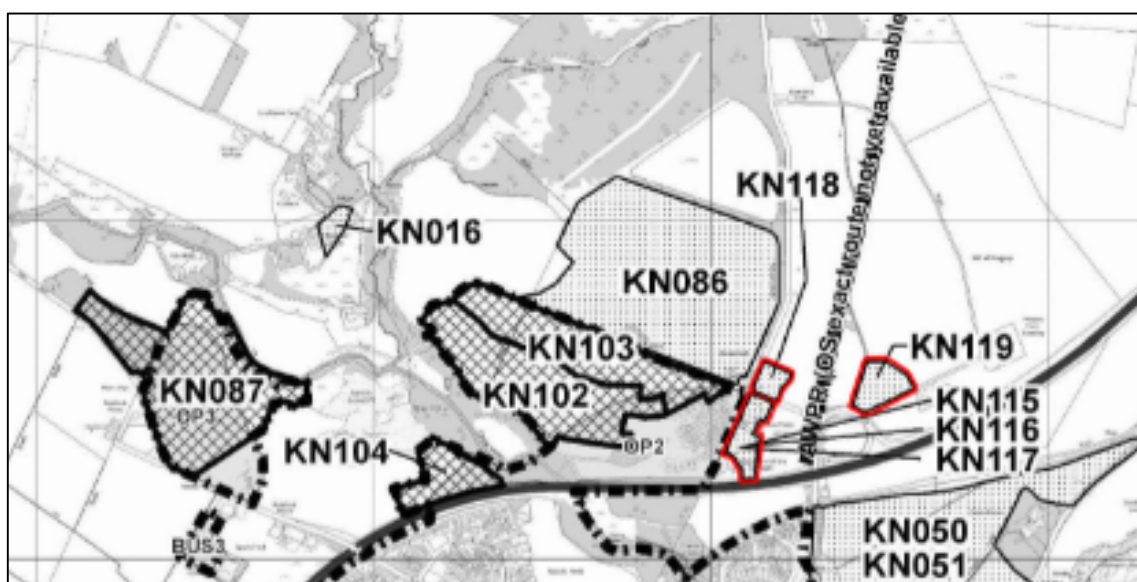


Figure 3 – Extract from MIR Stonehaven Settlement Plan of Development Bids – Site KN115

Figure 4 provides an aerial photograph of site KN115 within the existing context. The AWPR, together with the Junction Interchange and the A90 can clearly be seen. Notably, the newly constructed planned housing at Ury Estate can be seen directly to the west of site KN115. It can be seen from figure 4 that the site is brownfield, comprising agricultural buildings and building hardstanding, together with the hardstanding area used for the AWPR car park, and which is currently being used as a car park and a temporary commercial uses by the company advancing the Stonehaven flood protection scheme.



Figure 4 – Aerial Photograph of Site KN115

The site was previously subject to a planning application for a supermarket development (application reference APP/2015/2094). The application was refused by Aberdeenshire Council on 30 June 2016, in favour for the proposed supermarket and hotel development Ury Estate (Planning Permission APP/20163716).

The previous planning application for the supermarket on site KN115, confirms that there are no constraints to the proposed development. The application also confirms that the proposed supermarket could be suitably accessed and accommodated on the road network (with the AWPR being operational). Equally, the application confirmed the site was free from flooding and drainage constraints.

It is therefore submitted that the site is available, free from constraints and therefore fully deliverable.

Issues Raised by MIR Assessment

We respond to each of the issues raised in the Council's assessment below.

There is a preference for such uses to be located in the town centre - The Council will be aware that the 2013 Aberdeen City and Aberdeenshire Retail Study (2013 Retail Study) concluded that there is a defined need for a large supermarket to serve Stonehaven and the surrounding rural areas. The 2013 Retail Study confirmed that a key retail issue for Stonehaven was the lack of a main foodstore that served the town, which resulted in a significant amount (around 70%) of retail convenience expenditure leaking to the foodstores at Banchory, Portlethan and Aberdeen. In this regard, it has been accepted by Aberdeenshire Council that there is a need for the provision of a superstore of up to 4,000sqm that would cater for the needs of Stonehaven and surrounding rural areas.

Aberdeenshire Council has accepted that there are no suitable sites within Stonehaven Town Centre that could accommodate the required supermarket development. This was confirmed by Aberdeenshire Council in the preparation and examination of the 2017 Aberdeenshire LDP.

A second supermarket would have a devastating impact on Stonehaven's town centre. The above sections of this submission expresses doubt over the deliverability and commercial attractiveness of the extant supermarket planning permission at Ury Estate (reference APP/20163716). In this regard, it is considered that the proposed supermarket at New Mains of Ury will be the only foodstore developed within Stonehaven.

Notwithstanding the concerns over deliverability and commercial attractiveness, it is accepted that the extant supermarket permission at Ury Estate must be considered in the assessment of retail impact on Stonehaven town centre. It is well accepted that the assessment of retail impact is based on the principle of "like competes with like" e.g. supermarkets compete with other supermarkets. It is therefore considered that the proposed supermarket at New Mains of Ury would likely draw trade from the existing large foodstores at Portlethan, Banchory and Aberdeen City (Garthdee). Equally, if the proposed foodstore at Ury Estate was developed, then trade would be drawn from this store to the proposed store at New Mains of Ury. Notably, out of centre retail stores do not benefit from any protection in terms of retail impact. Inverurie is an example of a Sub-Regional centre, which has a similar population to Stonehaven and accommodates 5 supermarkets.

In terms of Stonehaven town centre, based upon a qualitative assessment, it is highly unlikely that a significant amount of trade would be drawn from Stonehaven town centre to the proposed store at New Mains of Ury. Most of the anticipated trade would be in the form of clawback trade / expenditure from the 75% of the catchment population who currently shop at supermarkets outside Stonehaven. Stonehaven town centre is relatively healthy, playing an important day to day role for the town's residents. The town provides a balanced mix of retail and non retail services e.g. restaurants, cafes, banks, hair and beauty; as well as community facilities such as library, community hall. The town's convenience (food) sector provides valuable specialist retailers e.g. butchers, bakers and fishmongers, and has a topping up role. It is considered that this use would continue, and could in fact be strengthened through the provision of a supermarket within the town. It is not considered that the town's social and retail role would change because of one or two out of town supermarkets. The town is also an important tourist destination, for which the town centre and harbour caters towards. As a result, it is considered that the town centre will maintain a strong vitality and viability.

Aberdeenshire Council are therefore incorrect to assert that the proposed supermarket at New Mains of Ury would have a "devastating" impact on Stonehaven town centre.

The site does not connect well into the settlement – Site KN115 is located directly adjacent to the existing settlement boundary. This can be seen in Figures 3 and 4 above. The adjacent Ury Estate is the planned area for the future expansion of Stonehaven, and as such is to provide over 700 new residential units.

Site KN115 can be accessed from Stonehaven town centre and the Ury Estate by existing footpaths located on the B979. The B979 forms part of the National Cycle Network Route 1, which aligns the southern boundary of the site and allows direct access with Stonehaven town centre. There is an existing bus service which currently runs to the areas south of the site, but could be extended to include the Ury Estate and the subject site. It is therefore contended that site KN115 is well connected to both Stonehaven town centre and the planned area of expansion at Ury Estate. A supermarket development on the subject site would also allow the provision of a safe specification, continuous footpath along the B979 from the Ury Estate to Stonehaven town centre.

