

**Aberdeen Western Peripheral Route: Northern Leg
Development Land Assessment**

Jacobs

July 2007

Services for life

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1 Introduction

- 1.1.1 Jacobs has been instructed by the Scottish Executive, Aberdeen City Council and Aberdeenshire Council to undertake a Stage 3 Environmental Impact Assessment of the preferred route option for the proposed Aberdeen Western Peripheral Route (AWPR), and has commissioned Tribal HCH to undertake an assessment of the proposed Northern Leg of the route on development land. This assessment has been undertaken in accordance with the Design Manual for Roads and Bridges (DMRB) Volume 11, Section 3, Part 6.
- 1.1.2 The report considers the impact of the proposed route on development and land use planning designations as set out in the Aberdeen City and Aberdeenshire Local Plans and Structure Plan. Future changes in land use are also considered through an analysis of planning applications along the route corridor.
- 1.1.3 The remainder of this report is organised as follows:
- Section 2 sets out our approach and method to the study;
 - Section 3 sets out the impact on development land; and
 - Section 4 considers relevant planning applications.
- 1.1.4 An assessment of development land potentially affected by the Northern Leg was submitted as Appendix A7.1 of the December 2006 Environmental Statement. This report presents an updated assessment incorporating consideration of amendments made to the road design since December 2006, as reported in Chapter 4 (Proposed Scheme) of the 2007 Environmental Statement.

2 Approach and Methods

2.1 Introduction

2.1.1 This section provides an overview of the approach and method used to assess the impact of the proposed Northern Leg of the AWPR on development land.

2.2 Approach to assessment of impact on development land

2.2.1 To assess the impact on development land, land allocated or proposed to be allocated for development was identified within the Northern Leg study corridor. A review was undertaken of all relevant Structure and Local Plans. A review was also undertaken of recent planning applications along the Northern Leg study corridor. The study corridor was defined as 500m either side of the proposed scheme, taking into account land required for the draft Compulsory Purchase Order (CPO).

2.2.2 The process used to identify planning applications varied for the two authorities. Aberdeenshire Council's Development Control Department used their GIS based database of planning applications to identify all the applications within the Northern Leg route corridor and adjoining areas. These were filtered to identify relevant applications within the route corridor, excluding all householder and minor residential developments.

2.2.3 Aberdeen City Council's Development Control Department identified relevant sites during a number of visits to their offices. Three planning officers identified specific sites along the route, based on their experience of applications in these areas, and provided information on the planning histories for the sites. Background papers were then examined for these applications where possible, with case officers supplying most of the additional information required.

2.2.4 The lack of a map based record of planning applications in Aberdeen City Council meant that the identification of planning applications relied on the identification of applications by planning officers. Whilst the best was done to ensure the information provided was accurate, there is a risk that the reliance on personnel rather than database evidence, may mean that not all relevant planning applications have been identified within Aberdeen City Council's area.

2.2.5 The impact of the proposed scheme on development land and planning applications was assessed according to the criteria of Positive, Neutral, Negative or Mixed as defined below:

- **Positive:** The land will still be available for the proposed use **and** the development of the road would improve the viability of the site for the proposed development (generally through improved access) **and** the impact on the amenity of the site would not interfere with its proposed use **or** the impact on the amenity would be positive, in that the road would improve the site's appropriateness for the proposed use.
- **Neutral:** The land will still be available for the proposed use **and** there would be no impact on the viability of the site for the proposed development, **and** there would be no impact on the amenity of the site that would interfere with its proposed use.
- **Negative:** Some or all of the site would no longer be available for the proposed use **and** the road would reduce the viability of the development taking place **and** the impact on the amenity of the site would not interfere with its proposed use **or** the road would impact on the amenity of the site in such a way as to interfere with its proposed use.

- **Mixed impact:** Includes some negative and some positive impacts.

3 Impact on Development Land

3.1.1 This section provides an analysis of the existing land use policies applicable to the Northern Leg of the proposed AWPR route corridor, as laid out in the current and emerging Structure and Local Plans. This analysis includes an evaluation of the impact of the route on planning policies and development land allocations. It also identifies any proposals for the review of planning policies, and the implications on these proposals of the development of the AWPR.

3.2 Strategic Review

3.2.1 The proposed Northern Leg of the AWPR covers areas of both Aberdeen City Council and Aberdeenshire Council. The relevant planning policies that will be taken into consideration in this review are therefore the most recent Local Plans for both council areas, and the Structure Plan which covers the area as a whole. They are as follows:

- North East Scotland Together; Aberdeen and Aberdeenshire Structure Plan 2001-2016 (July 2002)
- Green Spaces, New Places; The Finalised Aberdeen Local Plan Written Statement (August 2004), combined with the Finalised Aberdeen Local Plan Proposed Changes 2005 (August 2005)
- Adopted Local Plan Written Statement for Aberdeen City District, September 1991 – (now significantly out of date, but the most recent fully adopted Local Plan)
- The Aberdeenshire Local Plan (Adopted June 2006).

3.2.2 The policy context and development strategies for the proposed Northern Leg were identified through discussions with the local authority planning teams. This information is detailed below.

3.3 Policy Review

3.3.1 The AWPR is identified in the Structure Plan and both Local Plans, and in general, the planning policies identified in these plans link into the proposal for the AWPR. The specific policies identified in each of the development plans are provided here.

Structure Plan: North East Scotland Together

3.3.2 **North East Scotland Together** (NEST) provides a strategic statement of the aims for development in the North East until 2016. It sets out the core strategic land use objectives for the area, as well as locational objectives for specific land uses, which set the guidelines for allocating development sites. It aims to provide a high level of interconnectivity between employment, housing and community services. The Key Diagram, which accompanies the strategy, provides an indication of locations for large scale, strategic developments, including housing allocations for 2000-2005 and 2005-2010, business parks and employment land allowances. It also provides an indicative plan of major transport infrastructure, including an earlier routing of the proposed AWPR. The Structure Plan was approved following a legal challenge in 2002, and the most recent Local Plans in both Aberdeen City and Aberdeenshire were developed from the requirements laid out in this Structure Plan.

Transport

- 3.3.3 The identification of the AWPR on the Key Diagram is significant as it outlines the general location of the route and provides a context for the Local Plan. NEST **Policy 32: Transport infrastructure: safeguarding land and minimising environmental impacts** also relates to the AWPR. It states that *land identified in local plans will be safeguarded for transport proposals that contribute to the modern transport system*. There is also a park and ride site that has been identified through NEST in the Northern Leg route corridor, on the A96, close to the intersection with the proposed AWPR. NEST safeguards this site for strategic transport uses and provides the background to its identification in the relevant Local Plan.
- 3.3.4 NEST identifies three transport interchanges at strategic points along the route of the AWPR, where it crosses the A90 (south of Aberdeen), the A944 and the A96, the latter one being located in the Northern Leg route corridor. The identification of these key junctions relates to **Policy 30: The main communications network within the North East and beyond**, which specifies that the Councils will encourage the Trunk Road Authority to improve road infrastructure, while the local authorities will bid for funds for transport improvements. According to **Policy 32**, these sites should also be identified in the relevant Local Plans, and the sites safeguarded for transport uses. The airport is also identified as being a strategic transport site close to the AWPR.

Green Belt

- 3.3.5 Beyond the requirements for strategic transport infrastructure, NEST identifies the area around the AWPR corridor as being Green Belt. It further specifies that Local Plans will be required to set appropriate boundaries (**Policy 27: Green Belt**), with the aim of protecting and enhancing prime ecological, landscape and recreational assets of the Green Belt, as well as meeting the aims of sustainable transport and identifying land for the long term development needs of local settlements.
- 3.3.6 The policy relating to development in the Green Belt (**Policy 28: Development in the Green Belt**) is restrictive in nature, with no development permitted for purposes other than agriculture, forestry, recreation, mineral extraction or restoration, or landscape renewal. This could mean limitations on alternative uses for the land along the Northern Leg corridor. However, NEST recognises that adjustments to the Green Belt are necessary to allow for other plan policies to be accommodated, such as the Western Peripheral Route.

Local Plans

Aberdeen City

- 3.3.7 The statutory adopted Local Plan for the City of Aberdeen Council area is the Aberdeen City District-Wide Local Plan, adopted in September 1991. This has now been largely superseded by the Finalised Aberdeen Local Plan 2004: Green Spaces New Places with proposed changes August 2005. The boundary for these Local Plans relates to the Aberdeen City Council boundary. It runs from the East Coast just south of Cove Bay, westwards and northwards until it reaches the Dee, just west of Kincorth. It then runs along the River Dee westwards as far as Craiglug, where the boundary runs northwards away from the river. It skirts around Peterculter, Craigton and Benthoul, and then runs eastwards for a short distance, to Easter Ord. It then runs northwards all the way up to Hatton of Fintray, leaving both Westhill and Blackburn outside the plan area. At Hatton of Fintray the boundary turns eastwards, and follows this direction back to the coast, with Overton, Dyce and North Tarbothill inside the plan area, but Cothall and Potterton outside it. Figures 8.3b.7-13 all include areas within this Local Plan area.

- 3.3.8 **The Aberdeen City District-Wide Local Plan** was adopted in 1991, and remains the statutory Local Plan for the City of Aberdeen Council area. It conforms to the previous Structure Plan, The Grampian Region (Part) Structure Plan Aberdeen Area, which was approved in May 1981. It identifies proposals that were anticipated to be delivered by 1996 and is therefore now somewhat out of date.

Transport

- 3.3.9 In relation to proposed road schemes, Paragraph 8.2.1 states that the Council will support road construction and improvements *“where it can be demonstrated that these are justified in terms of relieving congestion and improving environmental conditions”*.
- 3.3.10 The Local Plan therefore identifies and supports an early proposal for the AWPR, which is a truncated version of the current proposal. The route that is supported in this plan is described as:

“From Bucksburn to Cults and link from the Cults/Braeside area [A93] to Garthdee Road/ Auchinyell Road linking with the proposed new River Dee crossing ... (A corridor for possible road and bridgeworks is safeguarded (by a GB1 allocation) at Hilldowntree). However, in retaining the local planning authority’s stated preference in the local plan, it should be noted that the reporter did not hear technical evidence and therefore reached no conclusion on the merits of alternative lines.”

