

PP0868

# PROPOSED ABERDEENSHIRE LOCAL DEVELOPMENT PLAN 2020 RESPONSE FORM

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

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

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

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

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

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

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

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

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



## ACCESSIBILITY

If you need information from this document in an alternative language or in a Large Print, Easy Read, Braille or BSL, please telephone 01467 536230.

Jeigu pageidaujate šio dokumento kita kalba arba atspausdinto stambiu šriftu, supaprastinta kalba, parašyta Brailio raštu arba britų gestų kalba, prašome skambinti 01467 536230.

Dacă aveți nevoie de informații din acest document într-o altă limbă sau într-un format cu scrisul mare, ușor de citit, tipar pentru nevăzători sau în limbajul semnelor, vă rugăm să telefonați la 01467 536230.

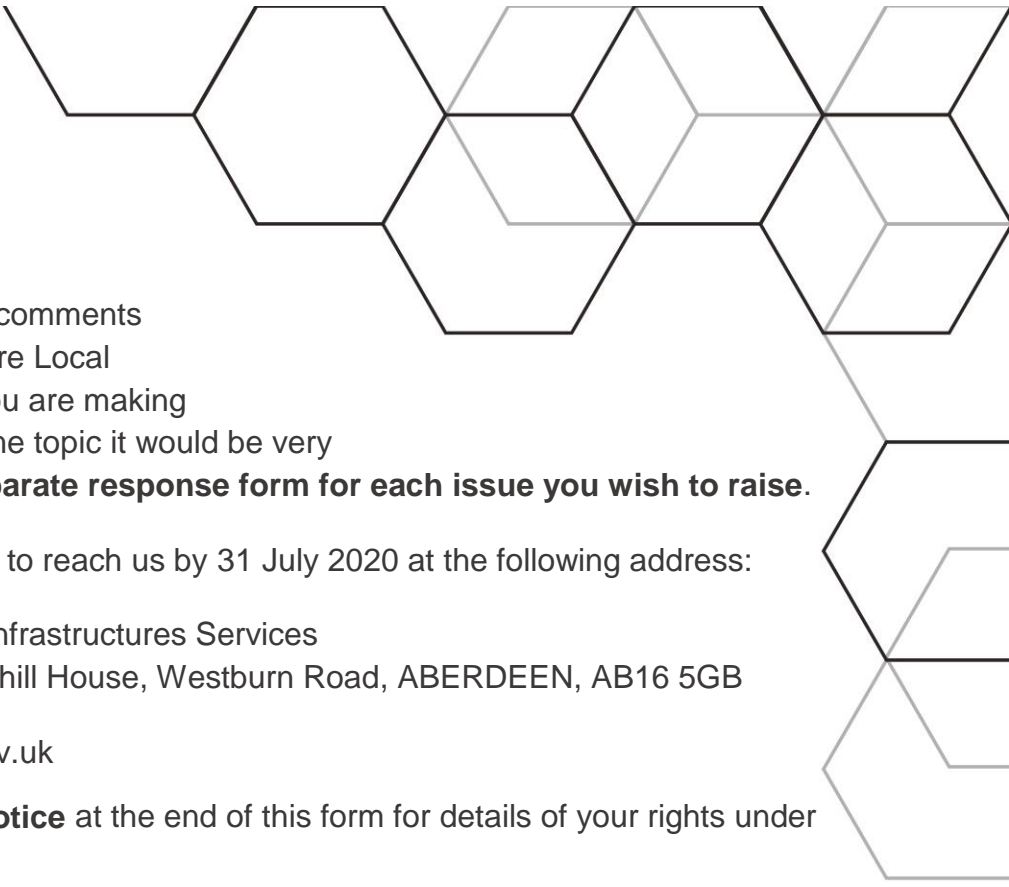
Jeśli potrzebowali będą Państwo informacji z niniejszego dokumentu w innym języku, pisanych dużą czcionką, w wersji łatwej do czytania, w alfabecie Braille'a lub w brytyjskim języku migowym, proszę o telefoniczny kontakt na numer 01467 536230.

Ja jums nepieciešama šai dokumentā sniegtā informācija kādā citā valodā vai lielā drukā, viegli lasāmā tekstā, Braila rakstā vai BSL (britu zīmju valodā), lūdzu, zvaniet uz 01467 536230.

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

████████████████████  
Tel: 01467 536230  
Email: [ldp@aberdeenshire.gov.uk](mailto:ldp@aberdeenshire.gov.uk)  
Web: [www.aberdeenshire.gov.uk/ldp](http://www.aberdeenshire.gov.uk/ldp)  
Follow us on Twitter @ShireLDP

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



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

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

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

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

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

## YOUR DETAILS

Title:	Mr
First Name:	Adam
Surname:	Richardson
Date:	31 July 2020
Postal Address:	██
Postcode:	████████
Telephone Number:	████████████████
Email:	██

Are you happy to receive future correspondence only by email? **Yes**  **No**

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

If yes who are you representing?

The Comer Group

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

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

# YOUR COMMENTS

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

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

Formal allocation of subject land (as defined by submitted site location plan) as follows:

**Site:** Leggart Brae

**Proposal:** 100 Residential Units

**Overview:** The identified residential development of circa 100 residential units is to be subject to a full masterplanning process in conjunction with the identified surrounding landscaped and natural amenity greenspace / woodland. Proposals should provide for landscaping to frame the southern settlement edge, and be accompanied by detailed technical assessment of flood risk, drainage, ecology and transport (road traffic generation).

## Reason for change:

The submitted Development Framework Document and Supplementary Planning Response Report give full details of our client's representation in support of the proposed allocation of land for residential development (100 units) at Leggart Brae, to the south of the B9077 (South Deeside Road).

The submission provides a robust justification demonstrating that there are no technical constraints which would preclude the delivery of a modestly scaled residential development within Aberdeenshire, alongside generous amenity greenspace and high quality natural heritage amenity access. Extending established urban development envelopes in the way proposed through our submission document is recognised as a logical development strategy principle in SPP. The proposed development site extent takes full cognisance of the physical context and the adjacent proposed housing land allocation OP46 in the City administrative boundary, and would deliver new, high quality, deliverable housing within the Aberdeen Housing Market Area, as anticipated in both the adopted and emerging Strategic Development Plans for the North-East.

# PRIVACY NOTICE

## LOCAL DEVELOPMENT PLAN PUBLIC COMMENT

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

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

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

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

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

### Your information is:

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

Personal Data	
Legal Obligations	X

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

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

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

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

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

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

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

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

Not applicable.

The retention period for the data is:

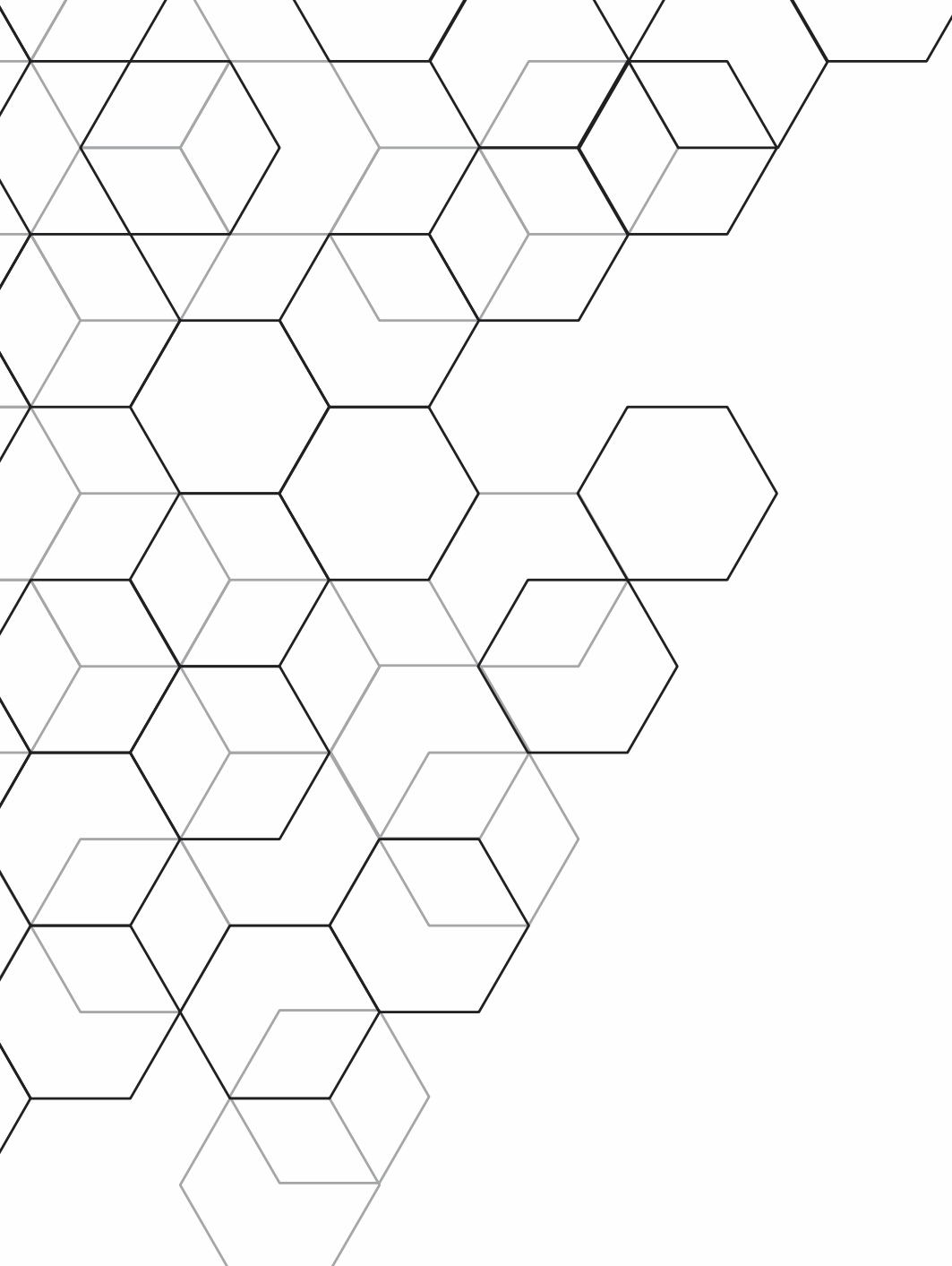
Aberdeenshire Council will only keep your personal data for as long as is needed. Aberdeenshire Council will retain your response and personal data for a retention period of 5 years from the date upon which it was collected. After 5 years Aberdeenshire Council will review whether it is necessary to continue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

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

Not applicable.

Please note that you have the following rights:

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

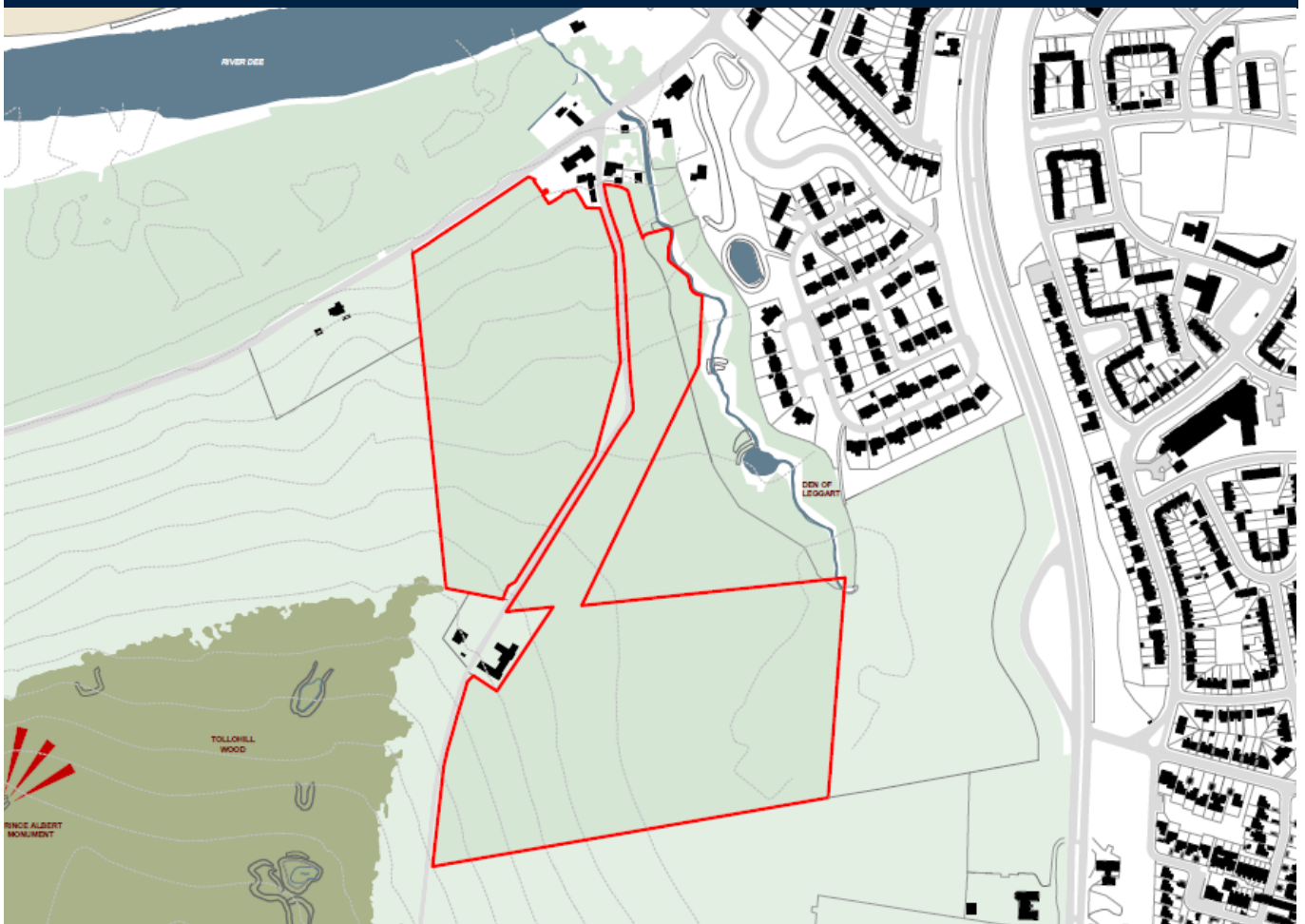


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# Leggart Brae, Aberdeenshire

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Supplementary Planning Response Report to  
Proposed Aberdeenshire LDP



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Appendix 1 – Proposed Aberdeenshire Development Site, Superseded Aberdeenshire ‘Call for Sites’ Bid Extents & Aberdeen Proposed LDP Allocation OP46

Appendix 2 – Extract from Kincardine & Mearns Committee (20 & 21 August 2019)

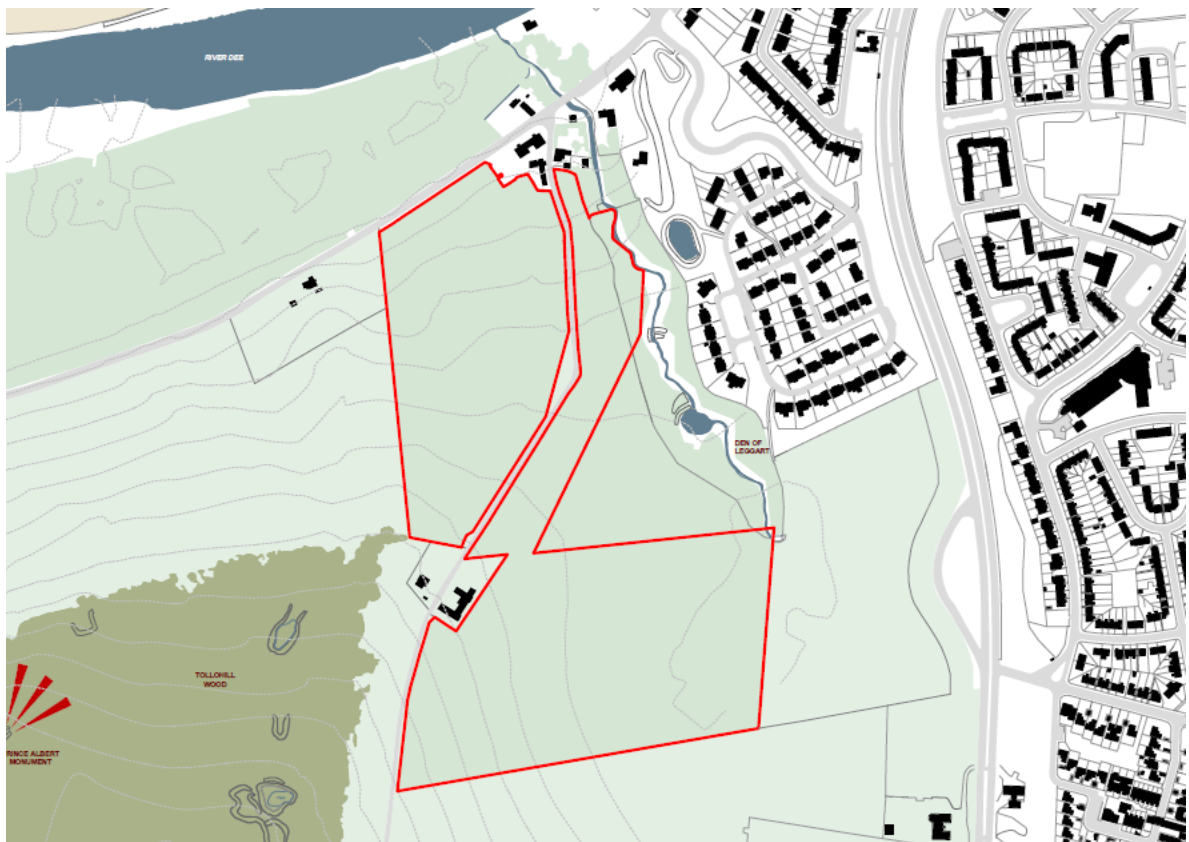
Appendix 3 – Den of Leggart LNCS



# 1. Introduction

## Introduction

- 1.1. This Report is has been prepared on behalf of **The Comer Group**, as forms part of a suite of representation documents submitted to Aberdeenshire Council following publication of the **Proposed Aberdeenshire Local Development Plan 2020** in relation to their landholding at Leggart Brae.
- 1.2. The full representation package comprises:
  - Response Form
  - Location Plan
  - Masterplan Development Framework Document
  - Supplementary Planning Response Report
- 1.3. In accordance with the representation submitted on behalf of our client to the Main Issues Report, these representation documents **again make explicit the specific – and limited – revised site extent being promoted in the forthcoming 10 year Aberdeenshire LDP**, defined in red below:



- 1.4. For the avoidance of doubt, it would be wholly misleading for any continued reference to be made at the forthcoming Examination to the original, incrementally overlapping 'bids' ('Land at Tollohill Wood', Refs: KN069 to KN072 inclusive) – as were submitted at the very outset of the LDP preparation process (the 'Call for Sites' stage) and subsequently superseded in April 2019 at the Main Issues Report consultation stage – or indeed, to rely at this time on the comments received by statutory consultees or third parties to those bids.
- 1.5. Clearly, the site now being promoted within Aberdeenshire, in line with that submitted following publication of the Main Issues Report (April 2019), does not correspond with any of these original and now superseded 'bid' site boundaries (see Appendix 1).
- 1.6. Moreover, the site now being promoted within Aberdeenshire clearly links with the development allocation contained within the Proposed Aberdeen Local Development Plan (Ref: OP046) (Appendices 1 & 2). Together, the allocations would create a logical residential development site which overcomes artificial – and seemingly illogical – administrative boundaries and relates to the existing, 'on-the-ground' physical context.

### Planning Context & Position Statement

- 1.7. The site lies on one side of a contrived boundary line separating Aberdeen City from Aberdeenshire. The boundary line does not follow a river, road, hill top ridge, or forestry edge, as is to be expected, but runs almost arbitrarily through an arable field instead. The boundary line itself does not follow any defensible boundary. (see Appendix 1, Plan 2)
- 1.8. Notwithstanding this, land on both sides of the boundary is under a single land-ownership and is largely unconstrained and easily accessed. Recognising this, the landowner has advanced representations to both the City and Shire's emerging LDPs in recent years. Through this process an allocation has been secured in the City's Proposed Local Development Plan.
- 1.9. Accordingly, a full planning application is expected to be submitted for the City will be submitted in late Summer/Autumn, and a formal Pre-Application Consultation process is currently underway.
- 1.10. The land within the Shire sits immediately adjacent to the land within the City that will form part of this imminent planning application. The land within the Shire promoted under this representation has been masterplanned in a conjoined manner.
- 1.11. Transcending these unusual cross-boundary challenges, the City and Shire Strategic Development Plan is a highly relevant document given that establishes the overarching housing delivery targets, and a coherent spatial strategy that covers both jurisdictions.
- 1.12. The housing numbers in the SDP are not delineated along historic county lines, but along practical housing market areas that have been subject to recent review. On this note, both the landholding promoted here and across the boundary within the City are located within the Aberdeen Housing Market Area (AHMA). The SDP prescribes that c.1,500 new homes need to be found within the HMA during the next ten years.

- 1.13. The SDP also prescribes that in delivering these numbers, they should be split 50/50 between the City and the Shire, and **that they should neither be allocated as additions to existing strategic sites, nor should they prejudice the delivery of existing strategic sites**. These prescriptions suggest that a series of modest but numerically meaningful sites that can be delivered quickly both in the City and the Shire, will need to be found to meet the prescriptions of the SDP Authority.
- 1.14. As things stand on the City side of the boundary, the site has been allocated for up to 150 houses. A further allocation on the adjoining site on the Shire side of the boundary for up to 100 houses would clearly help Aberdeenshire meet part of its obligations to identify new housing land in accordance with the prescriptions of the SDP.
- 1.15. The site promoted in the Shire is largely unconstrained, can be served by viable access arrangements and is considered to be in a popular area capable of delivering a high quality, high amenity residential product. The allocation would therefore be highly deliverable, in contrast to other pre-existing and long standing allocations within the Shire. Significantly however, given the rather anomalous position in relation to the Local Authority boundary line, should the planning application in the City be approved this year or next, this site will immediately become a very obvious logical extension to the settlement of Aberdeen, and will in fact help to complete or 'round-off' a development that has already been allocated in Aberdeen City's Proposed LDP.
- 1.16. Further, allocating this site within the Shire could allow its development to be masterplanned in lock-step with development of land within the City. The single land-ownership offers great potential to deliver cross-boundary benefits in relation to natural heritage, green space and active travel linkages. These linkages will inevitably become more important in early course now the A92 Stonehaven Road has been de-trunked following the opening of the AWPR.

