



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 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

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

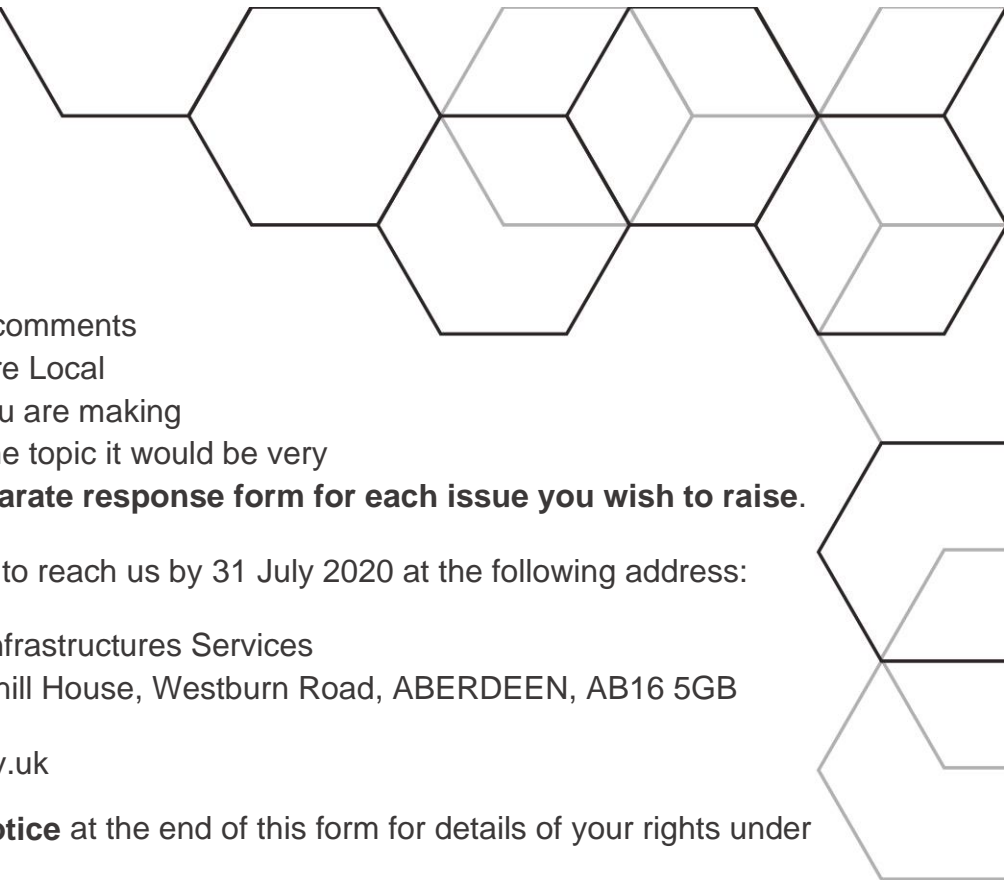
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If you wish to contact one of the area planning offices, please call 01467 534333 and ask for the relevant planning office or email planning@aberdeenshire.gov.uk.



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

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:	Daniel
Surname:	Harrington
Date:	31/07/2020
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?

██
CALA Homes (North) Limited

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

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

YOUR COMMENTS

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

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

Modification to be made to Appendix 6 Housing Land Allocations and the Proposed Plan as a whole to ensure that sufficient allocations have been made to ensure that the allowances of the Strategic Development Plan are achieved and that these conform to the Spatial Strategy of the Strategic Development Plan. Request allocation of land At Braehead for allocation of 340 homes and strategic landscaping, sports pitches and open space.

Reason for change:

Reason for change is detailed within the accompanying report.

In Summary:

There is a defined requirement for the Local Development Plan to identify land capable of becoming effective within the period to 2032. From a review of the allocations this is not considered to have been achieved and it is considered that there is a shortfall in meeting the SDP allowances for the period to 2032 of 1,154 units. It is a requirement of Circular 6/2013 that allocations have been considered for their effectiveness and there is a clear understanding of how these allocations will be delivered.

From a review of the allocations the following issues are identified with the assessment in Appendix 6 of the Proposed Plan:

- Units in the constrained land supply have been made effective with increased allocations. This is not considered an appropriate approach and the timing and effectiveness of the established supply has already been assessed at examination of the SDP and, whilst there may be some sites that become effective there will also be others that become constrained. The delivery of the new allowances should be determined on new sites only, or where there is a clear reason for increase in the site capacity. The Council require to provide further clarity on these issues to confirm the effective supply that is provided.
- The Council invited bids to be submitted for proposed developments and these were received from a range of parties including developers and landowners. Whilst a site does not require to be promoted by a developer, given the wide-ranging interests it is normal that in more desirable and deliverable locations that these will have been promoted by a developer. The delivery of allocations is not necessarily affected by this, but it should be considered in the overall picture of viability.
- The Council in assessing bids have allocated some sites and have stated in the PALDP that they have increased numbers to avoid underdevelopment. Whilst there is a policy to seek an increased density in the SDP it is not possible to use standard rates to determine the feasibility on all sites. There are infrastructure requirements that can

affect capacity, or the context of the surrounding area, all of which require to be considered. There is also a policy requirement to provide 40% of a site as open space, and, which is particularly challenging in delivering the density of development suggested in some instances. There has also been no evident market testing of the increased capacities, which is particularly relevant in locations where large allocations have been made in small settlements. Again, further clarity from the Council is required to justify and provide clarity on how the increases in capacity have been calculated and their contribution to the effective housing land supply.

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

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

The Reporter considering new allocations in the SDP examination has made it clear that there is no restriction on strategic allocations or additions to areas of investment. It is suggested that the allocations of the Local Development Plan should place a greater focus on investment and development in the key locations where the objectives of the SDP can be met. On this basis the option of allocating land at Braehead would provide for additional supply of housing land that would conform with the SDP spatial strategy. The detail of the consideration of its fit with the Spatial Strategy is set out within a separate response.

The development at Braehead as identified in the supporting document and sets out the supporting reasons for the allocation of this site in meeting housing land requirements. The development at Braehead Farm can provide a number of benefits for existing residents as well as future residents, these include supporting the local community in Stonehaven and providing more vitality to the town centre, providing an alternative access to the coastal road, improved site drainage to mitigate flooding and Braehead Farm can provide community sports facilities. Finally, the site can make a substantial contribution to the delivery of housing in Aberdeenshire in the coming years as well as provision of much needed affordable housing.

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

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:

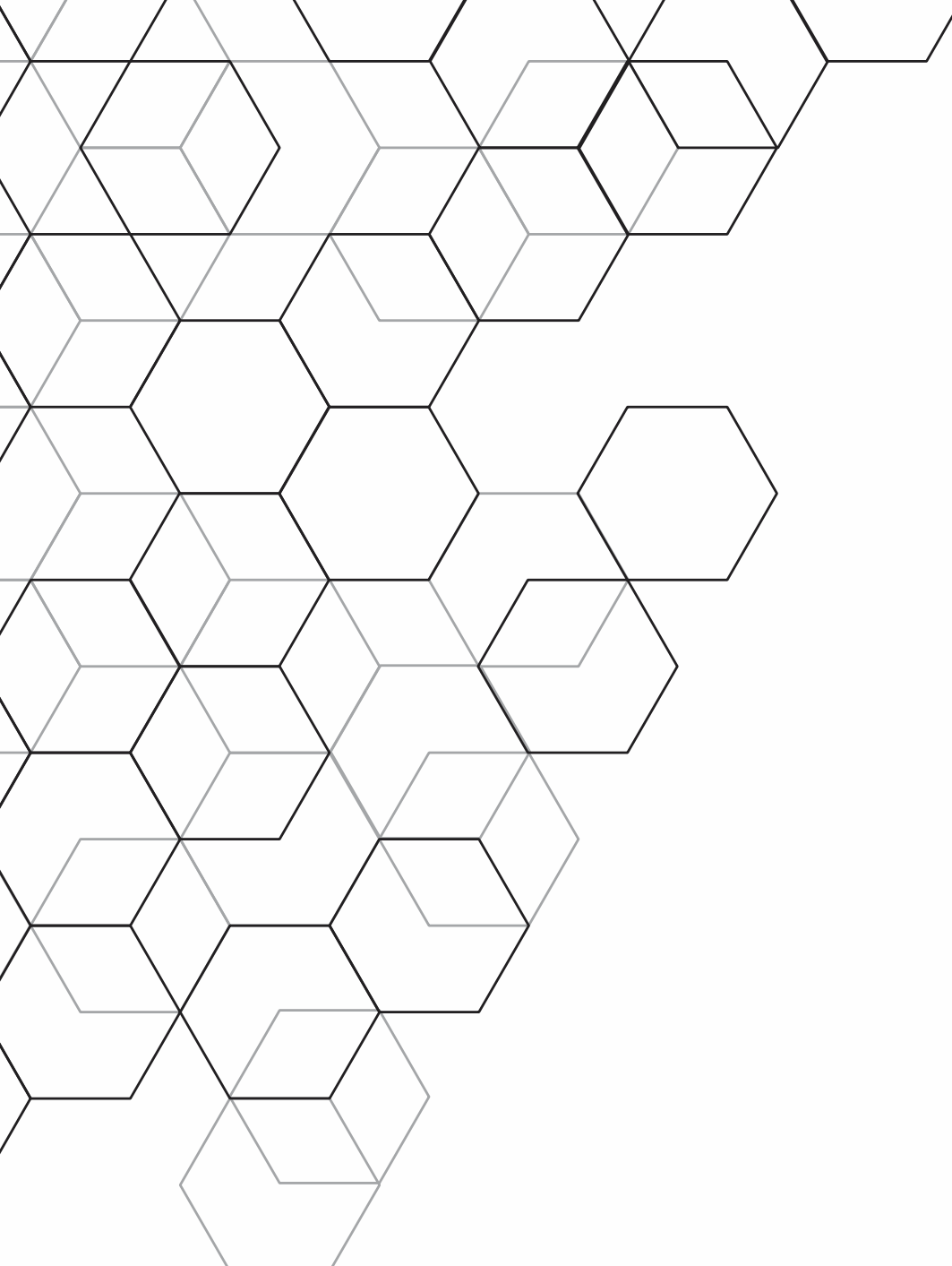
Aberdeenshire Council will only keep your personal data for as long as is needed. Aberdeenshire Council will retain your response and personal data for a retention period of 5 years from the date upon which it was collected. After 5 years Aberdeenshire Council will review whether it is necessary to continue 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.

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- 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.



Report on Housing Land

Proposed Aberdeenshire Local Development Plan

THE200040

CALA Homes (North) Limited

July 31, 2020

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1 INTRODUCTION

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

2 POLICY BACKGROUND

Strategic Development Plan

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

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

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

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

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

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

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

Deliverability of the Local Development Plan

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

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

Location of New Allocations

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

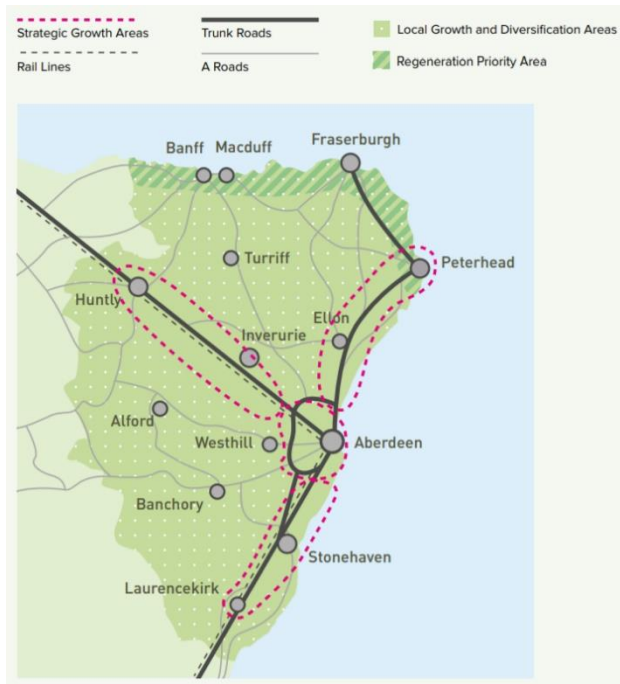


Figure 1: Strategic Growth Areas

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

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

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

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

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

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

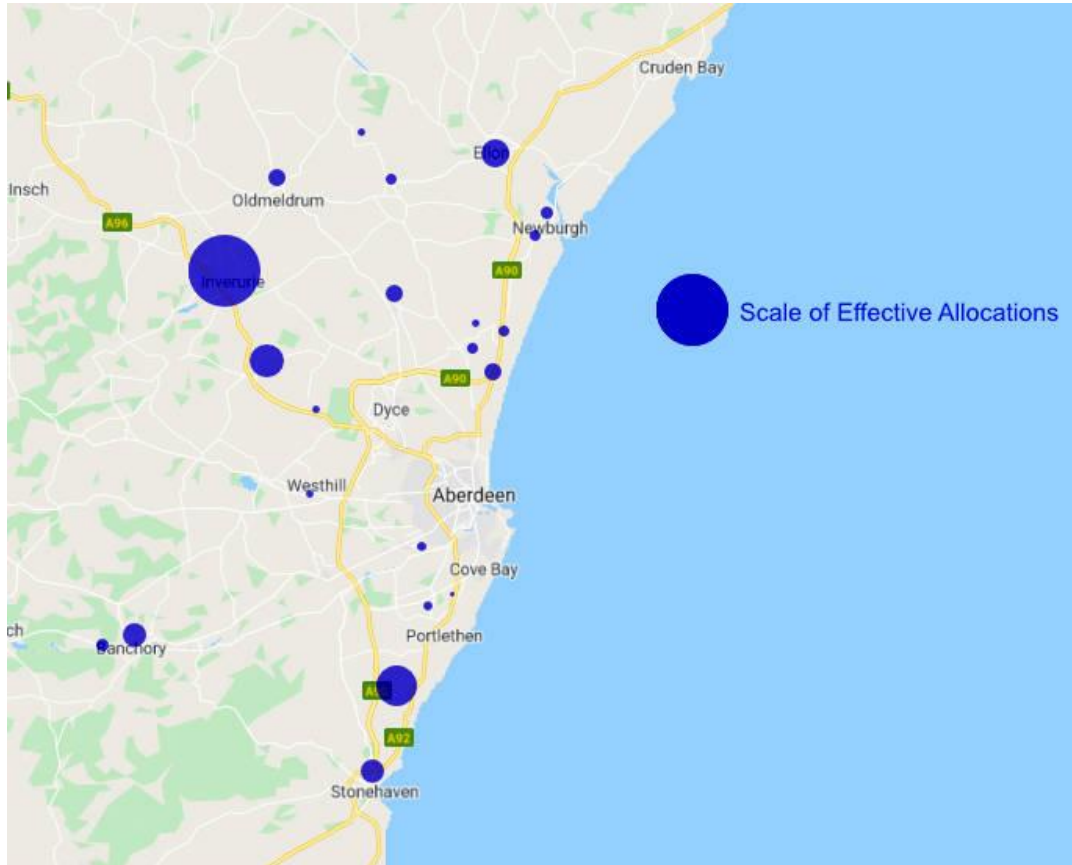


Figure 2: Scale and Location of Effective Allocations in settlements with more than 50 units

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

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

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

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

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

3 CONSIDERATION OF EFFECTIVENESS OF ALLOWANCES

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

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

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

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

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

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

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

4 CONCLUSION

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

APPENDIX 1 EXISTING 2019 HLA FIGURES + ADDITIONAL HOUSING ALLOWANCES

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

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

APPENDIX 2 CONSIDERATION OF EFFECTIVENESS OF ALLOWANCES

Adjusted Contribution

Site not effective

No Change

Suggested

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

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

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

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

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

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

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

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

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

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

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



Supporting Information

Braehead Farm

IAAB190021

CALA Homes

July 30, 2020

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1 INTRODUCTION

This report has been submitted in response to the Proposed Aberdeenshire Local Development Plan to set out details of the proposed modification for land at Braehead Farm, Stonehaven for residential development of 340 homes.