Green Belt

- 3.3.11 The proposed route of the Northern Leg is located within the designated Green Belt where Policy GB1 states that there is an embargo against all development *“unless it concerns uses which must be located within the countryside, those directly related to nature conservation... or to uses already existing in the Green Belt”* (Paragraph 9.3.1). Appropriate uses in the Green Belt are listed but do not specifically include the provision of transport infrastructure. However, reference is made to the ‘provision of utilities’ as an acceptable use within the Green belt *“where development cannot take place elsewhere other than within the Green Belt”*. It is further stated that such development shall be located as unobtrusively as possible and will have a minimal impact on the environment.
- 3.3.12 **The Aberdeen Local Plan, Green Spaces, New Places (GSNP)** provides more detailed proposals for land use across Aberdeen City.
- 3.3.13 The Aberdeen Local Plan GSNP takes forward the strategic land use objectives laid out in the NEST Structure Plan and makes provisions for a range of developments, in line with the requirements of the Structure Plan. This includes a number of ‘sustainable new communities’, to provide for anticipated growth in households across the city.
- 3.3.14 The Aberdeen Local Plan GSNP provides a replacement for the Aberdeen City District-wide Local Plan. It is not yet fully adopted, and is moving through the Local Plan process. It was placed on deposit in 2004, and the Council received over 2,000 letters of objection in response to the Finalised Local Plan. Following consultation, a number of changes were proposed to the Finalised Local Plan, published in August 2005, and a further round of consultation was undertaken at the end of 2005. A Local Plan Inquiry has been held and it is anticipated that the Reporter’s Findings will be published in August 2007. The Finalised Local Plan along with these modifications forms the basis for this analysis of planning policies and impacts.
- 3.3.15 Feedback from the Council indicated that, following consultation on the GSNP Local Plan, several objections were received in relation to the AWPR. However, only one objector to the AWPR was represented at the Local Plan inquiry, and much of the initial concern had

related to the siting of the Southern Leg of the route, which has since changed. Aberdeen City policy planners consider it unlikely that the reports will recommend significant alterations to the Northern Leg of the corridor. The Council is also not anticipating significant alterations to their Green Belt policies. As these policies allow for the development of transport infrastructure, this expectation is supportive of the proposed AWPR.

- 3.3.16 The GSNP provides details of land use allocations for the sections of the AWPR within Aberdeen City Council's area. The major part of the Northern Leg route corridor, within the City's area, lies between the proposed North Kingswells Junction (at the southern end of the Northern Leg) and the Don (just north of Dyce). It also includes a small section on either side of the Newtonhill and B999 overbridges. Towards the northern end of the route corridor the Aberdeen City and Aberdeenshire Council boundaries run close to the proposed AWPR. The proposed AWPR is outwith the City's boundaries at this point on the proposed route, but the corridor of affected land lies on both sides of the boundary. There is therefore a section of land within the Aberdeen City area, to the south of Blackdog Industrial Estate Overbridge, which lies within the scope of this analysis.
- 3.3.17 The GSNP discusses land allocations relevant to the study corridor that includes those relating to transport, economic/ business land, Aberdeen airport, housing, green belt land and mineral extraction. Development land allocations are identified as Opportunity Sites (OP). These OP Sites include sites for new housing, business/ employment uses, transport developments and minerals extraction. Land for Transport identifies land for new and existing transport uses.

Transport

- 3.3.18 GSNP identifies the AWPR as a major new influence on land use allocations for the City, and safeguards the land for the road through **Policy 73: The Western Peripheral Route:**
- “The City Council will work with the Scottish Executive to confirm and safeguard the road alignment. The final design of the road should reflect the best practicable option not entailing excessive cost.”
- 3.3.19 It also specifies the importance of ensuring that short-term allocations (up to 2010) do not prejudice the long term opportunities that the AWPR would provide. There are a range of development proposals and planning strategies identified in the GSNP plan for land within the route corridor. However, the majority of these land use proposals have been developed with the AWPR in mind, and there are therefore few instances where the proposed AWPR could adversely affect the land use allocations identified in the GSNP.
- 3.3.20 **Strategic Transport Proposals:** The GSNP identifies the need to safeguard land for transport proposals. Within the study corridor, it identifies a Park and Ride site relating to the Northern Leg of the AWPR, a site allocated for railway use within the corridor and a site to the south of Aberdeen airport for an airport hotel. **Policy 72: Land for Transport Proposals** specifies that other development will not be permitted on these sites if it would prejudice the proposed transport uses of the site. The aim of the policy is to ensure the delivery of a modern transport system, as outlined in the NEST Structure Plan.
- 3.3.21 **Park and Ride Site:** The location of the park and ride site corresponds with that identified in the NEST Structure Plan. It is proposed to be located near Dyce, to the north of Opportunity Site 96 (Figure 7.2b, Land for Transport at OP2n). This Land for Transport site is affected by the AWPR in two areas. The proposed main alignment for the AWPR crosses the western end of this site and drainage ponds are proposed to be constructed in the centre of the site. This means that the land available for the park and ride would be reduced from the Local Plan allocation, to approximately 2.04 hectares, with access no longer available. (The western half of this site has already gained planning permission for

a park and ride, though, it is envisaged that the plans will have to be re-designed to fit in with the AWPR proposals.)

- 3.3.22 Consultation with the Council's planning policy team identified a need to find a new location for this park and ride site, preferably to the west of the main congestion points, which start at Stoneywood Road. Ideally, this site would be on the northern side of the A96, to facilitate access to traffic approaching Aberdeen. The Council indicated that, from a policy perspective, the improved access to a park and ride that the AWPR would provide would compensate for the need to find an alternative location. The new park and ride site will need to accommodate around 1,000 car parking spaces. The implementation of this development is important to the development of a modern transport system as identified in the Structure Plan, and brought forward into the Finalised Local Plan.
- 3.3.23 **Railway Land Site:** GSNP Opportunity Site 29 at North Raiths Farm (see OP4n on Figure 7.2e) identifies a strip of land around 6.5 hectares allocated for Business and Industrial uses, and for railway uses. The part of the site for railway uses (identified as Land for Transport) runs along the Pitmedden Road. It is safeguarded through Policy 72 specified above, and a planning application has already been approved for the railway developments, though no work has started on site. It is adjacent to a business and industry site (also within Opportunity Site 29), which is covered by Policy 62 (discussed in more detail below), though no applications have been submitted for this part of the site.
- 3.3.24 The development of railway infrastructure on this part of the Opportunity Site will not be affected by the proposed AWPR as the uses are compatible and geographically distinct from one another (there is approximately 250m between the edge of the proposed route and the Land for Transport part of Opportunity Site 29).

Aberdeen Airport

- 3.3.25 **Aberdeen Airport Uses:** The GSNP plan identifies a large area of land for uses associated with Aberdeen Airport at Dyce. This land, which is considered to be 'airport operational land' is covered by **Policy 74: Aberdeen Airport and Aberdeen Harbour**, which specifies a presumption in favour of uses associated with the airport. Paragraph 3.65.1 specifies these uses as including administrative offices, warehousing, car parking and possibly hotels. Part of this land is within the Northern Leg route corridor, and there is one Opportunity Site which lies within the corridor.
- 3.3.26 This Opportunity Site is identified in the GSNP Local Plan for a new airport hotel, on the opposite corner of Argyll Road from an existing airport hotel. This 2.3 hectares site is identified in the GSNP Local Plan as Opportunity Site 48, (OP3n in Figure 7.2c). Outline approval has been granted on this site for a 200 bedroom hotel and restaurant. The development of the Northern Leg would improve access to this site and have a limited positive impact on the development of a hotel at this location.

Economic/Business

- 3.3.27 **Economic Development Land Use Policies:** In order to maintain Aberdeen's position as a competitive location for business, the GSNP Local Plan identifies a range of sites for business and industrial uses, as well as a range of criteria for appropriate sites for such developments. These criteria are set out in **Policy 62: Business and Industrial Land**. This covers all three classes of economic land use: business (Class 4), general industrial (Class 5) and storage and distribution (Class 6). Sites identified for business and industrial uses do not have land use class restrictions placed on them, but the appropriate uses on a particular site will be determined by a range of criteria identified in Policy 62. This specifies that "*development of new industrial and business uses will be permitted within areas zoned for this purpose, subject to compliance with the current Industrial Design Guide and compatibility with other Local Plan policies*".

- 3.3.28 In particular, the Local Plan highlights the importance of sites close to strategic locations such as Aberdeen Airport, and those with good accessibility and visibility are particularly important. Sites for Business and Industrial Land are therefore positioned close to some of the sites for Land for Transport identified in the previous section, particularly close to Aberdeen Airport.
- 3.3.29 In addition to the Business and Industrial Land allocations, the GSNP Local Plan also identifies **Specialist Employment Areas (Policy 63)**, which aim to promote a range of specialist industries within the Aberdeen economy. One of these sites is GSNP Opportunity Site 96 (see OP2n, Figure 7.2b), as discussed below. The focus in these areas will be to develop uses which share a specific industrial or business specialism, in order for these businesses to benefit from co-location. These areas are focused on Class 4 Business Class (light industrial, office and research and development uses), with *ancillary* activities such as children’s nurseries, leisure uses, hotels, restaurants and local shops also encouraged.
- 3.3.30 **Economic Development Sites:** There are two sites within the Northern Leg route corridor that are allocated for economic development land in the GSNP Local Plan. The first and larger site lies to the north east of the proposed A96 Junction, near Dyce, and is identified in the GSNP Local Plan as Opportunity Site 96 (see OP2n, Figure 7.2b). There is a smaller site at North Raiths Farm, north of Dyce identified as GSNP Opportunity Site 29 (OP4n on Figure 7.2e).
- 3.3.31 **Dyce:** Opportunity Site 96 (Figure 7.2b, OP2n) is a large swathe of land along Dyce Drive, south of Kirkhill Industrial Estate and Aberdeen Airport. The land is allocated for general Business and Industry (Policy 62, Use Classes 4, 5 and 6), Specialist Employment (Policy 63, Use Class 4) and for a Park and Ride (Policy 72, as detailed in Section 3.3.21). In total, the site covers approximately 109ha. The part of the site that is identified for Business and Industry land (Policy 62) lies to the north and east of the site, while the Specialist Employment area (Policy 63) covers the central part of the site, to the south and west of Dyce Drive.
- 3.3.32 Much of GSNP Opportunity Site 96 lies within the proposed AWPR corridor of affected land. It has been identified in the Local Plan for its strategic location, close to the A96, the AWPR, and the airport. It is therefore anticipated that the implementation of the AWPR will have a positive impact on this site, and will significantly improve access to the site, and therefore its attractiveness to businesses. There are only two sections of land within this site that would be required for the siting of the road itself:
- Strips of land allocated for Specialist Employment Uses (Policy 63, Class 4) along the north and west boundary of the site – required for the main route alignment and earthworks and
 - To the east of the park and ride site, along the southern boundary of the Specialist Employment Land – required for the interchange with the A96 and for access to the site.
- 3.3.33 This will result in a total loss of approximately 7.61 hectares (or 7%) of the Opportunity Site OP2n (of which 3.16ha is Specialist Employment Land). Given the large scale of Opportunity Site 96 site, this land-take is not anticipated to have a major impact on the overall provision of land available for economic development on the site. Consultation with the planning policy team indicated that there was sufficient scope for adjustments at the edges of the site to ensure that the same area of Specialist Employment land was available for development.
- 3.3.34 Opportunity Site 29 at North Raiths Farm (near Nether Kirkton, close to Pitmedden Industrial Estate) (OP4n on Figure 7.2e), which comprises land identified for Business and