Furthermore, it should be recognised that due to the sites adjacency to the strategic road network of the AWPR and A90, it is considered that the proposed supermarket would serve the residents of Stonehaven, together with the surrounding rural areas, thus catering for the catchment area identified in the 2013 Aberdeen City and Aberdeenshire Retail Study.

The connectivity of site KN115 will further be improved through the provision of the planned link road through the Ury Estate, which will provide direct access to the site from the A957 without the need of passing through Stonehaven. Notably, any traffic using the link road that wishes to travel southwards to Stonehaven town centre or the AWPR/A90 will have to use the B979, thus passing site KN115.

It can therefore be surmised that site KN115 is well connected with the existing and planned settlement. The planned areas of Ury Estate provide a 'ready made' walk-in catchment for the proposed supermarket. Added to this, the planned link road will further enhance the site's connectivity with the Ury Estate developments and the rest of the Stonehaven settlement.

The AWPR Junctions should be safeguarded from traffic that will generate local traffic movements.

There is no formal guidance prohibiting development around the AWPR. There is no Scottish Policy or Guidance that places a development embargo on the road network surrounding the AWPR. The only reference relating to development around the AWPR junctions is found in the Proposed 2018 Aberdeen city and Shire Strategic Plan. The Proposed Strategic Plan states that Local Development Plans must ensure that the transport benefits created by the AWPR are "locked in" and that the capacity of the route, and its junctions, are not negatively affected by development. The Proposed Plan further advises that Local Development Plans, in line with the sequential test and Town Centre First Principle, should expressly avoid any new development that would result in a negative impact on the route or any junction.

The accommodation of a supermarket development at site KN115 within the surrounding strategic and local road network has been assessed through planning application reference APP2015/2094. The supporting Transport Assessment assessed the operation of the AWPR Junction in relation to the anticipated traffic generated by the proposed supermarket. The Transport Assessment concluded that there would be no impact on the workings of the AWPR or the associated junction interchange. Indeed, Transport Scotland confirmed their agreement to the proposed development on the strategic AWPR network. Indeed, Transport Scotland stress tested the Stonehaven junction well beyond the 2027 projected traffic flows. In reality, the proposed development will not generate much additional traffic as a significant proportion of traffic using the proposed supermarket will already be on the

network due to the current retail leakage from Stonehaven to the supermarkets in Garthdee, Banchory, Portlethen.

Conclusion

Site KN115 has been promoted through a Bid submission to the Local Development Plan 2021. The attached BID information confirms that there are no constraints to the development of the site for a foodstore. There is a recognised need for a suitably sized foodstore in Stonehaven, which will serve the existing and future residents of the town and those in the surrounding rural areas. It has been accepted by Aberdeenshire Council that there are no suitable sites within or adjacent to the town centre that could accommodate a foodstore of the size required.

Site KN115 is located directly adjacent to the Council's planned area for expansion of Stonehaven. It is situated adjacent to the strategic and local road networks, which will enable easy access to the Stonehaven residents and to the surrounding rural areas. It is easily accessible by pedestrians, cyclists and public transport. It is a logical location for a foodstore and an obvious extension to Stonehaven. Our client is also in discussions with a national foodstore operator and agreeing heads of terms for the site.

Site KN115 presents the Council with an opportunity to fully address Stonehaven's long established foodstore deficiency. In this regard, Aberdeenshire Council are encouraged to review their conclusions relating to a foodstore development at site KN115.

SITE REF KN118 – LAND EAST OF EAST LODGE, NEW MAINS OF URY, STONEHAVEN

Site KN118 has been promoted through the LDP BID process as suitable for a hotel and restaurant development. A copy of the BID submission is provided in Appendix 3 of this submission. The MIR does not identify this site as a Preferred Development Site. The Council's assessment of the site is as follows: -

“The proposed site is well located in relation to the settlement and the Ury Estate development, but it is constrained. While the site is off a grade separated junction, it is segregated by the A90 and does not connect well into Stonehaven. It is a logical location for attracting passing trade, and supporting tourism, but there is also a preference for such uses to be located in the town centre, and no demonstration of need for both uses have been provided. In addition, this proposal sets a precedent of developing on the AWPR Fastlink Junction, which should be avoided as it would generate local traffic movements and could prevent any further upgrades of the Fastlink Junction. Development on this site could also prohibit future road junction improvements in and around the Ury Estate development, and the location of the site, north of the B979, would further alter the character of the area, which should be avoided.”

We do not agree with the Officers assessment and respond to the issues raised in the Officers assessment of the site as follows.

The Site

This site is located to the north of Stonehaven. Ury Estate, the planned expansion area for Stonehaven is located directly to the west of the site and the AWPR is located directly to the east. The B979 aligns the sites southern and western boundaries. Agricultural land bound the site to the north. The AWPR aligns the eastern boundary of the site.

Figure 5 confirms the sites proximity to the Ury Estate, the planned urban expansion area for Stonehaven. Equally, Figure 6 provides an up-to-date assessment of the site in terms of the existing surrounding land uses. Notably, the housing of the Ury Estate can be seen to the south west of the site. The AWPR and associated Junction Interchange can be seen to the east of the site. The AWPR Suds ponds are located to the south of the site, together with site KN115, which is being promoted for a supermarket development.

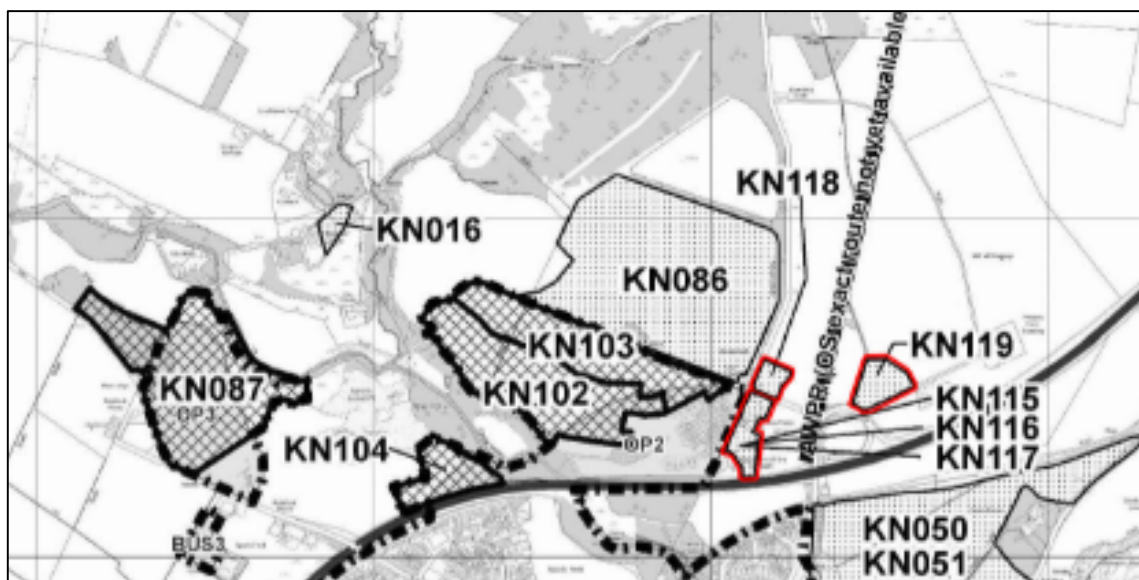


Figure 5 – Extract from MIR Stonehaven Settlement Plan of Development Bids – Site KN118



Figure 6 – Aerial Photograph of Site KN118

Issues Raised by MIR Assessment

We respond to each of the issues raised in the Council's assessment below.