### Contents

- 1.17. This document is structured as follows:
- Section 2 provides a summary of officer reporting following the Main Issues Report consultation and clarification on each of the relevant technical points;
  - Section 3 provides an updated Strategic Environmental Assessment form which is reflective of the Shire land actually being promoted by our client for residential development purposes;
  - Section 4 provides supplementary analysis on the published Proposed Aberdeenshire LDP allocations; and,
  - Section 5 reconfirms the Aberdeenshire LDP residential allocation sought by way of formal modification.

## 2. Main Issues Report Representations & Technical Rebuttal

### Officer MIR Summary ('Issues & Actions') Presented to Members

- 2.1. The various Aberdeenshire Area Committees met between August and September 2019 to consider the "Issues and Action" evaluations of the 1,085 responses received. Officers assessed perceived inconsistencies with national policy, conflicts between the views of Area Committees, and the legality of actions.
- 2.2. Of relevance to the subject land / our client's submissions, the Kincardine & Mearns Area Committee was on 20 & 21 August 2019 recommended to:  
  
*"1.1 Consider and discuss the analysis undertaken by Officers of representations received on the Main Issues Report 2019.  
1.2 Make comment upon and/or agree on the recommended actions on the content of the policies and settlement statements for the Kincardine & Mearns area of the Proposed Aberdeenshire Local Development Plan for further consideration by the Infrastructure Services Committee."*
- 2.3. It is highly relevant, and unfortunate, that Aberdeenshire Council officers, in their Report to Kincardine and Mearns Area Committee (20 & 21 August 2019), provided their 'Analysis of Responses to the Main Issues Report 2019' **without, it is submitted, sufficient clarification that the original 'Call for Sites' bids (KN069-KN072 inclusive) were no longer being advanced by our client.**
- 2.4. Indeed, while a brief summary was provided of our clients revised proposed allocation / boundary (100 homes, Ref: 1013), this was only following a lengthy summary of representations relating to the various MIR submissions which had been made, all of which were in relation to the superseded bid sites KN069-KN072, and not in relation to the specific land advanced in our client's submission to the MIR, as is again made to the Proposed Plan now. **As established in the previous section of this Report, none of the boundaries of bid sites KN069-KN072 correspond with the proposed allocation / site being promoted through the LDP process. To be absolutely clear, the site being promoted by our client was revised in our submission to the Main Issues Report consultation. The importance of this discrepancy is amplified when the limited extent of land which is now being promoted within the subject site is acknowledged** (see Appendix 1 / submitted July 2020 Development Framework).
- 2.5. Perhaps unsurprisingly, no motions of amendment to the (somewhat misleading) summary were tabled by members at committee.
- 2.6. Following the above, a Report was then prepared to the Infrastructure Services Committee on 03 October 2019 ('Consideration of Main Issues Report Submissions'). The purpose of this Report was *"to inform the final content of the Proposed Local Development Plan to be presented to Aberdeenshire Council on 21 November 2019"*. (Paragraph 3.3)
- 2.7. There was no consideration of either the revised site or original KN069-KN072 bids in this Report to the Infrastructure Services Committee. Correspondingly, there was no further consideration and no amendment to the eventual Proposed LDP as now published and is being consulted upon.

- 2.8. Given the foregoing, it is necessary to provide brief commentary on each of the elements presented to elected members at committee:

### Commentary on Officer MIR Summary

- 2.9. The officer MIR summary presented to members is included in boxed text below for ease of reference.
- 2.10. This was supplemented where appropriate by Aberdeenshire officer commentary to members at the Kincardine & Mearns Area Committee on 21 July 2020, which summarised their views in relation to the bids made and the Proposed Aberdeen Local Development Plan 2020 allocation 'OP46 Royal Devenick Park'.

### Concluding Status

*There has been substantial agreement with the Officers' assessment of bids KN069, KN070, KN071 and KN072 (Land at Tollohill Wood, Phases 1-4) as 'not preferred' (89, 230, 271, 277, 278, 287, 288, 296, 306, 307, 308, 317, 352, 448, 506, 567, 619, 631, 643, 644, 707, 708, 709, 711, 713, 782, 876, 921, 945, 953, 956, 1046, 1059, 1063).*

- 2.11. As identified above, the land currently being promoted by the Comer Group in Aberdeenshire does not correlate with any of the initial superseded Shire bid sites KN069, KN070, KN071 or KN072 nor, by extension, the corresponding Officer's assessments and representations referred to above.
- 2.12. The following addresses each of the technical points on which these overall conclusions are reached.

### Green Belt

*Respondents have highlighted the negative impact these proposals would have on the green belt, and expressed a desire to preserve the green belt in the Banchory Devenick area (89, 230, 271, 277, 278, 287, 288, 306, 307, 308, 317, 448, 567, 619, 643, 644, 707, 708, 713, 921, 945, 956, 1046, 1059, 1063).*

- 2.13. The Shire site promoted extends to 13.5 hectares and comprises green belt land. Of this, as shown by the indicative layout, the quantum of residential development within the Shire promoted through the LDP process **(100 units) would constitute development of c. 6.75 hectares of green belt land**, with a further c. 0.75 hectares required in delivering the preferred road access solution (see submitted July 2020 Development Framework).
- 2.14. This is in no way comparable to the proposition of, for example, development of the full site extent identified in the largest of the initial Call for Sites 'bids' **(up to 1,310 units over c. 117 hectares within Shire lands)**, as the summarised officer / third party comments repeatedly relate to.
- 2.15. As set out in the submitted Development Framework Document, development of this scale would not undermine the purpose or integrity of the extensive wider green belt at this location. Examining SPP's commentary on Green Belts in Paragraphs 49 to 51, the subject site is an appropriate location for development as it is identified as lying within the Strategic Growth Area, comprising logical organic growth of the existing urban form at Deeside Brae, accommodated in a sympathetic manner and taking full cognisance of the existing landform and natural heritage assets.

- 2.16. In accordance with SPP Paragraph 51, the proposed allocation site – alongside the neighbouring Aberdeen LDP allocation OP46 – would create high amenity, highly deliverable housing, facilitating wider access to open space and recreational opportunities without undermining the existing settlement edge or the character, landscape setting or identity of the settlement, with no resultant issues of coalescence. Allocation of the site would comprise ‘right development in the right place’ as it would facilitate a highly deliverable housing site which our client has confirmed would be brought forward in the short term, meeting existing, established housing need, unlike numerous existing long standing development plan allocations.
- 2.17. Taking cognisance of the above, SPP paragraph 50 allows for green belt boundary review. As per SPP Paragraph 51, the minor green belt revision can make use of various spatial forms (buffer, strip or wedge) to ensure that it will have no adverse impact on the character, setting and identity of the City of Aberdeen. There is ample space within our clients land to ensure that such spatial forms can be accommodated.

### *Visual Impact on Landscape Setting & Character*

*There was strong agreement that development of these bids would have a negative visual impact on the landscape setting and character. In particular respondents are concerned about the scale and suburban nature of the development proposed (89, 230, 271, 277, 278, 287, 288, 296, 306, 307, 308, 317, 352, 448, 506, 567, 619, 631, 643, 707, 708, 713, 782, 876, 921, 945, 953, 956, 1046, 1059, 1063). Scottish Natural Heritage (SNH) agreed with the landscape justification for not including these sites and considers this establishes a principle of no development due to the significant constraints imposed by this highly sensitive landscape and visual resource. However, should the sites be allocated SNH state a development brief/strategic framework would be required to ensure the provision of adequate biodiverse open space, including for informal recreation, and active travel provision (506).*

- 2.18. As set out above, the extent of the site is vastly reduced from the site extents identified within the initial bids, to which the above criticisms relate.
- 2.19. As established, site extent has been explicitly drawn up to deliver an appropriate, comparatively modest quantum of residential development (100 units), which is considered to be hugely valuable to the LDP given its high deliverability by our client, a new market entrant.
- 2.20. That being advanced is in no way comparable to the proposition of, for example, development of the full site extent identified in the largest, or indeed the smallest of the initial bids.
- 2.21. Upon review, the SNH submission referred to was very brief and simply concurred with the very site assessments which have been established to not relate to the actual land being promoted. It is clear that the concerns fundamentally relate to the wider superseded extensive bid(s). This was to be expected given SNH’s comments were in response to the initial bids, having been submitted as part of its representation to the Main Issues Report, rather than the revised site submitted on behalf of our clients at the Main Issues Report stage itself. It does therefore seem inappropriate to have used this evidently superseded commentary as reflective of SNH’s views of the revised proposal. At the time SNH’s views were received in relation to the Main Issues Report, SNH had not seen the revised site.
- 2.22. The updated Development Framework Document contains updated visual appraisal consideration, demonstrating that the subject land is – in comparison with its wider context – very low lying and would not result in an unacceptable negative landscape impact.

### Natural Heritage

*Respondents also agreed these bids should not be allocated due to the detrimental impact development would have on natural heritage in the Banchory Devenick area, and that it is important to conserve wildlife habitat and protected species, and to protect the River Dee Special Area of Conservation (SAC), Den of Leggart Local Nature Conservation Site (LNCS), Tollohill Wood LNCS (89, 271, 277, 278, 287, 288, 296, 306, 307, 308, 317, 352, 448, 506, 619, 631, 643, 707, 708, 711, 713, 782, 876, 921, 945, 953, 956, 1046, 1059, 1063). RSPB consider there would be significant environmental harm caused development of such a scale (782).*

- 2.23. The overwhelming majority of the Den of Leggart Local Nature Conservation Site (LNCS) is contained within the administrative area of Aberdeen City (see Appendix 3). The indicative cross boundary layout provided – which has to an extent been guided by the artificial administrative boundary between City and Shire – still would only have a marginal effect on the southern tip of the LNCS. Were it not for the anomalous nature of the administrative boundary, there would be ample room within the combined site boundaries (and indeed the client's extensive land ownership) to wholly avoid the LNCS if required.
- 2.24. Regardless of the above, the opportunities for enhancement of the LNCS and natural heritage generally – as are being embraced within the development proposals – are significant. In all scenarios, the overwhelming extent of the LNCS would remain unaffected (see Appendix 3) and would be supplemented both by additional contiguous native woodland plantings and new amenity parkland to the west of the Den. The burn corridor to the south will be enhanced by the retention of a landscaped riparian corridor and new habitat corridors will be provided along the southern boundary of the development and along internal road verges, providing new green links between the Burn of Leggart habitat area and Tollohill Wood to the west of the subject site, a large area of ancient woodland all within our client's ownership which provides an important local amenity and wildlife refuge.
- 2.25. This holistic approach comprising different landscape and land management techniques – as would be facilitated by this development – provides the opportunity for significant net biodiversity and recreational gain for the site. The planting of wild meadow, for example, the opening of the Burn of Leggart (currently culverted south of the Den) and the opportunity to provide different pockets of habitat in a much larger landscaped parkland to the north offer significant incentive and are strong material considerations as part of the overall proposals.
- 2.26. For the avoidance of doubt, the River Dee SAC is also well outwith the site to the north. Masterplanning for the site, in respect of site design, landscaping, habitat creation and construction planning, will pay due regard to the notified features of the River Dee SAC, ensuring that good water quality in the river is maintained and, through a long-term management plan for the Den of Leggart LNCS, that the riparian system comprising the Dee and the Burn of Leggart tributary is protected for its long term amenity and its wildlife populations.
- 2.27. As set out within the submitted Development Framework Document, runoff from within the development will be managed by SuDS. Site runoff rates would be attenuated to greenfield rates, with water potentially discharged to the Burn of Leggart. This work would be undertaken during the normal development of a site drainage strategy and drainage designs through the planning process. For the avoidance of doubt, waste water would be pumped to Nigg Waste Water Treatment Works, or Mannofield Water Treatment works, both of which have capacity (see below).

- 2.28. There are no significant flooding risks that would be considered unusual and would not be able to be managed through the planning process.
- 2.29. Natural heritage features, and potential for habitat on and around the site, have been examined and would in no way preclude the proposed development from coming forward in the emerging Aberdeenshire LDP.

### *Impact on Trees & Woodlands*

*Respondents welcomed the Officers' recommendation on account of protecting resources, as the proposals would impact on trees and woodlands (including Ancient Woodland), which people value for (89, 271, 277, 278, 287, 288, 306, 307, 308, 317, 352, 448, 506, 619, 631, 643, 707, 708, 711, 713, 782, 876, 921, 945, 953, 956, 1046, 1059, 1063).*

- 2.30. The proposals would not result in any material loss of ancient woodlands of natural/semi-natural origin, or indeed other trees/woodland of value to any material extent without significant wider natural heritage improvements and compensatory planting proposals. This is especially so in the Aberdeenshire land portion. As shown in the indicative cross boundary masterplan, woodlands and natural heritage within the cross boundary site would be overwhelmingly protected and indeed supplemented. Tollohill Wood (ancient woodland of semi-natural origin) is outwith the site while any loss at the southern tip of the Den of Leggart LNCS (plantation origin woodland) would be more than compensated by the wider proposals ([see also above](#)).
- 2.31. As established, clearly, the Den of Leggart and the wider area including Tollohill Wood are valuable for recreation and outdoor learning, and the proposals would create a community with immediate, sustainable access to such outdoor resource. This nature resource is highly desirable and an asset which would help create a highly sought after and deliverable residential community within both Aberdeenshire and City.
- 2.32. Any minimal tree loss – both in terms of residential footprint extent or in delivering an optimum access – has / will be fully informed and guided by an appropriate arboriculture assessment, and will be more than compensated as part of the wider natural heritage improvements and planting proposals.

### *Historic Environment*

*Respondents expressed concern about the impact the proposals would have on the historic environment, in particular the historical features of Tollohill Braes and the Causey Mounth ancient drovers' road (89, 230, 271, 277, 278, 287, 288, 306, 307, 308, 448, 619, 631, 643, 707, 708, 711, 713, 921, 953, 956, 1046, 1059, 1063).*

- 2.33. While upgrades to this small section of the Causey Mounth are necessary and desirable, they are in the context of the historic route extremely localised and minimal, whilst maintaining and safeguarding the route (rather than proposals to develop over the top of it).
- 2.34. In any case, the Council's own Strategic Environmental Assessment (SEA) makes no reference to any such cultural heritage impacts associated with the Causey Mounth.
- 2.35. Indeed, as set out in the submitted Development Framework document section on 'History & Archaeology', there are no features or assets of cultural heritage significance likely to be adversely impacted upon by the proposed development.



- 2.36. Cultural heritage is not considered to be a matter that would preclude the proposed development from coming forward in the emerging Local Development Plan.

### Road Access

*There were concerns regarding road access, and respondents do not support the proposed dual carriageway link to access the A92(T) (formerly the A90) south of the Bridge of Dee, particular now that the AWPR has significantly eased traffic pressure in this area (89, 277, 278, 296, 306, 307, 567, 707, 708, 711, 713, 956, 1046, 1059, 1063).*

*We also have infrastructure, road network capacity and deliverability concerns with this site. The only road access into site OP46 is from the C34k 'Causey Mounth', a single lane C road in Aberdeenshire that has no cycle space or pavements. Aberdeenshire Council's Transportation Service has advised that works, including the widening of the Causey Mounth would be necessary, junction visibility improvements, two points of road access would be required to accord with Aberdeenshire Council's standards for access, and there are pinch points to the north of the Causey Mounth with Leggart Terrace (the B9077), which would appear to be outwith the site proposer's control. There is also the issue of the gradient of the Causey Mounth, together with the queuing that already takes place. We note the MIR submissions made on behalf of the developer, propose around 100 homes in Aberdeenshire between OP46 and the Causey Mounth, along with a new road from the South Deeside Road. However, we are not convinced that these works have been considered if only site OP46 is allocated. Therefore, more deliverable sites should be allocated that do not have these uncertainties.*

- 2.37. There are a number of viable technical solutions which could be utilised in which to access the City and Shire sites.
- 2.38. The preferred solution is via the upgrading of the existing minor road network (in Aberdeenshire) to allow safe access to the site, including a potential new serpentine road connection between Causey Mounth and the B9077, which would avoid any widening 'pinch points' or gradient issues associated within the existing arrangements. This supersedes that indicatively envisaged at MIR stage (as referred to by the Council above) and would be supplemented with new footway and cycleway connections to the existing network on the B9077 and potentially the A92.
- 2.39. Alternatively, the existing route of Tollohill Wood Road / Causey Mounth could still be retained for cars by diverting pedestrian and cycle traffic/connections (e.g. into Deeside Brae), given that the aforementioned 'pinch point' before joining the B9077 is capable of accommodating an upgraded 5.5 metre road.
- 2.40. Moreover, given the evolving status of the A92 (which has been 'detrunked' on account of the AWPR), and existing road configuration and geometry, a road access link to the A92 also remains an appropriate option which is considered to be fully achievable following signalisation, avoiding material functional impact.
- 2.41. What is clear is that the Shire site is fully deliverable and that there are no transport reasons why the site should not be allocated. As the Development Framework Document concludes:
- the site is very well situated in relation to the existing transport network;
  - a series of existing paths and roads can be retained or upgraded as required;
  - development can better facilitate informal recreational opportunities in a countryside setting;
  - public transport services operate nearby offering bus travel opportunities;
  - viable vehicular access opportunities exist within both City and Shire land; and,

- walking and cycling opportunities and links exist within the site area and network improvements can be made to enhance travel by these modes, particularly given the detrunking of the A92.

### Infrastructure Capacity

Concerns about waste water treatment and drainage were raised (271, 277, 278, 287, 288, 317, 643, 707, 708, 713, 921, 953, 956, 1046, 1059, 1063).

- 2.42. As clarified by the Council's own SEA in relation to even the largest of the superseded bid sites: "Nigg Head WWTW has capacity, but local network reinforcement and DIA may be required. Invercarnie and Mannofield WTW has capacity, but local mains reinforcement may be required depending on outcome of Flow & Pressure test or Water Impact Assessment."
- 2.43. There are Scottish Water sewers and mains in the vicinity of the site and as such it will be possible to connect both the foul sewers and water supply system to the local network.
- 2.44. As already noted there is sufficient capacity in both the Nigg Head Waste Water Treatment Works and Mannofield Water Treatment works. At this stage it is possible that upgrade works may be required to the network, however this will be confirmed through a DIA/WIA works as agreed with Scottish Water.
- 2.45. This is a typical procedure for sites of this scale and not a bar on development.

### Education Capacity

There was agreement regarding lack of education capacity, and respondents objected to the siting of the proposed new school impacting on the Camphill community of Beannachar (271, 277, 278, 287, 288, 306, 307, 308, 317, 631, 643, 707, 708, 711, 713, 921, 953, 956, 1046, 1063).

Particular concern was expressed regarding over supply in the area and potential impact on the delivery of developments that are already underway to ensure the delivery of promised infrastructure and schools, highlighting that the bid sites at Banchory Devenick are not required given there are other large scale proposals yet to complete which are making slow progress, e.g. Chapelton and Blairs (89, 271, 317, 448, 567, 643, 709).

- 2.46. Firstly, the reference to a new school is incorrect and again indicative of misleading discussion relating to superseded (significantly larger) 'Call for Sites' stage bids.
- 2.47. Secondly, as set out within the submitted Development Framework Document, there is sufficient existing education capacity to deliver the proposed 100 unit Shire allocation. The published School Roll Forecast assumes a build out rate at Chapelton of 80 units per annum which has simply not happened, nor is forecast to happen in the years ahead (owing to the specific circumstances at that site). This is confirmed by the Council's own Housing Land Audit (2019). This cumulative disparity is significant and highly relevant when calculating education capacity.
- 2.48. As such, the measured approach taken to scale and density within the Shire land means that Education issues do not preclude the proposed development allocation from being included to the emerging Aberdeenshire Local Development Plan.

*Strategic Environmental Assessment (SEA) identifies cumulative negative effects*

*It was also highlighted that the Strategic Environmental Assessment (SEA) provides overall cumulative negative and significant negative effects including post-mitigation for bids KN069 to KN072, and that this assessment should not be ignored (306, 1046, 1063).*

*It is considered that any benefits provided by the development such as non-vehicular access to recreation do not outweigh the negative aspects of the development (713), and that the site is unlikely to encourage active travel (89). It is also considered that the sites collectively constitute a new settlement, which has not been recognised in the Strategic Development Plan, and that this would amount to a 'dormitory' for Aberdeen City, and provide no benefit to Aberdeenshire (89).*

- 2.49. Clearly, the Strategic Environmental Assessment (SEA) is an important part of the LDP preparation process.
- 2.50. Notwithstanding, continued commentary in relation to superseded development bid sites is considered to be inappropriate and of little value. Continued reference to that proposed as 'a new settlement' is clearly highly misleading.
- 2.51. The commentary that the allocation would "amount to a 'dormitory' for Aberdeen City, and provide no benefit to Aberdeenshire" is considered to be misguided and untrue.
- 2.52. In the absence of such an update, Section 3 of this report considers the individual components of the SEA.

### Conclusion

- 2.53. The foregoing has summarised the important background to the current status of our client's proposed development site ('non-allocated/preferred' status) within the Proposed Plan, before providing a comprehensive response in respect of the technical arguments advanced by Aberdeenshire Council officers which would otherwise prevent inclusion of this common-sense proposed Shire allocation, as would link with the Aberdeen LDP allocation OP46 to create a logical, high quality and deliverable residential development site which overcomes artificial administrative boundaries and relates to the existing, 'on-the-ground' physical context.
- 2.54. The following sections will proceed to first, provide an updated SEA (Section 3), before providing additional commentary in relation to the Proposed Plan (Section 4) and finally, confirmation of the 100 unit development allocation modification sought (Section 5).



