


# BAY OF NIGG

DEVELOPMENT FRAMEWORK

# Contents

OP62 is identified as the new location for Aberdeen Harbour Expansion. The Bay of Nigg Development Framework was produced and adopted as Interim Planning Advice prior to the adoption of the Aberdeen Local Development Plan 2017. As part of the publication of the Local Development Plan 2017, an appraisal of the document has been undertaken and, as part of this process, policy references within the Supplementary Guidance have been reviewed and updated.

Any queries concerning the text of the Supplementary Guidance should be directed to Planning and Sustainable Development (03000 200292 or [pi@aberdeencity.gov.uk](mailto:pi@aberdeencity.gov.uk)) for clarification.

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# 01. Introduction and Vision

**AS ABERDEEN HARBOUR BOARD PROGRESS THEIR PROPOSALS FOR EXPANSION INTO BAY OF NIGG, NOW IS THE TIME TO CONSIDER HOW BEST TO MAXIMISE THE IMPACT OF THIS SIGNIFICANT INVESTMENT FOR BUSINESSES AND COMMUNITIES AND TO PLAN FOR NECESSARY INFRASTRUCTURE.**

The proposals for a new harbour represents the baseline for this Development Framework as the key driver for change in the area. The principle of this development is established in the National Planning Framework in direct response to capacity constraints at the existing harbour and the need to retain existing business as well as expand into new markets for the benefit of the city region and Scotland as a whole. Aberdeen Harbour Board proposes a modern, sustainable and energy efficient harbour which is fit for purpose and able to respond to existing and future needs of port users. The proposals represent expansion and not replacement of the existing harbour and as such there should be no decrease or change to activity within the existing harbour in the heart of Aberdeen.

Aberdeen City Council (ACC), through discussions with Scottish Enterprise and Aberdeen Harbour Board, has identified the need to prepare a Development Framework which should consider how to maximise the opportunities presented by investment in the new harbour, in terms of economic development, regeneration and environmental improvements. This should also address the coordination of essential infrastructure, and identify opportunities for strategic improvements to the road and rail network. The Development Framework will therefore consider the site of the new harbour at Bay of Nigg and its interaction with surrounding areas, with a particular focus on the existing industrial areas at Altens and East Tullos.

It will seek to facilitate cohesive and properly planned growth, in particular the coordination of essential infrastructure and establishing parameters within which new development can take place.

This will sit in the context of the presently adopted and future Aberdeen Local Development Plans and it will be considered as interim planning advice under the Aberdeen Local Development Plan 2012 until it is adopted as Supplementary Guidance under the Aberdeen Local Development Plan 2016. The Development Framework will however take a long term approach to placemaking, infrastructure provision and land use planning. It must be considered not only in the context of current planning policy, but be suitably flexible and robust to be relevant and deliverable throughout numerous plan cycles.

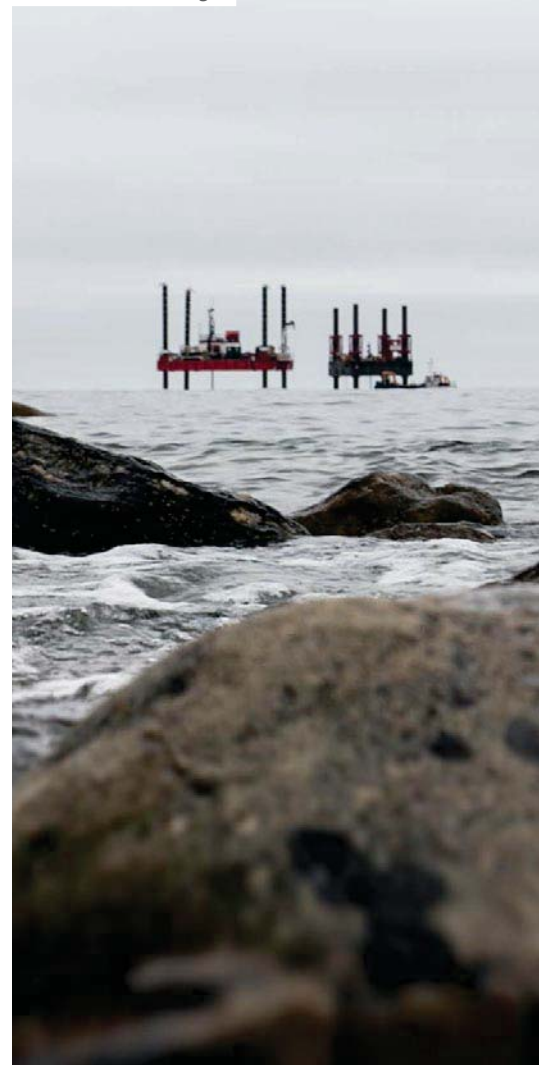
The objectives of the Development Framework were refined as a result of an engagement process at the inception stage of the project. Following discussion between Scottish Enterprise, ACC and Aberdeen Harbour, as well as feedback from local communities and groups, the following objectives were chosen for the Development Framework.

## Objectives

- To inform the process of clearly defining the extent and content of the forthcoming applications for the new harbour at Bay of Nigg and its associated facilities;

- To inform the preparation of the proposed Local Development Plan;
- To consider the interaction with the Aberdeen City Centre Development Framework;
- To establish a clear brief for more detailed masterplans at the new harbour, Altens and East Tullos;
- To ensure consideration and identification of all opportunities to promote sustainable, low-carbon development that also maximise the benefits of green infrastructure;
- To consider how surrounding land uses can evolve to maximise opportunities to benefit from the arrival of this major piece of investment;
- To identify aspects of broader strategic infrastructure investment, including roads and rail, that will support this process and consider ways in which all stakeholders can work together to deliver this infrastructure;
- To involve local people at the heart of this process and identify mechanisms which ensure an ongoing benefit to those communities; and,
- To engage with local business and landowners on these matters.
- To consider environmental impacts and, wherever possible, commit to the protection and enhancement of the natural environment and biodiversity.

View of Offshore Rigs



The Development Framework will set the context for a series of more detailed masterplans to come forward to facilitate delivery of sub areas within the framework. At this stage, these are envisaged to be:

- Bay of Nigg;
- East Tullos; and
- Altens.

The Masterplan for Bay of Nigg will be brought forward by Aberdeen Harbour Board as part of the consenting process for the new harbour. Masterplans for Altens and East Tullos will be brought forward in consultation with stakeholders in these areas, likely to include businesses, landowners, ACC and Scottish Enterprise.

The Development Framework is required to take cognisance of relevant planning policies and other proposals including the adopted Aberdeen Harbour Development Framework, the Old Torry Masterplan Study (2003) and the City Centre [Masterplan](#).

The preparation of this Supplementary Guidance has been informed by studies assessing environmental, economic and technical matters as well as a thorough and inclusive programme of community and stakeholder engagement. ACC as planning authority has been instrumental in shaping the form and content of this Development Framework throughout its preparation.

Studies and surveys include:

- A desktop review of relevant legislation, policies and designations;
- Landscape and Visual Appraisal for Bay of Nigg;
- Draft Transport Appraisal for the harbour proposals;
- High level traffic modelling for the wider development framework area;
- The findings of an economic assessment of the harbour proposals;
- The initial findings of Environmental Impact Assessment for the harbour proposals; and
- Stakeholder and community engagement.

A greater explanation of the process, findings and analysis of this work is detailed in the Bay of Nigg Development Framework: Background Report which sets the context for this Supplementary Guidance. (<http://www.aberdeen-harbour.co.uk/future/nigg-bay-documents/>). The Bay of Nigg Development Framework forms part of a suite of documents alongside these background papers.

FIGURE 1 *Individual Masterplan Locations*



## 02. Local Context

TO ENSURE THE PHYSICAL, SOCIAL AND ECONOMIC INTEGRATION OF DEVELOPMENT PROPOSALS, THE DEVELOPMENT FRAMEWORK LOOKED AT BAY OF NIGG, EAST TULLOS AND ALTENS, TOGETHER WITH THEIR WIDER SURROUNDINGS.



The analysis is split into four sections, as follows:

- Environment and Topography;
- Infrastructure;
- Land Uses / Designations; and
- Place and People

View of Girdle Ness Lighthouse looking south west



## Environment & Topography

### Topography

Tullos Hill, together with adjacent Kincorth Hill, form part of the lowest coastal fringe of the Grampian Mountains, known locally as 'the Gramps'.

As illustrated in *Figure 3* Cross Section from Cove through to Torry Battery (page 9), the land south of Bay of Nigg; Tullos Hill / Ness Landfill area and Altens industrial estate, gently rise to 89 metres Above Ordnance Datum (AOD) at Langdykes Road in Cove, whilst north of Bay of Nigg at Torry Battery it is 26 metres AOD. The land to the west of the bay; St Fitticks Park is low lying, at approximately 6 metres AOD.

The views inward, toward the new harbour proposal are contained to the immediate areas of higher ground at Tullos Hill / Ness Landfill area and Balnagask Golf Course.

The changes in level in this area associated with the Gramps, the landfill, the railway line and embankment present physical barriers between the three masterplan areas.

### Geology

The Nigg Bay Site of Special Scientific Interest is a 4.4ha site to the south end of the Bay that illustrates several of the characteristic glacial deposits of the area. Since the late 19th century, the Bay of Nigg section has been recognised as a key reference site for interpreting the glacial history and ice movement patterns in north-east Scotland. It illustrates particularly well the complexity of deposits which may be produced during a single glacial episode. The key objective for the management of this site is to maintain the visibility of the exposures.

### Landscape Character

The Bay of Nigg site is situated in a natural bay, within a broad valley created by higher ground to the immediate north and south. These coastal headland areas have steep, rocky outcrops which jut out into the sea. The central area of the Bay of Nigg is flatter with a weathered rocky shoreline. The land raises at Balnagask Golf Course / Girdle Ness Lighthouse, before falling away to the north down to the mouth of the River Dee. To the west lie residential areas on the higher ground following the ridgeline from Girdle Ness. To the immediate western boundary is the remains of St Fittick's Church, and the Nigg Waste Water Treatment Works, adjacent to where a perceived 'valley' in the landform follows the line of the Aberdeen – Edinburgh railway line. In the south the land rises again up towards the Coast Road and Tullos Hill, creating the steep rocky shoreline which drops off into the sea.

The Development Framework area is also covered by SNH's Landscape Character Assessment of Aberdeen (No. 80) (1996), which splits it into 3 distinct areas outlined below:

- **Girdle Ness / The Bay of Nigg:** The key characteristics of this area include: distinctive coastal landform; open character of the landscape (close to the coast); large expanse of mown grassland between the railway line and Balnagask; occasional, distinctive buildings e.g. ruined chapel, waste water treatment works; and views of the city and coast;
- **Kincorth and Tullos Hills:** A gently rounded linear ridge of elevated ground with the following key characteristics: hill topography with a distinctive edge to the city, screening capabilities (i.e. industrial development from the city); combined with an open character, characterised by heath vegetation; whilst also allowing for wide views over the city; and
- **Area 25: Doonies to Cove Coast:** A narrow strip of farmland sloping gently from the adjacent rugged coastal cliffs with the following key characteristics: coastal cliffs, open, agricultural character; a main railway line; minor roads; views to the sea and to the adjacent industrial estate.



## Ecology

### Protected Flora

Studies have shown that a plant known as the sea pea is present in the Bay of Nigg area. Sea pea is classed as a nationally scarce and 'locally important species' in the North East Scotland Local Biodiversity Action Plan (NELBAP). Also present is the oysterplant. It is afforded a local status within the Estuarine and Intertidal Habitats Local Habitat Action Plan of the NELBAP.

Other locally important species in the NELBAP include:

- Lesser Marshwort;
- Frosted Orache;
- Many-Stalked Spike-Rush;
- Bur Parsley;
- Spring Vetch; and
- Hairy Rock-Cress.

Potential impacts on these species will be considered within the EIA (see page 34), and associated mitigation and enhancement actions will be identified and agreed with Scottish Natural Heritage (SNH).

### Protected Fauna

Bay of Nigg has the potential to be used by breeding, wintering and passage birds associated with Special Protection Areas (SPA) on the east coast of Scotland, and wider wintering populations of seaduck, divers and shorebirds. Designated species associated with the following SPAs will require further consideration as part of the EIA for the new harbour:

- Buchan Ness to Collieston Coast SPA;
- Fowlsheugh SPA;
- Ythan Estuary, Sands of Forvie and Meikle Loch SPA; and
- Montrose Basin SPA.

A range of other species are known to be in the area, the full list of which are set out in the NELBAP. Potential impacts upon

these species will require to be assessed through the EIA for the new harbour and in the consenting process for any future proposals for development in the Development Framework Area. Following this detailed assessment, any respective requirements would be implemented to ensure that any construction would take place outwith relevant breeding seasons (as required).

### St Fitticks Park Tree Planting

St Fitticks Park tree planting has been an ongoing project since 2006. It was introduced by ACC to improve biodiversity, as well as the quality of greenspace for the local community. It comprises approximately 7.23 hectares / 13,250 trees and is classed as 'woodland'.

## Hydrology

The East Tullos Burn runs between Calder Park in the south and St Fitticks Park in the north. It is culverted under the East Tullos Industrial Estate.

The River Dee runs through Aberdeen, into the existing harbour facility in the city centre. It is the largest watercourse in proximity to the study area, located less than 300 metres north west of East Tullos.

Neither of these two watercourses are considered to present a flood risk according to the Scottish Environment Protection Agency (SEPA) Flood Map (taken from the National Flood Risk Assessment data), however further flood risk assessment would be required to identify any risk of flooding across the area as a whole.

The Nigg Waste Water Treatment Works adjacent to Bay of Nigg is operated and maintained by Kelda Water Services. There are two outfall pipes from the plant. These outfalls are the only outfalls for the Aberdeen / Grampian areas and are also a contingency measure for other areas further afield, therefore, outfalls in the bay are critical to the plant operations. Further information on this matter can be found on Page 11 of this Document.

Also present in the bay are the United Fish Industries (UK) Ltd sea water pipe, and the Marine Laboratory inlet.

*View of Coast Road looking south toward Landfill*



### East Tullos Burn Project

The East Tullos Burn Project was established in 2012 by ACC. The project aspired to rejuvenate the burn; in order to improve the water quality, provide a wildlife haven and become an attractive feature to be enjoyed by the local community. The burn has been transformed from a hard engineered straightened channel into a more natural stream. The creation of wetlands associated with the burn provides Sustainable Urban Drainage Systems (SUDS) in an aesthetic and natural way. The SUDS benefit the area by improving wetland habitat, nutrient / pollutant buffering, and enhancing hydro-morphology. The project has delivered multiple biodiversity improvements, including sightings of a number of nationally rare bird species within the first six months after completion, along with a wide range of insect species that have not been previously recorded in the area.

### Marine Environment

The Development Framework area is bounded by the coast and much of the harbour expansion will take place below mean high water springs. As such there are a number of considerations in relation to the marine environment.

The River Dee estuary lies to the north of the Development Framework area, at the existing harbour. The Dee is a Special Area of Conservation, the qualifying interests of which include freshwater pearl mussel, Atlantic salmon and otter. While freshwater pearl mussel will not be present within Bay of Nigg, any impact upon migrating salmon through the bay could in turn affect mussels and otters present in the Dee.

The Moray Firth Special Area of Conservation lies some distance to the north of Aberdeen; however its qualifying interests include bottlenose dolphins which are regularly seen on Aberdeen's coast and the Dee estuary.

Other marine mammals, fish, shellfish, seabed and coastal processes will require further consideration through the consenting process for the new harbour, predominantly through the Marine Licence and Harbour Revision Order and its associated Environmental Impact Assessment.

### Landfill

There are two landfills present within the Development Framework area; Ness Landfill and Tullos Hill Landfill. They are contiguous but very different in character and condition.

The Ness Landfill area has accommodated an estimated 3 million tonnes of waste over a 40 year period. The site stopped accepting waste in 2001 and over the last 13-14 years activity has been focused on restoration; comprising capping of the site and new drainage. The site was licensed to accept non-inert waste and currently has a liner system, capping system, leachate and landfill gas infrastructure which have been engineered into the landfill. The site still has to undertake an environmental monitoring regime as part of its licence requirements.

The area is securely fenced to exclude visitors for the foreseeable future, probably 20-30 years. There is no path network that is accessible to users; however there is a network of tracks for maintenance purposes. There is no tree planting due to the nature of the capping material. No development would be permitted on this area unless the existing waste management licence was surrendered and the licence holder (SITA / Aberdeen City Council) were to instigate modifications.

Tullos Hill Landfill has undergone path improvements and tree planting in recent years. Approximately a third of the site was never landfilled, so it is in the original landform and habitat. Tullos Hill Landfill has open public access. There are existing links from Tullos Hill to St Fitticks Park, and the Coastal Path.

Opportunities to develop these sites are limited but not impossible. The landfill sites offers the opportunity to extend the green network on Tullos Hill, potentially providing new routes to the coast and / or St Fitticks Park, however any potential development would need to take all of the above factors into consideration.





*Bay of Nigg*

## Climate Change

UK Climate Risk Assessment for Scotland states that there will be:

- Risks to species and habitats due to coastal evolution;
- Changes in species migration patterns;
- Major coastal flood / reconfiguration (includes coastal erosion);
- Water quality and pollution risks;
- Priority habitats lost due to coastal erosion; and
- Saline intrusion.

Future proposals within the Development Framework area will need to carefully consider climate change issues which may arise. These should focus on mitigation through reduction in climate emissions and contribute toward adaptation in line with the Council's Climate Change Framework, Local Climate Impacts Profile (LCILP) and Adaptation Strategy.