The site does not connect well into Stonehaven - The Council's assertion that the subject site is not connected well with Stonehaven is refuted.

Figure 5 confirms that the site is located to the north of Stonehaven and is situated in adjacent to the newly established and planned residential areas of the Ury Estate.

The site can be accessed from Stonehaven town centre and the Ury Estate by footpaths located on the B979. The B979 forms part of the National Cycle Network Route 1, which aligns the southern boundary of the site and allows direct access with Stonehaven town centre. There is an existing bus service which currently runs to the areas south of the site, but could be extended to include the Ury Estate and the subject site. It is therefore contended that site KN118 is well connected to both Stonehaven town centre and the planned area of expansion at Ury Estate.

Furthermore, it should be recognised that due to the sites adjacency to the strategic road network of the AWPR and A90, it is considered that the proposed hotel / restaurant uses would serve tourists visiting the North East of Scotland as a whole.

The connectivity of site KN118 will further be improved through the provision of the planned link road through the Ury Estate. Notably, any traffic using the link road that wishes to travel southwards to Stonehaven town centre or the AWPR/A90 will have to use the B979, thus passing site KN118.

It can therefore be surmised that site KN118 is well connected with the existing and planned areas of Stonehaven. The planned expansion area of Ury Estate provides a 'ready made' walk-in catchment for the proposed hotel / restaurant uses. Added to this, the planned link will further enhance the site's connectivity with the Ury Estate developments and the rest of the Stonehaven settlement.

There is a preference for such uses to be located in the town centre, and no demonstration of Need has been provided. One of the main advantages of the subject site is the proximity to the strategic road network. Thus, it is promoted that the proposed hotel / restaurant uses would primarily appeal to existing road users, and to a lesser extent to the residents within the surrounding area.

There are currently no hotel facilities located directly on the Aberdeenshire stretch of the A90 or proposed for the AWPR. The proposed hotel / restaurant uses on site KN118 would directly address this deficiency. Notably, the Council's own Assessment accepts that the site is a "logical location for attracting passing trade".

In terms of hotel provision in Stonehaven, four former hotels have been converted to residential uses over the last 10 years. There are on now two hotels serving the tourist town, the Station Hotel which comprises 14 bedrooms and the Royal (also known as No 44) which has 10 bedrooms and limited function facilities or meeting rooms.

It would set a precedent of developing on the AWPR Fastlink Junction, which should be avoided as it would generate local traffic movements and could prevent any future upgrades of the Fastlink junction. Development on this site could prohibit future road junction. It is submitted that there are no plans by Transport Scotland for the upgrading of the Fastlink. The AWPR junctions were designed and built to accommodate significant future capacity increase, thus no further improvement is required.

Equally, there are no plans for any future road junction in the area surrounding the site. Such a scenario would involve land owned by our client. In accordance with the planning permissions relating to the housing developments at the East Lodge (reference APP/2014/3297; APP/2015/0541) together with the Link Road planning permissions (reference APP/2014/1722; and APP2015/2163), the current

access arrangement at the East Lodge is to be closed to through vehicular traffic. Therefore, there is no required or planned junction improvements to the B979 within the vicinity of site KN118.

In terms of development on the AWPR Fastlink Junction, there is currently no National or Strategic policy that prohibits development in such locations. The Proposed Aberdeen City and Shire Strategic Plan (which to-date is not approved) ensures that development on the junctions will not impact the workings of the AWPR or its junctions. It is therefore for developers to prove that any development proposals would not adversely impact the workings of the AWPR or associated junctions.

Given that the proposed development on site KN118 is primarily to serve existing users on the strategic road network, it is not anticipated that the proposed hotel and restaurant would adversely impact the AWPR/A90 Junction Interchange.

The location of the site, north of the B979, would further alter the character of the area. This concern of the Council's seems to totally discard the presence of the AWPR and associated interchange that is situated directly to the east of site KN118, together with the Suds ponds located to the south of the site. Through the construction of the AWPR and associated AWPR/A90 Junction Interchange, together with the northwards expansion of Stonehaven into the Ury Estate, the area surrounding site KN118 has change immensely from being rural to being urban in appearance and character, with associated 24 hour lighting and reduced speed zones.

The proposed hotel and restaurant development should be considered in the context of the existing strategic road network and adjacent A90/AWPR interchange, as shown above in Figure 6. The proposed development would be passive to the impact that the AWPR and the associated A90 interchange has done to the character of the area. Indeed, any alteration to the landscape character resulting from a hotel and restaurant development would be insignificant.

Conclusion

Site KN118 presents an obvious site for a hotel and restaurant development. The site lies adjacent to the AWPR and the associated AWPR/A90 Junction Interchange. The site is well located to Stonehaven and is easily accessible by car and sustainable modes of transport. There are no hotel facilities on the Aberdeenshire stretch of the A90 southwards, and northwards there is nothing until Aberdeen airport. The proposed development will address this deficiency. Aberdeenshire Council's Officer assessment confirms that Site KN118 is a logical location for a hotel and restaurant development, which and will serve both Stonehaven and tourists visiting the North East of Scotland. The previously submitted Bid for site KN118 confirms that there are no constraints to the development of this land. The proposed development in-itself will generate a significant number of employment opportunities for the surrounding area. It is concluded that site KN118 for a hotel / restaurant development present Aberdeenshire Council with the opportunity to direct development to the right place, as advocated by SPP. In this regard, it is requested that the Council review the case for a hotel and restaurant development on site KN118.

SITE REF KN119 – LAND EAST OF MEGRAY BURN, NEW MAINS OF URY, STONEHAVEN

Site KN119 was promoted as a development site for roadside services through the Bid stage and a copy of the Bid submission is provided in Appendix 4. The Council did not support the inclusion of the site as one of the ‘Preferred Development Options’. The Council’s Assessment of the site is provided in the MIR Settlement Statement for Stonehaven and advises: -

“The proposed site is well located in relation to the settlement but constrained for a number of reasons. The site is disconnected from the town by the A90/AWPR interchange, the site would be visually prominent and would introduce development where there is very little, and the proposal would further alter the character of area by having a significant 24-hour impact on the landscape. It also sets a precedent of developing on an AWPR Fastlink junction, which should be avoided, as it would generate local traffic movement, affect traffic flow and could prevent any future upgrades of the junction.”

We refute the issues raised by the Council and address the various points below. The site is a logical location for a roadside services development.

The site

The site is located to the north of Stonehaven and is located directly adjacent to the AWPR / A90 junction interchange, as illustrated by both figures 7 and 8 below.