Industry (Use Classes 4, 5 and 6). As viewed from Pitmedden Road, this part of the site lies behind the Land for Transport site proposed for a railway development, detailed previously. There have not yet been any planning applications received for the Business and Industry part of the Opportunity Site. This Opportunity Site may benefit from improvements in access and communications brought about by the proposed AWPR. The proposed AWPR would not directly impinge on this part of the Opportunity Site, as it lies 200m to the south of the proposed alignment.

- 3.3.35 Housing Land and Allocations for New Communities:** The GSNP Local Plan identifies a number of sites for housing, on both greenfield and brownfield land. These developments are identified in the GSNP plan under **Policy 36: Residential Development**. There are a wide range of further policies that are applicable to these sites. Significant new greenfield sites are subject to a number of requirements including masterplanning, affordable housing, high quality design (as specified in Policy 1: Design), appropriate access and transport provision. The masterplanning element is considered particularly important for sites close to the proposed AWPR, to ensure linkages between green spaces on either side of the route are maintained.
- 3.3.36** Applications for the redevelopment of brownfield land are particularly encouraged, through the GSNP Local Plan **Policy 3: Brownfield Development**. These sites are seen as intrinsically sustainable, due to the re-use of land and reduced need for transport. While the plan identifies that most brownfield sites are likely to be in the City, it also specifies that some such sites will be in sensitive locations, and will then require development briefs.
- 3.3.37** Both greenfield and brownfield developments are subject to a range of policies that relate to the amenity provided by new residential developments, including provision for urban green spaces (Policy 4: Protection of Urban Green Space and Policy 35: Green Space Provision in Residential Development) and high quality design (Policy 5: Design and Context, and Policy 6: Design and Amenity).
- 3.3.38** There are two sites allocated for housing development which are anticipated to come forward in the short term and which lie within the proposed Northern Leg route corridor.
- 3.3.39 Hope Croft:** This site lies to the north west of Bankhead, between the A96 and the Hopetoun Grange. It is identified in the GSNP plan as Opportunity Site 1 and on Figure 7.2b as OP1n. A planning application was submitted for 200 houses, though this was amended to 40 houses on the eastern end of the site (outwith the study corridor). This application has been granted by the Council, but the Scottish Ministers have recently called in the application, and it is likely to go to a public local enquiry for decision. Part of the Opportunity Site lies within the route corridor, due to proposed alterations to the A96 close to the site. However, it is a minimum of 850m from the proposed Northern Leg itself, and it is anticipated there will be a neutral impact on the delivery of housing and residential amenity at this site.
- 3.3.40 Lawson's Factory Site:** This 5.9 hectares site lies on the southern edge of the Northern Leg route corridor, at the northern edge of Dyce. It is a brownfield site, and is identified as a residential development opportunity in the GSNP Local Plan, under Opportunity Site 52 (OP5n on Figure 7.2e). Planning permission has been granted for 130 residential units, and these are now under construction. The site is over 1km from the nearest section of the proposed AWPR, although closer to road improvements associated with the junction at Goval. It is anticipated that these improvements will have neutral impact on the development of this site for residential uses.
- 3.3.41** In addition, the GSNP Local Plan identifies a number of sites that are to be safeguarded for the location of new communities, to be developed after 2010. This long term approach to the identification of housing and amenity land is set out in **Policy 29: Future New**

Communities. This policy specifies that these sites can be safeguarded by restricting all development on these sites to those appropriate to Green Belt uses until infrastructure is in place. The aim is that best use can be made of any new infrastructure by identifying suitable sites early on, on the basis that they will not be developed until the infrastructure is in place to serve them. There are no Future New Communities sites within the study corridor. However, there are two outwith the study corridor that are discussed in the GSNP Local Plan in relation to the proposed AWPR.

- 3.3.42 Dubford/ Mundurno is a Future New Community site of around 400 houses, to be developed post 2010. The site lies to the north of Dunmore and to the west of the B999, and close to its junction with the A90. Access to this site would be improved by development of the AWPR, via the A90. Indeed the local plan indicates that the development of this site would not be appropriate prior to the completion of the road, due to existing road congestion. The road would be some distance from the site, and the residential amenity of the site would not be affected by its development. The overall assessment of the impact of the road on this site is therefore positive.
- 3.3.43 Whitestripes is a much larger Future New Community site located to the west of Middleton Park, north of Danestone, and east of Dyce. The site is divided by an area of green space along Whitestripes Road. Development for this extensive site is proposed to include 1,000 houses post 2010, incorporating business and/ or industrial land, and a further 1,800 houses post 2015, again incorporating business and/ or industrial land. The plan also identifies additional land uses on the site relating to schools, community uses, parks, shops and indoor sports and leisure. The GSNP Local Plan specifies that the proposed AWPR is required in order to enable suitable access to the site for residential, community and employment uses. The development of the AWPR is therefore a pre-requisite for this site to be suitable for a new community, though as with the proposal for Dubford, it would be some distance from the site, and the residential amenity of the site would not be affected by its development. The overall assessment of the impact of the road on this site is therefore positive.

Green Belt

- 3.3.44 **Green Space and Greenbelt Network:** The GSNP Local Plan sets out a clear plan for the Aberdeen Green Belt, with the strategic release of Green Belt land to allow for fingers of development spreading out from the city, to facilitate the development of public transport measures into the city. However, it also aims to maintain the identity of Aberdeen and other local communities by clearly defining their physical boundaries. Therefore, the policy also specifies clear restrictions on development in areas identified as Green Belt. **Policy 27: Green Belt** specifies that development will not be permitted in these areas *“unless it concerns uses for which a countryside location is essential”*, such as agriculture, recreation, institutional activities, etc. It also permits *“infrastructure development that cannot be accommodated other than in the Green Belt and which has been identified in, and is wholly compatible with, the Development Plan”*.
- 3.3.45 In addition to the Green Belt Policy, GSNP also sets out a policy for a **Green Space Network (Policy 28)**, which aims to enhance leisure, recreational and green space resources. It overlays other policies such as Green Belt policies, thus providing further protection, and states that: *“development that destroys or erodes the character and function of the Green Space Network will not be permitted”*. The policy also specifies that major infrastructure projects must *“take into account as far as practicable, the coherence of the Network”*, by ensuring that new infrastructure does not restrict access to the Network. There is therefore an acceptance that there may be situations in which it is appropriate for infrastructure developments to cross the network.
- 3.3.46 Much of the land required for the AWPR is classed as Green Belt, with some also being within the Green Space Network. Both these policies make allowance for the need to

develop key infrastructure in these areas, and thereby follow the requirements of the NEST Structure Plan in making provision for the AWPR.

Mineral Extraction

- 3.3.47 **Annfield Sand and Gravel Quarry:** This is an existing quarry that is sited to the south of the AWPR, to the east of Corby Loch. It lies directly to the south of the proposed Newtonhill Overbridge, and is therefore relatively close to the proposed road. It is identified as Opportunity Site 28 in the Finalised Local Plan, (OP6n on Figure 7.2f). The site currently has planning permission for sand and gravel extraction.
- 3.3.48 **Hill of Tramaud:** There is an existing landfill site at Hill of Tramaud, located to the south of the proposed AWPR and to the west of the A90, north of Denmore. The site lies almost entirely outside the Northern Leg route corridor. It is identified as Opportunity Site 27 in the Finalised Local Plan, (OP7n on Figure 7.2g.) The site currently has planning permission for landfill uses.
- 3.3.49 In relation to both these sites, the GSNP Local Plan specifies that the existing quarry/landfill be reinstated 'to uses acceptable to the Council', once the existing planning consents expire. The planning permissions granted for extraction of minerals and landfill uses require the sites to be **reinstated, and the sites are therefore still considered to be covered by** Green Belt policies. Acceptable future proposals may therefore relate to recreational uses or other suitable Green Belt uses, as stated in **Policy 27**.
- 3.3.50 The development of the AWPR is not likely to affect the current or future uses of any of these sites, other than to provide improvements to access. While the proposed road is close to the Annfield Quarry site, the current use as a quarry can only gain from this proximity. Future uses relating to recreation also stand to gain from improved access, and it is therefore assessed that there will be limited positive impacts on both these sites.