### 3. Updated Strategic Environmental Assessment

- 3.1. As established in Section 2 above, there is understood to be no Strategic Environmental Assessment (SEA) in place in respect of the actual site being promoted by our client for residential land allocation (see Paragraph 1.3 / Appendix 1)
- 3.2. An SEA has therefore been undertaken to reflect the actual land being promoted by our client within Aberdeenshire:

Site (no corresponding site ref): Land at Leggart Brae			
Proposal: 100 homes			
SEA Topics	Effect	Comments Effects should be assessed in terms of: <ul style="list-style-type: none"> <li>• reversibility or irreversibility</li> <li>• risks</li> <li>• duration (i.e. permanent, temporary, long-term, short term and medium-term)</li> </ul>	Effect post mitigation
Air	0	<ul style="list-style-type: none"> <li>o Scale of development in Shire would not have a material impact on air quality locally.</li> <li>o The impact could be mitigated by increasing public transport (e.g. increased bus services along the B9077)</li> </ul>	0
Water	0	<ul style="list-style-type: none"> <li>o Nigg Head WWTW has capacity, subject to normal local network reinforcements. DIA may be required. Invercannie and Mannofield WTW has capacity, with normal local mains reinforcement potentially required depending on outcome of Flow &amp; Pressure test or Water Impact Assessment.</li> <li>o Some localised impacts on watercourses would occur during the development phase of this site i.e. change in water table, stream flows, silt deposition and water-borne pollution. The impact is likely to be short-term.</li> <li>o The River Dee Special Conservation Area is classified as having bad water quality in this location, though further deterioration would be avoided by proposals (see below).</li> <li>o The effect on the water environment depends on; potential deterioration of a waterbody, the extent to which the allocation is at risk from flooding; and the extent to which the allocation connects to public sewage infrastructure. Satisfactory arrangements proposed / can be delivered (see below).</li> <li>o If allocated, the development requirements of the opportunity site would include a statement, e.g. "A buffer strip will be required adjacent to the watercourse and should be integrated as positive feature of the development. A Flood Risk Assessment may also be required."</li> </ul>	0
Climatic factors	-	<ul style="list-style-type: none"> <li>o The development could be incorporated into the city transport network and this would reduce impacts from emissions. The development could also link through to existing or aspirational active travel routes in Aberdeen City.</li> <li>o In respect of existing watercourses, the submission has confirmed that there are no significant flooding risks that would be considered unusual and would not be able to be managed through the planning process. A full flood risk assessment report would be required to support a Planning Application in Principle (and future detailed planning applications for the site) for the site.</li> </ul>	+

Soil	0	<ul style="list-style-type: none"> <li>o The proposed development is likely to have short-term adverse effects on soil through soil erosion, desegregation, compaction and pollution during construction phases.</li> </ul>	0
Biodiversity	-	<ul style="list-style-type: none"> <li>o River Dee SAC is set to the north (approx. 220m from site). The proposal would need to connect to a public sewer to mitigate effects on the River Dee SAC (as is proposed).</li> <li>o Potential impact on River Dee to be avoided: submitted Development Framework Document confirms runoff from within the development will be managed by SuDs - site runoff rates would be attenuated to greenfield rates, with water potentially discharged to the Burn of Leggart. Waste water capacity confirmed.</li> <li>o The development provides the opportunity for significant net biodiversity and recreational gain for the site. Opportunities for enhancement of the Den of Leggart LNCS and natural heritage generally (LCNS to be supplemented by additional contiguous native woodland plantings and new amenity parkland to the west of the Den; burn corridor to the south to be enhanced by the retention of a landscaped riparian corridor; new habitat corridors to be provided along the southern boundary of the development and along internal road verges; and, new green links would be facilitated between the Burn of Leggart habitat area and Tollohill Wood to the west of the subject site, a large area of ancient woodland all within single ownership, which provides an important local amenity and wildlife refuge). Successful mitigation therefore of evolved/changed green networks, habitat connectivity and any disturbance to species.</li> <li>o Trees, woodland and hedges overwhelmingly retained, with compensatory planting / natural heritage improvement as part of proposals.</li> <li>o If the site is allocated, the need for compensatory planting and/or a buffer strip will be stated as part of the development requirements for the site. Mitigation measures, such as compensatory planting or a buffer strip next to an area of woodland or watercourse would reduce potential negative effects and provide biodiversity enhancement opportunities.</li> </ul>	+
Landscape	-	<ul style="list-style-type: none"> <li>o Proposed development no longer of significant scale. The site is considered unlikely to be visible from key sensitive visual receptors along the River Dee valley owing to topography and tree cover.</li> <li>o The nature of land use in the area will be changed and displaced. The relationship between landforms and land use; field pattern and boundaries as well as buildings and structure will change.</li> <li>o The landscape experience is likely to change - openness, scale, colour, texture, visual diversity, line, pattern, movement, sound, solitude, naturalness, historical and cultural associations will change.</li> </ul>	0
Material Assets	0	<ul style="list-style-type: none"> <li>o Various deliverable access options have been identified (road, cycle, and pedestrian).</li> <li>o Education provision at Banchory-Devenick Primary School and Portlethen Academy has been identified.</li> <li>o Improved recreational access to be delivered.</li> <li>o Local amenity access identified in submission.</li> </ul>	+
Population	+	<ul style="list-style-type: none"> <li>o The proposal could provide a range of house types, extending from the existing built extent of Aberdeen City.</li> <li>o The development would allow integration of the people where they live and work. Employment opportunity in the village.</li> <li>o Commercial and retail is also proposed although no details are provided.</li> </ul>	+

# Leggart Brae, Aberdeenshire

## Supplementary Planning Response Report to Proposed Aberdeenshire LDP



Human health	0	<ul style="list-style-type: none"> <li>o It would not result in loss of existing formal open space/core paths, whilst facilitating new routes / natural heritage / recreational amenity access.</li> <li>o Provision of new housing in conformity with new building standards enhances good health and social justice for people with no previous access to housing.</li> </ul>	+
Cultural heritage	-	<ul style="list-style-type: none"> <li>o There would be some change in the wider setting of Tollohill Monument to the northwest of the wood.</li> <li>o The impact would need to be assessed and if the site is allocated, this mitigation measure would be stated as part of the development requirements for the site.</li> </ul>	0
Key	<ul style="list-style-type: none"> <li>+ = positive effect      ++ = significant positive effect</li> <li>- = negative effect      -- = significant negative effect</li> <li>0 = neutral effect      ? = uncertain effect</li> </ul>		

## 4. Proposed Aberdeen LDP - Allocations

- 4.1. The Proposed Aberdeenshire LDP identifies that “*The Aberdeen City and Shire Strategic Development Plan identifies that within Aberdeenshire sufficient land is required to maintain a housing supply over the period 2020 to the end of 2032 ... Allowances for 5,107 additional homes are required to be identified over the period 2020-2032. This is derived from an 80% / 20% division of allowances between the Aberdeen Housing Market Area and Rural Housing Market Area, and a 50% / 50% divide between Aberdeen City Council and Aberdeenshire Council.*”
- 4.2. Correspondingly, the Proposed LDP allocations identify allocations for 3,065 units within the Aberdeenshire part of the AHMA (i.e. where the subject land also lies) and a further 2,042 units within the Rural Housing Market Area. This totals 5,107 units. The individual allocations are detailed within Proposed LDP Appendix 6.
- 4.3. The submitted Development Framework document identifies the delivery of the 8 key sites within the AMHA. Of those, only Chapelton is located within located within Aberdeenshire (Kincardine of Mearns AHMA). In this regard, if it continues to deliver at the projected 2019 HLA rate of 60 per annum, it would only deliver 600 within the life of the 10 year LDP period. This is a significant shortfall against the overall 4,045 unit allocation.
- 4.4. Similarly, Blairs is also located within Kincardine of Mearns AHMA. Despite having entered the HLA in 2011, the site still has 295 units unbuilt from a capacity of 325.
- 4.5. Moreover, it is immediately apparent from review of the proposed 2021 allocations that a sufficiently high number are either carried over in full from the 2012 and 2017 LDPs **having made little or no progress through the planning process and/or delivered no development during the previous plan period** to the extent of significantly undermining the LDP delivery strategy. Worse still, a number have even had their allocation **increased** (noted in red below), despite general SDP instruction thrust that allocations should not be additions to existing strategic sites.
- 4.6. The following table is derived from the 2019 Aberdeen City & Shire HLA, and provides a performance breakdown of each Proposed 2021 allocations:

	2012 LDP Allocation	2017 LDP Allocation	Status	Built 2016-2018	Built by Jan 2019	LDP 2021 Allocation (increase)
<i>Kincardine &amp; Means AHMA</i>						
Chapelton OP1	Yes	4,045	Under Construction	102	164	4,045 (3,881)
Drumlithie OP1	Yes	30	Full PP	0	0	30
Newtonhill OP1	Yes	70	Allocated	0	0	121
Stonehaven OP3	Yes	51	Under Construction	9	0	99

<i>Garioch AHMA</i>						
Blackburn OP1	Yes	50	Allocated	0	0	240
Inverurie OP1	Yes	58	Allocated	0	0	57
Inverurie OP4	Yes	425	PPP	0	0	416
Inverurie OP5	Yes	737	PPP	0	0	737
Kintore OP1	Yes	600	PPP	0	0	1000
Kintore OP2	Yes	150	PPP	0	0	150
Newmachar OP1	Yes	300	AMSC Approved	0	0	340
<i>Formartine AHMA</i>						
Balmedie OP1	Yes	50	Allocated	0	0	80
Balmedie OP2	Yes	150	PPP	0	0	220
Balmedie OP3	(2009 HLA entry)	500	PPP	0	0	500
Blackdog OP1	Yes	600	Under Construction	51	51	600 (549)
Ellon OP1	Yes	980	Allocated	0	0	980
Foveran OP2	Yes	75	Allocated	0	0	75
Newburgh OP2	Yes	60	Under Construction	0	0	60
Oldmeldrum OP1	Yes	50	Allocated	0	0	88
Oldmeldrum OP2	Yes	50	Allocated	0	0	85
Tarves OP1	Yes	100	Allocated	0	0	113
<i>Marr AMHA</i>						
Banchory OP1	Yes	30	Allocated	0	0	32
Banchory OP2	Yes	345	PPP	0	0	345
Banchory OP3	Yes	50	PPP	0	0	50
Banchory OP4	Yes	15	Allocated	0	0	15

4.7. In contrast to the foregoing, our client is already advanced in their preparation of a formal planning application submission, with formal community consultation having already commenced following confirmation of the draft City allocation in May 2020. Aligned to this, there is continuing parallel investment in and masterplanning / assessment / consideration of the adjacent subject Shire land. This is clear evidence of the deliverability of both the adjacent land in the City administrative boundary and the subject land in the Shire.

4.8. **The cumulative total evidenced above makes explicit the need for Aberdeenshire LDP modification to include the proposed 100 unit allocation at Leggart Brae.**



## 5. Proposed Aberdeen LDP Modification

5.1. As set out in the submitted Response Form and Development Framework Document, we formally resubmit that the following modification be made to the Aberdeenshire LDP:

### **Formal allocation of subject land (as defined by submitted site location plan)**

- Site: Leggart Brae
- Proposal: 100 Residential Units
- Overview: The identified residential development of circa 100 residential units is to be subject to a full masterplanning process in conjunction with the identified surrounding landscaped and natural amenity greenspace / woodland. Proposals should provide for landscaping to frame the southern settlement edge, and be accompanied by detailed technical assessment of flood risk, drainage, ecology and transport (road traffic generation).

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**Appendix 1 – Proposed Aberdeenshire Development Site,  
Superseded Aberdeenshire ‘Call for Sites’ Bid Extents &  
Aberdeen Proposed LDP Allocation OP46**

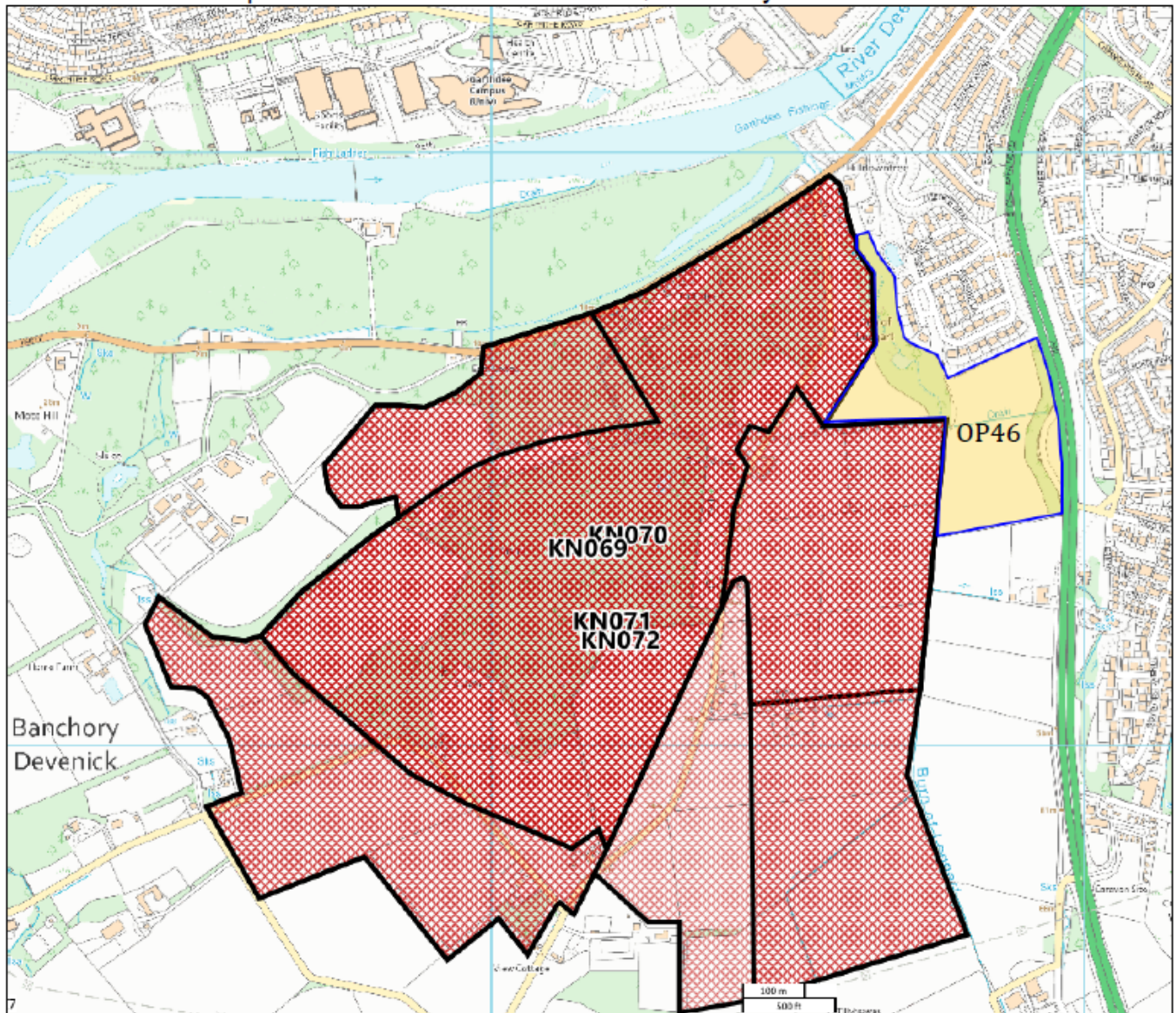
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# Leggart Brae, Aberdeenshire

Supplementary Planning Response Report to Proposed Aberdeenshire LDP



Plan 1 – Officer Report extract



# Leggart Brae, Aberdeenshire

## Supplementary Planning Response Report to Proposed Aberdeenshire LDP



Plan 2 – Submission boundary clarification





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**Appendix 2 – Extract from Kincardine & Mearns Committee  
(20 & 21 August 2019)**

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### Banchory Devenick

#### **Bid KN069, KN070, KN071 and KN072**

There has been substantial agreement with the Officers' assessment of bids KN069, KN070, KN071 and KN072 (Land at Tollochill Wood, Phases 1-4) as 'not preferred' (89, 230, 271, 277, 278, 287, 288, 306, 307, 308, 317, 352, 448, 506, 567, 619, 631, 643, 644, 707, 708, 709, 711, 713, 782, 876, 921, 945, 953, 956, 1046, 1059, 1063).

Respondents have highlighted the negative impact these proposals would have on the green belt, and expressed a desire to preserve the green belt in the Banchory Devenick area (89, 230, 271, 277, 278, 287, 288, 306, 307, 308, 317, 448, 567, 619, 643, 644, 707, 708, 713, 921, 945, 956, 1046, 1059, 1063).

There was strong agreement that development of these bids would have a negative visual impact on the landscape setting and character. In particular respondents are concerned about the scale and suburban nature of the development proposed (89, 230, 271, 277, 278, 287, 288, 306, 307, 308, 317, 352, 448, 506, 567, 619, 631, 643, 707, 708, 713, 782, 876, 921, 945, 953, 956, 1046, 1059, 1063). Scottish Natural Heritage (SNH) agreed with the landscape justification for not including these sites and considers this establishes a principle of no development due to the significant constraints imposed by this highly sensitive landscape and visual resource. However, should the sites be allocated SNH state a development brief/strategic framework would be required to ensure the provision of adequate biodiverse open space, including for informal recreation, and active travel provision (506).

Respondents also agreed these bids should not be allocated due to the detrimental impact development would have on natural heritage in the Banchory Devenick area, and that it is important to conserve wildlife habitat and protected species, and to protect the River Dee Special Area of Conservation (SAC), Den of Leggart Local Nature Conservation Site (LNCS), Tollochill Wood LNCS (89, 271, 277, 278, 287, 288, 306, 307, 308, 317, 352, 448, 506, 619, 631, 643, 707, 708, 711, 713, 782, 876, 921, 945, 953, 956, 1046, 1059, 1063). RSPB consider there would be significant environmental harm caused development of such a scale (782).

Respondents welcomed the Officers' recommendation on account of protecting resources, as the proposals would impact on trees and woodlands (including Ancient Woodland), which people value for wildlife habitat, recreation and outdoor learning (89, 271, 277, 278, 287, 288, 306, 307, 308, 317, 352, 448, 506, 619, 631, 643, 707, 708, 711, 713, 782, 876, 921, 945, 953, 956, 1046, 1059, 1063).

Respondents expressed concern about the impact the proposals would have on the historic environment, in particular the historical features of Tollochill Braes and the Causey Mounth ancient drovers' road (89, 230, 271, 277, 278, 287, 288, 306, 307, 308, 448, 619, 631, 643, 707, 708, 711, 713, 921, 953, 956, 1046, 1059, 1063).

There were concerns regarding road access, and respondents do not support the proposed dual carriageway link to access the A92(T) (formerly the A90) south of the Bridge of Dee, particular now that the AWPR has significantly eased traffic pressure in this area (89, 277, 278, 306, 307, 567, 707, 708, 711, 713, 956, 1046, 1059, 1063).

Concerns about waste water treatment and drainage were raised (271, 277, 278, 287, 288, 317, 643, 707, 708, 713, 921, 953, 956, 1046, 1059, 1063).

There was agreement regarding lack of education capacity, and respondents objected to the siting of the proposed new school impacting on the Camphill community of Beannachar (271, 277, 278, 287, 288, 306, 307, 308, 317, 631, 643, 707, 708, 711, 713, 921, 953, 956, 1046, 1063).

Particular concern was expressed regarding over supply in the area and potential impact on the delivery of developments that are already underway to ensure the delivery of promised infrastructure and schools, highlighting that the bid sites at Banchory Devenick are not required given there are other large scale proposals yet to complete which are making slow progress, e.g. Chapelton and Blairs (89, 271, 317, 448, 567, 634, 709).

It was also highlighted that the Strategic Environmental Assessment (SEA) provides overall cumulative negative and significant negative effects including post-mitigation for bids KN069 to KN072, and that this assessment should not be ignored (306, 1046, 1063).

One respondent objected to bids KN069 to KN072 on the basis that there is not one landowner and the developer's views do not represent the views of other land/home owners (567).

It is considered that any benefits provided by the development such as non-vehicular access to recreation do not outweigh the negative aspects of the development (713), and that the site is unlikely to encourage active travel (89). It is also considered that the sites collectively constitute a new settlement, which has not been recognised in the Strategic Development Plan, and that this would amount to a 'dormitory' for Aberdeen City, and provide no benefit to Aberdeenshire (89).

### Support

One response was received from the bid proposer in support of the development at KN069 to KN072, but for a smaller portion of part of bid site KN069/ KN070. The proposer submitted a proposal with a masterplan for 100 homes at Leggart Brae to the south of the B9077 (South Deeside Road). The proposer considers the site is in a suitable location for sustainable growth, appropriate for public transport links and pedestrian access, and has suitable road links to service the site. It is also considered there would be no visual intrusion or loss of amenity, no significant adverse effects on built heritage or the historic environment. Furthermore, no flood risk is anticipated, and the proposer does not consider that inclusion of a section of the Den of Leggart

LNCS, and a burn, which feeds into the River Dee SAC, should preclude development of the proposed site for 100 homes (1013).

