

PP1133

# PROPOSED ABERDEENSHIRE LOCAL DEVELOPMENT PLAN 2020 RESPONSE FORM

As part of the production of the Local Development Plan, a 'Main Issues Report' was published in January 2019. The responses from these consultations have helped to inform the content of the Proposed Local Development Plan ("the Proposed Plan").

The Aberdeenshire Local Development Plan will direct decision-making on land-use planning issues and planning applications in Aberdeenshire for the 10-year period from 2021 to 2031. The Proposed Plan was agreed by Aberdeenshire Council in March 2020 as the settled view of the Council. However, the Proposed Plan will be subjected to an independent examination and is now open for public comment.

**This is your opportunity to tell us if anything should be changed in the Proposed Plan, and why.**

When writing a response to the Proposed Plan it is important to specifically state the modification(s) that you would wish to see to the Plan.

This is the only remaining opportunity to comment on the Proposed Plan. The reasons for any requested changes will be analysed and reported to Scottish Ministers. They will then appoint a person known as a Reporter to conduct a public examination of the Proposed Plan, focusing particularly on any unresolved issues and the changes sought.

Ministers expect representations (or responses) to be concise (no more than 2000 words) and accompanied by limited supporting documents. It is important to ensure that all of the information that you wish to be considered is submitted during this consultation period as there is no further opportunity to provide information, unless specifically asked.

Please email comments to [ldp@aberdeenshire.gov.uk](mailto:ldp@aberdeenshire.gov.uk) or send this form to reach us by 31 July 2020\*.

We recommend that you keep a copy of your representation for your own records.

*\*UPDATE 16 June 2020: Consultation period was extended from 17 July 2020 for a further two-week period.*

**Aberdeenshire**  
COUNCIL





# ACCESSIBILITY

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Aberdeenshire Local Development Plan  
Woodhill House, Westburn Road, Aberdeen, AB16 5GB

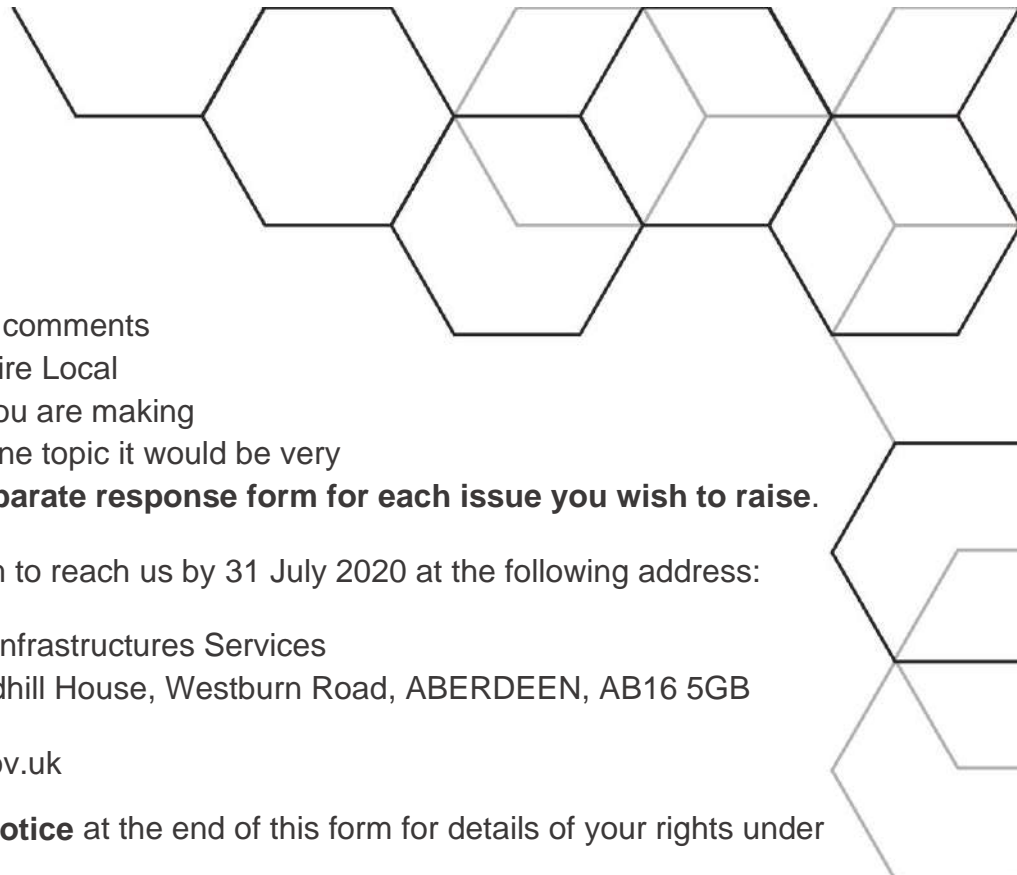
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Web: [www.aberdeenshire.gov.uk/ldp](http://www.aberdeenshire.gov.uk/ldp)

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If you wish to contact one of the area planning offices, please call 01467 534333 and ask for the relevant planning office or email [planning@aberdeenshire.gov.uk](mailto:planning@aberdeenshire.gov.uk).



Please use this form to make comments on the Proposed Aberdeenshire Local Development Plan 2020. If you are making comments about more than one topic it would be very helpful if you could fill in **a separate response form for each issue you wish to raise.**

Please email or send the form to reach us by 31 July 2020 at the following address:

Post: Planning Policy Team, Infrastructures Services  
Aberdeenshire Council, Woodhill House, Westburn Road, ABERDEEN, AB16 5GB

Email: [ldp@aberdeenshire.gov.uk](mailto:ldp@aberdeenshire.gov.uk)

Please refer to our **Privacy Notice** at the end of this form for details of your rights under the Data Protection Act.

## YOUR DETAILS

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Email:	[REDACTED]

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?

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):

## **Modification to be made to Section 5 Spatial Strategy, Appendix 6 Housing Land Allocations and Appendix 7e Settlement Statements for Kincardine and Mearns**

The spatial strategy Section 5 should be amended to address the shortfall in housing land supply and land at Causeyport Farm allocated for 1,800 homes, 19ha of reserved business land and 10ha for local retail and education needs as identified in the enclosed Site Plan.

### **Reason for change:**

Reason for change is detailed within the accompanying report and supporting information as listed below:

1. Representation to Proposed Aberdeenshire Local Development Plan
2. CAU1 Site Location Plan
3. CAU2 Bid Submission
4. CAU3 Housing Land Paper
5. CAU4 Portlethen Capacity Study
6. CAU5 Experian Report

### **Summary of Representation**

There is a defined requirement for the Local Development Plan to identify land capable of becoming effective within the period to 2032. From a review of the allocations this is not considered to have been achieved. It is a requirement of Circular 6/2013 that allocations have been considered for their effectiveness and there is a clear understanding of how these allocations will be delivered.

The distribution of the effective land supply has moved away from the strategy set out to maximise the benefits of strategic infrastructure with large allocations being identified in locations, which are not considered to be consistent with the Spatial Strategy of the SDP.

The Reporter considering this issue in the SDP examination has made it clear that there is no restriction on strategic allocations or additions to areas of investment. A greater focus should be placed on investment and development in the key locations where the objectives of the SDP can be met.

It is considered that the additional housing allowances for the Aberdeen Housing Market Area as set out in Appendix 6 of the Proposed Aberdeenshire Local



Development Plan 2020 (PALDP) are not consistent with the strategy of the Strategic Development Plan (SDP) and do not provide sufficient confidence that there will be an effective supply of housing land over the plan period to 2032. Therefore, a review of the allocations and Spatial Strategy set out in Section 5 of the PALDP is required. This is set out in further detail within Document CAU3, which is the subject of a separate representation on the Housing Allocations as a whole.

The development at Causeyport Farm has the opportunity to create a sense of character through new connected neighbourhoods that create a sense of identity and provide a place where people can enjoy living and recreational opportunities. This will be for the benefit of existing and new communities of Portlethen. The initial concept for development is set out in the bid submission included as Document CAU2 and outlined in Figure 1 for 1,800 homes on a 164ha site, including potential for 19ha of reserved business land and 10ha for local retail and education provision. Providing an opportunity for a continued mix of uses within Portlethen.

The development of the site would be phased over the Strategic Development Plan period and beyond. The land controlled by CALA would provide 380 units over the period to 2032 with additional units contributing towards future housing allowances.

Causeyport has the potential to deliver much needed housing in a high demand location which benefits from excellent connections to the wider region. The current approach to housing delivery in the Aberdeen to Laurencekirk Strategic Growth Area, outside of the Chapelton allocation, constrains development and offers a restrictive focus towards the housing needs in this area. Increased development in Portlethen would contribute to maximising the opportunities for sustainable travel due to the services already available and existing connection to the railway line, whilst delivering and supporting existing and new facilities and amenities. It also provide the opportunity to meet the shortfall in the housing allocations in the Proposed Plan.

# PRIVACY NOTICE

## LOCAL DEVELOPMENT PLAN PUBLIC COMMENT

The Data Controller of the information being collected is Aberdeenshire Council.

The Data Protection Officer can be contacted at Town House, 34 Low Street, Banff, AB45 1AY.

Email: [dataprotection@aberdeenshire.gov.uk](mailto:dataprotection@aberdeenshire.gov.uk)

Your information is being collected to use for the following purposes:

- To provide public comment on the Aberdeenshire Local Development Plan. The data on the form will be used to inform Scottish Ministers and individual(s) appointed to examine the Proposed Local Development Plan 2020. It will inform the content of the Aberdeenshire Local Development Plan 2021.

### Your information is:

Being collected by Aberdeenshire Council	X
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### The Legal Basis for collecting the information is:

Personal Data	
Legal Obligations	X

Where the Legal Basis for processing is either Performance of a Contract or Legal Obligation, please note the following consequences of failure to provide the information:

It is a Statutory Obligation under Section 18 of the Town and Country (Scotland) Act 1997, as amended, for Aberdeenshire Council to prepare and publish a Proposed Local Development plan on which representations must be made to the planning authority within a prescribed period of time. Failure to provide details requested in the 'Your Details' section of this form will result in Aberdeenshire Council being unable to accept your representation.

Your information will be shared with the following recipients or categories of recipient:

Members of the public are being given this final opportunity to comment on the Proposed Aberdeenshire Local Development Plan. The reasons for any changes that the Council receives will be analysed and reported to Scottish Ministers. They will then appoint a person to conduct a public examination of the Proposed Plan, focusing particularly on the unresolved issues raised and the changes sought.

Your name and respondent identification number (provided to you by Aberdeenshire Council on receipt of your

submission) will be published alongside a copy of your completed response on the Proposed Local Development Plan website (contact details and information that is deemed commercially sensitive will not be made available to the public).

In accordance with Regulation 22 of the Town and Country (Development Planning) (Scotland) Regulations 2008 where the appointed person determines that further representations should be made or further information should be provided by any person in connection with the examination of the Proposed Plan the appointed person may by notice request that person to make such further representations or to provide such further information.

Your information will be transferred to or stored in the following countries and the following safeguards are in place:

Not applicable.

The retention period for the data is:

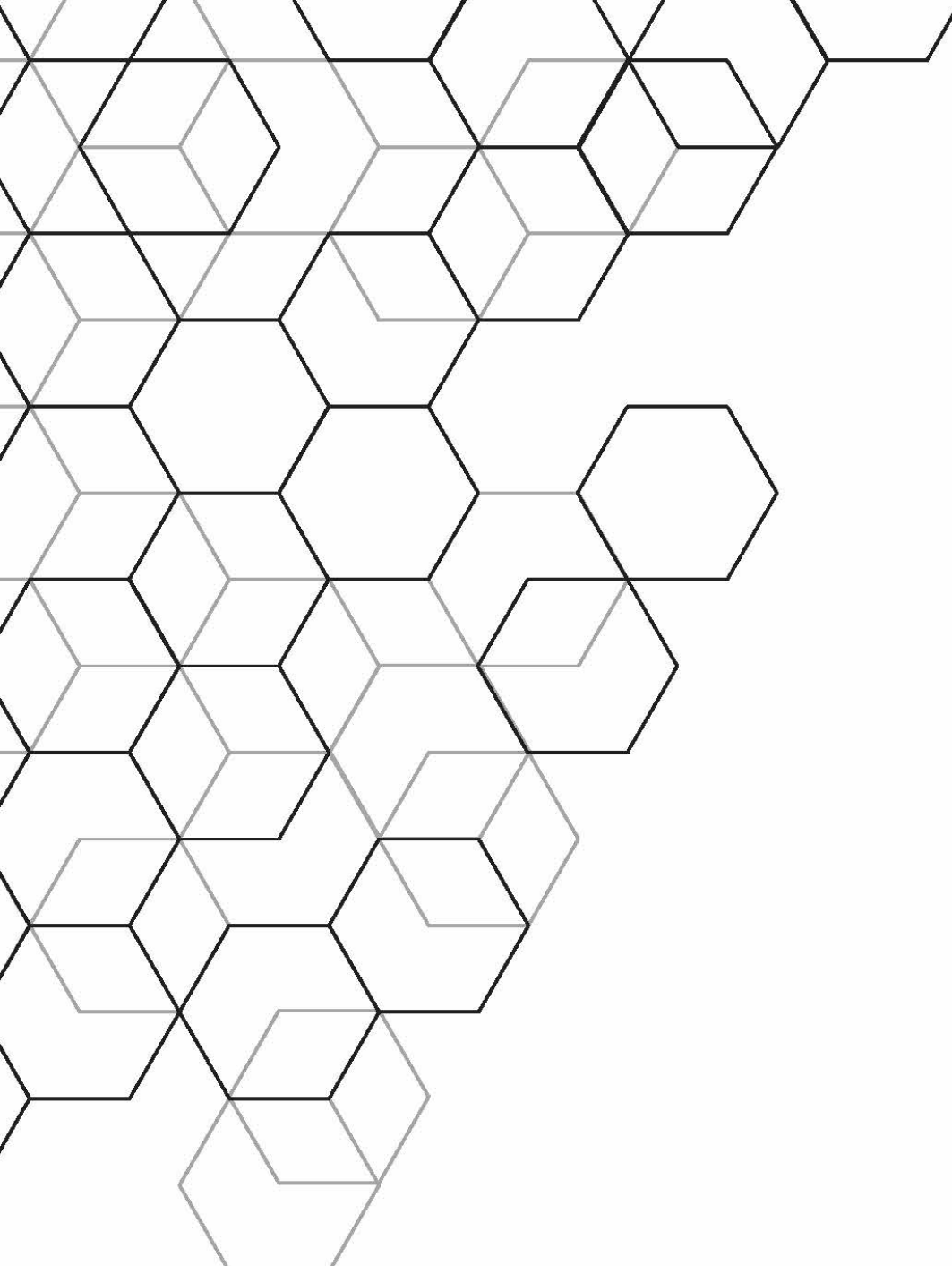
Aberdeenshire Council will only keep your personal data for as long as is needed. Aberdeenshire Council will retain your response and personal data for a retention period of 5 years from the date upon which it was collected. After 5 years Aberdeenshire Council will review whether it is necessary to continue to retain your information for a longer period. A redacted copy of your submission will be retained for 5 years beyond the life of the Local Development Plan 2021, possibly until 2037.

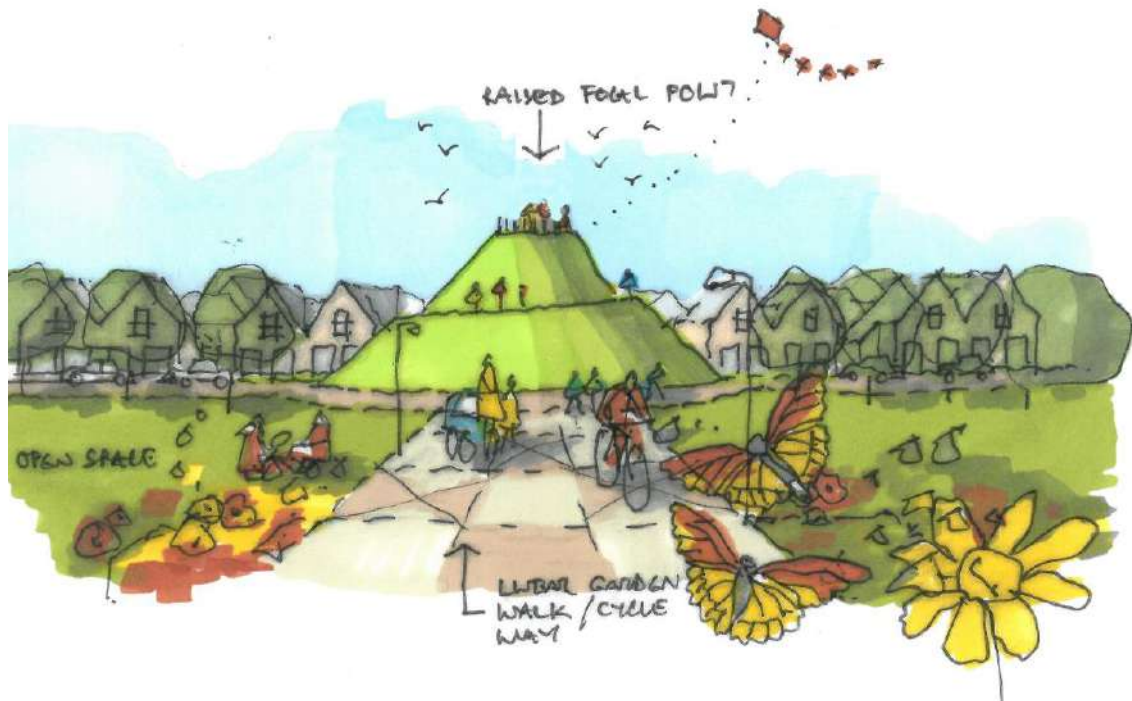
The following automated decision-making, including profiling, will be undertaken:

Not applicable.

Please note that you have the following rights:

- to withdraw consent at any time, where the Legal Basis specified above is Consent;
- to lodge a complaint with the Information Commissioner's Office (after raising the issue with the Data Protection Officer first);
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- to data portability, where the legal basis specified above is:
  - (i) Consent; or
  - (ii) Performance of a Contract;
- to request rectification or erasure of your personal data, as so far as the legislation permits.





# Causeyport Farm, Portlethen

## Proposed Aberdeenshire Local Development Plan

THE200040

CALA Homes (North) Limited

July 30, 2020

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## 1. SUMMARY

- 1.1. This Representation has been prepared on behalf of CALA Homes (North) Limited (CALA) in response to the Proposed Aberdeenshire Local Development Plan 2020 (PALDP) and requests modifications to the Local Development Plan to be made.
- 1.2. This submission covers response on the following two strategic issues for the Local Development Plan and provides a concise response. Supporting documents are provided and are listed in Section 8.
  1. The new housing allocations made to meet the housing allowances set by the SDP; and
  2. Proposed development at Causeyport for residential and mixed use.
- 1.3. It is considered that the additional housing allowances for the Aberdeen Housing Market Area as set out in Appendix 6 of the Proposed Aberdeenshire Local Development Plan 2020 (PALDP) are not consistent with the strategy of the Strategic Development Plan (SDP) and does not provide sufficient confidence that there will be an effective supply of housing land over the plan period to 2032.
- 1.4. The land at Causeyport, Portlethen was submitted on behalf of CALA Homes through the call for sites and labelled as KN109 in the Main Issues Report. The proposal was to develop 1,800 homes on a 164ha site. The site included potential for 19ha of reserved business land for future needs and 10ha for local retail and education provision.
- 1.5. In response to the inadequate allowances it is requested that the PALDP is modified to allocate land at Causeyport (as set out in Document CAU1) for both a development in the period 2020 to 2032, but also as strategic reserve. This is a deliverable site in the short-term and with confidence in the investment in the necessary infrastructure will support the delivery of the Spatial Strategy of the SDP.



## 2. PROPOSED ALLOCATION

2.1. This development has the opportunity to create a sense of character through new connected neighbourhoods that create a sense of identity and provide a place where people can enjoy living and recreational opportunities. This will be for the benefit of existing and new communities of Portlethen. The initial concept for development is set out in the bid submission included as Document CAU2 and outlined in Figure 1 for 1,800 homes on a 164ha site, including potential for 19ha of reserved business land and 10ha for local retail and education provision.



Figure 1: Site Location

2.2. This proposal is for a sustainable expansion to Portlethen providing new residential neighbourhoods that incorporate a mix of uses.

2.3. Portlethen is ideally located on the edge of Aberdeen City and less than 9km from the city centre. It has access to strategic road connections in close proximity including A92 and A90 (AWPR). It also has access to the Aberdeen to Edinburgh railway line through the Portlethen station located within the settlement. The settlement currently already has a balance of services, housing and employment and provides a sustainable location for future development.

2.4. Historically Aberdeenshire Council undertook an exercise to consider the potential capacity for future developments in its main strategic settlements. The study for Portlethen was undertaken by Rapleys LLP and a copy is included as Document CAU4. This set out four options for development in Portlethen. Further development at Schoolhill featured in all four options. Option 4 most closely represents the plans as shown in Figure 2. Option 4 is set out in paragraphs 10.60 to 10.68 of the report and it was considered that the option protected the Area of Landscape Significance and undeveloped coast and protected the character of the existing coastal settlements. This would provide separate services and facilities for the Schoolhill area.

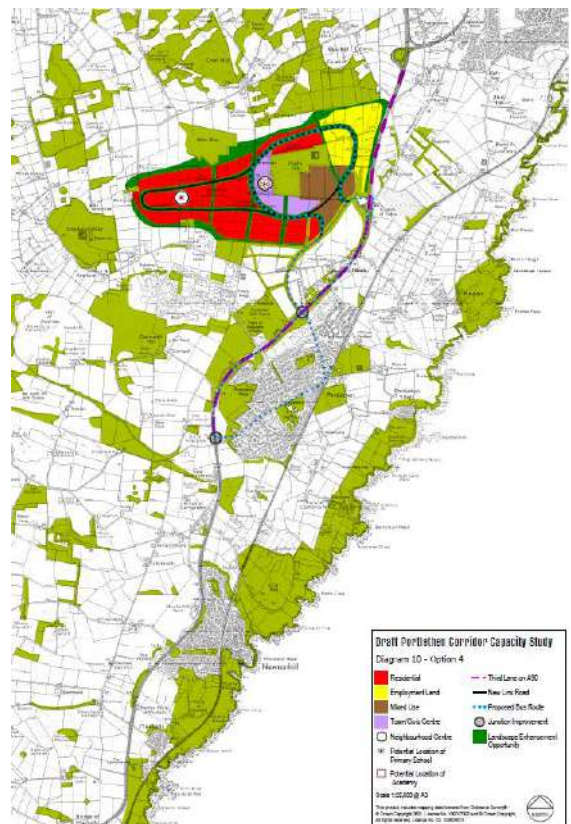


Figure 2: Option 4 Portlethen Capacity Study



### 3. PROPOSED PHASING AND DELIVERY OF THE DEVELOPMENT

- 3.1. The development of the site would be phased over the Strategic Development Plan period and beyond. The land controlled by CALA would provide 380 units over the period to 2032 with additional units contributing towards future housing allowances.
- 3.2. The table below provides a summary of the development lead in and phasing, however this is only indicative and is subject to change.

Causeyport Farm, Portlethen Timescales	
Allocation of the LDP	Q4 2021 (June to September 2021 for adoption by 31 December 2021)
Development Framework / PPIP application approved (12 months minimum)	Q4 2022
Phase 1 application approved (target 9 to 12 month period)	Q3 2023 / Q4 2023
Site start / prep	Q4 2023 / Q1 2024
First units	Q4 2024
Annual completion rate	30 units followed by 50 units per annum across a mix of house types.

### 4. HOUSING ALLOWANCE AND FIT WITH SPATIAL STRATEGY

- 4.1. There is a defined requirement for the Local Development Plan to identify land capable of becoming effective within the period to 2032. From a review of the allocations this is not considered to have been achieved. Document CAU3 Report on Housing Land sets out the consideration of the housing allowances and it concludes that there is a shortfall in the effective supply and that the allocations are not delivering the Spatial Strategy. There is greater clarity and detail required on the allocations to confirm that there is an effective land supply to meet the allowances.
- 4.2. The assumptions and effectiveness of additional allocations require to be reviewed by the Reporter to consider the contribution of these allowances in detail to ensure compliance with Circular 6/2013 as they are considered to be insufficient. Given the need for more effective land the proposal at Causeyport should be considered to meet this requirement.
- 4.3. There is currently very little housing supply in Portlethen (55 units to 2032 with an additional allocation of 176 proposed) despite its size and local housing demands. Portlethen is located within a Strategic Growth Area and this is where the main focus of development is to be. Within the Growth Area from Aberdeen to Laurencekirk it is noted (Paragraph 3.39 of the SDP) that the opening of the AWPR will provide benefits for Portlethen. With a rail connection in the town and commitments to reduced rail journey times to the central belt Portlethen will be a well-connected location. As identified in the Council's Development Planning and Management Transport Appraisal the daily rail services at Portlethen has increased from 20 to 41 and the town is served by frequent bus services.

- 4.4. The table below shows the completions within the Aberdeen to Laurencekirk Strategic Growth Area since 2011 and totals for Aberdeenshire taken from the Aberdeen and Aberdeenshire Housing Land Audit. Over this period Portlethen has delivered the highest number of completions of any settlement. Notably the delivery of housing in this SGA has reduced over time and the contribution of development at Chapelton has not been sufficient to replace the reduced land supply in Portlethen and Marywell. Whilst there has been a change in market circumstances over this period the decline in this corridor is greater than that for Aberdeenshire as a whole (reduction of 407 units in the SGA and only 313 across Aberdeenshire as a whole). This is of concern given the focus of the Spatial Strategy for development.

Housing Completions in Strategic Growth Area											
Location	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Total
Portlethen	124	106	136	132	156	44	1	1	0	1	701
Stonehaven	18	19	18	15	35	26	30	36	31	94	322
Chapelton		0	0	0	0	62	45	19	38	106	270
Laurencekirk	20	8	7	5	3	3	20	25	37	22	150
Marywell	0	1	19	45	51	0	0	0	0	0	116
Newtonhill	20	9	25	35	0	0	0	0	0	5	94
Fordoun		9	6	6	3	0	1	0	0	0	25
Drumlithie		8	5	3	2	0	1	0	0	0	19
Cammachmore		3	0	0	1	0	0	0	0	0	4
Muchalls	0	0	0	2	0	0	0	0	0	0	2
Total Aberdeenshire Completions	1216	1080	1097	1054	1286	1298	1152	888	988	1094	11153

- 4.5. Portlethen can deliver a high level of housing in an area with a proven market in a Strategic Growth Area. A lack of housing supply in Portlethen, which is one of the major hubs in this corridor is likely to constrain development in this area and the delivery of the Spatial Strategy.
- 4.6. The Spatial Strategy plans for growth to be focused in a limited number of places. These are locations where public and private investment in schools, community facilities and transport infrastructure can take place in order to benefit wider quality of life and provide the flexibility to meet the needs of local communities.
- 4.7. The development at Causeyport provides opportunities for improved educational facilities, a wider connected green network enhancing recreation and biodiversity, improvements to roads and active travel. The allocation of the site will support the new and existing communities and the future growth and prosperity of Portlethen and the surrounding Kincardine and Mearns area.

## 5. MARKET AND VIABILITY

- 5.1. As discussed in Document CAU3 the viability of development is a critical component in considering the effectiveness of new allocations to meet allowances. This section provides detail on the relevant considerations including delivery, market and planning.

### Cost / Delivery Considerations

- There are no concerns with historical land use.

- There will be upgrades to the infrastructure for site servicing required, which are factored into appraisal.
- Access is available from the surrounding roads and these are suitable for a development of this nature.
- The site would access the strategic network (less than 500m from eastern edge) and the areas to the east of the A90 via the Findon Junction. This is understood to have capacity for early phases of development. There is the potential to introduce mitigation in the form of signals at the junction for later phases of development as necessary. The detailed timing of mitigation will require to be informed by a full Transport Assessment as a part of a planning application taking account of the latest information on traffic flows.
- Traffic signals are to be provided at the Badentoy junction in connection with the Chapelton development, which will improve traffic flows.
- The site also has close access to the existing AWPR junction at Charleston and the development provides the potential for a new connection to the AWPR. This connection would enhance the accessibility of the site and for Portlethen. In particular this will be of benefit to the existing employment hub at Badentoy and support the further expansion of business and employment in this area.

CALA are a company steeped in local Aberdeen history and have grown to become one of the UK's leading providers of desirable new homes. They are an ambitious and growing business with a long term target to build over 3,000 homes per annum throughout their UK operations. With the support of owners Legal & General, they have the resources and funding to back ambitions for future growth and support the delivery of the Causeyport Farm site if allocated through the LDP.

#### Market Considerations

- 5.2. An Experian report has been prepared for the location covering AB12 4. The data helps to understand the main demographic information for the area, economic circumstances of residents, average house prices and provides an index of the sustainability of communities, enabling an assessment of whether a development is a place where people want to live and work, now and in the future. This report is included at Document CAU5. This highlights that there is a vibrant housing market in Portlethen and also a location extremely attractive to young families. There is confidence that this location can sustain development of this scale.

#### Planning Considerations

- 5.3. Portlethen is located within the Strategic Growth Area with access to the railway line to Aberdeen and Edinburgh and benefits from close connections to the strategic road network. In addition planning permission has recently been granted for a park and ride facility on the north side of Portlethen, this has subsequently been reserved in PALDP as site R1. This facility has the potential for residents in Portlethen to switch to a more sustainable mode of transport for their commute to Aberdeen City and allow realisation of reduced traffic volumes in the City to enhance air quality. This is a vital consideration for this development and a further 1,800 homes at Causeyport can ensure that this service is suitably utilised to ensure its long-term viability.
- 5.4. Portlethen also has a good balance of services and employment opportunities and provides opportunities to minimise travel distances. An increase in the provision of services and facilities to the west of the A92 around Schoolhill will also provide benefit to existing residents and provide more attractive routes for walking and cycling in the area. There is an awareness that improvements to the capacity of Findon junction of the

A92(T) will be required for later phases of the development. By way of context recent studies for the approved development at Schoolhill for 176 houses identified that the Findon junction was operating within capacity with the development and no mitigation was required. There remain options to consider mitigation for future phases of development.

### Flooding

- 5.5. The risk of flooding on site when reviewed on the SEPA flood map is not considered a constraint, there is a small risk of surface water flooding to the north of the site which SUDS would suitably address.

### Education

- 5.6. The development is currently zoned to the relatively new Hillside Primary School and Portlethen Academy. Within the Academy the current capacity is 86% and there is a large amount of spare capacity in the associated school network.
- 5.7. The 2019 Aberdeenshire School Roll Forecasts have highlighted that overall pupil numbers are declining across the estate. This has been as a result of slower growth in population and particularly large cohort groups in primary school moving to secondary school. School capacities and catchments are subject to change as the education authority manages its estate. With planned development in the corridor it is expected that there will be a need for additional primary schooling in this location that would serve both existing development to the west of the A92 and the proposed development, and land has been identified for this purpose. For secondary education there is a new secondary planned for Chapelton and an additional academy in this corridor will provide significant flexibility to accommodate additional growth in Portlethen.

### Woodland

- 5.8. The Council highlight a concern about the potential impact on the forested area at Duff's Hill, the area is not classed as Ancient Woodland as shown below. The proposal set out in Document CAU2 identifies that this woodland would be retained as a part of the proposals.

### Affordable Housing

- 5.9. The Council have supported the development at Chapelton by permitting the development of 256 units prior to any affordable housing and thereafter the requirements are below the 25% policy requirement. Based on the 2020 Housing Land Audit by 2032 there will be 1,210 completions on the site and on the basis of the agreed section 75 this will only provide for 116 affordable homes. Given the proportion of the land supply in this corridor this will place a significant constraint on the delivery of affordable housing.
- 5.10. The proposal at Causeyport is for 1,800 homes, in line with the Aberdeenshire Council policy 25% of these would require to be affordable. This could result in 450 affordable houses being provided. Portlethen is identified within Aberdeenshire Council's Strategic Housing Investment Plan 2020-2025 as a settlement that has a high priority for affordable housing. It is important therefore that land is available to meet this local need, which this site would provide.

## 6. APPROACH TO MODIFICATION

- 6.1. There has been no limit placed on the scale of allocations which should be made and it is also advised by the Reporter in the examination of the SDP that “Local Development Plans may choose to make provision for additional Strategic Reserves for Housing for the period 2033 to 2040.” (Document BLA9). Strategic sites can have more long-term benefits associated with them in the new infrastructure delivered and do align more closely with the Spatial Strategy. There is a level of housing demand identified as being required and with a restrictive approach to housing allocations there should be little concern to competition and there is no way to avoid competition in making additional allocations in the same housing market area that are meeting strategic housing requirements and needs. The primary consideration in this regard should be to the ability of all parties to make the investments in the infrastructure required. Investments in fewer concentrated locations does assist in the delivery by public bodies of necessary infrastructure.
- 6.2. A phased approach to strategic allocations with initial phases contributing towards the allowances up to 2032 and future development beyond this provides for long term benefits and should be considered as a better approach to meeting additional housing allowances than only short term sites.

## 7. PROPOSED MODIFICATION

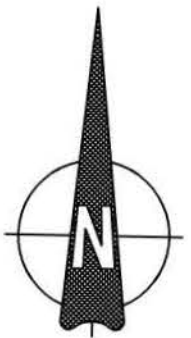
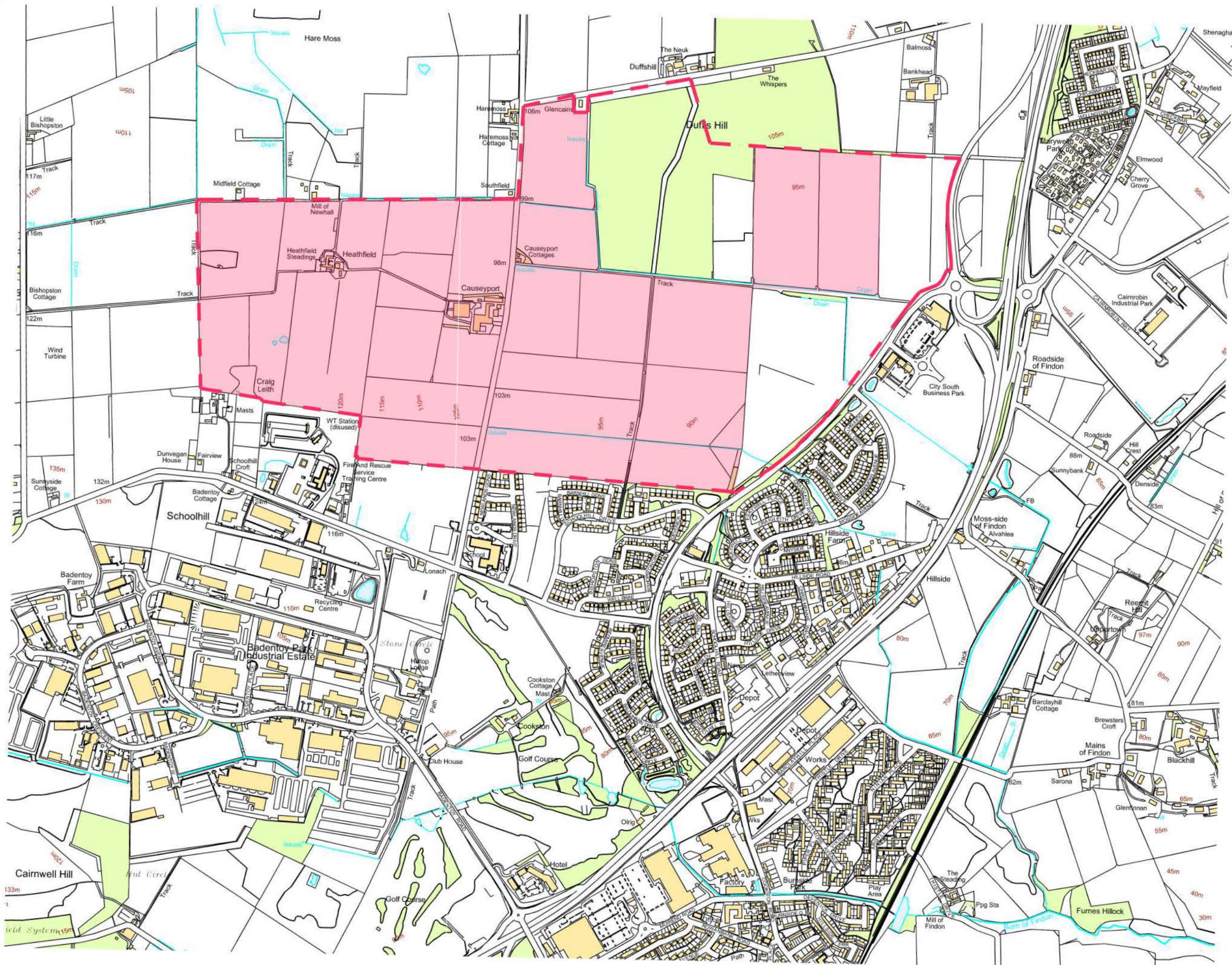
- 7.1. The PALD does not allocate sufficient effective supply of land to meet the housing allowances of the SDP and the allocations made are also not delivering the Spatial Strategy. Based on an assessment of the available information the PALDP is short of 1,154 units that are considered effective to meet the housing allowances set by the SDP within the period to 2032. There is greater clarity and detail required on the allocations to confirm that there is an effective land supply to meet the allowances. In response to this it is requested that the PALDP is modified to include an allocation at Causeyport for a residential led mixed-use development. This would include 380 units, with the remaining land to be identified as strategic reserve to allow for strategic consideration of the development in Portlethen.
- 7.2. Causeyport has the potential to deliver much needed housing in a high demand location which benefits from excellent connections to the wider region. The current approach to housing delivery in the Aberdeen to Laurencekirk Strategic Growth Area, outside of the Chapelton allocation, constrains development and offers a restrictive focus towards the housing needs in this area. Increased development in Porthlethen would contribute to maximising the opportunities for sustainable travel due to the services already available and existing connection to the railway line, whilst delivering and supporting existing and new facilities and amenities.
- 7.3. CALA have an excellent reputation for housing and can develop this site in a phased manner to ensure growth is sustainable and necessary infrastructure can be implemented. CALA have an excellent track record, with the continual delivery of large masterplanned/development framework sites including Cults (280 units and delivery of link road), Milltimber (550 units and school) and Craibstone (700 houses and commercial/retail), each of these developments are now providing homes for the Aberdeen City region. Ultimately, the development at Causeyport Farm can support and enhance the local service provision in the town, enhance the sense of place enjoyed by existing residents and contribute towards the delivery of the wider Spatial Strategy.

## 8. LIST OF REFERENCED DOCUMENTS

CAU1 – Site Location Plan  
CAU2 – Bid Submission  
CAU3 – Housing Land Paper  
CAU4 – Portlethen Capacity Study  
CAU5 – Experian Report

## CAU1 – Site Location Plan

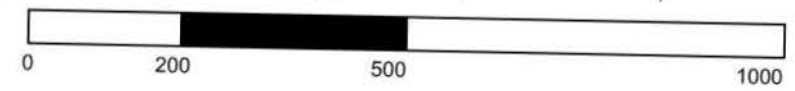




  
 LAND IN CONTROL  
 OF CALA

Rev	Date	Details	Drawn	Checked
<b>INFORMATION</b>				
Project/Client:		Project No:		
Causeyport Farm		IAAB180012		
		Dwg No:		
		A0-00-01		
CALA Homes (North) Ltd		Rev:		
		-		
Drawing:		Scale:		
Location Plan		1:10,000@A3		
		Drawn By:	Date:	
		27/03/18		
		Checked By:	Date:	

LOCATION PLAN @ 1:10,000





## CAU2 – Bid Submission



## CAUSEYPORT FARM

ABERDEENSHIRE COUNCIL LOCAL  
DEVELOPMENT PLAN - CALL FOR SITES  
REPRESENTATION.