## Other Local Context Considerations

The following items are considered on page 12 Land Use / Designations section:

- Green Belt;
- Green Space Network;
- Site of Special Scientific Interest (SSSI);
- Balnagask to Cove Local Nature Conservation Site (LNCS);
- Kincorth Hill LNCS;
- Loirston Loch LNCS;
- Tullos Hill LNCS;
- River Dee LNCS;
- Kincorth Hill Local Nature Reserve (LNR); and
- River Dee - Special Area for Conservation (SAC).



FIGURE 2 Environment and Topography Constraints and Opportunities Plan

- - - Study Area
- + 50m Spot Height
- /// The Gramps
- |||| Landfill
- LNCS
- |||| SSSI
- ▧ Parkland
- /// Golf Course
- ||| Coastal Edge
- East Tullis Burn
- Surface Water Attenuation Basin

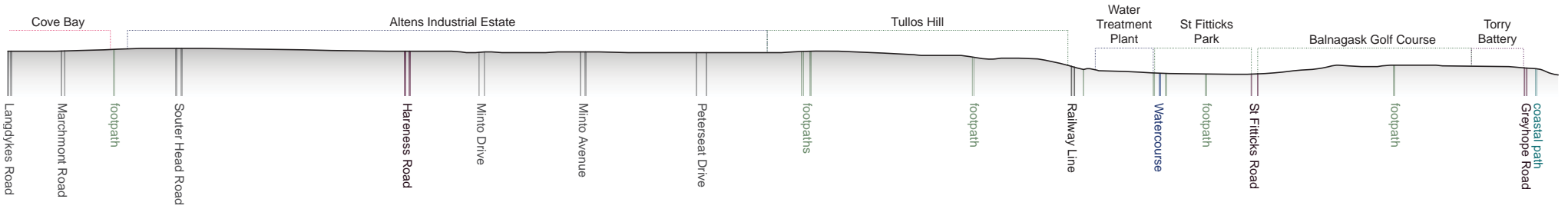


FIGURE 3 Cross Section from Cove through to Torry Battery

# Infrastructure

## Transport & Access

### Road

The principal roads within the study area are the A956 Wellington Road and the Coast Road which both run north south. Hareness Road and Langdykes Road run east west through Altens industrial estate and Cove, connecting the two routes.

ACC has designated Wellington Road (Queen Elizabeth II Bridge - Balnagask Road) as an Air Quality Management Area (AQMA) due to the high concentration of nitrogen dioxide and particles attributable to emissions from road traffic. As such, air emissions generated primarily by vehicles will be assessed against relevant criteria and, where exceeded, a screening level assessment will be completed to determine whether further detailed assessment (modelling) will be required. This will be particularly relevant to further traffic generating proposals.

A traffic light controlled bridge crossing is located on the Coast Road, just south of Ness Landfill. Due to the alignment of the bridge and its approaches, it can only allow for single lane traffic to cross at any given time.

A Transport Appraisal has been carried out on behalf of Aberdeen Harbour Board as part of the evidence base for consenting the new harbour. This recommends improvements to the Coast Road and existing railway bridge as part of an enhanced access to Bay of Nigg.

The movement patterns associated with the new harbour development are unlikely to result in an increase in city centre traffic. Some freight traffic would distribute to the nearby Altens and East Tullos industrial estates with remaining freight traffic able to distribute easily to the Trunk Road network via Hareness Road / Wellington Road. Traffic would be able to make use of the AWPR to access industrial areas to the west and north of Aberdeen.

Road network capacity for development over and above the new harbour facility and other planned development is limited.

Should it be required during the lifetime of the Development Framework the design requirements for any new bridge would be subject to discussion with Network Rail, and approach road levels, gradient and build cost would be dependent on the design. [This would also require discussions with ACC as the Roads Authority.](#)

### Rail

The rail line from Aberdeen runs south along the east coast via Arbroath, Dundee, Kirkcaldy and to Edinburgh Waverley, and links to the high speed East Coast Main Line in Edinburgh. The Aberdeen / Edinburgh line runs from the centre of Aberdeen, crossing the Dee bridge and then through Balnagask to the southern edge of Bay of Nigg and south along the coast.

The proximity of the rail line to Bay of Nigg could present an opportunity for a new halt and rail link to the new harbour facility. Links to the existing rail freight facilities at Craiginches could also be considered.

Rail freight in the region is presently marginal in comparison to that by road, and the existing rail link at Aberdeen Harbour only takes 2% of freight from the harbour. This low usage is primarily limited due to restrictions further up the line, however there may be scope for intensification of this mode in future.

### Pedestrian / Cycle Routes

A number of European, National and Local networks for cycling and recreation can be found within the study area:

- EuroVelop 12 route (known as the North Sea Cycle Route);
- North Sea Trail (NAVE Nortrail Project, partly funded by the EU);
- National Cycle Network, Route 1; and
- Core Paths 78, 103, 104 and 108.

There are also a number of 'guided' walks associated with Torry, including: Torry Churches Trail, Torry Coastal Trail, Torry Industrial & Maritime Trail, and Torry Urban Trail.

### Public Transport Routes

First Group provide a number of bus services throughout Aberdeen; route numbers 3, 5 and 12 run through the Development Framework area. Service number 3 provides

connections from Mastrick through to Cove, service number 5 provides connections from Craigiebuckler through to Balnagask and service number 12 provides connections from Heathryfold through to Walker Road. Further details on these services can be found in the Development Framework Baseline Report. The Stagecoach route number 59 which connects Northfield, the city centre and Balnagask, also operates in the area.

## Waste Water Treatment Works

The Nigg Waste Water Treatment Works adjacent to Bay of Nigg is operated and maintained by Kelda Water Services. There are two outfall pipes from the plant. The principal outfall comprises a 2.5 metre diameter concrete lined tunnel which provides a long sea outfall, and the second is the 1898 Girdle Ness short sea outfall. In storm conditions, when flow exceeds 6,300 litres per second, the short sea outfall comes into operation. These outfalls are the only outfalls for the Aberdeen / Grampian areas and are also a contingency measure for other areas further afield. Therefore, outfalls in the bay are critical to the plant operations.

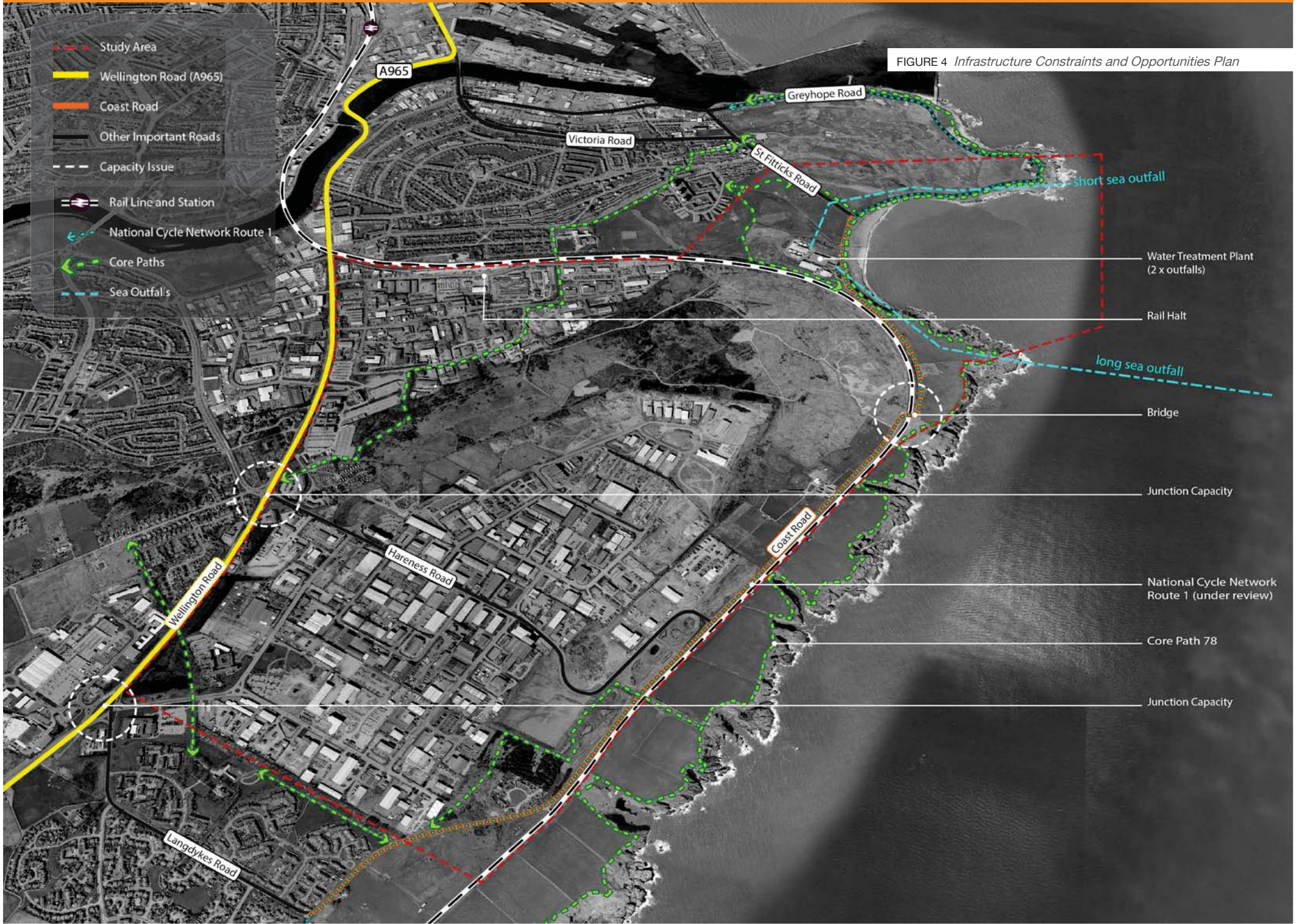
Associated essential waste water infrastructure for the Waste Water Treatment Works is present underground in St Fitticks Park.

Periodically the plant can be odorous, either in prevailing weather conditions or activity. Kelda Water Services have engaged with external consultants who regularly review plant odour control and risk management.

Scottish Water will continue to work with the operators, partners and other external stakeholders, to accommodate new demand and adhere to the responsibilities to minimise odour in accordance with the obligations set out in the statutory Odour Code of Practice.

## Mains Water

Scottish Water have indicated that a new water mains will be required to serve the new harbour. This will be taken from a feed at Queen Elizabeth Bridge.



# Land Use / Designations

## Business & Industry

Altens and East Tullos are predominantly comprised of business and industrial uses. East Tullos comprises small scale industrial sites such as car salerooms and offices as well as larger scale scrap merchants and waste stations. Altens comprises larger scale heavy industrial sites and large office HQ buildings located to the west along Wellington Road.

Allocations for energy and waste developments are included in the emerging Local Development Plan. These include:

- Waste Recycling Facility – Altens;
- Solar Energy Development – Ness Landfill; and
- Energy from Waste Facility – East Tullos.

These proposals are at varying stages in their respective consenting processes with the waste recycling facility at Altens being the most advanced and anticipated to be operational in 2017.

## Residential

North of the study area is the community of Torry. Torry has been highlighted as a priority area for Aberdeen's Community Regeneration Strategy. The forthcoming 'Shaping Torry' initiative will seek to outline local regeneration priorities within this area based on inputs from the local community.

West of the study area are the communities of the Bay of Nigg area including Nigg, Kincorth and Loirston. Kincorth is a predominantly residential housing estate. Loirston is identified within the ALDP as an Opportunity Site (OP77 Loirston) allocated for 1,500 homes and 11 hectares of employment land.

To the south of the study area is the suburb of Cove which is presently the subject of expansion with further consented residential development under construction.

## Open Space / Recreation

The most significant open / recreational spaces within the study area are Tullos Hill and St Fitticks Park (including East Tullos Burn).

Tullos Hill provides a natural landscape in the midst of the conurbation. The hill provides numerous walking / cycling routes, as well as boasting a vast number of historic and archaeological features.

St Fitticks Park is the most accessible open space available to the residents of Torry. It provides equipped play areas, playing fields, skate parks, nature trails and the scheduled monument / B listed remains of St Fitticks Church and also includes the East Tullos Burn.

It is important to recognise the amenity value provided by this and other green space / woodland areas within the immediate area – in terms of their ability to enhance the natural environment, habitats and biodiversity, whilst also providing opportunities to improve recreational activity. As such, they should inform any future improvements / enhancements within this area.

ACC's Open Space Audit notes that although Torry benefits from a large amount of open space at Balnagask there is a relatively small amount of significant open space within the built up area. Also, whilst the quality of open space at St Fitticks Park scores low, the East Tullos Burn Project has increased the biodiversity value for part of St Fitticks Park. Despite this, the overall quality remains poor in terms of its functionality and recreational use.

ACC has also recently conducted a detailed review of play spaces in the city to prioritise areas for improvements. The results of this review should be used to inform further improvements works in the area.

*Development at Altens Industrial Estate*



In addition, there are a number of significant areas of open space within the study area, including the Coastal Footpath, Walker Park, Balnagask Golf Course, Core Paths 104, 108, 103, 83, 81 and 95, and associated woodland and habitat.

## City Centre

Although outwith the boundary of the Development Framework, Aberdeen City Centre lies a short distance to the north. This is presently the subject of a masterplanning exercise aimed at regenerating and revitalising the city centre. Proposals in the vicinity should be careful not to compromise the aims of the City Centre Masterplan and should be complementary. As a result, any proposals of scale for uses such as retail, office, hotel and leisure which would be best placed as part of the mixed use regeneration of the city centre are unlikely to be supported within the Development Framework area.

## Nature Conservation and Local Planning Designations

### Green Belt

A large area of land within the study area, along the Coast Road, Tullos Hill, St Fitticks Park and Bay of Nigg itself, fall within Green Belt. Policy NE2 from Aberdeen Local Development Plan (ALDP) 2017, identifies the aim of Green Belt designation:

“To maintain the identity of Aberdeen and the communities within and around the city by defining their physical boundaries clearly, avoiding coalescence and urban sprawl, maintaining landscape setting and providing access to open space”.

It is noted that only essential infrastructure identified in the ALDP, which cannot be accommodated other than in the green belt will be considered.

### Green Space Network

The majority of land within the study area which is identified as Green Belt also falls within Green Space Network. Policy NE1 from ALDP recognises that these areas provide opportunities to connect inner urban areas with their surrounding rural environments. The policy states:

“That where major infrastructure projects or other developments necessitate crossing the Green Space Network, such development shall take into account the coherence of the network. In doing so measures shall be taken to allow access across roads for wildlife and for access and outdoor recreation purposes.”

### Site of Special Scientific Interest (SSSI)

A SSSI is designated within Bay of Nigg. The condition of the SSSI was last assessed by SNH in 2014 and was deemed to be in a Favourable Recovered state.

An inspection by SNH in 2010 confirmed that coastal erosion is breaking down the platform created by tipping that was carried out as part of previous coastal protection measures undertaken in 1984, and identified that it is considered likely that the southern section of the SSSI will be re-exposed within a few years.

It is not considered that the proposed development at Bay of Nigg will adversely impact directly upon the visibility of the exposures as there will be no direct disturbance of the cliff face. However, there is the potential for the development to alter the current erosive processes occurring at the base of the cliff and hence a hydrodynamic study is being undertaken to investigate this issue as part of the EIA.

### Balnagask to Cove Local Nature Conservation Site (LNCS)

A stretch of coastline from Balnagask to Cove is designated as a LNCS, comprising coastal cliffs and caves, shingle beaches, coastal and neutral grassland, European dry heath and coastal heath and areas of gorse scrub. These areas provide habitats for coastal plant and insects as well as nesting sites for coastal birds.

### Kincorth Hill Local Nature Reserve (LNR) and LNCS

Kincorth Hill was designated as a LNR in 1997. The site is approximately 41 hectares in size, comprising heathland, grassland, woodland, scrub and a small pond towards the eastern end. A network of paths link Kincorth Hill with other local areas such as the Wellington Road Woods, Cove Woods and

the Coastal Path. The LNCS site forms part of ‘the Gramps’, and is one of the largest remaining areas of semi-natural vegetation in the Aberdeen City region. The proximity of the site to the residential areas of the City makes it an important recreational and educational resource.

### Loirston Loch LNCS

This is one of the largest bodies of open water in the City. The loch has a good variety of aquatic and marginal flora. There are also various grassland and damp habitats, a small area of heath, plus some mixed and wet woodland, a small Scots pine plantation and areas of gorse scrub. It is an important site locally and regionally for overwintering birds. The site has a higher than average diversity of birds and plants. The proximity of the site to the heathland areas of Kincorth and Tullos, and the coastal strip of Balnagask-Cove contributes to its value in forming a network of habitats to the south of Aberdeen.

### Tullos Hill LNCS

Tullos Hill forms part of ‘the Gramps’. It is a fairly large site comprising a mixture of broadleaved woodland, rank neutral grassland, scrub woodland, bracken, acid grassland and dry heath. Due to its size, the site supports populations of larger mammals such as fox and roe deer. The site lies between the industrial estates of East Tullos and Altens, and entry can be gained from several points. There is a good network of paths throughout the site.

### River Dee - Special Area for Conservation (SAC) and LNCS

The River Dee is designated as a SAC at a European level. Whilst the proposals contained within the Development Framework may not physically impact upon the SAC it is very close by and potential impacts should be considered. Relevant Habitat Regulation Appraisals will be carried out in consultation with SNH which will also include Moray Firth SAC.