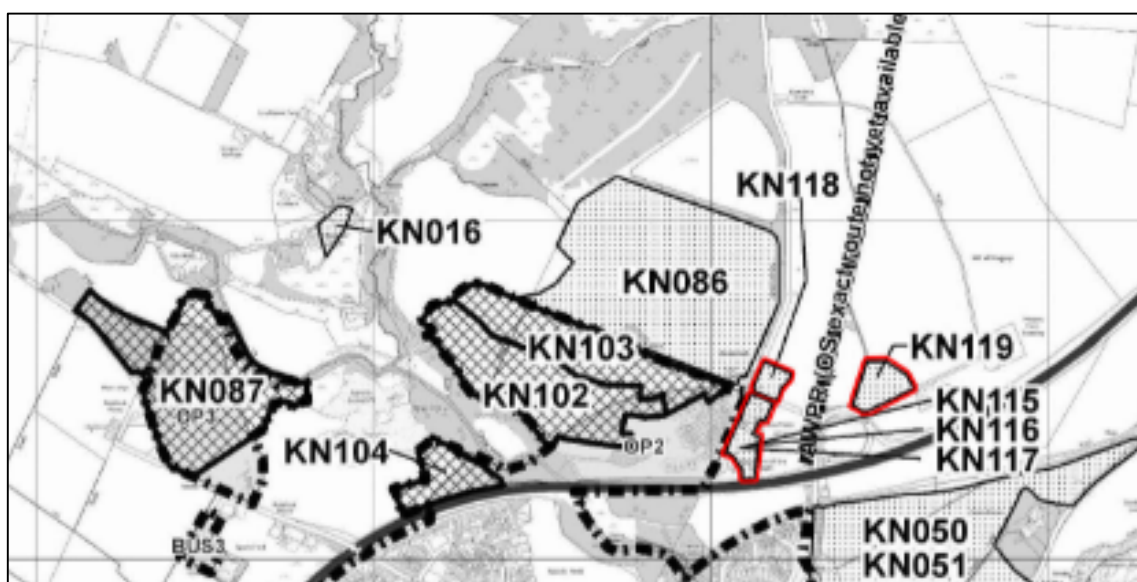


Figure 7 – Extract from MIR Stonehaven Settlement Plan of Development Bids – Site KN119



Figure 8 – Aerial Photograph of Site KN119

The Proposed Development

There are currently no roadside service facilities located on the A90 or AWPR. The nearest facility that offers fuel and restaurant facilities is the Stracathro Services at Brechin, which is 23 miles south of the subject site. The Stracathro facilities are very dated and are very much seen as a “truckstop” for HGV’s and commercial trucks. Stracathro Services do not cater for the requirements of the modern road user. There is a clear deficiency of modern roadside services on the A90. Indeed, going north on the 46 km of the AWPR there are no roadside services adjacent to the new road.

It is envisaged that the proposed development will provide a roadside side services facility, that comprises a Petrol Filling Station (PFS) and associated drive-thru facilities. Access will be taken from the A90/AWPR Stonehaven Junction Interchange, via the Megray Road.

Although there is no definite site layout proposed, the Bid for the subject site (Appendix 3) provides an indicative layout plan for a roadside services development. The indicative layout was based on facilities currently provided by a national roadside service operators.

The proposed development will accord with the requirements of Planning Advice Note 75 ‘Planning for Transport’ (PAN 75), which provides the only national policy for roadside services. PAN 75 provides the Governments criteria for roadside services on trunk roads and motorways, and require such developments to comprise:

- Free short term parking for commercial and private vehicles;
- Fuel;
- Free toilets;

- A picnic area;
- Facilities accessible to disabled people;
- Telephones;

The proposed development can accommodate all the above requirements. In addition, PAN 75 further advises that it would be desirable for roadside services to provide: -

- Catering on site;
- A retail unit open during all service areas hours
- Tourist Information;
- Cash Dispenser
- Overnight Accommodation

The proposed development can provide all the above additional requirements (with the overnight accommodation being proposed on site KN118 – see above section)

Given the location of the subject site being located directly adjacent to the A90/AWPR strategic road network, it is considered that it is the right location for a roadside services development. Such a development would fully accord with the provisions of SPP, which advocates a presumption in favour of the right development in the right place. Indeed, there is current interest in the site by a national roadside service provider.

Issues Raised by the MIR

The Council's assessment of the proposed roadside services development on Site KN119 is provided in the Settlement Statement for Stonehaven. The summary assessment is provided above and raises several issues that we wish to challenge: -

The site is disconnected from the town by the AWPR interchange – Officers should fully acknowledge that roadside services, by their very nature, require to be adjacent to a road. As stated above there are currently no roadside services that offer both a PFS and associated services on the A90 between Dundee and Ellon except the Stracathro services at Brechin, which offer very dated facilities that are focused on HGV / trucks. Notably there are no services to the north along the 46 km AWPR. The proposed development will address this deficiency in roadside services.

Given the surrounding strategic road network, located directly to the east of the site, it is considered that the proposed development is very much in the right place. In this regard, it is anticipated that the majority of customers that will use the proposed roadside services will be travelling on the road network.

Transport consultants SYSTRA, have undertaken a Transport Assessment for the proposed roadside services development. While the primary purpose of the proposed roadside services will be to serve existing road users, it is fully appreciated that in accordance with SPP, new commercial developments must be accessible by a range of transportation modes.

The SYSTRA Transport Assessment for the proposed roadside service development specifically considers the site's connection with Stonehaven by sustainable modes of transports.

The Transport Assessment confirms that in terms of *pedestrian* accessibility, as part of the AWPR works the footpath on the B979 has been extended to link in with Stonehaven's planned expansion

area at Ury Estate. In addition, at the AWPR Fastlink junction there is a footpath link between the B979 arm and the Megray Road. Notably splitter islands and dropped kerbs provide pedestrians safe crossing between the footpaths on the Megray Road and the B979. The footpaths all form part of the Core Path network between Stonehaven town centre and the planned urban expansion area at Ury Estate, which is located to the west of the subject site. It is therefore clear that the subject site / proposed development is accessible to pedestrians. On this basis, there is direct pedestrian linkages from the proposed development to Stonehaven town centre and to the towns planned area of expansion at Ury Estate.

In terms of accessibility to *cyclists*, the SYSTRA Assessment informs that whilst there is no formal on or off road cycling infrastructure within the vicinity of the subject site, the core paths are suitable for both cyclists and pedestrians. The above paragraph has confirmed the site is accessible by the Core Path Network. In addition, National Cycle Network Route 1 (NCR) is located on the B979, which can be linked from the proposed site via the AWPR Stonehaven Junction. Thus, there is direct connection with the town by formal cycle routes.

In terms of public transport, the SYSTRA Transport Assessment confirms that the subject site is located within the general vicinity of existing bus routes that operate on the A92 between Stonehaven town centre and to Aberdeen.

It can therefore be concluded that while the primary purpose of the proposed roadside services development is to serve road users, the site is very much accessible to Stonehaven residents by non-motorised transport modes. It is therefore clear that the subject site is not disconnected from the settlement, but rather integrated with the existing and planned areas of Stonehaven.

The site would be visually prominent and would introduce development where there is very little –

To assess the Council's assertion regarding the visual impact of the proposed development, a Landscape Assessment of the proposed site and proposed roadside services development has been undertaken, which determines the intervisibility of the site and surrounding areas.

The Landscape Assessment confirms that clear views of the entire site area are generally limited to the site and its immediate surroundings, and longer range views are restricted to the southern part of the study area. Views north are curtailed by the steeply sloping landform which rises to the north. Visibility eastwards is limited by the landform relating to the Hill of Megray and the AWPR strategic planting restricts visibility westwards.