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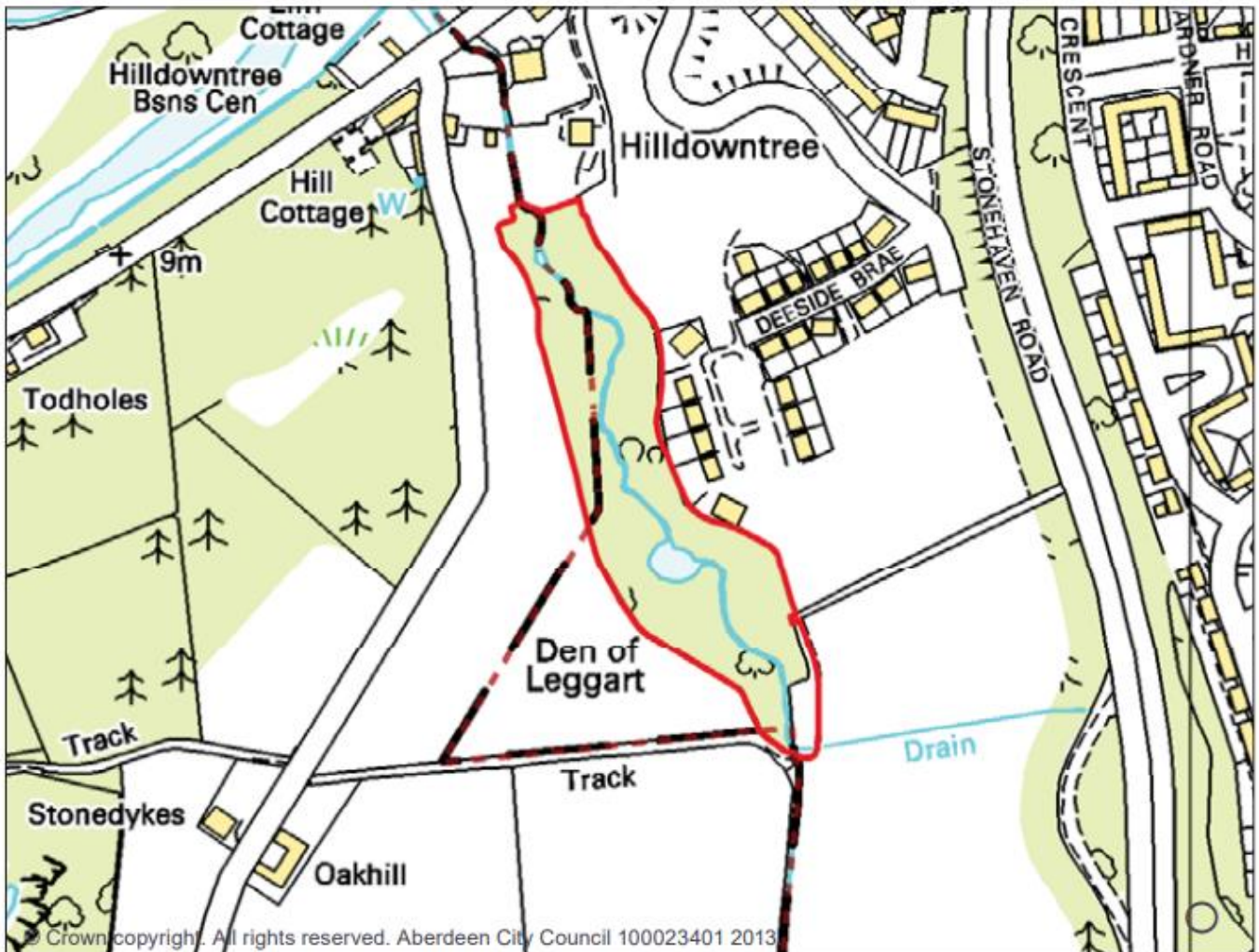
## Appendix 3 – Den of Leggart LNCS

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# Leggart Brae, Aberdeenshire

Supplementary Planning Response Report to Proposed Aberdeenshire LDP

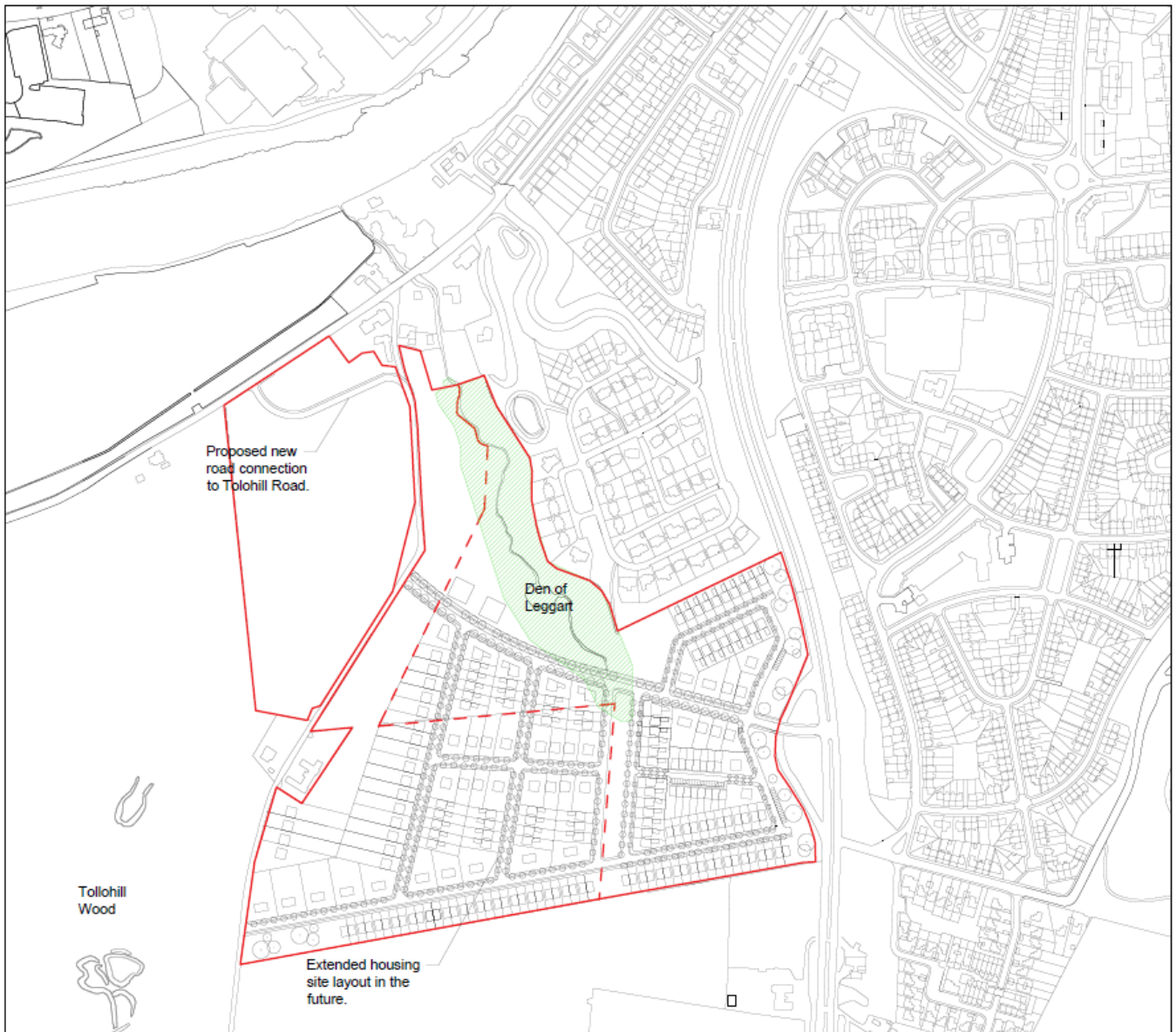


# Leggart Brae, Aberdeenshire

Supplementary Planning Response Report to Proposed Aberdeenshire LDP



*Indicative cross boundary layout*



**Savills Planning**

Wemyss House

8 Wemyss Place

Edinburgh

EH3 6DH

+44 (0)131 247 3700

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# Leggart Brae

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# Masterplan for lands at Banchory Leggart, Aberdeen

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## Executive Summary.....

This Development Framework robustly demonstrates the short term deliverability of a modestly scaled residential development of c. 100 homes within Aberdeenshire to the south of Aberdeen, which would enjoy generous amenity greenspace and be similar in form and density to the successful development at nearby Deeside Brae.

Extending established urban development envelopes in this way is recognised as a logical development strategy principle in Scottish Planning Policy, The site situates new development within the Aberdeen Housing Market Area as anticipated in the existing and emerging Strategic Development Plans for the North-East.

There are no technical constraints which would prevent the delivery of the proposed housing allocation, due consideration having been given to landscape impact/assimilation, cultural heritage, ecology and woodland/greenspace, transportation, ground conditions, hydrology, waste water and education matters. Specifically in respect of prior Aberdeenshire officer comments, the development as now proposed:

- would not undermine the purpose or integrity of the Green Belt at this location, and could be accommodated without adverse landscape impact;
- could be delivered successfully within the existing landform without any material woodland loss;
- is well situated in relation to the existing transport network, with various deliverable access options available. Existing paths and roads would be retained and upgraded as appropriate, providing non-vehicular access to recreation opportunities on the edge of the city;
- would avoid material loss of environmentally sensitive natural heritage features or areas with the potential for habitat (development being concentrated on lands used for intensive arable farming), providing opportunities for net biodiversity enhancement via improvements to the Den of Leggart LNCS and natural heritage generally;
- would be connected to wastewater network, complemented by appropriate sustainable surface water drainage; and,
- would not generate education requirements beyond the existing primary or secondary education capacity.

This document further illustrates that the subject site is ideally placed to deliver housing development that will be highly attractive and deliverable in the local market within the forthcoming LDP period, in close proximity to the many services within Aberdeen city whilst meeting wider strategic and local planning aims.

The allocation would combine with the adjacent Proposed Aberdeen LDP allocation OP46 to create a logical, high quality and deliverable residential development site which overcomes artificial administrative boundaries and relates to the existing, 'on-the-ground' physical context.

In light of the foregoing, we formally resubmit that the following modification be made to the Aberdeenshire LDP:

Reference	Proposals	Overview
Leggart Brae	100 homes (33.48 Acres)	The identified residential development of circa 100 residential units is subject to full masterplanning process in conjunction with the identified surrounding landscaped and natural amenity greenspace / woodland. Proposals should provide for landscaping to frame the southern settlement edge, and be accompanied by detailed technical assessment of flood risk, drainage, ecology and transport (road traffic generation).

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# 2.0 | Development Team



Developer	<b>Comer Homes Group</b>
Masterplanner	<b>Plus Architecture Limited</b>
Architecture	<b>Plus Architecture Limited</b>
Landscape Architecture	<b>Raeburn Farquhar Bowen</b>
Planning Consultancy	<b>Savills</b>
Civil Engineering	<b>Mott MacDonald</b>
Ecology Planning	<b>Northern Ecological Services</b>
Transport Planning	<b>Transport Planning Limited</b>
Archeological Advisors	<b>Headland Archeology</b>
Flood Risk Assessment	<b>Kaya Consulting</b>



The Comer Property Group is one of the United Kingdom's largest and most successful property companies. It now has interests that extend into Europe and the United States.

The current business was established over 30 years ago by brothers, Brian & Luke Comer, originally from Co. Galway, Ireland. After a great deal of tenacity and hard work, the Comers have created a leading property company with substantial development and investment interests in a number of market sectors, including:

- luxurious residential homes
- office parks
- retail parks
- hotels and leisure facilities
- retirement homes
- equestrian property and farm land

With its substantial resources, The Comer Group is set for continued major expansion. The Comer Group is privately-owned and employs 1,500 people. It has 150 companies worldwide with projects in England, Belgium, Germany, USA and Uganda. The Group is valued at approximately €3 billion. The portfolio is self-managed to maximise the Group's return on investment and efficiently run with invaluable expertise and knowledge.

### Comer Homes

Subsidiary Comer Homes has special expertise in creating quality homes of great charm, character and distinction. It identifies and acquires landmark buildings, often with unique architecture and landscaped grounds that can be transformed internally into state-of-the-art living spaces while systematically restoring, preserving and enhancing the original structure.

High quality developments such as Princess Park Manor, Royal Connaught Park and Bradstowe House, amongst the vast portfolio, are a testament to the high standards and work ethic of the directors. Given their background and knowledge of construction methods, The Comer Group directors have the expertise to take on challenging projects. The Comer team's skills apply vision and style to achieve viable planning consents that maximise the potential of the company's sites and ultimately produce developments of distinction. The 'hands on' management style of the directors avoids a complex corporate process.

### Award-winning developer

Successful development in England, Germany and Ireland has fuelled further international expansion and a swathe of international awards has followed the company's success.

Awarded Entrepreneur of the Year in Ireland and the The Irish Post Award for Outstanding Contribution To Business in Britain Award for the business as a whole, the company has also picked a series of awards for specific sites including a What House Award in the Best Renovation category for Royal Connaught Park, together with a Sunday Times commendation for the conversion, restoration or refurbishment of an existing building. Royal Connaught Park was also commended as development of the year.

Princess Park Manor was awarded the Best Conversion accolade in the Evening Standard Awards and the Comer Group was awarded Best International Developer in the International Property Awards and Executive Developer Of The Year in the Business Britain Awards; altogether an impressive haul.

# The Development Team



The conversion of the former Royal Masonic School for Boys in Bushey, north London, to a new community of residential dwellings is a project representative of the Comer Homes ethos.

The development is set on generous landscaped grounds that are made available for all residents to enjoy and benefit from. The particular nature of the conversion of a Listed Building provided certain spaces (such as chapel spaces, assembly spaces and circulation spaces) that were put to use as communal residents spaces, such as common area lounge space and community event spaces.

A new gym facility has been integrated into the development, for residents to avail of.

Dwellings retain period features such as window, plaster and timberwork detailing and are typically large in size and often in duplex or triplex format, with residents private lifts.

The estate is an estate managed by Comer Property Management, which maintains the built and landscaped environment, as well as facilitating new residents with concierge service and features such as the Comer Homes mini-bus, which links residents with key transport nodes during the day and local retail and leisure amenity.



Royal Connaght Park, Bushey, North London  
Residential Masterplan Delivery  
Project Stage: Phases 1 & 2 Complete, Phase 3 ongoing





## The Development Team.



**Royal Winchester House, Bracknell**  
Residential Masterplan  
Project Stage: Construction



**Bradstowe House, Harrow**  
Residential Masterplan  
Project Stage: Complete



**Princess Park Manor, Friern Barnet, North London**  
Residential Masterplan of Listed Estate  
Project Stage: Complete



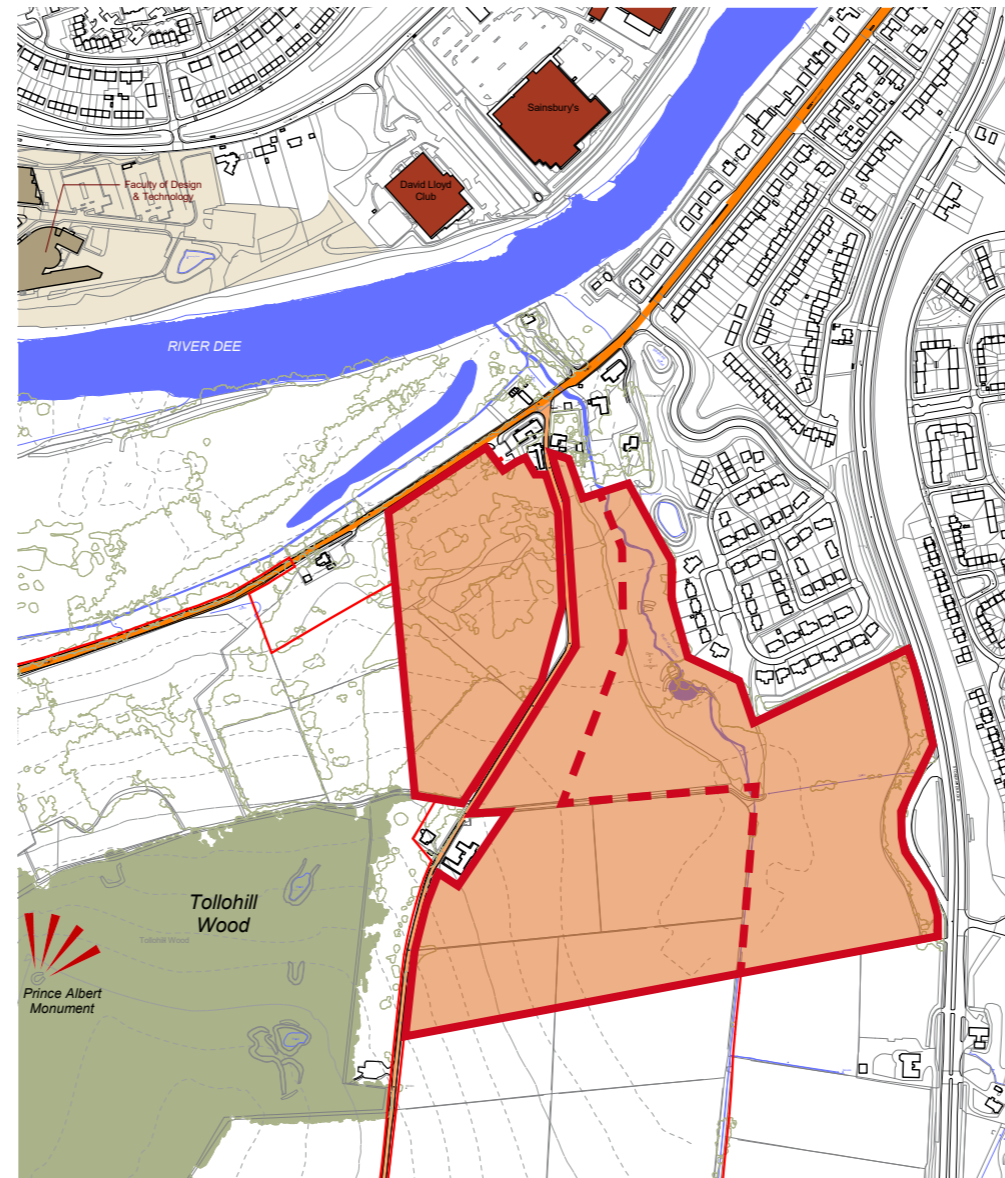
# 3.0 | The Site

# The Site

## 3.1 Outline Description of Site



**Aerial Map**  
Showing indicative extent of landholding & area of intervention (not a legal ownership map)



**Site Layout Plan**  
Dashed redline boundary showing the separate Shire and City proposed allocation lands.

The Banchory Leggart Estate, within which the subject land is contained, is located approximately 3 miles south west from Aberdeen City Centre and is situated south of the River Dee and west of the A92 (formerly the A90). The wider estate encompasses 1,145 acres in area and preliminary topography information indicates a high point at approximately 140.8m above ordnance datum (AOD) down to 15.2m AOD at its lowest point. The site is currently occupied by agricultural land and forestry which spans the entire site.

Agricultural land has a mix of arable and grazing land which take up approximately 368 hectares across the whole estate. The River Dee on the northern perimeter of the site provides Salmon fishing facilities.

The subject site has a clear landscape framework within which to structure any proposed development. The historic route of the Causey Mounth offers views to the city as road users descend into the Dee Valley and development would be set back so as to preserve these views. The woodlands to the west provide containment to the extent of any development and a transition to the more rural areas and the Dee Valley to the west and north. The valley landform and vegetation around the Burn of Leggart provide an opportunity for a parkland connecting both habitats and recreational space into the adjacent open space to the northeast. The A92 forms the eastern boundary.

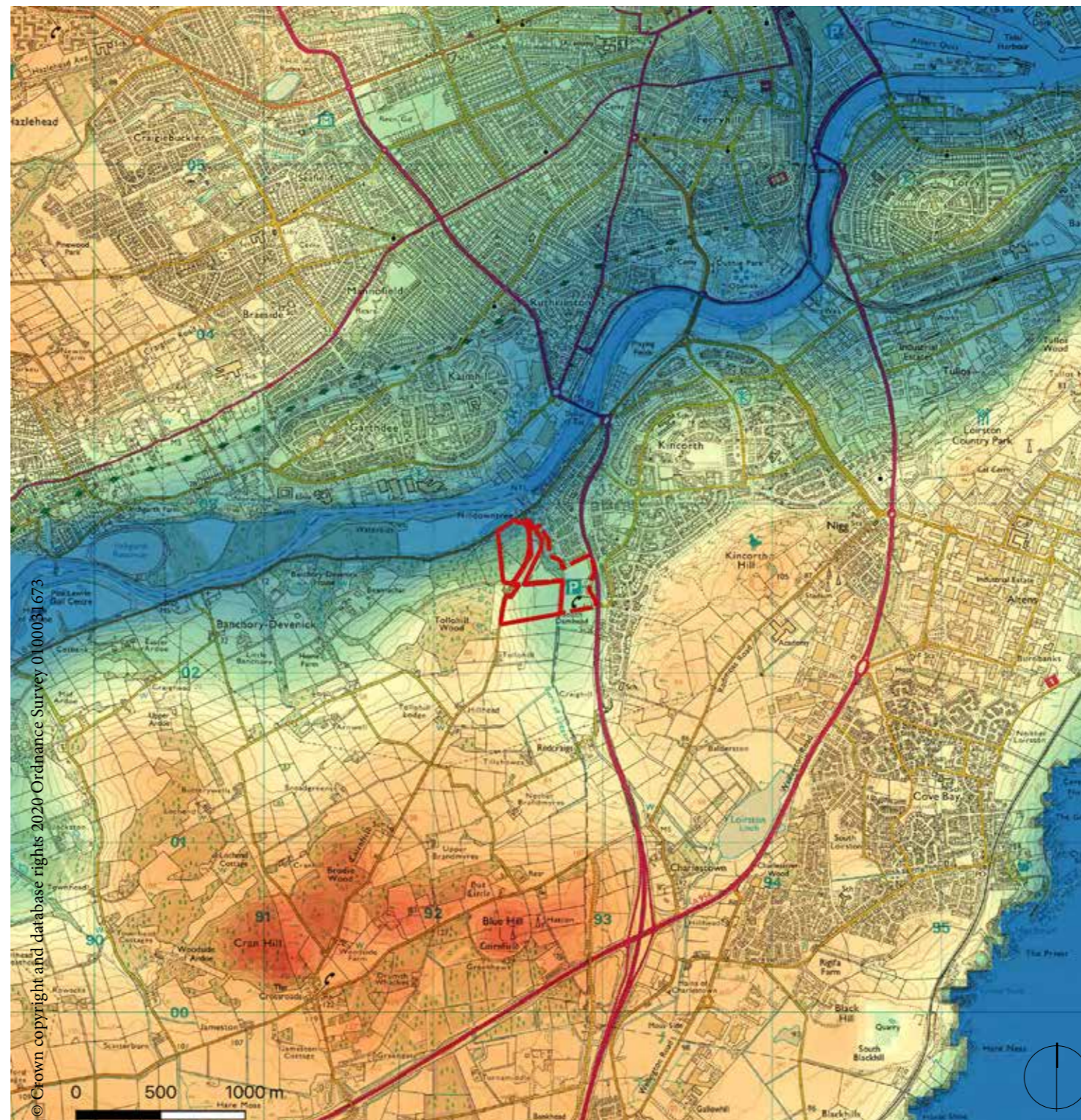
# The Site

### 3.2 Topography analysis by LDA Design

Overall the land surrounding the site broadly rises away from the Dee Valley to the north, and the coast to the east, towards Blue Hill which lies to the south of the site. The tributary valley of the Burn of Leggart modifies this pattern within the site, creating a lower-lying gap between Tollohill Wood and Kin-corth Hill, through which the A90 passes.