FIGURE 5 Land Use / Designations Constraints and Opportunities Plan

source: \* Proposed Local Development Plan  
 \*\* Aberdeen City Council website

Girdle Ness Lighthouse

## Place & People

### Heritage

There are a number of cultural heritage resources that are integral to the history of the wider community and area. Most notable of these are the following:

- Girdle Ness Lighthouse – Category A listed building;
- Torry Point Battery – Scheduled Monument;
- St Fitticks Church – Scheduled Monument and Category B listed building; and
- Barons, Cat, Crabs and Tullos Cairns – Scheduled Monuments associated with Tullos Hill.

A number of 'guided' walks associated with Torry, including Torry Churches Trail, Torry Coastal Trail, Torry Industrial & Maritime Trail and Torry Urban Trail provide a background on the history and heritage surrounding the Torry coast.

### Recreational Routes

A number of European, National and Local networks for cycling and recreation can be found within the study area.

Most notably, Core Path 78 and the North Sea Trail which run from Aberdeen Harbour in the city centre, south onto Sinclair Road, followed by Greyhope Road. Between Torry Battery and the southern point of Bay of Nigg the path runs adjacent to Greyhope Road. There is a whin dust surfaced path through the low sand dunes east of the road linking the car park at Bay of Nigg to the cliff top coastal path south of the Bay. Higher land viewing points around the coast at Torry Battery and the Bay of Nigg are excellent places to view dolphins. This, alongside schemes such as 'Dolphinwatch', have helped attract thousands of tourists to Aberdeen, making it an important eco-tourism attraction for the city.

A network of paths is present on Tullos Hill. The paths meander through scrub and woodland, rough grassland, and heathland. Some improvements are required in order to enable access to all users. The network provides a number of archaeological and historical sites along the routes, as well as panoramic views across the city.

National Cycle Network Route 1 (under review) runs along the Coast Road, Greyhope Road and Sinclair Road, leading into the city. There are no designated cycle lanes along this route, and road widths can be tight at points along the route. This route connects to further cycle routes within Torry, Cove and the city centre.

Discussions with ACC and Nestrans have identified the need for improved cycling and recreation routes as part of the baseline development scenario which is being factored within the EIA.

### Community Projects

St Fitticks Park has been the basis for a number of community projects over the years. Projects include:

#### St Fitticks Park Tree Planting

St Fitticks Park tree planting has been an ongoing project since 2006. It was introduced by ACC to improve biodiversity, as well as the quality of greenspace for the local community. It comprises approximately 7.23 hectares / 13,250 trees.

In 2010, the Tree for Every Citizen Project was delivered using funding from local businesses and the Scottish Rural Development Programme. The project saw 100 hectares of woodland planting across 12 sites in the city, one of which being St Fitticks Park. The project at St Fitticks Park had a significant amount of local community involvement especially from local schools. The project gained recognition in the Herald Society Awards in 2010.

#### East Tullos Burn Project

In 2012, the East Tullos Burn Project was established by ACC in order to improve the water quality of the burn which runs through St Fitticks Park, provide a wildlife haven and become an attractive feature to be enjoyed by the local community. Funding for the project came from ACC, the Scottish Environment Protection Agency's Water Environment Fund, Aberdeen Greenspace Trust, Total E&P, Aberdeen Forward, and the North East Scotland Biodiversity Partnership. Local school children were involved in the finishing touches of the project; assisted by project funders and supporters, the children planted approximately 1,000 plants by hand.



View from North Headland toward Torry



## Visibility

A Landscape and Visual Appraisal has been carried out for Bay of Nigg and a Seascape, Landscape and Visual Impact Assessment is being carried out for the harbour proposals as part of the EIA. Further Landscape and Visual Impact Assessments may be required in future for other development proposals within the framework area.

## City Views

The views from the main roads, secondary roads, Edinburgh / Aberdeen railway line and along the river valleys do not generally provide open views of the city. Locally prominent landform features such as Tullos Hill curtail views from the south but do provide a sense of arrival on approach to the city. However, from the more elevated areas to the west (A96 at Tyrebagger Hill) and south west (A90 Kincorth Hill) there are views of the wider city and its setting between the hills and the sea.

Views from the train entering Aberdeen provide panoramic views across the rugged coast, high above the North Sea, before sweeping inland and running between Torry and East Tullos, crossing the River Dee and entering the city centre.

## Bay of Nigg Views

Bay of Nigg is visible to and from Girdle Ness and Balnagask, with glimpsed views from the distant North Beach to Girdle Ness. Views from Balnagask are obtained across open space, although these views are influenced by industrial development at Tullos and the Waste Water Treatment Works. From Girdle Ness, views across the bay to the south at Tullos Hill are panoramic, but not remote in nature. Views north, from the southern approach to the city on the Edinburgh / Aberdeen railway line are influenced by the city skyline and the bay is seen in the context of the city in the background.

Although open in character, the elevated landscape surrounding Bay of Nigg creates a sense of enclosure due to the steeply rising cliffs, and as such, the area is primarily only visible from within the immediate bay area. However, views out to the coast are expansive and St Fitticks Park creates a sense of openness within the area.

Visibility of Bay of Nigg is obtained from a high number of visual receptors within close proximity (i.e. Balnagask) however, views

towards the bay are contained locally and as such, they are limited in their extent.

Any proposals within the Development Framework study area will need to look at the potential effects on the following receptors:

- Residential properties;
- Recreational activities;
- Road users;
- Rail users; and
- Marine activities.

## Costal Area Views

The coastal area consists of a narrow strip of farmland which slopes gently down to the tops of rugged coastal cliffs. To the east of the railway line, expansive views out to the North Sea and north towards Girdle Ness are obtained. Views inland are restricted by the Coast Road, the railway line and the rising landform of Tullos Hill. Access is provided along the coastal path which follows the cliff tops and vegetation is limited to scrub due to salt spray and the areas exposure to wind. The area is defined by a number of distinctive characteristics which are identified below:

- Coastal cliffs;
- The open, agricultural character;
- The presence of a main railway line;
- Minor roads;
- Views to the sea; and
- Views to adjacent industrial estate.

The area has a high degree of visibility from the main Aberdeen – Edinburgh railway line, and from the minor but busy Coast Road which follows it. The northern end of the character area is generally not visible from surrounding areas, however views from Girdle Ness across Bay of Nigg are afforded.

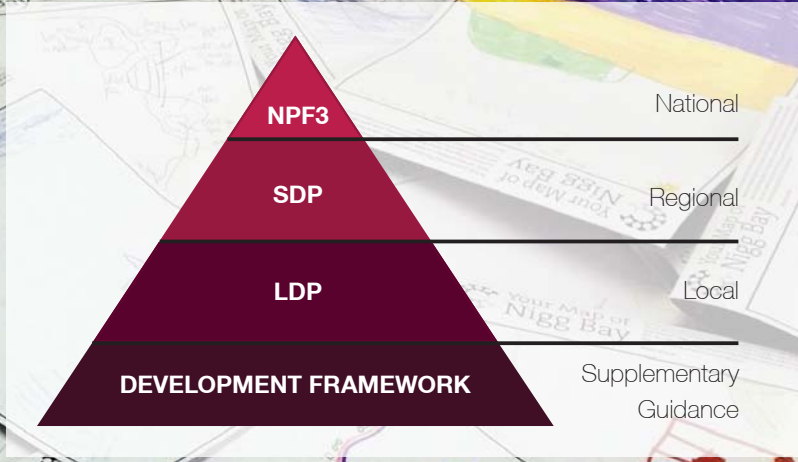
This is an area of open coastal farmland with limited opportunities for development, but some scope for enhancing its landscape.

FIGURE 6 Place and People Constraints and Opportunities Plan



# 03. Existing Policy & Regulations

THE OBJECTIVES, PROPOSALS AND PRINCIPLES CONTAINED IN THIS SUPPLEMENTARY GUIDANCE ARE REQUIRED TO RESPOND TO EXISTING POLICY, GUIDANCE AND LEGISLATION ON A RANGE OF MATTERS. AS THE BAY OF NIGG DEVELOPMENT FRAMEWORK ENCOMPASSES SUCH A LARGE AREA IT INTERACTS WITH NUMEROUS DESIGNATIONS. IT WILL ULTIMATELY FORM PART OF THE STATUTORY DEVELOPMENT PLAN COVERING THE AREA AND MUST THEREFORE COMPLY WITH ITS TERMS.



## National Planning Framework 3 (NPF3 – July 2014) Scottish Government

The Scottish Government published National Planning Framework 3 on the 23rd June 2014. NPF3 identifies Expansion of Aberdeen Harbour as a National Development and Bay of Nigg as the preferred development option.

With harbour expansion at Bay of Nigg established at the top tier of the planning hierarchy, it follows that the strategic and local development plan tiers should seek to facilitate and deliver this development.

NPF3 sets out four key themes which should influence the development process in Scotland. These are:

- A successful, sustainable place;
- A low carbon place;
- A natural, resilient place; and
- A connected place.

## Aberdeen City and Shire Strategic Development Plan (SDP – March 2014) Aberdeen City and Shire Strategic Development Planning Authority

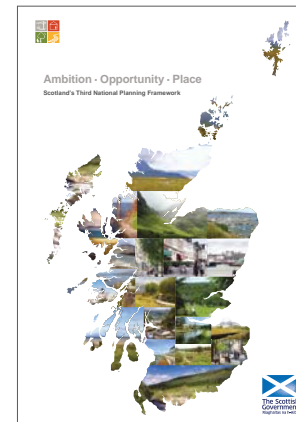
The SDP sets strategic planning policy for the Aberdeen city region.

It confirms that:

“The harbour has been identified as a key port in the National Renewables Infrastructure Plan. Work will be needed to set out in more detail the likely implications of this (building on ‘The Case for Growth’) and how the growth of the harbour can be accommodated to inform the next local development plan. Given its city-centre location, this work should take into account the wider city-centre regeneration as part of the current City Centre Development Framework and the competing demands for land.”

The SDP finds that at present, there is an adequate supply of business and employment land across the city region in both the City and Shire, extending to the end of the plan period to 2035.

The requirement and supply is reviewed every 5 years as part of development plan review.



### 13. STATEMENT OF NEED AND DESCRIPTION – Aberdeen Harbour

**1 – Location:** Nigg Bay.

**2 – Description of Classes of Development:**

Development at the location for:

- the construction of new and/or replacement harbour facilities where the resultant building or structure is or exceeds 10,000 square metres, or the area of development is or exceeds 2 hectares.
- the construction of new and/or replacement road infrastructure from existing networks.
- the provision of water supply and related infrastructure directly for new harbor facilities.

**3 – Designation:** A development within one or more of the Classes of Development described in paragraph (2) (a) to (c) is designated a national development.

**4 – Need:** These classes of development support the expansion of Aberdeen Harbour. Current constraints will increasingly limit the ability of the harbour to provide crucial services and limit opportunities for business growth at this nationally important facility. Nigg Bay has been identified as the preferred development option, due to the constraints of the existing sites.



FIGURE 7 Extract from NPF3

## Aberdeen Local Development Plan 2017

The following policies in the LDP are of particular relevance to this Supplementary Guidance alongside requirements for the Development Framework as a result:

**ALDP 2017 Policy I1 – Infrastructure Delivery and Planning Obligations** require that development be supported by suitable infrastructure, services and facilities.

The Development Framework should therefore identify the necessary infrastructure interventions necessary to enable new development and ensure that these are brought on stream in tandem to avoid any detrimental impact to the wider network.

**ALDP 2017 Policies T1 – Land for Transport** supports enabling transportation works including improved rail services.

The Development Framework should ensure that development is accompanied by appropriate supporting transportation works and should consider the long term potential for enhanced rail services.

**ALDP 2017 Policies T2 – Managing the Transport Impact of Development** requires that sufficient measures are taken to minimise traffic generated.

The Development Framework should therefore seek to maximise the use of sustainable modes of transport such as walking, cycling and public transport / rail freight. Where road vehicular movements are necessary by the nature of the journeys being undertaken, these should be directed to the most appropriate directions in order to minimise impacts upon already pressured parts of the network.

**ALDP 2017 Policy D1 – Quality Placemaking by Design** seeks to secure quality through high standards of design and fostering a sense of place.

The Development Framework should ensure that proposals for development are in line with the principles set out in Designing Streets and ACC's Supplementary Guidance regarding street layout and design. It should seek to preserve residential amenity through masterplanning, siting and design, avoiding neighbouring developments which are incompatible.

**ALDP 2017 Policy 2016 T3 – Sustainable and Active Travel** require that permeability be maintained and enhanced through new development and accessibility to employment opportunities, essential services and recreation maximised.

The Development Framework should seek to preserve and enhance existing sustainable transport routes as well as maximise opportunities for new ones. Particular emphasis should be given to walking and cycling routes between the masterplan areas as well as building on existing potential for public transport and rail freight opportunities.

**ALDP 2017 Policy D4 – Historic Environment** seek to minimise and mitigate against impact upon the built heritage.

The Development Framework should highlight significant aspects of the built heritage and ensure that any adverse impacts upon them as a result of development are suitably mitigated and minimised through the development process.

**ALDP 2017 Policy D2 – Landscape** requires that new development has a strong landscape framework and is informed by landscape appraisal.

The Development Framework should acknowledge areas of landscape sensitivity and plan for development accordingly. Where landscape impact may arise as a result of development, these should be suitably assessed and mitigated against through the development process.

**ALDP 2017 Policies BI1 - Business and Industrial Land** supports Class 4, 5 and 6 uses in appropriate locations. This includes a provision for protection of residential amenity.

The Development Framework should seek to maximise the use of established areas of business and industrial land for similar and complementary uses. Where conflicting land uses occur, their interrelationship should be managed through the development process so as to minimise impact upon residential amenity and business viability.

**ALDP 2017 Policies NE1 – Green Space Network** seek to protect the integrity and coherence of the GSN. Where impact is unavoidable mitigation should enhance the wider network.

The Development Framework should highlight the GSN and opportunities for its enhancement as a recreational and wildlife resource. Where areas of the GSN are deemed to be essential to accommodate infrastructure improvements which would affect its function at a particular location, improvements to the wider network should be secured through the development process.

**ALDP 2017 Policies NE2 – Green Belt** affords protection to the GB from development. Exceptions include essential infrastructure.

The Development Framework should seek to maintain the role and function of the green belt in line with SPP and LDP policy. Any amendments to the green belt boundary to accommodate new development should be brought forward through development plan review.

**ALDP 2017 Policies NE5 - Trees and Woodlands** presume against development that will result in loss of trees and woodlands that contribute to nature conservation, landscape character or local amenity.

The Development Framework should seek to direct development toward areas which would not result in adverse impact upon trees and woodland. Where areas of woodland are deemed to be essential to accommodate infrastructure improvements which would affect existing trees or woodland, replacement planting should be secured through the development process.

**ALDP 2017 Policies NE6 - Flooding and Drainage & Water Quality**

seek to reduce the risk of flooding on site and off-site. Detailed flood risk assessment for proposals will be dealt with through the development management process.

**ALDP 2017 Policies NE7 - Coastal Planning** seeks to protect the coastal area from development that does not require a coastal location.

The Development Framework should, with the exception of the new harbour and any essential ancillary or temporary development which requires a coastal location, seek to direct new development to areas outwith the undeveloped coast.

**ALDP 2017 Policies NE8 - Natural Heritage** require mitigation against impact upon protected species or designated sites and compliance with SPP as regards International Designations, National Designations, Local Designations and European Protected Species and Species protected under the Wildlife and Countryside Act 1981.

The Development Framework should seek to minimise adverse impact upon the natural environment. Detailed environmental assessment for individual proposals will be dealt with through the development management process. Any potential adverse impact upon protected species or habitats should be suitably considered and mitigated against.

**ALDP 2017 Policies NE9 – Access and Informal Recreation**

require that development should not compromise existing or potential recreation and should include new or improved provision for public access, permeability and links to green space.

The Development Framework should seek to maximise opportunities for outdoor access and recreation. Where areas which are presently accessible will be compromised through the introduction of development or infrastructure, the principle of access should be maintained through diverted routes both during construction and thereafter.

**ALDP 2017 Policy T4 - Air Quality**

– presumes against development which would result in an increase in air pollutants unless suitably mitigated.

The Development Framework should seek to minimise the potential for increase in air pollution through encouraging sustainable transport modal share wherever possible. Individual proposals for development which could give rise to exacerbation of air quality issues will be properly assessed and mitigation secured through the development management process.

Any future development which takes place in this development framework area will require to be in accordance with other relevant international, national and regional strategies and legislation. These include:

- **Scottish Planning Policy (July 2014)** Scottish Government;
- **Green Infrastructure Design and Placemaking (November 2011)** Scottish Government;
- **Creating Places - A policy Statement on Architecture and Place for Scotland** Scottish Government;
- **Policy on Control of Woodland Removal (2009)** Scottish Government;
- **The UK Forestry Standard** Forestry Commission;
- **National Renewables Infrastructure Plan (N-RIP Stage 1 January 2010 and Stage 2 July 2010)** Scottish Enterprise;
- **The Conservation of Habitats and Species Regulations 2010; and**
- **The Conservation (Natural Habitat etc) Regulations 1994 (as amended in Scotland).**
- **Nestrans Regional Transport Strategy 2021** Nestrans

(Transport Partnership for Aberdeen City and Shire).