The Landscape Assessment explores the visual prominence of the site and proposed development is examined through a number of Viewpoints located from the site and throughout Stonehaven. The Viewpoints are provided in Appendix 1 of this submission with the assessment provided below. The likely intervisibility of the proposed roadside services development and potential visual impact are discussed below in relation to each Viewpoint.

- Viewpoint 1 is taken from the northern edge of the subject site looking south across the site area (shown in red). The A90 main carriageway and slip road with associated lighting is visible in the middle ground just beyond the southern boundary of the site. South of the A90 there is a railway embankment. This landform screens the area of land immediately to the south of the rail corridor and Stonehaven Bay. Beyond this there is the rising ground of the hills which lie to the south of Stonehaven.

- Viewpoint 2 illustrates the view eastwards from the north-west corner of the subject site. This view demonstrates how the slope of the Hill of Megray limits views further east and the A90 corridor with slip road and associated lighting form the main feature within the view south and east. It also demonstrates that the coastal landscape of Stonehaven Bay, south of the railway line, is screened by landform and layers of planting relating to route corridors.
- Viewpoint 3 also demonstrates the view eastwards from just beyond where the structure planting for the AWPR corridor. This viewpoint illustrates the visual containment of the site by rising ground to both east and west. In time the structure planting at the viewpoint location will grow to obscure this view.
- Viewpoint 4 is from Megray Farm looking west across the site to the planting associated with the AWPR corridor and the A90/AWPR interchange. The roof tops of New Mains of Ury are visible in the middle ground just beyond the former AWPR offices by the interchange, and the rising land of the hills immediately west curtail longer range views westwards.
- Viewpoint 5 looks north from the A90 immediately south of the subject site area illustrating how the site area is foreshortened in this view due to the A90 embankment. This viewpoint also demonstrates the visual containment of the site to the north due to landform.
- Viewpoint 6 is taken from the B979 at the roundabout south of the site. It illustrates how the more elevated northern parts of the site are more visible. This could inform the future layout of a roadside services, ensuring that the northern areas are car parking areas and the future buildings are located on the lower areas.
- Viewpoint 7 is taken from the A90 looking over the burn to the south of the site. The site area is foreshortened in this view by the landform associated with the road corridors.
- Viewpoints 8 and 9 are from the either side of the railway bridge. These demonstrate that views of the site area are almost completely obscured by the intervening road bridge.
- Viewpoint 10 is taken from north of the site looking southwards. This view demonstrates that whilst the site may be visible from parts of the settlement, these views would be filtered/glimpsed and relatively distant. The proposed young tree planting associated with the AWPR will further filter and reduce potential visibility of the Proposed Development.
- Viewpoints 11 and 12 demonstrate the worst-case visibility from Stonehaven. Viewpoint 11 is from Baird Street which is just over 1 km distance on the north side of the settlement. The very northern edge of the site area is potentially visible, and the north-eastern part of this boundary is filtered by intervening mature trees. The north-western boundary of the site will also be filtered in time by the young structure planting associated with the AWPR.
- Viewpoint 12 is from an elevated part of the coastal tourist route above the harbour on the south side of the settlement. Most of the site area is obscured from this location, and as the planting associated with the AWPR matures this will further filter the view.

- Viewpoint 13 is taken from the War Memorial on Black Hill from across the bay at over 2.5 km. Once again, the northern part of the site is visible and landform conspires to foreshorten the site area. The view towards the Proposed Development will be altered by the planting associated with the AWPR which will filter and potentially screen views of the north-western edge of the site in this view. Given the panoramic nature of this view, and the very small part of the view that would be altered, the change to visual amenity is small.
- Viewpoint 14 demonstrates the extent of visibility from long range views south of the site. The very northern boundary of the site would be potentially visible. Given the hilly nature of the landscape at this vantage point, the site would come into and disappear from view quickly. With suitable planting, the change to the visual amenity from these distant views would be low to negligible.

The viewpoint survey demonstrates that the potential extent of the change to visual amenity and landscape character of the existing area is minor.

The proposal would alter the character of the area by having a significant 24 hour impact on the landscape - This concern of the Council's seems to totally discard the presence of the 24 hour lighting along the A90 corridor and the associated AWPR Interchange. Any further lighting proposed by the promoted roadside services development should be seen in the context of the existing strategic road network and adjacent A90/AWPR interchange. Any additional lighting resulting from the proposed roadside service would be subservient to the existing lighting and any alteration to the landscape character would be insignificant.

The development would set a precedent of developing on an AWPR Fastlink junction, which should be avoided, as it would generate local traffic movement, affect traffic flow and could prevent any future upgrades of the junction – There is no approved National or Strategic Policy that requires a presumption against the development of uses adjacent to the AWPR junctions. Indeed, the development around Blackdog and Aberdeen Airport clearly illustrate that development can successfully operate alongside the AWPR.

The proposed 2018 Aberdeen City and shire Strategic Plan does advise that the AWPR improves travel around the city Region and that it connects the four Strategic Growth Areas, however, in terms of new development, the Proposed Plan requires that the “transport benefits created by the road are locked in and that the capacity of the route and its junctions are not negatively affected by development.” It further advises that “Local Development Plans, in line with the sequential test and Town Centre First Principle, should expressly avoid new development that would result in a negative impact on the route or any junction.” The Plan subsequently requires evidence to understand the potential impact of a development on the transport network.

The Transport Assessment undertaken by SYSTRA assessed the AWPR/A90 junction capacity with the proposed development. The assessment concluded that the junction would continue to operate comfortably within its practical capacity with additional and reassigned vehicle trips as a result of the proposed development. Our client would be pleased to discuss / share the results of the Transport Assessment with Council Officers for their further consideration of the subject site and proposed roadside services.

Conclusion

Given the proximity to the AWPR/A90 interchange, together with the lack of modern roadside facilities on the A90 between Dundee and Ellon, site KN119 presents an obvious opportunity for a roadside services development. The above points have responded to the issues raised by the Council in their assessment of the proposed development.

It is clear that the proposed development should be seen in the context of the AWPR and associated interchange with the A90, together with the associated 24 hour lighting. The Landscape Assessment considers the visual implications of the proposed roadside development. It concludes that any visual impact will be minimal and over time, through the maturity of the AWPR strategic planting the site will be further screened.

The SYSTRA Transport Statement confirms that the proposed roadside services development would not result in any negative impact on the workings of either the AWPR / A90 or the Junction Interchange. The Transport Assessment further confirms that while the proposed developments' primary purpose will be to service existing road users, the site is also accessible to Stonehaven (especially to the planned area of urban expansion to the north of the settlement at Ury Estate) by pedestrians, cyclists and public transport. In this respect, the site cannot be considered as being disconnected from the settlement, but conversely well connected to Stonehaven.

It is concluded that site KN119 for a roadside services area presents Aberdeenshire Council with the opportunity to provide much needed services in the right place, as advocated by SPP. In this regard, considering the above comments, it is requested that the Council review the case for a roadside services development on site KN119.

7.0 CONCLUSION

It is respectfully requested that Aberdeenshire council re considers the inclusion of sites KN115 for a supermarket development; site KN118 for a hotel and restaurant development; and site KN119 for a roadside services development.