MARCH 2018



CALA  
HOMES

CITY OF ABERDEEN  
LAND ASSOCIATION 1875











CALA  
HOMES

CAUSEYPORT FARM



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# Development Vision

△ Our ambition is to provide a sustainable extension to Portlethen that adds to the existing character through the addition of a settlement expansion providing a series of interconnected neighbourhoods that will share services and facilities. The extension includes land for approximately 1,800 new homes to be delivered in a phased manner and strategic business land for longer term requirements.

△ Portlethen is in a sustainable location and it benefits from excellent connections by road and rail. The vision described within this document explains how we believe that Portlethen can become more self-sufficient and improve the connectivity for travel, open space and green networks for the benefit of the local community.

△ This development can both provide housing in the short-term, and form part of the Council's strategic supply for housing land. Importantly though, this proposal can build a long term strategic vision of Portlethen providing benefits to the local community.



**Neighbourhood Centre**

# Introduction

This development bid has been prepared for land at Causeyport Farm, Portlethen and has been prepared as a part of the participation process for the review of the Aberdeenshire Local Development Plan. This proposal is promoted by CALA Homes.

CALA Homes are a premium house builder with its heritage firmly placed in Aberdeen, having been established in the city in 1875 as the City of Aberdeen Land Association. 140 years on CALA are focused on delivering high quality developments in the best locations. The principle focus being sourcing the best land opportunities and optimising value through high quality design and sought after living environments.

CALA have a reputation for quality developments that are crafted to stand the test of time and aim to create a legacy that we can all be proud of. CALA is committed to the principle of delivering sustainable, well designed developments which are appropriate to their surroundings. Developments maximize the use of land and minimise impacts on the environment.

CALA prides itself on delivering high quality environments such as our local developments at Oldfold Village, Grandhome, Cults Park and Craibstone. CALA have a proven track record of taking sites through the Local Plan Process to allocation and the delivery of high quality masterplan on the ground.

Our Heritage:

- Originally incorporated as a thriving land management and feu collection company in 1875, the **City of Aberdeen Land Association (CALA)** was the first Scottish company listed on the London Stock Market.
- A century later, in 1973, Greencoat Properties acquired a 55 percent stake in CALA. The following year CALA moved into residential development in Aberdeen on land owned since 1900. As CALA Homes expanded, by acquisition and organic growth, moving into Edinburgh (1978), Glasgow (1987) and into England, we sought new ways to enhance shareholder value and drive the industry forward.
- During that period of growth and expansion, in 1979, a group of senior managers acquired the Greencoat Properties' stake in a management buy-in, one of the first of its kind.
- In 1999 the senior management acquired the company in a management buy-out (MBO).
- In 2007 plans were announced for the future of the Group which includes a range of measures designed to ensure the company's continued independence and growth and bring forward the next generation of directors.
- In December 2009 the company entered into new funding arrangements with the Bank of Scotland, securing CALA's long term future and putting in place the resources to fund future growth.
- In March 2013, CALA secured the backing of Patron Capital Partners, an institutional investor focused on property and property-backed investments, and Legal & General plc, the insurance, savings and

investment management company, who put in place the necessary resources to provide the CALA with a secure financial platform from which to achieve the Group's future growth ambitions.

- In March 2018, Legal & General Group plc ("Legal & General") increased its shareholding in CALA to 100%, acquiring the 52.1% which it did not previously own. The additional investment illustrates Legal & General's confidence in CALA's growth potential and provides a strong platform for continued growth, while ensuring both consistency and stability in CALA's operations.

CALA remains on course to deliver 2,500 units per annum and has the capability to build in excess of 3,000 units per annum from its existing regional network in subsequent years, underpinned by a strong land pipeline, established market position and premium product offering.





# Land Ownership

The land identified in red is under the control of CALA. There are additional parcels of land within the site that are in the ownership or control of other parties whom we anticipate will bring these areas forward for assessment by Aberdeenshire Council given the aspirations from all for the development of this area. We have prepared a vision for how we see the development of the total site progressing to provide a strategic vision for future development in Portlethen. The following pages, therefore, do not differentiate between the separate landownerships. The plans expressing our vision are indicative at this stage and we will work with all other stakeholders, the Council and the local community in creating a masterplan for the development to create a successful development with benefits to the local community in Portlethen and deliver the necessary service and infrastructure improvements.

In submission of this bid we are seeking that the Council identify this area for residential development within the next Local Development Plan period and also identify the site as being able to contribute towards future land supply beyond the next plan period. In total across the site, whilst detailed design requires to be undertaken, the total site area could accommodate approximately 1,800 homes."



- CALA LAND
- THIRD PARTY LAND
- FORESTRY COMMISSION LAND

# Site Area and Appraisal



This bid proposal is submitted to Aberdeenshire Council for the development of Causeyport Farm as a new residential neighbourhood. The land in total extends to 164 ha and is located to the west and north of the recent Hillside residential development.

The east of the site the site is bound by the local distributor road linking the Hillside development to the Ago at the north and Portlethen to the south. To the west is the City South Business Park and residential areas. To the north of the site the AWPR is currently under construction with a local access bridge for Causeyport Road linking to South Deeside Road. There is a woodland to the north of the site, Hillside commercial woodland. This has recently been felled, but will be replanted in due course.

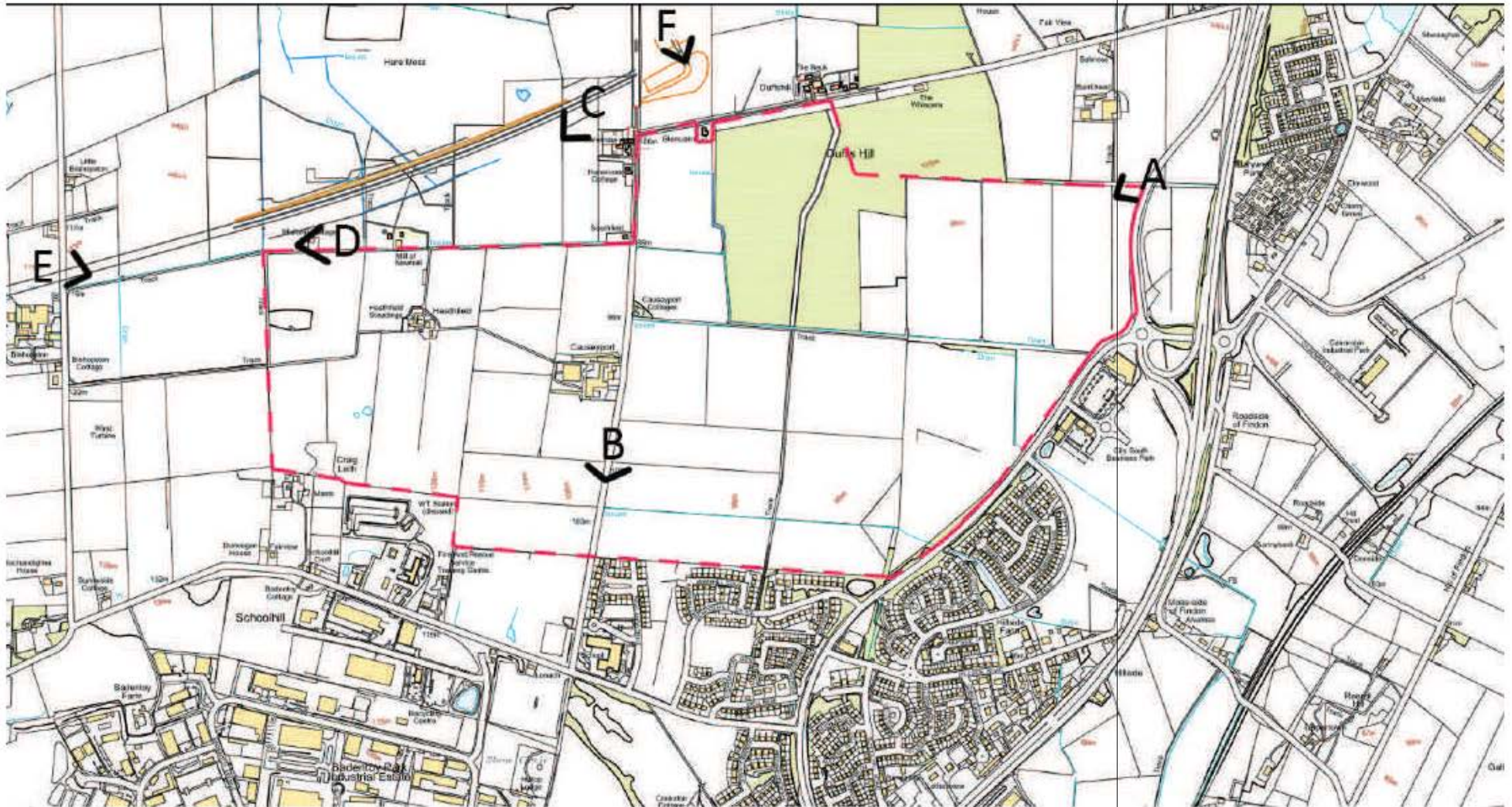
Along the southern boundary of the site is a residential area and the new Hillside Primary School. The school and its playing fields are split by Causey Port Road that provides access to the farmstead at the centre of the site. The western boundary of the site is a field boundary and beyond is further agricultural land. There are farm buildings and clusters of residential properties in the area.

The site is relatively flat, although it does rise gently from the road up towards the west. The gradient is very gentle, 1:50. The ground continues to rise around the site and further west on higher ground outwith the site there are views out towards Deeside.

From within the site and from the boundaries of the site there are limited views to the surrounding area with the land form rising around the site and bound by the AWPR to the north and the Ago to the west. There are limited views to Marywell, but these remain visually separated by the land to the north and east and the topography.



# Locations of Panorama Images



# View from Road to East of Site

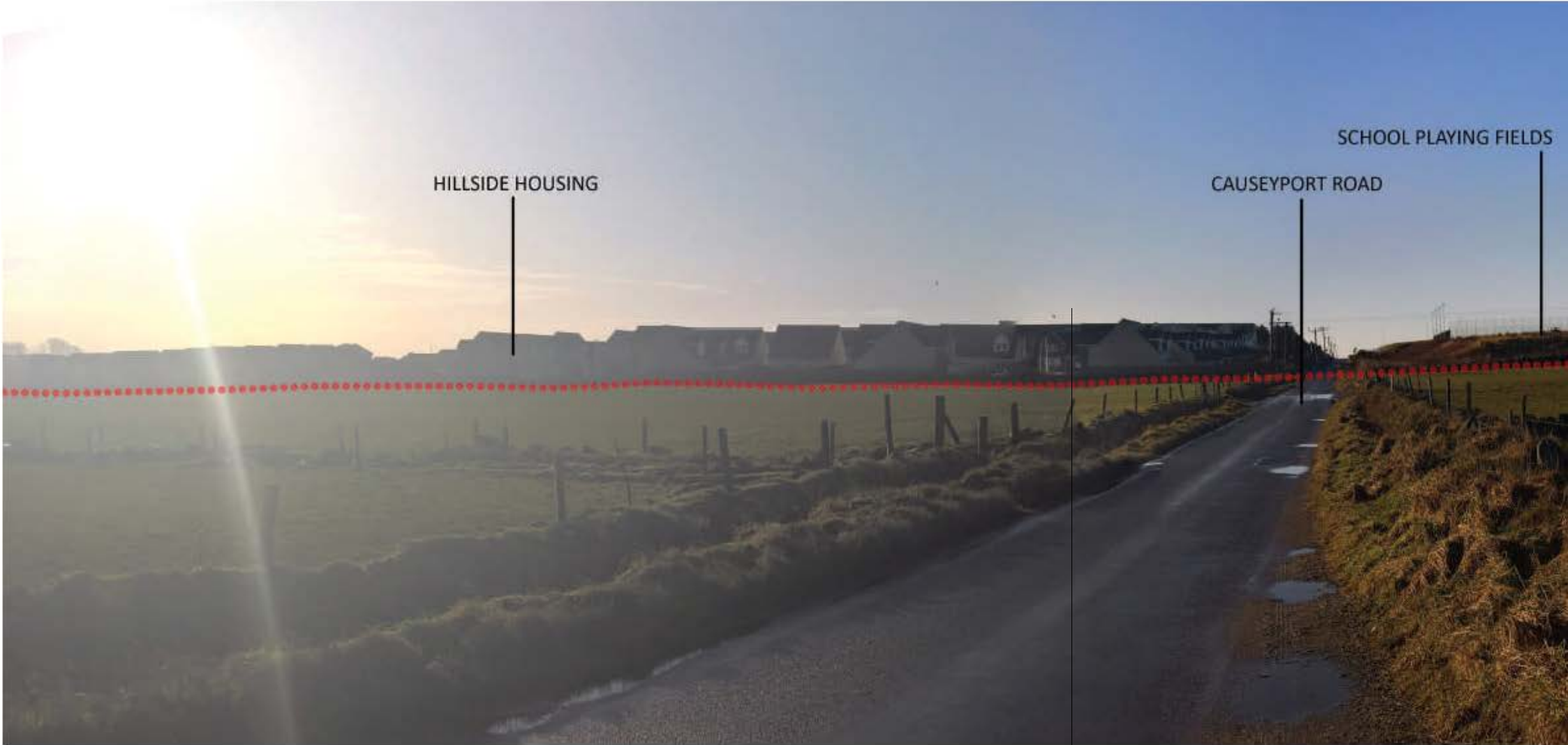




A



# View From Within Site





**B**

SOUTHERN EXTENT OF SITE

STONE WALL FIELD BOUNDARIES

POLICE SCOTLAND FIRING RANGE SCREEN



# View from AWPR Looking West







# View From North West Boundary





**D**

NORTH WEST SITE BOUNDARY

AWPR





# View From AWPR Looking East



E

POLICE SCOTLAND FIRING RANGE SCREEN

CAUSEYPORT FARM





# View From AWPR Looking East (Causeymouth Road)





MARYWELL

WOODLAND TO BE REPLANTED

HILLSIDE

SITE

BRIDGE OVER CAUSEYPORT ROAD

F

# Portlethen Vision

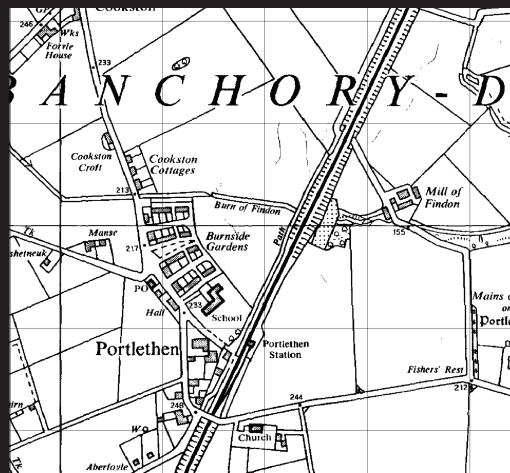
Portlethen is estimated to have a population of 8,622 people and is located on the trunk road (A90) on the southern edge of Aberdeen. Portlethen benefits from large employment opportunities, services, facilities and retailing.

The older core of Portlethen is located near the train station, police station and church. Up until developments from the 1960s the character of the area was of small clusters of buildings including Portlethen Station, Portlethen Village, Roadside of Cookston and Hillside.

Incremental housing developments have dramatically increased the size of the population and these individual communities are now just one settlement.

Recent development started in the early 1960s with a collection of houses at Burnside Gardens and a new Portlethen Primary School. Post 1970 saw Portlethen develop as a series of housing developments in both a southward and northward direction.

Modern development within Portlethen has provided housing that is desirable, but without creating memorable features or buildings. The land around Portlethen is relatively flat, buildings are generally fairly low rise and there are no features within the skyline surrounding that draw the eye.



1968 Plan of Portlethen

Over many years there has been discussion about creating a 'town centre' for Portlethen and where this is best located. Portlethen does benefit from a good range of retailing within the town, especially at the retail park, but what is more evident is that this retail centre is not providing a focal point or a sense of identity.

For the size of the settlement Portlethen does have good retail provision in terms of the retail floor space, although much of this is taken up by the ASDA superstore and without further growth in the settlement it is likely that there would not be significant investment made in providing new opportunities.

1,800 new homes in Portlethen would provide an increase in population of approximately 3,525 people and over time this would increase the population close to that of Westhill, which is

estimated to be 12,218. Westhill is a successful settlement and is also a popular residential location, providing significant employment, retail and leisure opportunities. Portlethen has access to the rail network and is positioned within Aberdeenshire's Strategic Growth Areas and these benefits should be taken advantage of.

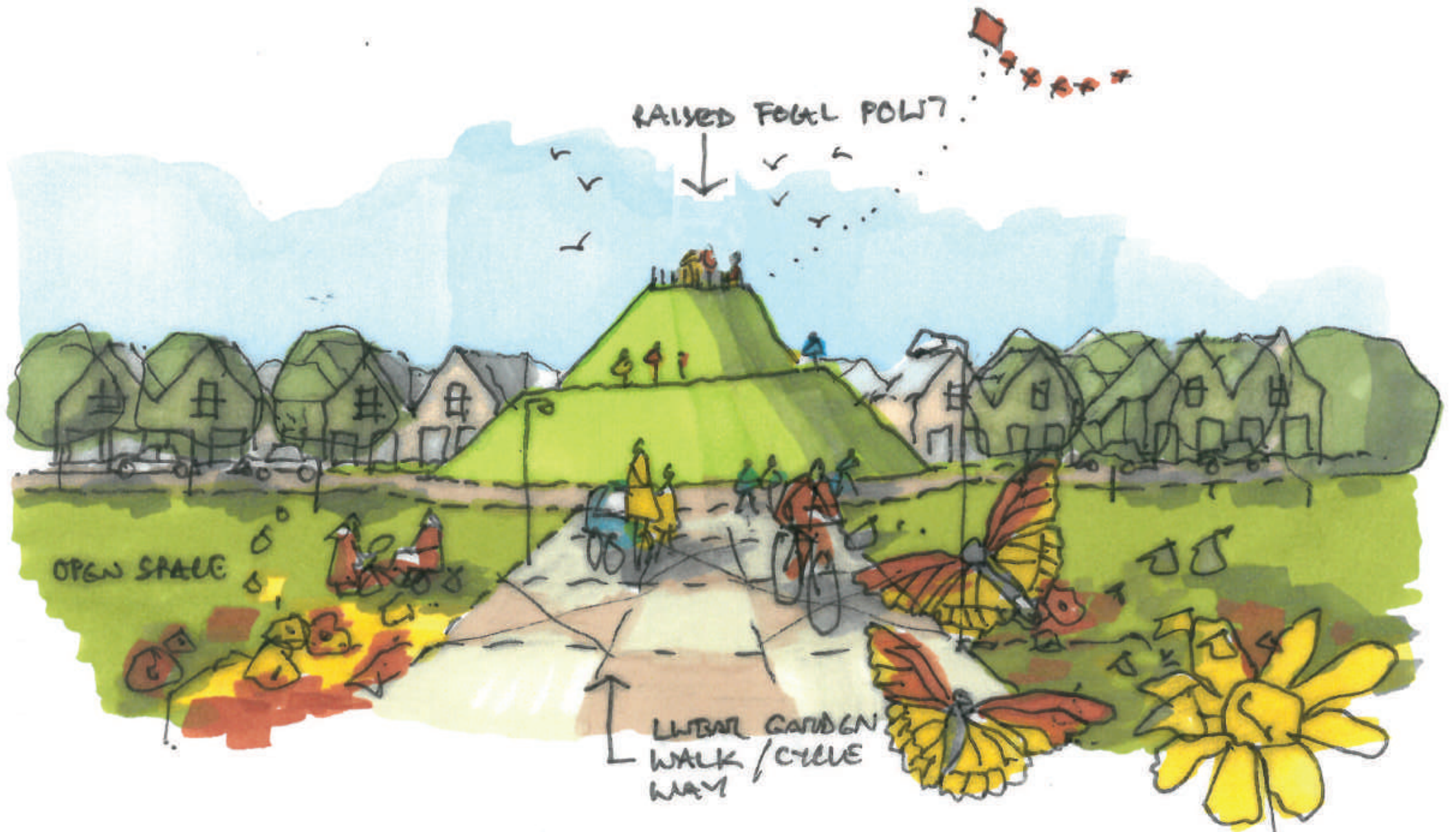
What will be important for any new development in Portlethen is that it enhances the character of the settlement, be this through the encouragement of redevelopments within the town centre or adding neighbourhoods and areas of strategic open space that provide well defined spaces and create areas of public realm which provide a unique sense of identity.

There should be a focus on creating an improved town centre and a growing population will form a vital part of achieving this. However, it will be important that walkable neighbourhoods are created and avoid the need to drive to the shops or local park. This type of approach will help to increase social interaction within local neighbourhoods. Higher density housing opportunities will also help to create critical mass around neighbourhood centres that will support their viability.

There is a need to support the local population in Portlethen through provision of a range of housing. As a community there should be smaller properties for older people to down-size, or as a first property for young people, but also larger properties for young families.

**This development has the opportunity to create a sense of character through new connected neighbourhoods that create a sense of identity and provide a place where people can enjoy living and recreational opportunities. This will be for the benefit of existing and new communities of Portlethen.**





**View of Central Landscape Feature**

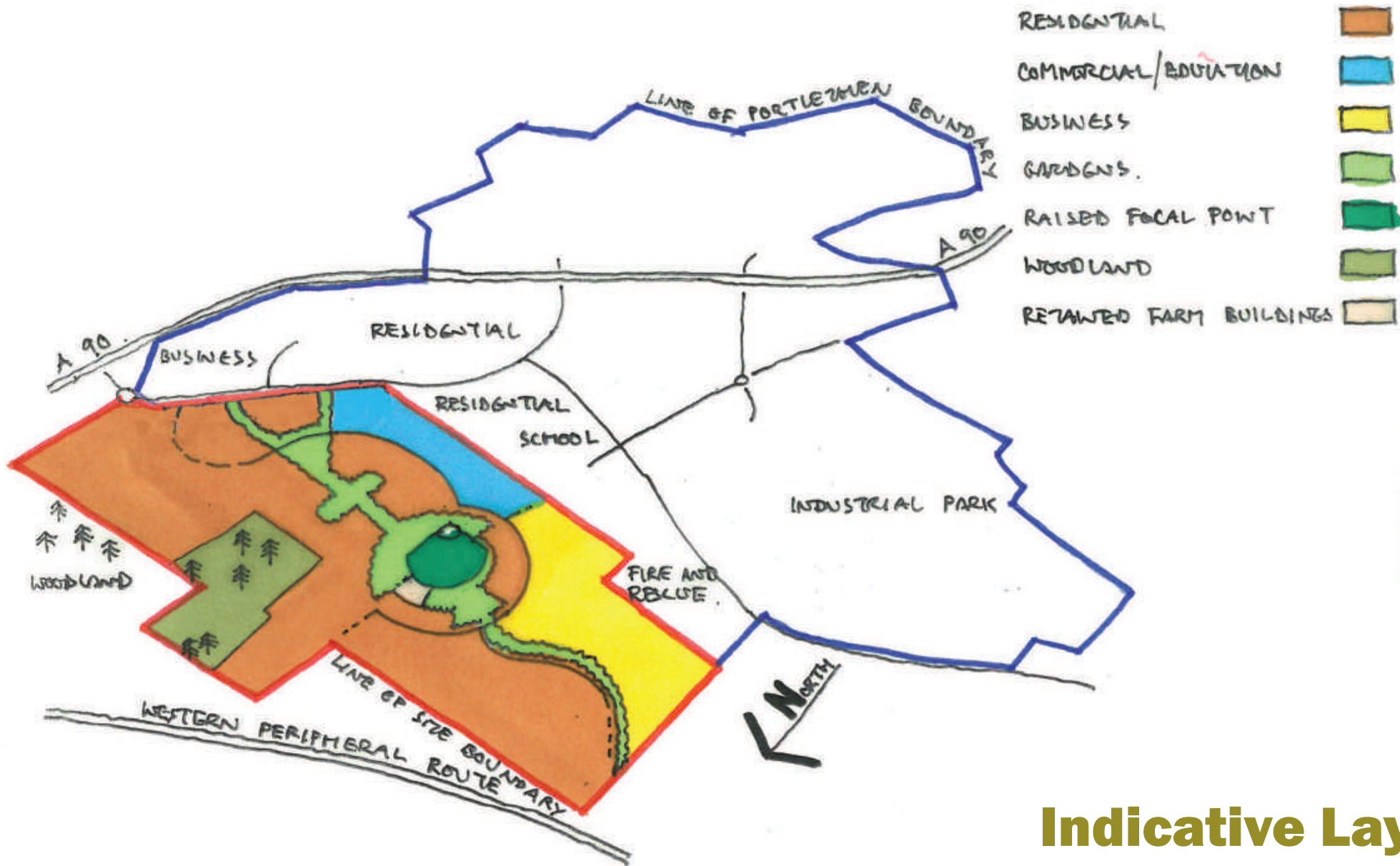
# Design Concept

△ Subdivision of site within strategic landscaping and roads and central raised landscape focal point.

△ Boundaries adjacent to existing development considered carefully in order to integrate the new development without adverse impact.

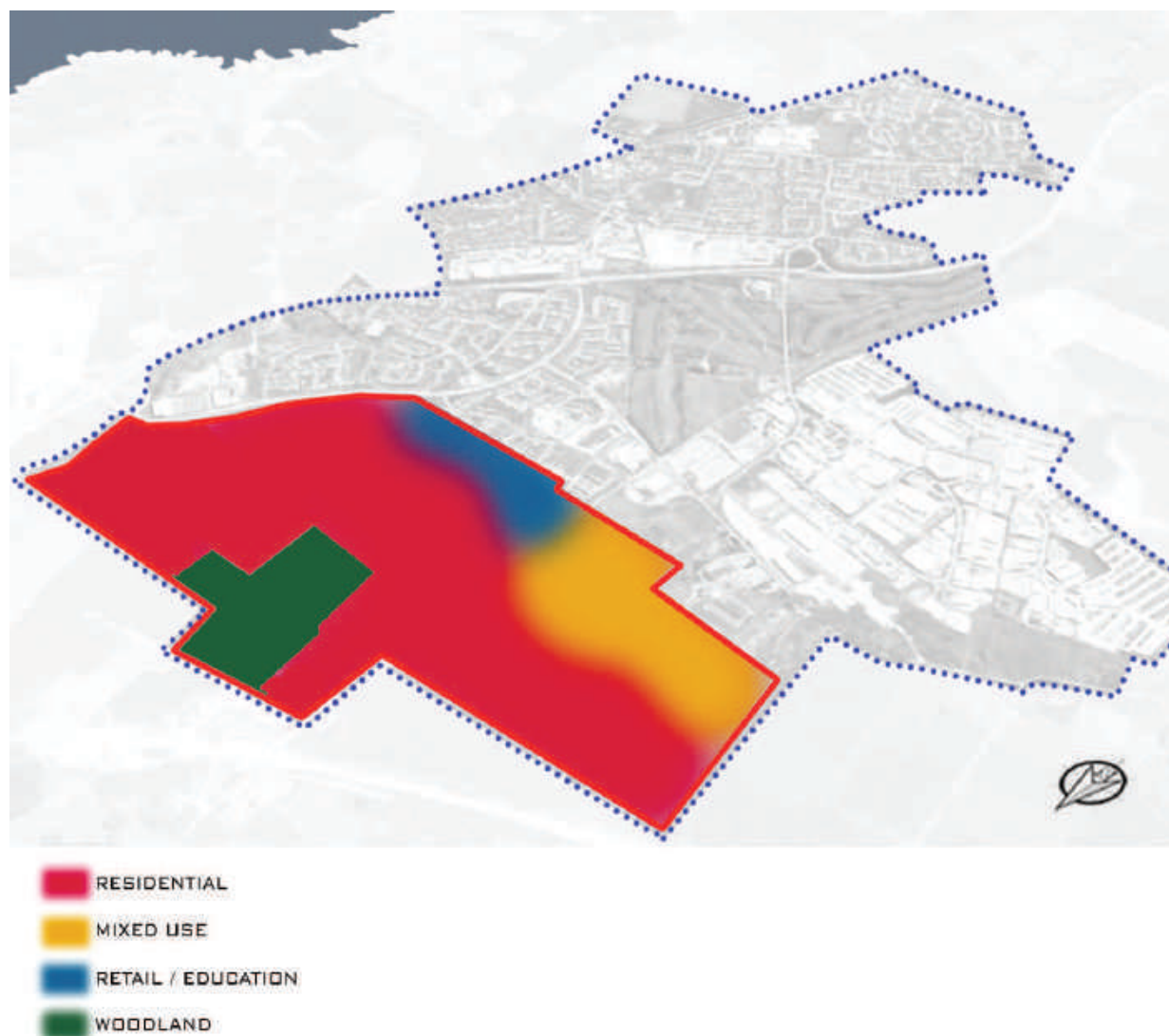
△ Compatible uses located adjacent to existing and incorporation of existing dykes and existing farm buildings into design.





## Indicative Layout

# Land Use



This proposal is for a sustainable expansion to Portlethen providing new residential neighbourhoods, that incorporate a mix of uses. This mix will be related to the scale of the development neighbourhood so as not to affect the overarching focus for investment within the town centre.

The development includes land for employment and other business uses as a strategic reserve, noting that there remains business land available within Portlethen. This provides a strategic direction for future business land to accommodate any increase in demand in the future.

The development will be contained and compatible with the AWPR to the north, the Ago to the east and the existing development in Portlethen to the south and east.

The development will be phased and the development will span more than the next plan period alone. It is anticipated that there will be approximately 500 - 700 units delivered within this time, that provides the Council with an opportunity to provide housing within the early years of the plan. The allocation of future phases provides a strategic plan for Portlethen and the investment in infrastructure.

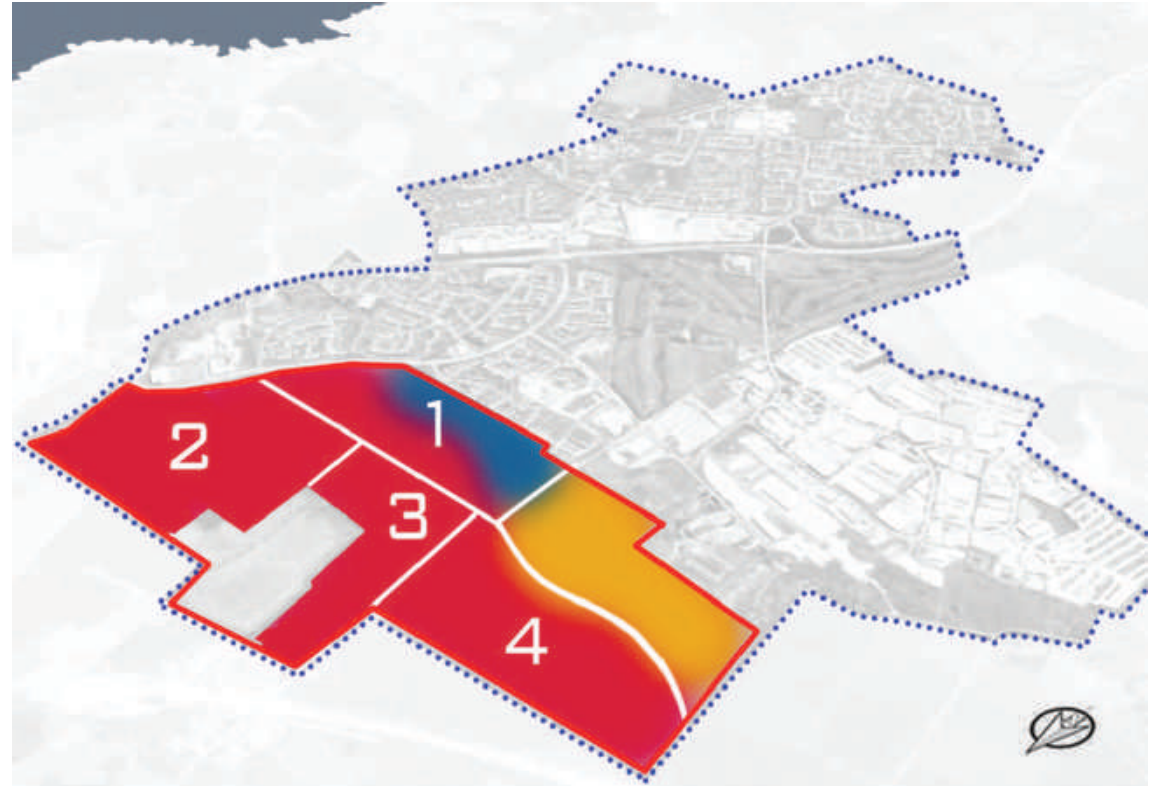
Our vision for Portlethen is to create interest and variety within the development and each residential phase will have its own individual character to aid legibility.

# Phasing

The residential part of the proposal will be phased along with the neighbourhood centre and community and education uses. The plan opposite provides an indication of the phases of the residential element. Each phase of the development will be accompanied by the appropriate provision of open space and will also allow work to proceed on the strategic open spaces as each phase of the development progresses.

The business land shown in yellow would follow a different time scale and will depend on uptake of existing land at Badentoy. Should the Council wish to identify this as a site for strategic reserve that can be brought forward should the demand arise then CALA would be happy to work with the Council in identifying the most suitable site boundaries dependant on requirements.

The vision has flexibility to allow for pockets of development to come forward simultaneously with detailed phasing plans to be developed in line with infrastructure and market requirements.







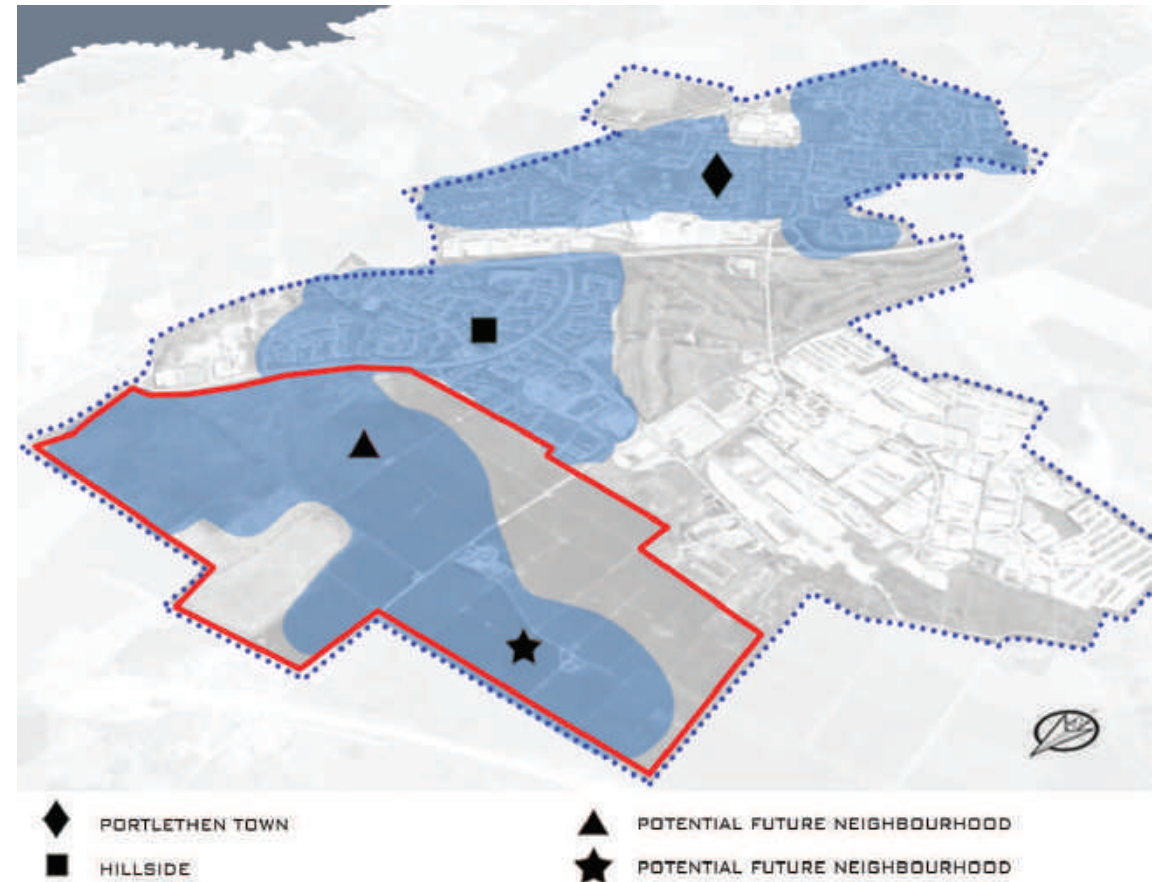


# Residential Neighbourhoods

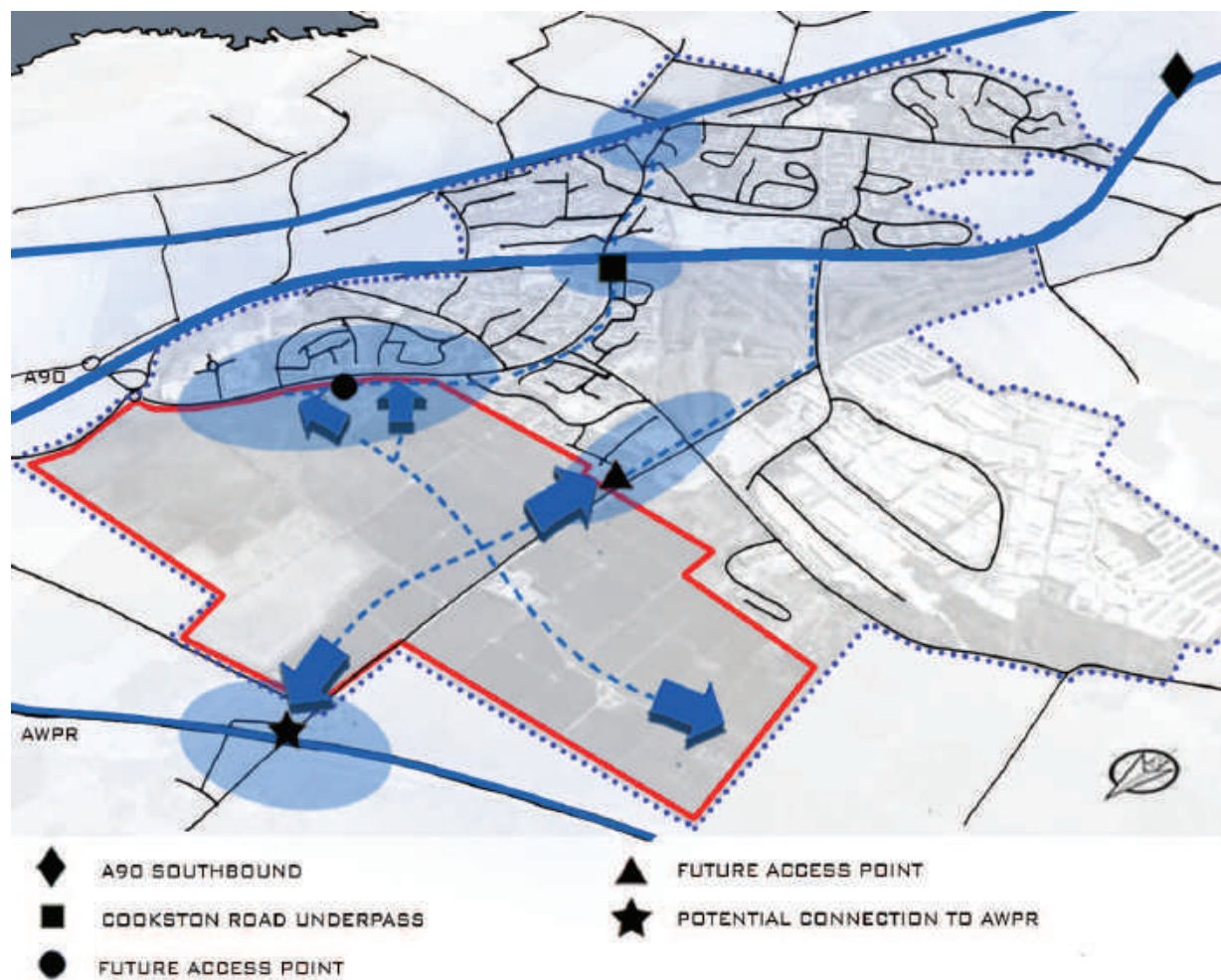
The proposed development will add to the existing residential areas within Portlethen. The proposal is to create a series of liveable neighbourhoods incorporating a range of densities across the site offering people different settings at different times of life. Densities will generally be higher around transport nodes within the development and closer to services and facilities. This will provide the ability for households to move readily to bigger or smaller homes within the same area.