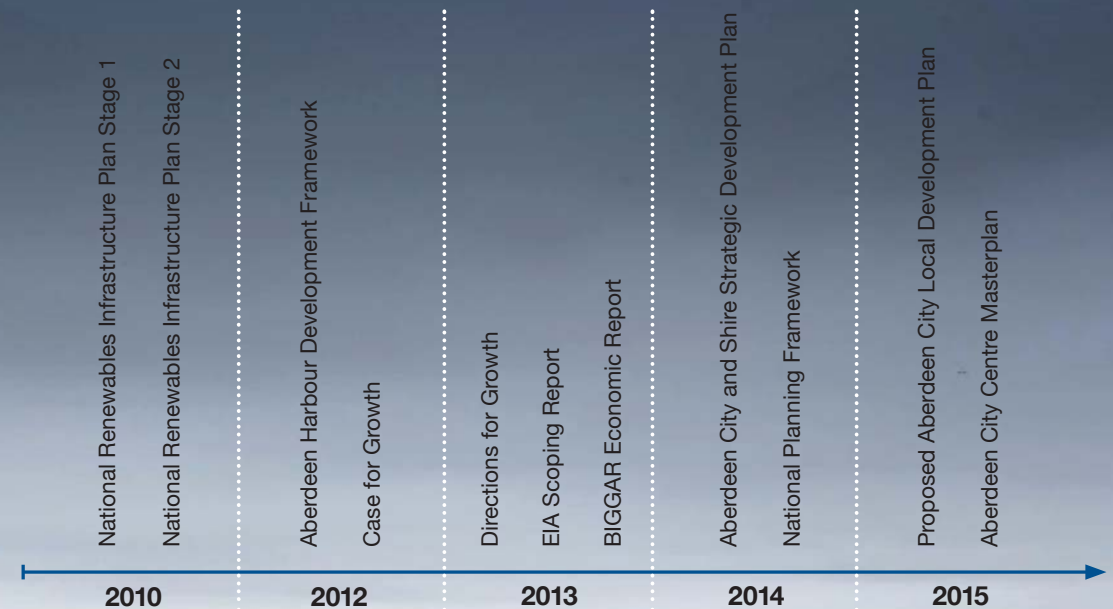
- **Aberdeen City Local Transport Strategy;**
- **Aberdeen Air Quality Action Plan 2011;**
- **ACC Nature Conservation Strategy 2010 - 2015;**
- **Aberdeen Open Space Strategy and Audit;**
- **Aberdeen's Strategy for Access to the Outdoors;**
- **Sustainable Urban Mobility Plan;**
- **Aberdeen City Sustainable Energy Action Plan;**
- **ACC Strategic Infrastructure Plan;**
- **Community Planning Aberdeen, Single Outcome Agreement 2013; and**
- **Aberdeen – The Smarter City 2012-2017.**

The Development Framework has also been subject to both Strategic Environmental Assessment and Habitats Regulations Appraisal. Accordingly, this report should be read in conjunction with the respective assessments. For further information on this matter please refer to Page 32 of this Document.

# 04. The Drivers for Change & Sensitivities

THE NEED FOR THIS DEVELOPMENT FRAMEWORK STEMS DIRECTLY FROM THE PROPOSALS BY ABERDEEN HARBOUR BOARD TO EXPAND ITS FACILITIES INTO BAY OF NIGG. THE INTRODUCTION OF THIS SIGNIFICANT PIECE OF INFRASTRUCTURE AS AN ECONOMIC DRIVER INTO THIS AREA WILL UNDOUBTEDLY BRING PRESSURE FOR CHANGE IN THE AREA AND IT IS THIS PRESSURE WHICH THE DEVELOPMENT FRAMEWORK SEEKS TO MANAGE.

FIGURE 8 *Timeline of Key Publications*



Work undertaken by Biggar Economics on behalf of Scottish Enterprise predicts that the expansion of Aberdeen Harbour into Bay of Nigg as a baseline scenario will prevent a reduction in the economic contribution that the Harbour makes to the region as is detailed in the accompanying table. A ‘do nothing’ scenario where harbour expansion is not pursued would result in a significant decline in GVA and employment directly related to Aberdeen Harbour.

A ‘Harbour only’ scenario therefore forms the baseline to the Development Framework: Background Report. This development will comprise the creation of a secure facility comprising and supported by:

- 1,400m of deepwater berth;
- 125,000m2 of open quayside;
- Direct access onto the local road network incorporating the rerouting of the Coast Road, Greyhope Road and St Fitticks Road; and
- Alterations to the existing bridge crossing the railway and Coast Road.

In addition, the report by Biggar Economics considered a ‘full development’ scenario, where the new harbour is constructed as described above but with accompanying infrastructure upgrades to provide enhanced linkages to and around existing industrial estates at Altens and East Tullos where significant development potential exists. This scenario forecast an additional £500 million GVA into the regional economy and 3,080 jobs by year 20.

**In order to fully harness the economic potential of the harbour these linkages must be made.**

Net economic impact of Aberdeen Harbour in year 20:					
Future development Scenario	Description	Aberdeen C&S		Scotland	
		Jobs	GVA (billions)	Jobs	GVA (billions)
<b>Full development Scenario</b>	New harbour developed at Bay of Nigg and necessary improvements made to surrounding roads infrastructure	12,350	£1.8	15,510	£2.0
<b>Basic development Scenario</b>	New harbour developed at Bay of Nigg but no improvements made to surrounding roads infrastructure	9,270	£1.3	11,365	£1.4
<b>Reference Case</b>	Status quo - new harbour at Bay of Nigg does not proceed	6,800	£1.0	8,350	£1.1

FIGURE 9 Estimated Projections Extract from Biggar Economic Report

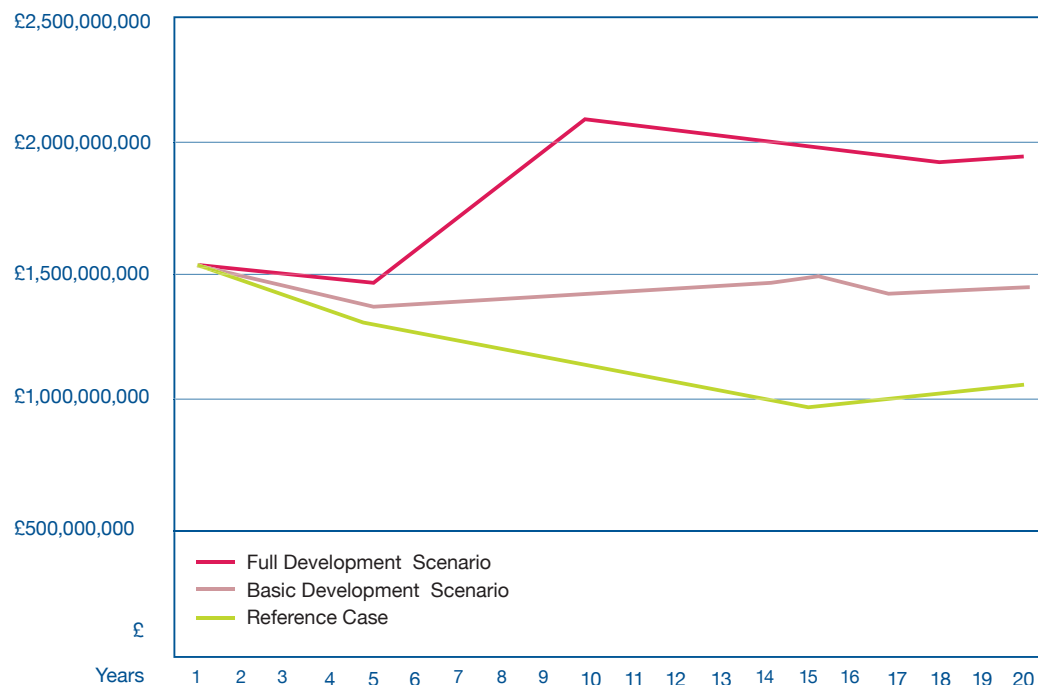
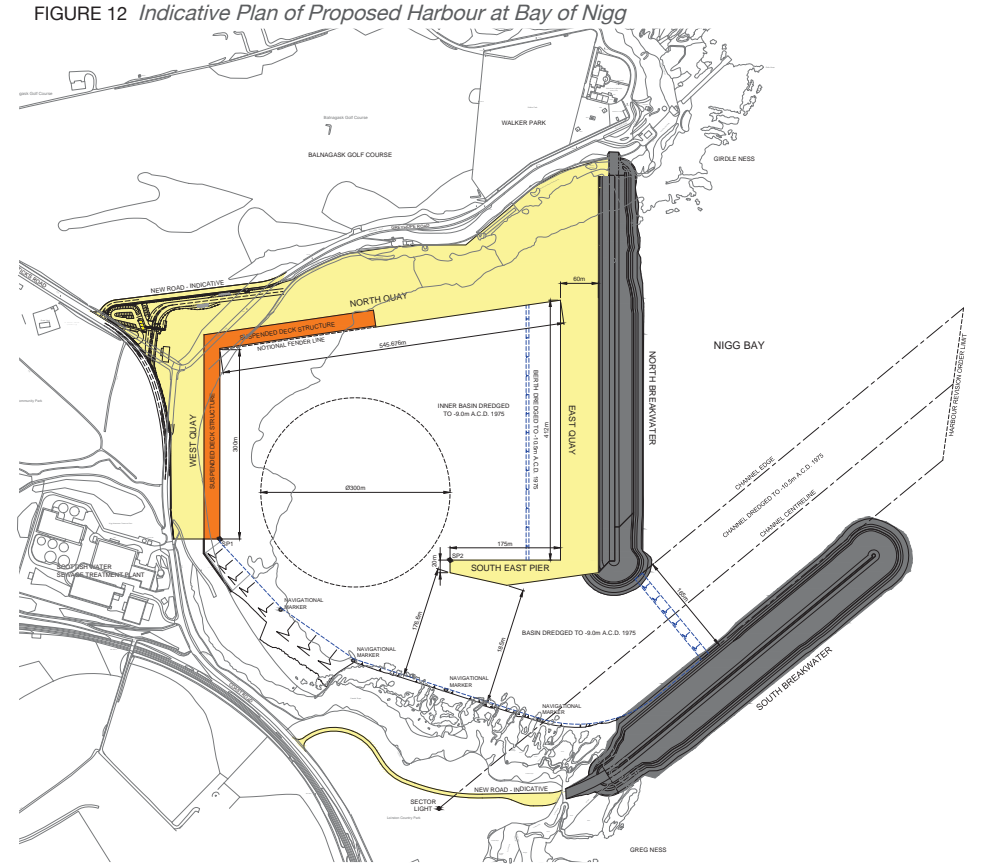


FIGURE 10 GVA of Aberdeen Harbour over time - Alternative Development Scenarios





## New Industries

In addition to the individual development components of the baseline scenario, the new harbour will likely attract a range of new industries to the area as well as intensifying existing industries, each of which have differing operational needs. These are likely to include:

- Oil and Gas;
- Decommissioning;
- Offshore Renewables;
- Tourism – Cruise and possibly Ferry;
- Subsea; and
- General cargo and shipping.

The new harbour must be flexible and adaptable - future proofed to long term changes in economic circumstances. It is not possible to accurately predict the changes in markets and the likelihood of certain industries locating within Aberdeen and the region. However, by making conditions as flexible and as attractive as possible to these industries it will be possible to maximise the chances of their locking into the existing knowledge and skills base which exists in Aberdeen and in turn secure benefits to the wider area.

Discussions and workshops with existing Harbour Customers established that each set of users has varying needs, but that common requirements are evident. The Oil and Gas industry is well established in the region and will likely continue to use existing bases both in and around the existing harbour and on peripheral industrial estates around the city. This notwithstanding, there would be additional demand for new facilities around the new harbour.

New or emerging industries to the region would require new premises to establish themselves in the area. All parties agreed that close proximity to the new harbour would be of great benefit and would be where greatest development pressure would gather. New development would likely be focused within either the East Tullos or Altens industrial estate in order to capitalise on the regeneration opportunities.

As well as land and property in proximity to the harbour, the ability to access and egress without impediment was considered essential.

## Environment

As is evident from the local analysis, there are an abundance of environmental factors which must be given appropriate consideration prior to making firm decisions on the future of the area. These considerations will influence how the area can accommodate change without significant adverse impact upon the environmental qualities which make it unique and of value to residents and visitors.

In this regard, the Development Framework has been subject to Strategic Environmental Assessment and Habitats Regulations Assessment. Accordingly, this report should be read in conjunction with the respective assessments. For further Information on this matter please refer to Page 32 of this Document.

The proposals by Aberdeen Harbour Board for the construction and operation of the Harbour at Bay of Nigg, with associated essential infrastructure have been subject to an Environmental Impact Assessment. Further to this, any subsequent planning applications for individual proposals for development will also require to be considered against the terms of the Environmental Impact Assessment (Scotland) Regulations 2013 and EIA carried out if necessary.



*View across St Fitticks Park looking east toward the Nigg Waste Water Treatment Plant & North Sea*



## People

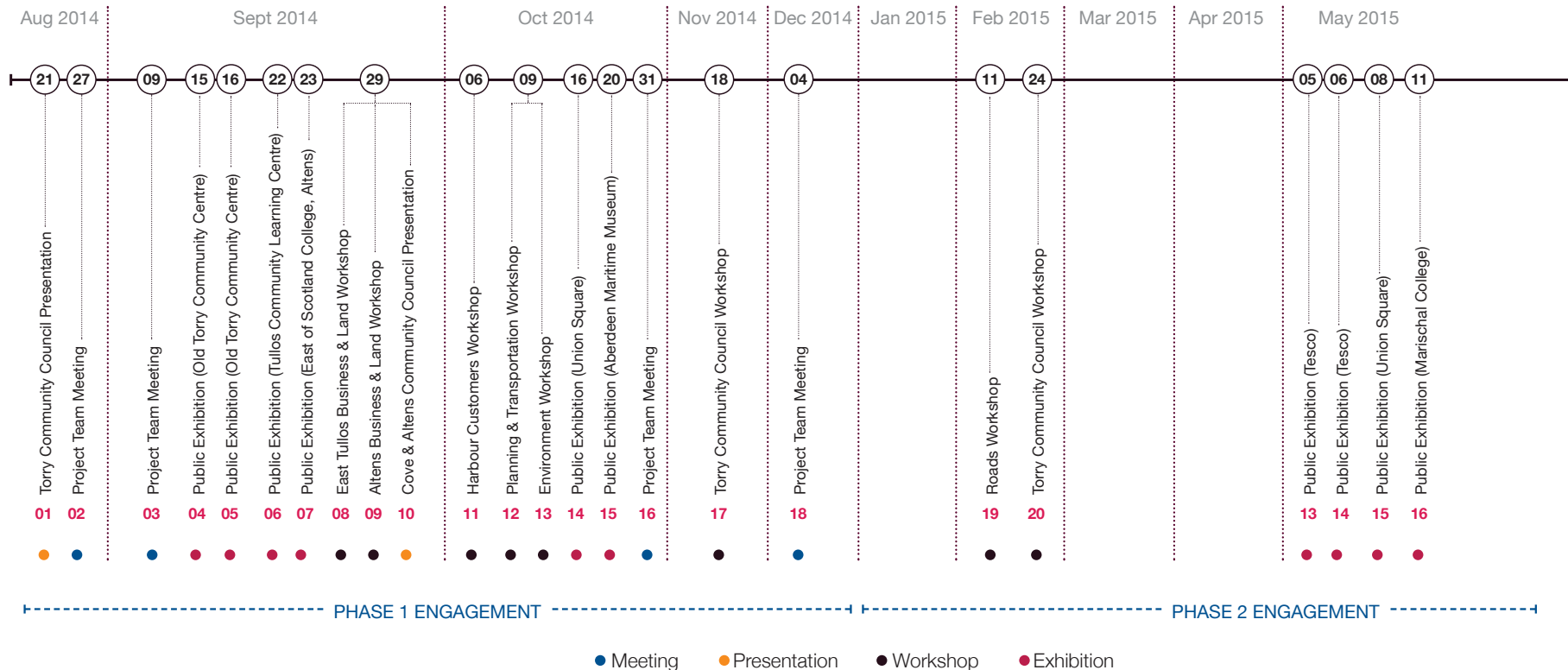
The proposals for a new harbour at Bay of Nigg have been consulted on widely since their inception, through building the case for growth and site selection process by Aberdeen Harbour Board, to public and stakeholder engagement carried out by the Scottish Government and Aberdeen City Council in preparing NPF3 and the Proposed Aberdeen City Local Development Plan 2016. This has involved public meetings and exhibitions as well as stakeholder workshops with a wide range of parties.

The preparation of the Development Framework has been informed by a robust and wide-ranging programme of community and stakeholder engagement.

In addition to public engagement events, workshops and update presentations were held with:

- Environmental Stakeholders;
- Planning and Transportation Stakeholders;
- Torry Community Council;
- Nigg Community Council;
- Cove and Altens Community Council; and
- Harbour Customs.

The programme of stakeholders and public engagement for the Development Framework was split into two phases. The first phase ran from August 2014 to November 2014 and reached in excess of 300 individuals. The second phase, which was a follow up on the first phase ran from February 2015 to June 2015 and reached in excess of 200 individuals.



Throughout the consultation process a wide range of feedback was received, outlining the various issues that different groups and individuals highlighted as of particular importance to them.

The full findings and outcomes of the workshops and community engagement events are set out in the Bay of Nigg Development Framework: Background Report and Engagement Report.