APPENDIX 1
VIEWPOINT SURVEY OF PROPOSED ROADSIDE SERVICES ON SITE KN119

APPENDIX 2
Bid Submission for Site KN115

APPENDIX 3
Bid Submission for Site KN118

APPENDIX 4
Bid Submission for Site KN119

Local Development Plan 2021

Call for Sites Response Form

Aberdeenshire Council would like to invite you to use this form to submit a site for consideration within the next Local Development Plan (LDP 2021) for the period 2021 to 2031. A separate form should be completed for each site you wish to submit.

This is not a speculative plan. It is a fresh 'call for sites', so please re-submit any sites that do not or are not expected to have planning permission by 2021.

In order for the bids to be fully assessed, it is crucial that the questions in the bid form are answered fully and concisely with clear evidence of deliverability. The submission of a supporting statement, often known as a paper apart, should be avoided, and only assessments, such as a Flood Risk Assessment that has already been undertaken, should be submitted in support of your proposed site.

Completed forms and Ordnance Survey "Landline" site maps should be returned by email to: ldp@aberdeenshire.gov.uk

Alternatively, you can return the form and Ordnance Survey map by post to:
Planning Policy, Infrastructure Services, Woodhill House, Westburn Road, Aberdeen AB16 5GB

All forms must be submitted by 31 March 2018.

1. Your Details

Name	[REDACTED]
Organisation (if applicable)	Clarendon Planning & Development Ltd
Address	[REDACTED]
Telephone	[REDACTED]
Email	[REDACTED]
Do you wish to subscribe to our newsletter?	Yes

2. If you are acting as an agent on behalf of a third party, please give their details

Name	Sluie Estate Trust
Organisation (if applicable)	
Address	[REDACTED]
Telephone	Refer to agent's details
Email	Refer to agent's details

3. Other Owners

Please give name, organisation, address, email details of other owner(s) where appropriate:	All the land promoted is owned by the Sluie Estate Trust.
Do these owners know this is being proposed for development?	Not Applicable

For data protection purposes, please complete the rest of this form on a new page

4. Site Details

Name of the site (Please use the LDP name if the site is already allocated)	Land to the east of A90 / AWPR Fastlink Junction, Stonehaven
Site address	New Mains of Ury, Stonehaven, AB39 3RE
OS grid reference (if available)	NO878876
Site area / size	1.38ha
Current land use	Agricultural
Brownfield / greenfield	Greenfield – land is directly adjacent to the A90 / AWPR Fastlink Junction.
Please include an Ordnance Survey map (1:1250 or 1:2500 base for larger sites, e.g. over 2ha) showing the location and extent of the site, points of access, means of drainage etc.	

5. Ownership / Market Interest

Ownership (Please list the owners in question 3 above)	The Sluie Estate Trust is the sole owner of the land
Is the site under option to a developer?	No
	N/A
Is the site being marketed?	No – however there is general ‘operator’ interest in the site.
	N/A

6. Legal Issues

Are there any legal provisions in the title deeds that may prevent or restrict development? (e.g. way leave for utility providers, restriction on use of land, right of way etc.)	No
	N/A
Are there any other legal factors that might prevent or restrict development? (e.g. ransom strips / issues with accessing the site etc.)	No
	N/A

7. Planning History

Have you had any formal/ informal pre-application discussions with the Planning Service and what was the response?	Yes The site and proposed petrol filling station use has been the subject of general discussions with Aberdeenshire Council Development Management Planning and Roads Officers. Discussions have taken place late 2017 and early 2018. Generally, the discussions with the relevant Aberdeenshire Council representatives were positive.
Previous planning applications	The site has not been subject to any previous planning applications.

Previous 'Call for sites' history. See Main Issues Report 2013 at www.aberdeenshire.gov.uk/ldp	Main Issues Report 2013 – Site Reference KM024b. This Bid promoted a HQ Office development.
Local Development Plan status www.aberdeenshire.gov.uk/ldp	No
	-

8. Proposed Use

Proposed use		Roadside Services comprising Petrol Filling Station (PFS) and ancillary class I (retail) and class 3 (food and drink) uses.
Housing	Approx. no of units	
	Proposed mix of house types	Number of: <ul style="list-style-type: none"> • Detached: • Semi-detached: • Flats: • Terrace: • Other (e.g. Bungalows):
		Number of: <ul style="list-style-type: none"> • 1 bedroom homes: • 2 bedroom homes: • 3 bedroom homes: • 4 or more bedroom homes:
	Tenure (Delete as appropriate)	Private / Rented / Self-Build / Supported houses (e.g. for elderly) / Other (please specify):
	Affordable housing proportion	%
Employment	Business and offices	Indicative floor space: m ²
	General industrial	Indicative floor space: m ²
	Storage and distribution	Indicative floor space: m ²
	Do you have a specific occupier for the site?	No
Other	Proposed use (please specify) and floor space	The floor area of the proposed uses has not yet been established.
	Do you have a specific occupier for the site?	No – Potential interest from several PFS operators.
Is the area of each proposed use noted in the OS site plan?		Yes and the supporting indicative layout and masterplan.

9. Delivery Timescales

We expect to adopt the new LDP in 2021. How many years after this date would you expect development to begin? (please tick)	0-5 years	✓
	6-10 years	
	10+ years	
When would you expect the development to be finished? (please tick)	0-5 years	✓
	6-10 years	
	+ 10years	

Have discussions taken place with financiers? Will funding be in place to cover all the costs of development within these timescales	No
	Yes – funding will be in place through developer / end user / PFS operator.
Are there any other risk or threats (other than finance) to you delivering your proposed development	No
	N/A

10. Natural Heritage

<p>Is the site located in or within 500m of a nature conservation site, or affect a protected species?</p> <p>Please tick any that apply and provide details.</p> <p>You can find details of these designations at:</p> <ul style="list-style-type: none"> • https://www.environment.gov.scot/ • EU priority habitats at http://gateway.snh.gov.uk/sitelink/index.jsp • UK or Local priority habitats at http://www.biodiversityscotland.gov.uk/advice-and-resources/habitat-definitions/priority/ • Local Nature Conservation Sites in the LDP's Supplementary Guidance No. 5 at www.aberdeenshire.gov.uk/ldp 	RAMSAR site	No
	Special Area of Conservation	N/A
	Special Protection Area	No
	Priority habitat (Annex I)	No
	European Protected Species	No
	Other protected species	No
	Site of Special Scientific Interest	No
	National Nature Reserve	No
	Ancient Woodland	Yes
	Trees, hedgerows and woodland (including trees with a Tree Preservation Order)	Yes ancient woodland is located approx., 350m west, on the opposite side of the AWPR and B979.
	Priority habitat (UK or Local Biodiversity Action Plan)	No
	Local Nature Conservation Site	No
	Local Nature Reserve	No
N/A		
Biodiversity enhancement		
<p>Please state what benefits for biodiversity this proposal will bring (as per paragraph 194 in Scottish Planning Policy, http://www.gov.scot/Resource/0045/00453827.pdf) by ticking all that apply. Please provide details.</p> <p>See Planning Advice 5/2015 on Opportunities for biodiversity enhancement at: www.aberdeenshire.gov.uk/media/19598/2015_05-opportunities-for-biodiversity-enhancement-in-new-development.pdf</p> <p>Advice is also available from Scottish Natural Heritage at: https://www.snh.scot/professional-advice/planning-and-development/natural-heritage-advice-planners-and-developers and http://www.nesbiodiversity.org.uk/.</p>	Restoration of habitats	-
	Habitat creation in public open space	-
	Avoids fragmentation or isolation of habitats	-
	Provides bird/bat/insect boxes/Swift bricks (internal or external)	-
	Native tree planting	-
	Drystone wall	-
	Living roofs	-
	Ponds and soakaways	-
	Habitat walls/fences	-
	Wildflowers in verges	-
	Use of nectar rich plant species	-
	Buffer strips along watercourses	-
	Show home demonstration area	-
	Other (please state):	-
If yes, please provide details:-		
All the above requirements could be considered in the design and layout of the final development.		