As a result, the eastern part of the site is low-lying and visu-ally contained by the terrain and adjacent areas of the city to the east, by the rising ground to the south, and by the wooded slopes of Tollohill Wood to the west.

It is considered that the topography of the wider site will al-low a modest development on the scale proposed assimilate well with surrounding land forms. Topography is not consid-ered to be a matter that would preclude the proposed devel-opment coming forward in the emerging Local Development Plan.



### Landscape Appraisal - Terrain

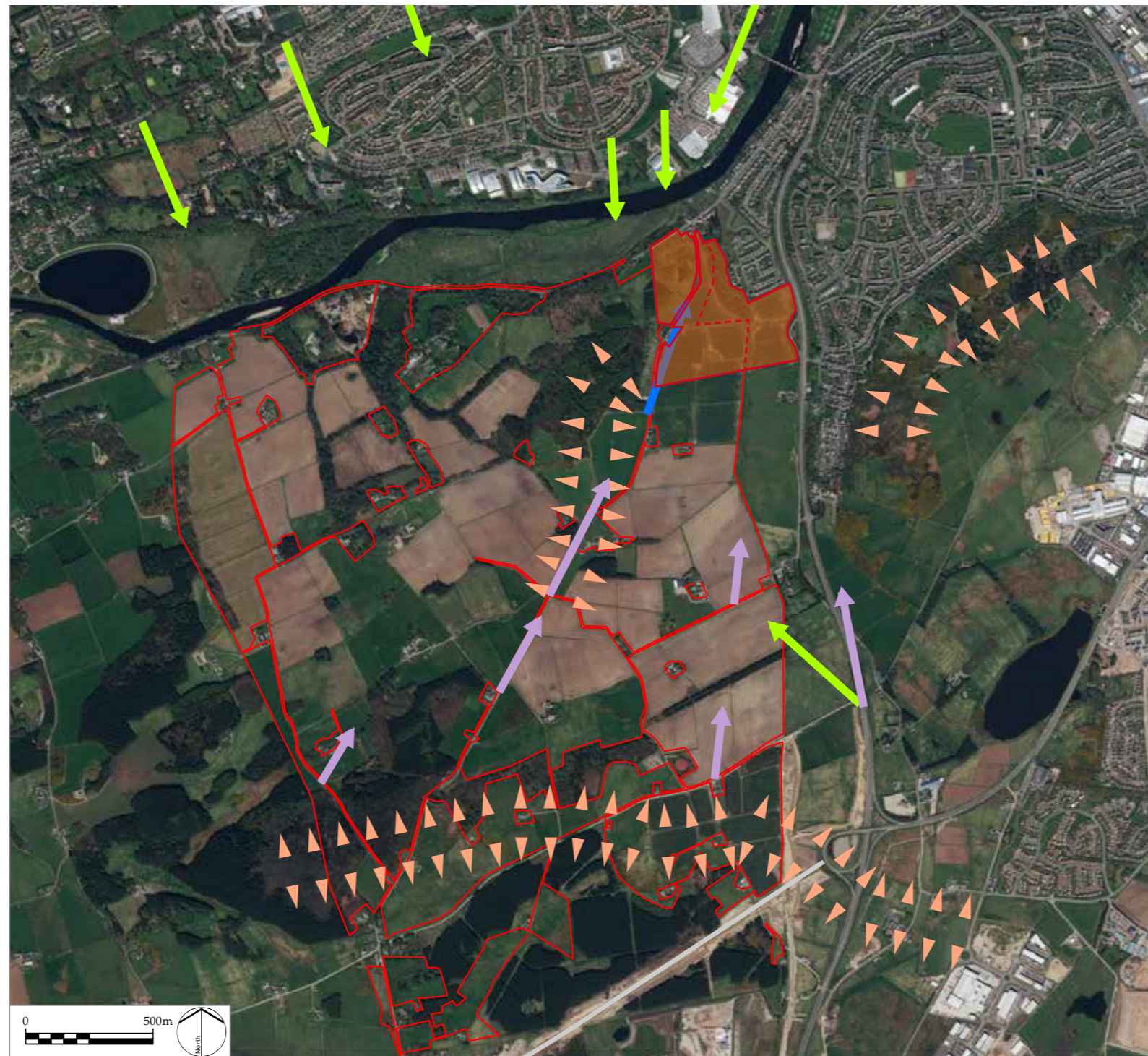
KEY

- Site boundary
- 140- 240m
- 80 - 140m
- 40 - 80m
- 10 - 40m
- 1.4 -10m



# The Site

- LEGEND
- Site (approx)
  - AWPR
  - Future development area
  - View to city and sea
  - River view
  - Views into site
  - ▲ Ridge
  - ▼ Ridge
  - Submission Boundary



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### 3.3 Visibility analysis by LDA Design

Initial visibility modelling and site work shows that visibility of development within the site would be relatively contained. The areas indicated to have greater visibility of development have been identified as:

- Kincorth hill – The visibility modelling does not include the gorse and scrub vegetation which in practice limited views towards the site to very infrequent glimpses.
- South facing slopes of Dee Valley – The visibility modelling does not take account of trees in streets and gardens. In practice mature street and garden trees limit outward views from the city towards the site, although some more open views, such as from the artificial ski slope will have views of development within the site. In all such views the development would be backdropped by rising ground beyond, retaining the southern skyline of hills and woodland. Tree planting within the parkland area suggested within the site would soften views of development.
- Causey Mounth – Drivers approaching from the south will first see development within the site as they approach the junction near Tollochill Lodge. In this part of the route, the city is already visible ahead and development within the site would initially be seen as glimpses past nearby houses, woodland and hedges, and then more openly – forming part of the existing pattern of transition from rural to urban as the route approaches the city.
- A92 northbound – drivers have elevated views towards the city ahead as they approach from the junction with the A956. These views are channelled by roadside vegetation. The visibility modelling indicates that any development in the site would first become widely visible to the north of the A956 junction, but this does not take account of the roadside vegetation which would in practice limit views towards development to brief glimpses through roadside hedges until the A92 passes the site.

**It is considered that visibility of the site will have little impact on the visual interpretation of the City and surrounding land forms. Visibility is not considered to be a matter that would preclude the proposed development from coming forward in the emerging Local Development Plan.**

# The Site

### 3.4 History & Archeology authored by Headland Archeology

The Banchory & Leggart Estate, on the south-western outskirts of Aberdeen, is a typical example of improved Aberdeenshire landscape, created c.1750-1850, with reclaimed bog, regular fields, plantations and stone farm steadings. Land-use within the Inner Study Area (ISA) currently comprises a mix of arable fields and rough scrubland, with mature trees along the Burn of Leggart on the eastern edge and a small forestry plantation to the south-west around Stonedykes.

There are no designated heritage assets recorded on the National Record of the Historic Environment (NRHE) within the ISA and only one, a Category B Listed Building currently in use as a private residence (LB146, Figure 2), within the Outer Study Area (OSA, a 100m radius around the ISA). Development of Royal Devenick Park and Leggart Brae has the potential to affect the setting of this building, but this is not considered to be a major constraint to the development as it is currently proposed.

In addition to the buildings, the NRHE records one historic asset within the ISA, and the Aberdeenshire and Aberdeen City Sites and Monuments Records (SMRs) record four. These comprise four boundary stones which mark a historic version of the Aberdeen city limits and the site of a post-medieval cottage recorded on historic Ordnance Survey mapping (NRHE 207755).

One of the stones (NJ90SW0093) is incised 'ABD', one (NJ90SW0099) is incised 'ACB', one (NJ90SW0097) is incised with an '8' and no markings are recorded on the fourth (NJ90SW0095). The cottage no longer survives as visible remains.

Within the OSA, the SMR records a further six historic assets. Again, these comprise post-medieval features such as boundary markers, farmsteads and industrial buildings.

None of the non-designated features within the ISA and OSA are considered to be of more than local importance and any potential impact caused by development can be adequately mitigated.

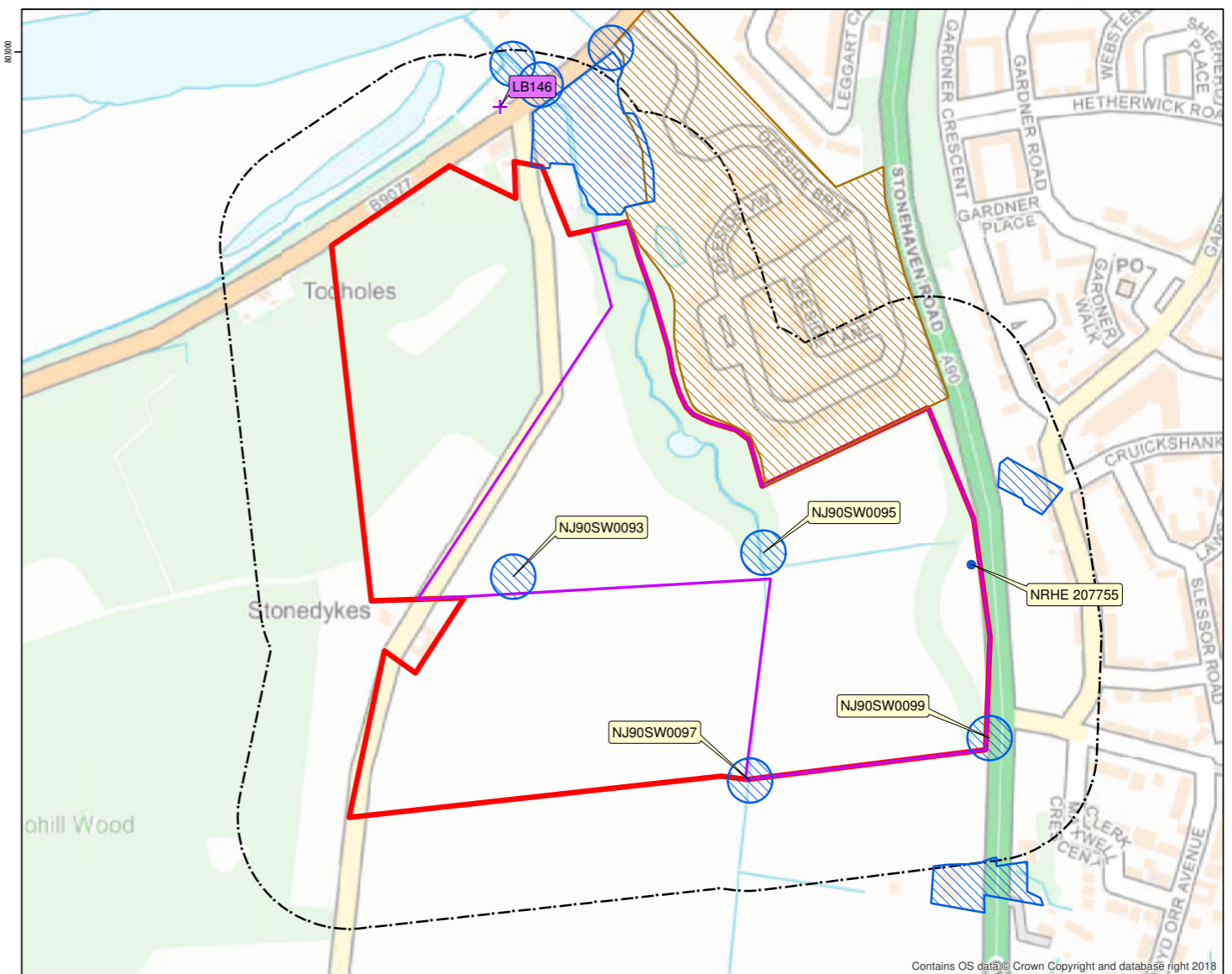
There is a low potential for unknown archaeological features to survive within the ISA. The SMR records one trial trenching evaluation carried out in advance of the construction of houses on Leggart Terrace/Deeside Brae immediately adjacent to the eastern edge of the ISA. Several features representing post-medieval agricultural activity (drains and plough marks) were identified, but nothing of archaeological significance was recorded.

Impacts on any archaeological features that may survive within the ISA can be successfully mitigated through a programme of archaeological works.

**There are no features or assets of cultural heritage significance likely to be adversely impacted upon by the proposed development. Cultural heritage is not considered to be a matter that would preclude the proposed development from coming forward in the emerging Local Development Plan.**



- NRHE Entry
- SMR Entry
- Previous Investigation (from SMR)
- Royal Devenick Park
- Leggart Brae
- Outer Study Area



# The Site

## 3.5 Ecological Summary authored by Northern Ecological














The masterplan for the development at Leggart Brae has been informed by an updated survey Preliminary Ecological Appraisal completed in April 2019. The site encompasses an area of land west of Kincorth in southern Aberdeen, between the A92 Stonehaven Road and the B9077 South Deeside Road, aligned along the valley of the Burn of Leggart which flows northwards into the River Dee. The majority of the land is currently under intensive arable farming. The site boundary also encompasses the Den of Leggart Local Nature Conservation Site (LNCS), notified by Aberdeen City Council as a fine example of an incised, wooded burn valley (see green hatch on plan). The burn supports otters, one of the notified species of the River Dee Special Area of Conservation (SAC).

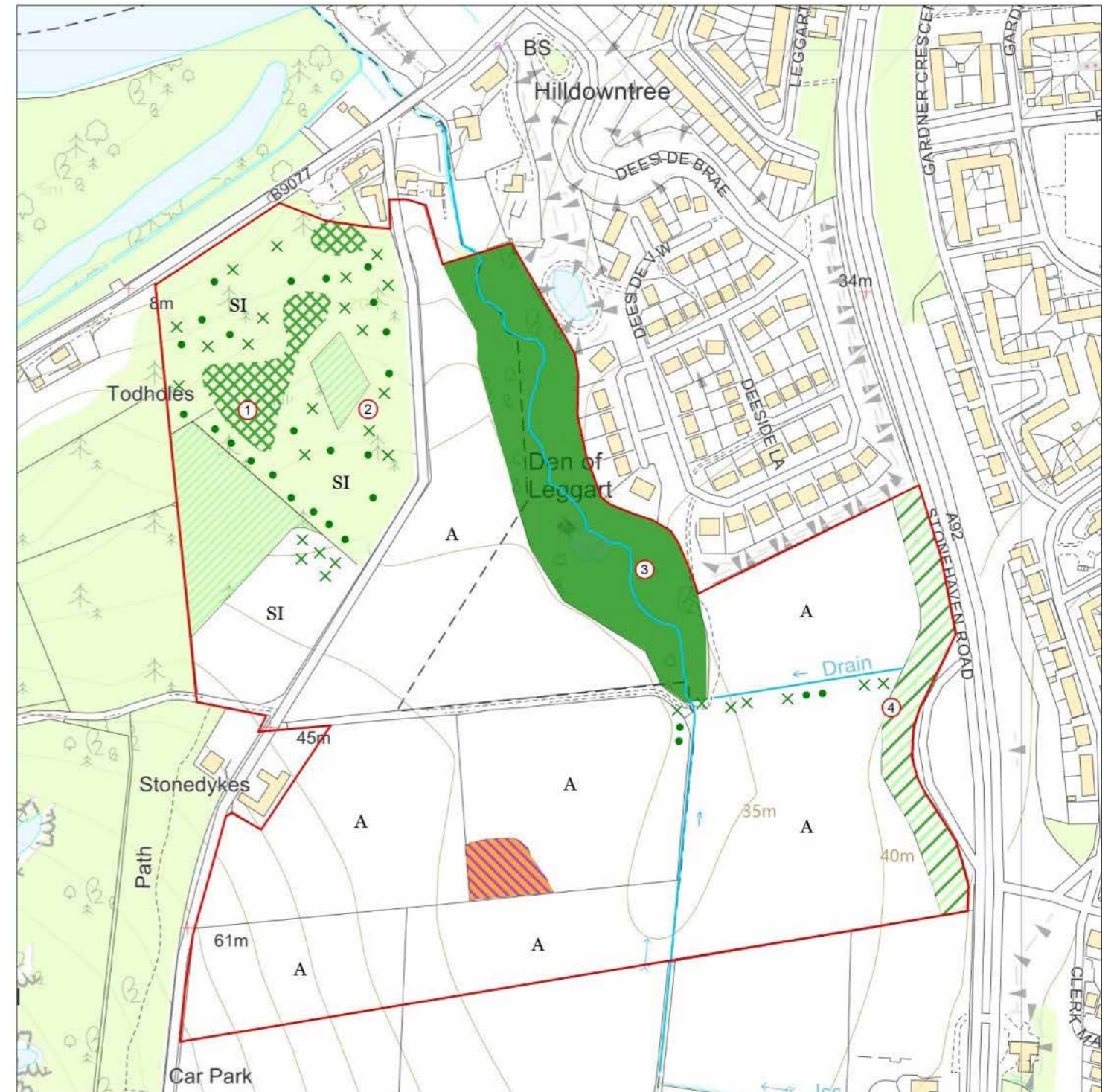
The masterplan proposals recognise the conservation and amenity value of this core area around the Burn of Leggart and the LNCS. An area of new parkland situated to the west of the Den provides a significant area of green space where, in the north, new native woodland will be established contiguous with the woodland of the LNCS. The burn corridor to the south will be enhanced by the retention of a landscaped riparian corridor and new habitat corridors will be provided along the southern boundary of the development and along internal road verges to promote new green links between the Burn of Leggart habitat area and Tollohill wood to the west of the subject site, a large area of ancient woodland which provides an important local amenity and wildlife refuge.

Masterplanning for the site, in respect of site design, landscaping, habitat creation and construction planning, will pay due regard to the notified features of the River Dee SAC, ensuring that good water quality in the river is maintained and, through a long-term management plan for the Den of Leggart LNCS, that the riparian system comprising the Dee and the Burn of Leggart tributary is protected for its long term amenity and its wildlife populations.

**Natural Heritage features, and potential for habitat on and around the site have been examined and are not considered to be matters that would preclude the proposed development from coming forward in the emerging Local Development Plan.**

### BANCHORY LEGGART PHASE 1 HABITATS

-  Broad-leaved semi-natural woodland
-  Coniferous plantation
-  Mixed plantation
-  Dense scrub
-  Mixed semi-natural woodland & scrub
-  Semi-improved grassland
-  Marshy grassland
-  Arable
-  Water course
-  Scrub
-  Tree
-  Target note & number
-  Indicative site boundary



# The Site

## 3.6 Landscape Character analysis by RFB

The Landscape Character of the landholding and surrounding lands has been categorised as follows:

- Open Farm land - Den of Leggart
- Dee Valley
- Central Wooded Estates
- Open Farm land - Loirston
- Kincorth Hill
- Area allocated for development

### Landscape Strategy

The landscape strategy for the proposed Leggart Brae housing development has the following key parts:

1. Retention and protection of the overwhelming majority of wider Den of Leggart LNCS across City and Shire (marginal implication for Aberdeenshire land – see Appendix 3 of submitted Supplementary Planning Response Report).
2. Expansion of woodland along the edge of the Leggart Den woodland, into the Aberdeenshire Council area, which will form a habitat and landscape connection with the young woodland of Tollohill Wood.
3. Forming a robust native hedgerow with trees as boundary to the development, along the Tollohill Road and the southern boundary.
4. Retain the enclosing woodland on the eastern boundary as buffer and containment of the A92.
5. Develop a network of wetland, scrub margin, meadow and orchard habitats through the site, as part of a green infrastructure network that integrates sustainable drainage, active travel routes, play and biodiversity.

The development will occupy a location topographically enclosed by Tollohill Hill to the west. The Den of Leggart to the north, Tollohill Wood to the west, and the tree and woodland planting proposals, will provide considerable visual enclosure of the development from the Dee valley and Garthdee.