CALA Homes are a premium house builder with its heritage firmly placed in Aberdeen, having been established in the city in 1875 as the City of Aberdeen Land Association. 140 years on CALA are focused on delivering high quality developments in the best locations. The principle focus being sourcing the best land opportunities and optimising value through high quality design and sought after living environments. CALA have a reputation for quality developments that are crafted to stand the test of time and aim to create a legacy that we can all be proud of. CALA is committed to the principle of delivering sustainable, well designed developments which are appropriate to their surroundings. Developments maximize the use of land and minimise impacts on the environment. CALA prides itself on delivering high quality environments such as local developments at Oldfold Village, Grandhome, Cults Park and Craibstone. CALA have a proven track record of taking sites through the Local Plan Process to allocation and the delivery of high quality masterplan on the ground. CALA remains on course to deliver 2,500 units per annum and has the capability to build in excess of 3,000 units per annum from its existing regional network in subsequent years, underpinned by a strong land pipeline, established market position and premium product offering.

The report is in relation to Braehead Farm in Stonehaven, the developer for the site has subsequently changed since the initial bid. Through the change of developer there has been a review of the site layout with CALA to fit with their design approach. The proposal was labelled KN032 in the MIR and was originally to develop 400 homes on a 33ha site. This was subsequently deemed not to be an Officer's preference in the MIR where feedback was provided, this has been considered and relevant mitigation incorporated reducing the scale of the allocation to 340 units.

This report outlines the revised proposal for the site, as well as responding to the feedback from the MIR. It is trusted that the site will be given consideration and ultimately hoped that it will be allocated in the

This response should be read in conjunction with the following documents submitted with this response:

- Site layout
- Site visualisation
- Original bid submission

2 SITE BACKGROUND

The site is located at Braehead Farm which lies on the southern edge of Stonehaven, as illustrated in



Figure 1: Site Location

Figure 1. The site area extends to approximately 30 hectares excluding the Braes to the north end of the site.

Stonehaven is the former capital of Kincardineshire and the largest town in South Aberdeenshire. As well as being the major service centre in South Aberdeenshire, the town is also a popular tourist destination. Tourist facilities include an open air swimming pool, caravan park, parks, beach and amusements. There are a full range of retail and banking facilities as well as hotels, pubs and eating establishments.

There is a business park to

the north of the town beyond the railway line. The town is within commuting distance of Aberdeen and provides a range of services, facilities and rail connections, making it an extremely popular location providing good work/life balance for residents.

The site is adjoined by the built up area of the town to the north and the existing Braehead housing development to the west. The coastal tourist route runs along the north and east boundaries of the site. The road is separated by Bervie Braes to the north but as the road heads south bound it rises up and is level with the eastern side of the site. Further to the east of the coastal route, there is a mound with the Stonehaven War Memorial and foot paths that link this area to the town and Dunnottar Castle. The site slopes towards the town of Stonehaven from a high point to the south east to the north west. The land then plateaus around Braehead Cottage. The site provides an attractive setting within which much needed housing can be delivered in a location with enhanced connections between the area and the town through enhancements of road provision surrounding the site.

3 PROPOSED DEVELOPMENT

Following the reconsideration of the proposal with CALA a revised development proposal has been prepared for the site, this has been submitted with the Main Issues Report Response. The site proposal outlined is for approximately 340 homes provided through a mix of houses and flats and inclusive of 25% affordable housing.



Figure 2: Site Proposal

The site layout has been carefully considered following an analysis of the landscape constraints and the sensitivities of the site. These are set out in further detail in the original development bid and in the following section further response on the landscape impact has been set out.

The total site area excluding the Bervie Braes is 30ha, the development will incorporate 16.3ha of strategic open space. This is over 50% of the total site area and is therefore in excess of the Policy requirement of 40% set out in Policy PR2 of the extant LDP. The open spaces have been designed to contribute to and take advantage of views available to the coast and to the War Memorial.

The use of open spaces and strategic landscaping has sought to retain and create new vistas to the War Memorial that will be accessible to the public which are not currently available.

Using strategic landscaping to effectively integrate the development with the town the site is largely screened by the strategic landscaping and Bervie Braes.

Affordable housing will be integrated within the development and will be provided in accordance with requirements and Council policy, the site will have 25% of housing as affordable which will equate to approximately 85 homes.

The site is to be designed with a core road running through the site providing access to the west and to the east. The access onto Dunnottar Avenue will involve the widening of the existing road and an improved junction with Dunnottar Avenue. The road will provide for a core road through the site, suitable for a bus route and will provide access through to the Coastal Tourist Route. This will allow for the Coastal Tourist Route to the north of the Bervie Braes to be closed off to vehicular traffic and become a cycle and pedestrian route.

The development has been designed to allow a phased progression with development blocks and associated open space that can allow the development to be flexible to meet housing need and demand in Stonehaven for private and affordable housing.

4 MAIN ISSUES REPORT FEEDBACK

The MIR issued by the Council in January 2019 stated that it believed the Braehead Farm site was constrained, it noted feedback on the following key points-

- Loss of Prime Agricultural Land
- Landscape and Visual Impact
- Education

These topics will now be addressed to illustrate that the concerns should not prevent the site being allocated and, in some instances, can be effectively mitigated.

4.1 Prime Agricultural Land

Prime Agricultural Land is considered to be land capable of supporting Arable Agriculture where a range of crops can be produced. There is 625,800 hectares of this land available in Scotland currently according to the James Hutton Institute. Aberdeenshire Council's extant LDP addressed development on this type of land in Policy PR1 which does not altogether prevent development on this type of land. Prime agricultural land is classified as Class 1, Class 2 and Class 3.1. Below 3.1 agricultural land is not considered to be prime agricultural land.

The presence of prime agricultural land on the site does not extend to the full area and only includes the lowest rating 3.1. There is 5.6ha of 3.2 class land and 0.4ha associated buildings and hard standing within the site. There is a further 22ha of 3.1 class land within the site of which 9ha is retained as part of the strategic open space and left free from development. In total there will be development on 13ha of 3.1 class land from 22ha on the site. Whilst it is recognised that where there are alternatives the use of prime agricultural land should be avoided, it would be put forward that there requires to be a recognition of the need to develop land in Stonehaven to address the housing demand in Aberdeenshire and the loss of this land is not considered significant.

Given the rural nature of Aberdeenshire, there will naturally be allocations of land which are prime agricultural land. Policy PR1 seeks to protect important resources, however, it does not altogether prevent this type of development occurring and requires land to be allocated in the LDP to enable development. These allocations are made through the LDP and is what this bid seeks to achieve, the Proposed LDP is consistent with the current policy position too. It is put forth that the potential benefits which can be realised by allocating this development outweigh the loss of prime agricultural land in this instance.

Surrounding Stonehaven there are many pockets of 3.1 Class land, notably within the Ury Estate. Allocations there result in a loss of prime agricultural land and there is prime agricultural land associated with other options promoted in the MIR. This is deemed to be acceptable for these sites illustrating the points raised here that there will be a requirement to develop on this class of land and it is not an absolute constraint. Much of the land surrounding Stonehaven is Class 3.1 agricultural land, and there is a requirement to develop on these potential sites to accommodate future growth of the settlement.

Whilst there is no way to mitigate the loss of this land, it is suggested that the potential benefits to the community as well as housing delivery can justify the loss of prime agricultural land. The site layout at Braehead Farm has been designed to ensure that as much of class 3.1 prime agricultural land can be retained as possible.

4.2 Landscape and Visual Impact

The assessment of the site states that the site “would have a significant landscape and visual impact on the setting of the town, and the setting of the War Memorial on Black Hill. “It is acknowledged that there are sensitive landscape elements, but that these have been carefully considered in the development strategy for the site and a sensitive development following this strategy can mitigate the impact and will create new opportunities to enjoy the coastal views and setting of the Special Landscape Area (SLA) without detrimental effect.

The site is located within the South East Aberdeenshire Coast SLA and this provides specific features for which the design has been able to draw on to ensure that the impact of development is mitigated. The features recognised for the South East Aberdeenshire Coast SLA within Supplementary Guidance are:

- Rugged and intricate scenery of weathered coastal cliffs and raised beach landforms, including sites of geological interest.
- The broad sweep of sand at St Cyrus, backed by dunes that form a National Nature Reserve.
- Iconic Dunnottar Castle, on a rocky headland south of Stonehaven is one of the most photographed and recognised castles internationally.
- The coast provides the immediate and wider setting for a number of larger settlements, including Portlethen, Newtonhill, and Stonehaven, framed by rising cliffs on either side.
- The Stonehaven War Memorial, which overlooks the town, is a landmark seen from the A90 and the coastal path.
- Intact traditional fishing villages with diminutive harbours including Gourdon and Catterline.
- Coastal routes include the A92, A90, east coast railway, footpaths and National Cycle Network (Route 1), all offering expansive views out to sea.
- Panoramic views out to sea from headlands and beaches and important views along the coast, including the view over the sands at St Cyrus, and views from Dunnottar.

Informed by site inspections and analysis of the character appraisal for the SLA, Figure 3 below identifies the principal landscape considerations for the development of this site and the main considerations of the development within this area will be:

- Protect views from Stonehaven to the War Memorial.
- Avoid development on the higher ground that will breach the skyline surrounding the town.
- Provide a sensitive response to the development on the northern edge to the development.
- Retain coastal views and views to the harbour from the public footpath and the coastal tourist route.

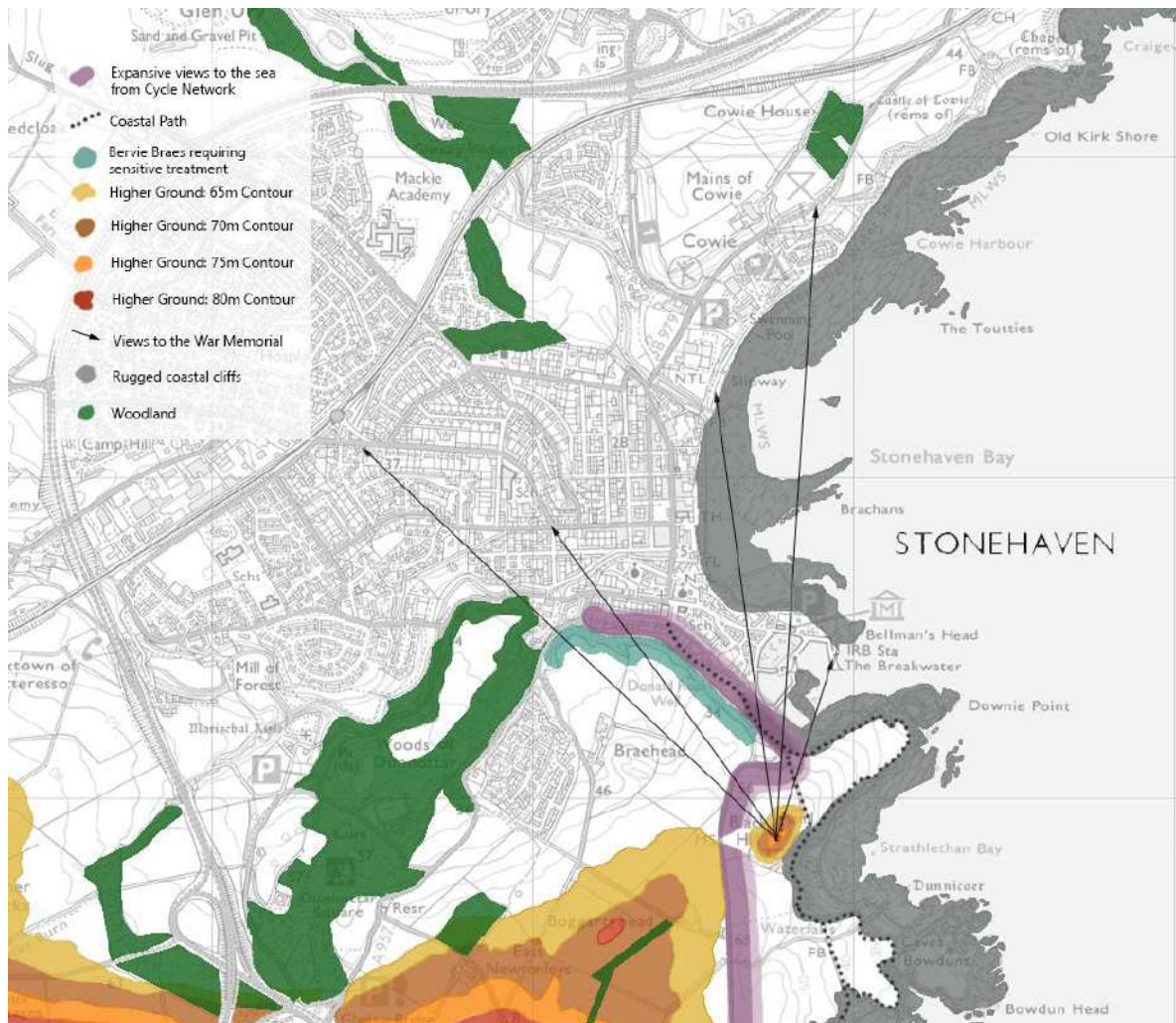


Figure 3: Landscape Assessment

Having considered the site context the design response was developed and the following describes how the design responds to the context.

War Memorial

The War Memorial is a feature that is seen from particular locations within the town as indicated in Figure 3. Within the urban area surrounded by buildings there are more limited glimpses. The most prominent views of the War Memorial are from the north of the town. The War Memorial sits on top the Black Hill and the slopes provide an important part of its setting. The development has been planned in locations which fall below the War Memorial to ensure it retains prominence from these views.

The distance between the proposed development at Braehead Farm and the War Memorial was originally 227m, having reviewed other development in the surrounding area it is noted that Redcliff is the same distance from the memorial as Braehead Farm. This has been factored in through the strategic landscaping and buffer on the site which ensure that the prominence of the Memorial is maintained. This has been illustrated in Figure 4 which highlights this distance and shows the development at Redcliff. The development has been adjusted to create an additional buffer to the war memorial and development is set back further than existing development.



Figure 4: War Memorial and distance to development

Through the centre of the site, a corridor of open space has been designed to create a new public view point to the War Memorial. This will enhance the area and allow residents and visitors to enjoy new vistas to the landmark. Further, a landscape buffer has been factored into the design to ensure that sight lines to and from the memorial are maintained. The views which will still be enjoyed include the harbour and coast line which are enjoyed by so many in the town. A visualisation of the development from the north of Stonehaven has been prepared and submitted at Appendix 2. This image demonstrates how the development will integrate with the existing development at Braehead and how the use of landscaping will integrate the developing into the surrounding landscape both through the strategic planting along the Braes and to the higher parts of the site. The extent of the development maintains a view to the agricultural fields rising from Stonehaven. This image also demonstrates that the views to the War Memorial are protected and this includes the surrounding slopes.