The tables below outline some of the key issues raised at the various events:

	Torry Community Exhibition	East Tullos Business and Land Exhibition	Altens Business and Land Exhibition	East Tullos and Altens Business and Land Workshop	Cove and Altens Community Council Presentation	Aberdeen Harbour Customers Workshop	Union Square City Residents Exhibition	Torry Community Council Workshop
Event No.	04/05	06	07	08/09	10	11	14	17
	<ul style="list-style-type: none"> <li>Infrastructure upgrades required</li> <li>Scottish Water Nigg Waste Water Treatment Works odour</li> <li>City Centre access for tourists</li> <li>Impact on local infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>Scope for revitalisation of East Tullos</li> <li>Consider rail access</li> <li>Scottish Water Nigg Waste Water Treatment Works odour</li> <li>Road link to East Tullos is positive</li> </ul>	<ul style="list-style-type: none"> <li>Consider rail access</li> <li>Infrastructure upgrades required</li> <li>Existing business to expand</li> <li>Attracting new business to the area</li> </ul>	<ul style="list-style-type: none"> <li>Infrastructure upgrades required</li> <li>Storage / warehouse facilities</li> <li>Consider rail access</li> <li>Scope for revitalisation of East Tullos</li> </ul>	<ul style="list-style-type: none"> <li>Consider rail access</li> <li>Scottish Water Nigg Waste Water Treatment Works odour</li> <li>Road link to East Tullos positive</li> <li>City Centre access for tourists</li> </ul>	<ul style="list-style-type: none"> <li>Infrastructure upgrades required</li> <li>Road link to East Tullos is positive</li> <li>Consider rail access</li> <li>Attracting new business to the area</li> </ul>	<ul style="list-style-type: none"> <li>Community benefits for the people of Torry</li> <li>Consider rail access</li> <li>Infrastructure upgrades required</li> <li>Scottish Water Nigg Waste Water Treatment Works odour</li> <li>Road link to East Tullos is positive</li> <li>Public Access / Coastal Path</li> <li>Landscape Impact</li> </ul>	<ul style="list-style-type: none"> <li>Infrastructure upgrades required</li> <li>Community benefits for the people of Torry</li> <li>Wellington Road and wider road network at capacity</li> <li>Scottish Water Nigg Waste Water Treatment Works odour</li> </ul>

FIGURE 14 Phase 1 Engagement - Feedback Table



	Torry Community Council Workshop	Torry and City Residents Exhibition		
Event No.	20	21/22/23/24		
	<ul style="list-style-type: none"> <li>• Cumulative impact of all development requiring consideration</li> <li>• Access to coast for recreation and movement</li> <li>• Air quality</li> <li>• Consider rail access</li> <li>• Retain character of coast.</li> </ul>	<ul style="list-style-type: none"> <li>• Wellington Road and wider road network at capacity</li> <li>• Infrastructure upgrades required</li> <li>• Community benefits for the people of Torry</li> <li>• Protect existing and provide new parks / public green space</li> <li>• Impact upon residential amenity through traffic and loss of recreation opportunities</li> <li>• Consider rail access</li> </ul>	<ul style="list-style-type: none"> <li>• Provide wildlife / dolphin viewing area</li> <li>• Maintenance of coastal path and access around new harbour</li> <li>• Consider rail access</li> <li>• Scottish Water Nigg Waste Water Treatment Works odour</li> <li>• Maintenance and improvement of coast for recreation</li> <li>• Protection and enhancement of wildlife and environmental interests</li> </ul>	<ul style="list-style-type: none"> <li>• Need for Environmental Assessment</li> <li>• Protect existing and provide new and improved cycle paths / links</li> <li>• Attracting new business to the area, in particular tourism and renewable energy</li> <li>• Provision of food / refreshment / picnic areas</li> </ul>

FIGURE 15 Phase 2 Engagement - Feedback Table



Stakeholder workshops and ongoing dialogue with ACC have shaped the form and content of the Development Framework at each stage of its production. While these professional opinions and insight have proved essential, the same can be said of the interaction with communities both in the area and across the city who took the time to engage in the process.

The key issues raised during exhibitions in September 2014 could be summarised into six key themes, which have carried through into the Supplementary Guidance. These are:

<b>Economy / Business</b>	<b>Land Use</b>
<b>Access</b>	<b>Public Space &amp; Access</b>
<b>Environment</b>	<b>Community Benefits</b>

These themes were then set out and consulted on during the City Residents Exhibition at Union Square in October 2014 at which point broad support for their continuation was received. These considerations form the basis for the Development Framework and, under each heading, development principles will be set out which will guide future masterplans and detailed proposals within the area.

Critically and common to all stakeholder groups, including communities, was the identification of the need to consider development and infrastructure in a considered and joined up manner. This message grew in stature as the engagement process progressed, particularly during workshops with Community Councils and ACC's Roads Service. Road network capacity in particular was identified as being critical to realising the value which the new harbour can bring. Ensuring that interventions are identified, programmed and delivered in line with new development coming on stream was also considered essential.

As a result, the Development Framework began to focus on the identification of essential infrastructure upgrades alongside phased development. It was agreed with ACC that these should be considered in phases that align with local development plan review.

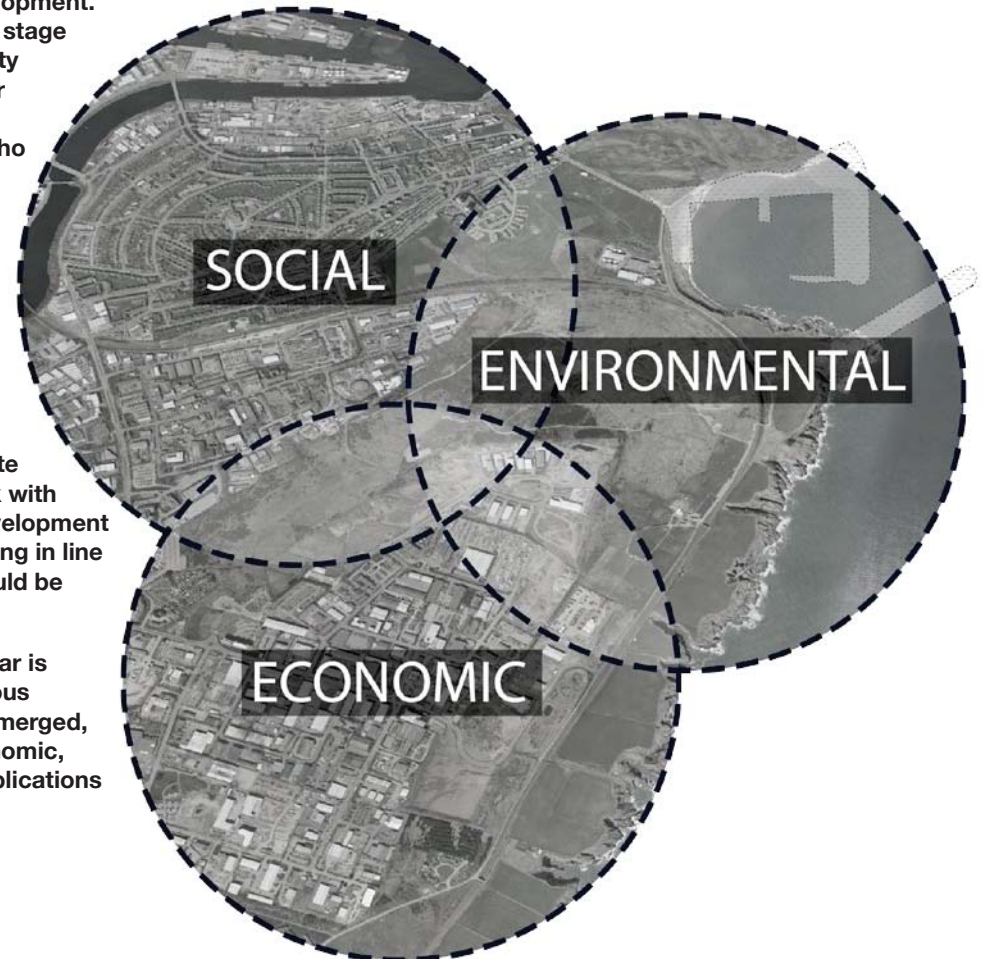
The second round of public engagement presented the general approach of this Development Framework and found broad support for the approach adopted. It also sought feedback and suggestions on proposals for and approaches to the delivery of new and replacement public spaces and access arrangements which have informed the Framework for Development chapter on pages 40 - 49, (chapter 5).

**Critical to the effective long term process of the Development Framework area is the properly coordinated and phased delivery of infrastructure suitable to service new development. This was highlighted at each stage of stakeholder and community engagement with a particular emphasis from communities and employees in the area who experience existing issues with road network capacity. As a direct result, the focus moved from a series of options for development to a phasing programme for infrastructure and redevelopment.**

**It was also evident, that in order to successfully integrate the Development Framework with subsequent replacement development plans, consideration of phasing in line with 5 year plan reviews should be pursued.**

**Most importantly, what is clear is the need to balance the various interests and issues which emerged, effectively marrying the economic, environmental and social implications of the development.**

**In practice this means maximising economic benefit and development opportunities for the city, minimising environmental impact and maximising any environmental benefits that can be achieved. And, crucially, for social consideration and the aspirations of communities to inform the long term planning of the area.**



# 05 A Framework and Programme for Delivery

IN EMBRACING A LONG-TERM AND STRATEGIC APPROACH TO PLACEMAKING, IT HAS BEEN ESSENTIAL TO CONSIDER THIS DOCUMENT IN THE CONTEXT OF THE DEVELOPMENT PLAN OF WHICH IT WILL FORM A CONSTITUENT PART. DEVELOPMENT PLAN CYCLES ARE 5 YEARS LONG AND AS A RESULT THE DEVELOPMENT FRAMEWORK WILL BE CONSIDERED IN THIS CONTEXT. ANYTHING PROPOSED IN YEARS 1 – 10 MUST BE COMPLIANT WITH THE ABERDEEN CITY AND SHIRE STRATEGIC DEVELOPMENT PLAN (2014) AND ABERDEEN LOCAL DEVELOPMENT PLAN (2016). LATER PHASES WILL REQUIRE TO BE CONSIDERED UPON EACH LDP REVIEW IN THE CONTEXT OF EMERGING POLICIES AND STRATEGIES. ALL PHASES WILL REQUIRE TO RELATE TO THE AIMS AND OBJECTIVES OF THE DEVELOPMENT FRAMEWORK SET OUT IN THE INTRODUCTION AND VISION (PAGE 3).



The overall Development Framework approach comprises a two tiered process which is set out as follows:

## Development Framework

The Development Framework considers how the wider study area relates to the surrounding area, and seeks to improve both its physical and non-physical connections therein.

### Strategic Environmental Assessment and Habitats Regulations Appraisal

Under the terms of the Environmental Assessment (Scotland) Act 2005, ACC has undertaken screening with regulators to ascertain the need or otherwise for Strategic Environmental Assessment (SEA). While the site for the new harbour has been considered under the SEA for both NPF3 and proposed LDP 2016, as the Development Framework considers land beyond this designation it was considered that screening should be undertaken.

By virtue of its nature and scale, the screening report confirmed that there was the likelihood of significant environmental effects and therefore an SEA: Environmental Report on the Framework was required. This Environmental Report must be read in conjunction with this Development Framework.

To summarise the findings of the Environmental Report, it is our view that the SEA assessment process has had a positive effect on the creation of the Nigg Bay (Bay of Nigg) Development Framework document. The SEA process has identified the key environmental issues, constraints and trends, as well as the likely significant negative effects on the environment; effects that were not anticipated at the start of the planning process. The process has enabled appropriate mitigation measures to be set against such negative effects, and incorporated into the Framework. With the incorporation of mitigation measures and alongside ongoing monitoring of the significant effects identified, it is considered that the proposals included in the Nigg Bay (Bay of Nigg) Development Framework are in line with the requirements of National Planning Framework 3, Scottish Planning Policy, the Aberdeen City and Shire Strategic Development Plan and Proposed Development Plan. The mitigation incorporated in the assessment the Framework identifies measures that will prevent, reduce or offset any significant adverse effects on the environment when implementing the Framework. Overall the environmental assessment has helped to guide our preference for development options and design and development principles to help guide the form of development in the Framework area.

Similarly, due to the presence of the qualifying interests of nearby Natura 2000 sites, a Habitats Regulations Appraisal (HRA) Appropriate Assessment was required and has been undertaken on the Development Framework. This assessment and the associated mitigation measures must be read in conjunction with this Development Framework.

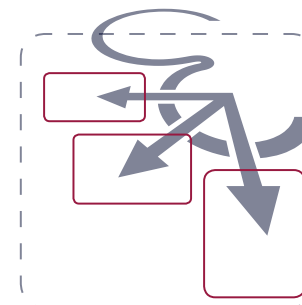
To summarise the findings of this appraisal; the Draft Framework is likely to have a significant individual and in-combination effects on qualifying interests of River Dee Special Area of Conservation (SAC), Moray Firth SAC, Isle of May SAC and Berwickshire and North Northumberland Coast SAC. These qualifying interests include grey seals, dolphins, otters and Atlantic Salmon. We are however, able to address the adverse effects of the proposal on the integrity of the protected species when we apply mitigation measures in the National Planning Framework 3, Aberdeen City & Shire Strategic Development Plan, and Aberdeen Local Development Plan to the Framework.

Following the application of mitigation measures, we can conclude that the Draft Framework would be likely to have a significant effect on European sites listed in this assessment, either alone or in combination with other aspects of the same Framework or other plans or projects. However, by its nature as a strategic document, the Framework is considered to be high level and therefore further HRA appropriate assessment(s) will be required as more defined and detailed proposals come forward, which includes the requirement for project level HRA.

## Masterplans

Individual Masterplans will be prepared for each of the sub-areas. These will be area specific and relate to the future development areas within their respective study areas. They will have a more particular focus on improving, extending and diversifying the activity and associated commercial offer.

It is envisaged that the individual masterplans, and development components within, will be progressed by the following parties and likely in the following order:



Masterplan Area	Responsibility	Timescale
Bay of Nigg	Aberdeen Harbour Board / Aberdeen City Council	ALDP 2016
Altens	Aberdeen City Council / Scottish Enterprise / Landowners	ALDP 2022
East Tullos	Aberdeen City Council / Scottish Enterprise / Landowners	ALDP 2027

The option testing process within the Baseline Report resulted in an indicative vision for development. The development vision, strategic objectives, and a list of key design and development principles can be articulated, and are set out on the following pages.

The objectives and principles for each of the Masterplan areas; Bay of Nigg, Altens and East Tullos, are categorised under the following headings:

- Economy / Business;
- Land Use;
- Infrastructure and Access;
- Public Spaces and Access;
- Environment; and
- Community Benefits.

Each Masterplan and all subsequent development proposals will be expected to reflect these principles.



FIGURE 16 Building a New Harbour



The development framework identifies a series of key infrastructure interventions or *gateways*, where investment is required to realise the potential of each of the masterplan areas. These are set against future development plan reviews and stage by stage will unlock the key phases of development.

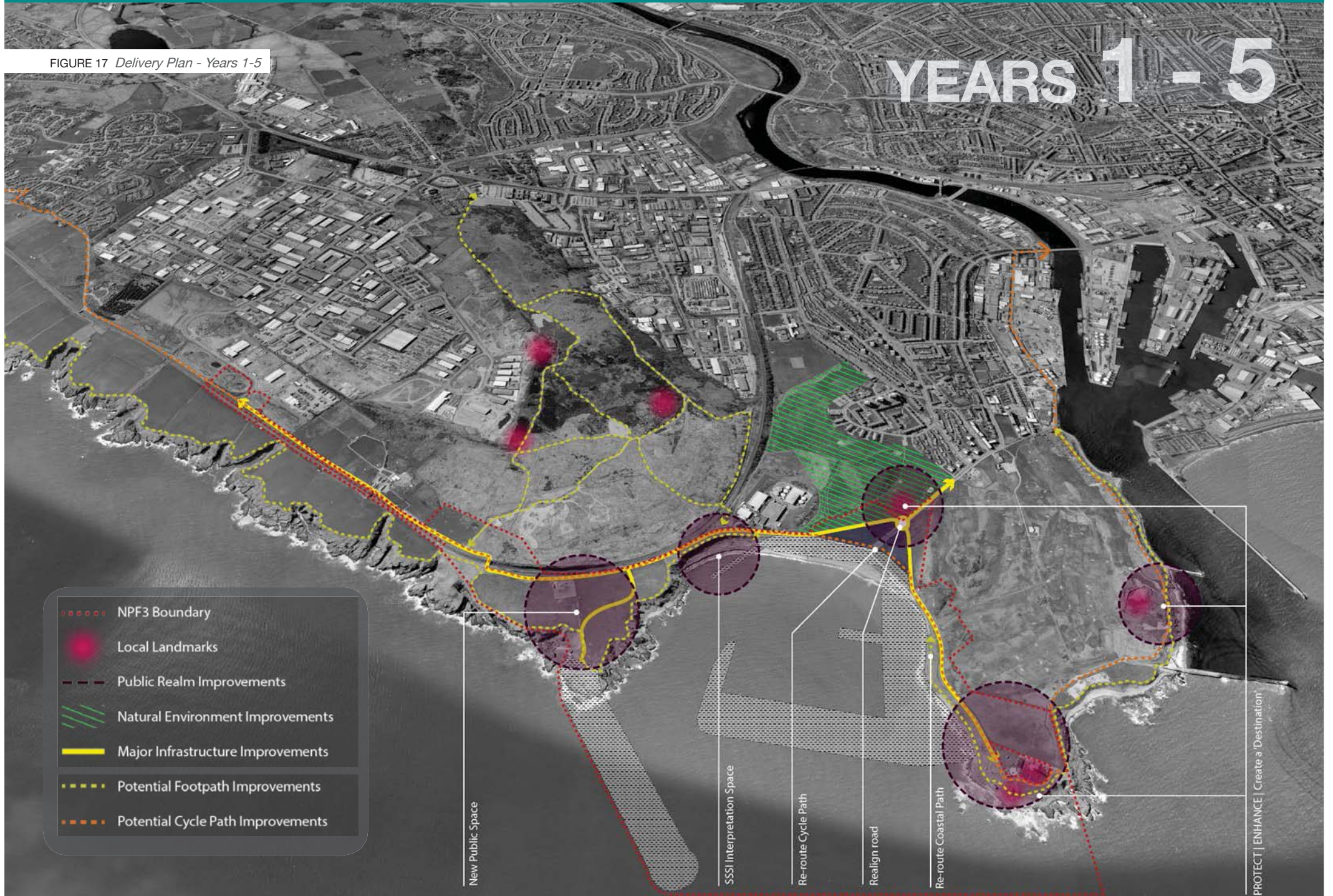
- 1 A new harbour at Bay of Nigg;
- 2 Upgrading the road network in and around Altens; and
- 3 Providing a direct link from Bay of Nigg to East Tullos.