**The development will occupy agricultural land of low biodiversity.**

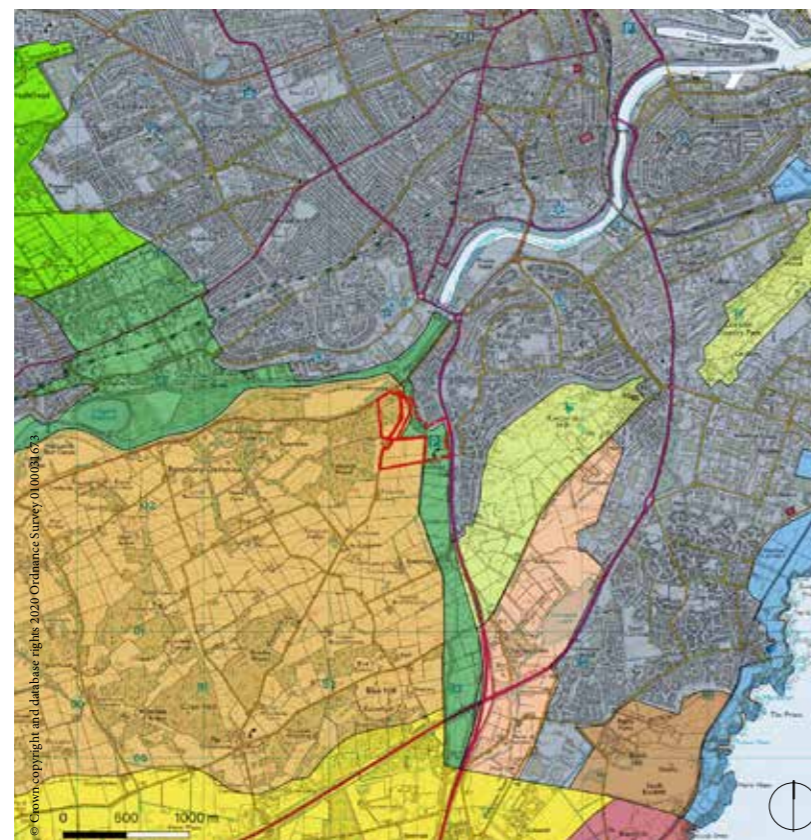


Figure 2:

Landscape Appraisal - Landscape Character

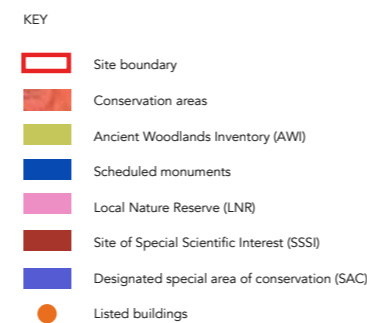
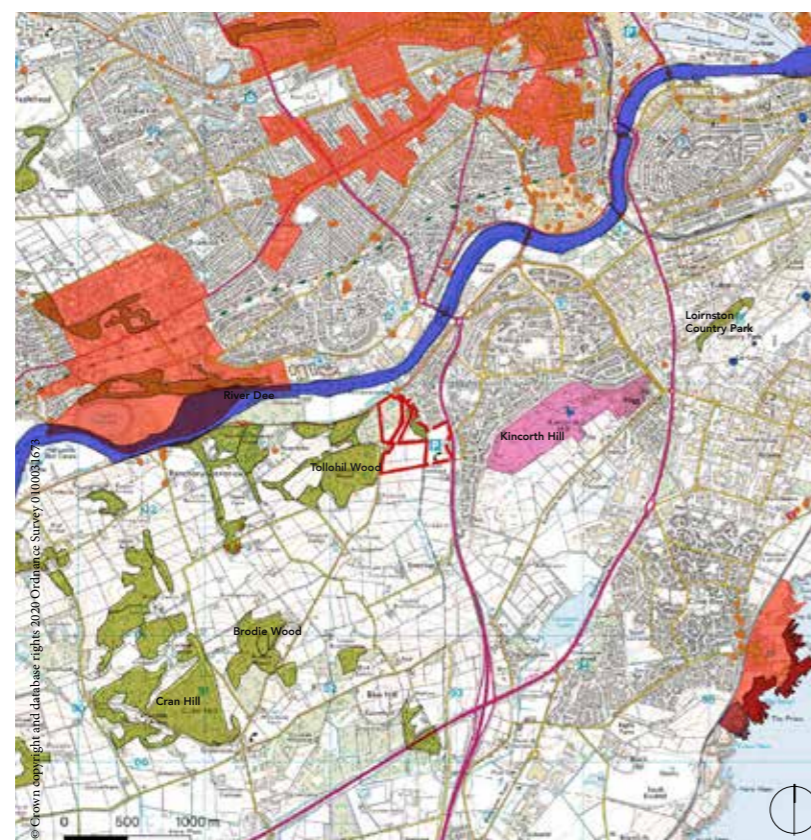


Figure 4:

Landscape Appraisal - Landscape and Planning Designations





## The Site

### 3.7 Roads Infrastructure Statement by Transport Planning Ltd

#### Road Network

The Leggart Brae site is conveniently located in terms of major and minor road links. To the east, the A92 runs north to south within the Aberdeen City boundary and would facilitate site connections. To the north, Leggart Terrace is available for further connections and the wider site also contains a network of minor rural roads. Post AWPR the A92 north of Charleston is no longer a trunk route. The desire to cross the A92 and examine opportunities to reprioritise some of the road space in favour of cyclists and/or public transport users (through re-marking of lanes) and consideration of the ability to cross the road at grade by pedestrians all suggest that the role, form and function of this stretch of road needs to be redefined – whether development occurs at Leggart Brae or not.

Additional connectivity is also offered southwards towards Portlethen (as part of the AWPR scheme a link towards Schoolhill has been provided) and also via an existing network of minor roads which cross the wider area and link it with other minor settlements. Employment opportunities are available in the Altens area and, via the A956, the city centre, accessible by travelling south from the development (against peak time morning flow) to Charleston and hence Wellington Road. Following the opening of the AWPR, by using the same ‘against peak time traffic flow’ approach, it is also possible to reach other employment opportunities via the new ring road.

#### Site Accessibility – Pedestrians and cyclists

The proposed site area sits within an existing network of minor roads and tracks which currently link the area in all directions to external road and footway networks. Many of these are presently used for commuting and recreational purposes. For example, the site presently accommodates part of the ‘Causey Mounth’ road and it is anticipated that this historic drovers road (part of which is signed as a tourist route) would be retained as a feature of the site development allowing its

use by essential users, pedestrians and cyclists. Several existing core path linkages can be developed and expanded as the site emerges. Within Aberdeen City, core path connections exist to the north and east of the site.



Figure 1: Aberdeen City Core Paths Extract

Within the subject area, the masterplan exercise which has already commenced will be required to establish the detail of pedestrian linkages and cycle connections. Direct connections within the site which shorten travel distances on foot and by cycle when compared with private car alternatives

will be planned, thereby shifting the balance of attraction to these sustainable modes for shorter internal development trips.

Pedestrian and cyclist connections would also be possible to the east towards the A92. Any reduction in traffic on this section of the A92 arising from the Aberdeen Western Peripheral Route (AWPR) may allow improved facilities to be provided for pedestrians crossing the A92. The new roads within any development on the proposed allocation site would have footways which will allow connections to the existing footway and footpath network to the south and west.

The major retail area at Garthdee lies some 1.5Km from what is anticipated to be the heart of the new development – within walking distances for access to local facilities as laid out in PAN75. Further afield, the ability to examine whether, post AWPR, a cycle lane can be accommodated on the shoulder of the A92 towards the Bridge of Dee is under consideration. As indicated above, other linkages across the A92 towards Kincorth and Loirston Loch can also be considered. Linkages to South Deeside Road and hence Leggart Terrace are also possible, which would help circumvent the A92 route. The character of that section of the A92 from Charleston to Kincorth and what its function is post AWPR are matters that will require consideration as development proposals in the wider area emerge.

A further consideration in addressing pedestrian and cycle connections will be the extent to which these are ‘adoptable’ – i.e. surfaced and lit, and the extent to which they remain recreational. Establishing an appropriate balance that caters for the needs of all users and can be accommodated within the landscape will be the key outcome.

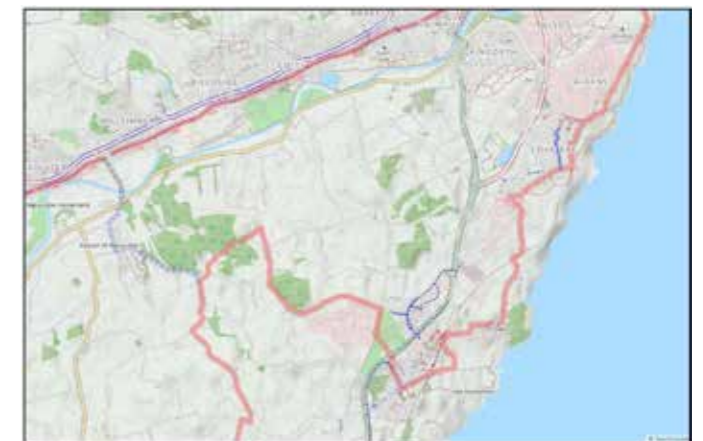


Figure 2: Open Street Map Extract

#### Public Transport – Bus

Positive discussions have previously taken place with bus operators in the area to look at the potential for the site area to be serviced by extensions / diversions to existing services. Any dialogue with bus service providers would need to be updated with respect to likely development timescales, the intensity of development delivery, the type(s) of development and development phasing. However, previous discussions with Stagecoach and Aberdeenshire Council have revealed that several supported services operate in the area of the site at the present day. The A92 is also currently served by the 7 and 7B bus services, which typically provide two services an hour in each direction along the A92 linking Aberdeen city centre with Portlethen (the 7) and Stonehaven (the 7B). It is also served by the hourly X6 service linking Aberdeen with Portlethen and Stonehaven.

# The Site

### 3.7 Roads Infrastructure Statement (cont'd)

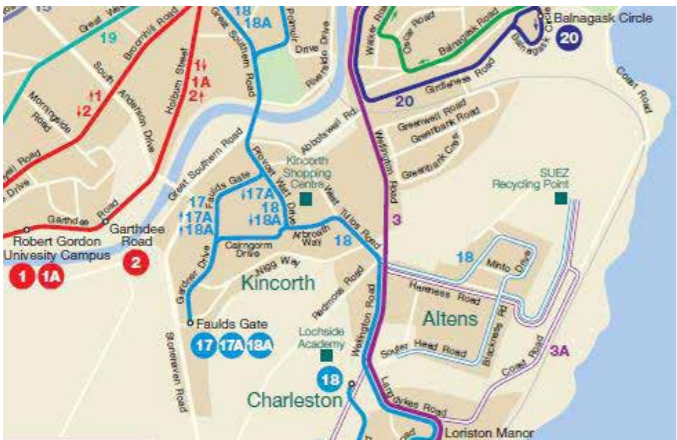


Figure 3: Extract from First daytime service map



Figure 4: Extract from Stagecoach service map

#### Public Transport – Rail

The closest existing rail station to the Leggart Brae site area is at Aberdeen, approximately 3.5 km to the North East, with Portlethen station approximately 6 kilometres to the south. Portlethen is located on the East Coast Main Line (ECML) and primarily serves as a commuter station for Aberdeen, and is the only intermediate halt between Aberdeen and Stonehaven.

#### AWPR

It is likely that AWPR opening will reduce traffic flow on the approaches to the Bridge of Dee.

Any site south of the river will have a traffic impact at the Bridge of Dee but the Leggart Brae site is best placed to enable walk/cycle and especially public transport travel options to mitigate these impacts.

#### Leggart Terrace

A scheme of more minor importance than the AWPR is the previously proposed partial closure of Leggart Terrace to provide some relief to the southern Bridge of Dee roundabout (identified in the 'Access from the South' NESTRANS paper). This link, which would connect the South Deeside Road with the A92, could tie into any new junction on the A92 to the south of the Leggart site and would help facilitate not only development access but also connections to existing public transport services in Kincorth.

Leggart Brae is very well situated in relation to the existing transport network and is entirely deliverable. A series of existing paths and roads can be retained or upgraded as required. Development can take place providing links between development components together with informal recreational opportunities in a countryside setting. Public transport services operate nearby offering bus travel opportunities. Vehicular access is able to be taken in an appropriately phased manner as the site matures. Walking and cycling opportunities and links exist within the site area and network improvements can be made to enhance travel by these modes, particularly given the detrunking of the A92. It is concluded that there are no transport reasons why the site should not be allocated.

# The Site

## 3.8 Geotechnical Constraints analysis by MottMacDonald

**Legend**

- Indicative Site Boundary
- Watercourse
- Historical Land Use
- A Quarries
- B Mill Dams
- Wells

**Ground Conditions**

- Infilled Ground
- Alluvium
- Lochton Sands and Gravels
- Blairdaff Moraine Formation
- Banchory Till Formation
- Aberdeen Bedrock

NB: The site is entirely underlain by metamorphic psammite and semipelite of the Aberdeen Formation.

**Notes**

1. The extent of the potential geotechnical constraints and historical land use are indicative only.
2. UXO - Low risk from unexploded ordnance.

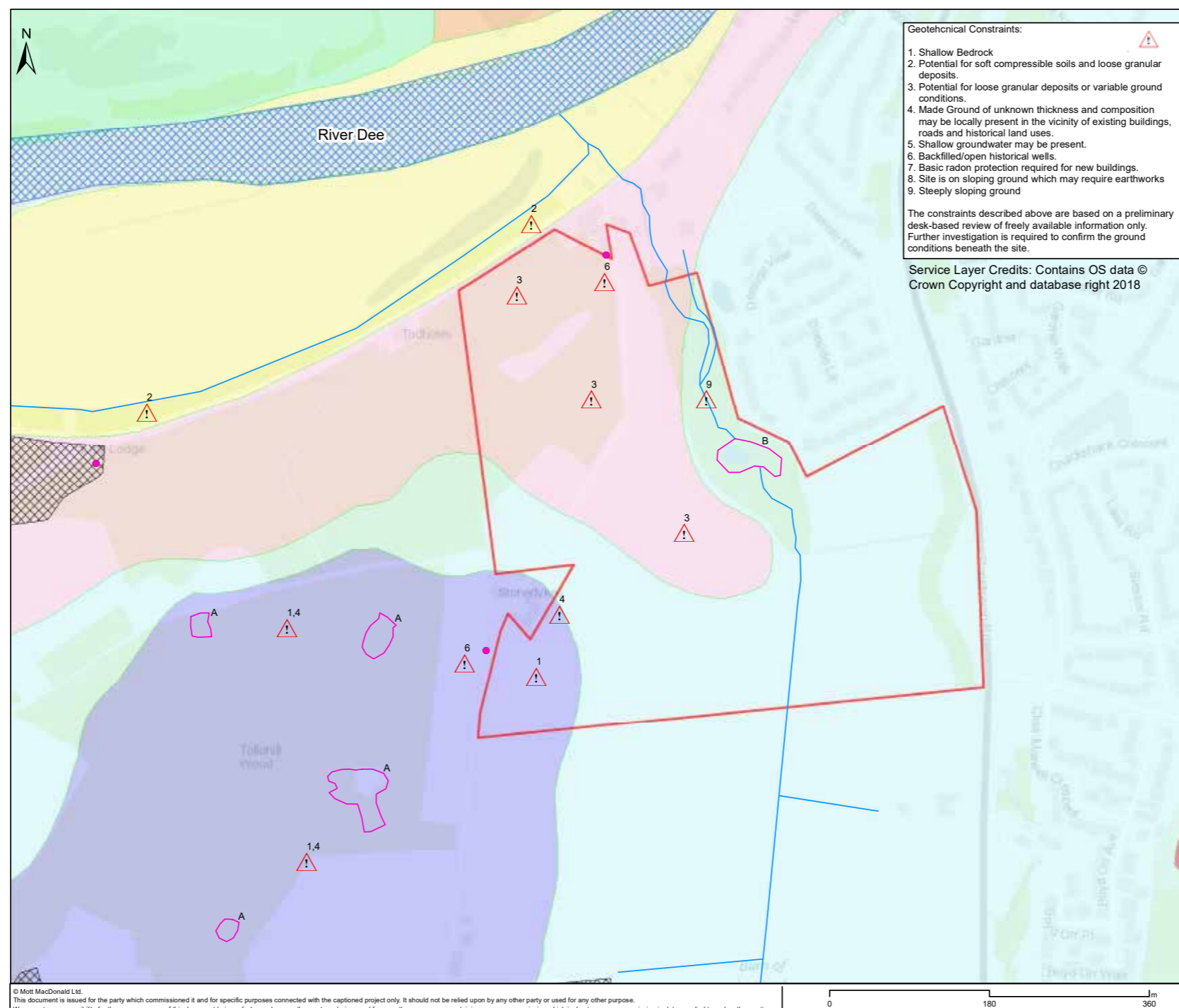
A	05/04/19	AT	Geotech Constraints Plan	ED	CMcM
Rev	Date	Drawn	Description	Ch'kd	App'd

**M**

**MOTT**

**MACDONALD**

St Vincent Plaza  
319 St Vincent Street  
Glasgow G2 5LD  
United Kingdom  
T +44 (0)20 8774 2000  
F +44 (0)20 8681 5706  
W mottmac.com



An identification of Geotechnical Constraints is outlined as follows:

1. Shallow bedrock
2. Potential for soft compressible soils and loose granular deposits
3. Potential for loose granular deposits or variable ground conditions
4. Made ground of unknown thickness and composition may be locally present in the vicinity of existing buildings, roads and historical land uses
5. Shallow groundwater may be present
6. Backfilled/Open historical wells
7. Basic radon protection required for new buildings
8. Site is on sloping ground which may require earthworks
9. Steeply sloping ground

# The Site

### 3.9 Outline Flood Risk Assessment by Kaya Consulting

The Stage 1 flood risk assessment considers risks from:

- River Dee.
- Burn of Leggart and tributaries.
- Surface Water Runoff.
- Groundwater.
- Existing Drainage Systems

The report also comments on requirements for site drainage.



Figure 1: General Site Location

### River Dee

The River Dee has a catchment of 2,080km<sup>2</sup> at the downstream end of the site (from the Flood Estimation Handbook (FEH) web-service). The banks of the river are at around 5m AOD (Above Ordnance Datum), with the B9077 sitting at around 9m AOD. The site levels rise from the road, with the top of Tollochill Wood (to the south-west of the site) at 88m AOD. Nearly all of the site sits above 15m AOD.

The SEPA Flood Maps for the River Dee show that even for the 1 in 1000 year flood event, flood waters are not predicted to reach the level of the B9077 along the northern edge of the site. The site is adjacent to a tidally influenced reach of the

Dee and the site does not lie in the 1 in 1000 year river floodplain or coastal floodplain. Therefore, the site is not predicted to be at risk from direct flooding from the River Dee.

During the detailed planning application, it is recommended that further work is undertaken to obtain flood levels in the River Dee. However, at this stage direct flooding from the River Dee would not be considered as a constraint on development.

### Burn of Leggart and Tributaries



Figure 2: View across broad valley of Burn of Leggart from south-east



Figure 3: Burn of Leggart. Photo taken upstream of site but looking north

The Burn of Leggart flows through the proposed development site. Within the southern part of the site the burn sits in a broad valley with the valley narrowing at the northern end of the site.



Figure 4: Detailed Location Map with Key Water Features



Figure 5: Burn of Leggart. Photo upstream from B9077 looking north

Land adjacent to the burn is likely to lie in the floodplain of the watercourse, and this is shown on the SEPA flood map. Ground levels rise from the banks of the river and flooding is not expected to extend far from the edge of the burn, e.g., around 10-15m. This is also shown on the SEPA maps where flooding is limited to land close to the watercourse. Detailed modelling of the burn will be required at the planning stage to accurately map the floodplain extent. However, flood risk would be able to be managed through avoidance of the flooded area (i.e., no development in the 200 year floodplain extent).

The catchment of the burn is 4.6km<sup>2</sup> and is shown in Figure 6.

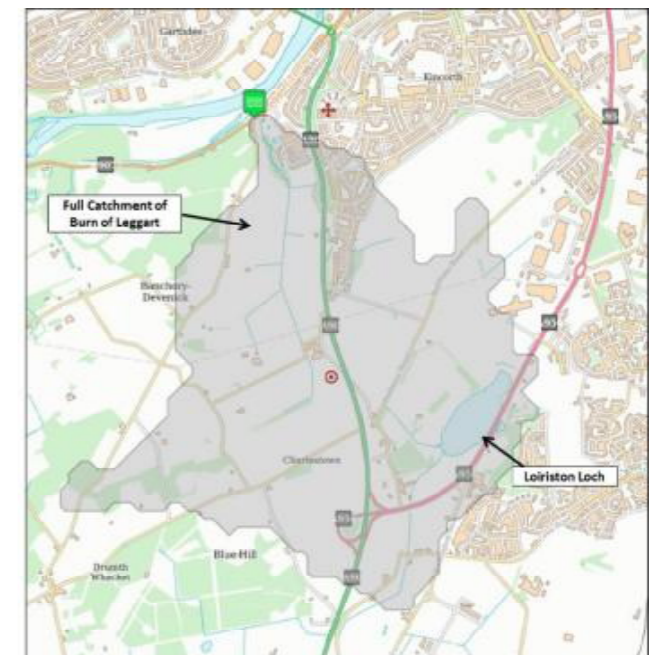


Figure 6: Burn of Leggart Catchment

The site drains land to the south and east of the site, with the catchment extending to the east of the A92 and including the overflow from Loirston Loch. A small tributary (local drain in Figure 4) enters the site from the east. This drains land to the east of the A92. This flow pathway will need to be maintained in the developed site. However, flows entering the site will be constrained by the capacity of the culvert under the A90, so significant flood risk from this drain is not expected.

## The Site



Figure 7: Burn of Leggart Topography

The bridge crossing of the B9077 at the northern end of the site is relatively large (approximately 1.5m by 1.5m arch opening see Figure 8) and there would not appear to be a risk of flooding of the road.



Figure 8a: B9077 bridge crossing

In the event of significant blockage of the culvert flood waters would flow onto the road and then into the River Dee. Figure 8 shows the road at the crossing and shows land ris-

ing to the north towards the site. In this case it would not be expected that the site would be at significant risk of flooding, but this would need to be investigated as part of a detailed flood risk assessment.



Figure 8b: B9077 at bridge crossing

### Surface Water Runoff

There is limited high ground bounding the site from which surface water runoff would enter the site. The SEPA surface water (pluvial) flood maps show areas of potential surface water ponding within the site, but these mirror the fluvial flood risk from the Burn of Leggart. Some care would need to be taken along the western and eastern edges of the site to manage surface water runoff from open ground and the A92 respectively, but risks would be expected to be managed through standard mitigation measures and as part of the detailed design of any Masterplan and site drainage strategy.

### Groundwater

Given the slope of the land and the likely control of regional groundwater levels by the River Dee, the site is not considered to be at significant risk of flooding with groundwater as a primary source. However, as the development proceeds site investigation work will identify local groundwater levels and more detailed hydrological and ecological assessments

will identify any areas with poorly drained ground or locally elevated groundwater tables. It is noted that Ordnance Survey mapping (see Figure 4) shows a well close to the northern boundary of the site. This would need to be considered during Site Investigation works.

### Existing Drainage Systems

Given the rural nature of the site, surface water is currently managed through land drainage. Existing drainage will need to be assessed as part of a planning application, but risks would be expected to be managed through standard mitigation measures and as part of the detailed design of any Masterplan and site drainage strategy.