Coastal Views

The coastal views and the views to the cliffs along the south east Aberdeenshire coast are listed as notable features within the SLA. The development is not viewed in association with the cliffs and views of this feature will not be affected by the development. The Coastal Tourist Route and footpaths along the coast are the location where people can enjoy this landscape. These routes are outwith the development site and there is no change to the view that is currently enjoyed.

Higher Ground

The land rises further to the south and also at Black Hill at the War Memorial. As the ground rises there is a risk of increased perception of the development in the town. On the highest ground the height of the homes would then breach the skyline when viewed from the longer range views to the north of Stonehaven. Closer to the site views of the higher ground are hidden by the Bervie Braes.

The development is largely outwith the area of visibility from the surrounding area though, as the development proposal brings the line of development away from these areas of higher ground in order to mitigate this impact. The development has been set back from the edge and through the enhancement of the existing trees and shrubs around the Braes, there will be limited glimpses of the development from within the town and the harbour. The higher ground would be retained as natural green space and there would be strategic landscaping along the southern boundary of the site.

Sensitive Edges

The land close to the edge of the Bervie Braes is a more sensitive landscape area, to ensure that views are not impacted from the harbour, the development has been set back a minimum of 60m from the road running along the north side of the Bervie Braes. This distance then increases to the north west of the site to take account of the more open views from the harbour. Both of these can be seen in Figure 5 which highlights the views to the site from Stonehaven Harbour and Bridgefield. This coupled with the strategic landscaping will ensure that the setting of the harbour is maintained without change as the development is not visible from this location. This is demonstrated in Figure 5.

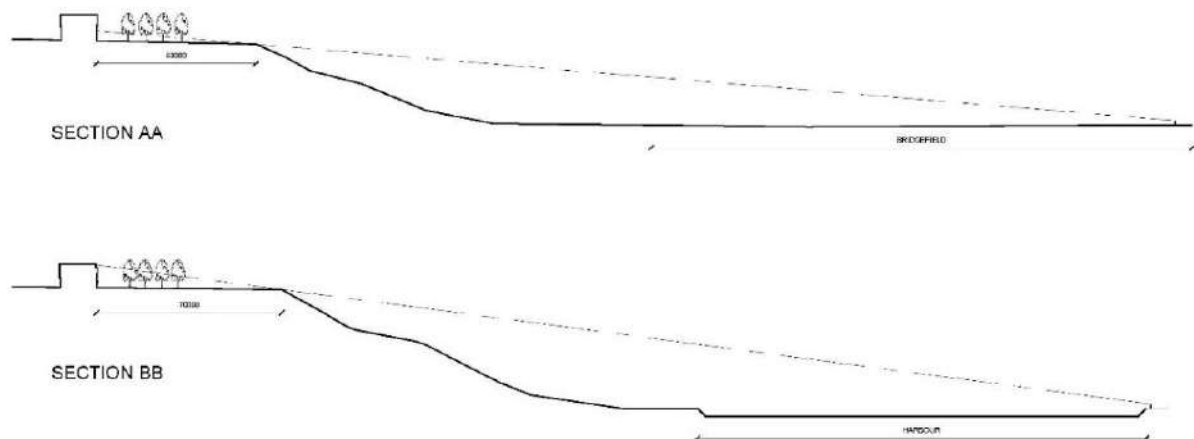


Figure 4: Site Sections from Harbour and Bridgefield

There will be limited views of the development from within the town and in planning the site there are green wedges of open space provided at the edges of the development both along the north and to the east. Strategic landscaping has also been provided along these edges with the objective of integrating with the existing trees and to create a development that is linked to and coherent with the existing settlement.

To the east of the site the development tapers to a point at the Coastal Tourist Route reducing in frontage closer to the War Memorial. This recognizes the scale of the existing development in this

location. This approach also brings the core of open space out towards the war memorial providing an attractive setting for this view, which is not currently a publicly accessible.

Landscape Summary

Given the location of the site it is acknowledged that it will present some visual impact, it is contested though that this has been sufficiently mitigated and would be of a similar scale to other developments in Braehead. Further, specific mitigation in the design of the site has minimised the impact the development would have, specifically on the C listed War Memorial and the idyllic coastal views from this.

The site at Braehead Farm does not have any distinguishable features, a significant amount of thought has gone into the layout and design of the indicative layout to protect the views of the harbour, coast line and War Memorial.

The site is noted in the MIR as being in the South East Aberdeenshire Coast SLA, information on this is provided in Supplementary Guidance issued by the Council. The design of Braehead Farm ensures that all points noted in the guidance are adhered to, this would include designing houses which respect and complement the coastal setting of the site. There is not considered to be any impact on the cliffs in the area by developing Braehead Farm and the aforementioned mitigation would ensure that views would be maintained. There would be no loss of panoramic sea views from the site and the War Memorial.

The mitigation put forth would enable development to proceed on the basis that effective steps have been taken to minimise the potential impact of development at Braehead Farm.

4.3 Education

For the purposes of the development at Braehead Farm primary schooling would be provided by Dunnottar Primary School, which is forecast to decline over the plan period to 79% in 2027 as shown by the 2019 based school roll forecasts. Secondary schooling would be provided by Mackie Academy which is forecast to remain relatively static at 90% with the roll to decline from 2023 onwards and capacity for 250 children by 2027.

4.4 Summary

The MIR provided feedback on the initial submission for Braehead Farm, this response has sought to suitably address this and illustrate that there are not factors which should prevent an allocation on the site. The wide net benefits the development would bring for Stonehaven effectively mitigate the partial loss of agricultural land at the site. Careful and detailed consideration of the site layout has been conducted to ensure the surrounding landscape is not adversely impacted. The surrounding War Memorial, harbour and coastal views will retain prominence and will be enjoyed by residents and visitors to the area. Education improvements in the town are needed to facilitate future growth and to provide enhanced educational facilities for pupils. This proposal can contribute to these and provide wider net gain for the town.

4.5 Housing in Stonehaven

Stonehaven is the most populated settlement within Kincardine and Mearns with a population of 11,602, it had the second highest amount of housing completions in the ten years prior to the 2018 HLA. According to the HLA there were 258 homes completed in the town between 2008 and 2017, this momentum is expected to increase as 347 houses have been programmed between 2018 and 2024. The Proposed LDP has subsequently allocated 660 homes in the town, the majority of these being at the Ury Estate spread across several sites. Many of these were already in the extant LDP and the proposals for the new plan involve some combining of existing sites at the Ury Estate.

Stonehaven is located within the Aberdeen to Laurencekirk Strategic Growth Area (SGA) as allocated by the SDP for the Aberdeen Region. It is expected that 75% of all housing development in the Region will take place in these areas. Given its size and location within this key corridor to the south of Aberdeen City, Stonehaven is in an excellent position to facilitate a high level of this housing delivery.

Stonehaven has the potential to play a vital role in the delivery of housing in Aberdeenshire, Kincardine and Mearns and the SGA south of Aberdeen City. It is contested that the allocations put forward in the Proposed LDP are not reflective of the town's capability, the Regional vision and the Council should reconsider their approach in the Proposed LDP.

5 BENEFITS TO STONEHAVEN

The proposed development at Braehead Farm can provide several benefits to the town which should be taken into account when considering the proposal put forward in this submission. These benefits will have a wide net benefit and can be enjoyed by the Region, Council and Town as outlined below.

There has been concern over recent years about the stability of the Bervie Braes and the continued use of the Coastal Tourist Route by vehicles. The slopes between the road and the harbour have been reinforced following a landslip and the Coastal Tourist Route was re-opened in 2013 following the completion of these works. Due to potential stability issues the road is closed to vehicular traffic during the winter months (between November and March) and is otherwise subject to a weight restriction and 20mph speed restriction. The proposed development will provide enhanced road networks around the site including improvements at Dunnottar Avenue which will allow a bus service to be provided at Braehead Farm. This infrastructure will allow the Coastal Tourist Route to be closed to vehicles, which will provide an attractive space for cycling and walking, improving the sense of place. This would provide an all year round access to the War Memorial, as well as enhancing the attractiveness of the access through Coastal Tourist Route.

Stonehaven is an attractive location for tourists and this makes considerable contributions to the local economy. The impact to the town and its surrounding area from a full year of visitors arising from the re-opening of the Bervie Braes road was an estimated net additional expenditure, of up to £860,000 per annum, supporting up to 17 jobs (full time equivalents) and a gross value added (GVA) to the local economy of £600,000 per annum. It is therefore essential that there continues to be a route between Stonehaven and Dunnottar Castle. The creation of a new access route to the Coastal Tourist Route would enable a year round vehicular link between Stonehaven and Dunnottar Castle and secure the long term future of the current Coastal Tourist Route for pedestrians and cyclists. The new route would generate further long term economic benefit to the local businesses of Stonehaven.

Further road improvements would be delivered at the A957 road to the south and its junction with the A92, currently these are not suitable for the volumes of traffic using these roads. Through discussion with

the Roads authority it is understood that there is a desire to provide a new link with a safer junction onto the A92. This forms part of the planning approach for the Braehead Farm development which would upgrade the junction at the A957 and widen the road to accommodate a bus route up to the entrance of the site. The opportunity for a future link between these points would remain and could assist in removing traffic from the junction of the A957 and A92.

From review of the existing topography, the majority of the development site falls towards the North West corner of the site where the SUDS area is proposed. On the basis that the land falls in this direction, it is most likely that the greenfield surface water flows from this area discharges into the Glaslaw Burn at present. We would not be proposing to increase the volume of surface water flows exiting the site and into the existing watercourse. The post development discharge rate into the existing watercourse would not exceed the pre development situation. It is however possible that as part of the development the existing discharge rate could be reduced, thus reducing the flows exiting the site. This would require increasing the size of the SUDS feature which is considered to be feasible and would provide a significant benefit (Appendix 6).

Affordable Housing is in great demand in Aberdeenshire, in particular it has been noted that a lack of choice and flexibility in Stonehaven limit the delivery of affordable housing required for the settlement. In accordance with the policy requirement, 25% of this site will be developed for affordable housing and will be in a location accessible to the town centre with a suitable bus route provided. The severity of the constraints on the affordability of housing is also recognised in Aberdeenshire Council's Local Housing Strategy (LHS) and it is acknowledged that the house building industry will play a major role in supporting the local economy. The strategy notes that "it will assist in creating and maintaining mixed and sustainable communities where people want to live, work and visit." The 2017 Housing Need and Demand Assessment identifies that there is a supply target of 425 affordable houses per year required as housing need continues to outstrip the supply of new affordable housing. The LHS identifies those settlements where there is the highest housing need and the high priority settlements are those with the greatest population centres, Stonehaven is identified as having a high priority for affordable housing. This proposal provides an opportunity to provide a significant number of affordable homes, but as a part of a sustainable mixed community that is well connected to the existing settlement and meet the needs of residents that are seeking housing in the community.

Land has been identified for community use and sports pitches within the overall masterplan for the development.

The proposal provides the opportunity for a phased development resulting in sustainable growth of an established settlement. Whilst there is a sense of community in Stonehaven, this development can enhance the vitality of the community through the ability to retain or enhance services in Stonehaven. The existing service provision in the town is good, however, it will be improved by development which will increase demand. The enhancement of the local service provision can considerably improve the sense of place for existing and prospective residents of the town.

Braehead Farm can deliver numerous benefits for Stonehaven, collectively these provide wider net benefit for existing residents of the town and illustrate the positives the development can bring.

6 CONCLUSION

Stonehaven is going to play a vital role in the growth of the Aberdeen to Laurencekirk SGA in the coming years, whilst newer settlements such as Laurencekirk and Elsick have been afforded sizeable allocations, there is no doubt that Stonehaven's existing community facilities and infrastructure make it a far more attractive place to stay. Despite this appeal, the town has not been given suitable housing allocations which reflect its size and attractiveness. Further, the allocations made in the Proposed LDP for the town will not provide the scale of development required and may take some time to be delivered.

Braehead Farm offers a natural extension to the settlement as it connects with the settlement to the north and recent development to the west. Whilst there are elements of the development which would require mitigation, it is put forth that this has been suitably conducted and it has been illustrated that an allocation of the site can proceed without having a significant negative landscape impact on the setting of the town and setting of the War Memorial on Black Hill. Through design of the site and strategic landscaping, the views from attractive locations in Stonehaven such as the harbour will not be infringed.

There is capacity in the school catchments to accommodate development in Stonehaven and there are considered to be suitable solutions to overcome any education concerns related to development. There would be a partial loss of prime agricultural land if the site were to be developed, however, in Aberdeenshire were development not permissible on this basis then there would be a severe lack of development. The benefits the site offers justify the development and the partial loss of prime agricultural land.

The development at Braehead Farm can provide a number of benefits for existing residents as well as future residents, these include supporting the local community in Stonehaven and providing more vitality to the town centre, providing an alternative access to the coastal road, improved site drainage to mitigate flooding and Braehead Farm can provide community sports facilities. Finally, the site can make a substantial contribution to the delivery of housing in Aberdeenshire in the coming years as well as provision of much needed affordable housing.

Ultimately, Braehead Farm can offer a development which would sustainably grow Stonehaven through a natural attractive extension to the existing settlement. It is hoped that the site will be suitably reconsidered by the Council and allocated in the LDP for Aberdeenshire.



Strategic Landscaping

Road Closed to Vehicles

Smaller Local Pockets of Open Space

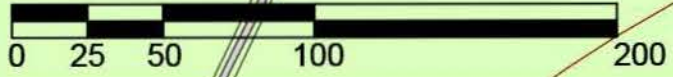
Existing Farm Access Widened

Community Rugby Facility

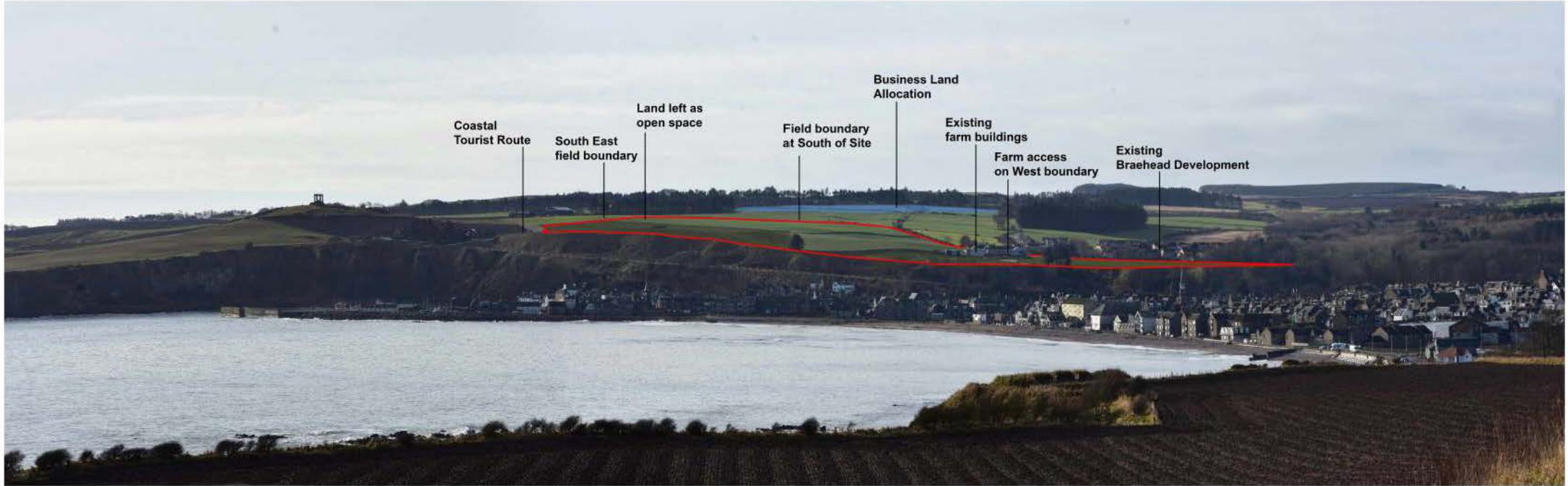
Central Network of Open Space

Strategic Landscaping

Rev.	Date	Details	Drawn	Checked
Issued for: INFORMATION				
Project/Client:		Project No:	THE19021	
Residential Development at Braehead, Stonehaven		Drawing No:	SK-01	
CALA Homes (North) Ltd		Revision:	D	
Drawing:		Scale:	1:2500@A3	
Indicative Site Layout		Drawn by:	Date:	02/2020
		Checked by:	Date:	02/2020