The proposal will include a range of housing opportunities that will be designed to meet the needs of the market. Affordable housing will be incorporated within the range of housing and will be designed in consultation with Aberdeenshire Council to ensure that it meets local needs and requirements.

Current experience is that people often do 'trade up' and to purchase new housing people often leave Portlethen for elsewhere in Aberdeen or Aberdeenshire. This development would allow them to be retained in Portlethen, enhancing the current community and attracting new residents to the area.



# Infrastructure



## Roads

There is an aim within the Strategic Development Plan to focus development on growth corridors that can maximise accessibility and make use of sustainable modes of transport. The location benefits from existing connections and existing public transport provision.

Vehicular access to the surrounding road network will be provided to the surrounding streets, through new and improved junctions.

The site also has close access to the existing AWPR junction at Charleston and the development provides the potential for a new connection to the AWPR directly from the site. This connection would enhance the accessibility of the site and for Portlethen. In particular this will be of benefit to the existing employment hub at Badentoy and support the further expansion of business and employment in this area.

## Drainage

There are field drains that follow the field boundaries draining towards the east and eventually to the Burn of Findon.

There are areas of surface water flooding identified to the western edge of the site around the location of the field drains where drains enter a culvert. This is the location for the SUDS that will act to attenuate surface water and ensure that discharges from the site into the drainage network is not increased. This will also ensure that the flooding area around the culvert is not exacerbated.



# Sustainable Travel

## Walking

There are existing connections and core paths in the local area that the proposed development is connected to. There are parts of Portlethen that are outwith a 20min walk of the site, but connection is available at the Cookston Road underpass to Portlethen from Schoolhill making this the most suitable area for further development within Portlethen.

The proposed development will provide connections to the local core path network. Within the site and external to the site the development will ensure that there are safe routes to school provided. There will also be a link within the development along to follow the line of the historical Causeymouth Road between Aberdeen and Stonehaven.

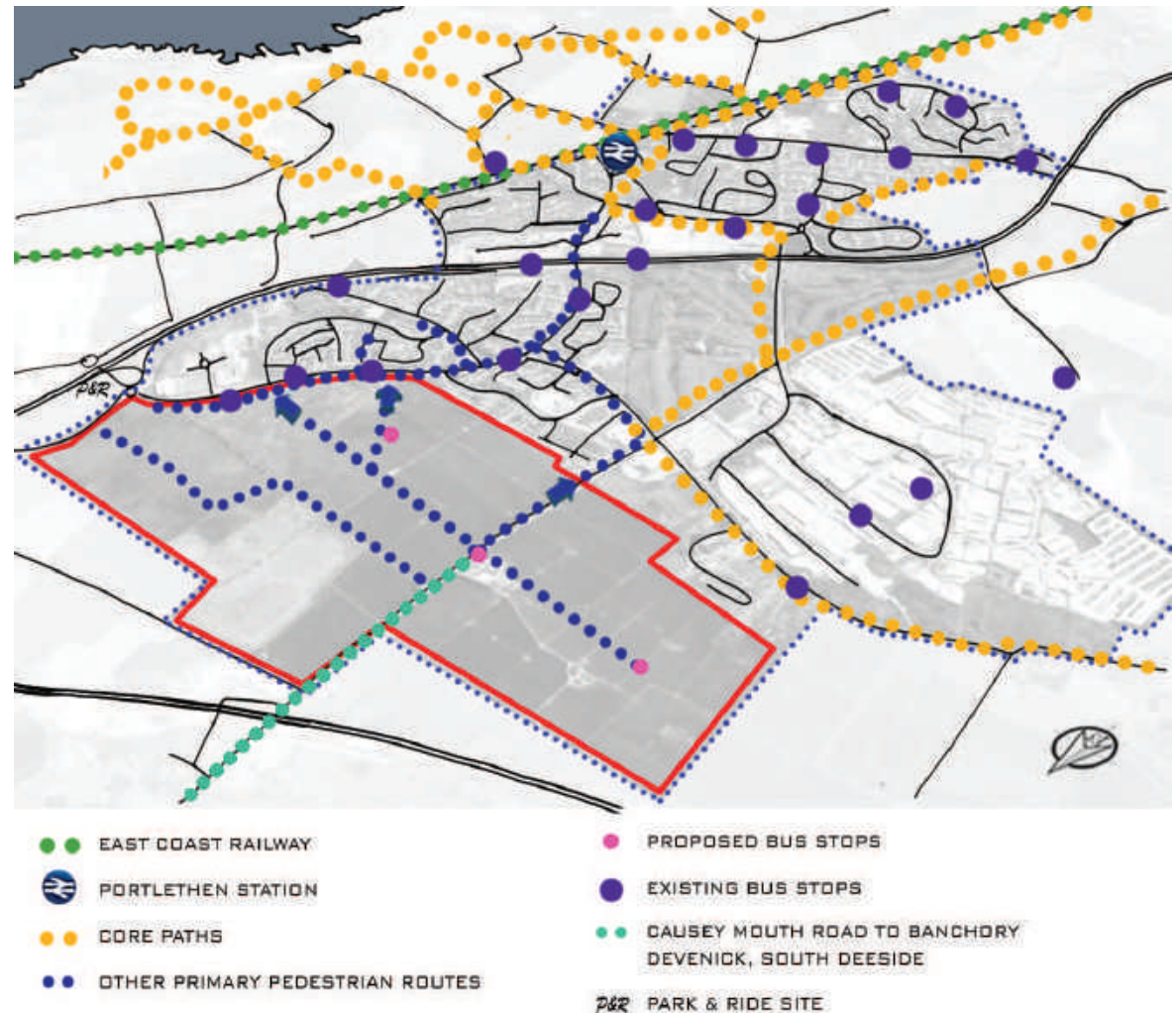
## Buses

Causeyport is located adjacent to the existing settlement of Portlethen and, whilst there will be new bus routes provided within the development, there is already a bus stop located on the road bounding the site to the east making this route more viable.

A Park & Ride site has been identified at Schoolhill near Portlethen and Planning Permission in Principle granted. Nestrans is endeavouring to pursue national funding for the construction of this Strategic Transport Project Review site. This will be within walking distance of large part of the site.

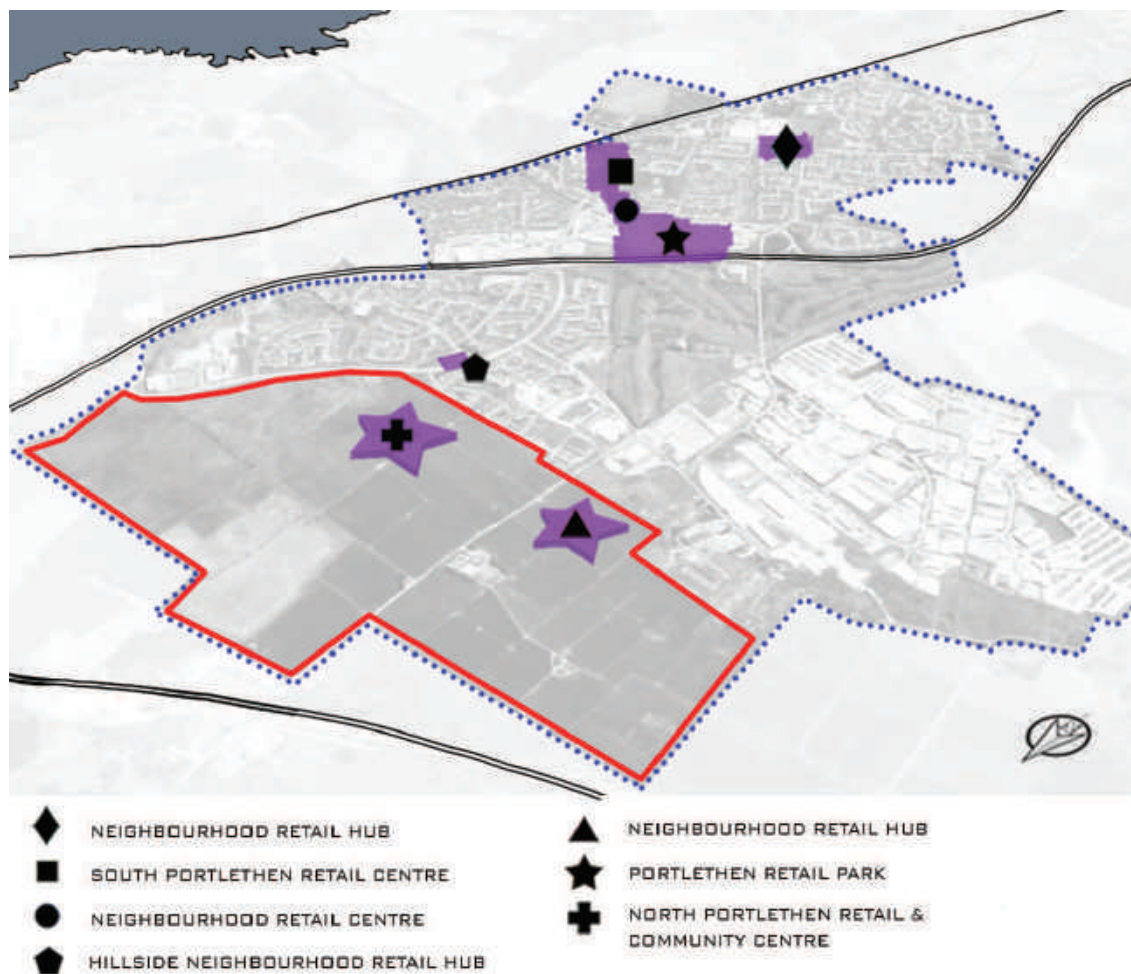
## Rail

Portlethen also has access to the East Coast Main Railway Line and there is a good frequency of services that has been steadily improving. Further local demand for services will assist in supporting more services combined with £200 million investment from future Scottish government budgets over the next five to ten years to improve journey times and increase capacity on key rail links between Aberdeen and the central belt as part of a package in addition to the City Region Deal.





# Retail and Community Use

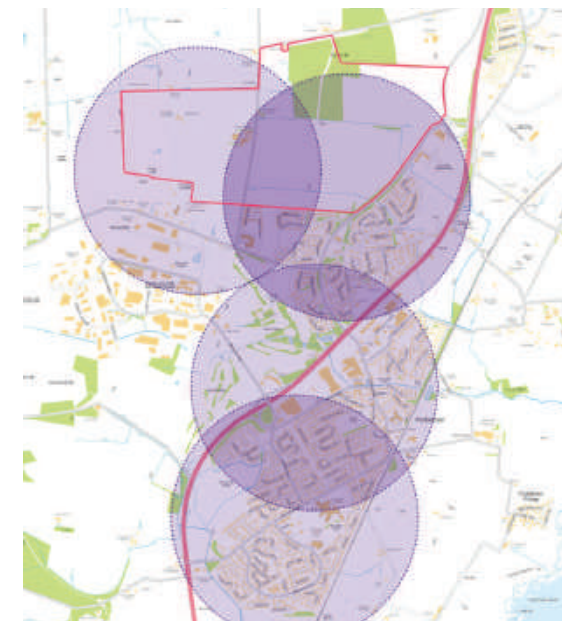


Portlethen is well serviced by retail within the settlement, although the majority of this space is contained within a relatively modern retail park. This is not surprising due to the fact that Portlethen was largely developed through the 80's and 90's and with an incremental approach to growth there had not been plans in place to achieve a defined town centre.

There is an ambition to create a town centre within Portlethen that provides a sense of place and the aim of this development is to support this ambition through the increased population and footfall within the area.

When it comes to convenience retail needs there are benefits in providing a series of local neighbourhood centres including reducing the need to travel by car.

The plan on the right shows 800m walking distances from the existing retail areas and how the provision of two local neighbourhood retail areas will maximise accessibility for the local population.



These areas will add to the individual character of these local neighbourhoods and provide opportunities for community uses to be incorporated.

# Open Space and Landscape

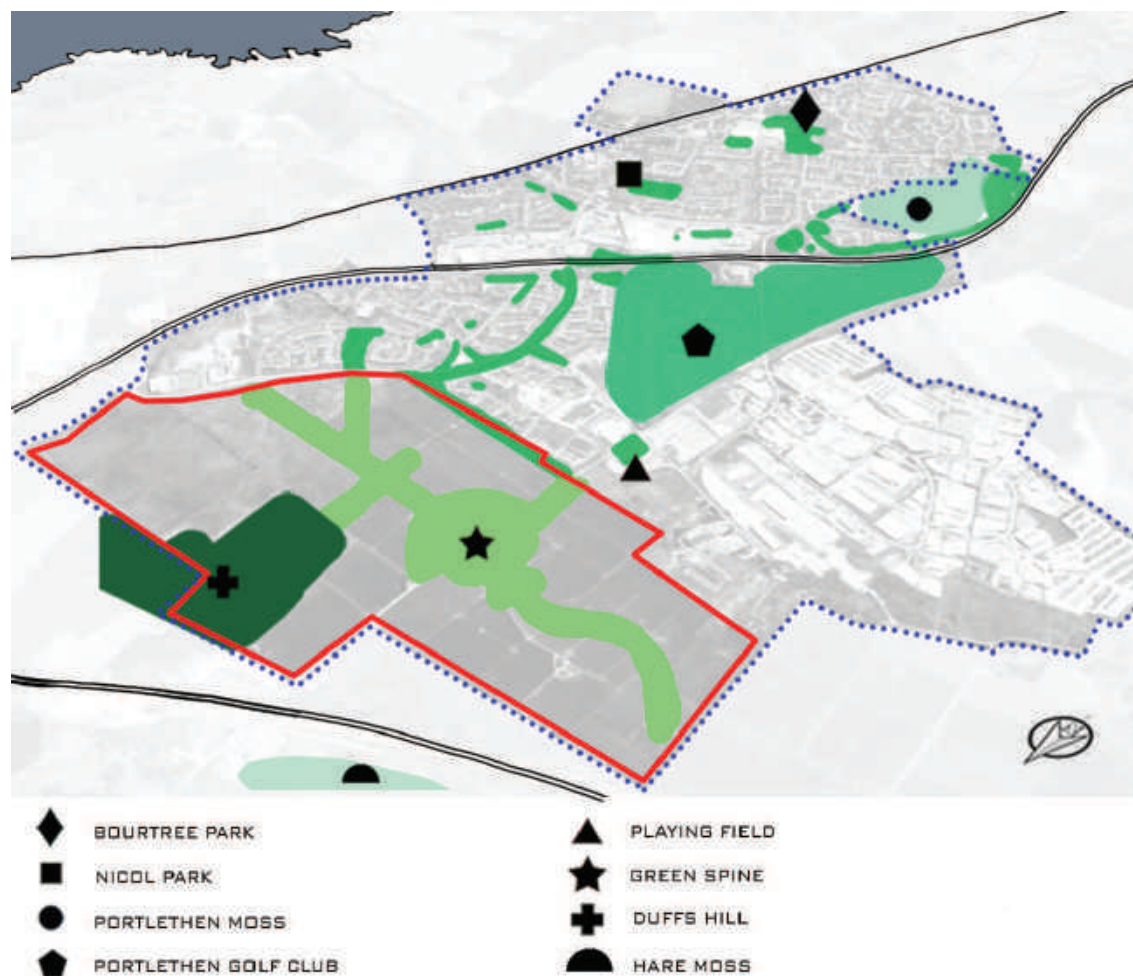
The proposal has the potential to provide major benefits in access to and enhancement of the network of open space and landscaping within Portlethen. Within the site itself there will be large areas dedicated to strategic open space with a green corridor running through the centre of the site to a feature area in the centre of the site. This will increase the accessible areas for informal recreation, but will also provide significant opportunities for biodiversity enhancements.

The site is located within the Aberdeen Green Belt, like almost any greenfield site in close proximity to Aberdeen will be currently. The boundary of the Green Belt currently extends along the Ago corridor all the way to Muchalls. The review of the Local Development Plan allows for the opportunity to consider the boundaries of the Green Belt and where new housing allocations are appropriate. Scottish Planning Policy paragraph 49 identifies the purpose of the a Green belt in the spatial strategy:

- Directing development to the most appropriate locations and supporting regenerating
- Protecting and enhancing the character, landscape setting and identity of the settlement; and
- Protecting and providing access to open space

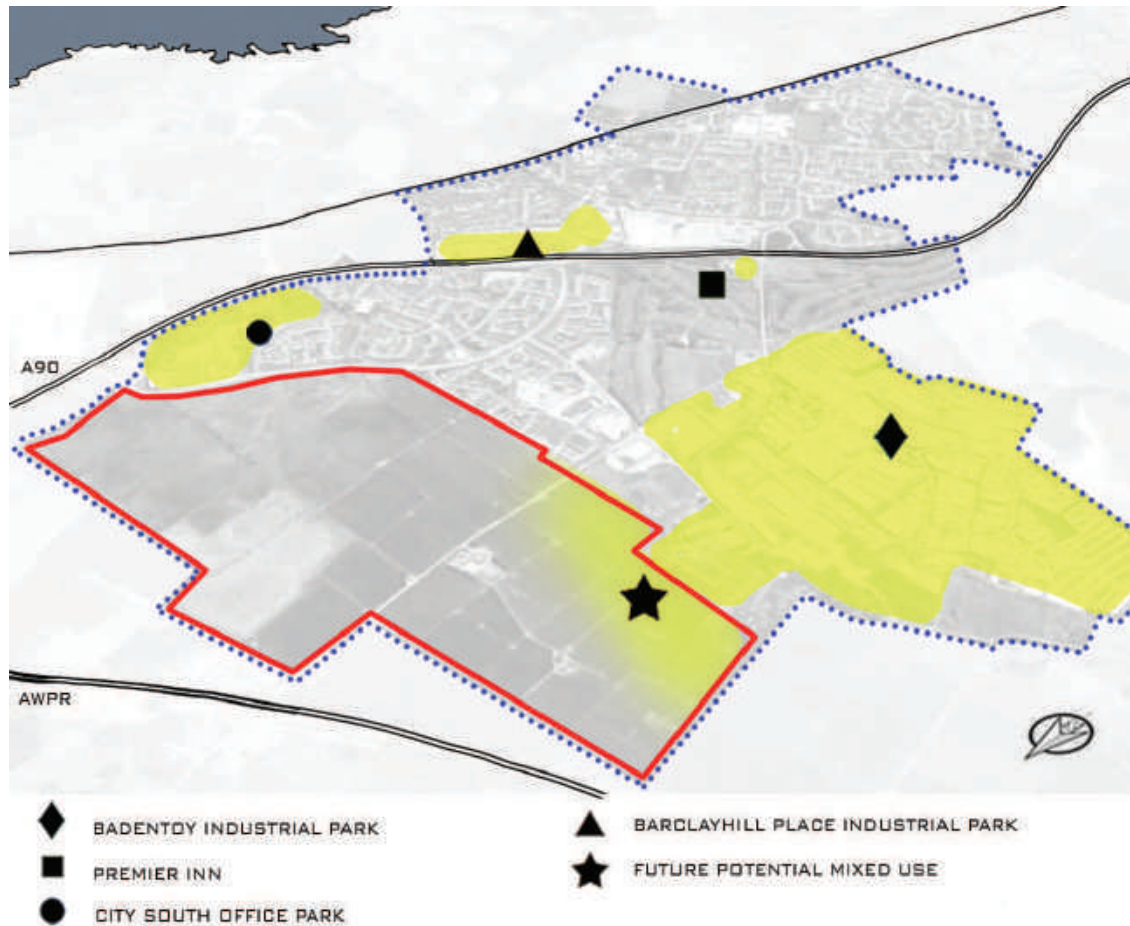
The site is well contained within the landscape with the topography rising around this relatively flat area. The site will intentionally be visually connected to Portlethen, but would avoid other concerns regarding visual coalescence, especially with the AWPR now constructed to the north of the site.

The land is currently in agricultural use and the proposals will make the provision of open space and recreation that will be accessible to the wider community.





# Commercial



Portlethen has been an important location for industrial and business developments for the region. This is due to the proximity to Aberdeen and the strategic transport network. Badentoy provides a significant business and commercial area that provides employment opportunities well beyond Portlethen. Major occupiers within the estate include Schlumberger, National Oilwell Varco UK, Hunting Energy Services, Aker Solutions and Onesubsea.

The Employment Land audit suggests that there is 6.9 ha of marketable business land available at Badentoy following the construction of an access road, which has opened up land to the north of the Badentoy Industrial Estate.

It is considered important that, whilst not currently required, there is a longer term provision of employment land for the future expansion of existing businesses and attracting new businesses.

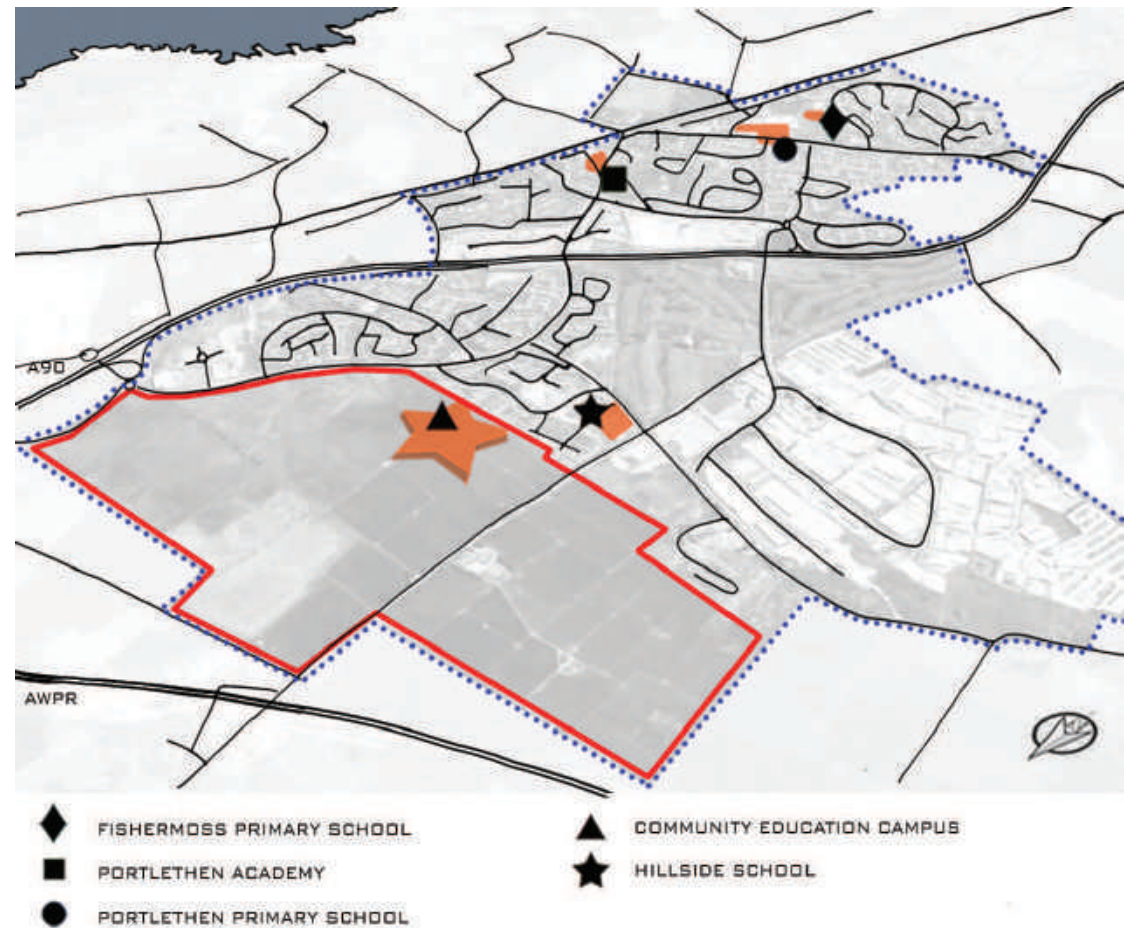
# Education

Within Portlethen there are three primary schools: Fishermoss serving the southern end of Portlethen and Downies, Portlethen serving the northern end up to the Ago and including the coastal villages of Porthlethen Village and Findon, and Hillside serving development to the west of the Ago and Marywell. There is also an Academy within the settlement that serves Portlethen and large surrounding area, including Newtonhill, Marywell, Banchory Devenick, Muchalls and the new town at Chapelton.

There is an imbalance in the capacities of the primary schools with Fishermoss and Portlethen primaries operating at between 76% to 77% whilst the new school at Hillside is currently operating at 89% and forecast to increase to 175% by 2022. The capacity of Portlethen Primary School is now estimated to be 434, which is an increase of 101 pupils. The Council's Education Service are investigating options to address capacity issues at Hillside and this development does provide the opportunity to provide an additional facility within this area and assist in providing a solution..

Portlethen Academy currently has 823 pupils and a capacity of 970 and at present there is no issue with capacity. The new town development at Chapelton is within the zone for Portlethen and the projections from this development have been included within the Portlethen Academy projections. The new town is not expected to provide a new secondary school within the site until the 2,705th house is occupied. Based on forecast completion rates this would not be provided until 2033. Combining housing completions between this proposal and Chapelton will increase the viability of providing a new academy sooner, avoiding long term temporary measures.

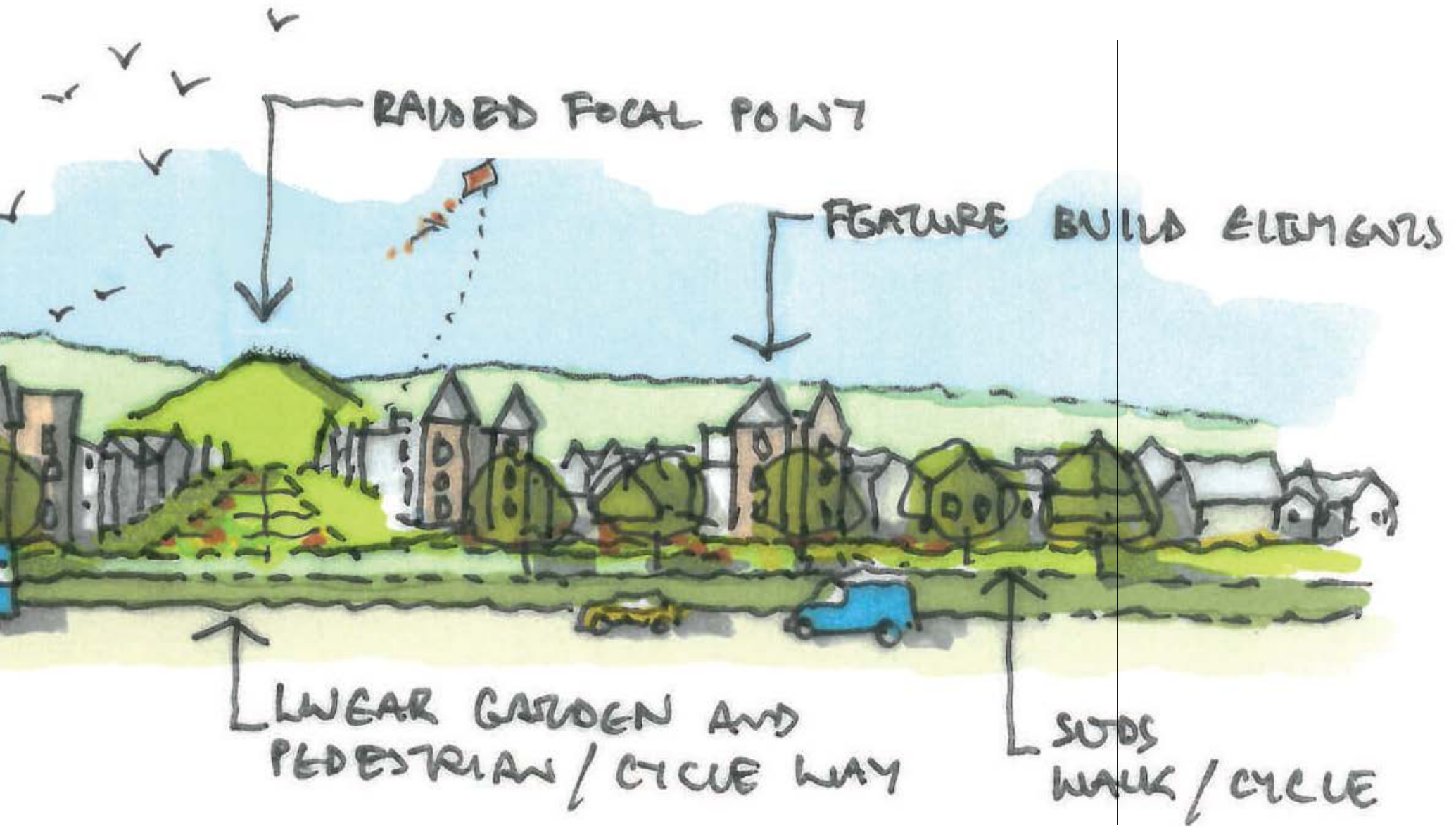
CALA will work with the Council's education service with the realistic timing of development to ensure that plans can be made for capital expenditure.





# View into Development Site







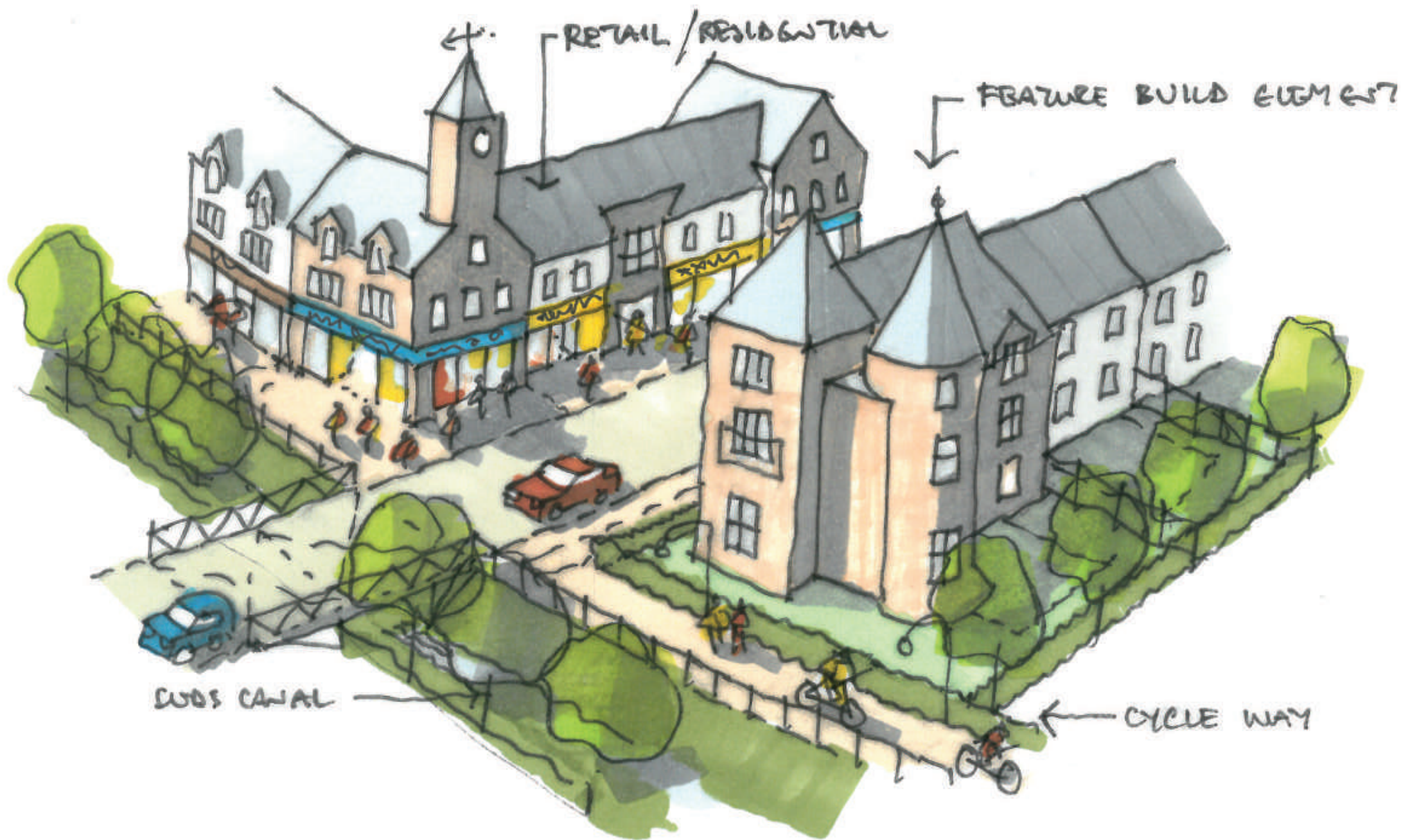
# Neighbourhood Centre

△ Local provision of retail and mixed uses at central point linking with Hillside Development.

△ High Quality neighbourhood centre in line with Quality Placemaking design with the six essential qualities :

- distinctive
- easy to move around
- welcoming
- adaptable
- safe & pleasant
- resource efficient

△ Inclusion of feature buildings.



## Neighbourhood Centre

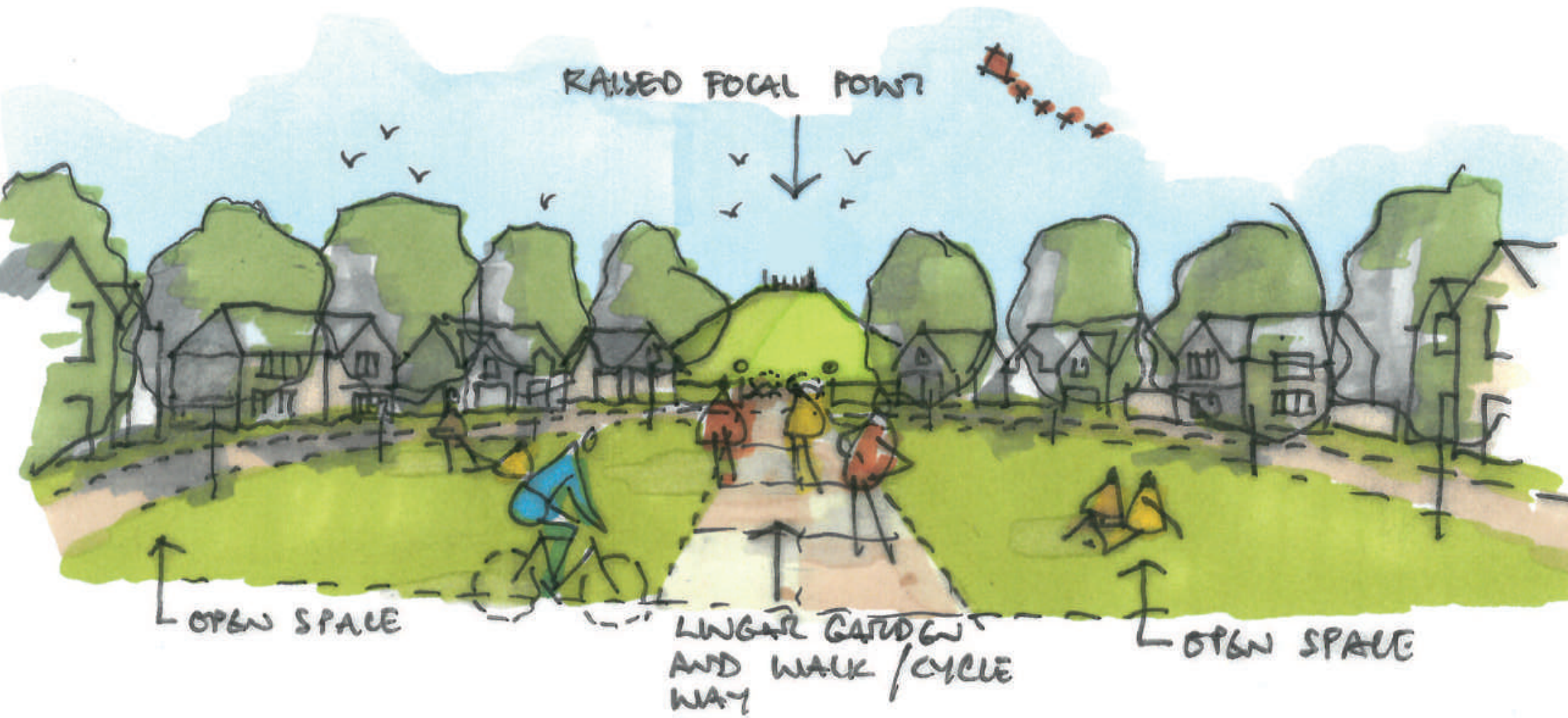


# Open Spaces

△ Local areas of open space and landscaping to be incorporated within development areas.

△ Areas of open space to have natural surveillance from surrounding residential properties.

△ Access to good quality open space for the wider Portlethen Community



## Area of Local Open Space



# Central Feature



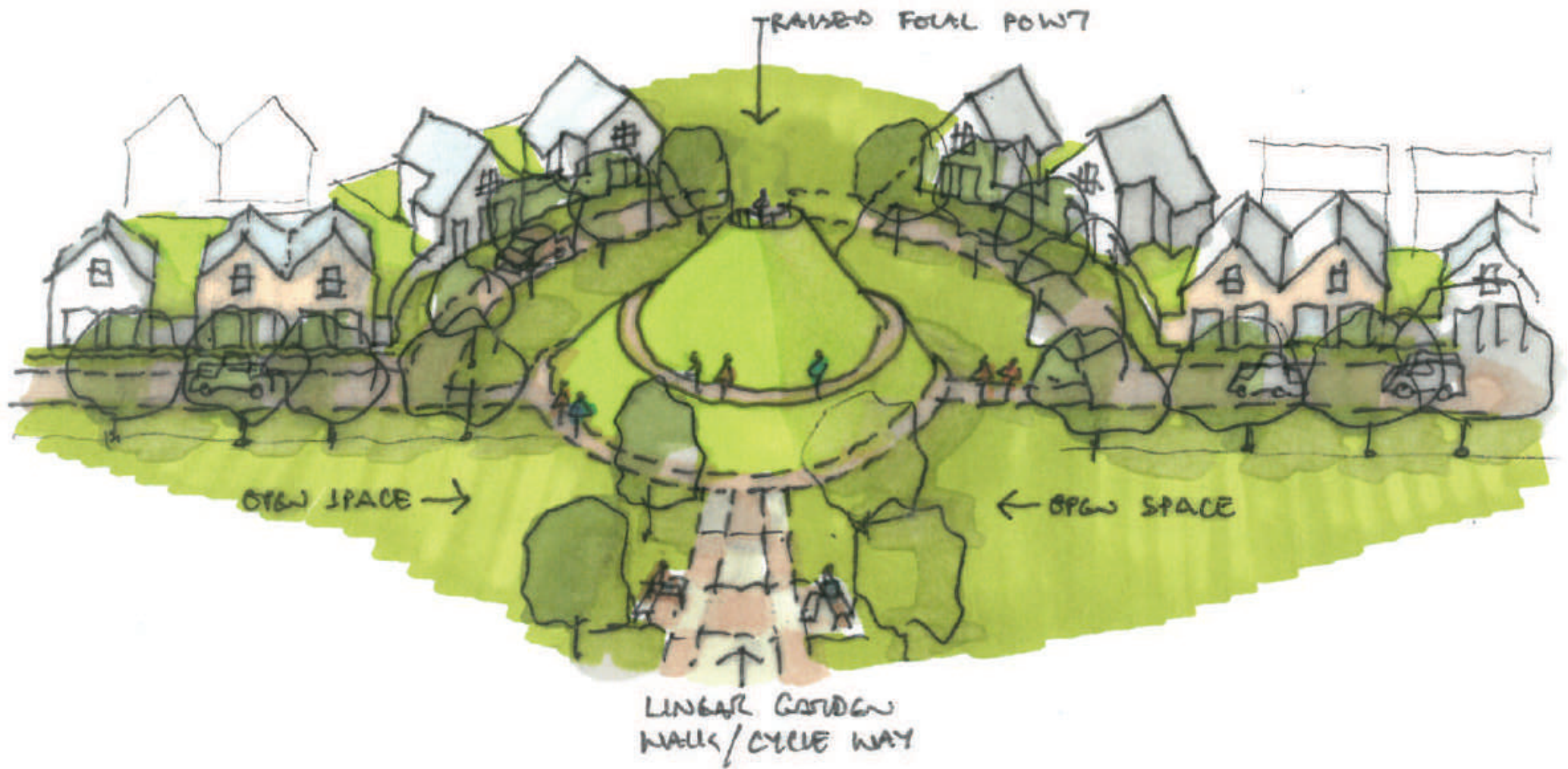
Creation of a strong focal point within the development providing a unique character to the development.