Aberdeenshire Local Plan (June 2006)

- 3.3.51 The statutory adopted local plan relating to the Northern Leg within Aberdeenshire is the **Aberdeenshire Local Plan (ALP)**, which was adopted in June 2006. This plan conforms to the requirements of the NEST Structure Plan, in taking forward strategic aims and providing detailed proposals and policies to meet these aims. It contains a range of objectives, policies and proposals that specify the aims for land use changes in Aberdeenshire to 2015, and identifies how this will be achieved. This provides the basis for decisions on land use applications to the Council, as well as identifying suitable sites for new developments.
- 3.3.52 The ALP has been the subject of a Local Public Inquiry (August 2004-February 2005), which raised some issues related to the AWPR. Some of these related more to the Aberdeen City area than to Aberdeenshire and were passed on to Aberdeen City Council, for discussion at their recent Local Plan Inquiry.
- 3.3.53 The Aberdeenshire Local Plan Inquiry and modifications that followed took full account of the AWPR route as anticipated in 2005-6.
- 3.3.54 **The Aberdeenshire Local Plan 2006 and the AWPR:** The sections of the proposed AWPR that are in the Aberdeenshire Council area lie to the north and south of Aberdeen City. In the north, a section of the route around the Blackdog Industrial Estate lies within Aberdeenshire, as well as the route corridor to the north and north west of this junction. A further section of the route within Aberdeenshire lies in the north west section of the route, from the River Don (by the B977 Overbridge) to Corby Loch. The amount of land within the AWPR Northern Leg corridor in Aberdeenshire is more limited than the land in the Aberdeen City area, and it is also more rural in nature. There are few sites identified or

allocated within the ALP for specific land uses within the study corridor; however, those of relevance concern policies relating to Transport, Green Belt, Countryside and Landscape.

Transport

- 3.3.55 **Policy Inf\12: Safeguarding Land for the Modern Transport System:** This policy is not location specific, but provides the basis for policy decisions in relation to transport infrastructure such as the AWPR. It specifies that proposals for development which would prejudice the implementation of proposals for a Modern Transport System for the North East (which includes the AWPR, as identified in the NEST Structure Plan) will be refused, unless a better alternative is identified.

Green Belt/Countryside/Landscape

- 3.3.56 **Green Belt, Countryside and Protected Landscapes:** The majority of the Northern Leg study corridor within the Aberdeenshire Council area lies within areas designated as Green Belt. **Policy Gen\13: Green Belt** specifies that there is a presumption against development in these areas, unless it is either necessary for agriculture etc, informal countryside recreation, or mineral or landfill workings, or is directly related to nature conservation.

- 3.3.57 The Aberdeenshire Green Belt policy is supported by further restrictive policies in relation to specific forms of development in the Green Belt:

- **Policy Hou\3: New Housing in the Green Belt**, which restricts the development of new dwellings in the Green Belt;
- **Policy Emp\2: Employment Development in the Green Belt**, which restricts the development of new employment sites in the Green Belt, but allows the expansion of existing businesses, as long as they conform to General Policy 13: Green Belt, and meet high levels of development quality.

- 3.3.58 Unlike the Aberdeen City Local Plan, Green Belt policies in Aberdeenshire do not make allowances for the development of transport infrastructure in the Green Belt, although Appendix 14 of the ALP does indicate the proposed route as it stood in March 2004. The planning department have said that they do not consider it appropriate for them to actively promote the route in the ALP; other policies, such as the Local Transport Strategy, were considered to be more appropriately placed to promote the AWPR. The Local Transport Strategy is a non-statutory document which sets out Aberdeenshire's policies and priorities in maintaining and improving the transport system. It includes all modes of transport, and aims to facilitate a vibrant economy and promote social inclusion, while also protecting or enhancing environmental quality. There is therefore a requirement to ensure that the impact of the AWPR on the Green Belt is kept to a minimum, with appropriate landscaping and screening, particularly in the most prominent parts of the route.

- 3.3.59 The proposed Northern Leg study corridor also crosses some areas that have been designated in the ALP as Areas of Landscape Significance. In addition to the Green Belt policies, these areas are also subject to **Policy Env\5B: Areas of Landscape Significance**. This policy puts significant restrictions on the scale, location and design of new developments in or adjacent to Areas of Landscape Significance. It makes a specification that *"the highest standards of design, in terms of location, scale, siting, aesthetics and landscaping, will be required"*.

- 3.3.60 There is an Area of Landscape Significance in the Northern Leg of the route, to the north of the route corridor between the River Don and the B977 Overbridge at Littlejohn's Wood. It is clear that in such areas, the design and landscaping of the proposed AWPR

will be particularly important, and this will be addressed through appropriate landscape mitigation within the scheme design.

- 3.3.61 The AWPR corridor encompasses one area of land that is identified as Countryside in the ALP. The restrictions on development in the Countryside are similar to the Green Belt, though there are no specific policies that identify land uses that are permitted in these areas (such as the Green Belt Policy). Instead, restrictions are enforced through policies relating to housing and to employment developments in particular. **Policy Hou4: New Housing in the Countryside including the Aberdeenshire Park of the Cairngorms National Park** specifies that new housing will only be allowed where it is essential for use by a full time worker in the Countryside, and where this need can be clearly proven. The conversion of non-residential vernacular buildings for residential use will also be considered in restricted circumstances. **Policy Emp3: Employment Development in the Countryside** applies a similar requirement to prove a requirement for the development and for its location in the Countryside.
- 3.3.62 The area of the Northern Leg study corridor that these Countryside policies apply to is located at the northern section of the route, north of Goval. The corridor at this point mostly relates to a new section of the A947, rather than to the AWPR itself. The impact of the route on this area of land is considered very limited, as most of the land is set well back from the proposed AWPR, and the location of the route will not prejudice the implementation of these Countryside policies.

3.4 Summary of policy impacts

- 3.4.1 Table 6.1 summarises the impact of the route on the planning policies and development sites that identified in the Structure and Local Plans.

Table 3.1: Summary of policy impacts

Planning policy	Site Affected	Impact of the AWPR/Northern Leg
North East Scotland Together; Aberdeen and Aberdeenshire Structure Plan 2001-2016		
Policy 32: Transport infrastructure	Aberdeen City Northern Leg route corridor	POSITIVE IMPACT – fulfilment of the policy
	Park and ride site on A96	MIXED IMPACT – the land-take required for the AWPR means that a new park and ride site will need to be identified along the A96. However, the improved access to a potential park and ride site as a result of the AWPR would compensate for the need to find a new site.
Policy 30: The main communications network within the North East and beyond	Transport interchange where the AWPR crosses the A96	POSITIVE IMPACT – site safeguarded for use which accords with AWPR
	Aberdeen Airport	POSITIVE IMPACT (limited) – the AWPR will improve access to the airport.
Policy 27: Green Belt	Majority of the Aberdeen City route corridor	MIXED IMPACT – AWPR will have a negative impact on ecology and landscape, but may facilitate sustainable transport provision.
Policy 28: Development in the Green Belt	Majority of the Aberdeen City route corridor	NEUTRAL – limitations on alternative uses for this green belt land mean the development of the AWPR will not reduce the land-take available to other developments

Aberdeen Local Plan: Green Spaces New Places		
Policy 72: Land for Transport Proposals	Aberdeen City Northern Leg route corridor	POSITIVE IMPACT – restriction on other forms of development means the AWPR fulfils the policy.
	Park and ride site on the A96	MIXED IMPACT – a significant portion of the land identified for transport infrastructure is taken by the AWPR, so the park and ride site will need to take land from the adjoining economic development site if it is to be of a viable size or a new site found for it. However, the site is safeguarded for a use which accords with AWPR, and requires the road for its optimal operation.
	Railway land site at North Raiths Farm	NEUTRAL – the site is at some distance from the route corridor, and the uses do not adversely interact.
Policy 73: The Western Peripheral Route	Aberdeen City Northern Leg route corridor	POSITIVE IMPACT – fulfilment of the policy
Policy 74: Aberdeen Airport and Aberdeen Harbour	Airport Hotel site, Argyll Road, Dyce	POSITIVE IMPACT (limited) – improved access to the site may increase the viability of a hotel development on this site.
Policy 62: Business and Industrial Land	Land to north east of the A96 junction	POSITIVE IMPACT – improve access and viability of site for economic development
	North Raiths Farm	POSITIVE IMPACT (limited) – improved access to the site may increase the viability of economic developments.
Policy 36: Residential Development	Hopecroft, Bankhead	NEUTRAL – the site is at some distance from the route corridor, and the residential amenity of the site should not be affected.
	Lawson’s Factory, Dyce	NEUTRAL – the site is at some distance from the route corridor, and the residential amenity of the site should not be affected.

Aberdeen Local Plan: Green Spaces New Places (continued)		
Policy 27: Green Belt	Sections of the Aberdeen City Northern Leg route corridor	NEUTRAL – the policy makes provision for the AWPR by allowing for the development of key infrastructure, so impact on the overall policy is limited.
	Annfield Quarry	POSITIVE IMPACT (limited) – improved access to the sites will enhance the existing mineral extraction use, and will be an asset for future Green Belt uses such as recreation.
	Hill of Tramaud	
Policy 28: Green Space Network	Sections of the Aberdeen City Northern Leg route corridor	NEUTRAL – the policy makes provision for the AWPR by allowing for the development of key infrastructure, so impact on the overall policy is limited, as long as access to the Network is not restricted.
Aberdeenshire Local Plan		
Policy Inf\12: Safeguarding Land for the Modern Transport System	AWPR Aberdeenshire Northern Leg route corridor	POSITIVE IMPACT – fulfilment of the policy
Policy Gen\ 13: Green Belt	Aberdeenshire Northern Leg route corridor	NEGATIVE IMPACT – the policy does not take account of the AWPR, and there will therefore be a requirement to minimise the impact of the road on environmental quality through landscaping and screening.
Policy Env\ 5B: Areas of Landscape Significance	Area to the north of the route corridor, between River Don and B977 Overbridge at Littlejohn's Wood	NEGATIVE IMPACT – the road will potentially have an environmental impact in this area, so design and landscaping are particularly important.
Policy Hou\ 4: New Housing in the Countryside including the Aberdeenshire Park of the Cairngorms National Park	Small areas of land to the north of the corridor	NEUTRAL – the location of the route is at some distance from these areas of land, and will not prejudice the implementation of these policies.
Policy Emp\ 3: Employment Development in the Countryside		

- 3.4.2 Table 3.1 indicates that the Northern Leg of the AWPR would generally have a positive impact on the policies identified in the NEST Structure Plan, as it would fulfil the aims of the policies relating to transport and communication. The only negative impact relates to the Green Belt policy, due to the potential impact on ecology and landscape within the route corridor, though this is balanced against the recognition that the Route would facilitate sustainable transport provision.
- 3.4.3 In relation to the Aberdeen Local Plan: Green Spaces New Places, the development of the AWPR would have positive impacts on policies relating to transport and employment land. The only exception to this is the land-take required for the route from an existing site allocated for a park and ride development. If the development of the park and ride is to go ahead it will probably require some of the adjoining land identified for employment uses or an alternative site found for it. The area identified under residential development is likely to experience a neutral impact, while the areas of Green Belt and the Green Space Network will be affected by the development of the route, but this is allowed for within these policies.
- 3.4.4 The Aberdeenshire Local Plan June 2006 policies are likely to be most compromised by the development of the Northern Leg, as the policies on Green Belt and Areas of Landscape Significance do not take account of the development of the AWPR, although an indicative route of the proposed scheme as it stood in March 2004 is indicated within Appendix 14. However, the policy relating to Safeguarding Land for the Modern Transport System acknowledges the importance of the AWPR; and there is therefore some ambivalence in the policies as they relate to AWPR proposals in Aberdeenshire.