Appendix 2

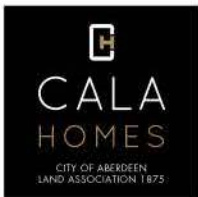


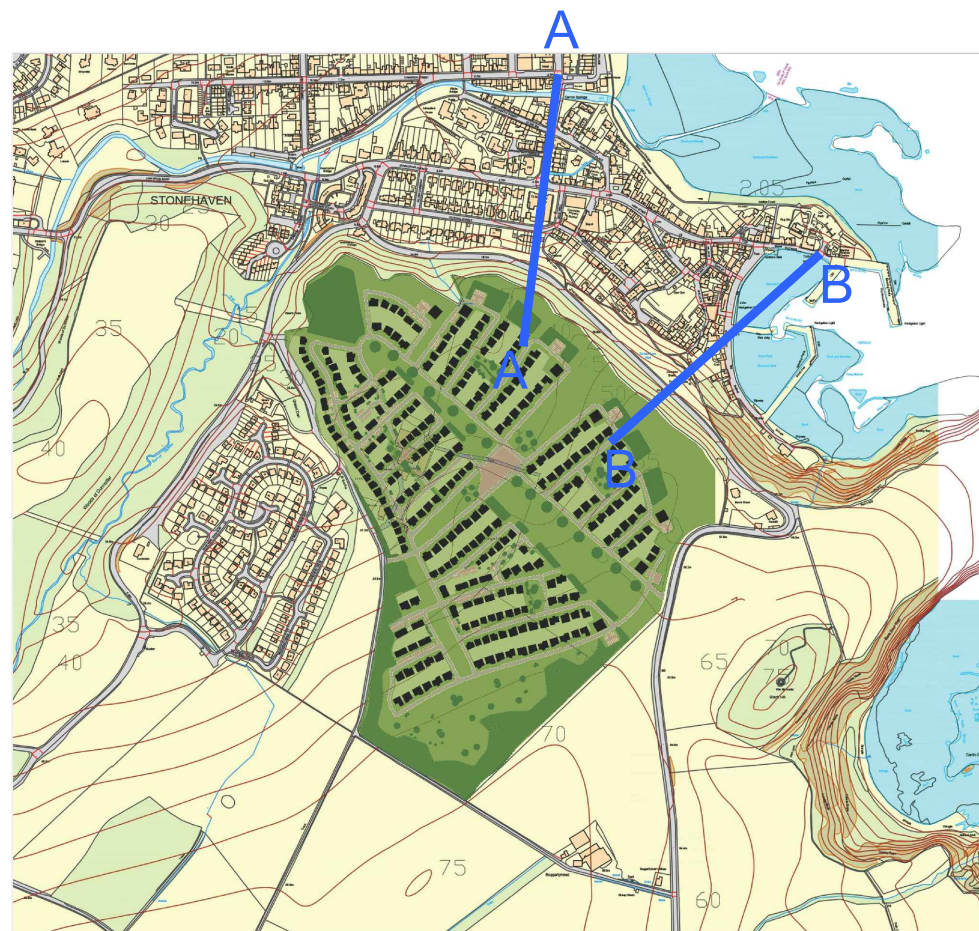
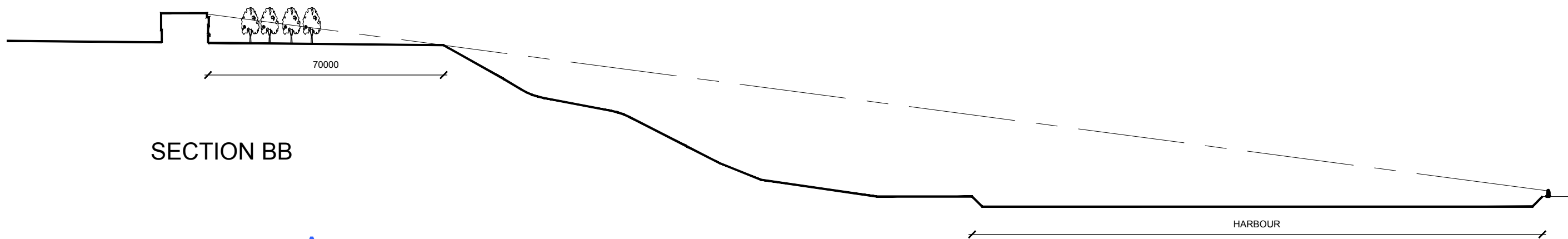
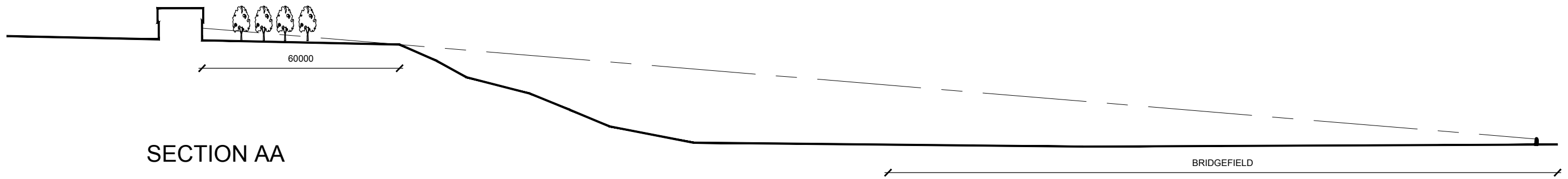
View of Braehead Farm from Stonehaven Golf Club Access

Appendix 2

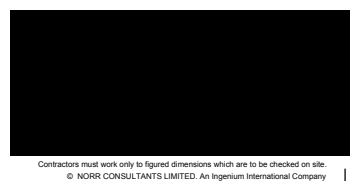


View of Proposal from Stonehaven Golf Club Access





Rev.	Date	Details	Drawn	Checked
Issued for:				
INFORMATION				
Project/Client:			Project No:	
RESIDENTIAL DEVELOPMENT			IAAB19-0021	
AT BRAEHEAD, STONEHAVEN			Dwg No:	
CALA HOMES (NORTH) LTD			SK-02	
			Rev:	
Drawing:			Scale:	
INDICATIVE SITE SECTIONS			1:1250 @A3	
Drawn By:		Date:		
NE		03.2019		
Checked By:		Date:		



**REPORT TO EDUCATION & CHILDREN'S SERVICES COMMITTEE – 30
JANUARY 2020****2019-BASED SCHOOL ROLL FORECASTS****1 Reason for Report / Summary**

- 1.1 Education & Children's Services publishes School Roll Forecasts for all primary and secondary schools in Aberdeenshire on an annual basis.

2 Recommendations

The Committee is recommended to:

- 2.1 Approve the publication and circulation of Appendix 1 as the official Aberdeenshire 2019-based School Roll Forecasts.**

3 Purpose and Decision-Making Route

- 3.1 School roll forecasts allow Education & Children's Services to plan resources effectively, both in terms of staffing levels across schools, and with regard to the capacity of buildings and works that may be required.
- 3.2 The 2019-based School Roll Forecasts were discussed at each area committee between November, 2019, and January, 2020. The comments from each area committee are detailed in sections 3.4 to 3.9 below.
- 3.3 Appendix 1 has been updated following the approval by the Education & Children's Services Committee at its meeting on 5 December, 2019, of the Consultation Report on the Review of Inverurie Primary School Catchment Areas. Garioch Area Committee considered both the original forecast for the Inverurie network and the amended forecast provided in this report, which took account of changes to catchment areas, if approved.
- 3.4 Banff and Buchan Area Committee commented that collaboration between schools should be encouraged, particularly between Rathen and Tyrie Schools to allow children to take part in activities such as team sports. They also reflected that the Fraserburgh re-zoning exercise had been ongoing for a significant period of time and the process should be reviewed and progressed.
- 3.5 Buchan Area Committee commented that, given the proposals for additional housing in Mintlaw and Stuartfield, officers should give careful consideration in respect of the constraints for increased numbers of pupils at Pitfour Primary, Mintlaw Primary and Stuartfield Primary now, and in the years ahead.
- 3.6 Formartine Area Committee asked when the most recent capacity review was carried out and whether there was any information publicly available online to explain how the assessments were carried out; whether the figures provided in the report reflect the current number of pupils at each school, particularly in

respect of Easterfield School; and noted that a workshop for Formartine Area Committee members had been arranged for February, 2020.

- 3.7 Garioch Area Committee requested information for ward members regarding Kemnay Academy capacity pressures, ahead of the Kemnay Parent Council meeting. The Area Committee agreed to note the forecasts and the actions being taken to address capacity issues with schools under pressure.
- 3.8 Kincardine & Mearns Area Committee considered this report on at its meeting on 21 January, 2020, and its comments will be given verbally by officers.
- 3.9 Marr Area Committee noted the contents of the report and agreed to commend officers for providing consistently accurate and comprehensive reports on the school roll data.

4 Discussion

- 4.1 The School Roll Forecast 2019 Summary Table is attached as Appendix 1. The school roll data in the report is based upon the annual census which took place in September, 2019. However, officers are continually monitoring actual school rolls in order to identify and, where appropriate, react to any deviations from the forecast as soon as possible.

The 2019 pupil census shows that there are 21,004 primary pupils and 14,765 secondary pupils in Aberdeenshire. This is a decrease of 46 primary pupils and an increase of 120 secondary pupils from 2018. This is the second year that overall primary pupil numbers have fallen following years of growth. This can be attributed to particularly large cohorts in P6 and P7 moving up to secondary school and a continued reduction in housebuilding against developer aspirations. The forecasts currently indicate that, by 2024, rolls will have increased to 21,555 primary pupils and 16,032 secondary pupils. The increase is around 500 pupils fewer at both primary and secondary level than predicted for 2023 in the 2018-based forecasts.

4.2 Roll Forecasts by Geographical Area

The following sections highlight the schools within Banff & Buchan which are currently operating, or are forecast to operate, in excess of capacity. The steps to be taken to address the capacity pressures will depend on the number of pupils and the length of time that the school roll is likely to exceed capacity. The tables also show schools which are currently operating, or are forecast to operate, at lower than 25% capacity. These are schools operating significantly under capacity. Officers will continue to monitor and review these schools in line with the Strategic Approach to the Learning Estate for Aberdeenshire Primary Schools.

4.3 Banff & Buchan

Banff & Buchan Schools Over 100% Capacity in 2019

There are no schools in Banff & Buchan currently operating in excess of capacity.

4.4 Banff & Buchan Schools Over 100% Capacity in 2024

There are no schools in Banff & Buchan which are forecast to have a roll in excess of the current published capacity in five years' time (2024).

4.5 Banff & Buchan Schools Below 25% Capacity in 2019

There are no schools in Banff & Buchan which are currently operating at below 25% capacity.

4.6 Table 1 details schools in Banff & Buchan which are forecast to have a roll of 25% of capacity or lower in five years' time (2024).

TABLE 1: Banff & Buchan Schools Below 25% Capacity in 2024

School Name	Cluster	Capacity	Roll 2024	Comments
Tyrie	Fraserburgh	71	17	The two largest year groups at Tyrie School are currently in P6 and P7, which will result in a decrease in roll once these pupils progress to the academy. Pupil numbers are then expected to remain constant at this lower level for several years.

4.7 Buchan

Buchan Schools Over 100% Capacity in 2019

There are currently no schools in Buchan operating over 100% capacity.

4.8 Table 2 details schools in Buchan which are forecast to have a roll in excess of the current published capacity in five years' time (2024).

TABLE 2: Buchan Schools Over 100% Capacity in 2024

School Name	Cluster	Capacity	Roll 2024	Comments
Dales Park	Peterhead	317	404	The new Dales Park nursery at Kinmundy will provide additional capacity for primary school pupils. The Peterhead Community Campus will also have a primary school element.

4.9 Table 3 details schools in Buchan which are currently operating at below 25% capacity and the approach that officers are taking.

TABLE 3: Buchan Schools Below 25% Capacity in 2019

School Name	Cluster	Capacity	Current Roll	Comments
Longhaven	Peterhead	50	0	Longhaven School is currently mothballed. An options appraisal is currently under way involving a series of community engagement sessions to seek views on the future of the School.

4.10 Table 4 details schools in Buchan which are forecast to have a roll of 25% of capacity or lower in five years' time (2024).

TABLE 4: Buchan Schools Below 25% Capacity in 2024

School Name	Cluster	Capacity	Roll 2024	Comments
Longhaven	Peterhead	50	8	Longhaven School is currently mothballed. The forecast roll of 8 pupils is subject to all current in zone families enrolling their children at the School in future years

4.11 Formartine

Table 5 details schools within Formartine which are currently operating above published capacity and the approach officers are taking.

TABLE 5: Formartine Schools Over 100% Capacity in 2019

School Name	Cluster	Capacity	Current Roll	Comments
Meldrum Academy	Meldrum	980	989	An options appraisal has considered a number of solutions to support Meldrum Academy with the increase in pupil numbers. Placing requests will continue to be restricted.

4.12 Table 6 details schools in Formartine which are forecast to have a roll in excess of the current published capacity in five years' time (2024).

TABLE 6: Formartine Schools Over 100% Capacity in 2024

School Name	Cluster	Capacity	Roll 2024	Comments
Balmedie	Ellon	484	571	Officers have been monitoring the roll at Balmedie School for several years. It is accepted that additional primary school capacity will be required within the Balmedie catchment area, although the most appropriate solution for this is still being determined.
Cultercullen	Meldrum	75	92	The capacity at Cultercullen was previously reduced, due to a team being relocated into a spare classroom. The capacity can be increased should this classroom be required for teaching purposes in the future.
Foveran	Ellon	50	55	The first phase of the Menie housing development falls within the Foveran catchment area and will increase pupil numbers. The build-out rate will be closely monitored to ensure a timely approach is developed.
Meldrum Academy	Meldrum	980	1037	As discussed at 4.3 above, an options appraisal has considered a range of solutions to support Meldrum Academy with the increase in pupil numbers. Placing requests will continue to be restricted.

4.13 Formartine Schools Below 25% Capacity in 2019

There are no schools in Formartine which are currently operating at below 25% capacity.

4.14 Formartine Schools Below 25% Capacity in 2024

There are no schools in Formartine which are forecast to have a roll of 25% of capacity or lower in five years' time (2024).

4.15 Garioch

Table 7 details schools within Garioch which are currently operating above published capacity and the approach officers are taking.

TABLE 7: Garioch Schools Over 100% Capacity in 2019

School Name	Cluster	Capacity	Current Roll	Comments
Kemnay Academy	Kemnay	700	941	Kemnay Academy has a working capacity of 950 due to the temporary units which are on site. Work is programmed to reconfigure some spaces within the school to increase flexibility and support timetabling.

4.16 Table 8 details schools in Garioch which are forecast to have a roll in excess of the current published capacity in five years' time (2024).