Provision of green connections from this point to the wider area.



This feature would be of a scale similar to the mound in Duthie Park.

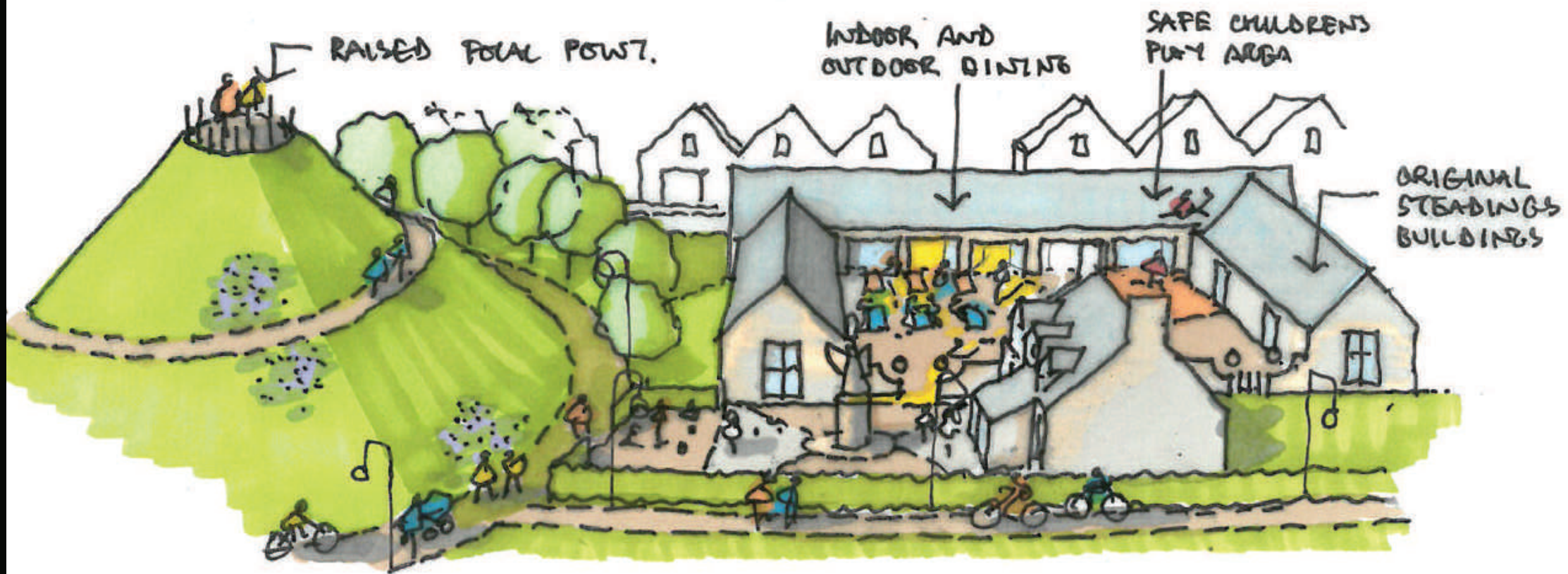


## Central Landscape Feature



# Farm Buildings

- △ Retained farm house within centre of the development relating the development to the history of the site.
- △ Create community uses; pub, restaurant or children's activity centre within former buildings.
- △ Path leading from the mound past the farm house and following on the route of the historic Causeymouth Road between Aberdeen and Stonehaven connecting coastal sites.



## Converted Farm Buildings



# Housing Supply and Delivery

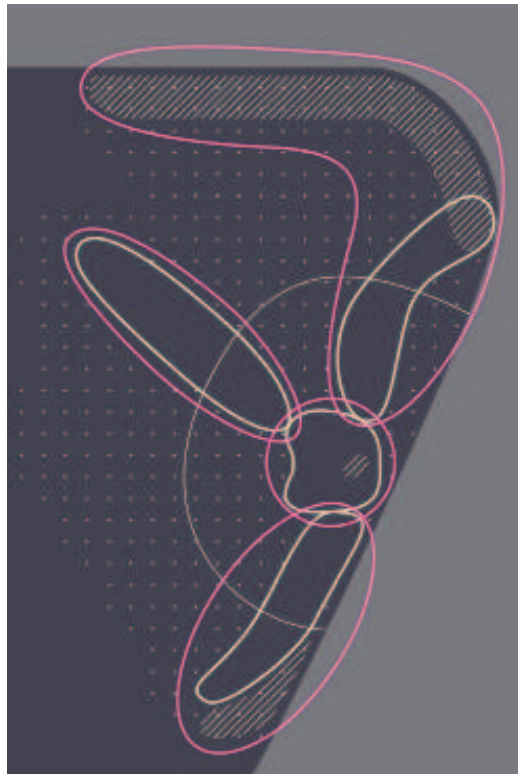
Portlethen forms part of the southern growth corridor from Aberdeen to Laurencekirk which identifies significant housing allowances through the plan period. The Strategy for development is based on locating development in sustainable corridors that maximise the opportunities for sustainable travel and the ability to provide infrastructure.

“This strategy focuses development in places where there are clear opportunities to encourage people to use public transport.”

The Strategic Development Plan does identify that there is to be a new settlement within the corridor, Elsick. This was identified for development early in the plan period and

there was an expectation that this would have provided a significant contribution towards the land supply during the period since 2011.

The 2017 Housing Land Audit identifies future delivery at Chapelton of 150 units per annum, but with a maximum annual delivery to date of 62 units. Realistic assumptions require to be made about the effective land supply available.



Regardless of the demand for housing there will be a limit to how many units will be delivered on any one site in a year. New towns and villages provided by the private sector will not be built at the same speed as Government lead projects as there is a different underlying objective and oversupply in a new market will not be in the best interests of future development values. The development at Elsick is comparable in many ways to Poundbury in Dorset that started on site in 1994 and the total of 2,200 homes is anticipated to be complete by 2025, that is 71 homes per annum, similar to the maximum number of units completed to date and a

realistic assumption of future supply Should the rate of development be reduced to 80 units per annum then over the period from now to 2031 there would be a reduction in the effective supply of 710 units to 2031. The Development at Causeyport would provide the Council with an opportunity to provide 550 units up to 2031

that would assist in ensuring that there remains flexibility in the housing land supply.

This would assist in meeting shortfall in the housing land supply and it would do so at a speed that allows for changes to be planned and implemented, e.g. new school or improvements to services or transport connections.

The Strategic Development Plan Main Issues Report (2018) identifies a suggested housing land requirement for the period to be covered by the Local Development Plan and identifies a requirement for additional allocations for 4,200 units up to 2030. These figures are subject to further consultation. The process of projecting future housing requirements is a process based on analysis of trends and forecasts for future housing needs and economic growth. The only real certainty with these forecasts is that they will be incorrect given past experience and there is a need to ensure that plans have sufficient flexibility to meet housing need and demand.

One of the objectives of the housing supply within the Strategic Development Plan is to improve the affordability of housing and decrease the number of households on the Councils' waiting lists. The Housing Need and Demand Assessment identifies that lower quartile prices are generally between 7 and 9 times lower quartile incomes and with affordability targeted at 4 times income this remains a significant concern and constraint in the local housing market. Aberdeen City Council has a waiting list with 6,631 applicants for its 21,993 properties and Aberdeenshire has

a waiting list of 7,280 applicants for its 12,903 properties. This suggests that there is a need to increase the stock of affordable homes available by almost 40% across the region. There may be some double counting, but this highlights the scale of the housing problems that exist in the area.

Figure 1 shows that the housing land supply has failed to meet the targets over the last 5 years and the levels of flexibility in the supply have been absolutely necessary. There has been optimism in the forecasts of

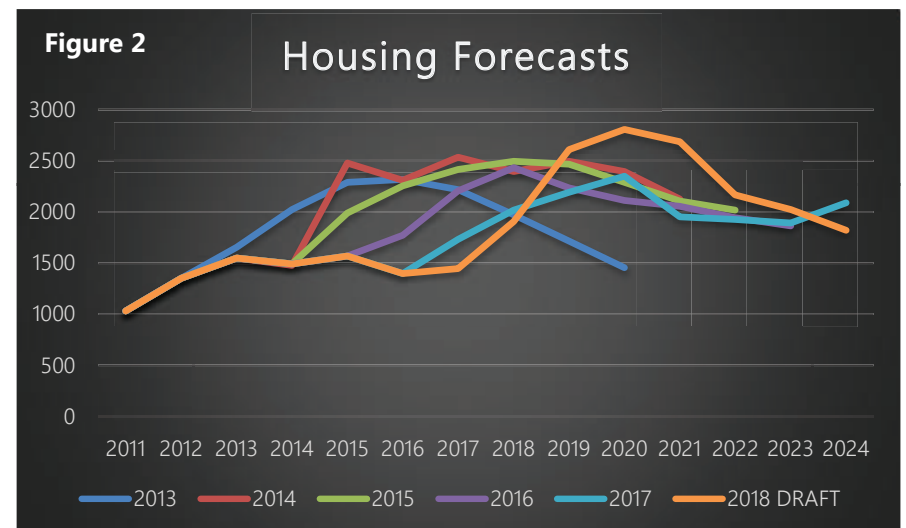
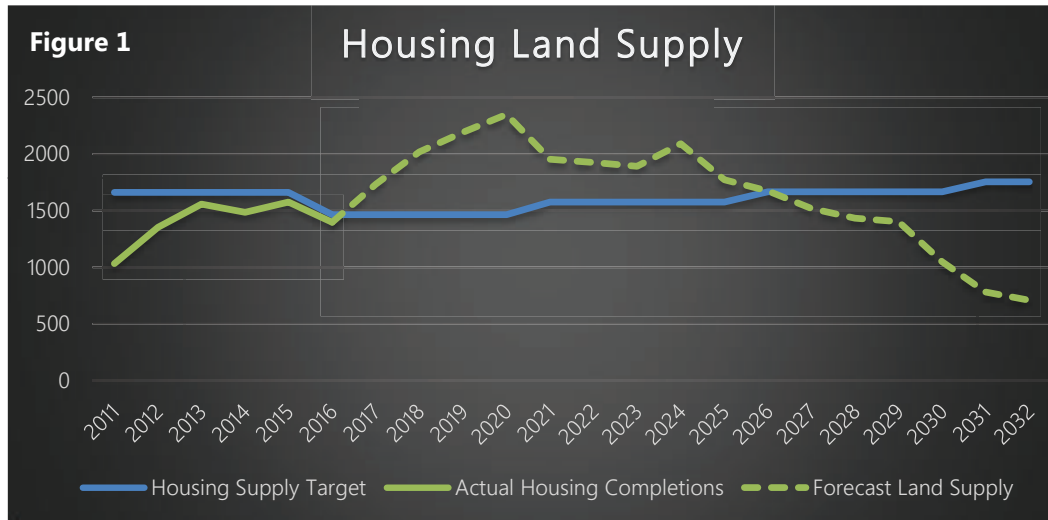
housing supply over the last 5 years continually projecting that housing delivery will increase the following year, as shown in figure 2. The latest draft figures continue this trend. A more realistic assumption of the delivery of the effective sites in the future and meeting past under supply would suggest that there is very little flexibility in the effective land supply to accommodate any potential increase in housing demand.

Prior to the decline in oil price during the summer in 2014 there were significant constraints in the provision and affordability of housing and despite these conditions the levels of completions in

the Aberdeen Housing Market area was not able to respond quickly to increases in demand and it is important that flexibility in the supply is provided through a range of different sites as expected by Scottish Planning Policy "Local development plans in city regions should allocate a range of sites which are effective or expected to become effective in the plan period to meet the housing land requirement of the strategic development plan up to year 10 from the expected year of adoption. They should provide for a minimum of 5 years effective land supply at all times. In allocating sites, planning authorities

should be confident that land can be brought forward for development within the plan period and that the range of sites allocated will enable the housing supply target to be met." (Paragraph 119).

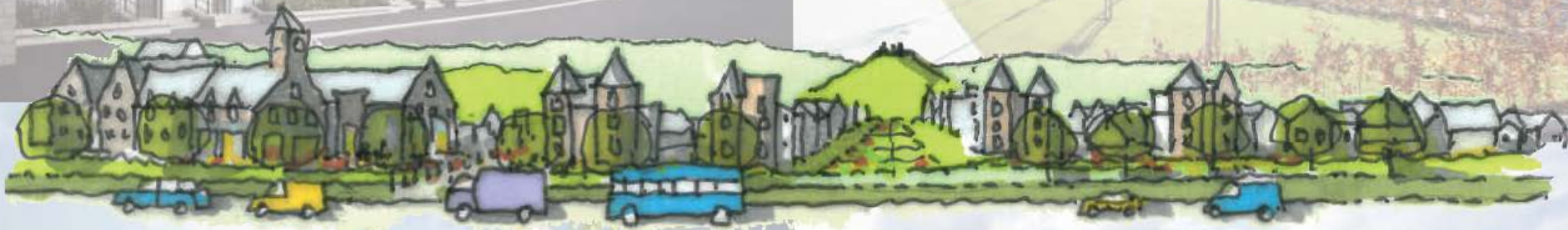
Causeyport can provide an opportunity to meet any shortfall in the housing land supply and provide flexibility in the supply for this growth area. The development will be phased and continue to contribute towards housing targets beyond just this plan period.



# Conclusion

- △ This development bid submission has considered the context of the site to design a proposal that will create a sustainable extension to Portlethen and can be accommodated within the landscape of the surrounding area.
- △ The proposal will also bring a sense of character to the area through the introduction of a clear design concept:
  - Subdivision of site within strategic landscaping and roads
  - Central raised landscape focal point
  - Compatible uses located adjacent to existing
  - Incorporation of existing dykes into design
- △ The proposal will incorporate a range of house types and sizes to meet demands and provide opportunities for those people who wish to remain in the local area with a choice of housing and a choice of setting.
- △ The proposed development fits with the spatial strategy for development and is within the strategic growth areas. This development provides an opportunity to plan a longer term vision for Portlethen and make strategic decisions about the investment in infrastructure for the benefit of the local community.





## CAU3 – Housing Land Paper

# Report on Housing Land

## Proposed Aberdeenshire Local Development Plan

THE200040

CALA Homes (North) Limited

July 31, 2020



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## 1 INTRODUCTION

- 1.1 This report has been prepared in consideration of the housing allocations made to meet the Strategic Development Plan Housing Allowances with the purpose of understanding the contribution a development at Causeyport Farm, Portlethen could make. The details of the proposal at Causeyport Farm are provided within a separate report and response.
- 1.2 The Housing Allowances for the period 2020 to 2032 as set out in the Strategic Development Plan (SDP) are reproduced in Table 1 of Appendix 6 Housing Land Allocations of the Proposed Aberdeenshire Local Development Plan (PALDP). This sets out that the Local Development Plan for Aberdeenshire requires to make allocations of 3,145 in the Aberdeen Housing Market Area and 2,619 in the Rural Housing Market Area to be capable of delivery over this period.
- 1.3 Appendix 6 then identifies all of the new allowances identified to demonstrate that the SDP allowance is achieved. This report has been prepared as a review of these allowances to inform representation on the PLDP.
- 1.4 The format of this review looks firstly at the policy background before assessing the allocations made in the PALDP.
- 1.5 In review of the above it is considered that the allocations made by the Proposed Aberdeenshire Local Development Plan are not considered to be sufficient. In review it is concluded on the basis of information available that there is a shortfall in the supply of effective housing land of 1,154 units and that there remains the opportunity to deliver these units on strategic sites in accordance with the Spatial Strategy of the SDP.

## 2 POLICY BACKGROUND

### Strategic Development Plan

- 2.1 The SDP sets the required housing allowances. Whilst this has not been formally approved this Plan has been subject to examination and has been submitted to Ministers. Any local development plan should be consistent with this plan. The housing allowances were considered in detail through examination and the main points are highlighted below as the conclusions of the examination influence how each local authority is required to respond.
- 2.2 Issue 14 of the Examination Report dealt with additional housing allocations. The Reporter reached some important conclusions for the consideration of additional allocations made by the Aberdeenshire Local Development Plan. The Reporter concluded at Page 189, the following four points:

*“A range and choice of sites is also required as existing allocations are developed and to sustain existing communities including those identified as regeneration priorities. Furthermore, existing allocated sites are not all likely to come forward as planned. Therefore, I find it reasonable and appropriate for the proposed plan to set further housing allowances.”*

*“I also consider that it might be necessary to allocate land adjacent to, or close to, existing strategic (large) sites to take advantage of planned infrastructure and*

investment. Consequently, I find no reason to restrict the allocation of housing to avoid large sites.”

“The approach used by Homes for Scotland where the programming of sites is extrapolated beyond the period stated in the housing land audit is well-evidenced with tables showing each site in each authority and market housing area. There will be instances where sites perform better and some which deliver less than the extrapolated method shows but it reasonably carries forward the last known (and agreed) programme of delivery on each site into the future. Therefore, I consider that it can be effectively used to predict the amount of the established supply that is considered to become effective during the periods 2027 to 2032 and 2033 to 2040.” (Page 193)

“I have opted, as suggested by Homes for Scotland, to omit the contribution from small sites. However, their contribution could be used to inform the production of local development plans alongside any freeing-up of land on constrained sites which may release housing over the plan period. This approach allows an additional flexibility to the housing land supply.”

- 2.3 The approach of the Reporter in setting these allowances requires that additional Local Development Plan allowances must be identified to meet the housing requirements and that they are considered to be able to become effective during the period to 2032. This does not exclude additions to strategic sites, but must be considered in the context of the forecast delivery of the development sites in the manner set out by Homes for Scotland in the examination of the SDP, i.e. an estimate of the contribution of a site over the period to 2032 should be made.

### **Deliverability of the Local Development Plan**

- 2.4 Important to the purpose of the additional allowances is deliverability. Additional land which is constrained or will not have capacity for the number of units stated will not achieve the stated objective. This is a requirement of SPP, which states that there is a need to “have a sharp focus on the delivery of allocated sites embedded in action programmes, informed by strong engagement with stakeholders”. Circular 6/2013 paragraph 67 also states that “the selection of sites should be based on an understanding of place, together with consideration of deliverability factors such as site viability and housing land effectiveness.”
- 2.5 The Affordable Housing & Housing Land Audits Planning Advice Note 2/2010 provides assessment criteria for the effectiveness of housing land; these are as listed below:
- Ownership: within the control of a party which can be expected to release it for development
  - Physical nature: free from constraints, or where constraints can be overcome and remedial works funded
  - Contamination: free from, or has commitments to remediate to a standard for marketable housing
  - Deficit funding: has been committed if required
  - Marketability: site or relevant parts can be developed during the identified period
  - Infrastructure: free from constraints, or can be provided realistically by a developer or another party
  - Land use: housing is the sole preferred planning use, or a realistic option



- 2.6 The Scottish Government have published research on the Deliverability of Site Allocations in Local Development Plans in February 2020. This notes that the emphasis on deliverability is particularly important as the plan-led system allocates only 'enough' land to accommodate anticipated development – with some flexibility allowed – and thus constrains land supply. The research provides a framework for assessing the deliverability of site allocations and the first stage is considering the sites in accordance with the policy framework and strategy for development.
- 2.7 For major sites (>50 units) it advises that there should be consideration of the evidence for factors affecting deliverability. Primarily concerned with information on the land use and layout of development, phasing and site conditions.
- 2.8 For more strategic allocations it recommends an amplified approach, with viability appraisal. It is recognised that with strategic sites it is appropriate to consider the deliverability of the phase of development to be covered by the Local Development Plan period or the Action Programme period. It is also necessary to consider the benefits created by strategic allocations.
- 2.9 The SDP explicitly states at paragraph 4.18 that “local development plans must identify allocations for the period 2020 to 2032 which are deliverable within the timeframe of this period”.
- 2.10 In conclusion LDPs must ensure that an evaluation is undertaken of allocations to ensure that there is a good prospect that the proposal can be delivered as identified.

### **Location of New Allocations**

- 2.11 The spatial strategy is set out in the SDP and allocations must be consistent with the spatial strategy together with policy and planning factors. This will determine the most appropriate locations for development prior to any assessment of the delivery or viability of proposals.
- 2.12 The Housing Allowances are identified on a Council and housing market basis only and it is for a professional judgement to determine the most appropriate sites in meeting these allowances. The Spatial Strategy in the SDP on page 10 has “an expectation that 75% of all homes will be in strategic growth areas” and in paragraph 3.47 that “All development that meets more than local needs will generally be located within the Strategic Growth Areas.”
- 2.13 These strategic growth areas include Aberdeen City and the main transport corridors. As shown in Figure 1.

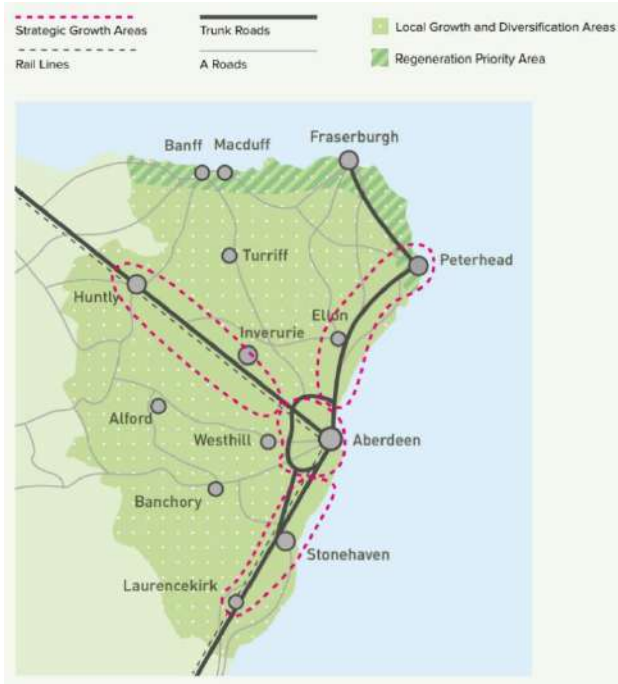


Figure 1: Strategic Growth Areas

2.14 Paragraph 3.12 expects that “All four Strategic Growth Areas will focus on creating sustainable mixed communities with the services, facilities and infrastructure necessary for the 21st century. This will include new and improved infrastructure, such as:

*new or extended primary and secondary schools;*  
*multifunctional green networks and green spaces, including areas for food growing;*  
*improvements to roads and railways as well as active travel (walking / cycling) and bus networks;*  
*upgrades to energy networks;*  
*enhanced digital connections; and,*  
*new water supply and waste-water systems.”*

2.15 Local Growth is not defined in unit numbers but is described in 3.45 of the SDP,

advising “The scale and level of opportunities for new growth will vary from place to place, with larger towns such as Fraserburgh, Alford, Turriff, Banchory and Westhill being the main focus for new investment. Levels of growth in individual settlements should relate to local needs, with different places having different potential.” In general terms smaller settlements servicing smaller areas will have lower local housing needs.

2.16 The 2019 Housing Audit figures for the delivery of units has been utilised in combination with the allowances to assess the distribution of the effective land supply across Aberdeenshire (Appendix 1). There is a 2020 Housing Land Audit that has not been subject to any consultation at this time. There is a clear distinction set by the Reporter between what was effective in 2019 and the new allowances required by the Local Development Plans. Therefore, it is not necessary to review the established supply further. Whilst some sites have become effective programming has changed on others, and overall there is very little difference in the effective land supply between the 2019 and 2020 audits. As was done in the examination the units within each settlement have been projected for the forecast years post 2030 and all of the allowances as contained within Appendix 6 of the PALDP are included as presented and assumed effective.

- 2.17 The diagram in Figure 2 spatially demonstrates the distribution of the stated effective supply and their locations up to 2032.

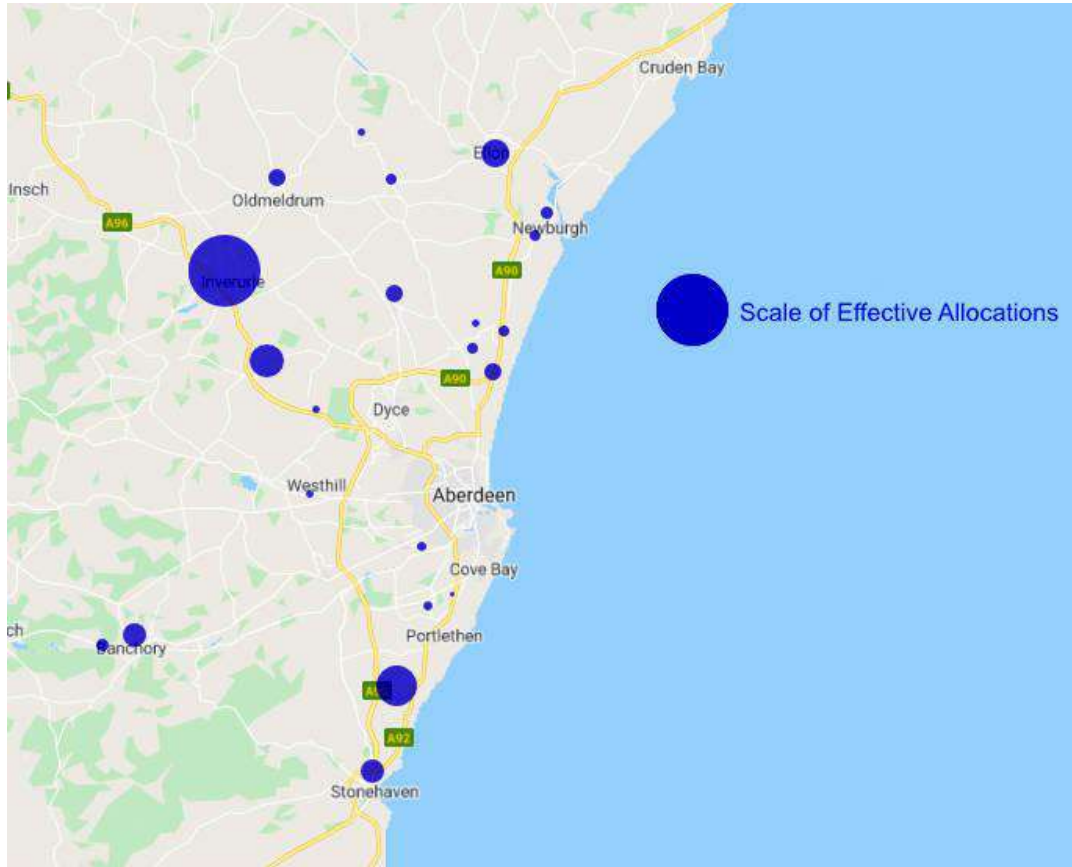


Figure 2: Scale and Location of Effective Allocations in settlements with more than 50 units

- 2.18 There is quite a dispersed pattern to the effective supply in the Formartine Area with some considerable allocations in small settlements, noting that the diagram does not identify settlements where the effective supply is less than 50 units. In the Inverurie corridor development allocations have been focused on Inverurie and Kintore and there remains long term supply in these locations. In the southern corridor the effective supply is mainly focused at Elsick and Newtonhill with some a commensurate allocation in Stonehaven through the enabling based proposals at Ury. The main settlements have a supply of land given their status and fit with the strategy either in the form of location within a strategic growth area or as a local growth to support the location. The exceptions to this is Portlethen, where there is very limited effective land supply. Given its location within a Strategic Growth Area, Portlethen provides an excellent opportunity to provide housing in a location that there is a market for new housing development.
- 2.19 It is not considered that the scale of some allocations within the settlements in the Local Growth Areas are consistent with the Spatial Strategy of the SDP and these are aimed at trying to meet more than a local need. There are also small settlements that are noted as within the SGA, but development is not of a scale to deliver any real improvements to these settlements and do not achieve the benefits that are expected by the development strategy. Table 1 identifies some examples where this is the.



**Table 1: Examples of allocations out of scale with local growth needs**

Settlement	Estimated Existing Housing Stock	Housing Allocations	Housing Allocations as % of stock
Methlick	250	108	43%
Belhelvie	142	114	80%
Foveran	127	203	160%
Pitmedden	700	374	53%
Potterton	400	233	58%
Portlethen	3,497	176	5%

- 2.20 In addition given the scale of development in comparison to the settlement size and location will also pose an issue for marketability for such a supply of homes. It can also have a greater impact on the local services and facilities requiring disproportionate investment, which affects viability. Demand will remain higher in accessible locations that benefit from services and facilities.
- 2.21 Whilst Future allocations “should be of a scale which would not inhibit the delivery of current strategic allocations”. There has been no limit placed on the scale of allocations which should be made and it is also advised that “Local Development Plans may choose to make provision for additional Strategic Reserves for Housing for the period 2033 to 2040 in line with Table 3 [of the SDP], but this is not a requirement.” Strategic sites can have more long term benefits associated with them in the new infrastructure delivered and do align more closely with the spatial strategy. There is an expectation that new allocations to not inhibit the delivery of strategic allocations. Where the programming of other strategic developments would allow for combined delivery then this should be investigated. There is a level of housing demand identified as being required and with a restrictive approach to housing allocations there should be little concern to competition and there is no way to avoid competition in making additional allocations in the same housing market area that are meeting strategic housing requirements and needs. The primary consideration in this regard should be to the ability of all parties to make the investments in the infrastructure required. Investments in fewer concentrated locations does assist in the delivery by public bodies of necessary infrastructure.
- 2.22 A phased approach to strategic allocations across the next plan period would provide for long term benefits and should be considered as a better approach to meeting additional housing allowances. CALA’s proposal for development at Causeyport Farm, which includes a long term strategic plan for 1,800 homes and a mix of supporting uses, would provide this opportunity. The detail of this proposal is set out within a separate response to the PALDP.

2.23 Paragraph 5.13 of the PALDP states “The rate of growth in Chapelton has been unexpectedly slow and the local aspiration for a model town here is likely to be constrained unless significant new development land elsewhere in the corridor is restricted.” There is no evidence that we are aware of which would suggest that development is or will be constrained at Chapelton by development in this Corridor. We disagree with the Council's approach on this basis and highlight that the Local Development Plan needs to deliver options for development locations and subsequently new allocations within this Corridor. This will help to assist with the delivery of new build homes within the Aberdeen to Laurencekirk Strategic Growth Corridor, given targets in recent years have not been met.

### 3 CONSIDERATION OF EFFECTIVENESS OF ALLOWANCES

3.1 There has been recent examination into the established land supply and how much additional allowance requires to be made for the period to 2032 in the examination of the SDP. It has been assumed that this position is fixed. Aberdeenshire Council and Aberdeen City Council have subsequent requirement to identify additional allowances that will be capable of being effective. Aberdeenshire Council have identified the sites that it proposes to meet these allowances in Appendix 6 of the PALDP. It is appropriate to consider the assumptions made in terms of the viability, the number of effective units that will contribute and their fit with the Spatial Strategy.

3.2 Within Appendix 2 a site by site consideration of the contribution from each allocation to the allowances has been undertaken. A review of the effectiveness of the existing allocations effective in the 2019 Audit has not been undertaken as this was considered in detail in the SDP examination. The following points have become apparent in the review of the allocations:

- Units in the constrained land supply have been made effective with increased allocations. This is not considered an appropriate approach and the timing and effectiveness of the established supply has already been assessed at examination of the SDP and, whilst there may be some sites that become effective there will also be others that become constrained. The delivery of the new allowances should be determined on new sites only, or where there is a clear reason for increase in the site capacity. The Council require to provide further clarity on these issues to confirm the effective supply that is provided.
- The Council invited bids to be submitted for proposed developments and these were received from a range of parties including developers and landowners. Whilst a site does not require to be promoted by a developer, given the wide-ranging interests it is normal that in more desirable and deliverable locations that these will have been promoted by a developer. The delivery of allocations is not necessarily affected by this, but it should be considered in the overall picture of viability.
- The Council in assessing bids have allocated some sites and have stated in the PALDP that they have increased numbers to avoid underdevelopment. Whilst there is a policy to seek an increased density in the SDP it is not possible to use standard rates to determine the feasibility on all sites. There are infrastructure requirements that can affect capacity, or the context of the surrounding area, all of which require to be considered. There is also a policy requirement to provide 40% of a site as open space, and, which is particularly challenging in delivering the density of development suggested in some instances. There has also been no evident market testing of the increased capacities, which is particularly relevant in locations where large allocations have been made in small settlements. Again, further clarity from the

- Council is required to justify and provide clarity on how the increases in capacity have been calculated and their contribution to the effective housing land supply.
- Additional units have been identified on strategic sites that are not considered to be fully deliverable within the plan period. As noted previously there is no reason to suggest extensions to strategic sites are not appropriate and further information is required from the Council as to whether or not units can be taken into account in considering their contribution to the effective land supply.

3.3 A summary of the results of the assessment in Appendix 2 is set out in Table 2 below.

**Table 2: Assessment of Allowances in the Aberdeen Housing Market Area**

	Total allowance	Comparison to SDP Target
As Proposed in Appendix 6	3145	80
As adjusted for appraisal for contribution to allowances	1,804	-1,154



## 4 CONCLUSION

- 4.1 There is a defined requirement for the Local Development Plan to identify land capable of becoming effective within the period to 2032. From a review of the allocations this is not considered to have been achieved and it is considered that there is a shortfall in meeting the SDP allowances for the period to 2032 of 1,154 units. It is a requirement of Circular 6/2013 that allocations have been considered for their effectiveness and there is a clear understanding of how these allocations will be delivered and it is necessary for the Council to provide further detail on how these units can be made effective and if not allocate additional sites for housing development.
- 4.2 The distribution of the effective land supply has moved away from the strategy set out to maximise the benefits of strategic infrastructure with large allocations being identified in locations, which are not considered to be consistent with the Spatial Strategy of the SDP.
- 4.3 The Reporter considering this issue in the SDP examination has made it clear that there is no restriction on strategic allocations or additions to areas of investment. A greater focus should be placed on investment and development in the key locations where the objectives of the SDP can be met.
- 4.4 On this basis the option of allocating land at Causeyport Farm, Portlethen would provide for additional supply of housing land that would conform with the SDP spatial strategy. The detail of the consideration of its fit with the Spatial Strategy is set out within a separate response.

## APPENDIX 1 EXISTING 2019 HLA FIGURES + ADDITIONAL HOUSING ALLOWANCES

Settlement	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	New Allowances	Total
Blackburn	0	0	10	20	20	0	0	0	0	0	0	0	0	0	190	240
Inverurie	154	180	146	144	160	160	135	135	135	135	65	60	60	60	259	1988
Kintore	3	29	54	90	90	90	90	66	60	60	60	60	60	60	56	928
Balmedie	0	0	0	75	75	70	0	0	0	0	0	0	0	0	80	300
Belhelvie	0	5	5	0	0	0	0	0	0	0	0	0	0	0	104	114
Blackdog	0	30	30	80	80	80	80	80	70	19	0	0	0	0	0	549
Ellon	0	3	4	40	97	97	72	72	72	72	72	72	72	72	0	817
Foveran	8	0	26	30	25	25	19	0	0	0	0	0	0	0	70	203
Newburgh	38	27	2	0	0	0	0	0	0	0	0	0	0	0	160	227
Pitmedden	13	15	20	20	9	0	0	0	0	0	0	0	0	0	297	374
Potterton	0	0	0	0	0	0	0	0	0	0	0	0	0	0	233	233
Methlick	2	2	1	0	0	0	0	0	0	0	0	0	0	0	103	108
Tarves	0	13	30	30	30	16	0	0	0	0	0	0	0	0	13	132
Udny Green	7	5	3	0	0	0	0	0	0	0	0	0	0	0	0	15
Udny Station	0	0	23	15	5	0	0	0	0	0	0	0	0	0	0	43
Cluny Sauchen	0	18	18	20	20	0	0	0	0	0	0	0	0	0	0	76
Dunecht	0	16	8	0	0	0	0	0	0	0	0	0	0	0	9	33
Echt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hatton of Fintray	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	16
Keithhall	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	36
Kemnay	0	14	6	0	0	0	0	0	0	0	0	0	0	0	0	20
Kingseat	3	3	3	2	0	0	0	0	0	0	0	0	0	0	0	11
Midmar	2	4	4	3	0	0	0	0	0	0	0	0	0	0	12	25
Millbank	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	30
Newmachar	12	39	62	75	76	38	38	38	36	40	0	0	0	0	0	454
Westhill	0	1	2	0	0	0	0	0	0	0	0	0	0	0	63	66
Blairs	5	5	8	8	10	20	20	20	20	20	20	25	25	25	0	231
Drumoak	1	13	2	1	0	0	0	0	0	0	0	0	0	0	0	17
Kirkton of Maryculter	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	6

Park	0	0	0	3	3	0	0	0	0	0	0	0	0	0	7	13
Woodlands of Durris	4	0	2	2	1	0	0	0	0	0	0	0	0	0	27	36
Banchory	57	43	71	69	58	26	44	48	48	24	0	0	0	0	47	535
Inchmarlo	4	13	23	34	30	30	0	0	0	0	0	0	0	0	130	264
Oldmeldrum	26	18	52	65	23	15	15	5	0	0	0	0	0	0	252	471
Chapelton	60	60	60	60	60	80	80	80	80	80	80	80	80	80	0	1020
Drumlithie	0	5	5	5	5	5	5	0	0	0	0	0	0	0	0	30
Marywell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	52
Newtonhill	5	21	32	17	0	0	0	0	0	0	0	0	0	0	51	126
Portlethen	0	19	36	0	0	0	0	0	0	0	0	0	0	0	176	231
Stonehaven	67	33	67	77	72	67	20	21	10	10	10	0	0	0	233	687



## APPENDIX 2 CONSIDERATION OF EFFECTIVENESS OF ALLOWANCES

Adjusted Contribution  
Site not effective  
No Change  
Suggested

Settlement	Site Code	LDP 2017 Allocation	Built by Jan 2019	Effective 2019	Constrained 2019	SGA	LGS AHMA	Opinion on contribution to allowance	LDP 2021 Allocation	Justification for revisions
Balmedie	OP1	50			50	30		30	80	Site is currently allocated in the LDP with the inclusion of 50 homes. The Proposed Plan suggests increasing this allocation to 80 homes. Whilst the site is noted as effective in the draft Housing Land Audit 2020 the contribution towards the allowance should be only 30 units, i.e. those additional units.
Balmedie	OP2	150		220					220	Existing Site
Balmedie	OP3	500			500				500	Existing Site
Barthol Chapel	OP1						5	5	5	New Site
Belhelvie	OP1	10		10		4		0	14	This site is an existing allocation and whilst planning has been granted for 4 additional units this should not be considered for contribution towards allowances. As set out by the Reporter in the SDP examination some developments will deliver more than the stated allocation and some will deliver less. This is the reason the allocations are indicative.