4 Planning Applications

- 4.1.1 This section of the report provides information and interpretation of any planning applications that have been received by local planning authorities within the Northern Leg route corridor within the last five years as at July 2006. Follow up consultation with Aberdeenshire Council was undertaken to address additional areas affected by the scheme as a result of design changes in April 2007. Additional planning applications have been identified as indicated on Figure 7.2g (Sites P35n – P41n) within the area of Blackdog Estate. No opportunity sites were highlighted. This section considers the impact of the proposed Northern Leg on land which has been identified for development. It includes both historic applications, and those that are currently undetermined. It considers applications that have been granted planning permission but have not yet been implemented, and the impact that the AWPR will have on these application sites. It also identifies those that have been refused, where the development of the AWPR could lead to a different decision, were such an application submitted in the future.
- 4.1.2 The aim of this section is to identify the impact of the proposed Northern Leg on planning application decisions relating to businesses (excluding agricultural) and major residential developments. Analysis of householder and minor housing applications is not included, due to the minimal impact these applications have on development land and businesses. The exception to this is an application at Craibstone, which is directly affected by the route.
- 4.1.3 The process used to identify planning applications varied for the two authorities, and details of the methods used in each Council area are provided in Chapter 2.
- 4.1.4 From the information that has been provided by both planning authorities, the majority of the relevant planning applications in the AWPR Northern Leg lie within the Aberdeen City Council area.

4.2 Aberdeen City Council Area Planning Applications

Commercial Developments

- 4.2.1 **Chapel of Stoneywood/ (Opportunity Site 96):** A planning application was submitted for a park and ride development on this site in 2000 (identified on Figure 7.2b as P4n). It was granted planning consent in November 2002, but has not yet been developed. The application was submitted by Aberdeen City Council, and consultation with the planning department indicated that this consent is unlikely to be implemented, as it does not take sufficient account of the proposed route of the AWPR. The land-take for P4n at approximately 7.29 hectares would account for 50% of the planning application (P4n) site.
- 4.2.2 While the AWPR would strongly support the development of a park and ride site close to Dyce, the proposed route of the AWPR means that an alternative site for a park and ride will need to be found. The AWPR therefore has a negative impact on this application site, though not on the proposed land use. The overall impact is therefore assessed as mixed.
- 4.2.3 **Dyce Drive/ Chapel of Stoneywood (Opportunity Site 96):** This is a major site for economic development, along both sides of Dyce Drive and to the south west, to the proposed A96 Junction. The Local Plan identifies an area of the site for general business and industrial land, as well as an area for specialist employment uses.
- 4.2.4 A planning application was submitted in 2004 for a large part of the Opportunity Site (identified as P5n on Figure 7.2b); it covers the area to the south of Dyce Drive, as well as land for road junctions to the east and south of the site, and includes the area identified for a Park and Ride. The application is for a *business park (class 4) with ancillary general*

industrial (class 5) and storage and distribution (class 6) uses. It is still under consideration, due to negotiations over trunk road issues. The decision relating to this site is also likely to depend on the approval of the AWPR, as without this road the access to the site would not be sufficient to accommodate the large increase in traffic that this development would produce.

- 4.2.5 The AWPR is likely to be a prerequisite for the development of this major site. However, part of the application site will also be required for road junctions and possibly a Park and Ride, so the area available for employment land will be less than the original site application boundaries. The land-take for P5n at approximately 8.41 hectares would account for 9% of the planning application (P5n) site. The AWPR will have a positive impact in facilitating the development of this site, though it will also have a limited negative impact on the land available for employment uses. The overall assessment is considered to be positive.
- 4.2.6 **Land to the north of Dyce Drive, Dyce:** This site lies to the north of the land identified for employment development in the GSNP Local Plan under Opportunity Site 96, and the planning application site is identified as P7n on Figure 7.2c. The site lies to the west of the entrance to Aberdeen airport and the airport hotel. There was an historic consent for a business park granted on this site, though this was not implemented and the consent lapsed. In 2004 a further planning application was submitted to renew the consent. However, the existing road network was not considered capable of taking the additional traffic created on the site, and only a small section of the original site was granted consent. The development of this part of the site was underway at the time of writing.
- 4.2.7 The development of the AWPR would significantly improve the local road network, and would therefore be likely to enable the development of the second part of the site, which failed to gain consent on renewal of the original planning application. The AWPR would therefore have a positive impact on this area of land for development.
- 4.2.8 **Dyce Drive, Dyce:** An outline application of a 200 bedroom airport hotel at the corner of Argyll Road and Dyce Drive, opposite the existing airport hotel, was submitted in 1999. This site is identified for an airport hotel in the GSNP Local Plan (Opportunity Site 48), and is identified on Figure 7.2c as OP3n and P6n. The planning application was granted outline consent in September 2001, and this was renewed in November 2005.
- 4.2.9 The development of the Northern Leg would improve access to the hotel and have a limited positive impact on this proposed development.
- 4.2.10 **Montrose Way, Aberdeen Airport, Dyce:** An application for a children's nursery for airport staff has been approved on the site identified on Figure 7.2c as P8n. It has not been possible to determine whether construction work has started on the site. The site is some distance from the proposed AWPR (650m from the road) and the development of the road is not likely to have any impact on this development, as the nursery is proposed to be used by airport staff, who will be accessing the site from the airport.
- 4.2.11 **Newton Farm, Kirkhill Industrial Estate:** This is a small site to the west of the land identified for employment land at Dyce Drive, in the GSNP Local Plan, identified on Figure 7.2c as P9n. It lies approximately 150m from the proposed AWPR, between the proposed road and a proposed new access road leading from Dyce Drive to the AWPR.
- 4.2.12 An application was submitted in April 2005 for the change of use from agriculture to Class 4 (business), Class 5 (general industrial) and Class 6 (storage and distribution) uses. This application was refused in June 2005, on the basis that the site is within the Green Belt, and the proposal would be contrary to Green Belt policies. A further reason for refusal related to road safety concerns, due to a lack of parking on the site, and a lack of turning facilities for heavy good vehicles.

- 4.2.13 The applicants appealed against the decision, and the appeal was dismissed. This decision was made in light of the proposals for the AWPR, and the introduction of the AWPR would not influence the reasons for refusal of the application and decision to dismiss of the appeal. It is therefore unlikely that the development of the road would lead to consent being granted for a future application for the same development on this site.
- 4.2.14 **Aberdeen Airport, Dyce:** A planning application has been submitted for a 300m extension of the runway at Aberdeen Airport, northwards, parallel to Raith's Farm, identified on Figure 7.2c as P10n. At the time of writing, it was considered that a decision would not be forthcoming until the end of the summer 2006 at the earliest. The extension lies within the airport's existing boundary fence, but the extension of the safety zone will mean that a greater proportion of the zone extends over the proposed AWPR.
- 4.2.15 The proposed runway extension will not, in itself interact significantly with the proposed scheme. At its present alignment, the safety zone crosses the proposed route to the north west of Nether Kirkton, and a section of approximately 100m lies within the safety zone. If the runway extension is implemented, this could increase to 150m. Consultations have been undertaken with BAA and issues relating to the location of a major road within the runway's safety zone are being taken into consideration in the design of the proposed scheme and are not considered to be of major concern.
- 4.2.16 In relation to the viability of the proposed runway extension, the improved access to the airport at Dyce afforded by the proposed scheme may serve to increase traffic at the airport, and therefore make the viability of this proposal more robust.
- 4.2.17 The implementation of this proposal may be supported by the proposed Northern Leg, and the route is therefore considered to have a limited, positive impact on this application for development.
- 4.2.18 **Mill of Dyce Blockworks, Nether Kirkton, Dyce:** This site lies to the north of Nether Kirkton, and north of the proposed AWPR, west of the B977 overbridge (west), and is identified on Figure 7.2d as P13n. It is a former sand and gravel quarry that has had a variety of uses. In the last five years there have been several applications for planning permission and certificates of lawful use relating to the site and its use for blockmaking works, waste transfer station and vehicle maintenance depot, as well as for extensions to existing buildings. The details of these applications are given here:
- April 2000: application submitted for planning permission to alter and extend existing buildings; refused in November 2000, but allowed on appeal in May 2002.
 - May 2000: applications submitted for certificates of lawfulness for 1) a blockmaking works, which was granted in September 2000; and 2) a waste transfer station, which was allowed on appeal in February 2002.
 - December 2002: application submitted for certificate of lawful use as a vehicle maintenance depot, which was refused on appeal in October 2003.
- 4.2.19 There are no outstanding applications, and existing activities on the site are considered to either have consent or to be immune from enforcement action, due the length of time the site has been used for these activities.
- 4.2.20 The site is a distance of approximately 300m from the proposed AWPR, and there are no major changes proposed for access to the site. With this in mind, the proposed Northern Leg would have a neutral impact on this development land.
- 4.2.21 **North Raiths Farm, Dyce (Opportunity Site 29):** This site is on Pitmedden Road, between Dyce and Nether Kirkton. It lies to the south of the AWPR, and is about 250m

from the route at its closest point. An application was submitted in 2000 for the development of the eastern half of Opportunity Site 29 that relates to land for transport (identified on Figure 7.2e as P11n). The application was for the development of a warehouse, railhead, platform, sidings, and associated works. It was granted consent in August 2000, but has not yet been fully implemented. The development relates to a waste transfer station, and there was delay in implementation due to difficulties with a related city centre site. However, these have now been resolved, and the site is under development.