TABLE 8: Garioch Schools Over 100% Capacity in 2024

School Name	Cluster	Capacity	Roll 2024	Comments
Echt	Alford	50	59	Echt School is forecast to have a rising roll due to two larger cohorts of P1 pupils expected in 2021 and 2023. Officers will monitor for the current session and then develop appropriate strategies with the School as the roll increases.
Inverurie Academy	Inverurie	1100	1193	The new Inverurie Community Campus will open in 2020 with an increased capacity of 1600 pupils.
Kemnay Academy	Kemnay	700	1037	In addition to the reconfiguration of spaces, further options will continue to be explored to address capacity pressures at Kemnay Academy.
Premnay	Huntly	50	67	An extension for Premnay School is currently programmed. This will result in an increased capacity for the School from August, 2020.

4.17 Table 9 details schools in Garioch which are currently operating at below 25% capacity and the approach that officers are taking.

TABLE 9: Garioch Schools Below 25% Capacity in 2019

School Name	Cluster	Capacity	Current Roll	Comments
Midmill	Kemnay	434	92	The capacity at Midmill School has been reduced due to the relocation of a number of teams to the School as part of an office space strategy. The slow

				delivery of new housing has resulted in a slower increase to roll than previously anticipated.
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4.18 Garioch Schools Below 25% Capacity in 2024

There are no schools in Garioch which are forecast to have a roll of 25% of capacity or lower in five years' time (2024).

4.19 Kincardine & Mearns

Table 10 details schools within Kincardine & Mearns which are currently operating above published capacity and the approach officers are taking.

TABLE 10: Kincardine & Mearns Schools Over 100% Capacity in 2019

School Name	Cluster	Capacity	Current Roll	Comments
Hillside	Portlethen	372	419	A four class extension is being delivered to increase capacity at Hillside School. Other approaches, including team teaching and using GP spaces as classrooms, are being implemented as interim measures.

4.20 Table 11 details schools in Kincardine & Mearns which are forecast to have a roll in excess of the current published capacity in five years' time (2024).

TABLE 11: Kincardine & Mearns Schools Over 100% Capacity in 2024

School Name	Cluster	Capacity	Roll 2024	Comments
Hillside	Portlethen	372	545	The extension will result in an increased capacity for Hillside School from August, 2020.
Mearns Academy	Laurencekirk	700	717	Placing requests to Mearns Academy will be restricted whilst officers develop appropriate strategies with the school to manage the increase in pupil numbers.
Portlethen Academy	Portlethen	970	1001	The increase in pupil numbers at Portlethen Academy is due to continued housebuilding. Officers will monitor build-out rates closely and restrict placing requests as appropriate.

4.21 Table 12 details schools in Kincardine & Mearns which are currently operating at below 25% capacity and the approach that officers are taking.

TABLE 12: Kincardine & Mearns Schools Below 25% Capacity in 2019

School Name	Cluster	Capacity	Current Roll	Comments
Kinneff	Stonehaven	50	11	The roll at Kinneff School is forecast to rise above 25% capacity.

4.22 **Kincardine & Mearns Schools Below 25% Capacity in 2024**

There are no schools in Kincardine & Mearns which are forecast to have a roll of 25% of capacity or lower in five years' time (2024).

4.23 **Marr**

Table 13 details schools within Marr which are currently operating above published capacity and the approach officers are taking.

TABLE 13: Marr Schools Over 100% Capacity in 2019

School Name	Cluster	Capacity	Current Roll	Comments
Towie	Alford	50	51	The school is experiencing an increase in roll. A GP space is currently being used as a third classroom. The roll is forecast to fluctuate around the capacity of 50 pupils for a number of years. Placing requests into the school will be restricted and officers will continue to monitor the situation closely.

4.24 Table 14 details schools in Marr which are forecast to have a roll in excess of the current published capacity in five years' time (2024).

TABLE 14: Marr Schools Over 100% Capacity in 2024

School Name	Cluster	Capacity	Roll 2024	Comments
Crathes	Banchory	50	55	The increase in roll at Crathes School is due to a larger cohort of 12 P1 pupils expected in 2022. Officers will monitor for the current session and then develop appropriate strategies with the School as the roll increases.

Kennethmont	Huntly	50	52	The increase at Kennethmont School is as a result of a larger cohort of 12 P1 pupils expected in 2022. The roll at Kennethmont is expected to rise slightly above the forecast, as a result of some placing requests from Gartly pupils, which occurred after the September census. Officers will monitor for the current session and then develop appropriate strategies with the School for the duration of the peak.
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4.25 Table 15 details schools in Marr which are currently operating at below 25% capacity and the approach that officers are taking.

TABLE 15: Marr Schools Below 25% Capacity in 2019

School Name	Cluster	Capacity	Current Roll	Comments
Crathie	Aboyne	47	9	The roll at Crathie School has been steady, with between 9 and 11 pupils for several years. The roll is expected to fall to 7 pupils by 2024 but is likely to rise again given the nature of this community.
Largue	Huntly	50	12	The roll at Largue School has remained constant for a number of years, varying by one or two pupils per year.
Lumsden	Alford	50	12	The roll at Lumsden School is in a current decline, although it is forecast that pupil numbers will gradually increase over time.
Strachan	Banchory	50	0	Strachan School is currently mothballed. An options appraisal has been carried out and further reports will be brought to the Committee in due course.

4.26 Table 16 details schools in Marr which are forecast to have a roll of 25% of capacity or lower in five years' time (2024).

TABLE 16: Marr Schools Below 25% Capacity in 2024

School Name	Cluster	Capacity	Roll 2024	Comments
Crathie	Aboyne	47	7	As discussed at 4.5 above, the roll at Crathie School has been steady at between 9 and 11 pupils for several years. The roll is expected to fall to 7 pupils by 2024, but is likely to rise again given the nature of this community.
Glass	Huntly	47	6	The roll at Glass School will be affected by a reduction in the number of 0-5 year olds currently living in the catchment area. In addition, the larger year groups are in the upper stages of the School.
Keig	Alford	50	11	The roll at Keig School will be impacted by a larger P7 cohort leaving the School at the end of the current session and smaller P1 cohorts in future sessions.
Largue	Huntly	50	11	The roll at Largue School has remained constant for a number of years, varying by one or two pupils per year.
Lumsden	Alford	50	12	The roll at Lumsden School is in a current decline. However, it is forecast that pupil numbers will gradually increase again over time.

5 Council Priorities, Implications and Risk

- 5.1 This report helps deliver Council Priority 3 - Providing the best life chances for all our children and young people by raising levels of attainment and achievement.

The report helps deliver Council Priority 10 – Having the right people, in the right place, doing the right thing, at the right time.

- 5.2 The table below shows whether risks and implications apply if the recommendation is agreed.

Subject	Yes	No	N/A
Financial			X
Staffing			X
Equalities			X
Fairer Scotland Duty			X
Town Centre First			X
Sustainability			X
Children and Young People's Rights and Wellbeing			X

- 5.3 An equality impact assessment is not required because this report provides an annual update of pupil numbers and does not have a differential impact on any of the protected characteristics.
- 5.4 The following Risks have been identified as relevant to this matter on a Corporate Level: ACORP007 Social risk (demographic change) [*Corporate Risk Register*](#). The following Risks have been identified as relevant to this matter on a Strategic Level: ECSR002 Developing Excellence and Equality [*Directorate Risk Registers*](#). The monitoring of school roll forecasts will help ensure that existing resources are better utilised, particularly in areas with substantial population growth.

6 Scheme of Governance

- 6.1 The Head of Finance and Monitoring Officer within Business Services have been consulted in the preparation of this report and their comments are incorporated within the report. They are satisfied that the report complies with the Scheme of Governance and relevant legislation.
- 6.2 The Committee is able to consider and take a decision on this item in terms of Section E.3.1 of the List of Committee Powers in Part 2A of the Scheme of Governance, as it relates to the exercise of functions in relation to school capacities.

Director of Education & Children's Services

, Learning Estates Team Leader
Date 16 January, 2020

List of Appendices –
Appendix 1 – 2019-Based School Roll Forecast

Appendix 4

Appendix 4

School	Area	Capacity	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Current % Capacity	% Capacity 2024
Aboyne Academy	Marr	750	707	691	705	719	722	686	652	613	572	537	92%	87%
Aboyne PS	Marr	342	301	313	313	296	286	287	285	290	269	262	92%	83%
Ballater	Marr	145	80	70	73	69	66	71	80	80	84	80	48%	55%
Braemar	Marr	50	30	31	35	38	41	44	43	40	40	35	62%	86%
Crathie	Marr	47	9	9	10	8	8	8	7	8	8	7	19%	16%
Finzean	Marr	71	51	45	38	35	32	28	26	27	26	26	63%	36%
Kincardine O'Neil	Marr	69	24	24	27	25	28	30	29	28	28	26	35%	42%
Logie Coldstone	Marr	47	19	19	16	16	14	15	13	11	13	11	40%	28%
Lumphanan	Marr	100	60	39	37	38	42	43	44	42	44	43	39%	44%
Tarland	Marr	155	87	90	91	88	73	68	64	60	61	55	58%	41%
Torphins	Marr	200	163	166	153	158	153	164	156	151	142	137	83%	78%
Alford Academy	Marr	700	655	680	699	712	718	714	677	627	569	543	97%	97%
Alford PS	Marr	372	328	333	350	370	365	366	369	371	363	338	90%	99%
Cluny	Garioch	96	90	81	76	82	79	74	78	76	72	70	84%	81%
Craigievar	Marr	47	29	33	27	29	26	23	23	22	21	20	70%	48%
Dunecht	Garioch	75	60	43	48	48	53	54	52	50	48	44	57%	70%
Echt	Garioch	47	34	38	41	49	50	57	59	61	63	61	81%	126%
Keig	Marr	50	28	25	19	15	13	11	11	11	10	9	50%	21%
Lumsden	Marr	50	12	12	11	10	9	10	11	13	15	15	24%	22%
Midmar	Garioch	75	42	38	32	32	30	27	27	24	24	24	51%	36%
Monymusk	Marr	75	58	62	66	61	62	64	63	59	58	51	83%	84%
Strathdon	Marr	50	24	28	22	23	25	27	24	23	19	20	56%	47%
Tough	Marr	60	34	29	26	23	18	20	18	18	19	17	48%	30%
Towie	Marr	50	51	51	53	48	51	49	49	51	50	48	102%	99%
Tullynessle	Marr	50	21	15	15	12	13	14	13	14	15	15	30%	26%
Banchory Academy	Marr	900	817	813	855	858	874	902	896	879	846	807	90%	100%
Banchory PS	Marr	550	409	406	406	405	412	405	408	400	389	384	74%	74%
Crathes	Marr	50	34	39	38	43	49	51	55	59	59	58	78%	109%
Drumoak	Kincardine & Mearns	155	119	124	129	140	125	128	126	119	116	109	80%	81%
Durris	Kincardine & Mearns	60	40	47	49	49	45	46	48	45	41	37	78%	79%
Hill of Banchory	Marr	434	377	376	359	347	348	352	350	346	327	314	87%	81%
Strachan	Marr	50	0	0	5	8	14	18	20	22	23	21	0%	40%

Appendix 4

School	Area	Capacity	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Current % Capacity	% Capacity 2024
Banff Academy	Banff & Buchan	1220	808	815	834	861	863	856	848	789	725	645	67%	69%
Aberchirder	Banff & Buchan	225	128	127	132	124	121	121	127	129	124	113	56%	57%
Banff PS	Banff & Buchan	459	347	353	352	364	370	361	344	341	324	317	77%	75%
Bracoden	Banff & Buchan	145	41	42	41	39	46	49	49	51	51	51	29%	34%
Fordyce	Banff & Buchan	47	18	25	21	22	20	20	20	17	19	20	53%	43%
Macduff	Banff & Buchan	420	321	326	295	274	279	268	243	237	229	231	78%	58%
Ordiquhill	Banff & Buchan	100	60	49	49	45	40	41	42	42	41	38	49%	42%
Portsoy	Banff & Buchan	267	152	137	135	130	119	121	128	128	125	121	51%	48%
Whitehills	Banff & Buchan	134	122	115	111	104	102	110	110	107	109	110	86%	82%
Ellon Academy	Formartine	1300	1084	1134	1154	1153	1152	1192	1186	1159	1143	1100	87%	91%
Arnage	Formartine	75	42	39	41	35	37	33	33	30	29	27	52%	45%
Auchterellon	Formartine	459	361	344	334	308	302	295	283	268	251	243	75%	62%
Balmedie (City)	Formartine	484	405	408	410	420	452	514	571	613	619	624	84%	118%
Ellon PS	Formartine	345	301	289	288	302	301	306	313	316	312	302	84%	91%
Foveran	Formartine	47	23	28	31	30	40	50	55	65	66	65	60%	117%
Hatton (Cruden)	Buchan	155	102	103	99	107	106	100	106	102	97	94	66%	69%
Meiklemill	Formartine	317	209	228	223	227	251	271	285	305	310	319	72%	90%
Newburgh Mathers	Formartine	217	135	147	156	165	163	159	162	151	143	135	68%	75%
Slains	Formartine	50	32	30	27	24	23	25	24	25	23	21	60%	48%
Tipperty	Formartine	50	37	35	37	31	31	26	23	22	19	17	70%	45%
Fraserburgh Academy	Banff & Buchan	1510	1125	1090	1119	1105	1120	1102	1067	1039	989	941	72%	71%
Crimond	Buchan	155	81	86	86	87	92	96	91	88	80	77	55%	59%
Fraserburgh North	Banff & Buchan	217	138	119	117	112	103	109	109	110	116	105	55%	50%
Fraserburgh South Park	Banff & Buchan	550	379	364	364	349	347	339	343	328	325	312	66%	62%
Inverallochy	Banff & Buchan	155	113	122	116	122	120	126	124	123	115	111	79%	80%
Lochpots	Banff & Buchan	267	194	199	191	194	189	188	186	181	173	169	75%	70%
Rathen	Banff & Buchan	90	57	55	62	65	65	73	77	81	77	70	61%	85%
Rosehearty	Banff & Buchan	217	160	150	137	144	134	135	125	120	117	118	69%	58%
Sandhaven	Banff & Buchan	100	84	90	78	82	74	67	63	61	59	58	90%	63%
St Andrew's, Fraserburgh	Banff & Buchan	429	336	328	356	367	374	389	402	399	391	378	76%	94%
St Combs	Buchan	100	44	48	47	51	54	52	50	43	38	35	48%	50%
Tyrie	Banff & Buchan	71	41	31	21	17	16	15	17	17	17	18	44%	23%