Belhelvie	OP2					41		25	41	The site was submitted as bid reference FR024 and the layout submitted identifies a proposal for 25 houses with a single point of access to the site. Further information is required to justify the increase in density on the site.
Belhelvie	OP3					49		0	49	The bid proposal FR131 was identified for 15 houses only and it is not clear how access would be delivered or if the owner is able to provide access. We are aware that there are potential ground issues where this part of the site. There was a sewage works and gravel pit on the boundary with the farm track and earlier phases of development required to remediate the adjacent land in forming the open space. The allocation to the north has been undelivered for 8 years, therefore further information is required to ascertain the delivery of the site.
Blackdog	OP1	600	51	549					600	Existing Site
Ellon	OP1	980		980					980	Existing Site
Ellon	OP2	U		50						Existing Site
Ellon	OP3	5	1	11					10	Existing Site
Foveran	OP1	100	42	58					100	Existing Site
Foveran	OP2	75		75					75	Existing Site
Foveran	OP3					36		0	36	12 houses were proposed in the bid to Aberdeenshire Council by a landowner. There is a significant land supply in Foveran for a small village and the programming would indicate that the existing allocations would provide supply up to 2032. Therefore further information from the Council is needed to ascertain the reasons for the increase in contribution to housing land supply.

Foveran	OP4					20		0	20	5 houses were proposed in the bid to Aberdeenshire Council by a landowner. There is a significant land supply in Foveran for a small village and the programming would indicate that the existing allocations would provide supply up to 2032. Further information from the Council is needed to ascertain the in contribution to the housing land supply.
Foveran	OP5					14		14	14	New site.
Methlick	OP1	20			20		20	0	20	Site is allocated in the 2017 LDP for 20 homes and remains constrained in the 2020 Draft Housing Land Audit by market and infrastructure. Therefore further information from the Council is therefore needed to ascertain effectiveness.
Methlick	OP2	5		5			3	3	8	Planning Permission in Principle for 5 homes has been approved subject to Legal Agreement (planning application reference APP/2014/0219). Work has commenced on the access and the road on the site. The current allocation has been extended to accommodate 8 homes on the site.
Methlick	OP3						12	7	12	Proposed for 7 units and self-build with the croft house to be retained. There appears to be no assessment given to the likely viability or potential for a development of the increased scale proposed by the Council, further information is required.
Methlick	OP4						63	13	63	The proposal to the Council in FR46 and FR47 were proposed for 8 and 5 houses. No layout is provided and there has been no assessment of the ability of this site to deliver the units outlined, nor the means to deliver in this location by the Council, further clarity is required.
Newburgh	OP2	60		60					60	Existing Site



Newburgh	OP3					160	160	160	New site
Oldmeldrum	OP1	50	50			38	0	88	Noted as having the allocation increased to avoid underdevelopment. The site has an agreed masterplan for development and application for planning permission (APP/2019/1555) for 37 units. An application for 62 units was previously withdrawn (APP/2016/0393) as the amount of open space did not comply with policy and at the time the number of units was higher than the LDP allocation. Further information is requested to determine justification for the increase in units.
Oldmeldrum	OP2	50	50			35	35	85	New site, part was allocated as OP2 in LDP 2017 for mixed-use development of 4.2ha of employment land and 50 homes.
Oldmeldrum	OP3	40	40					26	Existing Site
Oldmeldrum	OP4	35	35			33	27	68	Planning permission has been granted for the development of the site, but the allocation has been increased to avoid underdevelopment. APP/2016/0898 refused for 35 dwellings (phase 1) due to concern over proximity to trees and housing mix. APP/2020/0761 submitted April 2020 for 62 units. Supply should be increased by 27 to reflect this rather than 33. Further clarity is needed from the Council on proposed site capacity.
Oldmeldrum	OP5					146	88	146	This proposal FR61 was submitted by a developer and an Architect has provided a layout. It is not clear the reasons the Council believe that 146 units would be deliverable on this site, further information is therefore needed.
Pitmedden	OP1	64	64					64	Existing Site

Pitmedden	OP2						219	142	219	Noted that two points of access are required for the development of the site in the PALDP. The developer submitted the proposal for a total of 142 homes on a larger site. Part of the site is also noted as being located within the HSE consultation zones, but this is mostly within the outer zone and poses little constraint. Further information is needed to understand the increase in the capacity of the site and the contribution to the housing land supply.
Pitmedden	OP3						68	30	68	An access strategy is required on how to provide two points of access. It would not appear possible to achieve this as the site only has access to the B999 at a single point, with the Bronie Burn to the north and west and no roads to the east. Site FR108 was proposed for only 30 units, however further information is needed from the Council to determine the contribution.
Pitmedden	OP4						10	10	10	NEW SITE - previously safeguarded for business uses (BUS2) in the LDP 2016
Potterton	OP1					172		175	172	Site has c. 20% at risk of pluvial flooding. These areas will be undevelopable. It is clear that this is a low point in the surrounding landform where water will collect in high rainfall. The Proposal contained in FR141 identified that together OP1 and OP2 would have capacity for up to 175 units at the upper limit. Further clarity is needed from the Council on the number of units and therefore the contribution to the effective land supply.
Potterton	OP2					61		0	61	

Rashierieve	OP1					8		8	8	Previously allocated as site OP1 in the LDP 2017. As a mixed-use allocation including live/work units, future road access will be a vital consideration for the site.
Tarves	OP1	100		100			13	13	113	There is currently Full Planning Permission for 113 homes on part of the site (planning application reference APP/2018/1262).
Tarves	OP2	10			10				15	Constrained by marketability
Tarves	OP3	19		19					19	Existing Site
Udny Green	OP1	15		15					15	Existing Site
Udny Station	OP1	35		35					35	Existing Site
Ythanbank	OP1						5	5	5	Constrained in the 2019 Audit, capacity increased, but no bid has been submitted or evidence to suggest the constrained will be removed.
Blackburn	OP1	50		50		190		100	240	The 2018 bid document stated capacity of up to 150 units for this site. Further clarity is requested from the Council on the increase in the number of units and capacity of the site in order to contribute to the effective land supply.
Cluny & Sauchen	OP2	99	23	76			0		76	Existing Site
Dunecht	OP3	24		24			9	9	33	Increased Units
Echt	OP4						25	25	25	New site



Hatton of Fintray	OP5	8			8		16	0	16	APP/2009/0658 refused for 11 units in 2008 due to it being premature. Since its allocation in 2012 there has been no progress on bringing the site forward for development. The allocations are indicative and the increased density is not considered to alter the effectiveness of this constrained site in the 2019 Audit, further clarity needed from the Council.
Inverurie	OP1	58		57					57	CALA 'The Grove' – currently under construction.
Inverurie	OP2	180	76	46	58					This site was previously allocated as part of site OP2 in the LDP 2017
Inverurie	OP3					50		50	50	This site was previously allocated as part of OP2 in the LDP 2017 and offers remediation of brownfield land
Inverurie	OP4	425	25	391					416	Previously allocated as OP3 and OP8
Inverurie	OP5	737		737					737	Existing Site
Inverurie	OP7	615	315	366					681	Previously allocated as OP7&8
Inverurie	OP8			64					64	NEW SITE - PPIP for 64 units, which formed part of the effective land supply in 2019.
Inverurie	OP11	25		25		29		0	54	This forms part of the wider allocation in the existing plan. There is no addition to the effective land supply from this allocation. Previously allocated as OP14. Planning application refused for 8 units. Housing Land Audit shows the delivery of units from 2024, no planning submitted, further information is required.
Inverurie	OP12	80		80					80	Previously OP15 - APP/2014/2245 Feb 2019 PPIP consent for 77 homes, formed part of the effective land supply in 2019.
Inverurie	OP15					130		130	130	New Site
Inverurie	OP16					50		50	50	New site

Keithhall	OP1	15		15		36	0	36	Site is noted as having an ownership constraint in the Housing Land Audit. This is shown as effective in the draft audit 2020. There is no evidence to justify the increase in unit numbers on this site. The housing within the village would indicate a density of closer to 10 houses would be more in context, further information is therefore needed from the Council on the site capacity.	
Kemnay	OP1	20		20				20	Existing Site	
Kingseat	OP1				7				Constrained Site	
Kintore	OP1	600		600		400		60	1000	There is no additional land at Kintore being allocated. This is the second phase of this strategic development. On the basis of the programming from the Draft 2020 Audit only 60 units of the additional 400 would be delivered in this plan period, further information is required.
Kintore	OP2	150		150					150	Existing Site
Kintore	OP6					24		24	24	Previously reserved land - 24 affordable units. This site was previously reserved land (part of R1) in the LDP 2017 but land subject to this allocation does not form part of the land requirement for a Town Park. Development should follow completion of a Town Park (R1).
Kintore	OP7					32		32	32	NEW SITE - previously safeguarded for business uses (part of BUS2) in the LDP 2017.
Midmar	OP1						12	12	12	NEW SITE - previously protected land

Millbank	OP1	35				30	0	30	The allocation has been reduced in size and there is no further allowance made. The Draft Housing Land Audit identifies the existing site as constrained due to marketability and infrastructure. Clarity is needed from the Council.	
Newmachar	OP1	300		340				340	Existing Site	
Newmachar	OP2	165	70	95				95	Existing Site	
Westhill	OP1	10						10	Existing Site	
Westhill	OP2							38	Existing Site	
Westhill	OP3					63	63	63	New Site	
Blairs	OP1		19	306				325	Existing Site	
Chapelton	OP1	4045	164	3881				4045	Existing Site	
Drumlithie	OP1	30		30				30	Existing Site	
Drumoak	OP1	44	33	11				11	Existing Site	
Findon	OP1					11		11	New site	
Kirkton of Maryculter	OP1	6		6				6	Existing Site	
Marywell	OP1					52		52	New housing. Previously business. Appendix 7E mentions that "The positioning of new housing in this area must not constrain developments within the BUS2 site by way of noise/amenity issues.". What work has the Council done to confirm the site	
Newtonhill	OP1	70		70		51		51	121	Planning permission granted via appeal APP/2018/1213 for 121 units, which contributes additional 51 to allowances.
Park	OP1	6		6			7	7	13	Additional Units
Portlethen	OP1					176		176	176	New Site following planning approval.
Stonehaven	OP1	110	9	146					155	Existing Site
Stonehaven	OP2	205	71	108		33		33	212	Part of this site was previously allocated as site OP2 in the LDP 2017.



Stonehaven	OP3	51		51		48		0	99	This site is currently allocated and has permission for 51 units. The site is located within the Forties Pipeline consultation zone. HSE have advised in response to application APP/2018/0113 that they considered this to be the limit of development in this location. It is not considered appropriate or practical to assume that there will be a greater number of units delivered. Further information is requested from the Council in order to be able to review this increase in capacity.
Stonehaven	OP4	50	12	37		1		1	50	The site gained Full Planning Permission in September 2015 for 49 houses including 12 affordable homes.
Stonehaven	OP5					60		60	60	New Site
Stonehaven	OP6					91		91	91	Part of the site was allocated as OP2 in the LDP 2017. PPIP granted March 2019 for 91 affordable homes as offsite housing for the original enabling development housing for Ury House and the consented development at North Lodge.
Woodlands of Durris	OP1	30	19	4			27	27	27	This site was previously allocated as part of OP1 in LDP 2016
Banchory	OP1	30		30			2	2	32	APP/2019/1306 awaiting decision. Erection of 32 Dwellinghouses, Detached Garages and Installation of Air Source Heat Pumps, and Associated Infrastructure, Landscaping and Open Space - awaiting decision. Expected delivery 2020
Banchory	OP2	345		340			5	5	345	Existing Site, not clear why an additional 5 units are identified.
Banchory	OP3	50		50					50	Existing Site
Banchory	OP4	15		15					15	Existing Site

Banchory	OP6				29		40	0	40	NEW SITE – The bid for this site MR061 suggested 100 units for this site and the MIR stated this had been reduced to 50 units. There has been various applications from 1998. Most recent applications withdrawn 2016 APP/2016/0807 for Partial Demolition of Former Hospital and Alterations to Building to Form 3 Dwellinghouses and 33 Flatted Units (Amendment to Previous Approval Granted Under Ref APP/2005/3279) and APP/2016/0808 Demolition of Former Nurses Home (Flatted Block) and Erection of 10 Dwellinghouses. Draft Housing Land Audit states 29 units constrained due to contamination, marketability, other factors. The allocation of an additional 11 homes is noted as 'should be able to facilitate remediation'. Further information is requested from the Council on the site capacity and the contribution to the housing land supply.
Inchmarlo	OP1	60	8	52					60	Existing site
Inchmarlo	OP2						120	120	120	New Site
Inchmarlo	OP3			75			10	10	85	New Site
TOTAL		11716	938	10765	697	1863	1232	1991	15074	





## CAU4 – Portlethen Capacity Study

# Town Planning Consultancy

August 2008



PORTLETHEN CORRIDOR  
CAPACITY STUDY

On behalf of:



In Association with:



**Rapleys LLP**



LONDON W1  
BRISTOL  
EDINBURGH  
HUNTINGDON  
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### **Appendices**

Appendix 1 – Goal Achievement Matrix Assessments

Appendix 2 – Capacity Study Diagram



## 1 **INTRODUCTION TO CONSULTANTS**

- 1.1 Rapleys Limited Liability Partnership (LLP) is an independent partnership of commercial property and planning consultants established in 1951. The practice comprises 26 partners and over 100 staff, operating from offices in Manchester, London, Bristol, Edinburgh and Huntingdon.
- 1.2 The practice serves a substantial client base in both the private and public sectors throughout the United Kingdom. The firm's planning department is involved in all aspects of land-use planning, including retail, residential, commercial, environmental, leisure and industrial development and have considerable experience in related issues.
- 1.3 WSP Group plc have acted as transport consultant for the Portlethen Corridor Capacity Study. WSP Group plc offers an integrated design and consultancy and facilities management service in the property and construction sector, operating through a network of offices throughout the UK and overseas. WSP Group plc employs over 9,400 colleagues worldwide with revenue of £577m (2007). WSP Group plc provides consultancy advice in the following specialist areas:
- Development planning, development infrastructure and transportation;
  - Environmental and geotechnical consultancy;
  - Sustainable development;
  - Building structures and building services; and
  - Civil engineering

## 2 **EXECUTIVE SUMMARY**

2.1 This is the Finalised Report of the Portlethen Corridor Capacity Study, which follows a 10 week public consultation period and presentation at a General Public Meeting at Portlethen Academy on the 26<sup>th</sup> June 2008. It is not intended that this document becomes part of the Development Plan for the Region, but it would become part of a body of background information used in the preparation of future development plans.

2.2 Aberdeenshire Council has identified the need to explore the potential for, and constraints to, development in the Portlethen Corridor over the longer term. Therefore, the purpose of this study is to establish a long term and sustainable framework for the critical land uses and distribution systems. A key assumption is that at some stage in the future, be it 20 years or longer, the study should allow for the expansion of the existing housing stock by 100% (5,000 dwellings). Growth relating to associated employment provision, services, open space, community facilities and infrastructure, must also form part of the study.

2.3 The principal aim of the study, as stated by Aberdeenshire Council, is to consider:

*'the entire surroundings of the respective settlements, for as far out from the settlement boundaries as is necessary to accommodate the hypothetical growth'.*

2.4 Furthermore, Aberdeenshire Council advises that:

*'A key issue in the corridor is the lack of an identifiable town centre in the main settlement of Portlethen. This exists as a 'retail park' rather than a town centre and the provision of an identifiable centre in an appropriate location would be of a great benefit. This may need to consider the redevelopment or improvements to the existing area.'*

2.5 This report identifies the key land and network requirements and thereafter, constraints and opportunities. This was achieved through consultation with Aberdeenshire Council, statutory consultees and the local community. Once this background information was collated, clear areas of search were identified and assessed to allow the comparable assessment of one site (or a developable area) to another, through application of the Goal Achievement Matrix methodology. This methodology seeks to identify the development potential of land based on principles of sustainability. Thus, sites closely related to existing infrastructure and services are more favourable.

- 2.6 To accommodate any future expansion within the Corridor, detailed transport modelling must be undertaken to ensure that the most viable and beneficial solution can be developed. Therefore, this report proposes a number of development options.
- 2.7 The four recommended development options are presented below and in no particular order of preference.
- 2.8 Option One: Western Expansion. Development is promoted on those sites which scored most favourably within the Goal Achievement Matrix methodology. Development would occur primarily to the west of the A90 in two distinct areas, one to the north, as an extension to the proposed Schoolhill development and another to the south of Portlethen Golf Club. This option promotes the relocation of the Golf Club in the longer term to provide a sequentially preferable site for the development of a town centre.
- 2.9 Option Two: Limited Eastern Expansion. This development option is similar to option three (Substantial Eastern Expansion), with the exception of reduced levels of housing east of the railway line. It is anticipated that this would better protect the Area of Great Landscape Value (AGLV) than option three. Future phases of housing, a mixed use area and further employment land allocations are identified as an extension to the Schoolhill development. A town centre would be developed along Cookston Road.
- 2.10 Option Three: Substantial Eastern Expansion. Development is proposed as close as possible to the existing train station at Portlethen and predominantly to the east of the existing railway line. It is hoped that this option, coupled with Crossrail, will promote a mode shift in transport use and a sustainable option for future development. Additionally, associated employment provision and future phases of housing would be promoted as an expansion to the Schoolhill development. A town centre would be developed along Cookston Road.
- 2.11 Option Four: Schoolhill Extension. Development is promoted as a planned urban expansion and an extension to the Schoolhill development. This option seeks to provide a separate, yet connected community and all associated services and facilities would be located within the expansion area.



## **PART A**

### **3 BACKGROUND AND PURPOSE**

#### **Background Issues**

- 3.1 The Portlethen Corridor comprises Portlethen and its neighbouring settlements of Marywell and Newtonhill as well as the villages of Downies, Portlethen Village, Findon, Cammachmore and Muchalls. The study area itself also embraces the area within 5km of Portlethen.
- 3.2 Portlethen is the most significant settlement within the study area and is identified within the Aberdeen and Aberdeenshire Structure Plan (NEST) as an 'edge of city community', that is a suburban centre with a balance of services, population and employment and that accommodates strategic growth of the city.
- 3.3 As the second largest settlement in Kincardine and Mearns, Portlethen has a population of 6,800 (as per 2001 Census). Newtonhill is the next largest settlement within the corridor with a population of 2,700. The economy of the Portlethen Corridor is clearly linked to Aberdeen and also influenced by the oil and gas sector. Indeed, significant proportions of the working population commute to Aberdeen, approximately two-thirds from Portlethen. However, this flow is being increasingly balanced by an element of commuting to Badentoy Park Industrial Estate, Portlethen.
- 3.4 Other settlements within the study area comprise a mix of rural service centres and the rural area itself. The smaller settlements are principally villages which have evolved from an historic core. The character of each of the coastal villages of Findon, Portlethen Village and Muchalls is characterised by development by the sea. Each of these coastal settlements are sensitive to development which could be detrimental to their unique character. In particular, Muchalls is recognised for its character through its designation as a conservation area.
- 3.5 Cammachmore also has a traditional character and sits quite separately from other development in the area, protected to an extent by the surrounding undulating landscape. However its location adjacent to the A90 contributes to the character of the Corridor.
- 3.6 Marywell is located in an area sensitive to further growth due to the potential for the coalescence of Cove with Portlethen.
- 3.7 Over the past five years circa. 905 dwellings have been built in the Kincardine and Mearns Area (Draft Aberdeenshire Housing Completions Report 2008); the majority within the key settlements (Portlethen and Newtonhill).

- 3.8 There are a number of critical challenges to overcome in planning the future development of this area. Historically, Portlethen and Newtonhill were small rural service centres demonstrated by their small historic cores. However, the character of the two areas has been significantly eroded by piecemeal 'suburban' style development without providing the supporting ancillary uses. This is demonstrated by an overdependence on Aberdeen for employment, facilities and services.
- 3.9 A detailed assessment of the existing settlements, as well as consideration of new areas for development is required to establish if the Corridor can accommodate further growth. This growth must be accommodated in a sustainable manner and which benefits the existing and proposed communities.

### **Purpose**

- 3.10 The purpose of this study is to establish for the Portlethen Corridor, in light of a review of its potential for growth:
- a long term framework for the critical land uses and distribution systems;
  - an outline of the most sustainable framework for those land uses;
  - an outline of the most sustainable framework for the critical distribution networks;
  - recommended thresholds or stages of development leading towards the long term frameworking; and
  - an action plan, as necessary, to achieve the above.
- 3.11 The principal aim of the study, as stated by Aberdeenshire Council, is to consider:

*'the entire surroundings of the respective settlements, for as far out from the settlement boundaries as is necessary to accommodate the hypothetical growth'.*

- 3.12 Furthermore, Aberdeenshire Council advises that:

*'A key issue in the corridor is the lack of an identifiable town centre in the main settlement of Portlethen. This exists as a 'retail park' rather than a town centre and the provision of an identifiable centre in an appropriate location would be of a great benefit. This may need to consider the redevelopment or improvements to the existing area.'*

## **General Assumptions**

- 3.13 In order to achieve the study's purpose, a growth assumption has been made of 100% expansion of the current housing stock and based on established and anticipated development within the current local plan period this equates to approximately 5,000 dwellings. This is an increase on the original, intended assumption of 50% growth and is as a direct consequence of the Scottish Government's recent commitment to a significant increase in housing completions within the last decade, as set out in the consultation document 'Firm Foundations'.
- 3.14 The assumed growth would take place over an undetermined time period and potentially up to or beyond 20 years. Previously, Aberdeenshire Council has made housing allocations based on demands at the time, on an ad-hoc basis. However, these did not necessarily look at the longer, strategic requirements of the area. As a consequence, this study must consider how best to accommodate 100% growth, in order that a longer-term strategic and sustainable approach can assist Aberdeenshire Council when making future allocations within the Strategic Development and Local Development Plans. Actual levels of growth in the Portlethen Corridor would ultimately be determined by Aberdeenshire Council.
- 3.15 Whilst a key aim of the study is to achieve sustainable development, the study is not itself a vehicle for research into sustainability. Instead, the study adopts the principles of sustainability, applying current National and Local Planning Guidance, taking into account the relevant aspects of Index 21 and observing best practice in items of guidance on sustainable development, such as the Essex Design Guide.

## **Key Land Requirements**

### Housing

- 3.16 The net housing land requirement for 5,000 houses would be 162.5 ha, assuming 90% of the houses are constructed at a density of 40 dwellings per ha (dpha) and 10% at 10 dpha

### Employment

- 3.17 The study seeks to promote sustainable communities through the identification of sufficient employment land. Based on the historical take-up rates and existing and proposed sites available within the area, the additional employment land required would be 54 ha. This should be sub-divided to provide for the range of employment site requirements.



### Retail

- 3.18 There is a requirement to create a town/civic centre in Portlethen, which would build upon the existing retail facilities offered at this location. A development of approx 40,000 sq ft on a central site is likely to create a critical mass in order to attract complimentary town centre and civic uses.

### Open Space

- 3.19 It is likely that approximately 20 ha of open space would be required. Through a masterplanned approach to new development it is unnecessary to require a specific amount of green space per house, particularly as the area is rich in adjoining open space along the coast and to the west of the A90. Instead, green space should be integral to the development and should ensure that it meets the needs of the new community, as well as linking to a wider network of green space through green corridors.

### School and Medical Facilities

- 3.20 Up to 15 ha would be required for a new academy and up to a further 4 ha for each of the new primary schools required.
- 3.21 An upgraded medical facility would be required. The existing site may be extended, or a new site identified, depending on which development option is ultimately adopted. There may be potential to provide a health care facility in association with one of the new community schools proposed.

## 4 **POPULATION**

### **Introduction**

- 4.1 This study considers how to accommodate the potential expansion of housing growth within the Portlethen Corridor by 100%. This would take place over a long-term period, potentially 20 years or more, as recommended by the provisions of Draft SPP3 'Planning for Housing'.
- 4.2 Ultimately, this requires growth that could be associated with the provision of a further 5,000 dwellings.

### **Discussion**

- 4.3 NEST allocates 500 units for the Portlethen Corridor up to 2010 i.e. 400 for Portlethen itself and 100 for other settlements. This study must look beyond that period and consider the implications of significant growth.
- 4.4 The average household occupancy rate from the 2001 Census is 2.49 persons per household. However, this is projected to decline to 2.31 in 2006 and 2.28 in 2011. In considering projections beyond 2010 we have assumed an occupancy rate of 2.28. On this basis an additional 5,000 dwellings would result in an additional 11,400 residents within the Portlethen Corridor.
- 4.5 Current and forecast population figures for Portlethen and Newtonhill.

	<b>Portlethen</b>	<b>Newtonhill</b>
<b>2001</b>	6,605	2,941
<b>2006</b>	6,632	3,966
<b>2011</b>	7,327	3,111
<b>2016</b>	8,436	3,086

(Aberdeenshire Council/ Small Area Population Estimates and Forecasts 2001-2016)

- 4.6 Within the 2001 Census, 8% of the population of Kincardine and Mearns are pre-school age; 16% school age; 63% working age and 13% retired. This profile contains a higher proportion of younger age groups than other areas within Aberdeenshire and reflects employment driven migration.

	<b>2006</b>	<b>2011</b>	<b>2016</b>	<b>2021</b>	<b>2026</b>	<b>2031</b>	<b>Change</b>
<b>16-19</b>	6,660	7,060	7,270	7,350	6,930	6,590	-70
<b>30-44</b>	26,680	24,270	21,770	21,870	22,790	22,850	-3,830
<b>45-59</b>	31,300	33,080	34,730	33,390	29,870	26,800	-4,500
<b>60+</b>	34,130	40,310	45,800	51,910	58,730	64,210	30,080
<b>Total</b>	98,770	104,720	109,580	114,520	118,310	120,450	21,680

(Aberdeenshire Council/Strategic Forecasts For Aberdeen City and Aberdeenshire 2006-2031)

- 4.7 The age structure of the population would influence the structure of any development framework moving forward. In Aberdeenshire, trends suggest an ageing population. However, the allocation of a further 5,000 houses would help to balance the age of the community, attracting younger families to the area. This would imply a need to consider provision of mainstream, family-housing and appropriate facilities, as well as tailored housing near to facilities and services to cater for a less mobile, ageing population.
- 4.8 Should no further housing be allocated within the Corridor, we would anticipate a decline in all age groups, except for the 60+ age group. This would be as a consequence of a generally declining population and smaller household occupancy rates, as the population ages and children leave home. This trend may be stemmed, in part, through development of new housing in the area. However, due to increased life expectancy rates, it is clear that new communities would need to provide appropriate housing, services and facilities to accommodate a less mobile and ageing sector of the community.

## 5 **KEY LAND REQUIREMENTS**

### **Housing**

#### Introduction

- 5.2 Historically, residential growth within the Corridor has centred around Portlethen and it is the largest settlement within the area. In recent years Newtonhill has grown significantly as a housing location, but lacks many of the supporting services and facilities that can be found in Portlethen. Elsewhere within the Corridor, residential development is focused within existing small villages along the Aberdeenshire coastline and in rural locations. These settlements have retained their individual and unique characters and historically growth here has been restricted to small incremental development, dictated by local demand.
- 5.3 The older core of Portlethen is located near the train station, police station, and church. Beyond this core area incremental housing development post 1970s has seen Portlethen develop as a series of piecemeal housing developments, with little thought being paid to the vernacular style of the more traditional buildings in the locality or how each area connects to the other to provide a 'sense of place'. The newer housing is principally detached bungalows and houses on large plots laid out in cul-de-sacs radiating from the principle roads which run through the settlement. The vernacular style was granite 1½ to 2 storey properties with vertical windows, slate roofs and demonstrated a level of symmetry in the principal elevation.
- 5.4 Newtonhill reflects the development pattern at Portlethen, although it has a larger historical core, located on the coast. Whilst there has been newer housing developed to the east of the railway, this is considered to be the original part of Newtonhill whilst the later expansion has occurred mainly to the west of the railway. Housing which did not form part of the original settlement has somewhat eroded its character through stereotypical 'suburban' designs of housing and bungalows, which pay little attention to the vernacular styles.
- 5.5 Portlethen Village, Downies, Findon and Muchalls are all small coastal villages. Cammachmore and Marywell are also traditional villages set further inland, all characterised by traditional properties and an individual 'sense of place'. Without exception, each of these smaller settlements has seen erosion of their character through poorly designed housing developments. However, as there has only been a small level of incremental growth the overall character of each village could be protected through restructured policies in the development plan. This would allow only appropriately designed infill development or a small level of growth to support the existing communities. Furthermore, with the exception of Muchalls, these settlements are located within an Area of Great Landscape Significance and Designated Undeveloped Coast. There is a need to provide additional policies in the development plan to ensure that new proposals incorporate high quality design, to lessen environmental impacts.



- 5.6 Throughout the Corridor there is evidence of the traditional character of small coastal and rural villages. Those that still exist should be protected from further development to retain their character. Moreover, the lack of facilities, services and infrastructure in these smaller centres make them unsuitable for significant extension, without coalescence into a larger settlement. Portlethen and Newtonhill represent the 'suburban ideal', with low density detached housing. However, there is a clear lack of character, connection and community associated with this type of development.
- 5.7 Housing stock throughout the corridor comprises predominantly detached and semi-detached properties, accounting for approximately 75% of the entire housing stock. Unsurprisingly, very little comprises flatted or tenement properties or indeed terraced housing. Current levels of affordable housing within the Corridor at approx. 10.6% falls below the average level for Aberdeenshire, at circa 18%. However, new housing growth locally must clearly comply with more stringent affordable housing requirements and therefore, this would comprise a greater element of the entire housing supply.
- 5.8 This study looks to accommodate housing at a higher density to promote and manage sustainable communities which would be permeable and integrated with other land uses providing a suitable mix of housing types and tenures.

### Discussion

- 5.9 In order to achieve the qualities of development required for sustainability, one of the key elements to the purpose of this exercise would be to assume a higher average density of development for the Portlethen Corridor than has occurred in the recent past.
- 5.10 Despite the obvious difficulties in adopting a specific housing density, it is critical to do so in order that we might determine the amount of land required to meet the residential element of the study. The historical housing density applied is in the region of twenty dwellings per hectare. However, it is acknowledged that in order to create sustainable areas of diverse residential amenity, provision should be made for housing at a higher and lower density than stated above.
- 5.11 Therefore we would propose the following design requirements:
- 90% of the housing requirement would be needed at an average of 40 dph; and
  - 10% of the housing requirement would be needed at an average of 10 dph.
- 5.12 The recommended densities are derived from the Essex Design Guide which has been used in all previous capacity studies undertaken by Aberdeenshire Council. For comparative purposes the same densities have been applied.

- 5.13 The higher density areas should be as close as possible to local services, employment and public transport routes to encourage non-car based travel as much as possible. The promotion of well designed, mixed used developments should also be pursued and where possible integrated solutions achieved for the benefit of sustainable travel and creating neighbourhoods. Current guidelines specify the following criteria:
- 400 from a regular bus route;
  - 600m from primary school; and
  - 1,500m to secondary/employment route.
- 5.14 In order to create communities with social cohesion, housing must be built in significant numbers alongside community facilities and services and not sporadically placed throughout the Corridor. This could therefore, take the form of groups of housing to form a neighbourhood of mixed housing types and tenures or potentially the creation of a new settlement which could accommodate the vast majority of the 5,000 dwellings required. Neighbourhood centres, centrally located within each housing area would ensure that housing is in close proximity to supporting facilities and services.
- 5.15 Current allocations within the area all have existing planning consent. The Schoolhill development is likely to contribute approx 100 houses per annum for the next 8-10 years, based on the projected build rates.
- 5.16 The creation of a mix of housing types and tenures would allow future development to cater for all housing requirements. The higher density would allow the incorporation of terraced housing, flats and smaller housing, which is currently missing in the area and would be required as a result of reduced household sizes in the future.
- 5.17 Neighbourhood blocks should ideally provide a 5 minute walkable model. The development would be arranged around a compact neighbourhood centre with shopping and community facilities. Lower densities would be promoted towards the outer areas of each neighbourhood. A higher density core with connected, permeable street patterns would enable easy connections and ensure frontages along the streets can provide a safer environment, promoting various transportation modes. Each housing area would have high levels of public open space and green corridors to provide a desirable area in which to live, promote biodiversity, leisure and community use. The open space requirements are addressed later in this report.
- 5.18 It is likely that only a very small and incremental amount of new housing would be proposed for the small coastal villages, in order that their unique characters can be retained.

## Employment

### Introduction

- 5.19 Portlethen has significantly low unemployment rates, currently this is approximately 0.6 to 0.7%. However, as with other Aberdeenshire settlements in close proximity to Aberdeen City, a large percentage of this workforce works outwith the settlement. Approximately 64% of residents work within Aberdeen City and this would clearly be significantly higher were it not for the existing employment offered by Badentoy Park.
- 5.20 This section of our report considers the need for further employment land within the Corridor associated with an increase of approx. 5,000 new houses.

### Discussion

- 5.21 Total sustainability and employment land provision could be achieved by identifying sufficient employment land to offer employment opportunities for all residents who might otherwise be expected to work outside Portlethen, if the existing travel to work pattern were maintained. This study seeks to achieve greater sustainability through the identification of sufficient employment land within the Corridor.
- 5.22 Existing employment is focused around Badentoy Park Industrial Estate and beyond this, employment opportunities are offered by retailers at the Portlethen Retail Park and also at a site located off Cookston Road. Furthermore, there are existing allocations at Mains of Cairnrobin, Mosside, Newtonhill and as a proposed extension to Badentoy Park Industrial Estate. Moreover, there have been recent approvals at Mosside and at Schoolhill which would accommodate future development proposals for business land. The main employers are detailed in the table below.

<b>Main Employers</b>		
Aberdeenshire Council	Copipe Systems Ltd	Noskab Group Plc
Asda Stores Ltd	Enesco Offshore UK Ltd	Progenitive Services Ltd (PSL)
Baker Hughes Inteq	Hunting Energy Services (International) Ltd	Ramco Tubular Services Ltd
BJ Services Co Ltd	Mains of Balquharn	Smith International (North Sea Levels)
Bluewater Services (UK) Ltd	McIntosh Donald Ltd	TA Engineering Services Ltd
Cooper Cameron (UK) Ltd	National Oilwell Varco UK Ltd	Tuboscope Vetco UK Ltd

Aberdeenshire Council ([www.aberdeenshire.gov.uk/statistics](http://www.aberdeenshire.gov.uk/statistics))

- 5.23 There has been 104.5 ha of business land taken up within the Portlethen Corridor historically, with 73 ha taken up prior to 1997. The average take up over the last 10 years in Portlethen has been approximately 3 ha per annum.
- 5.24 Whilst this study does not look at a specific time period in which to accommodate future development, for the purposes of this employment section we have assumed that the development would take place over an approximate 20 year period. Based on the historic take up of employment land within the area, we assume that 63 ha would be required based on the historical take up rate.
- 5.25 The impact of the AWPR on the employment land supply, particularly to the south of the city is currently unknown. However, it is anticipated that due to the good location of Portlethen in relation to Aberdeen and the potentially positive impact of the AWPR, the area would become popular for sites for break bulk/distribution. The majority of goods destined for Aberdeen area arrive from the south, along the A90 and provision of suitable sites for break bulk/distribution to the south side of the City would help to reduce journey times and the quantity of haulage currently entering the City. It is likely that the additional desirability of a location to the south of the City would see an increase in demand over and above the current levels of take-up throughout the Corridor.
- 5.26 It would be the role of future Structure and Local Plans to review the economic growth of the area and to establish the required area of land required, in accordance with demand. However, it is clear that additional land over and above the 63 ha would be required. The proximity to the AWPR and the interchange with the Charleston Junction, is likely to see demand increase and it is better that this increase be planned for within any proposed option for future development. The increase is likely to be a further 20 – 30 ha over the next 20 years, particularly due to the uses which require large sites for storage purposes.
- 5.27 There are a number of sites that have been allocated within the Corridor for some time and yet have not been taken up. This is highlighted by the high values of employment sites generally within Aberdeen and Aberdeenshire. Demand is great and companies and speculative developers are willing to pay over the asking price for suitable sites. This highlights those sites which are not considered to be suitable. It is advisable that Aberdeenshire Council re-assess the current employment sites with regard to their suitability and contribution to future employment provision.
- 5.28 The employment allocation in Newtonhill is not seen by businesses or speculative developers to be desirable option for employment, despite the high pressure for land for employment sites throughout Aberdeen and Aberdeenshire. Given the unlikely take up of the Newtonhill site and the potential for its deletion, we do not count the 7.2 ha against the future employment supply.



- 5.29 A 21.2 ha extension is proposed adjacent to the existing Badentoy Business Park. Whilst this is constrained, future development at Schoolhill would improve the access and is likely to see the area coming forward in the future. It is considered that this 21.2 ha site should be counted as fulfilling part of the future requirement for employment sites.
- 5.30 Adjacent to Badentoy Business Park, within the new development at Schoolhill, a further 17.7 ha of business land has recently been approved and is likely to be developed and delivered in the future. This is a significant employment allocation that would count towards the requirement for future employment sites.
- 5.31 The employment site at Mosside provides a further area of 8.0 ha which is likely to be developed as part of Aberdeen City gateway site. This would also contribute to employment land for the Portlethen Corridor in the future.
- 5.32 The Mains of Cairnrobin site provides 39.9 ha of development land for employment purposes although it was previously considered constrained due to ownership and access issues. These constraints have since been resolved and planning permission sought. It is likely that development will be brought forward on this site in the near future.
- 5.33 The location of the Mains of Cairnrobin site is environmentally sensitive and should development of the site occur it is likely that Cove and Portlethen would suffer coalescence. As the site is already allocated, it would be for Aberdeenshire Council to determine how best to afford incorporate measures to reduce potential coalescence through strategic landscaping and appropriate future masterplanning. As discussed in para. 5.70 it is recommended that a Green Belt review be undertaken. The area surrounding this site should form part of that review.
- 5.34 In order to assess the future requirement of employment land over and above that provided by the existing and proposed locations, we have taken into account the supplies provided by the proposed extension to Badentoy Park Industrial Estate, the development at Mosside, Mains of Cairnrobin and the proposed Business Park at Schoolhill. This accounts for approx 80 ha of the required employment land, which provides approx 10 ha over and above that required for the must be allocated in the area.
- 5.35 We have also considered that it is unlikely that development would take place until the AWPR has been constructed and therefore, take up in the interim 4-6 years is likely to require further land be allocated to accommodate the additional growth over the twenty year period beyond the construction of the AWPR. On this basis a further 15 ha may be required.
- 5.36 In addition, it is likely that demand would increase upon completion of the AWPR and additional growth over and above historical take up rates could see a further 15-20 ha developed.

- 5.37 This study must look to accommodate a 'best-case' scenario to ensure that adequate provision can be made for future employment land. It is recommended that approx 25 - 50 ha of employment land be incorporated as a key land requirement of the study.
- 5.38 Looking to the future, a range of employment land should be identified wherever possible and the role of the town centre as an employment hub is recognised. Priorities for locating new development land must include proximity to the workforce and adjacency to transport infrastructure, given the need to reduce travel generally and travel times is critical.
- 5.39 There is an identified need throughout Aberdeen and Aberdeenshire for sites suitable to accommodate new business headquarters. In addition, Portlethen has become a desirable location for engineering firms and those associated with the oil and gas industry. The clustering of similar types of employers has proved to be successful throughout the Aberdeen/Aberdeenshire area and therefore, the existing knowledge base and skills should be reinforced by neighbouring allocations.
- 5.40 The scale of any individual employment area would vary. Ideally each housing area would contain either a corresponding area of employment land compatible with the surrounding uses or would be suitably located adjacent to employment land, ensuring businesses have access to a local workforce and reducing the need to travel. Mixed uses within the residential areas should be encouraged, where the uses can co-exist. However, considerations of site size and location, service accessibility and the costs of provision would undoubtedly dictate that some areas of housing have no such provision. Instead, some housing areas would need to rely on footpaths/cycle ways and public transport routes for access to employment sites.
- 5.41 The primary criteria for the selection of locations for employment land should include:
- Ease of access for service vehicles to the main transport network; and
  - Proximity to public transport routes and residential areas.
- 5.42 The location of employment land would also depend in part, on the particular use proposed. For high density operations the priority should be a location as close as possible to the main bus route and preferably town centre, whilst for low density businesses or industry access for service vehicles to the main trunk road would be of great importance.