### Comment on Site Drainage

As the site is currently undeveloped, development has the risk of increasing runoff rates to watercourses. It is recommended that runoff rates are attenuated to greenfield rates before discharge and appropriate Sustainable Drainage Systems (SuDS) will be required. These measures will be developed as part of a site drainage strategy during the planning process and planning consents will not be provided until the site drainage has been designed to current standards. As a result, with appropriate measures in place the site is not expected to increase flood risk to others. However, given the slope of land, particularly in the west of the site, care will need to be taken in the management of surface water runoff during the planning process.

The site lies within the catchment of the Burn of Leggart, so attenuated site runoff should be discharged to this watercourse.

### Mains and Waste Water (Mott McDonald)

Connection to wastewater network would need to be agreed through Pre-Development Enquiry procedure with Scottish Water, and would take place at an appropriate stage following allocation.

### Summary and Conclusions

This report has undertaken a Stage 1 flood risk assessment for the proposed development site. The assessment has covered all sources of flooding risk. Overall, flooding does not appear to provide a significant constraint on development.

The assessment identifies potential flood risks that will need to be considered through the planning process. However, given the local topography and the scale of the development these risks would be able to be mitigated with limited constraint on the proposed development. Mitigation measures would include;

1. Avoidance of development on the floodplain of the Burn of Leggart. Small areas of the site are predicted to lie within the 200 year floodplain of this watercourse. Flood modelling is recommended to support a planning application, to define the extent of the floodplain. These floodplain areas would be able to be avoided with limited constraint on the development.
2. Management of surface water runoff from adjacent land. As the site sits on sloping ground there may be local risks from surface water. These risks can be mitigated by maintaining existing drainage, avoidance of development in low areas with risks of surface water ponding and provision of appropriate site drainage infrastructure.
3. Management of site runoff. Runoff from within the development will need to be managed by SuDS with site runoff rates attenuated to greenfield rates, with water discharged to the Burn of Leggart. This work would be undertaken during the normal development of a site drainage strategy and drainage designs through the planning process.

**There are no significant flooding risks that would be considered unusual and would not be able to be managed through the planning process. A full flood risk assessment report would be required to support a Planning Application in Principle (and future detailed planning applications for the site) for the site.**

# The Site

### 3.10 Education authored by Savills

The catchment schools serving the proposed development site would be Banchory Devenick (Primary) and Portlethen Academy (Secondary).

#### Primary Provision

Banchory Devenick is a 70 pupil capacity school. Aberdeenshire’s current forecasts are that it will have a roll of 39 in 2023, i.e. spare capacity for 31 pupils for a development built out between now and 2023.

The 31 Primary pupil capacity equates to that which would be generated by 103 new houses (using a standard ratio of 0.3 pupils per unit).

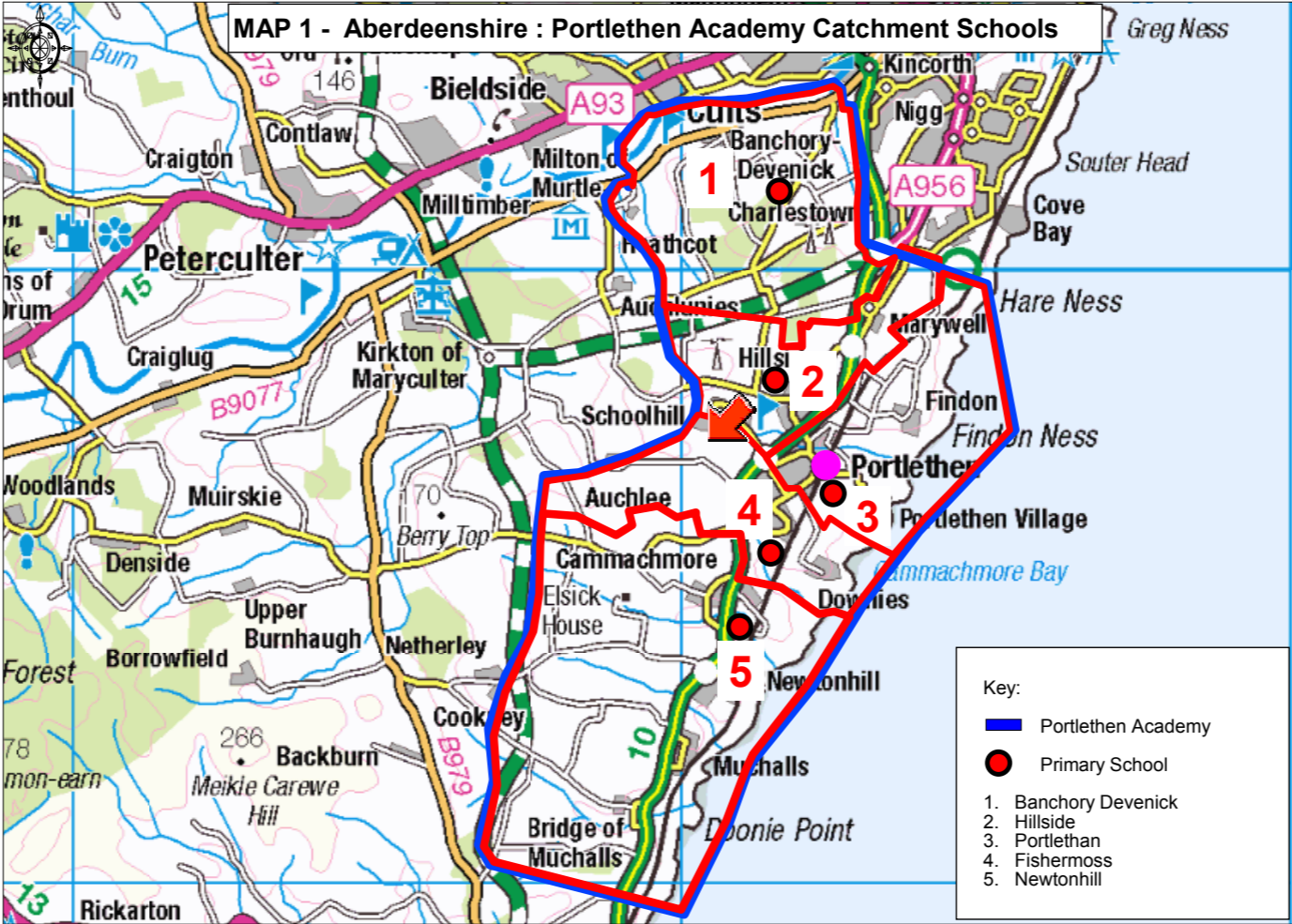
#### Secondary Provision

Portlethen Academy is a 960 capacity school and is forecast by Aberdeenshire Council to accommodate significant intakes from developments in Portlethen and Chapelton over the next 10 years.

According to Aberdeenshire’s forecasts, it reaches its capacity in 2022, at which point a new secondary school will be required (alternatively, Portlethen Academy may be extended).

The published School Roll Forecast however assumes a build out rate at Chapelton of 80 units per annum. This is in contrast to delivery rates to date of 42 per annum (and a 60 unit per annum rate in the Housing Land Audit 2019).

When applying actual Chapelton delivery rates to existing school capacity, Portlethen would only likely reach capacity at 2023. As such, Portlethen could accommodate the 5 secondary pupils p.a. over 3 years generated by a 103-house development.



#### Conclusion

The above has shown that there is education capacity for the 100 unit allocation proposed at Leggart Brae. Beyond 103 houses, Developer Obligations will be required for new school places.

While Education is acknowledged as a matter that can constrain development, the measured approach taken to scale and density on this site, means that Education issues would not preclude the proposed development from coming forward in the emerging Local Development Plan.

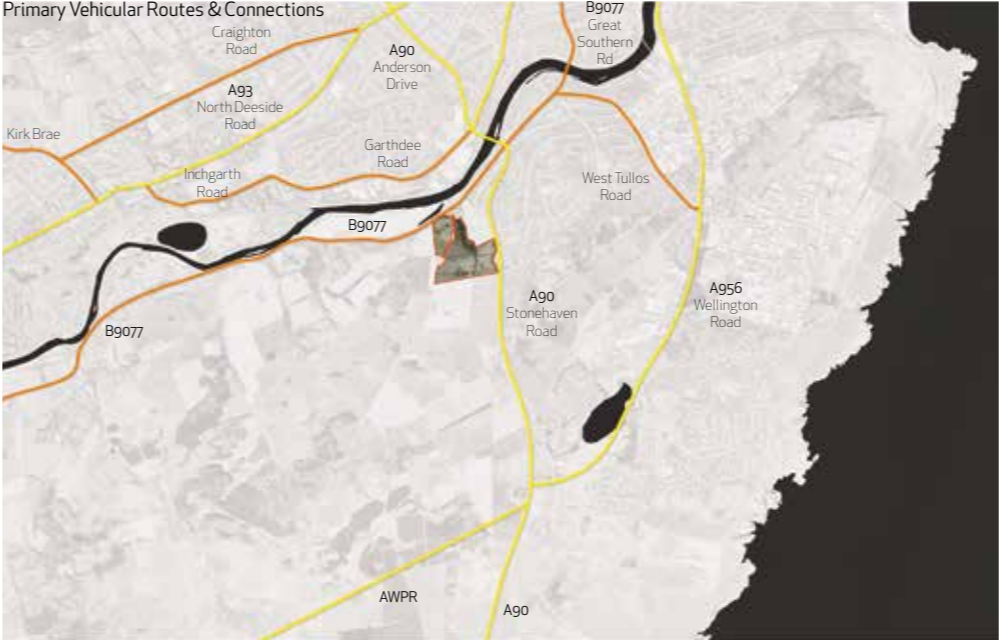
# 4.0 | The Location

# The Location

## 4.1 Local Amenity Analysis

An analysis of Local Amenity Analysis has been undertaken under the following headings, which are graphically presented in this report:

- Railway Connections
- Primary Vehicular Routes & Connections
- Local Bus Network & Stop Locations
- Local Nature Conservation Sites



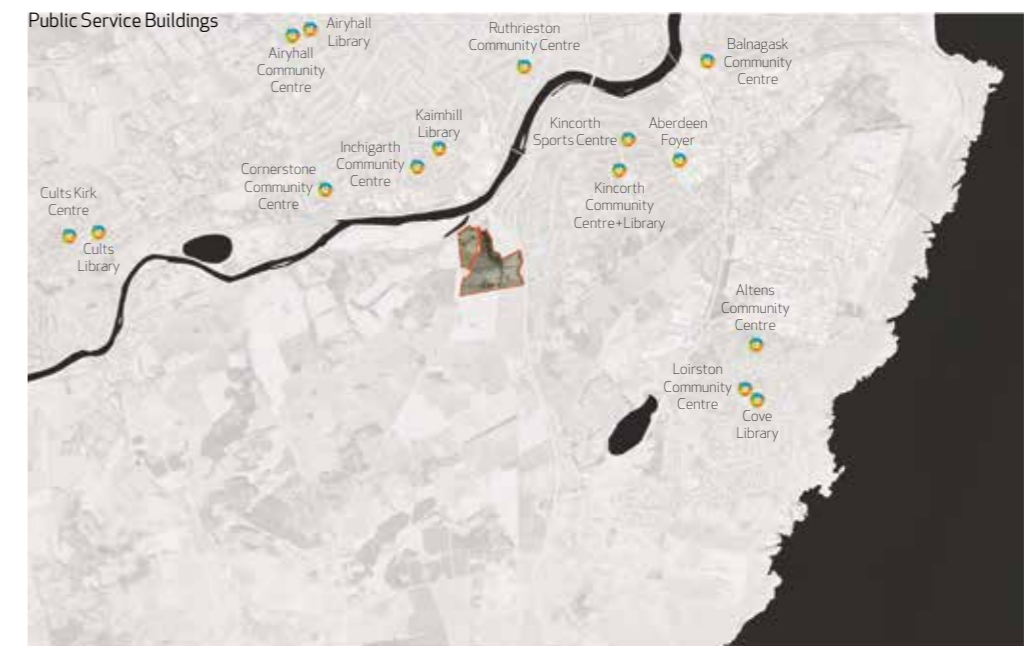
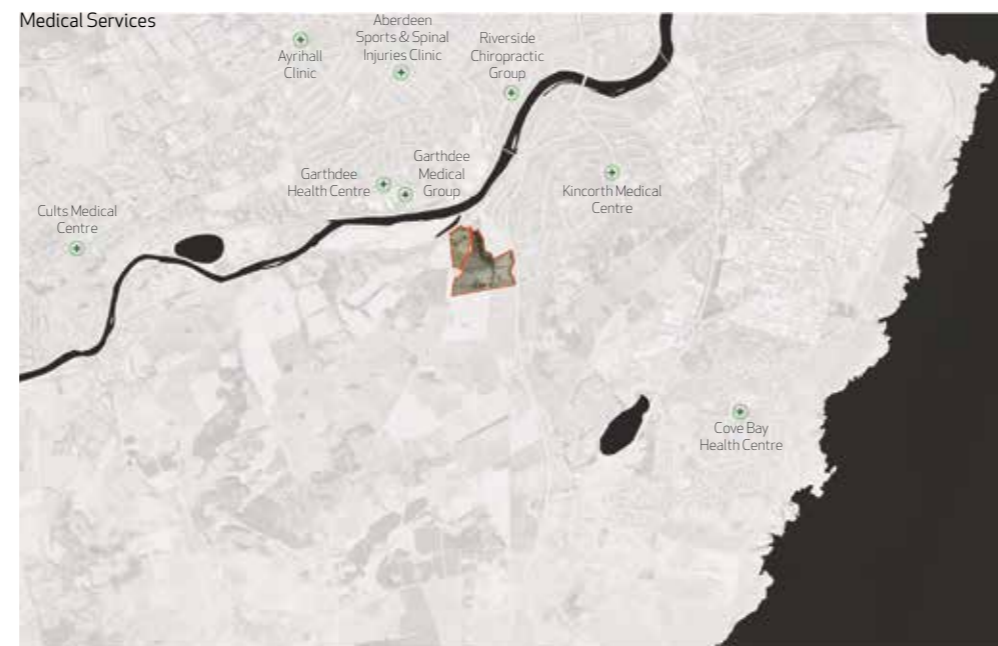
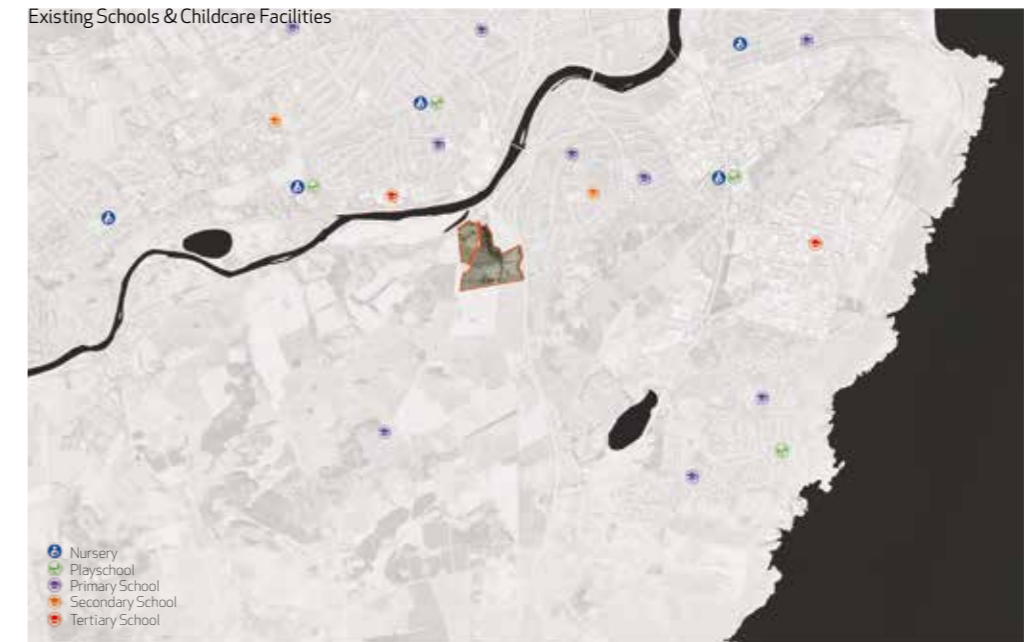
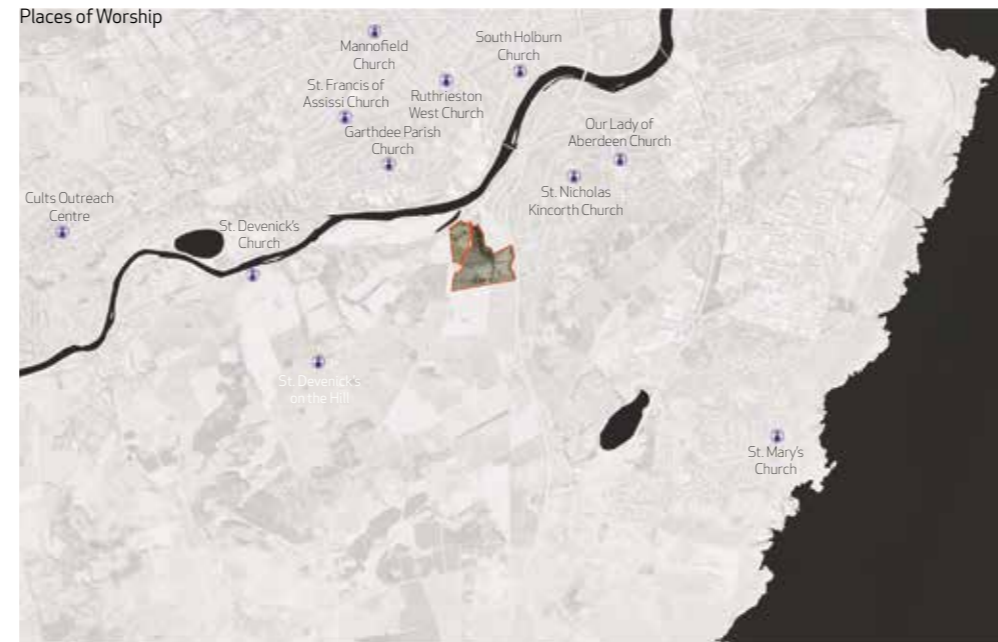


# The Location

## 4.1 Local Amenity Analysis

An analysis of Local Amenity Analysis has been undertaken under the following headings, which are graphically presented in this report:

- Places of Worship
- Existing Schools & Childcare Facilities
- Medical Services
- Public Service Buildings

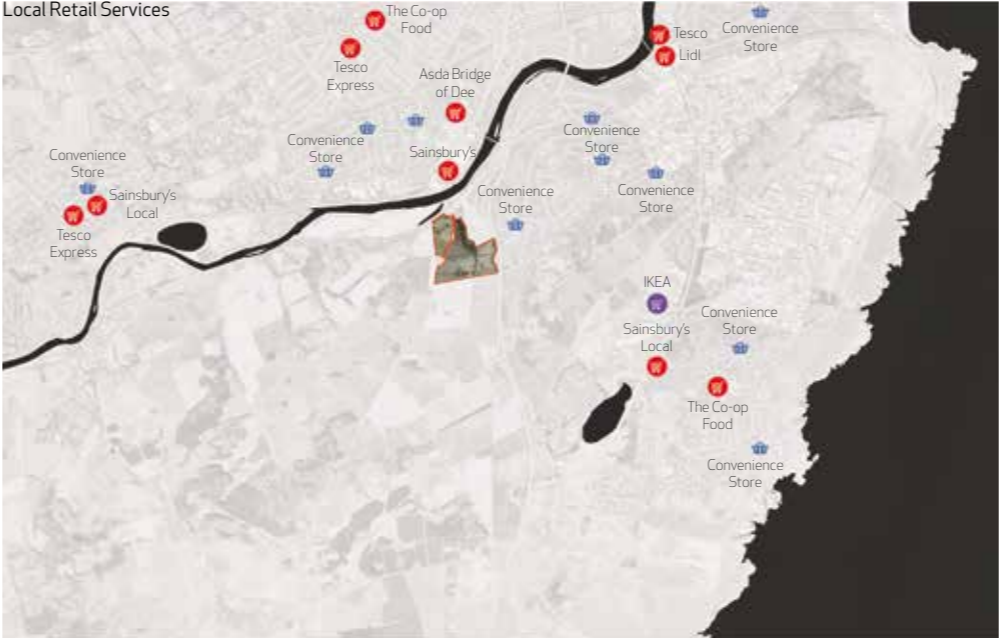


# The Location

## 4.1 Local Amenity Analysis

An analysis of Local Amenity Analysis has been undertaken under the following headings, which are graphically presented in this report:

- Public Services (Fire/Police)
- Local Retail Services
- Recycling Services
- Banking & ATM Services



# 5.0 | Planning Context

## Principle of Development

SPP Paragraph 72 specifies that local development plans should allocate land on a range of sites which are effective to meet the housing land requirement up to year 10 from the predicted year of adoption, ensuring a minimum of 5 years effective land supply at all times. The emerging Strategic Development Plan (SDP) has sought to ensure that an appropriate amount of housing supply is in place to provide such sufficient development land in the period up to 2040. In this regard the Proposed SDP increased the quantum of such supply by almost 6,000 homes since the Main Issues Report (MIR), increasing the concentration of housing in the Aberdeen Housing Market Area (AHMA) to 80% (to which the subject land is located within).

The January 2020 Examination Report placed an enhanced focus on delivering more units in both the AMHA and Rural Housing Market areas in the period 2020-2032. As a result, the AMHA needs to find 1,504 new units in this period, across both the City and the Shire. **Aberdeenshire Council is therefore required to allocate 3,065 units within the AHMA** in the next LDP. The Reporter further concluded that, rather than a necessity that allocations be 'small' in scale, **"allocations should be of a scale which would not inhibit the delivery of current strategic allocations and should not be extensions to any existing, strategic, development sites that have been subject to a masterplanning exercise"**. There is also a requirement that "local development plans must identify allocations for the period 2020 to 2032 **which are deliverable within the timeframe of this period"**.