School	Area	Capacity	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Current % Capacity	% Capacity 2024
Gordon Schools	Marr	870	694	662	710	744	782	789	812	787	739	687	76%	93%
Cairney	Marr	50	16	14	18	17	19	22	22	22	23	21	28%	45%
Clatt	Marr	50	14	13	11	13	14	14	15	12	13	13	26%	30%
Drumblade	Marr	60	50	49	50	48	42	41	40	39	36	33	82%	66%
Forgue	Marr	45	34	25	22	23	18	18	16	16	17	17	56%	35%
Gartly	Marr	50	36	23	26	27	27	25	30	34	36	33	46%	60%
Glass	Marr	47	25	25	17	13	11	7	6	6	4	5	53%	13%
Gordon PS	Marr	484	419	425	407	379	364	366	349	333	312	297	88%	72%
Insch	Garioch	368	348	351	338	328	316	314	290	276	260	245	95%	79%
Kennethmont	Marr	50	29	36	40	39	47	52	52	54	53	50	72%	104%
Largue	Marr	50	10	12	10	10	11	11	11	12	11	12	24%	22%
Premnay	Garioch	50	46	46	52	49	57	61	67	69	71	66	92%	134%
Rhynie	Marr	71	42	33	32	31	33	34	39	42	42	41	46%	56%
Inverurie Academy	Garioch	1100	884	951	1015	1090	1157	1219	1267	1280	1243	1215	86%	115%
Chapel of Garioch	Garioch	71	29	30	32	34	34	33	36	39	38	36	42%	51%
Hatton (Fintray)	Garioch	60	53	49	48	44	42	43	40	38	40	39	82%	66%
Keithhall	Garioch	47	31	35	31	30	27	28	29	27	27	28	74%	62%
Kellands	Garioch	442	425	436	443	426	432	413	379	354	339	321	99%	86%
Newmachar (City)	Garioch	484	350	367	386	406	430	450	457	461	449	432	76%	94%
Oyne	Garioch	75	53	45	44	44	43	43	43	38	37	36	60%	57%
Port Elphinstone	Garioch	155	86	87	81	90	97	108	123	140	157	175	56%	79%
Strathburn	Garioch	480	424	419	430	456	468	478	473	458	449	423	87%	99%
Uryside	Garioch	589	315	348	402	449	478	490	482	484	480	476	59%	82%
Kemnay Academy	Garioch	700	877	941	974	999	1036	1063	1037	1030	978	917	134%	148%
Alehousewells	Garioch	217	136	130	128	126	112	111	103	97	92	87	60%	47%
Kemnay PS	Garioch	252	202	205	204	191	198	185	190	187	182	173	81%	75%
Kinellar	Garioch	484	392	382	382	377	363	358	361	349	336	320	79%	75%
Kintore	Garioch	559	537	501	461	434	388	381	368	339	332	314	90%	66%
Midmill	Garioch	434	79	92	103	126	160	195	227	251	268	285	21%	52%
Mearns Academy	Kincardine & Mearns	700	685	692	700	685	708	722	717	711	674	661	99%	102%
Auchenblae	Kincardine & Mearns	120	103	102	92	95	93	97	92	86	82	79	85%	76%
Fettercairn	Kincardine & Mearns	100	67	70	78	82	80	83	87	88	90	85	70%	87%
Laurencekirk PS	Kincardine & Mearns	434	312	312	341	372	385	407	413	422	422	386	72%	95%
Luthermuir	Kincardine & Mearns	99	56	57	52	56	54	56	61	64	68	67	58%	62%
Marykirk	Kincardine & Mearns	50	44	42	45	46	48	44	44	39	32	30	84%	87%
Redmyre	Kincardine & Mearns	75	74	70	72	70	77	70	67	65	65	65	93%	90%
St Cyrus	Kincardine & Mearns	171	149	141	136	148	138	138	140	140	138	139	82%	82%

Appendix 4

School	Area	Capacity	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Current % Capacity	% Capacity 2024
Meldrum Academy	Formartine	980	990	989	993	1052	1062	1084	1071	1042	1021	956	101%	109%
Barthol Chapel	Formartine	50	33	35	27	24	21	20	20	19	15	16	70%	39%
Cultercullen	Formartine	75	52	52	56	64	67	73	76	73	73	69	69%	101%
Daviot	Formartine	120	104	111	104	97	97	96	93	93	91	86	93%	77%
Logie Durno	Garioch	45	26	30	31	30	34	35	36	37	38	37	67%	79%
Meldrum PS	Formartine	459	368	393	405	393	405	404	404	382	354	332	86%	88%
Methlick	Formartine	120	114	103	110	105	112	113	108	110	105	98	86%	90%
Old Rayne	Garioch	75	58	59	51	50	53	51	50	49	46	48	79%	67%
Pitmedden	Formartine	242	156	146	165	155	169	179	181	179	173	162	60%	75%
Rayne North	Garioch	74	66	62	60	58	58	51	53	54	50	49	84%	72%
Rothienorman	Formartine	150	137	140	148	132	138	140	133	136	130	122	93%	89%
Tarves	Formartine	217	129	132	143	153	149	169	168	160	150	138	61%	77%
Udny Green	Formartine	75	47	55	51	46	50	43	42	44	38	37	73%	56%
Mintlaw Academy	Buchan	900	796	786	807	837	868	867	846	833	795	759	87%	94%
Auchnagatt	Buchan	75	49	53	55	59	64	70	66	71	67	64	71%	88%
Fetterangus	Buchan	75	36	41	38	45	42	39	43	42	40	41	55%	58%
Kininmonth	Buchan	50	32	31	31	25	23	20	16	14	15	12	62%	31%
Longside	Buchan	217	155	154	155	143	148	155	158	158	155	147	71%	73%
Maud	Buchan	125	100	96	102	100	104	111	115	118	122	114	77%	92%
Mintlaw PS	Buchan	217	168	170	171	169	175	181	183	185	190	189	78%	84%
New Deer	Buchan	180	99	104	103	97	98	99	98	95	88	85	58%	54%
New Pitsligo & St John's	Buchan	155	120	123	110	102	98	99	94	87	80	76	79%	61%
Pitfour	Buchan	180	133	124	116	115	118	123	129	136	141	148	69%	71%
Strichen	Buchan	150	109	116	116	120	124	126	130	131	132	128	77%	87%
Stuartfield	Buchan	150	122	123	127	132	134	138	148	143	137	130	82%	99%
Peterhead Academy	Buchan	1700	1113	1142	1168	1230	1260	1298	1307	1292	1250	1186	67%	77%
Boddam	Buchan	217	135	126	123	126	120	124	116	109	106	105	58%	54%
Buchanhaven	Buchan	523	493	468	442	427	413	414	409	395	392	393	89%	78%
Burnhaven	Buchan	100	71	58	60	58	45	46	43	39	36	30	58%	43%
Clerkhill	Buchan	484	459	468	480	460	445	428	421	413	396	378	97%	87%
Dales Park	Buchan	317	205	228	265	304	359	382	404	407	406	392	72%	127%
Longhaven	Buchan	50	0	0	2	3	5	6	8	9	10	10	0%	16%
Meethill	Buchan	279	188	190	209	205	222	225	219	228	219	207	68%	78%
Peterhead Central	Buchan	300	182	168	176	181	183	184	188	193	193	185	56%	63%
Port Erroll	Buchan	242	120	119	122	124	141	149	151	147	147	148	49%	62%
St Fergus	Buchan	120	107	113	110	111	104	95	98	96	87	82	94%	82%

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School	Area	Capacity	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Current % Capacity	% Capacity 2024
Portlethen Academy	Kincardine & Mearns	970	817	835	836	879	925	974	1001	1009	992	1001	86%	103%
Banchory-Devenick	Kincardine & Mearns	70	34	31	35	39	44	47	49	52	54	55	44%	70%
Fishermoss	Kincardine & Mearns	358	264	256	253	261	261	265	274	273	280	270	72%	76%
Hillside	Kincardine & Mearns	372	366	419	480	503	528	541	545	544	521	484	113%	147%
Newtonhill	Kincardine & Mearns	459	308	292	329	365	396	419	440	465	488	487	64%	96%
Portlethen PS	Kincardine & Mearns	342	264	260	256	241	222	219	219	211	206	195	76%	64%
Mackie Academy	Kincardine & Mearns	1290	1180	1159	1170	1181	1187	1170	1169	1155	1098	1040	90%	91%
Arduthie	Kincardine & Mearns	459	353	346	361	383	399	429	449	454	453	428	75%	98%
Bervie	Kincardine & Mearns	342	219	228	230	232	234	255	257	267	260	256	67%	75%
Catterline	Kincardine & Mearns	94	39	43	39	42	34	32	28	29	25	26	46%	29%
Dunnottar	Kincardine & Mearns	195	197	185	186	169	161	157	153	144	141	137	95%	79%
Glenbervie	Kincardine & Mearns	100	72	74	79	80	78	76	78	73	73	65	74%	78%
Gourdon	Kincardine & Mearns	100	85	86	78	71	71	70	71	64	65	61	86%	71%
Johnshaven	Kincardine & Mearns	50	35	34	36	30	32	33	37	38	37	33	68%	74%
Kinneff	Kincardine & Mearns	50	13	11	9	13	14	16	14	16	17	18	22%	28%
Lairhillock	Kincardine & Mearns	150	113	132	131	139	131	130	127	132	128	126	88%	85%
Mill O' Forest	Kincardine & Mearns	434	291	282	264	239	232	224	203	184	169	160	65%	47%
Turriff Academy	Formartine	840	665	627	623	656	640	628	627	592	553	508	75%	75%
Auchterless	Formartine	75	37	46	45	41	36	32	29	24	13	14	61%	39%
Crudie	Banff & Buchan	50	25	28	30	28	25	27	26	25	22	19	56%	52%
Easterfield	Formartine	25	19	17	20	17	16	17	17	16	17	15	68%	70%
Fintry	Formartine	50	37	27	28	24	20	15	13	11	13	11	54%	27%
Fisherford	Formartine	30	8	11	9	10	11	12	11	13	13	13	37%	38%
Fyvie	Formartine	155	118	123	129	114	112	107	103	95	89	81	79%	67%
King Edward	Banff & Buchan	47	28	23	20	23	19	22	18	21	23	21	49%	37%
Monquhitter	Formartine	217	136	137	123	112	116	116	110	107	97	96	63%	51%
Turriff Primary	Formartine	559	468	459	448	423	424	423	414	417	416	397	82%	74%
Westhill Academy	Garioch	1000	748	758	777	816	807	839	852	812	779	745	76%	85%
Crombie	Garioch	342	309	328	323	309	308	311	303	298	274	262	96%	89%
Elrick	Garioch	442	417	404	386	375	371	356	342	339	328	318	91%	77%
Skene	Garioch	100	72	76	82	80	86	85	93	96	98	90	76%	93%
Westhill PS	Garioch	342	287	280	302	309	320	323	324	335	332	312	82%	95%

Appendix 4

Appendix 5

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The Braehead site is adjoined by the built up area of the town to the north and the Braehead housing development to the south west. The Coastal Tourist Route runs along the north and east of the site and is separated from the site by a steep bank to the north, but as the road heads south bound it rises up and becomes level with the eastern side of the site.

Further to the west of the Coastal Tourist Route there is a rise in elevation upon which sits the Stonehaven War Memorial together with associated foot paths that link this area to the town and Dunnottar Castle. The site slopes downwards towards the town of Stonehaven from the south east and the land plateaus around Braehead Cottage.

Historically, Stonehaven was developed around the Harbour within the sheltered bay, in the area known as the 'Old Town'. Later development, the 'New Town' typically followed a grid-plan. Modern housing and business developments surround the historic core and follow a less traditional pattern. Development extends beyond the railway line out to the A90 bypass, built in the 1980s.

Features of note in the area include The War Memorial at Black Hill, which is a Category C listed building and forms a feature on the skyline of Stonehaven. There are also attractive views that are publicly accessible from the Memorial over the town and Harbour. The majority of the historic core of Stonehaven is designated as a Conservation Area and the design and landscaping proposals have been respectful to this character due to the visual link.

Appendix 5



The Braehead site is proposed for a development of 400 homes, including affordable homes, with strategic landscaping and public open space throughout the site.

The vision for the development of this site is to ensure that there remains a supply of residential development to meet demand in Stonehaven which maximises the pedestrian and cycle connections that this location benefits from. The close connections will support existing services and facilities and minimise the need for vehicular travel.

The public open spaces form the central feature of the site around which the development blocks have been set out. This principle form has been developed to maintain the existing setting and create views to the War Memorial and also to break up the views from Stonehaven and provide new vistas to the Harbour.

The development blocks are shown indicatively at this time but the layout of the streets follow the contours to work with the existing land form and ensure that properties can benefit from solar gain during the day.

The general arrangement of the streets provides a permeable layout for pedestrians ensuring that open space is in close proximity to all areas and that there will be views to areas of open space from most streets.



Views of the Site

There are views of the natural landscape in skyline surrounding Stonehaven that are an important part of the setting of the town. These features can be seen surrounding the site in long range views as shown in the images from Robert Street and the lay-by at Braeside Crescent. These features will be protected through the design. There are agricultural buildings that are visible on the skyline within these views and there is the opportunity to lessen the visual appearance of these through strategic landscaping.

The War Memorial occupies an elevated position at the top of Blackhill, which allows it to be seen from within the town. The War Memorial is a prominent feature in the landscape of Stonehaven and is also a listed building (Category C). The elevated site of the War Memorial also provides a public view point of the town, Harbour and sea. Whilst the design protects the views of the War Memorial, it also seeks to create vistas within the development that direct views to the War Memorial along with views to the sea.



Appendix 5



LOOKING SOUTH FROM GOLF CLUB ACCESS



LOOKING SOUTH FROM BEACH RD AT STONEHAVEN BAY

Appendix 5



LOOKING SOUTH FROM LAY-BY OF BRAESIDE CRESCENT



Views From the Site

The site itself does not have any particularly valuable features within it, as is demonstrated by the following images.

There are close range views from the east edge of the site to the War Memorial from the Coastal Tourist Route.

Views from along the western farm access show the visual connection between the existing housing and the Braehead site.

From View 8 the existing farm access is shown that would be widened as a part of the development to form a suitable access route to the development.



Appendix 5



PANORAMIC VIEW 1



PANORAMIC VIEW 2



PANORAMIC VIEW 3

Appendix 5



PANORAMIC VIEW 4



PANORAMIC VIEW 5



PANORAMIC VIEW 6

Appendix 5



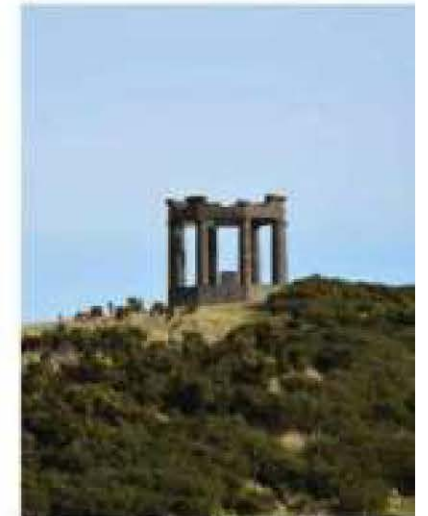
PANORAMIC VIEW 7



VIEW 8



VIEW 9



VIEW 10

Landscape Proposals

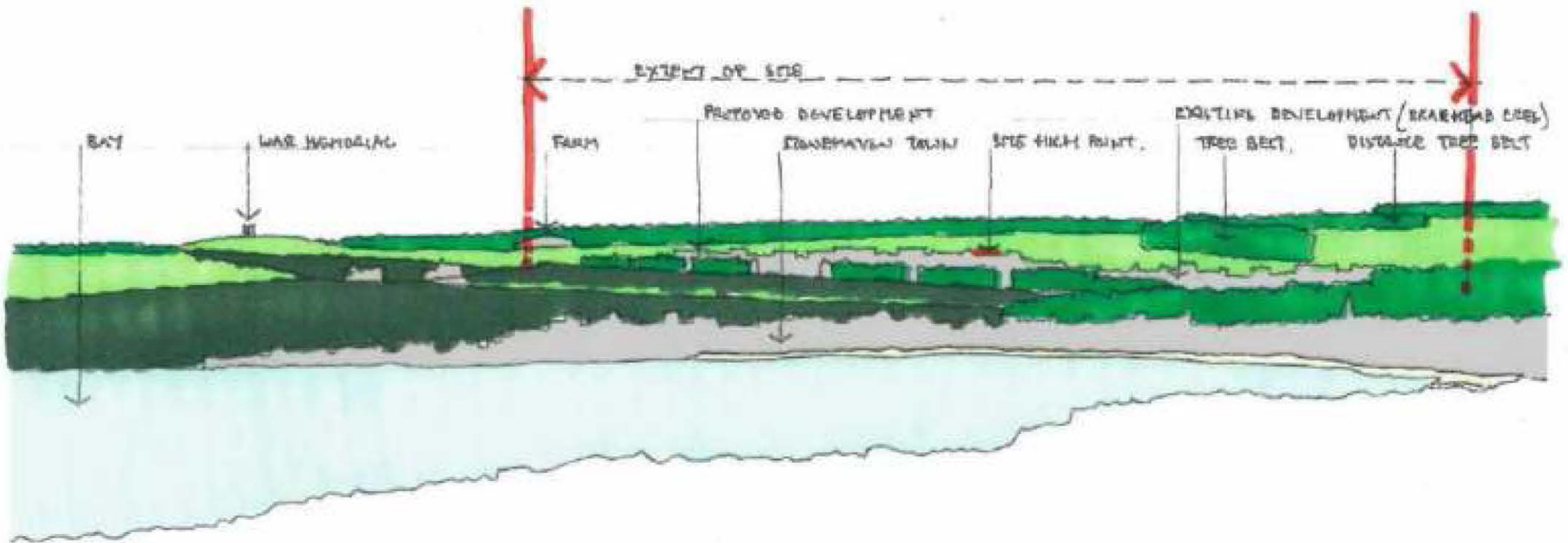


The highest points of the site are dedicated to open space and strategic landscaping. This strategic landscaping will compliment the tree belt seen on the skyline currently. This will also soften the impact of the existing views of agricultural buildings on the landscape. The extent of the development is largely contained within the 60-65m contour which matches the extent of the allocated school site to the west and is below the War Memorial. This ensures that development is contained within the natural land form on the skyline retaining the character of the long range views of the area.