4.2.22 This development is predominantly dependent on rail access, rather than road access, so the proposed Northern Leg will have a neutral impact on the development of the site, and on its suitability for the proposed use.

4.2.23 **Hill of Tramaud Landfill, Denmore (Opportunity Site 27):** This is an existing landfill site, to the north of Denmore, between the proposed AWPR and the A90. The site is identified on Figure 7.2g as P23n. Most of the site is outwith the route corridor. It is a former sand and gravel quarry, which was subsequently a landfill site. There has been limited activity on site since 1999. A planning application was submitted in 2003 for the completion of the landfill and restoration of the land, using a temporary site access from the B999. This was granted consent, with the condition that access was taken from the A90, not the B999. A further application was then submitted (in December 2004) to amend this condition, which was allowed on appeal in June 2005. This site is therefore now accessed from the B999.

4.2.24 The distance of the proposed AWPR from the site and the site access from the B999 means that the development of the AWPR will have a neutral impact on the implementation of this planning application, and the eventual restoration of the site.

4.2.25 **Harehill Industrial Estate, Murcar, Bridge of Don:** This site lies within a small industrial estate, that is in Green Belt land north of Bridge of Don. It is identified on Figure 7.2g as P24n. A planning application was submitted in July 2003 for a small site, towards the south east corner of the industrial estate. The application was for a septic tank waste storage facility. It was initially refused, but granted consent on appeal, in April 2004. It has not been possible to determine whether this consent has been implemented.

4.2.26 The site is close to the A90, with access from a small access road, about 1.5km south of the proposed A90 North Junction. It is anticipated that the development of the proposed Northern Leg would have a neutral impact on this development.

4.2.27 **Tarbothill Landfill, Murcar, Bridge of Don:** This site to the east of the A90 lies south of the proposed Northern Leg, and was a former sand and gravel quarry. It is identified on Figure 7.2g as P25n. It has been used as a landfill site for several years. In 2003 an application was submitted to extend the time period for the landfill site, to allow for the full restoration of the site. This was granted, and has since been carried out. There are no further works on site at this time.

4.2.28 The proposed AWPR is at some distance from the site, and while the access to the site will be altered, there would be no other impacts on the development of this land. The impact is therefore assessed as neutral.

Major Residential Developments

4.2.29 **Hope Croft, Bucksburn (Opportunity Site 1):** This site is on the eastern edge of the Northern Leg, and lies on the south side of the A96 as it enters Bucksburn. The existing land use is agricultural, though it has been allocated in the GSNP Local Plan for 200 residential units. The site is identified on Figure 7.2b as P1n.

- 4.2.30 An outline planning application was submitted in 2004 for 200 residential units, and this application is still under consideration. A further application was submitted in August 2005 for a portion of the site, requesting detailed planning consent for 40 units. This application has since been granted by the Council, but the Scottish Ministers have recently called in the application, and it is likely to go to a public local inquiry for decision. It is anticipated that further applications will be submitted for the remainder of the site once the GSNP Local Plan has been fully adopted.
- 4.2.31 The site is on the very edge of the study corridor, and is far enough from the road that no amenity issues for the site in relation to the development of the Northern Leg are anticipated. The impact is assessed as neutral.
- 4.2.32 **Nether Kirkton, Dyce:** A travelling community has established a site at Nether Kirkton (identified on Figure 7.2d as P12n). A planning application was submitted for the development, and has been refused. The Council are taking enforcement action, but this has not yet been successful. The refusal was based on the Local Plan designation for the site as Green Belt, which is inconsistent with its use as a traveller's site. The development of the proposed AWPR is unlikely to have any impact on this decision and the impact on this site is therefore assessed as neutral.
- 4.2.33 **Lawson's Factory, Victoria Street, Dyce (Opportunity Site 52):** This site is on the very edge of the Northern Leg, and much of the site is outwith the study corridor. It has been identified in the GSNP Local Plan for residential development, and a planning application was submitted in July 2004 for 42 flats and 88 houses (P14n on Figure 7.2e). The application was approved in March 2005, and the development is now under construction.
- 4.2.34 The site is a minimum of 1km from the proposed Northern Leg, which is not envisaged to have any major impact on the residential amenity of the site or its suitability for this use. Access to other parts of the city are likely to be improved for those living on the site, but as the site already has consent, the improved access is not considered a prerequisite for the development. The AWPR will therefore have a neutral impact on this development.
- 4.2.35 **Mains of Dyce Farm, Dyce:** An application has been submitted for a residential development of five houses at this site just north of Dyce (identified on Figure 7.2e as P15n). At the time of writing, this application was still under consideration with a decision due in the summer of 2006.
- 4.2.36 While this site is within the Northern Leg study corridor, it is at a sufficient distance from the proposed scheme such that the impact on this application is considered to be neutral.

Other Developments

- 4.2.37 **Scottish Agriculture College, Craibstone:** The SAC buildings lie to the south of the A96, and to the east of the proposed alignment of the Northern Leg, and are identified as P3n on Figure 7.2b. There have been a number of applications on this site over the last decade. In general, these have related to minor extensions to existing buildings, as well as the development of new student accommodation blocks. All these applications have been given consent, and the developments have mostly now been implemented.
- 4.2.38 There is one group of buildings at Sunnybank, directly north of the Ashtown Overbridge, which lies under the line of the proposed route, and are the subject of a CPO. There is an outstanding planning application for this site (P2n on Figure 7.2b), for the conversion of an existing steading to a house, and change of use of a garage to residential use. This application was granted full planning permission in December 2001, and is due to expire in December 2006; it has not yet been implemented.

- 4.2.39 Most of the College land will be unaffected by the Northern Leg. However, the site at Sunnybank will be directly affected, as the application will not be able to be implemented. The route is therefore assessed as having a negative impact on this application site.

4.3 Aberdeenshire Council Area planning applications

Business Developments

- 4.3.1 **Hill of Goval, Newmachar:** An application was submitted at Hill of Goval in July 2003 for the erection of an indoor riding arena. The site for the application lies to the north of the proposed AWPR, and to the west of the A947, and is identified on Figure 7.2e as P16n. This proposal relates to the expansion of an existing commercial site in the countryside. It was granted consent in October 2003, though it is not known whether this development has been implemented.
- 4.3.2 The site lies some distance from the proposed AWPR (which is at least 600m away), though there are proposed alterations to the alignment of the A947 close to the site, which bring the site into the study corridor. These alterations will not have any significant impact on the application site, as the site is set well back from the main road. While there may be improved access to the site as a result of the proposed scheme, the overall impact on the proposed development is assessed as neutral.
- 4.3.3 **Newpark, Newmachar:** An application for a new stable block at Newpark was submitted in December 2002. The site lies to the north of the proposed Northern Leg, and north of Littlejohn's Wood, and is identified on Figure 7.2e as P17n. It is bounded to the east by the B997. There are residential buildings on site, as well as an outdoor equestrian arena. The application for a new stable block was granted consent in March 2003, though it is not known whether this permission has been implemented.
- 4.3.4 The application site is at least 350m from the proposed AWPR, though it is closer to the proposed realignments relating to the B977 Overbridge (east). The distance between the site and the proposed scheme means that the impact is assessed as neutral in relation to this proposed development.
- 4.3.5 **Parkhill Nurseries and Garden Centre, Dyce:** This site lies to the south of the proposed Northern Leg, by the proposed B977 Overbridge (east), and is identified on Figure 7.2f as P18n. A planning application was submitted in 2003 for the erection of a covered sales area. This was granted a month later. Following that, a further application was submitted in September 2004 for the extension of the commercial establishment, including the redevelopment of the shop, with the addition of a restaurant, a new outdoor sales area, and further parking. The decision relating to this application was delayed until there was greater clarity over the road alignments and permission was granted in December 2005.
- 4.3.6 The site will be affected by proposed alterations to re-align the B977, resulting in the loss of six parking spaces, as well as requirements to change the internal traffic management within the site. The land-take for planning application site P18n is 0.06 hectares which is approximately 8% of the planning application site. This will have a minor negative impact on the proposed use of this site.
- 4.3.7 **Loch-Hills Quarry, Dyce:** This site lies to the south of the proposed Northern Leg at Lochgreen Overbridge, and to the north of Bishop's Loch, and is identified on Figure 7.2f as P19n. The existing access to the site is from a minor road off the B977. However, this is proposed to be altered, with access proposed via the Lochgreens Overbridge, and a minor road leading to the site, east of the existing access.
- 4.3.8 There have been several applications for this site over the last 5 years, including one for the installation of a concrete batching plant with equipment, which was granted in

September 2001, and has since been implemented. Another was for an extension to quarry workings and infilling with builders rubble, which was granted in April 2002, and is now being implemented.

- 4.3.9 More recently, an application was submitted for the erection of building for use as a store, and offices, together with the use of the yard for materials storage, materials display and associated parking, all in connection with the use of the site as a retail outlet for building materials. This application was submitted in 2004, and was refused by the planning authority. An appeal against this decision was heard in 2005, and the appeal was dismissed in July.
- 4.3.10 The initial decision to refuse planning permission and the ultimate decision to dismiss the appeal were both taken on the basis that the proposal was contrary to the site's location within the Green Belt, and that the sequential approach to the location of retail uses had not been followed. Neither of these factors would be altered by the proposed development of the Northern Leg, and it is therefore anticipated that the same decision would be made following development of the route, should another application be submitted for the same proposal. The impact of the route on this development proposal is therefore considered to be neutral.
- 4.3.11 **Moss-Side, Parkhill:** This site lies on the northern edge of the route corridor, to the north of the B977, and north east of the proposed B977 Overbridge (east), and is identified on Figure 7.2f as P20n. An application for an extension to an existing workshop and erection of new offices to the front of the building was submitted in June 2005. At that time there was a large yard to the north of the workshops and parking to the east, in front of the proposed offices. The proposal was granted consent in December 2005.
- 4.3.12 The proposed Northern Leg lies at a distance of approximately 600m to the south of the site. The distance of the site from the Northern Leg, and the commercial use of the site mean that the only impact will be in relation to improved access. The overall impact is therefore assessed as limited positive.
- 4.3.13 **Loch Greens Farm, Parkhill:** This site lies to the north of the proposed Northern Leg, by approximately 150m and to the east of the Lochgreens Overbridge, and is identified on Figure 7.2f as P21n. There are two relevant applications that have been submitted for this site:
- For the change of use and alteration and extension of existing buildings to form an office, that was granted consent in June 2003; and
 - For the conversion/ change of use of a bothy to offices, that was granted consent in November 2003.
- 4.3.14 It is not known whether these applications have been implemented.
- 4.3.15 The site lies at some distance from any direct access onto the proposed road, so the improved access will be limited. The overall impact of the proposed scheme on these applications is therefore considered to be neutral.
- 4.3.16 **Gourdieburn, Potterton:** This application site lies to the north of the proposed scheme and south of Middleton of Potterton, and is identified on Figure 7.2g as P22n. It is bounded on the west by the B999, and a small area of the site is within the Green Belt. An application for a change of use from agricultural to distribution and storage, including an extension to the storage yard, was submitted in October 2005. This application is still pending.