Note: The provision of major infrastructure improvements (i.e. a road link from The Bay of Nigg to East Tullos) are indicative and will be required to be considered during subsequent Reviews of the Aberdeen LDP. This would be undertaken every 5 years, following subsequent adoption of the proposed Aberdeen LDP in 2017.

Developer contributions for infrastructure interventions, and any other local infrastructure improvements, will be sought from developers in the development framework area with the scale of contributions agreed with Aberdeen City Council through Transport Assessments and in line with Circular 1/2010.

FIGURE 17 Delivery Plan - Years 1-5

# YEARS 1 - 5



**THE 3 GATEWAYS FOR DELIVERY AND THEIR CONSTITUENT COMPONENTS HAVE BEEN SET AGAINST 5 YEAR PHASES IN LINE WITH FUTURE DEVELOPMENT PLAN REVIEWS. THESE IDENTIFY THE TIMING OF INFRASTRUCTURE INTERVENTIONS TO FACILITATE DEVELOPMENT AND REGENERATION ALONGSIDE PUBLIC REALM AND ACCESSIBILITY IMPROVEMENTS.**

**1 Years 1-5 New Harbour at Bay of Nigg  
+ Improvements to Coast Road**

The key access issues for Bay of Nigg are the maintenance and improvement of the existing road network to enable construction and early years of operation of the new harbour.

This will involve the rerouting and closure of parts of Greyhope Road, St Fitticks Road and the Coast Road around the new harbour and the formation of new vehicular access points into the harbour.

During construction, vehicular access will be taken from the two headlands so as to facilitate construction of the breakwaters. The southern access will be maintained in perpetuity thereafter for future maintenance of the southern breakwater, while access to the northern breakwater for maintenance will be taken from the quayside.

The existing road network has capacity to accommodate harbour construction and early years of operation, albeit with minor improvements to the network and traffic management measures in place.

All HGV traffic to and from the harbour during construction and operation would travel from the south – using Coast Road, via Hareness Road into Altens Industrial Estate and beyond onto Wellington Road. This would ensure that HGV traffic associated with the harbour would avoid travel along Victoria Road, St Fittick's Road, Greyhope Road and other residential streets within Torry and / or Cove.

Any potential infrastructure improvements will be identified and agreed through the approval process for the harbour expansion. Possible interventions could include:

- Road surface and overlay improvements;
- Road widening (parts of Coast Road from the railway bridge to Hareness Road);
- Alterations to line marking and traffic signal timings on Coast Road Bridge; or
- Enhancements to pedestrian and cycle routes.

In relation to public transport, whilst demand assessments cannot be undertaken until the harbour is operational, commitment from various bus operators has been provided to extend current service provision to include the harbour within respective bus routes. To this extent, the harbour proposal includes land for the provision of a bus stop and bus turning area, accessed off Coast Road, to facilitate the provision of such facilities.

Scottish Water has identified the need for new water mains to serve the new harbour which will likely be required from the point of operation commencing.



# Years 1 - 5

## Bay of Nigg Masterplan

It is envisaged that the Bay of Nigg Masterplan will be first of the three sub-areas to be developed. This will enable the delivery of the new harbour in line with Aberdeen Harbour Board's critical path programme of works. The harbour, its operational area and any temporary construction areas will fall within the defined NPF3 boundary as shown on Figure 17.

Critical interactions will be between the construction and operations of the harbour with adjacent land uses. There will be a need to maintain an acceptable level of public access to open spaces around the site during construction then reinstatement of temporary construction areas after construction.

As previously referred, an EIA is being carried out by Aberdeen Harbour Board which will assess the potential environmental impact of the construction and operation of the new harbour development and any essential infrastructure and will propose suitable mitigation measures. The EIA will form a key component of the consenting process.

This will include chapters covering a range of topics, including:

- Socioeconomics;
- Seascape and Landscape Visual Impact Assessment;
- Air Quality;
- Ecology and Protected Species;
- Geology and Land Contamination;
- Flood Risk;
- Transport;
- Geophysical;
- Metocean;
- Hydrodynamic and Plume Modelling;
- Blasting;
- Benthic and Intertidal Surveys;
- Fish and Shellfish;
- Commercial Fisheries;
- Navigation;
- Underwater Noise;
- Noise;

- Archaeology; and
- Marine Mammals and Birds.

The EIA has been carried out only for the harbour proposals as these are the only development component of the Development Framework which are at a stage that they can be progressed towards applications for consent. All other development components are outwith the control of Aberdeen Harbour Board and do not form part of their specific proposals for harbour expansion.

The harbour proposals will be subject to three separate but closely interlinked consenting regimes. These are:

- A Harbour Revision Order under the Harbours (Scotland) Act 1964;
- Marine Licences under the Marine (Scotland) Act 2010; and
- Planning Permission under the Town and Country Planning (Scotland) Act 1997 as amended by the Planning (Scotland) Act 2006.

The extent to which the various components will be required will be agreed with each of the three regulators. However, it is widely agreed that the Harbour Revision Order (HRO) and Marine Licence will represent the principal consent for the delivery of the harbour with planning permission required for those landward elements of the development that lie outwith the HRO boundary and are not deemed to be permitted development.

Any impact upon the marine environment will be assessed through the EIA and managed through the HRO and Marine Licensing processes. In addition, other consents and licences may be required, such as Controlled Activities Regulations licences and protected species licences, depending on the findings of the EIA.

A Transport Assessment is being carried out which will support the various applications and inform the EIA and Bay of Nigg masterplan. This will consider amongst other items the ability to restrict HGV access and egress to the new harbour via Torry, the implications of coach traffic associated with cruise operations and access and egress for abnormal loads.

Beyond the harbour and its construction site, a number of other matters require further consideration. These predominantly relate to provision of public open spaces for recreation and movement and to transport infrastructure. In planning for these functions, consideration must be given to the impacts on the natural environment, both terrestrial and marine, in terms of habitat, habitat connectivity, and individual species.



FIGURE 19 *Bay of Nigg Masterplan Area*

## Harbour Construction & Early Operation

The first phase of the Development Framework will be predominantly concentrated on the delivery of the new harbour itself. In the first instance the formation of the site and suitable access arrangements to facilitate construction will be necessary. This will include realignment of the three roads which meet at Bay of Nigg, the exact route of which will be considered through the Bay of Nigg masterplan and the consents process for the new harbour.

Temporary construction areas would be formed on the headlands and adjacent to the beach to the north of the Nigg Waste Water Treatment Works.

The Coastal Path would require rerouting during the construction period.

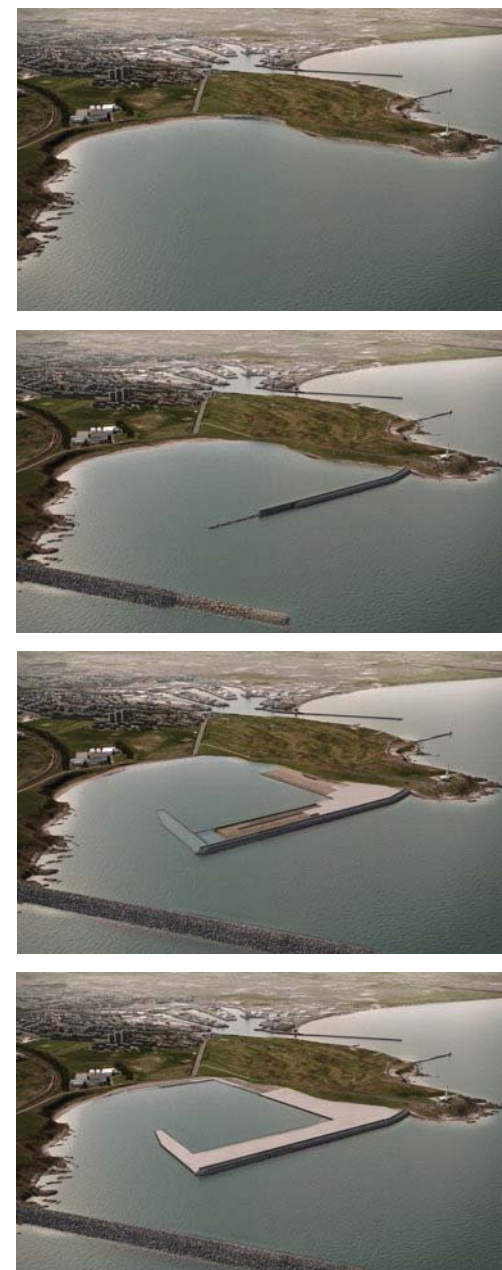
Road and signal improvements on the Coast Road and Rail Bridge Crossing would be implemented during this period.

Following construction of the harbour, the temporary construction areas would require reinstatement as would a rerouted coastal path.

The latter years of the first phase should include by the preparation of the Altens Masterplan which should be in place in advance of the second phase.

The Baseline Report identifies additional areas of land which may be considered for development in the later phases of the development framework. These should be considered in the context of future development plan reviews, as set out below.

FIGURE 20 Harbour Construction Visualisations up to year 2



	Year	Development Component	Delivery
<b>Pre-Construction</b>	2016	Preparation of Bay of Nigg Masterplan	Aberdeen Harbour Board
<b>Construction</b>	2017	Infrastructure Improvements i.e. potential alteration to Coast Road bridge line markings, signal timing, potential overlay improvements, potential widening of Coast Road (between Coast Road Bridge and Hareness Road, as required)	Aberdeen Harbour Board / Aberdeen City Council
	2017	Temporary construction areas	Aberdeen Harbour Board
	2018	Formation of Breakwaters	Aberdeen Harbour Board
	2018	Formation of Quays	Aberdeen Harbour Board
<b>Post-Construction</b>	2019	New Harbour becomes operational	Aberdeen Harbour Board
	2019	Consideration of additional land through LDP review	Aberdeen City Council
	2019	Preparation of Altens Masterplan	Aberdeen City Council / Scottish Enterprise / Developers / Landowners
	2020	Reinstatement of temporary construction areas as public open space	Aberdeen Harbour Board
	2021	Reinstatement and realignment of Coastal Path	Aberdeen Harbour
	2021	Preparation of East Tullos Masterplan	Aberdeen City Council / Scottish Enterprise / Developers

FIGURE 21 Development table for years 1 - 5

## Bay of Nigg Development and Design Principles

<b>Economy and Business</b>	
<b>Objective 1</b>	<b>Facilitate the construction and operation of a new harbour facility at Bay of Nigg.</b>
	<ul style="list-style-type: none"> <li>Land as identified in ALDP 2016 should be safeguarded and made available for the construction of a new harbour facility at Bay of Nigg in line with NPF3.</li> <li>Suitable supporting roads and services infrastructure should be provided to enable construction and operation.</li> <li>The new harbour should be capable of accommodating larger vessels than currently possible within the existing harbour.</li> <li>The new harbour should be designed to accommodate future predicted traffic flows.</li> </ul>
<b>Objective 2</b>	<b>Maintain and expand existing harbour related activity in the region i.e. oil and gas, energy, general cargo etc.</b>
	<ul style="list-style-type: none"> <li>Development proposals should take cognisance of their surroundings, sensitively integrating with existing work streams and enhancing possibilities where possible.</li> </ul>
<b>Objective 3</b>	<b>Expand the potential range of uses where possible, attracting new work streams i.e. Cruise related tourism, decommissioning, offshore renewables etc.</b>
	<ul style="list-style-type: none"> <li>Development proposals should be sufficiently flexible so as to respond to and accommodate the specific needs of new industries.</li> </ul>
<b>Objective 4</b>	<b>Connect to digital infrastructure networks</b>
	<ul style="list-style-type: none"> <li>In line with LDP policy, new development will have access to modern, up-to-date high-speed communications infrastructure.</li> </ul>

<b>Land Use</b>	
<b>Objective 1</b>	<b>Complement and not compromise the vitality and regeneration of the city centre.</b>
	<ul style="list-style-type: none"> <li>Proposals for development should not introduce significant uses which could compete with and detract from the offer of the city centre, compromising its regeneration.</li> </ul>
<b>Objective 2</b>	<b>Sensitively manage the interaction between existing communities, businesses and industry.</b>
	<ul style="list-style-type: none"> <li>Provide a safe and secure harbour environment with clear definition between public and private space.</li> <li>Industrial development should be screened from public and residential areas as far as practicably possible.</li> <li>Particular regard should be given to issues of noise, vibration, air quality, odour and light.</li> </ul>
<b>Objective 3</b>	<b>Development proposals should seek to avoid compromising Green Belt and Green Space Network objectives as defined in planning policy.</b>
	<ul style="list-style-type: none"> <li>Development proposals within the initial phases of the Development Framework should be compliant with Green Belt policy.</li> <li>Future proposals for development beyond those proposed as part of the Baseline Scenario will require to be in line with current development plan policy and any associated Green Belt / Green Space Network review.</li> </ul>

## Bay of Nigg Development and Design Principles

### Infrastructure and Access

#### Objective 1 Maximise connectivity to, from and through the development.

- All roads, streets and spaces shall be well connected, both internally and externally.
- Roads and streets shall be designed so as to traffic calm naturally.
- Make efficient use of road space / junctions to help create quality streetscapes.
- Investigate measures to consider memorial options and / or scattering of ashes from accessible areas close to the proposed harbour (i.e. south of the proposed West Quay).

#### Objective 2 Establish new sustainable transport connections.

- New and improved routes for walking and cycling should be designed into proposals at an early stage.

#### Objective 3 Provide road access suitable for the construction and operation of the new harbour at Bay of Nigg.

- Any access arrangements and infrastructure improvements, including parking and interim arrangements, will be addressed in a Transport Assessment, in full consultation and accordance with ACC Transportation and Roads Services.
- The existing road network should be maintained and upgraded in line with ACC requirements as agreed with ACC Roads Development Management to facilitate construction and operational traffic.
- Construction and operation of development should not result in a significant adverse impact upon the road network to the detriment of other road users, particularly at peak times.
- Provide temporary access points during the construction of the harbour which will not negatively impact on existing land uses and infrastructure.
- Establish a principal point of access for the proposed harbour which will aid traffic flow in the area.

- Safeguard road network capacity from emerging development proposals for harbour purposes.
- Access arrangement for the new harbour should be designed so as to restrict the access or egress of HGV's via St Fitticks Road or Greyhope Road. This will be considered further in the Bay of Nigg Masterplan and agreed with ACC through a Transport Assessment.
- Suitable measures to facilitate the movement of cruise / ferry passengers should be put in place in advance of these operations commencing.

#### Objective 4 Provide improvements along the existing Coast Road and bridge.

- Upgrades to the Coast Road will require to be made to facilitate the construction and operation of the harbour without compromising its current function.
- Upgrades will include opportunities for improved pedestrian and cyclist access.

#### Objective 5 Ensure any planned infrastructure is future proofed for extreme weather events and impacts of coastal flooding as a result of climate change.

- Climate change impacts will be addressed in an Environmental Statement in the form of an allowance in the flooding and drainage considerations.

#### Objective 6 Minimise impact of infrastructure upgrade works

- Necessary upgrades to water, road and other infrastructure should be planned and programmed so as to minimise the impact upon local communities and businesses.
- Early engagement with operators, including Scottish Water, is required.

### Public Space and Access

#### Objective 1 Protect and enhance existing heritage sites, and places of local importance.

- Proposals for development should sensitively respond to the setting of nearby Listed Buildings and Scheduled Ancient Monuments in the area. This includes Category A listed Structures comprising Girdleness Lighthouse and Fog Horn; Category B Listed Structures comprising St Fitticks Church (also Scheduled Ancient Monument); and Schedule Monuments comprising Torry Battery, Balnagask Motte, Tullos Cairn, Crab's Cairn, Baron's Cairn, Loirston Country Park Cairn and Cat Cairn.
- Any adverse impact upon the heritage value of these assets or their settings will be appropriately mitigated against. Furthermore any direct impact on areas of known archaeological potential will also be mitigated against.
- Opportunities for interpretation of the historic environment should be maximised.
- Where possible, new and improved paths connecting these local landmarks should be considered.