The eastern extent of the development has been located, to ensure that there remains sightlines from the town to the War Memorial without development encroaching into the slopes of the Memorial. The development comes to a point at the Coastal Tourist Route landscaping and open space either side to gradually transition from the agricultural setting to the core of the development.

A central corridor of open space within the development provides for a view up the hill to the War Memorial creating a new public view point. Crossing this is corridor of open space from south west to north east forming new views to the sea. The use of linear open spaces will provide maximum accessibility to open space across the site and create a unique setting.

Along the northern edge, strategic landscaping is utilised with feature buildings at intervals to provide variety and to soften any visual impact from within the town.



Street Hierarchy

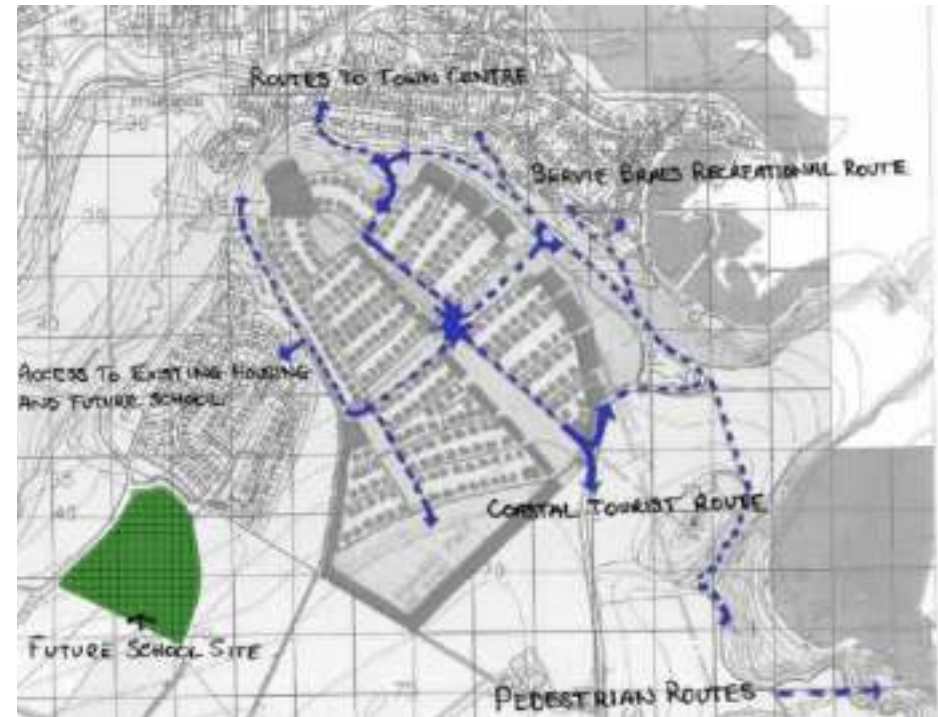


The development will provide a new primary route through the site linking the A957 to the Coastal Tourist Route. This road through the site will be designed to accommodate a bus route with a segregated cycleway and footpath.

Within the development site itself, the housing will have a frontage onto the main road through the site and will overlook the central areas of open space to ensure surveillance.

The residential streets leading off the primary route will have a greater focus on creating an environment for pedestrians and will be designed to encourage vehicles to travel slowly through the use of shared spaces and traffic calming measures.

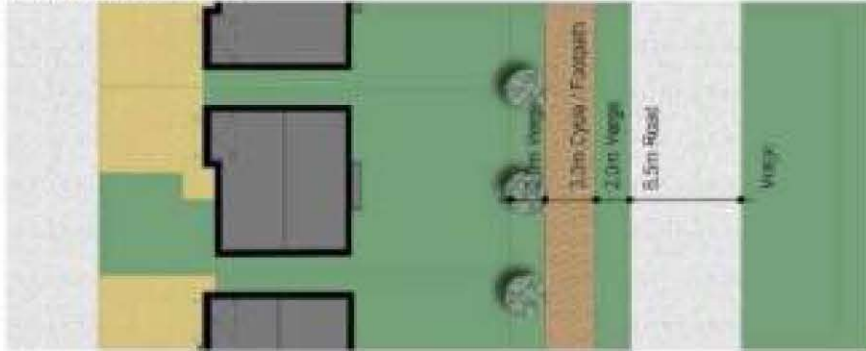
Pedestrian Accessibility



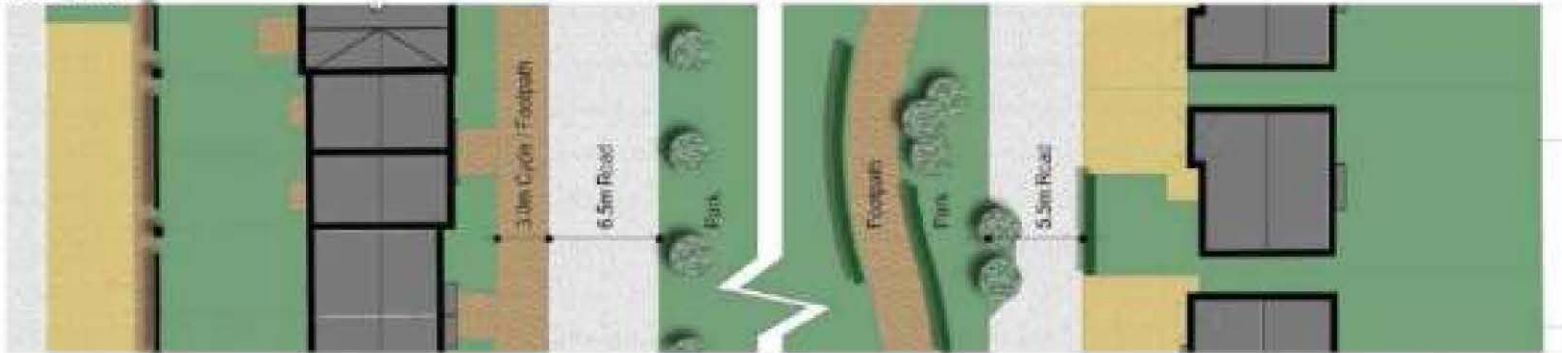
The site is perfectly located close to the existing town to encourage sustainable travel. There is also the potential to create new pedestrian and cycle connections to the surrounding settlement and landmarks. With the potential to close Bervie Braes this will allow this to be converted to a recreational route for cyclists and pedestrians all year round.

The site will also provide a pedestrian connection to the housing located to the east and access to the planned replacement Dunnottar Primary School.

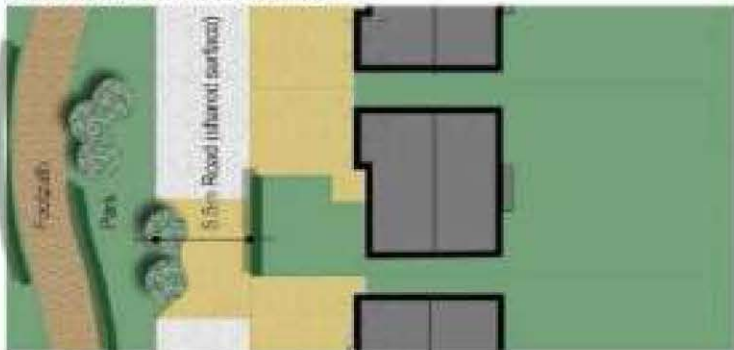
1. LOCAL DISTRIBUTOR ROAD



2. CORE ROAD



3. HOUSING ROAD - SHARED SURFACE



Central Arrival Space

There are two important character areas that serve the purpose of integrating the development with the existing settlement and creating a sense of place, the central arrival space and the northern edge to the development.

At the centre of the development and on the route of the main access into the site, it is proposed to create a central space providing a unique sense of place. At this point there will be a change in the character of the streets to give priority to pedestrians. The use of public art will be incorporated within this central area providing a focal point for the development. From this point there will be views along the central spine of open space up to the War Memorial.



Northern Edge

At the northern edge of the site the development will be set back from the crest of the hill to protect the stability of the Braes and to mitigate the landscape impact when viewed from the north.

A varied building line along the northern edge of the site will reduce dominance and will create attractive and interesting views of the area.

Landscaping strips are to be used along the northern edge to further soften the view of development, but it is proposed to punctuate the landscaping with the use of feature buildings, creating interest and setting the context for the development behind.

Streets and green spaces are orientated towards the Old Town creating a visually permeable development and reducing the visual appearance of the built form.



Northern Edge

This masterplan has been prepared to demonstrate how a development in this location can provide a positive benefit to Stonehaven through a positive approach to landscaping and open space.

Located close to the core of the settlement, this site at Braehead provides a sustainable option for housing development in Stonehaven that will benefit and contribute to the existing local services and facilities.

The masterplan prepared for the development demonstrates how the setting of the War Memorial and views to it will be protected and enhanced by creating new views to the Memorial from within the development site. This can be achieved through the thoughtful layout of the development within the site and the use of strategic landscaping and open space.

If a development in this location is supported by the Council, the masterplan that has been prepared can be implemented in phases to suit the requirements of the Local Development Plan whilst ensuring that a successful place can be created in line with the longer term vision and aims for the development. Overall the development will create a mixed residential community close to the town centre in a unique and attractive location.



Appendix 6

Braehead Development LDP Bid, Stonehaven, Aberdeenshire

Site Appraisal

March 2018



Appendix 6

119542 SApp01: Braehead Development LDP Bid, Stonehaven, Aberdeenshire

CONTROL SHEET



CLIENT: [REDACTED] & [REDACTED]

PROJECT TITLE: Braehead Development LDP Bid, Stonehaven, Aberdeenshire

REPORT TITLE: Site Appraisal

PROJECT REFERENCE: 119542

DOCUMENT NUMBER: 119542 SApp01

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Revision Record	Rev.	Date	Status	Description	Signature		
	1					By	
						Checked	
						Approved	
	2					By	
						Checked	
Approved							

This document has been prepared in accordance with procedure OP/P02 of the *Fairhurst Quality and Environmental Management System*

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Appendix

Appendix A: Accessibility Maps

Appendix B: SUDS Details: Fairhurst Drawing No. 119542/sk2050

Appendix C: Pre-Development Enquiry (PDE) Application Response

Appendix D: Proposed Development Standoff Plan

1 Introduction

1.1 General

1.1.1 This Site Appraisal has been prepared on behalf of [REDACTED] and [REDACTED] to support a future Local Development Plan (LDP) bid for a development comprising circa 400 dwellings. The proposed development site is located to the south of the main settlement of Stonehaven, immediately to the north of the existing Braehead Housing Development and within 1km of the town centre.

1.2 Site Location

1.2.1 The site is bound to the north and east by the 'Bervie Braes' and C27K Coastal Tourist Route that links between Stonehaven and the A92 past Dunnottar Castle. To the south the site is bound by the U82K Green Den Road and to the east by the A957. Figure 1-1 below illustrates the site location.



Figure 1-1: Site Location Plan

1.3 Development Proposal

- 1.3.1 The site extends to a total area of approximately 33 hectares and it is proposed to provide up to 400 housing units of mixed tenure. The development proposal will include areas of public open space and strategic landscaping ensuring vistas are maintained to the sea and the War Memorial. The development will include improved vehicular, pedestrian and cycle links and the upgrade of the existing road network and associated junctions.
- 1.3.2 Provision of a balanced, integrated mix of development will encourage and enable walking and cycling activity within the site with measures included to further encourage the use of sustainable travel modes.