- 4.3.17 The application site lies over 750m from the proposed Northern Leg and much of the site is outwith the study corridor. The impact of the road is therefore assessed as neutral.
- 4.3.18 **Kindergarten, Strabathie, Blackdog:** This site lies within the new estate at Blackdog, at the corner of Hareburn Terrace and Hareburn Road, identified on Figure 7.2g as P27n. The building was originally constructed as an exhibition facility, and was then converted into a private nursery. A planning application was submitted to extend the nursery, and this was granted in January 2006.
- 4.3.19 The site is within a new residential development and lies over 600m from the proposed Blackdog Industrial Estate Overbridge. The proposed access improvements to the residential estate will have a neutral impact on the use of the site as a nursery.
- 4.3.20 **Blackdog Industrial Estate, Murcar, Bridge of Don:** There are two applications that have been granted at this industrial estate (see Figure 7.2g) to the south-east of the proposed junction at Blackdog:
- Planning application for the erection of an industrial building at the Surecelan site, to replace existing portacabins, which was granted in August 2005 (P28n); and
 - Change of use application for the use of a building for storage to use for engineering by McCaul Storage Ltd., which was granted in September 2001 (P29n).
- 4.3.21 These applications relate to two different sites within the industrial estate. However, they are adjacent to one another, and the impact of the Northern Leg will be the same on both sites, and for both these minor applications. These sites are adjacent to the A90, and will benefit from improved access, particularly in relation to heavy good vehicles, resulting in a limited positive impact on these application sites.
- 4.3.22 **Wester Hatton Landfill Site, Potterton:** This landfill site lies to the north of the proposed Blackdog Industrial Estate Overbridge, and is bounded to the east by the A90, south of Hatton; identified on Figure 7.2g. The landfill site covers an extensive area of land, and a range of applications have been submitted for different parts of the site. Existing consent for works on site relates to an application for landfill which was granted in 2002. Access to the site is from a minor road (the C1C Belhalbie-Wateridgemuir Road) along the southern boundary of the site, off the A90. This access is proposed to be retained with the development of the AWPR, however access onto the C1C will be gained via the new Blackdog Industrial Estate Overbridge, rather than direct access gained from the A90.
- 4.3.23 There are two applications for the site which are of relevance to this assessment, in that they have not yet been implemented. These relate to:
- The installation of flaring and electricity generating equipment, which was granted planning consent in July 2005 (P30n);
 - An outline application for the formation of a civic amenity site with new access point onto the C1C, which was registered in January 2006 and has not yet been determined (P31n). The case officer reports that this application is due to be superseded by a detailed application for the same development, which the applicant is due to submit.
- 4.3.24 The first of these applications relates to equipment to be installed on a small area of land close to the southern boundary of the landfill site, near the existing site access and adjacent to existing buildings. The proposed Northern Leg would not impact on the working of this site, or on access to it. The impact is therefore considered to be neutral in relation to this development proposal.

- 4.3.25 The proposed civic amenity site lies on the southern edge of the landfill site, between the A90 and the existing access point to the landfill. The proposed civic amenity site is limited in size, consisting of a square area of ground, with access to the minor road off the A90. The details of the site are at present very limited, as the present application is in outline only.
- 4.3.26 Proposed alterations to the C1C off the A90 in conjunction with the AWPR will affect the proposals for a new access to the civic amenity site, such that an alternative access would need to be considered. While the application has not yet been determined, during discussions, the Council's Traffic and Infrastructure Department have not identified any significant concerns with the application. In terms of the site's proposed use, the AWPR would improve wider access to the site, and would not have any detrimental impact on its use. The development of the AWPR is therefore assessed as having a mixed impact on this proposal.
- 4.3.27 **Easter Hatton Landfill Site and Waste Transfer Station, Balmedie:** This landfill site is located to the east of the A90, east of Hatton, identified on Figure 7.2g. It lies almost entirely outside the study corridor, though associated buildings at Hatton are within the route corridor. Applications relating to the operation of the landfill site itself are not considered in this assessment, as the worked areas of the site are all outwith the route corridor, and implementation of these applications has commenced.
- 4.3.28 There are three applications for the waste transfer station, which lie closer to the A90, and are more recent (P32n, P33n, and P34n). These applications are therefore included in this assessment:
- Erection of a dwelling house/ security gate house and repositioning of offices (refused in February 2002);
 - Replacement of existing offices with portacabins (granted in April 2004); and
 - Extension of existing portacabins (granted in July 2004)
- 4.3.29 The first of these applications was refused on the basis that the house would be inappropriate in the Green Belt, and the temporary use of the site for landfill does not warrant a permanent house. The repositioning of the office was considered inappropriate on landscape and design grounds. The development of the Northern Leg would not alter any of these issues, and it is therefore unlikely that the implementation of the road proposals would lead to a change in the decision taken on this application.
- 4.3.30 The latter two applications relate to office buildings close to the A90. It is not known whether these applications have been implemented. The location of these buildings is north of the proposed alterations to the A90. It is therefore not anticipated that the road developments would have any impact on the use of these buildings. The impact is therefore assessed as neutral.

Residential Developments

- 4.3.31 **Hareburn Terrace, Blackdog:** There have been a number of applications submitted for the new estate at Blackdog, the majority of which have now been implemented. The estate lies to the south of the proposed junction at Blackdog, and to the east of the A90, and is identified on Figure 7.2g with applications indicated (P26n, P38n, P40n, P41n and P42n). At present, the estate is accessed from a single road off the A90.
- 4.3.32 Permission was granted for five new houses at the eastern end of Hareburn (P26n), on the south side of the road. These were granted consent in March 2006, following the granting of a previous application in June 2005, which was not implemented (P40n).

Permission was also granted for a single house to the north of Hareburn Terrace (P38n) in February 2004.

- 4.3.33 An application was submitted in December 2006 for a change of use and erection of 3 dwellinghouses near the western end of Hareburn Terrace, between two sets of existing houses (P41n). The site lies directly beneath the proposals for a new access road, linked to the junction of the Northern Leg of the AWPR and the A90 at Blackdog. This application is still under consideration. The proposed access road would directly affect the whole of the site. The impact of the route on this land for development is therefore assessed as being negative.
- 4.3.34 Another application was submitted in December 2006 for the erection of warehouse and office accommodation and the demolition of existing buildings, at a site on the south side of Hareburn Terrace (P42n). This application is also still under consideration. The site is some distance from the proposed route, and is the far side of houses and fields. The impact of the route on this land for development is therefore assessed as neutral.
- 4.3.35 **Strabathie, Bridge of Don:** There have been a number of applications for the Blackdog Estate, the older applications indicate the location as Strabathie, Bridge of Don. Previously applications had been refused for 39 houses at this estate, though subsequently consent was granted for a total of 22 units, split into several applications (P35n-P37n), which were granted consent in 2001 - 2003. All these consents have now been implemented, and the majority of the estate is complete. The impact on this land for development is therefore assessed as neutral.
- 4.3.36 **Blackdog Farmhouse, Blackdog:** An application (P39n) for the erection of a single house was granted in August 2003. It is not known if this application has been implemented. Due to the distance to the proposed AWPR the impact of this land for development is therefore assessed as neutral.
- 4.3.37 The proposed junction at Blackdog is approximately 550m from the nearest of the new properties, with the Blackdog Industrial Estate between the junction and the new housing. There are alterations to the A90 close to the estate, including a new access road, but it is envisaged that these works would not have any impact on the residential amenity of the estate, given the scale and nature of the works closest to the housing. Furthermore, the properties that have not yet been developed, at the eastern end of Hareburn Terrace, are even further from the proposed scheme. The impact on this land for development is therefore assessed as neutral.
- 4.3.38 **Laingseat Road, Potterton:** An application was received for outline planning permission for residential development on this site near Potterton in 1999. The application was refused in January 2004, on the basis that it was inappropriate development in the Green Belt. This decision was based on the Finalised Aberdeenshire Local Plan, and the application site remains in the Green Belt. This application site is not shown on Figures 7.2a-g as the application has been refused.
- 4.3.39 The development of the proposed Northern Leg would improve access to the site, but would not alter the main reason for refusal of the application, as the site would still be within the Green Belt. For this reason, the impact is assessed as neutral.

4.4 Summary of planning applications

- 4.4.1 Table 4.1 summarises the impact of the route on the 31 planning application sites and 36 planning applications that have been identified through the planning application search.