## **Retail and Other Services**

### Introduction

- 5.43 Portlethen is the focus of existing retail and supporting services for the entire Corridor. Retail provision is dominated by the Asda superstore at the Portlethen Retail Park. Other retail warehouses within the park are occupied by Argos, Matalan and Homebase. Further food retail exists in the form of two small Co-Op convenience stores within the heart of the settlement. Other town centre uses, namely convenience shops, take-aways, hairdressers etc. can be found elsewhere within Portlethen and on a very limited scale. Other services comprise a Health Centre with Pharmacy (an additional pharmacy within Asda), a Post Office (within the Co-Op), a Dentist and a Veterinary Surgery. Against this background, it is clear Portlethen is the focus for retail provision and 'town centre' activity within the study area. The Asda in particular is the focus for shopping activity and indeed, the wider retail park is generally considered as Portlethen's town centre.
- 5.44 It is evident that the Corridor lacks a focal point in terms of town centre uses and therefore, a sense of identity. Indeed, beyond the offer of main food shopping there is little to prevent leakage of expenditure from the Corridor to other locations within Aberdeen City. For the additional population growth assumed, there is a clear need to ensure sufficient land requirements for retail and other services. Furthermore, beyond the retail offer, the civic uses are concentrated within the new community Academy in Portlethen and not located within the shopping area considered to be the "Town Centre".

### Discussion

- 5.45 Formulation of detailed proposals are outwith the remit of the study. However, it must be recognised that Portlethen lacks a coherent and identifiable town centre and as such a focus for the existing and proposed population. Given the significant growth that would take place over the lifetime of the proposed development framework, the need to promote a more traditional town centre within the Corridor should not be understated.
- 5.46 Therefore, the study must consider the opportunity to provide a new town centre and a full range of town centre uses, beyond simply new retail development.
- 5.47 Even with an increase of 5,000 homes at Portlethen, the population would not be adequate to support an ambitious town centre, particularly due to the close proximity of Aberdeen City. Furthermore, the presence of ASDA, which serves nearly all the convenience and part of the comparison requirements for the area, would make it difficult to attract some other retailers to locate in Portlethen.
- 5.48 Whilst there are settlements to the south from which Portlethen may attract expenditure, it is likely that most will use either Aberdeen or Dundee.

- 5.49 Nevertheless, Portlethen's retail trade is drawn from a significant catchment and this provides an opportunity to compliment the existing uses. The new population is likely to attract companies such as Iceland, Farmfoods, WH Smith and RS McColl as well as other uses including, bakers, chemists, banks, opticians, gift/card shops, and newsagents. There is potential for some fashion provision from the likes of Peacock, New Look and Brantano. In terms of service; dry-cleaners, bookmakers, travel agents and solicitors may be attracted to the town centre.
- 5.50 Given that the study is not looking at a specific development time-frame, it is not possible to predict the sites which may become available. However, we understand that the McIntosh Donald site may be vacated during the lifetime of this framework. Alternatively, new sites may be presented within the new employment allocations that would be less restrictive for the business and a suitable alternative site should be promoted. The current site should be prioritised as a development opportunity. As it is located adjacent to the existing retail park the development of the site would be critical in ensuring the success of a town centre. If appropriately linked to the existing retail park, this area could provide for an extended park of approx 40,000 sq ft to accommodate fashion stores and other retail park type uses and offer critical mass to attract further occupiers. Development at this location could also provide additional car parking for the centre.
- 5.51 The current layout of the existing retail park is not conducive to extension or redesign. However, in the longer term, should there be a requirement to upgrade or reconfigure the park then a clear opportunity exists to improve the layout and potentially allow further extension. Moreover, the proposed town centre would benefit if the current retailers worked in partnership with developers of the adjacent site to incorporate environmental improvements and improved linkages between existing and new elements of the town centre.
- 5.52 Portlethen would benefit from a traditional form of town centre, particularly if this is in close proximity to, or appropriately linked, to the existing retail park.
- 5.53 The existing Portlethen Primary school site, the site of the former community centre, the old library, the Jubilee Hall, the existing train station car park and the medical centre all provide some potential to improve the 'central core' of Portlethen. There is a requirement to replace and enhance the primary school as a community school, where a combination of uses, including leisure could be developed. The potential to relocate the primary school and provide much improved facilities at the train station offers longer-term and significant redevelopment potential. Civic and smaller retail uses could be established within this 'core area', to create a high street linking the train station to the retail park.
- 5.54 Other sites that become available over the period of the study should be closely assessed to establish if they can contribute to this opportunity.



- 5.55 The establishment of a town centre may require the managed decline of other locations, namely that adjacent to the Portlethen Academy. Whilst it is necessary to maintain a neighbourhood centre new uses should be focused to a central location, thereby prolonging the time residents spend there.
- 5.56 Significant, new areas of housing would be served by small scale, local retail/service provision.

## **Public Open Space and Recreation**

### Introduction

- 5.57 Open space comes in many forms and serves a variety of functions including provision of formal and informal recreation, shelter and natural habitat. This study considers the framework of existing open space and recreation facilities as well as the future requirements associated with the development of 5,000 houses.
- 5.58 There are a number of formal landscape designations which contribute to the setting and character of the Corridor, namely Sites of Special Scientific Interest at Findon Moor, Red Moss of Netherley and Cove. Additionally, the coastline east of the railway line is designated as an Area of Landscape Significance and Designated Undeveloped Coast. Whilst this study must respect the sensitive nature of the landscape, this cannot be assumed to be a blanket restriction on development. These designations limit the type and level of development and ensure that environmental impact is minimised.
- 5.59 The Corridor is also widely covered by Green Belt designations, particularly around Portlethen and Newtonhill. The study brief states that:

*'The area outwith the settlements is mainly covered by a greenbelt designation.*

*In itself this designation should not present an absolute constraint for the purposes of this study'*

- 5.60 Formal recreational facilities are provided at the Portlethen Academy which offers three grass and one all-weather pitch, a basketball court, large sportshall, dance studio, gym and swimming pool. A further football pitch and skate park can be found at Nicol Park and two tennis courts at Bourtree Park. Portlethen also offers a bowling green and a further seven a side football pitch exists at Fishermoss Primary School. Portlethen Golf Club lies to the west of the town across the A90.

- 5.61 Portlethen is considered to have a reasonable provision of small to medium sized public parks. Nevertheless, much of the spaces within the settlement are dislocated and there is little evidence of a coherent network of open spaces. A considerable area of public open space has been lost at Bourtree Park due to the development of Portlethen Academy. The remaining open space should be afforded protection in an effort to retain and enhance existing levels of provision. Play areas are in general widely distributed. However in many cases are below average quality. Unsurprisingly significant areas of landscape exist towards the A90.
- 5.62 The only significant natural area within Portlethen is Portlethen Moss (approximately 20 hectares) and a small area of woodland south of the Moss. This is a large area with public access and clearly provides a valuable resource at the edge of the settlement. A further area of planting is taking place to the south of the cemetery. Two woodland areas at Duff's Hill and Clochandighter could be enhanced to provide informal access.
- 5.63 Formal recreational facilities within Newtonhill are provided at the Bettridge Centre, which offers 3 badminton courts, stage, function room, dance floor, indoor football, netball and keep-fit classes. Further provision is provided adjacent to the primary school, a large area of open space to the south of the Bettridge Centre and a large central park located on Newtonhill Road, which includes a playing pitch. A play area and open space is also located on Old Mill Road.
- 5.64 Within the villages of Cammachmore, Marywell, Downies, Portlethen Village, Findon and Muchalls there is no formal recreational facilities, although small areas are allocated and protected for informal open space.

#### Discussion

- 5.65 It is essential that any expansion of the Portlethen Corridor provides sufficient open space not only to serve the growing population, but also to complement and enhance the existing framework and to ensure connectivity wherever possible. Open space standards are laid out in the Aberdeenshire Local Plan. However, on the basis that high densities are envisaged as a result of this study, it may be appropriate to allow for a greater element of public open space than is advised in the current Local Plan.
- 5.66 We would envisage the additional open space being provided as a mixture of civic or town parks, organised sports grounds, community play areas and other informal amenities as included within total housing land requirements. Wherever possible these areas should use the natural potential of the existing landscape and should be concentrated around areas of greater development and integrating the new development into the existing open space framework.

- 5.67 In addition, new sports facilities and community play equipment would also be required, commensurate with the increase in population and potentially in association with any new educational facilities required.
- 5.68 It is recognised that the Area of Landscape Significance and Designated Undeveloped Coast designations affords additional protection to sites valued for their special character or importance to the local landscape. However, it is important that regular reviews of the designations are undertaken on a Council wide basis, to ensure that the reasons for designations remain valid. Moreover, further guidance should be produced to identify those areas capable of accommodating change. This would provide invaluable guidance and enable future policies to focus on preservation of the local landscape, whilst preventing unnecessary restriction to development.
- 5.69 It is recognised that Green Belts provide an important function in protecting the landscape setting of settlements, and prevent coalescence. However, at both a national and local level it is recognised that the function, effectiveness and requirement for each Green Belt designation should be reviewed at strategic intervals, normally every 20 years.
- 5.70 The requirement for the review of the Green Belt should be addressed in the forthcoming Strategic Development Plan. A review of the Green Belt within the Portlethen Corridor is recommended, to ensure that future development is considered in the context of a strategic review of the Green Belt.
- 5.71 Where possible all new developments should incorporate existing habitats and identify suitable opportunities for creating and restoring habitats, wildlife corridors and enhancement schemes. The current lack of accessibility to open space, natural habitat and woodland should be enhanced through the promotion of connected green corridors.

## **School and Medical Facilities**

### Introduction

- 5.72 There currently exist three primary schools (two in Portlethen and one in Newtonhill) and one secondary school, with a further primary school proposed at Schoolhill as part of the developer contribution requirement for that proposal. Within the wider area are Banchory-Devenick and Lairhillock primary schools. In addition, Portlethen offers only one Medical Centre serving the entire Corridor. An additional 5,000 dwellings would place further pressure on these public services and it is therefore important to assess the capacity of the existing schools and medical facilities to determine future requirements.

## **Schools**

### Discussion

- 5.73 Current proposals for class size changes would have impact on the capacity of existing educational facilities to accommodate new development. There is no spare capacity in existing primary schools to meet the demand from further housing developments. If a new school is provided as part of the Schoolhill development this would release some capacity in the Portlethen, but within a school which is acknowledged as having poor conditions, suitability and inefficient site area. Therefore, new housing development would have to be accompanied by adequate provision of primary school places.
- 5.74 The requirement for additional primary school places would be dependant on the time period of the development framework under consideration within the study. In any event, the level of housebuilding being proposed would require new primary school development and the opportunity to replace the ageing Portlethen Primary School should be considered whilst making provision for additional housing.
- 5.75 In terms of secondary education facilities, current provision would appear to be a key constraint to further housing growth. In essence, if a further 5,000 houses are to be developed then advice suggests that an additional secondary school would be required.
- 5.76 Assuming that new educational facilities would be necessary then consideration should be given to the inclusion of a range of community facilities within them. The site area associated with these facilities may therefore be increased. New schools must be accessible by all modes of transport with an emphasis on walking and cycling.

## **Medical Facilities**

### Discussion

- 5.77 There currently exists a single health facility within the Portlethen Corridor, this is the Portlethen Medical Centre which was built in 1998 and is located at Cookston Road close to the train station. Consideration of new health facilities would include identifying appropriate sites for a mix of sheltered housing, care homes and dementia care units, pharmacy, optometry and also dental services.



- 5.78 The residential growth of 5,000 new dwellings would significantly impact on all medical related services. Indeed, NHS Grampian has suggested that the Portlethen Medical Centre would need to expand and potentially re-locate to support the new community. Growth of this scale would also impact beyond the current General Practice and influence future requirements for pharmacy, optometry and dental services. Additionally, it is suggested that there may be a significant effect on the Kincardine Community Hospital in Stonehaven and potentially to services on the Forresterhill site in Aberdeen. Expansion of the community hospital in Stonehaven may be a consideration.
- 5.79 A number of possibilities may arise for a new healthcare facility and this may embrace more than one facility. In terms of locational requirements it is important that any new facility is centrally located to the community it is proposing to serve, enjoy good visibility and also be well served by public transport.

## 6 **KEY NETWORK REQUIREMENTS**

### **Transport**

#### Introduction

6.2 The A90 Trunk Road bisects the Portlethen Corridor and connects the area to Aberdeen, Dundee and other major road networks. The route of the Aberdeen Western Peripheral Route (AWPR) has now been confirmed, although future connections to it would not be possible, beyond those already identified. Portlethen has a railway station connecting to Aberdeen and all main line stations to the South.

#### **Discussion**

6.3 It is recognised that the land use can contribute to sustainability by:

- Reducing the need to travel by regulating the pattern of land uses in relation to each other and to transport facilities;
- Enabling people to access local facilities over local networks by short walking or cycling trips, in turn contributing to social inclusion;
- Supporting provision of high quality public transport access to development, in order to persuade motorists that public transport is more attractive than car use; and
- Supporting the management of motorised travel to enable it to undertake its essential role effectively, but in all other respects to contribute to sustainable transport objectives.

6.4 The approach of both governmental and local transport strategies requires that any new development should promote an integrated transport system that prioritises accessibility. On a broad level, therefore, the priorities will be for:

- Accessibility for the most intensive land uses to the main bus routes; and
- Accessibility for the main areas that generate service vehicle traffic to a good junction onto the trunk road, without the need to traverse residential areas and accessibility to be provided for individual travel within the Portlethen Corridor with priority given, in order to walking, cycling, public transport and private transport.

6.5 A framework of pedestrian and cycle routes should be developed and integrated into all new development, utilising existing open space and green corridors.

- 6.6 In order to further improve sustainable travel choices it would be advantageous to improve the facilities at the existing Portlethen Train Station. Possible improvements could include, secure covered cycle parking, bus turning facilities and enlarged car park to accommodate park and ride trips. A synchronisation between bus and rail services would aid in encouraging a mode shift towards sustainable means.
- 6.7 These improvements are broadly in line with the aims of the Aberdeen Crossrail proposals which are currently ongoing with support from NESTRANS. Crossrail aims to provide a frequent, cross-city rail service between Inverurie, Aberdeen and Stonehaven, coupled with new stations. In June 2005, Nestrans was awarded £400,000 from the Scottish Executive to commission a detailed feasibility and technical study for Crossrail project. It is likely that Crossrail would be delivered on an incremental basis, with frequency and service improvements in the short term, leading to the opening of new stations (such as at Kintore) and more significant service enhancements over time.
- 6.8 Newtonhill does not benefit from a station. The possibility of a new rail halt was initially considered by this study. However, the cost and disruption to the rail network and line would have to be balanced with the benefits that this would bring. Any proposals for new train stations in the area should be discussed as part of the Aberdeen Crossrail proposals. In the meantime, it may be beneficial to encourage the use of Portlethen Train Station or additional bus services.
- 6.9 National Cycle Route 1 (NCNV 1) cuts through Portlethen from Badentoy Industrial Estate, through Portlethen towards Findhorn. NCNV runs from the Shetland Island along the east coast of Britain to Dover in the south of England.
- 6.10 From discussions from the Local Authority and Transport Scotland it would appear that the A90(T) is at or close to capacity. It is therefore apparent, that any further development would be premature pending opening of the AWPR which itself would offer more capacity on the A90(T).
- 6.11 There are a number of uncontrolled grade accesses to the A90(T) in the vicinity of Portlethen. These junctions could become a further safety/capacity issue and consequently a rationalisation of these junctions resulting in a channelling of traffic towards existing or new grade separated junctions, could be considered.
- 6.12 While it is possible to travel to Aberdeen using the unclassified road network to the east of the railway line, these roads are unsuitable for large traffic flows due to their rural nature. It is a similar issue with the road network to the west of the A90(T).

## **Fresh and Waste Water**

### Introduction

- 6.13 The water supply and drainage systems within the Portlethen Corridor are both at maximum capacity, albeit adequate (with an upgrading of the Red Craigs water pumping station) to accommodate existing land allocations and the recent consent to Stuart Milne at Schoolhill.

### Discussion

- 6.14 It is likely that further development within the Portlethen Corridor would require upgrading of the water mains distribution system and particularly further extension to the Red Craigs water pumping station. Upgrading of this nature would have to be funded by developer contributions as Scottish Water is only funded to upgrade water and waste water treatment works. There may also be capacity issues with the treatment works at Nigg Bay and the Muchalls Sewage Pumping Station is also currently at capacity. Water supply would be taken from Blue Hill or Clochandighter.
- 6.15 In relation to flooding and drainage there are no records of significant flooding incidents within the Portlethen Corridor although there are known marshy areas or areas which are prone to standing water after heavy rainfall events in the low lying or flat ground to the west and east of Portlethen in particular. Diagram 2 Environmental Constraints (**Appendix 1**) identifies areas prone to flooding, as per SEPA's Flood Maps. In any event, all new development would require Sustainable Drainage Systems (SuDS) and larger developments in particular would require a Drainage Impact Assessment (DIA).
- 6.16 Expansion within the Portlethen Corridor to accommodate a further 5,000 houses and supporting development would most likely require significant upgrading of the existing water and waste water systems.

## **Heating and Power**

### Introduction

- 6.17 The requirement to use renewable energy to provide heat and power would increase in future years and indeed, building design would also be expected to play a significant role in reducing energy consumption. Given the obvious importance of renewable energy within new development generally this study should provide a context where these aspirations can continue to be implemented.



6.18 In terms of existing provision the Portlethen Corridor is served by electrical sub-station facilities at Red Moss and Newtonhill. At present these facilities are operating close to their capacity limits and leaving limited spare capacity available to accommodate further significant developments in the area. The villages of Muchalls, Newtonhill, Cammachmore and Portlethen are connected to the mains gas supply at present. The villages of Downies, Portlethen Village, Finden and Marywell are not connected to the gas supply mains and indeed, each lies several kilometres from the nearest gas mains supply.

#### Discussion

6.19 Aberdeenshire Council has demonstrated its commitment to promoting carbon neutrality in new development and is currently progressing Supplementary Planning Guidance to ensure that future development delivers appropriate reductions of carbon emissions.

6.20 At a national level, the Scottish Government has set targets relating to carbon reduction in the future, which rises to 100% carbon neutrality by 2016. Given the likelihood that development in the Portlethen Corridor would be impacted upon by the requirement to achieve carbon neutrality, all developers would need to consider how to achieve the required carbon emission reductions, within the early stages of planning.

6.21 There are numerous ways in which carbon emissions can be reduced. In order to meet the 100% targets set by Scottish Government, developers would be required to incorporate the most advanced methods of carbon reduction, including production of on-site or locally sourced renewable energy.

6.22 In the first instance, attention should be paid to passive energy efficiency measures, such as the careful orientation of buildings to maximise on solar gain and day lighting, as well as avoiding wind chill. Generally, there should be a significant shift to the use of better insulating and sustainably sourced materials.

6.23 Several forms of renewable energy are acceptable for use in residential units and employment facilities. Careful attention would need to be paid to the suitability of the technology used in the context of the character of the residential, or other land-use proposed. Some of these technologies, such as district heating schemes, combined heat and biomass systems may require further advances in technology and may inflict a land use impact. However, their incorporation particularly into community buildings to provide district heating systems may prove effective to achieve a carbon neutral community. Therefore, there would be a requirement to investigate them further for use in new development resulting from this study.

6.24 Developers would be required to meet current guidance at the time development is brought forward through the planning process.

- 6.25 Index 21 is a tool designed for use by Local Authorities and developers to assess the quality of development in terms of sustainability. Integral to its success is the requirement to consider the layout and orientation, sourcing and use of materials, overall energy efficiency of the development and the potential for on-site renewable energy technologies. This assessment tool should be used by future developers to ensure that the most appropriate development scheme (in terms of carbon neutrality) is promoted.
- 6.26 In order to supply the anticipated 100% growth in residential development within the area, the existing gas infrastructure would require reinforcement as well as extension to villages currently without gas. Additionally, significant network reinforcements would be required to provide the necessary electrical capacity. The optimum re-enforcement solution would most likely comprise a new electrical sub-station facility to serve the development area. This new sub-station would also be served by two 33,000 volts circuits emanating from Red Moss sub-station over a distance of 5-10 Kilometres, distance being dependant on the final sub-station position. This arrangement would serve up to approx. 10,000 households and a maximum demand in the region of 25 MW.

## 7 **COMMUNITY ENGAGEMENT**

### **Introduction**

- 7.1 An important component of the Study Brief was the requirement to engage fully with the local community. The brief required that we present the draft report at a general public meeting. However, following discussion with Aberdeenshire Council it was agreed that a Community Planning Workshop would be undertaken at an early stage with the aim of comprehensively embracing local opinion.
- 7.2 The community engagement exercise involved two main events, namely: a 'planning workshop' with geography students at Portlethen Academy; and a further workshop for the entire community, also held at the Portlethen Academy. Additional presentations were made to the local area Community Councils and also the local councillors, again prior to the completion of this draft report.

### **Background**

- 7.3 The exercises undertaken with the students at Portlethen Academy and the local community both followed the same principles. The key theme was the requirement to undertake a SWOT analysis (strengths, weaknesses, opportunities and threats). They were primarily map based and those in attendance were required to consider the current strengths and weaknesses of the Portlethen Corridor and identify these as best as possible on OS-base plan. Thereafter, attendees were asked to consider the potential future opportunities and threats offered by the hypothetical growth proposed within the area (up to 5,000 houses). There were no restrictions as to what these matters might cover. However to assist, groups were provided with topic sheets outlining the key land uses to consider (e.g.) housing, retail, employment, open space, leisure etc. Where it was not possible to identify ideas and thoughts on the plans provided, attendees were asked to note any additional comments on separate topic sheets.
- 7.4 The key outcomes from both of these exercises are summarised below and these outcomes have been incorporated into forthcoming chapters relating specifically to options for development.

## **Key Outcomes**

### Student Workshop

- Housing – Un-attractive housing layouts within some areas of Portlethen were criticised.
- Retail – The Asda store in Portlethen was considered to provide an essential service as well as a source of local jobs. The area was felt to be lacking in retail provision generally, and Newtonhill in particular, should offer food retail facilities.
- Employment – It is hoped more jobs would be made available as the area expands.
- Open Space/Landscape – The open space and landscaping within the Portlethen Corridor is considered a positive aspect and coalescence between settlements should be avoided at all costs. Proposed improvements should include beach clean up as well as enhancement of existing bridle and walking path networks.
- Leisure – Portlethen Golf Club was identified as a positive facility for the area. Generally, the improvement of existing facilities should be prioritised.
- Transportation – Current train and bus services to Aberdeen City are infrequent and expensive. The A90 suffers road capacity problems and does not offer enough junctions to effectively connect with the community. Current cycle networks are unsafe and inadequate and a Park & Ride scheme would be a beneficial addition to Portlethen.
- Education – The number of primary schools in existence was highlighted as a positive feature and Portlethen Academy considered a good quality facility. It was suggested that a new High School would be required to cater for an increase in population.
- Public Services – There were concerns over the capacity of health services and libraries to accommodate a significant increase in population.
- Miscellaneous – Generally the main settlements within the corridor were considered to be overcrowded and unable to accommodate additional growth.



### General Public Meeting

- Housing – There was considered to be a considerable lack of affordable housing within the area and a number of locations were identified as being physically suitable for new housing development. The need for additional supporting services was stressed.
- Retail – Current retail provision was considered inadequate and enhancement was required, particularly for Portlethen and Newtonhill.
- Employment – Badentoy Business Park was seen as suitable for expansion to either north, south or west and it was also proposed that additional road network linkages are provided from this location to connect with the AWPR and the A90.
- Open Space/Landscape – Existing areas of open space and in particular those areas of green belt north of Portlethen and between settlements, were strongly favoured for future protection. Land to the east of the existing railway line was considered inappropriate for any further development and indeed, merits further landscape protection measures.
- Leisure – there was generally considered to be a lack of indoor and outdoor leisure facilities and only those provided within the Portlethen Academy are suitable.
- Transportation – There was significant emphasis placed on the importance of the A90 and railway line as key linkages both north and south. Junctions onto the A90 present considerable issues, particularly in and out of Portlethen itself at peak travel times and it was noted that the road is currently over capacity at peak travel times. The existing rail service from Portlethen was considered inadequate and new stations were required for Newtonhill and Cove. The junction from Muchalls to the A90 was noted as being dangerous.
- Education – It was suggested that existing primary schools should be upgraded or replaced. Portlethen Academy was considered a vital amenity within a wider area, albeit there were considered to be capacity issues associated with any further population growth.
- Public Services – Policing, both in terms of presence and location were highlighted as being inadequate. There was also a noted requirement for additional fire services. Current healthcare facilities were considered of good quality although unable to accommodate future growth. It was also considered that there would be serious disposal and waste water capacity issues associated with any further population growth.
- Miscellaneous – The lack of an identifiable town centre was noted as a key constraint. Moreover, past development growth within the area was considered to be piecemeal and unplanned and intentions for significant redevelopment should be proposed in a more comprehensive manner.

- 7.5 Rapleys were invited to Portlethen District Community Council and Newtonhill, Muchalls and Cammachmore Community Council to present the findings of the community workshop and to undertake a question and answer session. Both Community Council's agreed with key themes identified by the community workshop exercise.
- 7.6 In terms of transportation, the Community Council's highlighted capacity issues within the current transportation infrastructure and advised that no further development take place until this issue was resolved. Moreover, it was felt that the level of potential additional development proposed by the study would exacerbate congestion and safety problems. More specifically, the existence of dangerous junctions and congestion on the A90, infrastructural constraints at the Bridge of Dee and inadequate public transport were highlighted.
- 7.7 It was suggested that this study must seek to diversify employment opportunities beyond the oil industry and new employment sites must be located as close as possible to the local workforce.
- 7.8 A sustainable development strategy focussing on the creation of a sense of place and community was considered to be essential.
- 7.9 Portlethen District Community Council advised that the McIntosh Donald site was inappropriately located within the central area of Portlethen and should be relocated. The redevelopment of this site to a commercial use was encouraged. Furthermore, development to the east of the railway should be considered, assuming it would not offend the sustainable principles of the study.
- 7.10 Newtonhill, Muchalls and Cammachmore Community Council highlighted concerns over coalescence and a need to protect the character of the smaller villages. Additionally, the value of the natural and built heritage within the area should not be underestimated.
- 7.11 North Kincardine Community Council declined the offer of a presentation.

## 8 OPPORTUNITIES AND CONSTRAINTS

### Introduction

- 8.1 The Portlethen Corridor has evolved significantly due to the pressures placed on the area by its close proximity to the City of Aberdeen and its attractive coastal setting. The area is characterised by a number of small traditional rural villages, which have been allowed to maintain their character. The expansion of Newtonhill and Portlethen, previously rural settlements, has resulted in their character evolving into that of commuter towns. Newtonhill and Portlethen have no sense of place and identity as a result of piecemeal development. They do not provide town or civic centre facilities commensurate with their scale.
- 8.2 Due to the Corridor's location, it experiences ongoing pressure for further development. A strategy for future growth would allow new development to build upon the positive aspects of the existing infrastructure and natural environment, to provide an expansion which would secure a more sustainable future for the Corridor and Aberdeenshire as a whole.
- 8.3 There is a real challenge for new development in the Corridor to improve community facilities and services, enhance the retail and employment offer as well as promoting a cohesive local centre for the benefit of all those who work, live and visit the area.
- 8.4 In order to promote a planned strategic approach, how and where further sustainable development can be delivered must be considered in the context of opportunities and constraints which exist, or are currently proposed within the Corridor.

### Opportunities

- 8.5 Portlethen has grown significantly and has provided many benefits as a local service centre for the Corridor in terms of shopping, employment, health care, recreation, local government and schooling.
- 8.6 Proximity to Aberdeen could attract a mixed and diverse community, which would help to stem the ageing population, experienced generally throughout Aberdeenshire. There is an opportunity to create an area attractive to young families, which will assist to balance the ageing population.
- 8.7 There is an existing train station at Portlethen and several bus routes which serve the area. Existing public transport facilities offer good links with the City and to the South and could be enhanced in the interest of sustainability. The public transport network also promotes the corridor as a place to work.
- 8.8 Future projects, such as Crossrail would make travel by public transport a real option for residents in the area.

- 8.9 An opportunity exists to promote and fund a park and ride scheme through further development in the area. Locating additional land uses adjacent to this facility would promote its usage and a more sustainable mode of transport. It may also assist in the reduction of congestion currently experienced travelling into Aberdeen.
- 8.10 Improvements to the Bridge of Dee, supported by the emerging Development Plan, would ease congestion to and from the south of the City, increasing the attractiveness of the Corridor as a place to live and work.
- 8.11 The AWPR would also ease congestion to an extent, although its benefits to the Corridor remain unknown. However, it is anticipated that the proximity of Portlethen to the Charleston Junction would attract business to the area.
- 8.12 The area has an extensive Business Park at Badentoy, with further employment located off Cookston Road. This provides local employment and reduces the amount of people requiring to travel to work.
- 8.13 The Corridor is located adjacent to the A90, offering a sustainable location for further business opportunities. Furthermore, this is considered a preferred location for break/bulk distribution, reducing the amount of loads travelling through Aberdeen.
- 8.14 The Corridor is lacking a formal town or civic centre. However, the Asda and neighbouring retail units offer local convenience and comparison goods provision. The current convenience retail offer draws trade from a wide catchment area, attracting people within the Corridor and beyond. Through future development, there is an opportunity to enhance the existing retail offer and reduce leakage of expenditure to other areas. There is an opportunity to compliment the existing facilities and promote a cohesive town centre. The availability of a materially enhanced retail offer may also help to reduce the overall number of trips made to Aberdeen City.
- 8.15 Each settlement within the area has a traditional core, which reflects the local vernacular style. There is an opportunity for new development to reinforce the original character of these settlements and provide a sense of place.
- 8.16 The area is rich in landscape quality and biodiversity and with careful siting and management, this could be improved, enhancing the genius loci (spirit of the place).
- 8.17 Furthermore, the area offers links to a wider network of open space both along the coast and into the countryside and if appropriately managed could benefit all existing and future residents.



- 8.18 Whilst there are existing local services and facilities new development would open up opportunities for provision of a wider range and an overall improvement.
- 8.19 It is noted that there are limited opportunities for redevelopment of the existing core of Portlethen to create a town or civic centre. However, further development may require the replacement and potential relocation of Portlethen Primary School and the Health Centre. Moreover, the former Community Centre, Library (now youth centre) and Jubilee Hall could be combined with additional leisure facilities to provide a significant opportunity within the central core of Portlethen for a traditional High Street and an improved train station, with additional cycle/car parking and bus turning areas.
- 8.20 Additional opportunities may arise throughout the lifetime of this framework. Of particular relevance is the McIntosh Donald site and should the occupier relocate at any point in the future then this site would be key to the formation of a viable and vital town centre. This site could offer a site central to both the existing population and that of the new Schoolhill development.

### **Constraints**

- 8.21 Through an extensive consultation process with Aberdeenshire Council, statutory consultees and the general public and on the basis of extensive on-site assessment, we have identified the potential constraints to development. The constraints have been divided into Technical and Environmental Constraints, and are shown diagrammatically on Maps 1 and 2 respectively (**Appendix 2**).
- 8.22 It should be noted that in theory, development can take place anywhere provided the economies of scale are such to allow the developer to finance the development. However in practice, no value can be attached to our natural and built heritage and it is not always possible to mitigate the unacceptable changes to our valued environment, particularly when sustainable development is to be achieved. However, for the purposes of this study, the constraints identified are considered to fall either within the 'absolute' or 'relative' constraints category.
- 8.23 Absolute constraints are extremely difficult to overcome and not appropriate to consider development affected by them during the timescale under consideration. Some are so serious that, even if the finance could be raised, the resource and energy cost in terms of sustainable development would render the effort unsustainable. This type of constraint generally falls within one of the following categories:
- Those constraints created by the cost (either in terms of finance or sustainability) of overcoming technical or infrastructure limitations; and
  - Those constraints resulting from the community's perception (relating to the unique identity of the community's environment and which adds to the 'sense of place').

- 8.24 It is not the role of this study to consider whether, in the very long term, one of the constraints could be overcome or that public perception would change. It is the role of Aberdeenshire Council, through review of their development plan, to consider such changes when they occur.
- 8.25 Whilst there may be a technical solution to the absolute constraints, the advice given by the relevant authority in all cases is such that the costs or sustainability implications are such that overcoming the constraint is not viable within the context of the anticipated timeframe. Within the Portlethen Corridor, the following constraints fall into the 'absolute' category:
- the current alignment of the A90;
  - the alignment of the Railway line;
  - the location of the new AWPR;
  - the alignment of the Aberdeen City/Aberdeenshire Council boundary;
  - areas with potential to flood;
  - areas covered by local, national or international environmental designations;
  - archaeological designations;
  - listed Buildings and conservation areas;
  - the corridor's natural setting, relating to the unique coastline and the horizons and skylines throughout the corridor; and
  - the setting of Aberdeen.
- 8.26 The remaining constraints identified fall within the 'relative' category. These are constraints that would raise problems that could either be tolerated or resolved within reasonable limits.

## **PART B**

### 9 **ASSESSMENT OF OPTIONS**

#### **Introduction**

- 9.1 Part A of this study has identified a number of constraints on development within the Portlethen Corridor. Diagram 1 (**Appendix 1**) Technical Constraints and Diagram 2 (**Appendix 1**) Environmental Constraints were used to generate Diagram 3 (**Appendix 1**) Key Constraints, which effectively identifies the 'absolute' constraints.
- 9.2 In theory, all locations free from absolute constraints could be developed at some stage. However, the purpose of this study is to consider the most suitable and sustainable sites in order to promote a long term strategy for development. Each site must be constructively assessed to give relative priority or order to potential development.
- 9.3 Diagram 4 (**Appendix 1**) 'Areas of Search' identifies the areas free from key constraints and offers five main areas to further investigate potential. The five areas of search relate to: North-west Portlethen; South-west Portlethen; North Portlethen; South Portlethen; East Portlethen; and Newtonhill. These areas were sub-divided into individual sites, which were assessed to provide a relative score by application of a Goal Achievement Matrix. The results of the Goal Achievement Matrix are used in Part C, to form options for future development.

#### **The Goal Achievement Matrix**

- 9.4 Aberdeenshire Council requested that the methodology of the site assessments was followed as per previous capacity studies. Whilst there have been some amendments made to the Goal Achievement Matrix to ensure that each study can be directly compared, the methodology has been followed closely in the assessment of sites. The aim of the assessment was to consider the following:

*'the entire surroundings of the respective settlements, for as far out from the settlement boundaries as is necessary to accommodate the hypothetical growth'.*

- 9.5 The Goal Achievement Matrix methodology enables comparative analysis of each site surrounding the respective settlements identified by the areas of search. The methodology gives considerable weight to the accessibility of existing services and facilities. Consequently, it prevents the effective assessment of new settlements, as it was designed solely for consideration of sites on a settlement expansion basis.

- 9.6 New guidance is emerging from the Scottish Government that considers the contribution that new settlements could make to the increased housing land requirements. The key principle confirms that new development should be considered on a sequential basis, with the expansion of existing settlements capable of accommodating further growth addressed in the first instance. In the interest of sustainability, consideration should be given to accommodating new development which makes best use of existing infrastructure and services.
- 9.7 As this study is founded on the principles of the Goal Achievement Matrix assessment, sites closest to existing services and infrastructure are prioritised. Indeed, a number of development sites were identified on this basis, thus preventing the need to consider outlying areas.
- 9.8 The criteria of the Goal Achievement Matrix are based on the principles of the Index 21 assessment tool, a joint research project by Aberdeenshire Council and the Robert Gordon University. Critically, the criteria relate to a number of topics, namely: Climate; Energy; Resources; Social; and Biodiversity. A number of questions under each criterion allow scores to be attributed to determine whether the site is good, average or poor. A poor score attracted 0 points, average 1 point and 2 points was attributed when the site was good. A 'poor' score implies a negative or detrimental impact and therefore, should not accrue any points. The revised points system of 0 – 2 seeks to score sites on the basis that it is acceptable or good in relation to the assessment criteria. The criteria used for Goal Achievement Matrix assessment is included in **Appendix 1**.
- 9.9 A total score out of a possible 92 was awarded to each site. Whilst it is not appropriate to rely solely on the scores produced by the matrix, as some elements such as general amenity are not quantifiable, the results do allow a basis from which to compare one site to another in terms of its overall acceptability or as the case may be, some sites may have more negative aspects than others.
- 9.10 The total scores were translated into percentages which were grouped as follows:
- 25 – 35% (least favoured)
  - 35 – 45% (less favoured)
  - 45 – 55% (suitable)
  - 55 – 65% (favoured)
  - 65 – 75% (most favoured)



- 9.11 Sites that scored 45 – 75% were considered to be the most suitable for future development and those that scored below 45% are less favoured. The scores are detailed in Diagram 5 (**Appendix 2** - Scores of the Goal Achievement Matrix). The results are set out in Goal Achievement Matrix Summary Sheet at the end of this section. A full breakdown of the assessment of each site is attached as **Appendix 1** of this report.
- 9.12 Sites which were located close to Portlethen or the proposed expansion at Schoolhill scored the highest, due to proximity of existing services. Those which scored least favourably can be defined as: those which scored less favourably near Portlethen; and those which scored less favourably near Newtonhill.
- 9.13 The least favourable sites near Portlethen naturally tended to be those located further from the settlement or the development at Schoolhill. Additionally, sites located to the east of the railway line scored lower as they would be physically and visually detached from the settlement. Furthermore, landscape setting could be negatively affected by development here. This area, which slopes to the sea, is more sensitive to further development and may promote coalescence of Portlethen with neighbouring villages. This would be detrimental to the rural character of the coast and designated Area of Great Landscape Value. (AGLV)
- 9.14 Sites close to Newtonhill scored poorly due to the distance and accessibility to essential facilities and services, predominantly provided in Portlethen. Many of the sites are located to the west of the A90 and whilst there is an existing employment allocation here, this site has not been taken up. Development here would be disconnected and limited facilities in Newtonhill (primary school, library and leisure facilities) not easily accessible. Whilst there is one acceptable site N13, it does not offer the critical mass to enable the required infrastructure upgrades.
- 9.15 The most appropriate sites are those located nearest to Portlethen, which offers significant medical, education and leisure services as well as retail, employment and transport options. Additionally, the better sites inflicted least visual impact, damage to the built or natural heritage of the area and were located close to the A90.
- 9.16 Despite scoring less favourably, other sites located within the areas of search have potential for development. In considering a material transport mode shift, the most critical consideration was proximity of sites to the train station.

## 10 **OPTIONS FOR DEVELOPMENT**

### **Introduction**

10.1 The recommended development options in this section are based upon the following criteria:

- The key requirements and opportunities for development in the Portlethen Corridor, as set out in Part A of this study;
- The 'absolute constraints' on development, as set out in Part A of this study;
- The relative assessment of the remaining sites set out in Part B of this study; and
- The input of Aberdeenshire Council Transportation and Infrastructure Service and Transport Scotland, in requiring further transport assessment following the study.

### **Discussion**

10.2 The Portlethen Corridor is particularly sensitive to further development due to the lack of capacity within the existing transportation network. Other capacity studies have looked to consider one option for development, which follows the results of the Goal Achievement Matrix assessment. However, Aberdeenshire Council's Transportation and Infrastructure Service and Transport Scotland have advised that number of alternative options be presented to enable comparative transport assessment. This transport capacity issue was also emphasised as a key conclusion of the community consultation exercise.