11. Historic environment

Historic environment enhancement		
Please state if there will be benefits for the historic environment.	There will be no impact on the Historic Environment.	
	If yes, please give details: - N/A	
Does the site contain/ is within/ can affect any of the following historic environment assets? Please tick any that apply and provide details. You can find details of these designations at: <ul style="list-style-type: none"> • http://historicscotland.maps.arcgis.com/apps/Viewer/index.html?appid=18d2608ac1284066ba3927312710d16d • http://portal.historicenvironment.scot/ • https://online.aberdeenshire.gov.uk/smrpub/master/default.aspx?Authority=Aberdeenshire 	Scheduled Monument or their setting	No
	Locally important archaeological site held on the Sites and Monuments Record	No
	Listed Building and/or their setting	No
	Conservation Area (e.g. will it result in the demolition of any buildings)	No
	Inventory Gardens and Designed Landscapes	No
	Inventory Historic Battlefields	No
	If yes, please give details of how you plan to mitigate the impact of the proposed development – N/A	

12. Landscape Impact

Is the site within a Special Landscape Area (SLA)? (You can find details in Supplementary Guidance 9 at www.aberdeenshire.gov.uk/ldp)	No
	N/A
SLAs include the consideration of landscape character elements/features. The characteristics of landscapes are defined in the Landscape Character Assessments produced by Scottish Natural Heritage (see below) or have been identified as Special Landscape Areas of local importance. <ul style="list-style-type: none"> • SNH: Landscape Character Assessments https://www.snh.scot/professional-advice/landscape-change/landscape-character-assessment • SNH (1996) Cairngorms landscape assessment http://www.snh.org.uk/pdfs/publications/review/075.pdf • SNH (1997) National programme of landscape character assessment: Banff and Buchan http://www.snh.org.uk/pdfs/publications/review/037.pdf • SNH (1998) South and Central Aberdeenshire landscape character 	The landscape of this area has changed significantly over the last 5 years through the introduction of the AWPR and associated Stonehaven interchange with the A90. The area has become urban in character and appearance and will experience a significant increase in daily traffic flows. The supporting aerial photograph illustrates the areas 'current landscape character'. The proposed development can be designed to be sympathetic to the surrounding area, in terms of appearance, design, materials and landscaping.

assessment http://www.snh.org.uk/pdfs/publications/review/102.pdf	
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13. Flood Risk

Is any part of the site identified as being at risk of river or surface water flooding within SEPA flood maps, and/or has any part of the site previously flooded? (You can view the SEPA flood maps at http://map.sepa.org.uk/floodmap/map.htm)	No
	N/A
Could development on the site result in additional flood risk elsewhere?	No
	N/A
Could development of the site help alleviate any existing flooding problems in the area?	No
	N/A

14. Infrastructure

a. Water / Drainage		
Is there water / waste water capacity for the proposed development (based on Scottish Water asset capacity search tool http://www.scottishwater.co.uk/business/Connections/Connecting-your-property/Asset-Capacity-Search)?	Water	Yes
	Waste water Could not be found	Yes
Has contact been made with Scottish Water?	No	
Will your SUDS scheme include rain gardens? http://www.centralscotlandgreennetwork.org/campaigns/greener-gardens	No – SUDS will be development specific.	
b. Education – housing proposals only		
Education capacity / constraints https://www.aberdeenshire.gov.uk/schools/parents-carers/school-info/school-roll-forecasts/	NA	
Has contact been made with the Local Authority's Education Department?	N/A	
c. Transport		
If direct access is required onto a Trunk Road (A90 and A96), or the proposal will impact on traffic on a Trunk Road, has contact been made with Transport Scotland?	Yes – access is required of the A90 /AWPR Fastlink junction	
Has contact been made with the Local Authority's Transportation Service? They can be contacted at transportation.consultation@aberdeenshire.gov.uk	Yes Initial discussions have been held with Aberdeenshire Council road officers. Minor concern was expressed regarding the geometry / alignment of the access road from the A90 / AWPR junction.	

Public transport	The site can be accessed by all public transport using the A90 /AWPR and the B979.
Active travel (i.e. internal connectivity and links externally)	Pedestrian and cycle links adjacent to the site have / are being provided as part of the AWPR works.
d. Gas / Electricity / Heat / Broadband	
Has contact been made with the relevant utilities providers?	Gas: No
	Electricity: No
	Heat: No
	Broadband: No
Have any feasibility studies been undertaken to understand and inform capacity issues?	No
Is there capacity within the existing network(s) and a viable connection to the network(s)?	Yes
Will renewable energy be installed and used on the site? For example, heat pump (air, ground or water), biomass, hydro, solar (photovoltaic (electricity) or thermal), or a wind turbine (freestanding / integrated into the building)	Don't know
e. Public open space	
Will the site provide the opportunity to enhance the green network? (These are the linked areas of open space in settlements, which can be enhanced through amalgamating existing green networks or providing onsite green infrastructure) You can find the boundary of existing green networks in the settlement profiles in the LDP	No
Will the site meet the open space standards, as set out in Appendix 2 in the Aberdeenshire Parks and Open Spaces Strategy? https://www.aberdeenshire.gov.uk/media/6077/approvedpandospacesstrategy.pdf	N/A
Will the site deliver any of the shortfalls identified in the Open Space Audit for specific settlements? https://www.aberdeenshire.gov.uk/communities-and-events/parks-and-open-spaces/open-space-strategy-audit/	N/A
f. Resource use	

Will the site re-use existing structure(s) or recycle or recover existing on-site materials / resources?	N/A
Will the site have a direct impact on the water environment and result in the need for watercourse crossings, large scale abstraction and/or culverting of a watercourse?	No

15. Other potential constraints

Please identify whether the site is affected by any of the following potential constraints:

Aberdeen Green Belt https://www.aberdeenshire.gov.uk/media/20555/appendix-3-boundaries-of-the-greenbelt.pdf	No
Carbon-rich soils and peatland http://www.snh.gov.uk/planning-and-development/advice-for-planners-and-developers/soils-and-development/cpp/	No
Coastal Zone https://www.aberdeenshire.gov.uk/media/20176/4-the-coastal-zone.pdf	No
Contaminated land	No
Ground instability	No
Hazardous site / HSE exclusion zone (You can find the boundary of these zones in Planning Advice 1/2017 Pipeline and Hazardous Development Consultation Zones at https://www.aberdeenshire.gov.uk/planning/plans-and-policies/planning-advice/ and advice at http://www.hse.gov.uk/landuseplanning/developers.htm)	No
Minerals – safeguarded or area of search https://www.aberdeenshire.gov.uk/ldpmedia/6_Area_of_search_and_safeguard_for_minerals.pdf	No
Overhead lines or underground cables	No
Physical access into the site due to topography or geography	No
Prime agricultural land (grades 1, 2 and 3.1) on all or part of the site. http://map.environment.gov.scot/Soil_maps/?layer=6	Yes (3.1 and 3.2)
'Protected' open space in the LDP (i.e. P sites) www.aberdeenshire.gov.uk/ldp and choose from Appendix 8a to 8f	No
Rights of way / core paths / recreation uses	No
Topography (e.g. steep slopes)	No
Other	No