Table 4.1: Summary of planning applications

Planning application site	Proposed development	Status of application	Impact of route
Aberdeen City Council; Commercial Developments			
Chapel of Stoneywood/ Opportunity Site 96	Park and ride	Planning permission granted by never implemented	MIXED IMPACT – the proposed route takes a large proportion of the land for this application, thus requiring a new site to be found. However, without the AWPR, access to the site would be too poor to warrant a park and ride.
Dyce Drive/ Chapel of Stoneywood/ Opportunity Site 96	Business park with ancillary general industrial and storage and distribution uses.	Planning application still under consideration.	POSITIVE IMPACT – improved access is required for the development of the site, though there will be some land-take required for the road itself.
Land north of Dyce Drive, Dyce	Business park.	Only a limited part of the original site was granted renewed planning consent; this is now under development.	POSITIVE IMPACT – the remainder of the site would be likely to gain consent once access is improved.
Newton Farm, Kirkhill Industrial Estate	Change of use from agriculture to business, general industrial and storage and distribution uses.	Planning application refused, with an appeal pending.	NEUTRAL – no change in decision as access and Green Belt issues would remain.
Dyce Drive, Dyce	Outline application for a 200 bedroom airport hotel.	Outline application granted and renewed in 2005.	POSITIVE IMPACT (limited) – improved access to the site is likely to improve the viability of the development.
Montrose Way, Aberdeen Airport, Dyce	Planning application for children’s nursery	Planning permission granted	NEUTRAL – distance combined with users of the facilities mean there is no anticipated impact on this application.
Newton Farm, Kirkhill Industrial Estate	Change of use from agriculture to business, general industrial and storage and distribution uses.	Planning application refused, with an appeal pending.	NEUTRAL – no change in decision as access and Green Belt issues would remain.

Planning application site	Proposed development	Status of application	Impact of route
Aberdeen City Council; Commercial Developments			
Aberdeen Airport, Dyce	Application for 300m extension to runway	Planning permission under consideration; awaiting environmental statement.	POSITIVE IMPACT (limited) – improved access to the airport would improve the viability of the development.
Mill of Dyce Blockworks, Nether Kirkton, Dyce	Various applications relating to use for blockmaking works, waste transfer station and vehicle maintenance depot, and for extensions to existing buildings.	All applications decided; consent granted for use as blockmaking works and for extension to buildings; consent refused for use as a vehicle maintenance depot. No works on site at present.	NEUTRAL – reasons for refusal will not be altered by the development of the AWPR.
North Raiths Farm, Dyce (Opportunity Site 29)	Warehouse, railhead, platform, sidings and associated works.	Granted consent in 2000, and due to be fully implemented in early 2006.	NEUTRAL
Hill of Tramaud Landfill, Denmore (Opportunity Site 27)	Completion of landfill and restoration of former sand and gravel quarry.	Planning permission granted, with access route granted on appeal.	NEUTRAL
Harehill Industrial Estate, Murcar, Bridge of Don	Septic tank waste storage facility.	Planning permission granted on appeal in April 2004.	NEUTRAL
Tarbothill Landfill, Murcar, Bridge of Don	Extension of time period for landfill and restoration of site.	Planning permission granted and implemented.	NEUTRAL

Planning application site	Proposed development	Status of application	Impact of route
Aberdeen City Council; Major Residential Developments			
Hope Croft, Bucksburn/ Opportunity Site 1	Residential development of 200 units	Outline planning application for 200 residential units is under consideration. Detailed planning application for 40 residential units is also under consideration.	NEUTRAL
Nether Kirkton, Dyce	Application for travelling community site.	Planning permission refused, enforcement action under way.	NEUTRAL
Lawson's Factory, Pitmedden Road, Dyce/ Opportunity Site 52	Residential development of 42 flats and 88 houses.	Planning permission granted in March 2005, but will not be issued until the signing of a Section 75 agreement. Work has started on site.	NEUTRAL
Mains of Dyce Farm, Dyce	Residential development of 5 houses.	Planning permission under consideration; may be called in.	NEUTRAL
Aberdeen City Council; Other Developments			
Scottish Agricultural College, Craibstone	Various developments including student accommodation and disabled access. At Sunnybank planning consent has been granted for the conversion of a steading to a house, and change of use of garage for residential uses.	All applications granted, and the steading conversion and change of use of garage is the only application which has not been implemented.	NEGATIVE IMPACT – the site of the steading conversion is required for the road, and this development has not been implemented.

Planning application site	Proposed development	Status of application	Impact of route
Aberdeenshire Council; Commercial Developments			
Hill of Goval, Newmachar	Erection of an indoor riding arena	Planning permission granted in October 2003	NEUTRAL
Newpark, Newmachar	Erection of stable block.	Planning permission granted in March 2003.	NEUTRAL
Parkhill Nurseries and Garden Centre, Dyce	Redevelopment and extension of shop, with restaurant, outdoors sales area and additional parking.	Planning application submitted in 2004; decision delayed due to AWPR.	NEGATIVE IMPACT (limited)
Loch-Hills Quarry	Erection of a building for use as a store, sales office and office, together with the use of the yard for materials storage, materials display and associated parking, all in connection with the use of the site as a retail outlet for building materials.	Planning consent refused in December 2004; appeal dismissed in July 2005.	NEUTRAL – the implementation of the AWPR would not change the circumstances under which this application was refused consent.
Moss-Side, Parkhill	Erection of offices and extension to workshop.	Planning consent granted in December 2005.	POSITIVE IMPACT (limited) – improved site access.
Loch Greens Farm, Parkhill	Change of use and alteration and extension of existing buildings to form an office.	Planning consent granted in June 2003	NEUTRAL
	Conversion/ change of use of bothy to offices.	Planning consent granted in November 2003	NEUTRAL

Gourdieburn, Potterton	Change of use from agricultural to distribution and storage, including an extension to the storage yard.	Planning application submitted in October 2005; committee have recommended approval; it is awaiting a development plan departure hearing, and a final decision has not yet been taken.	NEUTRAL
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Planning application site	Proposed development	Status of application	Impact of route
Aberdeenshire Council; Commercial Developments			
Kindergarten, Strathbathie, Blackdog	Extension to children's nursery.	Planning consent granted in January 2006.	NEUTRAL
Blackdog Industrial Estate, Murcar, Bridge of Don	Erection of industrial building.	Planning consent granted in August 2005.	POSITIVE IMPACT (limited) – improved access.
	Change of use from storage to engineering use.	Planning consent granted in September 2001.	POSITIVE IMPACT (limited) – improved access.
Wester Hatton Landfill, Potterton	Installation of flaring and electricity generating equipment.	Planning consent granted in July 2005.	NEUTRAL
	Outline application for formation of a civic amenity site.	Outline application submitted in January 2006; no decision made; awaiting submission of detailed planning application.	MIXED IMPACT – some concerns over proposed site access, but improved wider access.
Easter Hatton Waste Transfer Station, Balmedie	Erection of dwellinghouse/ security gate house and repositioning of offices.	Planning consent refused in February 2002.	NEUTRAL – no change in basis for refusal.
	Replacement of existing offices with portacabins.	Planning consent granted in April 2004.	NEUTRAL

	Extension to existing portacabins.	Planning consent granted in July 2004.	NEUTRAL
Aberdeenshire Council; Residential Developments			
Hareburn Terrace, Blackdog	Erection of 5 dwellinghouses	Planning consent granted in March 2006.	NEUTRAL
	Erection of 5 dwellinghouses	Planning consent granted in June 2005 – not implemented.	NEUTRAL
	Erection of a dwellinghouse	Planning consent granted in February 2004.	NEUTRAL
	Change of use and erection of 3 dwellinghouses	Planning application under consideration	NEGATIVE IMPACT – the site lies directly under the line of proposed access road.
	Erection of warehouse and office accommodation and the demolition of existing buildings	Planning application under consideration	NEUTRAL
Strabathie, Bridge of Don	Erection of 2 detached dwellinghouses and 10 semi-detached dwellinghouses and garages.	Planning consent granted in June 2002.	NEUTRAL
	Erection 6 dwellinghouses.	Planning consent granted in March 2002.	NEUTRAL
	Erection 4 dwellinghouses.	Planning consent granted in December 2001.	NEUTRAL
Blackdog, Farm House	Erection of a dwellinghouse.	Planning consent granted in August 2003.	NEUTRAL
Laingseat Road, Potterton	Outline application for residential development.	Planning consent refused in January 2004.	NEUTRAL – no change in basis for refusal.

- 4.4.2 As indicated in Table 4.1, the proposed Northern Leg would have positive impacts on two sites of business and industrial developments. Both these sites on Dyce Drive will require the improved traffic infrastructure that would be provided through the AWPR, and, in combination, present major opportunities for the Aberdeen economy.
- 4.4.3 It would also have a limited positive impact on five other applications, including the proposed extension to the runway at Aberdeen Airport and a new airport hotel, and small scale business developments at Moss-Side, Parkhill and Blackdog Industrial Estate. The impact on these applications generally relate to improved access facilitating business uses, and therefore improving the viability of these proposals.
- 4.4.4 The majority of the land for development identified through the planning search will not be affected by the proposed AWPR; the impact of the road was identified as neutral for 32 of the 44 planning applications.
- 4.4.5 There is one application where a limited negative impact was identified. This concerns a limited area of land-take from an existing business at Parkhill Nurseries and the requirement for alterations to traffic movements on site. There will also be a negative impact on two further applications. One concerns the conversion of a steading to a house, and change of use of a garage for residential use within Scottish Agricultural College grounds at Craibstone. The other concerns the development of 3 houses at Hareburn Terrace, Blackdog. Both these application sites lie in the path of the proposed Northern Leg. The application at Craibstone has not yet been implemented, while the application at Hareburn Terrace is still under consideration.
- 4.4.6 There are two applications where the impact of the proposed scheme is mixed. These relate to:
- The development of a park and ride at Chapel of Stoneywood/ Opportunity Site 96. The proposed scheme would take a large area of the land for the park and ride. However, without the proposed scheme in place, the park and ride would not be viable; and
 - Proposals for a civic amenity site at Wester Hatton Landfill, where minor changes to the application site access would be necessary, but would be balanced against wider access improvements brought about by the proposed scheme.
- 4.4.7 An overall assessment of these applications indicates that the advantages of the proposed Northern Leg in relation to the development of existing proposals are greater than the disadvantages for these sites.

Appendix A - References

- Aberdeen City District-Wide Local Plan; Adopted Local Plan Written Statement, City of Aberdeen District Council, September 1991.
- Finalised Aberdeen Local Plan; Green Spaces New Places, City of Aberdeen Council, August 2004.
- Finalised Aberdeen Local Plan; Green Spaces New Places; Proposed Changes Written Statement, City of Aberdeen Council, August 2005.
- Aberdeenshire Local Plan, Aberdeenshire Council, August 2006.
- North East Scotland Together; Aberdeen and Aberdeenshire Structure Plan 2001-2016; Aberdeen City Council and Aberdeenshire Council, June 2002.