10.3 Advice from Aberdeenshire Council's Transportation and Infrastructure Service and Transport Scotland, confirms that no significant development can take place within the Corridor prior to the construction of the AWPR. Furthermore, given the existence of additional constraints within the road network at the Bridge of Dee, it has been recommended by a number of consultees to this study that improvements are also focused here.

- 10.4 Further to this study, consideration should be extended to the strengths/weaknesses of the proposed development options in relation to current transportation issues. Further, detailed transportation modelling would enable the scale of infrastructure improvements required and associated phasing to be qualified.
- 10.5 A Scottish Transport Appraisal Guidance (STAG) based appraisal should be prepared in respect of the proposed improvements to the trunk road. The policy document 'Transport Assessment and Implementation: A Guide' clearly states that 'the requirement for a STAG Appraisal would be triggered by a financial contribution, support or approval required by the Scottish Executive (Scottish Government)'. In the case of potential improvements to the trunk road at Portlethen, the support and approval of Transport Scotland would be required. The requirement for a STAG Appraisal was confirmed by JMP Consulting who are Transport Scotland's **term** consultants.
- 10.6 Due to the scale of the proposed development under all options, much of the transport improvements necessary to support growth within the Corridor would be generic. In essence, similar means of providing sustainable travel choices would be required in all option cases. However, the location of these facilities would differ between options. In line with current transport policy, a hierarchy of walking, cycling, public transport and then motorised modes should be adopted. For all development options, the following considerations must be addressed.
- 10.7 It is imperative that all development sites are provided with adequate walking and cycling facilities linking to local amenities. Local amenities should be developed within a 1,600 metre walking distance (as stated in PAN 75) of the proposed development sites and there should be preference towards 3m wide shared footways/cycleways. These links must be well lit and perceived to be safe and visible from residential developments. Where possible these should complement and tie into existing pedestrian/cycle facilities in order to produce cohesive communities.
- 10.8 The proposed development sites should be readily accessible to public transport to enhance the existing frequency of public transport in the area. It is stated in PAN 75 that:
- '...accessibility of housing to public transport the recommended guidelines are less than 400m for bus services and up to 800m for to rail services.'*
- 10.9 In accordance with current transport policy, the proposed development of all options would be required to have, (as a minimum), a shuttle bus service connecting to Portlethen and its existing facilities, the railway station, all employment sites and park and ride facilities. In addition, it would be possible to

strengthen the existing bus services into Aberdeen and Stonehaven and divert some routes to serve the proposed development sites.

- 10.10 In order to promote sustainable travel choices, it would be advantageous to improve the facilities at the existing railway station. This could include secure covered cycle parking, bus turning facilities and an enlarged car park to accommodate park and ride trips. A synchronisation between bus and rail services would aid in encouraging a mode shift towards sustainable travel. These improvements are broadly in line with the aims of the Aberdeen Crossrail proposals.
- 10.11 Consideration would be afforded to the upgrading of the A90 from 2 lanes to 3 lanes from the proposed new junction at the A90/Bruntland Road (Bourtreesbush), to the Charleston junction at Wellington Road/AWPR. A rationalisation of junctions would also be advisable, with at grade separated junctions being installed at Site 13 and at the northern edge of the Portlethen Retail Park. These would allow for greater connectivity across the A90 and for smaller at grade junctions onto the A90 to be closed for safety reasons. This would be subject to a STAG appraisal and detailed capacity assessments.
- 10.12 Additional improvements may be necessary for the existing road network and new access roads required for each of the development options.
- 10.13 The existing network of strategic open space has been adopted as a base to identify opportunities for green corridors and links to the wider countryside within each option. Options seek to enhance and build upon the existing network for leisure and recreation purposes, to create a sense of place and to safeguard and enhance biodiversity throughout the area. As each option relates to potential development within different areas of the Corridor, the proposed open space has been considered on an 'option specific' basis and not as a generic solution. Furthermore, a strong landscaping structure will be required to integrate new development and afford protection to areas sensitive to further development or areas which require a buffer to noise from road or rail transport.
- 10.14 On a site specific basis under each option and where there is evidence to suggest that a habitat or species of importance exists on the site, a developer may be required (at this own expense) to undertake a survey of the site's natural environment.
- 10.15 All new development can help to improve the natural heritage of the area by protecting biodiversity, participating in Local Biodiversity Action Plan (LBAP) process, developing habitat networks and identifying unique opportunities (such as planting the roof of an industrial building).
- 10.16 An ecological strategy should be prepared for the development of each development phase through the masterplan/development brief process. Careful attention should be paid to the siting, design and effective future management of the natural environment.



- 10.17 In accordance with the principles outlined in PAN44 'Fitting New Development into the Landscape', future development should be directed away from higher ground (particularly peaks and clearly defined visual horizons). These areas should be protected to maintain the landscape setting and reflected in future masterplans, development briefs and subsequently, within design statements for individual developments.
- 10.18 With regard to the phasing of development, it is not possible to make an informed decision at this time as development would need to take place following the completion of the AWPR. There are two critical issues that must be considered in determining phasing and those are: capacity within the transportation network (whereby phasing could only be established as a result of the transport modelling and STAG assessments); and capacity within schools. Given that the year of delivery for the AWPR is presently unknown, it is not possible to accurately establish the capacity which may be available within the schools. However, if a new school is developed at Schoolhill, then further capacity would be available within the Portlethen Primary. The upgrade of this school would be required in most options. Moreover, the proposed development phasing within each option may ultimately be revised, dependent upon the provisions of the prevailing development plan.
- 10.19 Initially, development would either need to be limited to the available capacity within existing schools, or of a sufficient level to provide new single (200 pupil) or double stream (400 pupil) primary schools. This should be co-ordinated within any option to provide an additional secondary school. Each option highlights potential locations for further education provision. However, this requirement should be thoroughly assessed when Aberdeenshire Council is able to make an informed decision on the likely commencement date of development within the Corridor.
- 10.20 It is also recommended that Aberdeenshire Council brings forward the allocations within the preferred development option through development frameworks or development briefs to ensure a comprehensive approach to development.
- 10.21 Mixed use would be encouraged throughout the residential areas. The provision of a second academy and additional primary schools is critical to the success of sustainable growth. Ideally, these will be located within neighbourhood centres, providing integrated local community and leisure uses.
- 10.22 The extension, or relocation of medical facilities, ideally to a central location is considered appropriate in all options.

- 10.23 Under all options, archaeological sites should be protected from development detrimental to the built and cultural heritage. The location and protection of sites should be highlighted in future masterplans/development briefs and where possible, important sites located within green corridors or afforded special protection. Developers would be required to seek the advice of the Council's archaeologist in these circumstances.
- 10.24 The formation of a town centre to provide a focus and sense of place to the Corridor is essential. This is best achieved in Portlethen, where there are already established retail facilities located near bus, train and park and ride services and therefore, could be accessed via a choice of transport means.

### **Recommendations**

- 10.25 This study recommends four development options; these are referred to in no particular order of preference.
- 10.26 It should be noted that, depending on the final outcome of the transport assessments and the requirements of the prevailing Development Plan, there may be potential to reduce or combine different elements of each option.
- 10.27 Diagrams for each option are attached at **Appendix 2** of this report.

### **Option One Western Expansion**

- 10.28 Option One, Western Expansion, seeks to promote a development option which includes the most favoured sites as well as a number of the favoured sites nearby to provide a cohesive development option. This option also most closely relates to the outcomes of the school and general public workshops. In essence, development is promoted to the west of the A90 with the exception of sites P13 and P14, which can be realised to enable junction improvements to the A90.
- 10.29 Under this option, Portlethen Golf Club is centrally located and to achieve the most sustainable proposal for growth, it is recommended that the golf course be relocated. There is an opportunity within the Green Belt review to consider a suitable site which would allow an optimum site for the development of the Golf Course, whilst achieving the aims of the Green Belt policy.
- 10.30 Unlike other options, a town centre would be promoted at the existing golf course site. Key civic uses could be located centrally and the existing Portlethen Retail Park and potential extension onto the McIntosh Donald site, would become an edge-of centre retail location. An improved link would be from Cookston Road to Schoolhill and South Portlethen, ensuring permeability of the existing settlement with the growth areas. Critically, this would be the most suitable location for a new Academy with associated community and leisure facilities.

- 10.31 Mixed-use development would occupy land adjacent to the new town centre and provide further employment opportunities. Within the northern most expansion area, high profile employment sites would be located along the A90 and proposed route of the AWPR. This ensures that employment opportunities exist close to each phase of future housing land.
- 10.32 Neighbourhood centres would be located within the main residential areas, providing locally convenient services. This would include primary schools which could be developed with a community focus. Furthermore, planning gain contributions should be sought to replace and downgrade Portlethen Primary School, again providing additional community and leisure facilities.
- 10.33 Due to the relocation of the medical centre, the existing site could be utilised to improve the train station and associated parking facilities to include a bus turning area.
- 10.34 On the western side of the A90 a loop road would provide a link between the proposed at grade separated junction on the southern edge of Portlethen, through the proposed residential sites and the golf course and tying into the distributor road at Schoolhill.
- 10.35 A looping link road would access the sites to the south of Portlethen. A similar configuration would also be required in the employment and second phase residential sites to the northwest of Portlethen and connecting to the distributor road at Schoolhill.
- 10.36 The incorporation of central and peripheral areas of open space and strategic landscaping would offer green networks throughout the area. Strong elements of strategic planting would be required throughout the development to reduce impact and to ensure that development is viewed within an appropriately landscaped structure. This strategic landscaping would define the individual neighbourhoods within the larger residential areas and green corridors would promote access to the wider countryside and core paths network to the west of Portlethen and beyond.

### **Option Two Limited Eastern Expansion**

- 10.37 Option Two, Limited Eastern Expansion, promotes a limited level of development to the east of the railway line. However, a separate development has been identified to the north west of Portlethen, as a substantial extension to the Schoolhill development. This would incorporate a mixed-use area to accommodate an additional secondary school, double stream primary school and separate civic uses, such as a medical centre. These uses would be focused around the proposed park and ride facility, ensuring viability and accessibility by alternative means of transport.

- 10.38 Phase one would be released and developed in stages, to take up capacity within the Academy and infrastructure, until such time as the development is of a sufficient level to fund the required improvements. Alternatively, if more housing is required over a shorter term, the extension west of Schoolhill could be brought on stream earlier, to establish the new primary and secondary schools. This in turn may free up capacity within the existing schools in Portlethen, allowing further development around the existing settlement.
- 10.39 Phase one, is likely to provide approximately 2,700 new homes, including land for infrastructure and open space. Phase two is likely to accommodate a minimum of 2,300 houses including infrastructure and open space. Additional services would include a park and ride scheme.
- 10.40 The park and ride facility would be located between the existing employment and residential/education and civic uses, thus better placed to the existing junction onto the A90 and to encourage its use.
- 10.41 Employment land would be developed along the boundaries of the existing A90 and AWPR on sites P6 and P7. This offers a prime location for business headquarters and speculative office developments. Lower amenity employment uses could be located within the site. These employment uses would be separated from the major residential areas by Duff's Hill Wood, which represents a noise and amenity buffer.
- 10.42 Road infrastructure to the east of the railway line would be upgraded to accommodate new development, but not so extensively as other Options. Cookston Road would be upgraded and a north to south link road provided to link the development sites and the development to Portlethen. The link road to the grade separated junction northwest of Portlethen would offer a direct link to the A90 (T).
- 10.43 A looping link road would access sites to the south of Portlethen and if possible, a railway bridge joining the southern residential site on either side of the railway line would enhance connectivity between the two. A loop road would also be required in the employment and second phase residential sites to the northwest of Portlethen and connecting into the distributor road.
- 10.44 A town centre would be located centrally along Cookston Road. The redevelopment of the McIntosh Donald site is promoted as key to unlocking the potential of a town centre in Portlethen. This site could provide an additional, smaller retail park, which in turn would provide parking facilities and create a critical mass of retail provision. This in itself would draw additional retail, service and civic uses to the centre. Local convenience provision would be provided in each of the neighbourhood centres. Additionally, within the mixed use area at the Schoolhill extension (site P8) there is an opportunity to provide further civic uses.

- 10.45 The train station and associated car park would be enhanced and also include a turning area for buses. Portlethen Primary School should be redeveloped as a double stream primary school on a site which could provide much needed additional leisure facilities. There is potential for the required leisure, infrastructure and education improvements to occur adjacent to the existing medical centre, to the east of the railway line. A small extension would be required to the existing medical centre to accommodate the new development to the east of the A90. This would unlock key sites currently located on Cookston Road for redevelopment, where a 'high street' style development could be realised.
- 10.46 A further double stream primary or two separate single stream primary schools would be required within phase two to the west of the A90. However demand should be monitored relative to the existing capacities at the year of the build.
- 10.47 A strong landscape setting would be provided to the west of the Schoolhill extension and to the north and east of the proposed expansions to Portlethen. This would protect the character of the landscape to the west, link areas of biodiversity and reduce the impact of noise from the AWPR. To the east and north, structured landscaping and improvements to open space would be required to protect the landscape setting of the small coastal villages. This would also form a firm boundary to the north and prevent coalescence with Portlethen and Cove.
- 10.48 All development areas should be linked by centrally located areas of open space and larger development sites divided into neighbourhoods, set within their own landscape context, reducing the prominence of development into the landscape. This offers an opportunity to promote green corridors linking each area of new development, whilst enhancing biodiversity throughout the area. Green corridors would link the wider countryside, west of the Schoolhill extension, to the coast and promote a series of core paths to enable access to the wider open space network.

### **Option Three Substantial Eastern Expansion**

- 10.49 Option Three, Substantial Eastern Expansion, looks to accommodate residential development in two phases; the first phase principally considers sites in closest proximity to Portlethen, directly to the north, east and south of the settlement. This option would involve development to the east of the railway line and whilst this area is more sensitive to development due to potential impact upon the landscape, it would ensure development close to the train station.
- 10.50 Of these first phase sites, P13, P14 and P22 could be developed in the first instance, due to their proximity to existing development and infrastructure available to accommodate their growth. Their development is likely to provide approximately 1,200 houses at the recommended densities, including infrastructure and open space.



- 10.51 Phasing would have to be limited subject to capacity within the existing schools, or must be of a sufficient scale to accommodate additional primary and secondary schools. Additionally, phasing would be closely tied to infrastructure improvements. Phase one development to the east of the railway line would be serviced by a link road.
- 10.52 The second phase of residential development relates to site P15 to the south east, P25 to the north (towards Mains of Cairnrobin) and sites P20 and (a reduced) P18 to the east of Findon. Together, these sites would be capable of providing approximately 2,400 houses including infrastructure and open space. The extension of the proposed Schoolhill development at site P4 and part of P3 could provide approximately an additional 1,500 houses, including open space and infrastructure.
- 10.53 Additional employment land would be located on sites P7 and P8 in conjunction with a new park and ride facility, as an extension to the proposed employment within the Schoolhill development. Due to its proximity to the existing and proposed transportation corridors, particularly the AWPR and Charleston junction, this would serve as an ideal location for high profile developments. Adjacency to the road network is particularly well suited for business headquarters. The internal areas would be better used for lower amenity development of an industrial nature, as well as storage and distribution. This does not preclude the ability of small-scale employment to be provided within each of the neighbourhoods, although these are not specifically identified.
- 10.54 Due to the limitations of the roads infrastructure to the east of the railway line, there would be a requirement to improve road access to the proposed development sites here. A link road would be provided running from the southernmost site east of the railway line, through the community facilities at Cookston Road and onwards to the north. Ultimately, when the phasing is complete the road would then run through the second phase of residential development and link to the grade separated junction northwest of Portlethen. It would also be necessary to upgrade Cookston Road to providing adequate vehicular access to the town centre.
- 10.55 A looping link road would be provided to access the sites south of Portlethen and if possible a railway bridge could be built connecting the southern residential site on either side of the railway line. A loop road would also allow access to the employment and second phase residential sites northwest of Portlethen, which connecting into the Schoolhill distributor road.
- 10.56 A town centre would be located centrally along Cookston Road and would incorporate the McIntosh Donald site. This would provide an additional, smaller retail park with parking facilities with aim of generating the critical mass of retail provision required to attract further, additional retailing services.

- 10.57 The train station and associated car park would be enhanced and include a turning area for buses. Portlethen Primary school would be redeveloped as a double stream primary school on a site which could provide much needed additional leisure facilities as well as an improved medical centre. These leisure, infrastructure and civic improvements could be provided on the site adjacent the existing medical centre, to the east of the railway line. This would also enable the realisation of key sites located on Cookston Road necessary for promoting a 'High Street'.
- 10.58 Sites to the east of the railway line would be linked through a strong central corridor of open space. This area would also be connected by improvements to the junction from Cookston Road, to the Schoolhill development allowing access to the coast.
- 10.59 Whilst the development would occur to the east of the railway line, careful attention would be paid to a requirement for significant landscape improvement opportunities along its western edge in view of the potential for coalescence with the small coastal settlements.

#### **Option Four Schoolhill Extension**

- 10.60 Option Four, Schoolhill Extension, promotes all new development to the north-west of Portlethen, in the area surrounding Duff's Hill and immediately south of the AWPR. Development here would represent a planned urban expansion and considered appropriate given the precedent set by Schoolhill in developing west of the A90.
- 10.61 This option seeks to create a planned self-contained urban expansion. Whilst Diagram 10 Schoolhill Extension (**Appendix 2**) broadly identifies how the option might be developed. A more detailed development framework would be required in order to fully consider how best to achieve this expansion.
- 10.62 A civic/town centre would be proposed within the development area and all new services and facilities would be located here. Some small-scale provision will be located within the residential neighbourhoods. Requirements are likely to include a new academy and additional primary schools, medical facilities, libraries, leisure and community facilities. Primary schools potential would be dependant on phasing and capacity in facilities at Schoolhill.
- 10.63 The park and ride scheme would be located adjoining the town centre and employment land uses in order to maximise its use.
- 10.64 A shuttle bus would be required to link the expansion area to Portlethen and in particular, the railway station. Improvements to the existing station should be investigated, particularly to improve the parking facilities. Nevertheless, the park and ride facility and shuttle bus would ensure accessibility.

- 10.65 Employment land is proposed along the A90 and AWPR, ensuring excellent accessibility and visibility from the main transportation routes. Lower density amenity uses would be located internally adjacent Duff's Hill Wood.
- 10.66 The remaining land would be zoned for residential purposes and separated into individual neighbourhoods. A high level of interconnected strategic open space and green corridors would define each neighbourhood and a strong strategic belt of landscaping would be required along the northern edge of the proposed expansion to protect the character of the landscape. This would also provide mitigation against noise from the proposed AWPR. A strong linear belt of landscaping could help to connect and enhance areas of biodiversity and green corridors would offer core links to the wider countryside.
- 10.67 Whilst this development would be seen as distinctly separate from the existing settlement, improvements to the junction from Schoolhill to Cookston Road would ensure linkage between the two, offering access to the countryside and coast for all residents.
- 10.68 Road infrastructure required for this option is relatively simple, although no less onerous. A core road is proposed, circling within the development area and accessing the distributor road on at least two points. However, the distributor road itself may require to be upgraded, subject to detailed capacity analysis.

## 11 **CONCLUSIONS**

11.1 As a primary conclusion, we identify four development options to enable further transport action assessment work as advised by Aberdeenshire Council and Transport Scotland. No one particular option is favoured or given preference. However, the options differ significantly and each has its own positive and negative features. To enable a comparative assessment, we conclude below on the key features of each option.

### **Option One: Western Expansion**

- Development is promoted on those sites which scored most favourably within the Goal Achievement Matrix methodology and thus, represent the most sustainable development sites.
- Development would occur primarily to the west of the A90 in two distinct areas, one to the north, as an extension to the proposed Schoolhill development and another to the south of Portlethen Golf Club.
- This option promotes the relocation of the Golf Club in the longer term, to provide a sequentially preferable site for the development of a town centre. This would be separated from the existing retail facilities, which would be some edge of centre facilities.
- This option seeks to integrate the new Schoolhill development into the settlement.
- This option would help to integrate Badentoy Industrial Estate into the Town Centre, providing adequate infrastructure was provided.
- This option provides an opportunity for a high quality local bus service to serve Portlethen and the rail station.
- It is unlikely that this option would assist in a modal shift to public transport, given the distance from the existing train station.
- The northern residential phase would incorporate a park and ride facility and a mix of uses on adjoining land could assist in the success of this facility.
- This option protects the Area of Landscape Significance and Designated Undeveloped Coast to the east of the railway line and the character of the existing coastal settlements. This form of development would prevent coalescence within the corridor.

### **Option Two: Limited Eastern Expansion**

- This option provides a limited amount of development to the east of the railway and an extension to the Schoolhill development to the north-west of Portlethen.

- It identifies housing at locations as close as possible to the existing settlement and in particular to the railway station. This seeks to promote a modal transport shift.
- The A90 would be considered more of a bypass that cutting through the town in this option.
- This option would result in Portlethen being divided into two distinct parts.
- Development under this option has the potential to change the character of the environmentally sensitive locations east of the railway line. However, option two is likely to have less impact on these environmental designations than option three.
- This option resists coalescence, but may affect the landscape setting and character of Portlethen Village, Downies and Findon.
- This option seeks to enhance the potential of existing town centre through redevelopment.
- Mixed uses are promoted adjacent to the proposed site of the park and ride facility to enhance its attractiveness.
- This option offers a strong landscape structure, promoting links to the wider countryside and the coast.
- Future phases of housing, a mixed use area and further employment land allocations are identified as an extension to the Schoolhill development.
- The community consultation exercise concluded that the community does not favour development to the east of the railway line.

### **Option Three: Substantial Eastern Expansion**

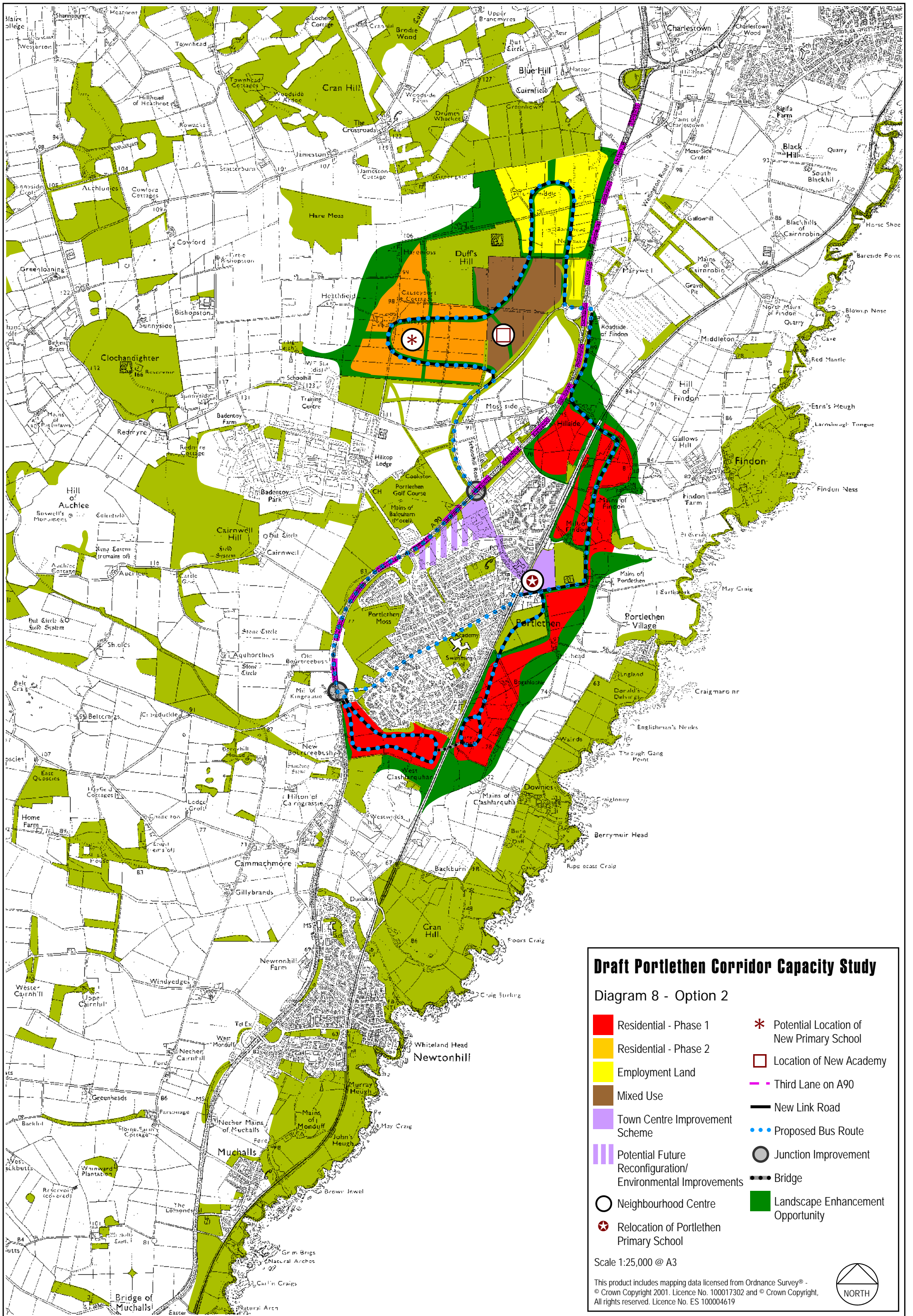
- Development is proposed as close as possible to the existing train station at Portlethen and predominantly to the east of the existing railway line.
- This option would see a high level of development to the east of the railway line, with a limited amount of development as an extension to the schoolhill development.
- It identifies housing at locations as close as possible to the existing settlement and in particular to the railway station. This seeks to promote a modal transport shift.
- Development under this option has the potential to change the character of the environmentally sensitive locations east of the railway line.
- There is potential for this option to risk coalescence unless appropriate strategic landscaping is incorporated. It is acknowledged that this option may have a significant effect on the landscape setting and character of Portlethen Village and Findon and to a lesser extent, Downies.



- This option seeks to enhance the potential of the existing town centre through redevelopment.
- A limited extension is proposed to the west of the A90, which would integrate with the proposed schoolhill development.
- This option offers a strong landscape structure, promoting links to the wider countryside and the coast.
- The community consultation exercise concluded that the community does not favour development to the east of the railway line.

#### **Option Four: Schoolhill Extension**

- Development is promoted as a planned urban expansion and an extension to the Schoolhill development.
- This option seeks to provide a separate, yet connected community and providing all associated services therein.
- Development would occur primarily to the west of the A90 and would appear as a separate community to the existing settlement.
- The existing community would gain less benefit from the location of the proposed development.
- This option seeks to integrate the new Schoolhill development into the new planned urban expansion, providing separate facilities to the west of the A90.
- It is unlikely that this option would assist in a modal shift to public transport, given the distance from the existing train station.
- The development would incorporate a park and ride facility and a mix of uses on adjoining land could assist in the success of this facility.
- This option protects the Area of Landscape Significance and Designated Undeveloped Coast to the east of the railway line and the character of the existing coastal settlements.
- This form of development would prevent coalescence within the corridor.
- The development would be located within the area shown as being within the Aberdeen City Visual Boundary.
- The development would be bounded by the proposed AWPR, the A90 and business park to the south which would limit further expansion.
- The community favour development to the west of the A90 and in the consultation indicated that an urban expansion in this location was desirable.



### Draft Portlethen Corridor Capacity Study

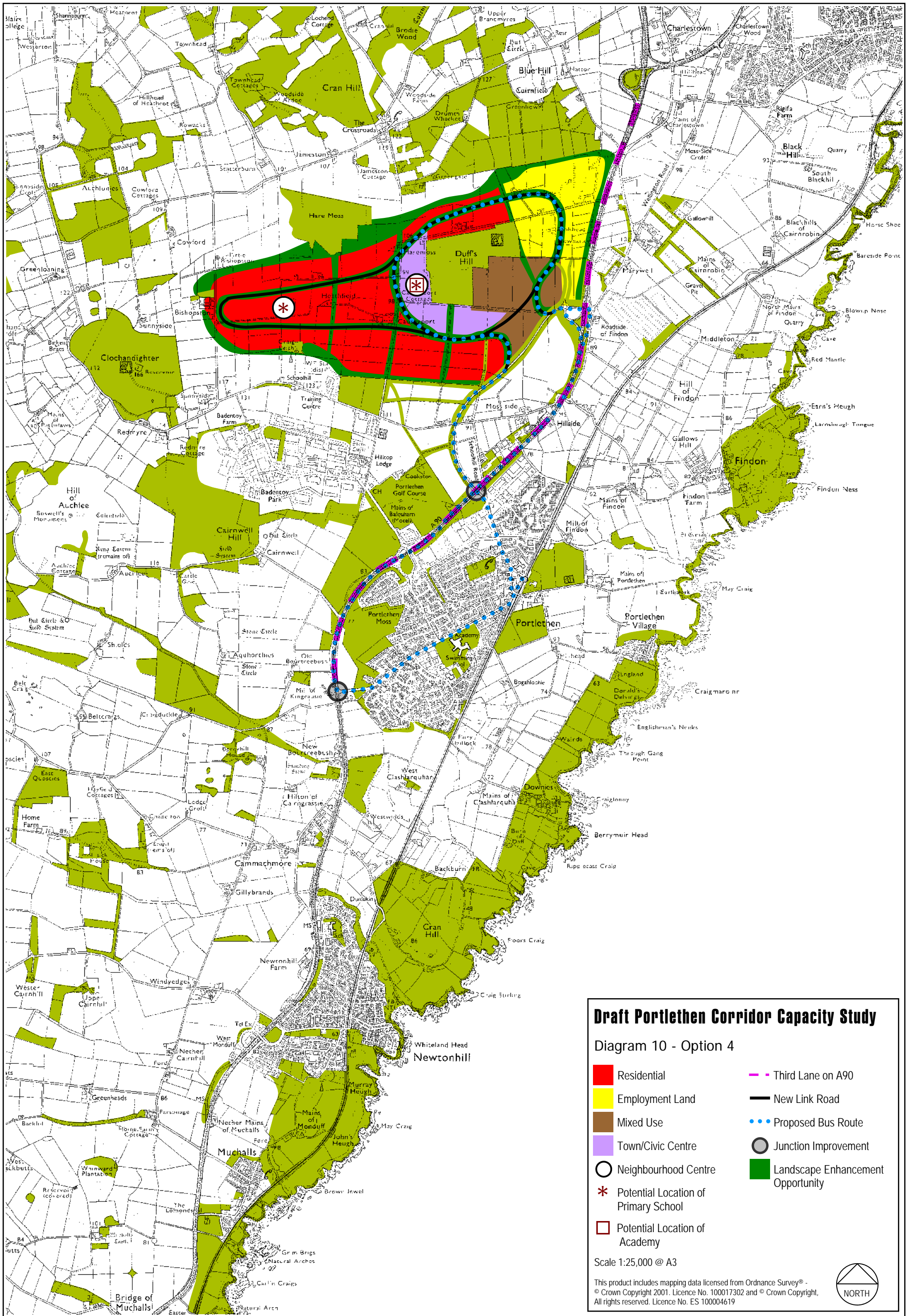
Diagram 8 - Option 2

<span style="display:inline-block; width:15px; height:15px; background-color:red; border:1px solid black;"></span> Residential - Phase 1	<span style="display:inline-block; width:15px; height:15px; background-color:yellow; border:1px solid black;"></span> Potential Location of New Primary School
<span style="display:inline-block; width:15px; height:15px; background-color:orange; border:1px solid black;"></span> Residential - Phase 2	<span style="display:inline-block; width:15px; height:15px; border:1px solid black;"></span> Location of New Academy
<span style="display:inline-block; width:15px; height:15px; background-color:yellow;"></span> Employment Land	<span style="display:inline-block; width:15px; height:15px; border-bottom:1px dashed magenta;"></span> Third Lane on A90
<span style="display:inline-block; width:15px; height:15px; background-color:lightgreen;"></span> Mixed Use	<span style="display:inline-block; width:15px; height:15px; border-bottom:1px solid black;"></span> New Link Road
<span style="display:inline-block; width:15px; height:15px; background-color:lightblue;"></span> Town Centre Improvement Scheme	<span style="display:inline-block; width:15px; height:15px; border-bottom:1px dashed blue;"></span> Proposed Bus Route
<span style="display:inline-block; width:15px; height:15px; border-bottom:1px dashed purple;"></span> Potential Future Reconfiguration/ Environmental Improvements	<span style="display:inline-block; width:15px; height:15px; border:1px solid grey; border-radius:50%;"></span> Junction Improvement
<span style="display:inline-block; width:15px; height:15px; border:1px solid black; border-radius:50%;"></span> Neighbourhood Centre	<span style="display:inline-block; width:15px; height:15px; border-bottom:1px dashed black;"></span> Bridge
<span style="display:inline-block; width:15px; height:15px; border:1px solid black; border-radius:50%; text-align:center; vertical-align:middle;">*</span> Relocation of Portlethen Primary School	<span style="display:inline-block; width:15px; height:15px; background-color:green;"></span> Landscape Enhancement Opportunity

Scale 1:25,000 @ A3

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**Draft Portlethen Corridor Capacity Study**  
 Diagram 10 - Option 4

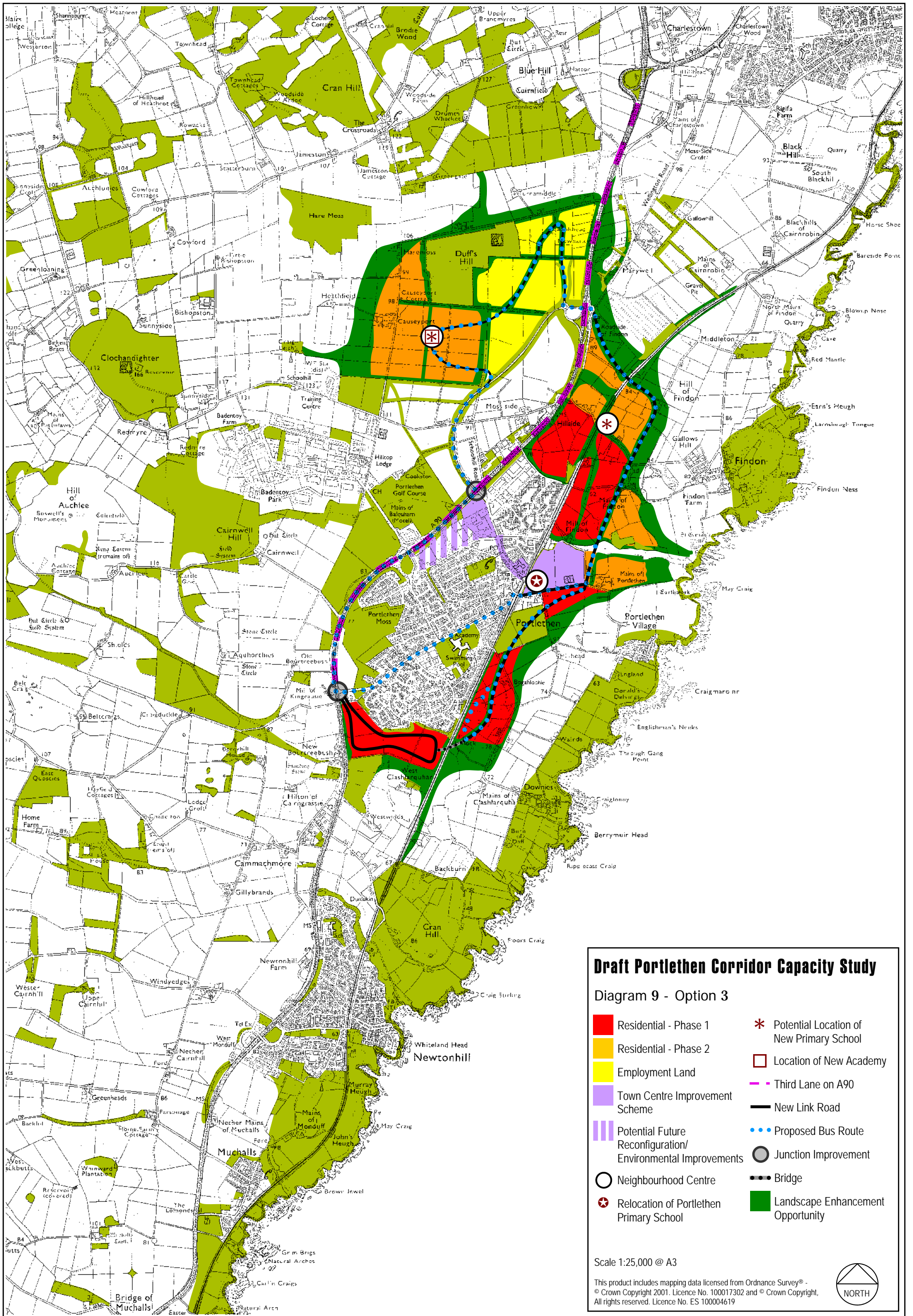
<span style="display:inline-block; width:15px; height:15px; background-color:red; border:1px solid black;"></span> Residential	<span style="display:inline-block; width:15px; border-bottom:2px dashed magenta;"></span> Third Lane on A90
<span style="display:inline-block; width:15px; height:15px; background-color:yellow; border:1px solid black;"></span> Employment Land	<span style="display:inline-block; width:15px; border-bottom:2px solid black;"></span> New Link Road
<span style="display:inline-block; width:15px; height:15px; background-color:brown; border:1px solid black;"></span> Mixed Use	<span style="display:inline-block; width:15px; border-bottom:2px dashed blue;"></span> Proposed Bus Route
<span style="display:inline-block; width:15px; height:15px; background-color:purple; border:1px solid black;"></span> Town/Civic Centre	<span style="display:inline-block; width:15px; height:15px; border:2px solid grey; border-radius:50%;"></span> Junction Improvement
<span style="display:inline-block; width:15px; height:15px; border:2px solid black; border-radius:50%;"></span> Neighbourhood Centre	<span style="display:inline-block; width:15px; height:15px; background-color:green; border:1px solid black;"></span> Landscape Enhancement Opportunity
<span style="display:inline-block; width:15px; height:15px; border:2px solid black; border-radius:50%;"></span> Potential Location of Primary School	
<span style="display:inline-block; width:15px; height:15px; border:2px solid black;"></span> Potential Location of Academy	

Scale 1:25,000 @ A3

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### Draft Portlethen Corridor Capacity Study

Diagram 9 - Option 3

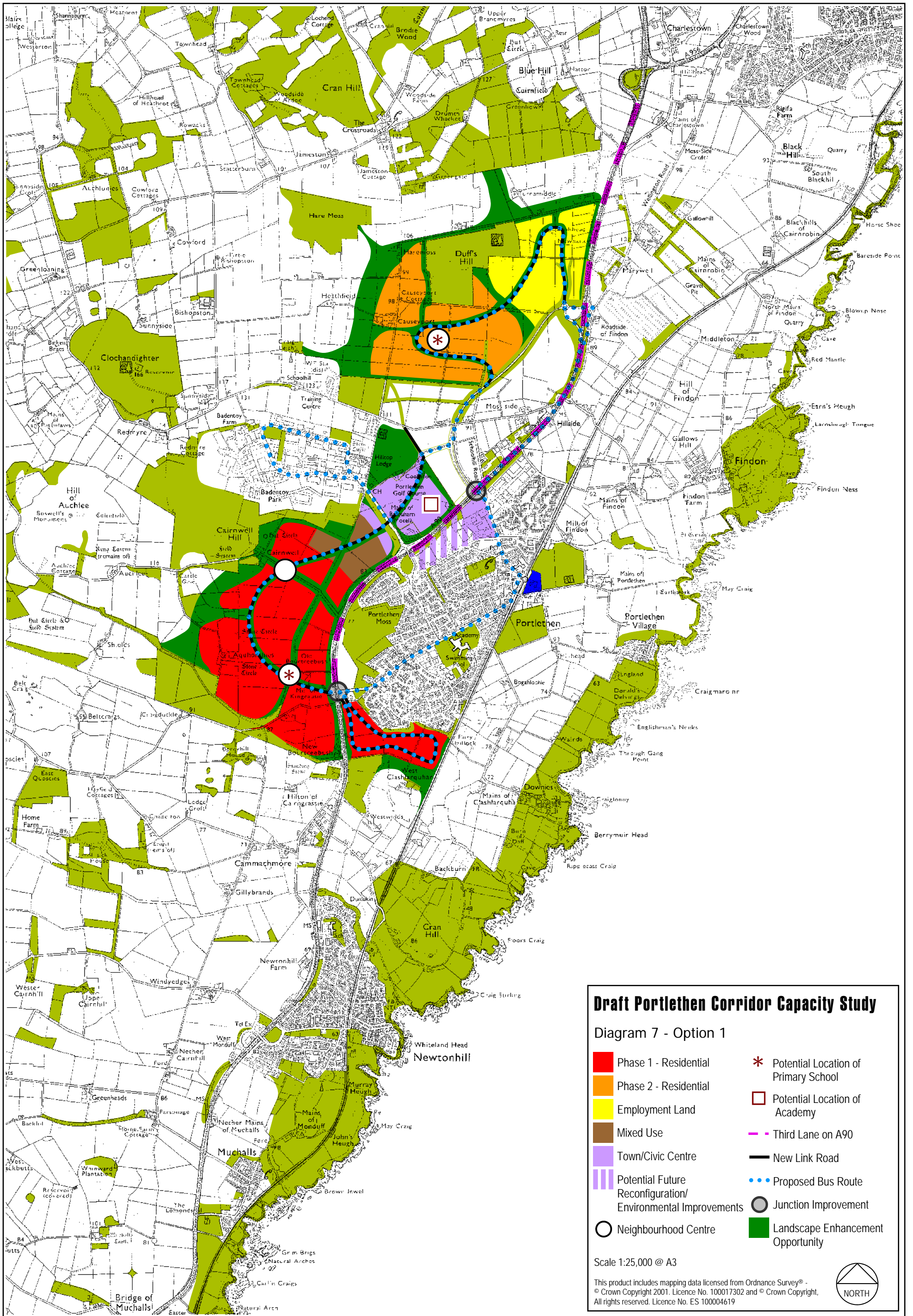
- Residential - Phase 1
- Residential - Phase 2
- Employment Land
- Town Centre Improvement Scheme
- Potential Future Reconfiguration/ Environmental Improvements
- Neighbourhood Centre
- Relocation of Portlethen Primary School
- Potential Location of New Primary School
- Location of New Academy
- Third Lane on A90
- New Link Road
- Proposed Bus Route
- Junction Improvement
- Bridge
- Landscape Enhancement Opportunity

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**Draft Portlethen Corridor Capacity Study**

Diagram 7 - Option 1

- Phase 1 - Residential
- Phase 2 - Residential
- Employment Land
- Mixed Use
- Town/Civic Centre
- Potential Future Reconfiguration/ Environmental Improvements
- Neighbourhood Centre
- Landscape Enhancement Opportunity
- \* Potential Location of Primary School
- Potential Location of Academy
- - - Third Lane on A90
- New Link Road
- Proposed Bus Route
- Junction Improvement

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## CAU5 – Experian Report

Location Analyst

UK



# AB12 4

## Property Development Pack

08 February, 2019

### Contents

Map Showing Your Area

Understanding the Demographics

Understanding the Residential Profile

Top 3 Mosaic UK 6 Groups

Current Demand

Crime

Social Exclusion

Home Ownership

Explanation - Report & Crime

Explanation - Census

Explanation - Mosaic UK 6

Explanation - Household Accumulations

Describing AB12 4 in relation to United Kingdom  
 Creation Date: February 8, 2019

### Map showing your area



**Geography Selection:**

AB12 4

**Boundary Colour:**

**N** Geography Selection

Mapping data: © 2017 HERE.  
 Copyright Experian 2017.