#### Objective 2 Provide new and improved public spaces.

- Detailed proposals for the public realm should demonstrate the creation of a high quality environment for the user and contribute toward making a positive first impression to port users arriving into the city at this location.
- Where the loss of public space is inevitable, compensatory measures should be considered. This could include the reinstatement of temporary constructions areas not required for operational areas or other development as enhanced public spaces.
- Areas required temporarily during construction should be reinstated with opportunities to increase the recreational value of these spaces through the reinstatement process maximised.
- Car parking should be accommodated by a variety of means to provide flexibility and lessen visual impact.
- Public art should be used appropriately to add quality and assist with legibility.

#### Objective 3 Provide new and improved path networks for cycling and recreation.

- Firm commitment should be made to preserve and respect the different nature of routes i.e. Coastal Path, Core Paths, Cycle Paths and upgrades where identified through agreement with ACC. The re-alignment of such routes will be addressed under a separate statutory process to be agreed by ACC.
- Where possible, new footpaths and cycle paths should be segregated from motor vehicles.

## Bay of Nigg Development and Design Principles

### Environment

#### Objective 1 Minimise environmental impact.

- Proposals for development must minimise environmental impact through avoidance or mitigation.
- Where impacts are anticipated, these should be assessed against the ability to secure compensatory measures.
- Particular regard should be given to: landscape and visual impact; surface water drainage; biodiversity (flora and fauna); air quality; light pollution; noise and vibration, with suitable design response and / or mitigation measures put in place to reduce or offset any adverse impact.
- A Noise Mitigation Plan which addresses avoidance of residential areas for HGV movement will be considered and a Dust Management Plan will be required for both the construction and operational phases of the harbour. Ongoing discussions with Environmental Health on these matters should be held.
- Consideration must be given to climate change adaptation and adapting to climate change projections. Surface water will be a key impact, however, other considerations should also include sea level rise and additional impacts created through storm / tidal surge.
- Consideration must be given to the importance of woodland protection in order to minimise inappropriate loss of such features. Where practical, felling should be limited to tree removal that would enable significant and clearly defined additional public benefits. Any felling and / or compensatory planting should be carried out in accordance with the UK Forestry Standard.

#### Objective 2 Create a 'Green Harbour' with high sustainability credentials.

- Development proposals should embrace sustainable construction methods and technologies.
- Proposals should be future proofed, facilitating the ability to embrace renewables and low carbon technology and connect to wider heat and energy networks in future.
- Proposals should contribute toward water efficiency and not compromise water quality

#### Objective 3 Development should attempt to reduce reliance on the use of the car as a movement choice, through the use of travel planning, to facilitate an increase of sustainable mode share.

- In situations where car use cannot be avoided, provision should be put in place to encourage access by ultra-low emission vehicles, including those with a plug-in component.

#### Objective 4 Protect and enhance the surrounding land and marine environment.

- Development should enhance local habitats and improve biodiversity, where possible.
- Measures should be taken to protect and improve the health and diversity of land and marine environments, in particular where enhanced public access is afforded to land along the coast.

#### Objective 5 Consider Landscape Impacts

- Consideration should be afforded to potential landscape impacts associated with the proposed harbour to minimise any impacts on established key views / vistas, allow for the provision of suitable mitigation of harbour structures and to establish appropriate boundary treatments.

### Community Benefits

#### Objective 1 Provide jobs and apprenticeships for the local community.

- Developers should provide a number of jobs and / or apprenticeships for the local communities of the Bay of Nigg Area, which reflect the scale of their development, combined with opportunities to encourage continuous job creation within this area.

#### Objective 2 Establish 'Local Community Projects' which correlate with development proposals where possible.

- The design and delivery of local projects should involve communities, including linkage to any outcomes from the 'Shaping Torry' initiative.

#### Objective 3 Provide educational opportunities, not just locally but city wide, throughout the process of development.

- Proposals for development should enable educational interpretation features during construction and once operational through a series of spaces along the coastal path and within new and existing open spaces.

#### Objective 4 Explore potential for mitigation and compensation measures associated with the harbour development.

- Measures should be explored to identify and commit to proportional mitigation and compensation measures associated with the proposed harbour to maximise opportunities for the local community.



# Future Phases

YEARS 1 – 5 OF THE DEVELOPMENT FRAMEWORK WILL BE BROUGHT FORWARD IN THE CONTEXT OF THE ABERDEEN LOCAL DEVELOPMENT PLAN 2016. FUTURE PHASES BEYOND YEAR 5 WILL BE BROUGHT FORWARD IN THE CONTEXT OF THE DEVELOPMENT PLAN AT THAT TIME. GIVEN THE LONG TERM NATURE OF THIS PROJECT AND THE SIGNIFICANT LEVEL OF DESIGN AND ASSESSMENT REQUIRED TO ENABLE THIS LONG TERM VISION, IT IS NOT POSSIBLE TO PROVIDE ACCURATE PROGRAMMING FOR THE LATTER PHASES OF THE DEVELOPMENT FRAMEWORK. THE FOLLOWING SECTIONS SET OUT OUR UNDERSTANDING OF THE TYPE OF DEVELOPMENT AND INDICATION OF PHASING THAT ARE ENVISAGED AT THIS TIME. AS THE MASTERPLANS FOR ALTENS AND EAST TULLOS ARE PREPARED OVER THE COMING YEARS, THESE WILL FULLY CONSIDER THE FORM AND PROGRAMMING OF DEVELOPMENT WITHIN EACH AREA. THESE MASTERPLANS WILL REQUIRE TO COMPLY WITH THE DEVELOPMENT AND DESIGN PRINCIPLES SET OUT IN THIS CHAPTER.

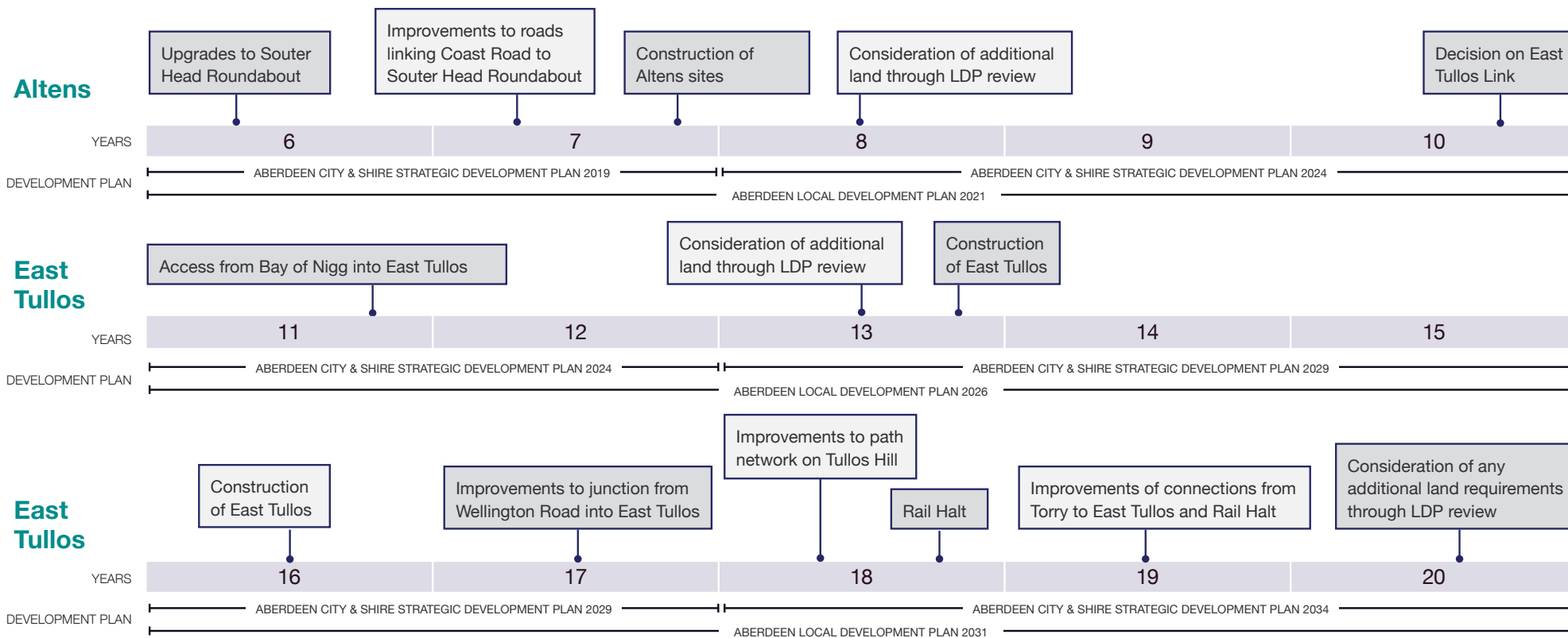


FIGURE 22 Development Timeline (Year 6 onward)

FIGURE 23 DEVELOPMENT COMPONENTS Plan - Years 6 - 10

# YEARS 6 - 10



## Years 6 - 10

### Altens

The Altens estate is located to the south of East Tullos. It is a larger and generally more modern site than East Tullos with a slightly higher employment density. Altens is largely full, with an employment land audit published in May 2014 showing that the 0.9 hectares of established but undeveloped industrial land identified in the 2013 Audit and referenced in the Biggar Economics Report is now under construction.

To the north and east of the existing Altens estate there are two further industrial areas known as Altens East and Peterseat, both of which have a significant amount of undeveloped space. According to the recent land audit, Altens East currently has 8.8 hectares of established but undeveloped industrial land, 2.3 hectares of which is constrained by lack of infrastructure. There are also a further 6.9 hectares of land available for immediate development at Peterseat. If the accessibility of these sites were improved by new roads infrastructure associated with developments at Bay of Nigg then this could make this undeveloped land more attractive to potential developers.

Roads infrastructure upgrades will be required as and when new development comes forward in agreement with ACC. This should be properly coordinated so as not to result in detrimental impact upon traffic flows.

Further development at Altens presents the opportunity to improve access to surrounding open spaces such as the coast and the Gramps as well as to neighbouring communities and employment areas. Any future allocations would be dependent on bids to future development plan reviews.

The Altens Masterplan will require to consider the potential for cumulative impacts arising from committed or proposed development in neighbouring masterplan areas so as to suitably mitigate against any adverse implications on the environment, amenity or infrastructure. This will be particularly relevant to any measures already put in place to mitigate other development in the Development Framework area.

FIGURE 24 *Altens Masterplan area*



### 3 GATEWAYS APPROACH FOR DELIVERY:

IN LINE WITH PREVIOUS DISCUSSIONS ON THIS APPROACH, CONSTITUENT COMPONENTS FOR OPTION 2 (YEARS 6-10) WOULD BE SET AGAINST 5 YEAR PHASES BASED ON FUTURE LOCAL DEVELOPMENT PLAN REVIEWS. FOR THIS OPTION, SUCH REVIEWS WOULD IDENTIFY THE TIMING OF INFRASTRUCTURE INTERVENTIONS TO FACILITATE DEVELOPMENT AND REGENERATION ALONGSIDE PUBLIC REALM AND ACCESSIBILITY IMPROVEMENTS.

2

#### Years 6-10 Altens

+ Improvements to Wellington Road and existing east west connections i.e. Hareness Road and Souter Head Road

Following the arrival of the new harbour, an intensification of developer interest and activity at Altens is anticipated post harbour construction. The increase in trips generated may trigger the need for interventions on Wellington Road.

Traffic will be directed either through or around Altens to Souter Head Roundabout where capacity could be realised through upgrading, rather than Hareness Roundabout where upgrading potential is limited. The function of the rail bridge crossing on the Coast Road would require monitoring and improvements made or wholesale replacement in future if necessary. These could be stand alone or part of a wider strategy for providing access into East Tullos. Improvements to or replacement of the bridge will be detailed in the masterplan for East Tullos and subject to Transport Assessment.

### Harbour Operation & Altens Construction

The second phase would cover years 6 – 10 of the Development Framework and would see the harbour operational. Undeveloped sites at Altens will become more attractive to developers and tenants with the presence of the harbour nearby and developer pressure will mount. At this stage upgrades to Souter Head Roundabout will be necessary. As referred previously, additional interventions on the Coast Road may be required, as may improvements or replacement of the Rail Bridge Crossing albeit this should be considered alongside a connection into East Tullos.

In the later years of this phase the decision as to how to cross the railway line from Bay of Nigg into East Tullos should be made. If the chosen route involves a new bridge then this would negate the need for a replacement of the existing bridge.

FIGURE 25 *Development table for years 6 - 10*

Year	Development Component	Delivery
6	Upgrades to Souter Head Roundabout	Aberdeen City Council / Developers
7	Improvements to roads linking Coast Road to Souter Head Roundabout	Aberdeen City Council / Scottish Enterprise / Developers
7	Construction of Altens sites	Scottish Enterprise / Developers
8	Consideration of additional land through LDP review	Aberdeen City Council
10	Decision on East Tullos Link	Aberdeen City Council

## Altens Development and Design Principles

### Economy and Business

#### Objective 1 Secure the development or redevelopment of underused or empty sites.

- Bring forward proposals for development at Altens, Altens East and Peterseat as part of a considered and engaged masterplan.
- Avoid piecemeal development and proposals for non-complementary uses which do not conform to an approved masterplan.

#### Objective 2 Increase employment density in the area.

- Maximise land use and employment densities as far as possible through encouraging higher density development in appropriate locations subject to infrastructure capacity and environmental acceptability.

#### Objective 3 Connect to digital infrastructure networks

- In line with LDP policy, new development will have access to modern, up-to-date high-speed communications infrastructure.

#### **Strategic Transport Infrastructure**

In considering the impact of development on the strategic transport network, applicants shall comply with Local Development Plan Policy I1 – Infrastructure Delivery and Planning Obligations and Policy T2 – Managing the Transport Impact of Development, as well as any other relevant policy/guidance. In considering the acceptability of proposals, the impact of development on the strategic transport network will need to be assessed. Applicants must demonstrate (e.g. via a Transport Assessment) how they might mitigate any such impact. In appropriate cases, proportionate contributions may be sought to support strategic projects that are related to the developments concerned and that are necessary to make those developments acceptable in planning terms.

A legal challenge was lodged at the Court of Session (Inner House) in August 2015 by the Elsick Development Company Ltd and Goodgrun Ltd, against the adoption by the Strategic Development Planning Authority (SDPA) of Supplementary Guidance entitled “Delivering Identified Projects through a Strategic Transport Fund”. The Inner House issued its decision on 29 April 2016 which allowed the appeal. The SDPA has sought leave to appeal that decision from the Supreme Court and, at the time of writing, awaits the outcome of this process. Should the appeal be upheld then the Council retains the right to apply the Strategic Transport Fund policy as per the arrangements set out in the SDPA’s Supplementary Guidance.”

### Land Use

#### Objective 1 Complement and not compromise the vitality and regeneration of the city centre

- Proposals for development should not introduce significant uses which could compete with and detract from the offer of the city centre, compromising its regeneration.

#### Objective 2 Identify vacant sites for development, and the types of business which could accommodate these sites.

- Support and encourage the development of sites identified within the Biggar Economic Report for Classes 4, 5 and 6 in line with Local Development Plan Policy B11.

#### Objective 3 Sensitive manage the interaction between existing communities, businesses and industry.

- Industrial development should be screened from public and residential areas as far as practicably possible.
- Particular regard should be given to issues of noise, vibration, air quality, odour and light.

#### Objective 4 Development proposals should seek to avoid compromising Green Belt and Green Space Network objectives as defined in planning policy.

- Development proposals within the initial phases of the Development Framework should be compliant with Green Belt and Green Space Network policy as defined in the development plan.
- Future proposals for development beyond those proposed as part of the Baseline Scenario will require to be in line with current development plan policy and any associated Green Belt / Green Space Network review.

### Infrastructure and Access

#### Objective 1 Maintain and enhance road network to accommodate new development.

- Any access arrangements and infrastructure improvements, including parking and interim arrangements, will be addressed in a Transport Assessment, in full consultation and accordance with ACC Transportation and Roads Services. Further transport work and detailed studies will be required in addition to the Transport Appraisal, in order to support any planning applications.
- Bring forward development in line with agreed phasing of road network improvements. These are likely to include:
  - » Coast Road widening south of Hareness Road
  - » Link from Coast Road to Souter Head Roundabout.
  - » Improvements to Souter Head Roundabout.
- Contributions will be sought from developers for transportation infrastructure improvements.
- Any contributions to the Strategic Transport Fund (STF) will be determined through the application of STF policy.

#### Objective 2 Establish new sustainable transport connections.

- New and improved routes for walking and cycling should be designed into proposals at an early stage.

#### Objective 3 Maximise connectivity to, from and through the development.

- All roads, streets and spaces shall be well connected, both internally and externally.
- The design of roads and streets shall be so as to traffic calm naturally.
- Make efficient use of road space / junctions to help create quality streetscapes.

#### Objective 4 Ensure any planned infrastructure is future proofed for extreme weather events and impacts of coastal flooding as a result of climate change.

- Proposals for development would be subject to screening for an Environmental Impact Assessment, and in turn any new regulations which come into force.

## Altens Development and Design Principles

### Public Space and Access

#### Objective 1 Provide new and improved public spaces.

- Detailed proposals for the public realm should demonstrate the creation of a high quality environment for the user.
- Where the loss of public space is inevitable, compensatory measures should be considered. This could include the reinstatement of temporary construction areas not required for operational areas or other development as enhanced public spaces.
- Areas required temporarily during construction should be reinstated with opportunities to increase the recreational value of these spaces through the reinstatement process maximised.
- Car parking should be accommodated by a variety of means to provide flexibility and lessen visual impact.
- Public art should be used appropriately to add quality and assist with legibility.