If you have identified any of the potential constraints above, please use this space to identify how you will mitigate this in order to achieve a viable development:

16. Proximity to facilities

How close is the site to a range of facilities?	Local shops	400m-1km
	Community facilities (e.g. school, public hall)	400m-1km
	Sports facilities (e.g. playing fields)	400m-1km
	Employment areas	400m-1km
	Residential areas	400m
	Bus stop or bus route	400m-1km
	Train station	>1km
	Other, e.g. dentist, pub (please specify)	400m / 400m-1km / >1km

17. Community engagement

Has the local community been given the opportunity to influence/partake in the design and specification of the development proposal?	Not yet
	Future Development proposals will be subject of a public consultation exercise.

18. Residual value and deliverability

Please confirm that you have considered the 'residual value' of your site and you are confident that the site is viable when infrastructure and all other costs, such as constraints and mitigation are taken into account.	<p>I have considered the likely 'residual value' of the site, as described above, and fully expect the site to be viable:</p> <p>Please tick: <input checked="" type="checkbox"/></p>
<p>If you have any further information to help demonstrate the deliverability of your proposal, please provide details.</p>	

19. Other information

The subject site is located directly to the east of the AWPR Fastlink Stonehaven interchange. It is a strategically key transportation corridor for the North East of Scotland.

There are currently no roadside services on the A90 that provide the modern facilities that are currently expected by road users. The nearest roadside service area on the A90 at Stracathro. There is a need for modern roadside services on the A90. The AWPR / A90 Stonehaven Junction is a strategic location for the provision of such services.

In support of the promotion of the land to the east of the A90 / AWPR Fastlink Junction for a roadside services development, the following is provided: -

- Location Plan, showing the subject site, at a scale of 1:2500
- Indicative layout plan showing a modern roadside service area.
- Indicative Masterplan of the area promoted by the Sluie Estate Trust, in relation to the area as a whole.
- Aerial photograph of the subject site, which shows the site.

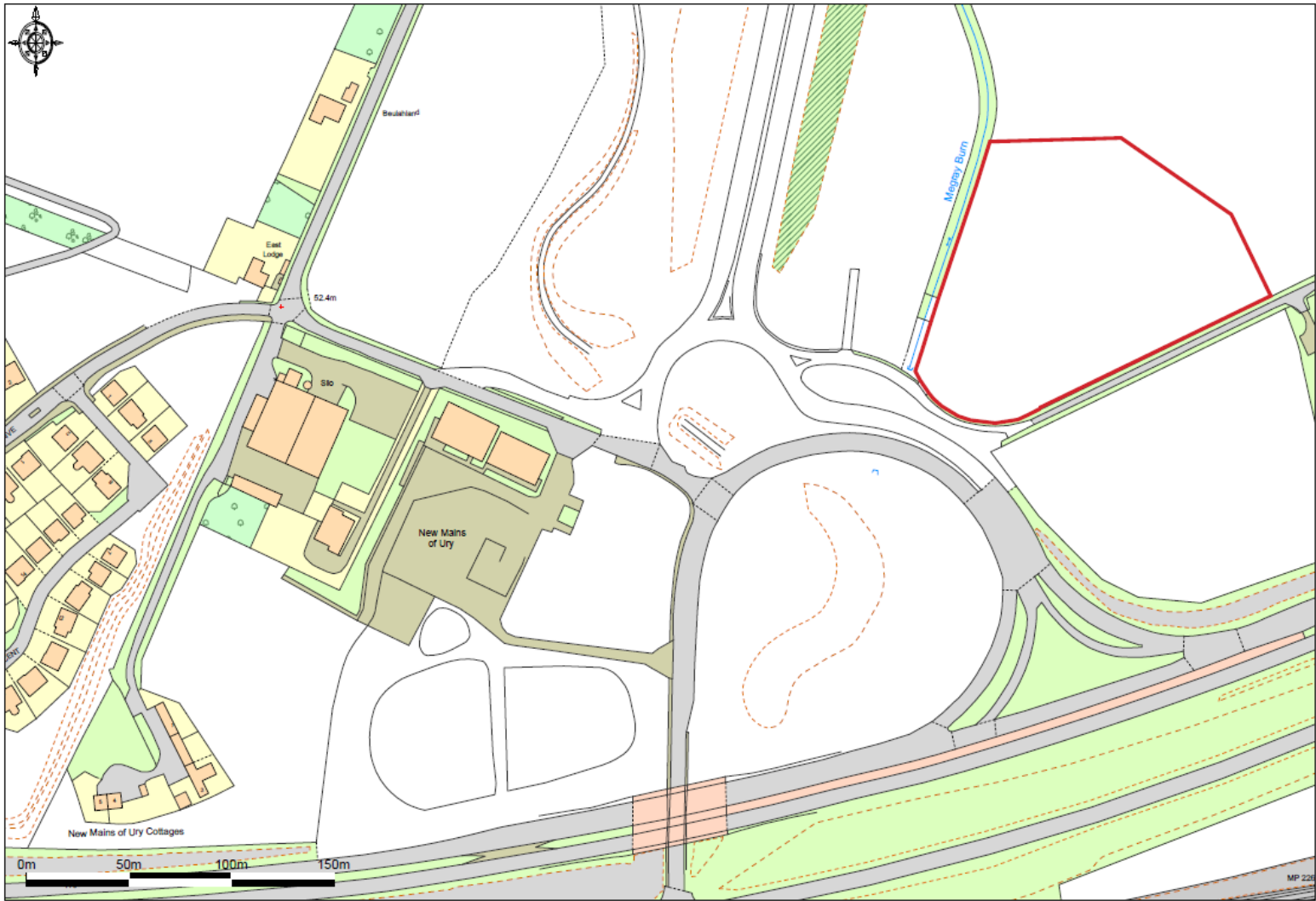
On behalf of the Sluie Estate Trust, we would be pleased to provide any further information that may be required for the consideration of the subject land.

Please tick to confirm your agreement to the following statement:



By completing this form I agree that Aberdeenshire Council can use the information provided in this form for the purposes of identifying possible land for allocation in the next Local Development Plan. I also agree that the information provided, other than contact details and information that is deemed commercially sensitive (questions 1 to 3), can be made available to the public.

Location Plan - Stonehaven



Promap
LANDMARK INFORMATION GROUP

Land to the east of the A90 / AWPR Fastlink Junction, Stonehaven

Location Plan – Land at New Mains of Ury



Aberdeenshire Local Development Plan 2021 – Call For Sites
Submission by Sluie Estate Trust





Aberdeenshire Local Development Plan 2021 – Call For Sites
 Indicative Masterplan - Retail Option
 New Mains of Ury, Stonehaven

SCALE 1:2000@A2





Aberdeenshire Local Development Plan 2021 – Call For Sites
 Proposed Roadside Services -
 Indicative Site Layout
 New Mains of Ury, Stonehaven

SCALE 1:500@A2