**Accordingly, the subject land actively meets with all of the SDP / Reporter requirements, constituting appropriately scaled, unique and highly deliverable housing land within the AHMA.** This Development Framework evidences this assertion, supported by market analysis as being one that will be desirable for new purchasers and will consequently contribute to the short term housing supply. Paragraphs 84 and 85 of SPP recognises that the extension of existing settlements is a sustainable, logical and supported development strategy principle, and the means by which the majority of housing land requirements will be met. This is a view that is echoed in both the existing and Proposed SDPs which both identify Aberdeen City and its immediate hinterland as being

# Planning Context

a Strategic Growth Area where development in the region is focussed. The development of the subject land for residential purposes would therefore provide a high quality, natural and logical extension to Aberdeen City by developing land in the Shire that is within the AHMA and within the Strategic Growth Area.

Development of the scale proposed also aligns with prescriptions in the emerging SDP that LDP allocations on greenfield sites have been subject to appropriate masterplanning, making a meaningful contribution to the housing land supply targets whilst avoiding a scale which would inhibit the delivery of current strategic allocations. The scale of development proposed is modest and comprises a natural urban extension from the existing urban form at Deeside Brae / Leggart Terrace, having particular regard to surrounding natural heritage assets and the prevailing landform.

### Effective Housing Sites

Over and above matters of location, scale, form and market acceptability, the Scottish Government’s PAN 2/2010 sets out qualifying criteria as to what constitutes an effective housing site. Taking each in turn:

- **Ownership** – The wider Banchory Leggart Estate is in the single ownership of The Comer Group, who will exclusively develop the proposed residential development at Leggart Brae. There are no third party land ownership issues that would prevent access to the site or its development.
- **Land Use** – the site is currently greenfield (primarily comprising agricultural land and woodland around Leggart Den) and is located within the wider Greenbelt in the existing adopted Aberdeenshire Local Development Plan. Notwithstanding this, the site is within the broad, indicative Strategic Growth Area located around Aberdeen City and also lies adjacent to the Aberdeen to Laurencekirk (A90) growth corridor (Aberdeen City and Shire Strategic Development Plan). Examining SPP’s commentary on Greenbelts in paragraphs 49 to 51, the subject site is considered as an appropriate location in principle for development as it is identified as lying within the Strategic

gic Growth area. As per SPP, the new green belt can also make use of various spatial forms (buffer, strip or wedge) to ensure that it will have no adverse impact on the character, setting and identity of the City of Aberdeen and will not encourage settlement coalescence. Finally, it also has the potential to enhance access to open space. As noted above, paragraphs 84 and 85 of SPP reinforce the established planning principle, that where growth outwith the existing urban area is required, development should focus on the urban edge. This site offers a logical extension to housing development to the East and should continue to be sustainable through its relationship to transport corridors.

- **Physical** – site investigations and technical inputs have confirmed that subject land being promoted is free from adverse physical constraints which would preclude its development. These include geotechnical matters / ground conditions, topography, landscape character and impact, archaeology, ecology and flood risk. Residential development of the site will fully respect and utilise the physical context to create a high quality place that is distinctive, safe and pleasant, easy to move around, welcoming, adaptable and resource efficient, all in line with the Scottish Government’s Designing Streets document. Sensitive design solutions will ensure that these qualities are optimised.
- **Contamination** – there is no known contamination at the site, with a prior history of only farming and/or existing woodland across the site.
- **Deficit Funding** – no public funding would be required to make the site viable and enable it to be brought forward for development.
- **Marketability** – As outlined elsewhere in this document, the site is considered to be highly marketable. The modest scale of the development proposed means that the proposals can be delivered during the plan period. The site is under the ownership of The Comer Group, who boast an excellent track record in delivery.

- **Infrastructure** – Owing to the simplicity of ownership here, any required infrastructure can be provided by the developer to service the scale of development proposed here. Further detail on this is provided within each of the relevant technical sections of this Development Framework.

### Delivery of an Inclusive Community

As detailed in the market analysis forming part of this document, sites in single ownership that are developer-led can be delivered faster and therefore offer more certainty to Planning Authorities. Leggart Brae will be developed exclusively by the Comer Group. The Comer Group are committed to delivering their exciting vision for the development of Leggart Brae as quickly as possible. It is anticipated that the scale of development proposed means that this site of 100 houses could commence within 6 months of securing all technical consents.

The development will target a range of demand drivers and buyer profiles in order to create an inclusive and mixed community. As part of this, affordable housing is also a key component in the proposals. The Comer Group are a registered housing provider in England and intend to replicate this model at Leggart Brae, where the required 25% affordable housing can be delivered onsite.

### Viability

As detailed elsewhere in this document, the Comer Group has enlisted support from local development professionals and has carried out detailed viability assessments to ensure that the development of this site would be achievable. The appraisal reflects current market conditions and comparable new build sales data within the local market. Budget build and infrastructure cost assumptions are based on technical input from the wider professional team, and budget allowances have been made as part of the viability assessments for Developer Obligations.

The fact that Comer Group has acquired the wider landholding strategically, based on its existing use value, has helped to underpin viability, even on a sensitised basis.

**This Development Framework has identified an informed approach to allow for a proportionate but effective development of land within the Aberdeen City Strategic Growth Area. It is considered that such a development would be a logical way to sustainably utilise existing amenities and infrastructure. This approach is considered to align with the requirements of the SPP and approved/emerging SDP.**

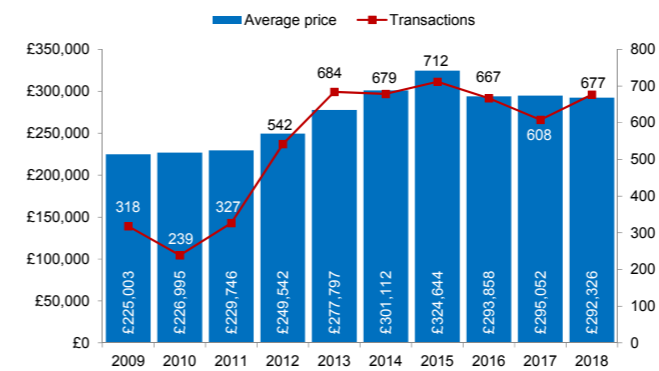
# 6.0 | Market Overview

Aberdeen’s residential property market has not been immune from the local economic trends and has experienced a fall in average pricing and transaction volumes since the boom period of 2013/2014. However, new build properties continue to perform well.

## New Build Market vs Second Hand Market

The number of new build residential transactions in Aberdeen City increased by 11% from 608 in 2017 to 677 in 2018. This is 24% higher than the 10 year annual average of 545. While average price fell slightly from £295,052 in 2017 to £292,326 in 2018, this remains 4% higher than the 10 year average and 5% higher than the average pricing achieved in 2013 when the market was performing well.

The following chart shows average new build prices and the number of new build transactions in Aberdeen City over the last 10 years.



Taking into account the second hand market, Aberdeen City the number of transactions in Aberdeen City fell by 3% from 3,987 in 2017 to 3,879 in 2018, 14% less than the 10 year average of 4,513 transactions. Average pricing fell by 2% from £200,977 in 2017 to £197,062 in 2018.

It is clear that the new build market has been more resilient, holding a strong average price which is higher than the 10 year average, and retaining transaction volumes equivalent to those achieved in 2013 and 2014. The new build market is func-

tioning at a level that can support readily deliverable sites such as Leggart Brae. Indeed, the market share of new build sales, relative to the whole Aberdeen Housing Area Market, has increased from 20% in 2013, to 22% in 2018.

The new build market benefits from the flexibility to react to market conditions by reducing target pricing and creating desirable places to live. In addition, housebuilders are able to offer incentives to purchasers. The use of incentives has been a major factor in the market since 2015 when the oil crash began in the local market. This has ensured that new build developments continue to perform and helped to distinguish new build properties from the second hand market.

In addition to the above, the market has seen a ‘flight to quality’ where purchasers are seeking a higher quality home for a reduced price. This is prevalent in the second hand market where homes that have been redecorated or present well to the market are seeing reasonable levels of interest and, in some cases, going to closing dates. The new build sector is able to cater for this market and offer a modern home where purchasers have little to no expenditure in the first 5 year from the date of purchase.

## Location & Comparable Sales Performance

Leggart Brae offers a desirable location to the South of River Dee. As a residential address, we know the location of Leggart Brae performs well, following Dandara’s successful completion of Deeside Brae. The development comprised three, four and five bedroom homes sold between December 2011 and July 2013 with prices ranging from £300,000 to £620,000. The average registered price was £435,000 with an average floor area of 1,730 sq ft (£251 per sq ft).

More recently, CALA have had great success along the Deeside corridor producing high quality 3, 4 and 5 bedroom homes in Cults and Milltimber. The developments are, from our research, achieving average pricing in the region of £579,496 and £650,817 respectively, reflecting an average of £301 and £299 per sq ft. Sales rates have been achieved in the region of

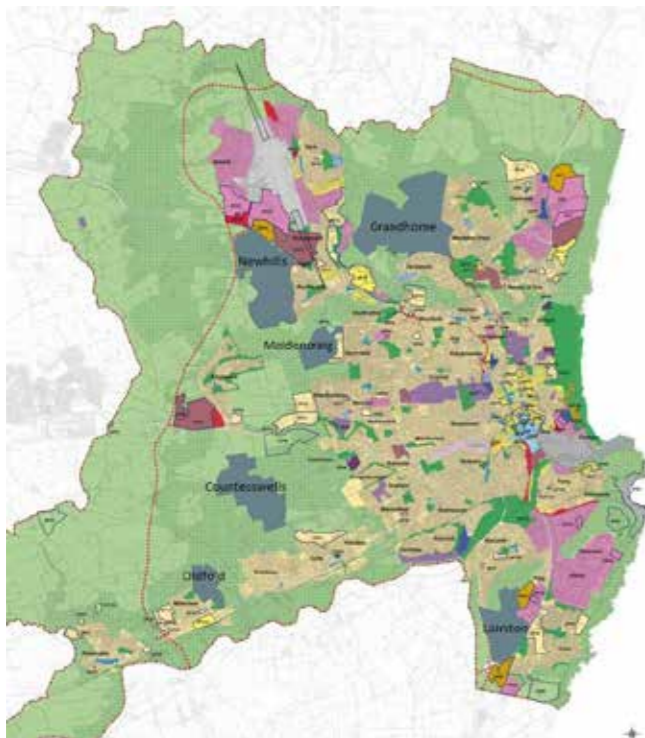
# Market Overview

2.5 per calendar month.

The above proves that sites that provide the right product, offer a good location and are readily deliverable will continue to perform well, particularly as the Aberdeen market continues to improve and the new build market remains resilient.

### Delivery

The Proposed Local Development Plans for both Aberdeen and Aberdeenshire Local Development Plans supports the delivery of large strategic sites across the Aberdeen Housing Market Area. The plan below shows those in the Aberdeen City region, missing from this map is Chapelton which is located in Aberdeenshire, to the South of Portlethen.



The table below highlights the progress of the 7 key sites highlighted above allocated in the 2012 and 2017 Aberdeen City LDP and Chapelton allocated in the Aberdeenshire Local Development Plans. These 8 strategic sites account for a total of 21,785 homes in the Aberdeen Housing Market Area.

Site	Developer	Total Delivered 2016 – 2018*	Projected 2019*	No of Achieved Sales To Date**
Maidencraig	Bancon Homes Limited	87	52	92

The table below highlighted the progress of the 7 key sites allocated in the Aberdeen Local Development Plan in 2012 and 2017, in addition to Chapelton which is allocated in the Aberdeenshire Local Development Plan. These 8 strategic sites account for a total of 21,875 homes in the Aberdeen Housing Market Area.

Site	Developer	Total Delivered 2016 - 2018*	Anticipated 2019*	Projected 2020*	No of Achieved Sales to Date**
Maidencraig	Bancon Homes Limited	87	51	50	113
Grandhome	CALA Homes, Dandara Homes, AJC Homes	32	90	65	112
Countesswells	Stewart Milne, Barratt Homes, Kirkwood Homes, CHAP Homes	304	150	100	176
Chapelton	ZeroC, AJC Homes, A&J Stephen, Snowdrop Developments	102	60	60	156
Stoneywood Estate	Dandara	413	24	0	272 (Excluding BTR)
Loirston	N/A	0	0	0	0
Craibstone / Newhills	CALA Homes, Bancon Homes	0	30	60	86
Oldfold	CALA Homes	75	35	35	112
<b>Total</b>		<b>1013</b>	<b>440</b>	<b>370</b>	<b>1,027</b>

\*Figures taken from 2019 Housing Land Audit  
\*\*Includes units that are 'reserved' or 'sold' but not yet completed

According to the 2019 Housing Land Audit, 1,013 units were delivered on these large strategic sites from 2016 – 2018. A further 440 were expected in 2019 and 370 in 2020 (albeit we anticipate this will be less in reality following the Coronavirus / Covid-19 lockdown period and the shutdown of construction sites in Scotland).

At the time of writing, the sites had achieved a total of 1,027 sales since their allocation in 2012, with approximately 44% comprising sales at Stoneywood and Countesswells.

We have carried out an in depth analysis of these sites and others within Aberdeenshire to assess what key factors influence delivery and we conclude as follows:

- Developments within the Aberdeen Housing Market Area (which includes Aberdeen City and the part of Aberdeenshire which forms roughly 20 miles radius of the city boundary) perform better than those outwith. There is greater demand to underpin housebuilding activity in the AHMA and to support the selling prices and build rates

that are required to make development viable.

- Allocated sites which are developer led are generally more successful at coming forward quicker and offer greater certainty over deliverability
- Sites in single ownership avoid unnecessary delays due to, for example, complex land assemblies and legal negotiations
- Sites adjacent to existing services and infrastructure are less costly to develop and therefore are more likely to be viable

The above is proven by the success of Dandara's Stoneywood Estate in comparison to the other key strategic sites identified above. In the period from 2016 – 2018, Stoneywood Estate accounted for 40% of the total number of units delivered on these key sites.

Dandara acquired this site as a strategic opportunity in 2010 and secured an allocation. The site was allocated in 2012 and the sites was launched to the market in March 2013. They have subsequently delivered a variety of housing product and the site is now drawing to a close. The site was owned and led by Dandara and therefore there were no challenges in delivering the site providing that sites that are developer led, such as Leggart Brae, are generally more successful at coming forward quicker and offer greater certainty over deliverability.

Whilst somewhat historic, we also note that Deeside Brae, lying adjacent to Leggart Brae, was also delivered by Dandara. The site delivered 61 units and was launched to the market in December 2011. The site was delivered and all dwellings were sold by July 2013 reflecting a delivery / sales rate of 3.21 per calendar month.

The location, proposed size and density of Leggart Brae, in addition to the landowner status, vision and appetite of The Comer Group will contribute to a quicker delivery than the majority of sites in Aberdeen.

It is important to note that continuing to support the larger strategic sites which have struggled to perform in the past, will restrict delivery of new build homes on readily deliverable sites such as Leggart Brae.

### Conclusion

In summary, the land at Leggart Brae is owned by The Comer Group which has the appetite, funding and capacity to deliver homes immediately upon approval of planning consent. The new build market is outperforming the second hand market at present, and supporting sites which can be delivered quickly will continue to support the local housing market and meet purchaser demand for high quality homes.

Leggart Brae will produce family homes in a desirable location which, as proven by the success of Deeside Brae and, more recently, CALA at Cults Park / Milltimber, meets the demand of the market. Assessment of the current housing market has not identified any issues that would preclude this site from coming forward in the Proposed LDP.

# 7.0 | Masterplan Objectives

# Objectives of the Masterplan

## 7.1 Understanding of Context

The development represents a southern extension of Aberdeen utilising existing City amenity and infrastructure in the most sustainable manner

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Utilizing the distinctive site topography to 'nestle' the new built environment into the land, thereby reducing impact locally and from wider viewpoints

---

The delivery of larger residential units, in a mix of apartments and houses, catering for the needs of individuals and families

## 7.2 Creation of Memorable New Places

Prioritising the Design of the Public Realm, as the basis of a high-quality shared urban environment and the robust framework for later phases

---

Providing a generosity of dimension to streets, courtyards and new parkland setting, in keeping with a sub-urban character

---

Working with simple and established urban & sub-urban typologies of safe and supervised streets, squares and parks- not reinventing or subverting typologies that are known to work

---

## 7.3 Delivering Community Infrastructure

The proposals allow for access to immediate amenity space

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The proposal will open up and enable increased connectivity and pedestrian routes between existing residential communities surrounding the site

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Leggart Brae | Lands at Banchory Leggart, Aberdeen

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# 8.0 | The Masterplan

# Masterplan Strategies



Connection Points from Existing Roads



Primary Vehicular & Green Routes through Site

## Connections into site

Following the outline landscape impact analysis to determine the optimum potential development areas, three potential new access routes into the wider site were explored.

The existing road that cuts through the site diagonally is proposed to be kept intact due to its historical significance, with upgrades undertaken adjacent to protect the original.



## Principle Axis Routes

The woodlands and principle areas of ecological interest are preserved.

The main links through the site follow an East to West Direction, spanning from the Den of Leggart to Tollochill Wood. Secondary axis routes frame views of the new Park and, further north, the city and the sea.

New pedestrian routes are established linking the Den of Leggart with Tollochill Wood through the new Park.

A new green corridor is configured within the masterplan, following the course of the Den of Leggart. This green corridor extends to become a soft transition at the south and east boundaries of the development.

-  Main Connections through Site - Links
-  Secondary Connections through Site - Views

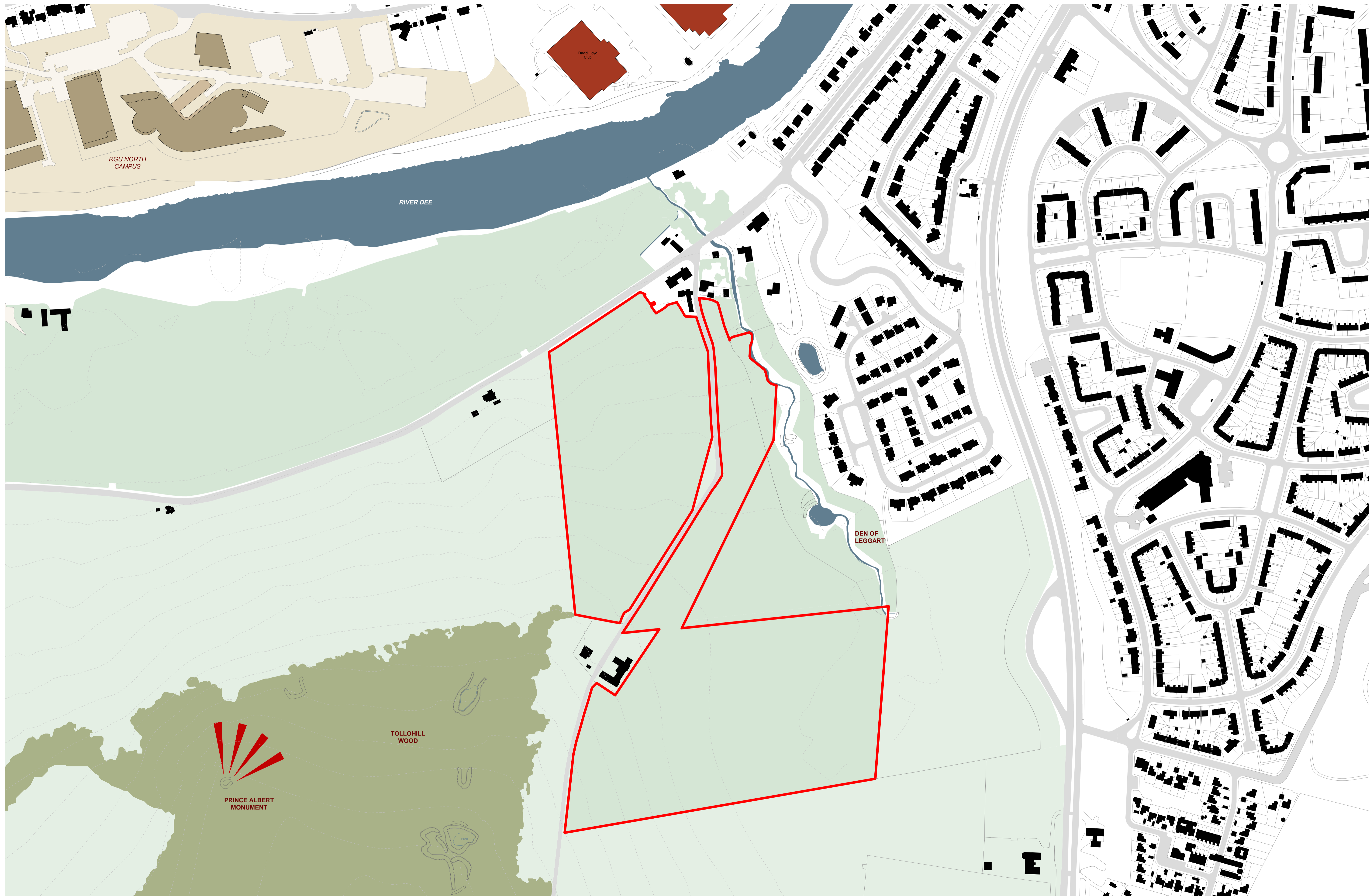
# The Masterplan

## Delivery and Implementation

It is anticipated that a development of c.100 homes would be delivered at a rate of 33 units per annum (2021-2023)



Site Plan  
Scale 1: 4000

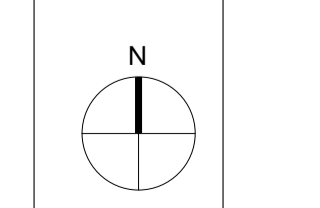


NOTES:

REV.	DATE:	DETAILS:	INITIALS:

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NORTH POINT: KEY PLAN:



 The Academy Building, Pearse Street, Dublin 2, Ireland. W: www.plusarchitecture.ie T: 353 (0) 1 521 3378			
PROJECT:	353	DATE:	04/15/19
CLIENT:	Leggart Brae	DRAWING NO.:	353_B1_01_103
TITLE:	Comer Homes Group	DRAWN BY.:	Author
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