#### Objective 2 Maintain existing and provide new and improved path networks for walking, cycling and recreation.

- Care should be taken to preserve and respect the different nature of routes i.e. Coastal Path, Core Paths, Cycle Paths
- Development on Wellington Road should enhance the quality of public realm and pedestrian experience.
- Where possible, new footpaths and cycle paths should be segregated from motor vehicles.
- Development should facilitate improved linkages to existing and new pathways and connections to public spaces and surrounding communities including Torry, the Gramps and Altens.

#### Objective 3 Protect and enhance existing heritage sites, and places of local importance.

- Proposals for development should sensitively respond to the setting of nearby Listed Buildings and Scheduled Ancient Monuments in the area. Any adverse impact upon the heritage value of these assets or their settings will be appropriately mitigated against. Furthermore any direct impact on areas of known archaeological potential will also be mitigated against.
- Opportunities for interpretation of the historic environment should be maximised.
- Where possible, new and improved paths connecting these local landmarks should be considered.

### Environment

#### Objective 1 Development proposals should minimise and mitigate against adverse environmental impacts.

- Proposals for development must minimise environmental impact through avoidance or mitigation. Particular regard should be given to: landscape and visual impact; surface water drainage; biodiversity (flora and fauna); air quality; contaminated land; and light pollution, with suitable design response and / or mitigation measures put in place to reduce or offset any adverse impact.
- Where impacts are anticipated, these should be assessed against the ability to secure compensatory measures.
- The Altens Masterplan should give particular consideration to the impact of development on city-wide views, coastal views and the character and nature of the coast and how these contribute toward a sense of place. Any development proposals within Altens may require to be subject to Landscape and Visual Appraisal and Impact Assessment.
- Consideration must be given to the importance of woodland protection in order to minimise inappropriate loss of such features. Where practical, felling should be limited to tree removal that would enable significant and clearly defined additional public benefits. Any felling and / or compensatory planting should be carried out in accordance with the UK Forestry Standard.

#### Objective 2 Development proposals should be energy efficient where possible.

- Development proposals should embrace sustainable construction methods and technologies.
- Proposals should be future proofed, facilitating the ability to embrace renewables and low carbon technology and connect to wider heat and energy networks in future.
- Proposals should contribute toward water efficiency and not compromise water quality.

#### Objective 3 Development should attempt to reduce reliance on the use of the car as a movement choice, through the use of travel planning, to facilitate an increase of sustainable mode share.

- In situations where car use cannot be avoided, provision should be put in place to encourage access by ultra-low emission vehicles, including those with a plug-in component.
- The opportunities presented by the existing rail sidings at Craiginches in particular should be harnessed subject to wider network availability.

#### Objective 4 Protect and enhance the surrounding environment.

- Development should enhance local habitats and improve biodiversity, where possible.
- Measures should be taken to protect and improve the health and diversity of environments.

## Community Benefits

### **Objective 1** Avoid reduction in residential amenity.

- Development proposals should not result in an unacceptable adverse impact upon residential amenity. Particular regard should be given to noise; light; air quality; public access and recreation.

### **Objective 2** Establish 'Community Projects' which correlate with development proposals where possible.

- The design and delivery of proposals for replacement or new public spaces and access routes should involve local and city-wide communities where possible.

### **Objective 3** Provide educational opportunities, not just locally but city wide, throughout the process of development.

- Proposals for development should enable educational interpretation features during construction and once operational through a series of spaces along the coastal path and within new and existing open spaces.

FIGURE 26 Development Components Plan - Years 11 - 15

# YEARS 11 - 15



- ..... NPF3 Boundary
- /// Natural Environment Improvements
- ➡ Potential Major Infrastructure Improvements
- ➡ Potential Minor Infrastructure Improvements
- ➡ Potential Infrastructure Improvements outwith Boundary
- - - Junction Improvements
- - - Potential Footpath Improvements
- Rail Sidings

Junction Capacity /  
Greenbank Roundabout

Positively address Wellington Road

Improve pedestrian access  
between East Tullis + Torry

Rail Sidings

Junction Capacity /  
Greenwell Road



### 3 GATEWAYS APPROACH FOR DELIVERY:

**IN LINE WITH PREVIOUS DISCUSSION ON THIS APPROACH, CONSTITUENT COMPONENTS FOR OPTION 3 (YEARS 11- 15 AND YEARS 16 - 20) WOULD BE SET AGAINST 5 YEAR PHASES BASED ON FUTURE LOCAL DEVELOPMENT PLAN REVIEWS.**

**FOR THIS OPTION, SUCH REVIEWS WOULD IDENTIFY THE TIMING OF INFRASTRUCTURE INTERVENTIONS TO FACILITATE DEVELOPMENT AND REGENERATION ALONGSIDE PUBLIC REALM AND ACCESSIBILITY IMPROVEMENTS.**

#### **3** **Years 11 - 15 and Years 16 - 20 East Tullis** + New connection between New Harbour and East Tullis

The most significant infrastructure requirement over and above the new harbour itself will be a solution to provide direct access from the harbour into East Tullis.

- A** One option could be to construct an access across St Fitticks Park and under the railway line and embankment. This solution would likely be required alongside an upgraded or replacement bridge as described above. The design requirements for any new bridge are subject to discussion with Network Rail, and approach road levels, gradient and build cost are dependent on the design.
- B** The alternative could be via a new bridge crossing the railway south of Bay of Nigg with a link road around the landfill edge between the Coast Road and East Tullis.

These could open up East Tullis for regeneration and redevelopment. In this event, the interaction of traffic between Wellington Road and East Tullis would require intervention, with junction improvements made to facilitate safe access and egress. Any road option selected would utilise innovative design and construction techniques with the aim of minimising environmental impact as far as possible.

These options do not negate the need for further improvements to the Coast Road which would likely be required to accommodate the intensification of activity at Altens and East Tullis.

The selection of either option will be considered through the masterplan for East Tullis and be subject to Transport Assessment, environmental assessment and public and stakeholder consultation to determine their suitability. These assessments will be required to ascertain whether either of these routes are deliverable and acceptable in environmental, social and economic terms.

- C** The rail sidings at East Tullis also offer scope for enhanced rail freight facilities in future as well as the potential for passenger services should a wider network be established. There are wider aspirations for such services, however, these will be dependent on third party stakeholders such as Network Rail whose wider strategy must be accounted for to facilitate such measures.

The scope for additional land release may be necessary either to meet demand following East Tullis regeneration or as an additional revenue stream to assist in facilitating the delivery of the East Tullis Link Road.

FIGURE 27 *Development table for years 11 - 15*

Year	Development Component	Delivery
11	Access from Bay of Nigg into East Tullis	Scottish Enterprise / Aberdeen City Council / Developers
13	Redevelopment of East Tullis	Scottish Enterprise / Developers
13	Consideration of additional land through LDP review	Aberdeen City Council / Developers

## Years 11 - 15 and Years 16 - 20

### East Tullos Masterplan

East Tullos is a 63 hectare site located to the south of the existing harbour and was one of the first industrial estates developed in Aberdeen after WWII. Although the site is fully developed it is currently occupied mainly by light industrial users, warehouses and storage yards, and has a surprisingly low employment density considering its proximity to the city centre. According to the Biggar Economics study, there are currently eight vacant sites on the estate and consultations with ACC suggests that many of the existing units are also now quite old and would benefit from upgrading. This is particularly the case for units toward the east of the site, which are less accessible from the main (A956) road. If the accessibility of the site were to be improved as a result of new roads infrastructure associated with a new harbour at Bay of Nigg then this could provide an incentive to some owners to improve or redevelop their sites.

As identified in the Biggar Economic Report and in the plot analysis carried out as part of the baseline for the Development Framework, land at East Tullos is at present under utilised, offering scope for consolidation and redevelopment in future to enable new development opportunities and intensification of employment densities.

The full extent of this will be ascertained through a detailed masterplan following the completion of the Development Framework process. However, at this stage, given the scale of the area and its current condition, the opportunity in this location is expected to be considerable.

This opportunity requires the most significant and complex of the transport interventions to be fully realised and would be likely to follow take up of land at Altens. Dependent on the

access solution selected, it would be realistic that a time period of 2025 – 2035 should be assigned to this opportunity.

The East Tullos Masterplan should be prepared in advance of any significant additional development coming forward in the area. Individual planning applications will then be considered in its context on a proposal by proposal basis.

Roads infrastructure upgrades will be required as and when new development comes forward. This should be properly coordinated so as not to result in detrimental impact upon traffic flows and air quality.

As with Altens, the East Tullos Masterplan offers the opportunity to improve connections to surrounding open spaces such as the Gramps as well as increasing permeability between communities such as Torry and employment areas.

The East Tullos Masterplan will require to consider the potential for cumulative impacts arising from committed or proposed development in neighbouring masterplan areas so as to suitably mitigate against any adverse implications on the environment, amenity or infrastructure. This will be particularly relevant to any measures already put in place to mitigate other development in the Development Framework area.

Common to each masterplan area, transport infrastructure and trip generating proposals within these will require the transport impact to be properly assessed. Detailed Transport Assessments will be required in line with national guidance, to ensure that the local road network can cope with the additional traffic generated, that the traffic impact is mitigated and sustainable means of transport are promoted.



FIGURE 28 East Tullos Masterplan area

FIGURE 29 Development Components Plan - Years 16 - 20

# YEARS 16 - 20



## YEARS 16 - 20

### Completion of East Tullis Regeneration & Any Additional Land

The latter years of the Development Framework will see the continued redevelopment and regeneration of East Tullis for intensified industrial activity.

As the land use density increases and trip movements change there will likely be a requirement for interventions at the junctions where Wellington Road affords access and egress into East Tullis.

Again at this stage the potential for any additional land release in the area as a result of either developer pressure or a need to cross fund infrastructure improvements should be considered in line with development plan review. If necessary and justified in terms of planning policy, these would likely take place at or adjacent to the new route into East Tullis from Bay of Nigg.

The realisation of enhanced rail facilities at East Tullis should be considered at this stage. These would be dependent on external parties.

FIGURE 30 *Development table for years 16 - 20*

Year	Development Component	Delivery
16	Redevelopment of East Tullis	Scottish Enterprise / Developers
17	Improvements to junction from Wellington Road into East Tullis	Scottish Enterprise / Aberdeen City Council / Developers
18	Improvements to path network on Tullis Hill	Developers
18	Rail Halt	Network Rail
19	Improvements of connections from Torry to East Tullis and Rail Halt	Aberdeen City Council
20	Consideration of any additional land requirements through LDP review	Aberdeen City Council / Developers

## East Tullis Development and Design Principles

### Economy and Business

**Objective 1** **Redevelop and regenerate the business and industry use in this area.**

- Bring forward proposals for development at East Tullis as part of a considered and engaged masterplan.
- Avoid piecemeal development and proposals for non-complementary uses which do not conform to an approved masterplan.

**Objective 2** **Increase employment density in the area.**

- Maximise land use and employment densities as far as possible through encouraging higher density development in appropriate locations subject to infrastructure capacity and environmental acceptability.

**Objective 3** **Connect to digital infrastructure networks**

- In line with LDP policy, new development will have access to modern, up-to-date high-speed communications infrastructure.

### Land Use

**Objective 1** **Complement and not compromise the vitality and regeneration of the city centre.**

- Proposals for development should not introduce significant uses which could compete with and detract from the offer of the city centre, compromising its regeneration.

**Objective 2** **Identify sites for redevelopment and the types of business which could accommodate these sites.**

- Support and encourage the redevelopment of sites for Classes 4, 5 and 6 in line with Local Development Plan Policy B11.
- Particular support should be given to new industries to the region including decommissioning which would benefit from close proximity to the harbour.

**Objective 3** **Sensitively manage the interaction between existing communities, businesses and industry.**

- Industrial development should be screened from public and residential areas as far as practicably possible.
- Particular regard should be given to issues of noise, vibration, air quality, odour and light.

**Objective 4** **Development proposals should seek to avoid compromising Green Belt and Green Space Network objectives as defined in planning policy.**

- Development proposals within the initial phases of the Development Framework should be compliant with Green Belt policy.
- Future proposals for development beyond those proposed as part of the Baseline Scenario will require to be in line with current development plan policy and any associated Green Belt / Green Space Network review.

## East Tullos Development and Design Principles

### Infrastructure and Access

#### Objective 1 Maintain and enhance road network suitable to accommodate new development.

- Any access arrangements and infrastructure improvements, including parking and interim arrangements, will be addressed in a Transport Assessment, in full consultation and accordance with ACC Transportation and Roads Services. Further transport work and detailed studies will be required in addition to the Transport Appraisal Assessment, in order to support any planning applications.
- Engineering, traffic and environmental impact will be weighed up prior to selection of any new route.
- Bring forward development in line with agreed phasing of road network improvements. These are likely to include:
  - » Improvements to junction at Wellington Road / Greenwell Road.
  - » Creation of a direct link from Bay of Nigg into East Tullos, potentially including new bridge crossing railway.
- Contributions will be sought from developers for transportation infrastructure improvements.

#### Objective 2 Establish new sustainable transportation connections.

- Work should be undertaken with Network Rail to establish the potential for the introduction of a rail freight and / or passenger halt at Craiginches.
- New and improved routes for walking and cycling should be designed into proposals at an early stage.

#### Objective 3 Ensure any planned infrastructure is future proofed for extreme weather events and impacts of coastal flooding as a result of climate change.

- Proposals for development would be subject to screening for an Environmental Impact Assessment, and in turn any new regulations which come into force.

#### Objective 4 Ensure Development does not adversely impact upon existing infrastructure.

- Proposals for development should not impact upon the ability of the existing infrastructure network to perform to an acceptable standard.
- Any proposals for development or works in St Fitticks Park should be considered against a full understanding of the presence of existing infrastructure including any underground water reserves and aquifers which may be present in the area.

### Public Space and Access

#### Objective 1 Provide new and improved public spaces.

- Loss of open space which is of value for movement and / or recreation should be avoided.
- Any potential for adverse impact upon such spaces as a result of development should be mitigated against.
- Where the loss of public space is inevitable, compensatory measures should be considered. This could include the improvement of existing sub-standard public spaces in line with wider open space network aspirations.
- Should a vehicular route between Bay of Nigg and East Tullos be provided across open space, this should be considered against Aberdeen City Council's Open Space Audit and Guidelines.
- Detailed proposals for the public realm should demonstrate the creation of a high quality environment for the user.
- Public art should be used appropriately to add quality and assist with legibility.

#### Objective 2 Provide new and improved path networks for walking and cycling.

- New and enhanced existing linkages should be made from East Tullos to surrounding areas.

#### Objective 3 Avoid reduction in residential amenity.

- Development proposals should not result in an unacceptable adverse impact upon residential amenity. Particular regard should be given to noise; light; air quality; public access and recreation.

#### Objective 4 Protect and enhance existing heritage sites, and places of local importance.

- Proposals for development should sensitively respond to the setting of nearby Listed Buildings and Scheduled Ancient Monuments in the area. Any adverse impact upon the heritage value of these assets or their settings will be appropriately mitigated against. Furthermore any direct impact on areas of known archaeological potential will also be mitigated against.
- Opportunities for interpretation of the historic environment should be maximised.
- Where possible, new and improved paths connecting these local landmarks should be considered.

## East Tullos Development and Design Principles

### Environment

#### Objective 1 Development proposals should minimise and mitigate against adverse environmental impacts.

- Proposals for development must minimise environmental impact through avoidance or mitigation.
- Where impacts are inevitable, these should be assessed against the ability to secure compensatory measures.
- Particular regard should be given to: landscape and visual impact; surface water drainage; biodiversity (flora and fauna); air quality; contaminated land; and light pollution, with suitable design response and / or mitigation measures put in place to reduce or offset any adverse impact.
- Noise impact on local schools i.e. Tullos School will be addressed in a Noise Impact Assessment.
- The East Tullos Masterplan should give particular consideration to the impact of development on city-wide views, coastal views and the character and nature of the coast and how these contribute toward a sense of place. Any development proposals within East Tullos may require to be subject to Landscape and Visual Appraisal and Impact Assessment.
- Consideration must be afforded to the importance of woodland protection in order to minimise inappropriate loss of such features. Where practical, felling should be limited to tree removal that would enable significant and clearly defined additional public benefits. Any felling and / or compensatory planting should be carried out in accordance with the UK Forestry Standard.

#### Objective 2 Development proposals should be energy efficient where possible.

- Development proposals should embrace sustainable construction methods and technologies.
- Proposals should be future proofed, facilitating the ability to embrace renewables and low carbon technology and connect to wider heat and energy networks in future.
- Proposals should contribute toward water efficiency and not compromise water quality.

#### Objective 3 Development should attempt to reduce reliance on the use of the car as a movement choice, through the use of travel planning, to facilitate an increase of sustainable mode share and contribute to air quality management in the area, in particular on Wellington Road.

- In situations where car use cannot be avoided, provision should be put in place to encourage access by ultra-low emission vehicles, including those with a plug-in component.
- The opportunities presented by the existing rail sidings at Craiginches in particular should be harnessed subject to wider network availability.

#### Objective 4 Protect and enhance the surrounding environment.

- Development should enhance local habitats and improve biodiversity, where possible.
- Measures should be taken to protect and improve the health and diversity of environments.

### Community Benefits

#### Objective 1 Provide jobs and apprenticeships for the local community.

- Developers should provide a number of jobs and / or apprenticeships for the local community which reflect the scale of their development.

#### Objective 2 Establish 'Community Projects' which correlate with development proposals where possible.

- The design and delivery of proposals for replacement or new public spaces and access routes should involve local and city-wide communities where possible.

**BARTON  
WILLMORE**