Date: 08/02/19

### Summary of your area

There are 9,766 people living within AB12 4 of which 4,712 are male and 5,054 are female. Within this population 6,061 are economically active whilst 1,399 are classed as economically inactive. 82.41 % of houses are owner occupied whilst 7.31 % are privately rented. The three highest Mosaic groups are G Domestic Success, H Aspiring Homemakers and D Rural Reality . The population of the area is expected to change by 5.65 % by 2022 .

Please note that some of the data tables in this report require you to have selected an LA as a base.



Describing AB12 4 in relation to United Kingdom  
Creation Date: February 8, 2019

## Understanding the make-up of your area

	Area	Base
Total Households	3,860	28,142,119
Total Population	9,766	66,745,948
Total Males	4,712	32,933,023
Total Females	5,054	33,812,925

The current year estimates show a total resident population of 9,766 in the study area, compared to 66,745,948 in the base selection. When looking at the population of households there are 3,860 in your area and 28,142,119 in your base selection. This was split by 51.75 % of the population being female and 48.25 % being male in the study area.

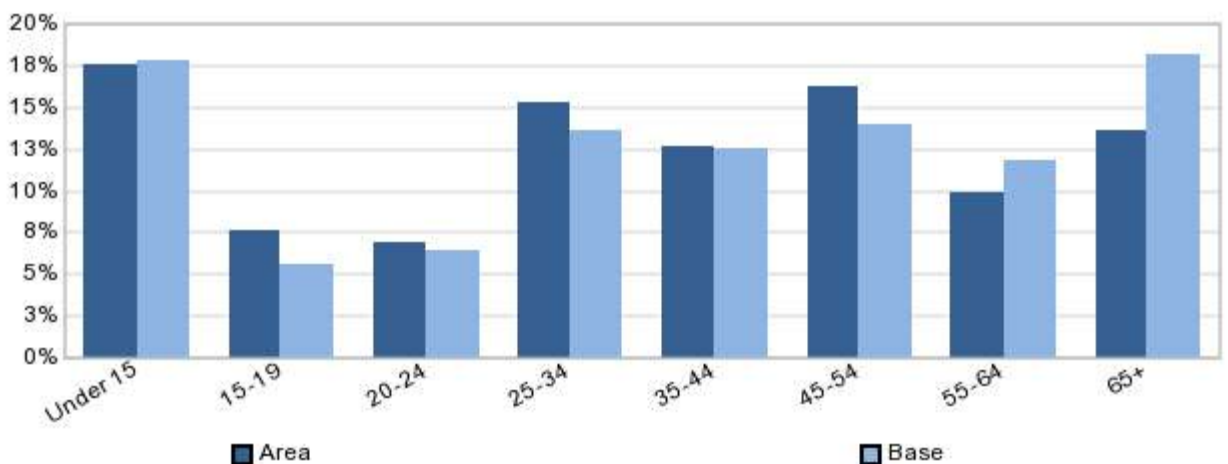
Source: Experian Current year estimates (Mid-year 2017 ).

## Understanding who lives in your area

Age Bands	Area	Base	Index	70	100	141
Under 15	1,724	11,904,830	99			
15-19	750	3,726,517	138		█	
20-24	681	4,277,727	109		█	
25-34	1,492	9,104,574	112		█	
35-44	1,233	8,401,002	100			
45-54	1,586	9,319,901	116		█	
55-64	977	7,859,716	85		█	
65+	1,323	12,151,681	74		█	

Source: Experian Age and Gender Estimates ( 2017 ).

Chart explanation: The chart above represents the Index\* value. This indicates the over or under representation of the area selection relative to the base.



The highest proportion fell into age band Under 15 with a count of 1,724 representing 17.65 % in the study area. The smallest proportion is in age band 20-24 with a count of 681 which represents 6.97 %. In the study area the most over represented age band in comparison to the base selection is 15-19 with an index value of 138. The band that is most under represented is 65+ with an index of 74, where an index\* of 100 represents the national average.



\*An index of 100 indicates that the variable shown is represented to the same degree in the target area as it is in the base area. An index of 200 would show that it has twice the representation.

## Understanding the Ethnic mix

Ethnic Mix	Area	Base	Index <sub>0</sub>	100 117
White	9,548	57,844,833	112	
Gypsy / Traveller / Irish Traveller	1	67,521	10	
Mixed / Multiple Ethnic Groups	52	1,355,607	26	
Asian / Asian British: Indian	40	1,546,191	18	
Asian / Asian British: Pakistani	21	1,231,279	12	
Asian / Asian British: Bangladeshi	1	500,030	1	
Asian / Asian British: Chinese	40	490,816	55	
Asian / Asian British: Other Asian	52	960,820	37	
Black / African / Caribbean / Black British	98	2,101,045	32	
Other Ethnic Group	6	647,806	6	

Source: Experian Current Year Estimates based on ONS Census Data ( 2017 ).

Chart explanation: The chart above represents the Index\* value. This indicates the over or under representation of the area selection relative to the base.

The ONS data shows the ethnic make up of your area is as follows:

96.85 % White  
 0.01 % Gypsy / Traveller / Irish Traveller  
 0.53 % Mixed / Multiple Ethnic Groups  
 0.41 % Asian / Asian British: Indian  
 0.21 % Asian / Asian British: Pakistani  
 0.01 % Asian / Asian British: Bangladeshi  
 0.41 % Asian / Asian British: Chinese  
 0.53 % Asian / Asian British: Other Asian  
 0.99 % Black / African / Caribbean / Black British  
 0.06 % Other Ethnic Group

Compare this to your base ethnic diversity as follows:

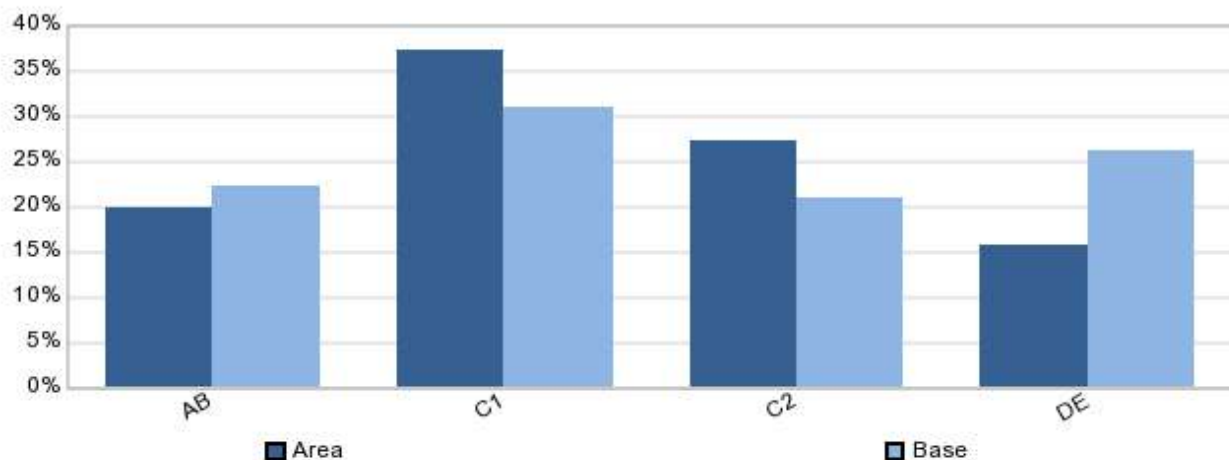
86.66 % White  
 0.10 % Gypsy / Traveller / Irish Traveller  
 2.03 % Mixed / Multiple Ethnic Groups  
 2.32 % Asian / Asian British: Indian  
 1.84 % Asian / Asian British: Pakistani  
 0.75 % Asian / Asian British: Bangladeshi  
 0.74 % Asian / Asian British: Chinese  
 1.44 % Asian / Asian British: Other Asian  
 3.15 % Black / African / Caribbean / Black British  
 0.97 % Other Ethnic Group

In the study area the largest ethnic group is White taking up 96.85 % of the population with a count of 9,548. This is in comparison to the selected base with 86.66 % of the population being White. The smallest ethnic representation in the study area was Gypsy / Traveller / Irish Traveller with a count of 1, compare this to the base selection where the smallest group was Gypsy / Traveller / Irish Traveller with a count of 67,521.

Social Grade	Area	Base	Index <sub>56</sub>	100 134
AB Higher & intermediate manage/admin/prof	636	4,656,792	89	
C1 Supervisory, cleric, junior manage/admin/prof	1,200	6,457,466	121	
C2 Skilled manual workers	873	4,346,904	131	
DE Semi-skilled/unskilled manual workers; on state benefit, unemployed, lowest grade workers	500	5,420,042	60	

Source: Experian Current Year Estimates based on ONS Census Data ( 2017 ).

Chart explanation: The chart above represents the Index\* value. This indicates the over or under representation of the area selection relative to the base.



\*An index of 100 indicates that the variable shown is represented to the same degree in the target area as it is in the base area. An index of 200 would show that it has twice the representation.

Within your area social grade C1 forms the largest proportion with 1,200 people falling into this group, which is 37.39 % of the overall distribution. The smallest proportion falls into grade DE with a count of 500 taking up 15.58 %. When comparing this to the selected base the most over represented grade is C2 with an index\* count of 131, whereas the most under represented group is DE with an index count of 60.

## Understanding the Economic Activity

Economically Active	Area	Base	Index <sup>47</sup>
Employee	5,084	26,076,358	109
Self employed with employees	125	1,109,304	63
Self employed without employees	395	3,640,917	61
Unemployed	123	1,365,424	50
Full-time students	334	1,684,209	111

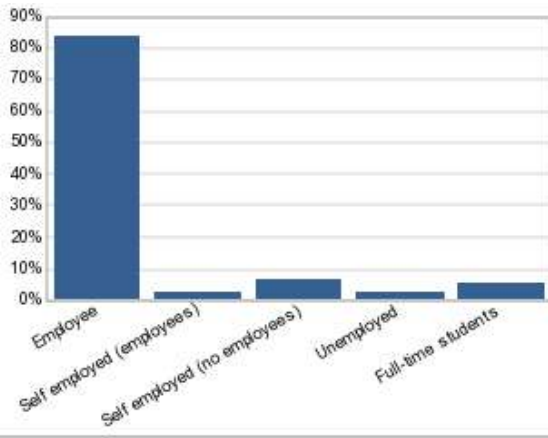
  

Economically Inactive	Area	Base	Index <sup>55</sup>
Retired	770	6,581,697	123
Student	164	2,819,256	61
Looking after home/ family	253	2,121,753	126
Permanently sick/ disabled	121	2,156,190	59
Other	91	1,082,958	89

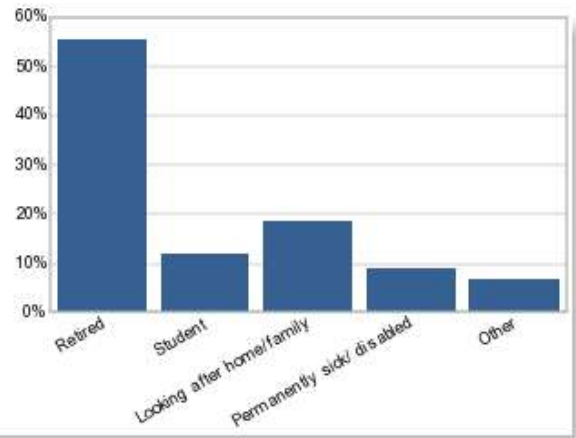
Source: Experian Current Year Estimates based on ONS Census Data ( 2017 ).

Chart explanation: The chart above represents the Index\* value. This indicates the over or under representation of the area selection relative to the base.

Economically Active - % by Category



Economically Inactive - % by Category



Economic activity within the study area shows that 68.15 % of the population are employed, this is 5,084 people, compare this to your base where 53.61 % are employed. The smallest economically active group is Unemployed representing 1.65 %, compare this to the selected base where this group represents 2.81 %. When analysing index\* values the most over represented group is Full-time students with an index of 111, taking up 4.48 %.

When considering economic inactivity the largest proportion in the study area belongs to the Retired group with a count of 770 representing 10.32 %. The smallest inactive group is Other with 91 which is 1.22 %. When looking at the index values the group that is most over represented is Looking after home/ family with an index of 126, representing 3.39 %.

\*An index of 100 indicates that the variable shown is represented to the same degree in the target area as it is in the base area. An index of 200 would show that it has twice the representation.

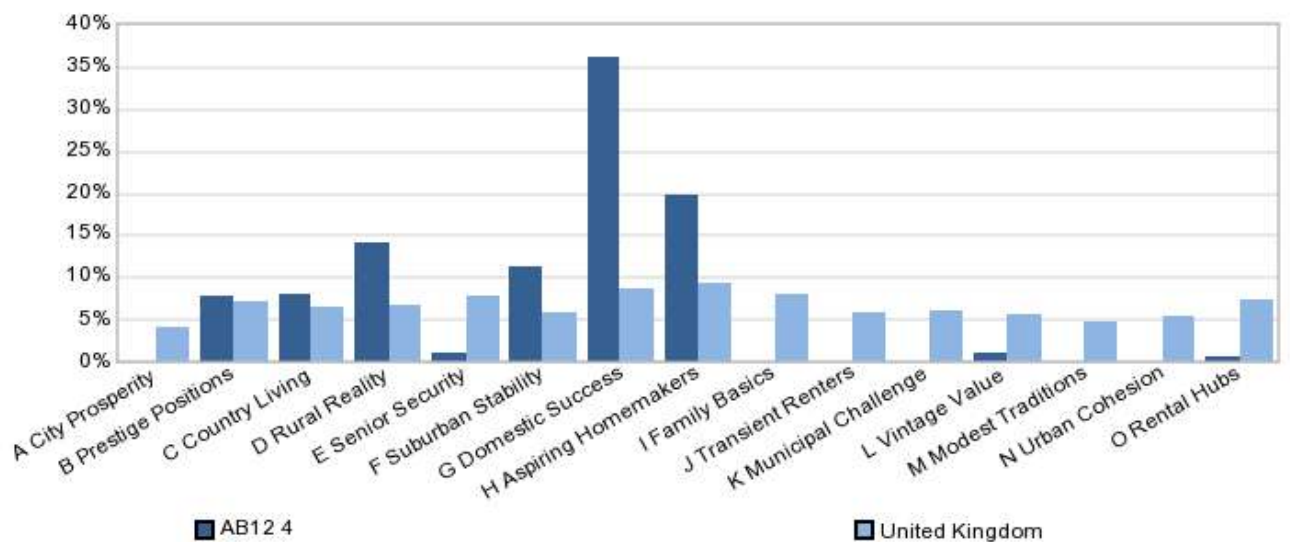
## Understanding the residential profile by Mosaic UK 6

Mosaic UK 6 classifies all consumers in the United Kingdom by allocating them to one of 15 Groups and 66 Types. The 15 Groups are shown below as a profile using the Population data from your target area. The groups, types and the supporting descriptive information paint a detailed picture of UK consumers in terms of their socio-economic and socio-cultural behaviour.

Mosaic UK 6 Group	Area	Base	Index
A City Prosperity	0	2,770,370	0
B Prestige Positions	764	4,803,854	109
C Country Living	770	4,359,823	121
D Rural Reality	1,374	4,519,380	208
E Senior Security	99	5,117,591	13
F Suburban Stability	1,105	3,884,529	194
G Domestic Success	3,510	5,705,246	420
H Aspiring Homemakers	1,920	6,118,369	214
I Family Basics	0	5,316,990	0
J Transient Renters	0	3,970,981	0
K Municipal Challenge	0	4,027,620	0
L Vintage Value	101	3,824,575	18
M Modest Traditions	0	3,150,525	0
N Urban Cohesion	0	3,595,280	0
O Rental Hubs	66	4,833,973	9
<b>Totals</b>	<b>9,766</b>	<b>66,745,948</b>	

Source: Experian Mosaic UK 6 Classification ( 2017 ).

Chart explanation: The chart above represents the index\* value. This indicates the over or under representation of the area selection relative to the base.



The largest group is G Domestic Success with a count of 3,510 representing 35.94 % of the overall distribution, in comparison to the base where 8.55 % fall into this group. The smallest group is A City Prosperity with a count of 0 which represents 0.00 %. The index\* figures indicate that the most over represented group is G Domestic Success taking up 35.94 % of the target area. In contrast the most under represented group is A City Prosperity with just 0.00 %.

\*An index of 100 indicates that the variable shown is represented to the same degree in the target area as it is in the base area. An index of 200 would show that it has twice the representation.

## Summary of the Area

---

### G Domestic Success - 35.94 %



Thriving families who are busy bringing up children and following careers.

#### Key Features

- Families with children
- Upmarket suburban homes
- Owned with a mortgage
- 3 or 4 bedrooms
- High Internet use
- Own new technology

### H Aspiring Homemakers - 19.66 %



Younger households settling down in housing priced within their means.

#### Key Features

- Younger households
- Full-time employment
- Private suburbs
- Affordable housing costs
- Starter salaries
- Buy and sell on eBay

### D Rural Reality - 14.07 %



Householders living in inexpensive homes in village communities.

#### Key Features

- Rural locations
- Village and outlying houses
- Agricultural employment
- Most are homeowners
- Affordable value homes
- Slow Internet speeds



## Average House Value by Residence Type

Residence Type	Total HH Value for Catchment	Number of Houses	Average Value	LA Average Value	Diff			
						-50	0	50
Detached	£499,442,382	1,723	£289,868	£434,096	-33.22%			
Semi-Detached	£164,756,762	960	£171,622	£225,610	-23.93%			
Bungalow	£125,263,932	601	£208,426	£238,824	-12.73%			
Terrace	£47,459,781	321	£147,850	£206,498	-28.40%			
Flats	£13,195,334	107	£123,321	£261,572	-52.85%			
Total	£850,118,191	3,712	£229,019	£266,822	-14.17%			

Includes all houses in catchment area.

Diff: Shows the percentage increase/decrease between average house sale in the catchment and LA. ((Average Value Catchment - Average Value LA) / Average Value LA) x 100.

Source: Land Registry, VOA and Experian 2017

## Length of Residency

Length of Residency	Catchment (HH)	Catchment (HH) %	Base (HH)	Base (HH) %	Index			
						0	100	200
Less than 1 year	123	3.31	1,916,890	7.56	44			
1 to 3 years	898	24.19	4,899,225	19.33	125			
4 to 7 years	732	19.72	3,477,094	13.72	144			
8 to 10 years	339	9.13	2,777,808	10.96	83			
More than 11 years	1,620	43.64	12,278,411	48.44	90			
Total	3,712	100.00	25,349,428	100.00	100			

The average length of residency within the catchment area: 7.61 Years

The average length of residency within the base area: 7.86 Years

This means that the average length of residency within the catchment area is approximately 0.25years shorter than the base area average.

Source: Experian ConsumerView Household Directory 2018 .

## Average Rent for Social Housing

This compares the average weekly rent for the Local Authority against England.

Type of Housing	LA	England	Index	50	100	150
Bedspace	£ 41	£ 41	100			
Bedsits	£ 78	£ 78	100			
One Bedroom	£ 83	£ 83	100			
Two Bedrooms	£ 95	£ 95	100			
Three Bedrooms	£ 105	£ 105	100			
Four+ Bedrooms	£ 124	£ 124	100			
All Types of Housing	£ 97	£ 97	100			

This means that the average rent in the Local Authority is £0 less than the average in England.

Source: Housing Corporation. From Guide to Local Rents 2017 : Part II based on Gross Rent for each Local Authority

## Crime

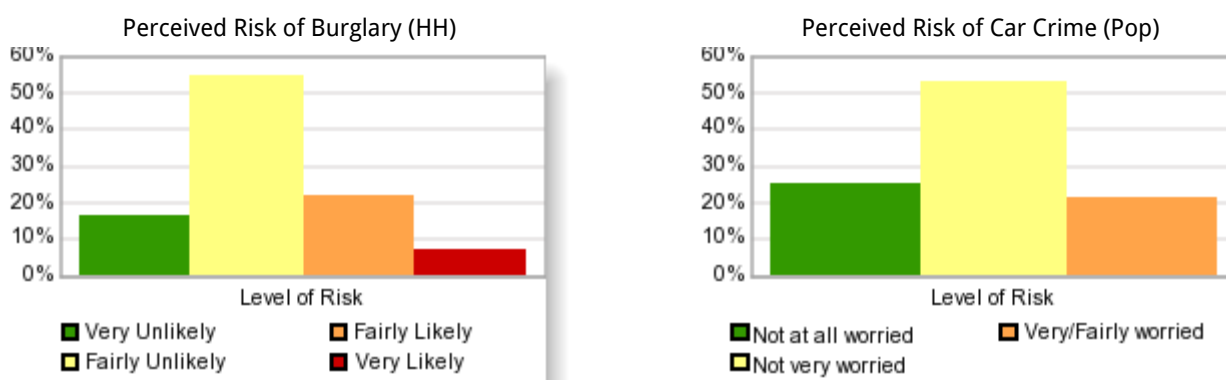
This page of the report gives you information about the risk of crime within the catchment area around your target postcode and about the level of fear of crime within the area. This may give an indication of whether improved security features within a development are necessary, either as a method of crime prevention or as reassurance to residents.

These results are modelled from actual crime statistics using Mosaic to create the risk of crime for each household.

Source: Crime Survey for England and Wales 2016-2017

### Percieved Risk of Crime

The information below relates to perceived risk of crime within the catchment area by residents within the area for Burglary and Car Crime.



These results are based on modelled data using Mosaic to create a response for each household.

Source: Crime Survey for England and Wales 2016-2017

### Recorded Crime in the Local Authority

This shows recorded crime for the LA in which the target postcode lies, compared to totals for England and Wales.

Recorded Offences	LA	LA Crime per	England & Wales	E & W Crime	Index	100	200
		Pop %		per Pop %			
Violence against the person	1,057,217	1.78	1,057,217	1.78	100		
Sexual	143,278	0.24	143,278	0.24	100		
Robbery	73,611	0.12	73,611	0.12	100		
Burglary Dwelling	288,416	0.49	288,416	0.49	100		
Vehicle Offences	450,878	0.76	450,878	0.76	100		
Total Crime	3,684,559	6.21	3,684,559	6.21	100		
Population	59,285,213		59,285,213				

6.21 % of the LA has been affected by crime compared to 6.21 % in England and Wales.

Crime per Population = 100 \* Recorded offence / Population. This shows the percentage of recorded offences against the total population for the area.

Source: © Crown Copyright 2016

Source: Crime Survey for England and Wales 2016-2017

This page of the report gives you information about the qualifications and household income in the catchment area.

## Qualifications

Qualifications	Catchment (16+)	Catchment %	Base (16+)	Base %	Index
No Qualifications	1,317	16.16	11,541,104	21.12	77
Level 1 qualifications	2,295	28.16	7,131,668	13.05	216
Level 2 qualifications	1,174	14.40	7,589,870	13.89	104
Apprenticeship (not counted as separate variable in Scotland)	0	0.00	1,751,259	3.20	0
Level 3 qualifications	1,205	14.79	7,617,142	13.94	106
Level 4 qualifications and above	2,159	26.49	16,259,648	29.75	89
Other qualifications	0	0.00	2,759,128	5.05	0
<b>Total</b>	<b>8,150</b>	<b>100.00</b>	<b>54,649,819</b>	<b>100.00</b>	<b>100</b>

## Household Income

Household Income Band	Catchment (HH)	Catchment %	Base (HH)	Base %	Index
£14,999 or Less	142	3.83	4,496,244	17.74	22
£15,000 to £19,999	131	3.53	2,367,722	9.34	38
£20,000 to £29,999	384	10.34	4,806,688	18.96	55
£30,000 to £39,999	485	13.07	3,907,020	15.41	85
£40,000 to £49,999	463	12.47	2,977,440	11.75	106
£50,000 to £59,999	462	12.45	1,871,823	7.38	169
£60,000 to £69,999	419	11.29	1,375,892	5.43	208
£70,000 to £99,999	764	20.58	2,075,560	8.19	251
£100,000 to £149,999	453	12.20	971,946	3.83	318
£150,000 or Over	9	0.24	499,093	1.97	12
<b>Total</b>	<b>3,712</b>	<b>100.00</b>	<b>25,349,428</b>	<b>100.00</b>	<b>100</b>

Source: MORI & Experian Ltd ( 2017 )

The average household income within the catchment area: £ 60,009

The average household income within the base area: £ 41,024

This means that the average household income within the catchment area is 46 % above the base area average.

## Unemployment

Total Unemployment	Catchment (15+)	Catchment %	Base (15+)	Base %	Index
Unemployed	123	1.53	1,365,424	2.49	61
Adults 15+	8,042		54,841,118		

## Home Ownership

Home Ownership	Catchment (HH)	Catchment %	Base (HH)	Base %	Index	0	100	200
Owns Outright	1,211	31.04	8,597,519	30.55	102			
Owns With a Mortgage or Loan	1,976	50.65	8,717,628	30.98	164		█	
Shared Ownership	28	0.72	214,327	0.76	94			
Rented from Council (LA/Sc Homes)	98	2.51	2,563,145	9.11	28		█	
Other Social Rented	270	6.92	2,397,850	8.52	81		█	
Private Rented	285	7.31	5,283,863	18.78	39		█	
Living Rent Free	33	0.85	367,787	1.31	65		█	
<b>Total</b>	<b>3,901</b>	<b>100.00</b>	<b>28,142,119</b>	<b>100.00</b>	<b>100</b>			

Source: Experian Current Year Estimates based on ONS Census Data ( 2017 ).

## Car Ownership within the Household

Car Ownership	Catchment (HH)	Catchment %	Base (HH)	Base %	Index	0	100	200
No Car or Van	363	9.40	7,367,169	26.18	36		█	
1 Car or Van	1,616	41.87	11,851,387	42.11	99			
2 Cars or Vans	1,469	38.06	6,864,950	24.39	156		█	
3 Cars or Vans	341	8.83	1,525,240	5.42	163		█	
4 or More Cars or Vans	112	2.90	533,373	1.90	153		█	
<b>Total</b>	<b>3,901</b>	<b>101.06</b>	<b>28,142,119</b>	<b>101.06</b>	<b>100</b>			

On average, there are 1.57 vehicles in each household in the catchment area.

Source: Experian Current Year Estimates based on ONS Census Data ( 2017 ).

## Amenities in the Catchment Area

Amenity	Catchment
Banks	0
Building Societies	0
Chemists	2
Convenience Stores	0
Community Centres	0
Council Offices	0
Government Buildings	0
Guildhall	0
Advice Centre	0
Information Centre	0
Tourist Information	0
Chiropodist	0
Dental Surgery	0
Doctors Surgery	0
Health Centre	0
Nursing Home	0
Osteopath	0
Rest Home	0
Veterinary Surgery	1
Post Office	1
Sports and Leisure Facilities	1



### Retail Location Insight

For over 30 years, Goad has been the UK's leading supplier of town centre retail information, specialising in the sourcing of information about retail outlets and the shopping centres where they are located. Goad became part of Experian in 1996.

Most of this information is obtained by annual visits by a team of a surveyors who record the location and boundaries of retail and other occupiers in the shopping area. This data is stored digitally in a retail database and visually on maps.

A comprehensive range of products is available to help provide a complete picture of many shopping areas.

Source: Shop\*Point 02/2017

## Introduction

This report provides the first step to measuring the sustainability of communities, enabling you to assess whether a development you are considering, or an estate you are managing is a place where people want to live and work, now and in the future.

The degree to which the index score is above or below 100 is used to indicate the level of statistical significance, as outlined below:

Index Score	Level of Significance
0-67	Very significant
68-84	Significant
84-119	Normal
120-149	Significant
150+	Very significant

## Crime Survey for England and Wales

The Crime Survey for England and Wales (CSEW) is a well-established study and one of the largest social research surveys conducted in England and Wales. The CSEW is primarily a 'victimisation' survey, in which respondents are asked about the experiences of property crimes of the household (e.g. burglary) and personal crimes (e.g. theft from the person) which they themselves have experienced. Since the move to continuous interviewing in 2001 the reference period for all interviews has related to the last 12 months before the date of interview. Although there have been changes to the design of the survey over time, the wording of the questions that are asked to elicit victimisation experiences, have been held constant throughout the life of the survey.

Respondents are asked directly about their experience of crime, irrespective of whether or not they reported these incidents to the police. As such the CSEW provides a record of peoples' experiences of crime which is unaffected by variations in reporting behaviour of victims or variations in police practices of recording crime. The scope of the CSEW goes well beyond the counting of criminal incidents, although it is for this estimate that it has become established as a definitive source of information. In order to classify incidents, the CSEW collects extensive information about the victims of crime, the circumstances in which incidents occur and the behaviour of offenders in committing crimes. In this way, the survey provides information to inform crime reduction measures and to gauge their effectiveness.

Information is collected from approximately 46,000 respondents. The CSEW questionnaire for the adult survey has a complex structure, consisting of a set of core modules asked of the whole sample, a set of modules only asked only of different sub-samples, and self-completion modules asked of all 16-59 year olds.

Up to 2001, eight waves of the CSEW were carried out in England and Wales; 1982, 1984, 1988, 1992, 1994, 1996, 1998 and 2000. From 2001, the series became annual instead of biennial. For consistency of evaluation, Experian reports may use questions from different versions of CSEW. Using the mosaic profile, the counts are scaled to the current year estimates.



## Census Data 2011

The Census is a government survey which is conducted every 10 years and covers the whole country. The information is collected on a single day. The government use the information to plan what local infrastructure is required in the future such as schools and hospitals.

Each decade the release of Census data for the UK provides analysts with a wealth of information that allows a rich and detailed picture to be created for each local area within the country. The most recent Census for the UK in 2011 covered a broad range of topics including population, households, employment, qualification, ethnicity and health.

A deep understanding of the demographics and socio-demographics of areas as diverse as neighbourhoods, store catchment areas, and sales or distribution territories can be gained by profiling and analysing suitable Census variable and can provide insight to help underpin decision making across a wide variety of sectors.

## Census 2011 Current Year Estimates

Recognising the Complexity of the Census and of modelling Census data, a range of methods and of other input data has been used to predict the amount of change since Census Day and to therefore create Census Current Year Estimates for these tables. For many of the Census tables modelled, more than one underlying method has been used, with final results being created via the weighted combination of the separate method results. This multi-model approach recognises the strengths and weaknesses of each underlying approach used. As such, it draws strength from the underlying separate methods in order to maximize accuracy.

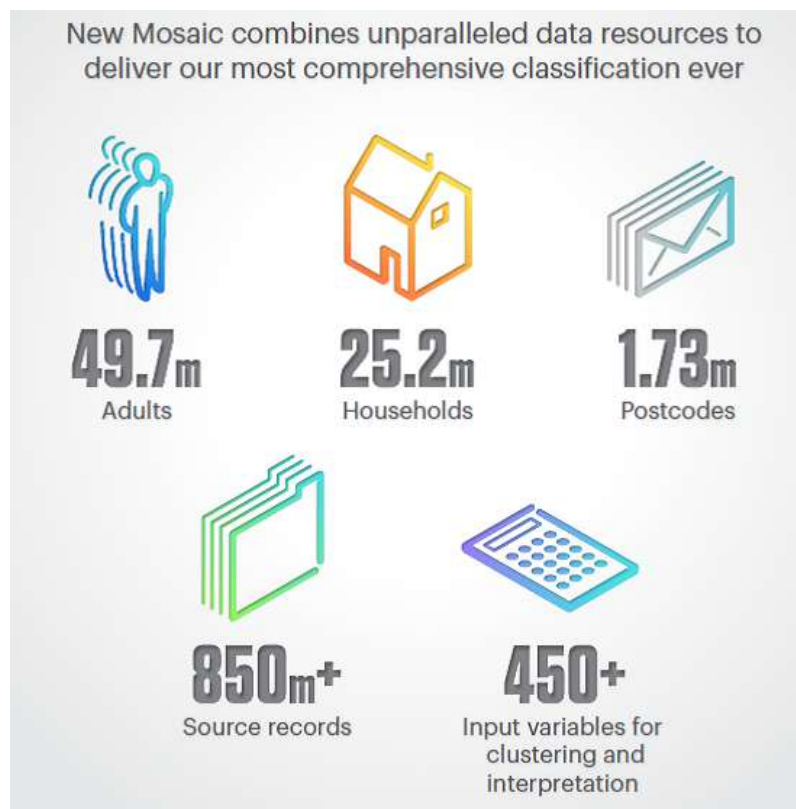
Key non-Census input data used includes Government mid-year estimates of population by age by gender, other Government Open data sources including results of key surveys and reports such as the OND' Families and Households' report, HM Land Registry information, Experian Economics estimates and projections, variables from Experian's ConsumerView database and variables that underpin Experian's Mosaic UK classification. The Experian' 2011 Census-based Current Year Estimates' database has been designed to be one of a family of Experian '2011 Census and 2011 Census-based' databases. This family of databases provides views at different point in time of a range of UK-wide Local Area Data estimates of key demographics and socio-demographics.

## Mosaic UK 6

72 per cent of the information used to build Mosaic UK 6 is sourced from a combination of data that includes Experian's UK ConsumerView Database, which provides consumer demographic information for the UK's 50 million adults and 25 million households. This database is built from an unrivalled variety of privacy-compliant public and Experian proprietary data and statistical models. These include the edited Electoral Roll, Council Tax property valuations, house sale prices, self-reported lifestyle surveys, term time students from HESA, social housing information from NROSH, broadband speed information from OFCOM, and other compiled consumer data.

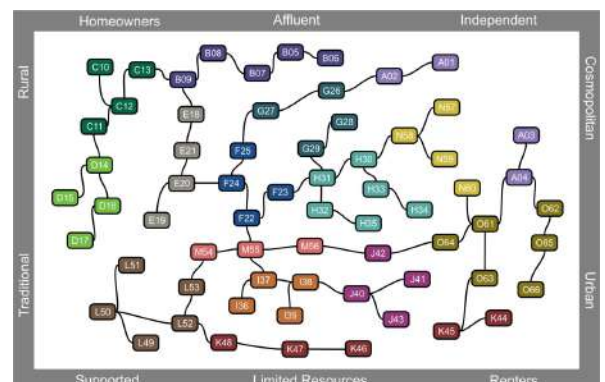
The remaining 28 per cent of the data are sourced from the 2011 Census which provides highly accurate neighbourhood level information.

All of the information used to build Mosaic is continuously updated. This enables Experian to verify and update the classification annually, and the segmentation has been built in such a way that new data can be added to provide further insight into the types.



## The Mosaic UK 6 Family Tree

The Mosaic UK 6 family tree illustrates the major demographic and lifestyle polarities between the groups and types, and shows how the Mosaic types relate to each other.



## Household Income

Household Income identifies the likely household income at an address. An average Household Income is also available for each postcode.

### Base data

The base data was taken from three sources:

- A stratified random sample of 300,000 responses to Experian's surveys was selected. The sample was split into a development sample and a test sample.
- A dataset built from 96,000 responses to MORI's Financial Tracking Survey.
- Predictive Data

The data used to predict Household Income was:

- Experian Person and Household level demographics
- Mosaic UK 6
- Mosaic UK 6 Factors
- Relevant census information
- Modelling techniques
- Logistic regression was applied to the consumer survey data to predict an individual's employment status

Employment status has the following values:

- Retired
- Student
- Housewife
- Unemployed
- Part time
- Full time / other

A logistic regression model was developed for each employment status, which was then applied to Output Area level targets from the census. A linear regression model was then built for each employment status. This predicts the annual income value for the various types of employment. Income is then accumulated to household level according to Household Composition, for example:

- For singles, this is the same as Personal Income
- For families, income is accumulated
- For homesharers and multi-occupancy dwellings, Household Income takes the value of the highest Personal Income in the household
- Household Income is calibrated to individual Government Office Region targets from the Expenditure and Food survey

The modelled results were overwritten with recent actual Experian consumer survey response data where available.

### Length of Residency

There are two Length of Residency variables, one at person level and one at the household level.

At the person level, Length of Residency identifies the length of time that an individual has been at the same address. At the household level, Length of Residency identifies the length of time that the longest residing head of household has been at the same address.