2 Transport Planning Policy Context

2.1 National Planning Policy

- 2.1.1 The National Policy Context is principally defined by ‘Scottish Planning Policy’ (SPP), and Scottish Planning Advice Note 75 (PAN 75) ‘Planning for Transport’. The Scottish Government documents ‘Transport Assessment Guidance’ and ‘Designing Streets’ are also of relevance.
- 2.1.2 The Scottish Government’s ‘Scottish Planning Policy’ (SPP) issued in June 2014 replaces SPP (2010) and Designing Places (2001). SPP identifies the Scottish Government’s overarching aim to increase sustainable economic growth within Scotland.
- 2.1.3 SPP revolves around the principle policies – sustainability and placemaking. In considering how planning should support the vision, the document outlines the key outcomes that developments need to contribute to:
- ‘A successful, sustainable place – supporting sustainable economic growth and regeneration, and creation of well-designed, sustainable places.
 - A low carbon place – reducing our carbon emissions and adapting to climate change.
 - A natural, resilient place – helping to protect and enhance our natural and cultural assets, and facilitating their use.
 - A more connected place – supporting better transport and digital connectivity.’
- 2.1.4 The ‘Promoting Sustainable Transport and Active Travel’ section of SPP stresses the importance of efficient transport connections within Scotland and to international markets, and the crucial role that planning plays to improving such infrastructure. The section goes on to identify within paragraph 270 that the planning system should support developments that:
- ‘optimise the use of existing infrastructure;
 - reduce the need to travel;
 - provide safe and convenient opportunities for walking and cycling for both active travel and recreation, and facilitate travel by public transport;
 - enable the integration of transport modes’.
- 2.1.5 Paragraph 273 notes that ‘the spatial strategies set out in plans should support development in locations that allow walkable access to local amenities and are also accessible by cycling and public transport. Plans should identify active travel networks and promote opportunities for travel by more sustainable modes in the following order of priority: walking, cycling, public transport, cars.’
- 2.1.6 SPP notes in paragraph 287 that ‘Planning permission should not be granted for significant travel-generating uses at locations which would increase reliance on the car and where:

- direct links to local facilities via walking and cycling networks are not available or cannot be made available;
 - access to local facilities via public transport networks would involve walking more than 400m'
- 2.1.7 PAN75 identifies the need for the integration of land use planning with transport, taking into account policies on economic growth, education, health and the objective of a more inclusive society.
- 2.1.8 PAN75 identifies in Annex B the undernoted thresholds:
- 'For accessibility to public transport the recommended guidelines are less than 400m to bus services and up to 800m to rail services;
 - A maximum threshold of 1600m for walking is broadly in line with observed travel behaviour'
- 2.1.9 PAN 75 indicates that 'Travel Plans are documents that set out a package of positive and complementary measures, for the overall delivery of more sustainable travel patterns for a specific development.' It further states that 'their ability and success in influencing travel patterns is dependent upon the commitment of the developer and occupier of a development.' For residential land uses, PAN 75 notes at paragraph 43 that 'travel plans may set out measures which will be used as an incentive to house purchasers to use non-car travel modes, but setting targets is generally not practicable for this land use. Sustainability in housing should come through design in relation to walking, cycling and public transport networks'.
- 2.1.10 Transport Assessment Guidance (TAG) has been published by Transport Scotland to guide the preparation of Transport Assessments (TA) for development proposals in Scotland. Paragraph 1.8 notes that the TA process '*is directed towards successful delivery of development-related transport measures aimed at achieving sustainable transport outcomes.*' It further notes that the '*process incorporates scoping, transport assessment and implementation including travel plans and monitoring.*'
- 2.1.11 TAG identifies that 'Journey times of up to 20-30 mins are appropriate for walking and 30-40 mins for cycling'.
- 2.1.12 'Designing Streets' sets out Scottish Government policy to be followed in designing and approving the layout of settlements. The Scottish Government's policy emphasises that street design should meet the six qualities of successful places, as set out in Designing Places. The six qualities and key considerations are summarised as follows:
- Distinctive – street design should respond to local context to deliver places that are distinctive
 - Safe and pleasant – streets should be designed to be safe and attractive place
 - Easy to move around – streets should be easy to move around for all users and connect well to existing networks
 - Welcoming – streets layout and detail should encourage positive interaction for all members of the community
 - Adaptable – street networks should be designed to accommodate future adaptation

- Resource Efficient – street design should consider orientation, the integration of sustainable drainage and use attractive, durable materials that can be easily maintained.

2.2 Regional Policy

2.2.1 Regional Policy for the proposed development is largely defined by:

- Approved Aberdeen City & Shire Strategic Development Plan (March 2014)
- NESTRANS Regional Transport Strategy Refresh 2035 (Jan 2014)

2.2.2 The Approved Aberdeen City & Shire Strategic Development Plan (SDP) identifies *'four strategic growth areas'* (SGA) which will be the focus of development in the area up to 2035. The SDP notes, *'The strategic growth areas are centred on Aberdeen and the main public transport routes.'* The SDP also aims to *'make the most efficient use of the transport network, reducing the need for people to travel and making sure that walking, cycling and public transport are attractive choices.'*

2.2.3 The Strategic Development Plan identifies the undernoted objectives:-

- 'To be a city region which takes the lead in reducing the amount of carbon dioxide released into the air, adapts to the effects of climate change and limits the amount of non-renewable resources it uses
- To make sure that new development meets the needs of the whole community, both now and in the future, and makes the area a more attractive place for residents and business to move to.
- To make sure that all new developments contribute towards reducing the need to travel and encourage people to walk, cycle or use public transport by making these attractive choices'.

2.2.4 The SDP endorses the role of 'Sustainable mixed communities' in making sure that 'new development meets the needs of the whole community, both now and in the future, and makes the area a more attractive place for residents and businesses to move to'.

2.2.5 The NESTRANS Regional Transport Strategy Refresh 2035 (RTS) identifies within its four Strategic Objectives the requirements to:

- 'to enhance and exploit the North East's competitive economic advantages, and to reduce the impacts of peripherality
- enhance choice, accessibility and safety of transport, particularly for disadvantaged and vulnerable members of society and those living in areas where transport options are limited
- support transport integration and a strong, vibrant and dynamic city centre and town centres across the north east'

2.2.6 In identifying an 'Internal Connections Strategy' the RTS sets out key initiatives aimed at improving transport infrastructure within the City and Shire. These are focussed on improvements to public transport aimed at delivering economic, environmental and social inclusion benefits, with construction of the Western Peripheral Route facilitating the delivery of complementary transport measures as well as contributing *'to the economy and sustainable communities across the north east'*. It also sets out a

detailed programme for the delivery of additional park and ride sites and improved bus services aimed at maximising the identified benefits of reducing congestion, improving air quality and broadening travel choices.

2.3 Local Policy

2.3.1 Local Policy that would guide development is largely defined by:

- Aberdeenshire Local Development Plan (ALDP)
- Local Transport Strategy (LTS)

2.3.2 The Aberdeenshire Local Development Plan (ALDP) 2017 currently sets out the ground rules for the development of land under the land use planning acts. The proposed plan sets out the Council's statement of policies that will guide the assessment of planning applications while also confirming the principle of development on sites across Aberdeenshire. The ALDP sets out the Council's land use planning and development policies from the date of approval until 2026.

2.3.3 The next Local Development Plan (ALDP 2021) will be for the period 2021 to 2031 and is currently going through the 'Call for Sites' process, to which this development proposal is being considered.

2.3.4 The Aberdeenshire Local Transport Strategy 2012 (LTS) sets out the transportation vision and objectives of the Council and provides a three-year implementation plan for meeting local changes and needs.

2.3.5 To deliver its aim, the LTS embraces a simple guiding principle which is to 'encourage businesses and individuals to consider ways to travel less, travel more actively and, where vehicular travel is necessary, how journeys could be made more effectively.'

2.3.6 The five broad objectives sets out in the LTS are 'promote sustainable economy growth, promote social inclusion and accessibility, protect the environment, improve safety and improve integration.'

3 Site Accessibility Review

3.1 The Site

- 3.1.1 The Braehead site is located to the south of the main settlement of Stonehaven, immediately to the north of the existing Braehead Housing Development and is located within 1km of the town centre.
- 3.1.2 The site is within easy walking distance of the town centre and is highly accessible by walking, cycling and public transport modes. Development of the site will form a connection between the pre-existing Braehead housing development and the main body of Stonehaven.

3.2 Pedestrian & Cycling Network

- 3.2.1 A walking catchment of up to 1600 metres (20 minutes) is recognised in Transport Planning Guidance as being appropriate. PAN 75 also states that the quality of walking and cycling networks within 800 metres of a development can influence accessibility on foot. Figure 3-1, included in Appendix A, shows walking isochrones that represent 400, 800 and 1600 metres walking distances from the centre of the site; these distances relate to walking times of approximately 5, 10 and 20 minutes respectively (measured along formal footway connections to and from the existing site).
- 3.2.2 Figure 3-1 within Appendix A illustrates the existing facilities available within the specified 1600m walking distance identified within national guidance. This includes Dunnottar School, the town centre (including a mix of employment and retailing opportunities), Co-op supermarket, the medical centre, Dunnottar Woods, Stonehaven War Memorial and the Harbour, all of which are accessed by footways from the site.
- 3.2.3 Just beyond the 1600 metres, but still within acceptable walking distance, is Mackie Academy, Swimming Pool & Sports Centre, Tennis Courts and Dunnottar Castle.
- 3.2.4 The proposed development site is located within 1km of the town centre. The development would fill an existing gap and link the existing Braehead housing development which is situated to the west of the proposed development site. The majority of the walking and cycling movements are expected to be in a northerly direction towards the town centre and other areas of Stonehaven. The close proximity of local facilities will encourage walking and cycling trips and discourage the use of the motor car.
- 3.2.5 Much of the existing settlement of Stonehaven, including the town centre, is located within 1600m of the site. The school catchment area for the site would result in primary school pupils being zoned to Dunnottar School which is located within 900m. However Site P9 has been safeguarded within the 2017 LDP for the replacement of Dunnottar School and is located at the southern boundary of the existing Braehead housing development. This is illustrated on Figure 3-1 within Appendix A.
- 3.2.6 When the replacement Dunnottar School is developed, the walking distance from the site would only be circa 400m utilising the existing link from the Green Den Road and footways through the existing Braehead housing development. The link between the

Green Den Road and the existing Braehead housing development is an emergency access restricted with bollards and currently facilitates pedestrian and cycle access between the existing Braehead housing development and the rest of Stonehaven.

- 3.2.7 Access to bus stops that are situated just south of the existing Braehead housing development are accessible from the proposed development site when utilising the existing Braehead housing development footway connections.
- 3.2.8 Spanning the site to the west, the Green Den Road accommodates pedestrian movement to the north and south. A footway is present alongside the northbound carriageway which allows pedestrians from the existing Braehead development to connect with the footway alongside the southbound carriageway of the A957.
- 3.2.9 From here a signalised crossing is available to access the northbound footway which affords connection to the wider footway provision of Stonehaven, including the town centre. Dropped kerb crossings are provided at junctions to aid crossing movements which further enhances the walking accessibility from the site.
- 3.2.10 Access to the north western areas of Stonehaven requires crossing of the Carron Water. 3 pedestrian bridges, known locally as the red, green and white bridges, all afford access across the Carron Water and into the main settlement of Stonehaven.
- 3.2.11 Transport Planning Guidance generally identifies a 30 to 40 minutes cycle time as a maximum threshold within which cycle trips remain attractive. Based on an average cycle speed of 10kph this is equivalent to a distance of 5km. Figure 3-2 contained within Appendix A illustrates the 2.5km cycle isochrone which covers the entirety of Stonehaven allowing all of the town and its facilities to remain within a reasonable cycling distance from the existing site.
- 3.2.12 Bordering the site to the north and east, National Cycle Route 1 (NCR) is supported on the Coastal Tourist Route and is equipped with a 4m wide shared use foot / cycle way as it passes through the Bervie Braes to access the various amenities within Stonehaven including the railway station, shops, restaurants / cafes and tourist attractions.
- 3.2.13 The Coastal Tourist Route into Stonehaven has been restricted to only support vehicular traffic in a northbound direction through the use of bollards and gates. With connections proposed from the Braehead site, the adjacent shared use foot / cycle way further enhances cycling as a viable mode of sustainable transport to access the Stonehaven area.

3.3 Public Transport Accessibility

- 3.3.1 Public transport provision in the vicinity of the site currently comprises main bus services operating along the A957 and A92 corridors. The nearest bus stops are accessible within a 400m walking distance of the proposed site and are located on the A957 adjacent to Braehead Crescent and on Dunnottar Avenue just to the south of the Low Wood Road junction.
- 3.3.2 The main bus interchange is located in the town centre on Barclay Street and is within an 800m walk of the site. From here, the local town service, additional services to Aberdeen and services to the surrounding rural area can be accessed.
- 3.3.3 Figure 3-3 in Appendix A identifies the closest bus stops to the site and the main bus interchange.

3.3.4 Stagecoach services X7 and 107, Stonehaven to Aberdeen / Dundee and Stonehaven to Johnshaven respectively, are all accessible from the bus stops at Braehead Crescent and Dunnottar Avenue. MW Nicolls service 26, Stonehaven to Luthermuir also serves these bus stops.

3.3.5 The X7 is the most frequent of all the services that pass the proposed development with a bus in each direction hourly every day. This is complemented further by an hourly service of the 107 Monday to Friday and 2 hourly on Saturdays. Table 3-1 provides a summary of the services that can be accessed from the closest bus stops.

Operator	Service	Route	Running Frequency		
			Monday to Friday	Saturday	Sunday
MW Nicols	26	Stonehaven to Laurencekirk or Luthermuir	10 Services Between (07:08-19:02)	5 Services Between (08:04-18:04)	No Service
Stagecoach	X7	Stonehaven to Aberdeen / Dundee	Hourly	Hourly	Hourly
	107	Stonehaven to Montrose via Johnshaven	Hourly	Every 2 Hours	7 Services Between (08:50-20:50)

Table 3-1: A957 and Dunnottar Avenue Bus Service Frequencies

3.3.6 Additional services to Aberdeen and the surrounding rural area can be accessed from the bus interchange on Barclay Street. Figure 3-4 included within Appendix B illustrates the bus services and routes that operate within Stonehaven.

3.3.7 Stonehaven railway station, which is situated 2km from the existing site, is considered to be accessible on foot or bicycle although it can also be accessed by the local town bus services via the main bus interchange on Barclay Street.

3.3.8 From the railway station services can be boarded to access locations in the north such as Aberdeen, Dyce and Inverurie, while to the south locations such as Montrose, Dundee, Perth, Edinburgh and Glasgow become accessible.

3.4 Existing Local Road Network

3.4.1 Bordering the development site to the west is the U82K Green Den Road. The Green Den Road is a single track providing a connection between the A957 and the Coastal Tourist Route.

3.4.2 The A957 which runs parallel to the sites western boundary and is the main vehicular access through Stonehaven providing a connection towards the A93 to the east of Banchory. To the south, the A957 branches from the A92 Dundee to Stonehaven road through a priority junction and retains a 60mph speed limit before dropping to 40mph when routing past the existing Braehead development towards Stonehaven. The speed limit reduces to 30mph just to the south of the Green Den Road before entering the main built up area of Stonehaven.

3.4.3 The Coastal Tourist Route which surrounds the site to the north and east is a route popular with tourists as it provides access to Dunnottar Castle and the Stonehaven

War Memorial. Due to the historical slope stability issues around the road where it passes through the Bervie Braes, there is currently a weight restriction limiting the route for use by cars, light vans and motorbikes. The route is also subject to a closure during the winter period November to March when there is a greater risk of slope slippage. In a southerly direction this road connects with the A92 through a priority T junction.

- 3.4.4 The A92 which is a primary distributor road affords the site access to the A90 to the north and Dundee to the south, passing through the towns of Inverbervie, Montrose and Arbroath.
- 3.4.5 Bordering Stonehaven to the west the A90(T), which is a strategic trunk road, routes between Fraserburgh and Perth via Peterhead, Aberdeen and Dundee.

3.5 Opportunities to Improve Pedestrian and Cyclist Access

- 3.5.1 Green Den Road is currently a 2-way single track road with a narrow footway alongside its northbound carriageway. As part of the development proposals, Green Den Road would be upgraded to a local distributor road incorporating a 3m shared use foot / cycle way. This will not only benefit the proposed development, but also the existing Braehead housing development which currently has limited pedestrian connections to Stonehaven.
- 3.5.2 3m wide shared use foot / cycleways would be provided throughout the development and would connect onto the Coastal Tourist Route, providing an alternative route into Stonehaven for pedestrians and cyclists. Again the existing Braehead development would benefit from the provision of these links which would significantly enhance the walking and cycling accessibility of the site.
- 3.5.3 Through the development of a new distributor road between the Coastal Tourist Route and the A957, there will be opportunities for the Coastal Tourist Route to be closed to all motor vehicles. The slopes between the Coastal Tourist Route and the harbour have been reinforced following a landslip and the road was re-opened following the completion of the reinforcement works, although it is closed to vehicular traffic during the winter months between November and March.
- 3.5.4 The Coastal Tourist Route is a key Tourist link between Stonehaven and Dunnottar Castle and if it were to permanently be closed to motor vehicles, Tourists would require to access Stonehaven via the A92 and A957. There is however known concerns within the Stonehaven Business Community that such a detour would result in many Tourists not accessing Stonehaven and therefore significant trade would be lost.
- 3.5.5 With the provision of a new distributor road routing through the proposed development site and connecting with the A957 within Stonehaven, Tourists travelling to / from Dunnottar Castle would still be able to easily access other facilities that the town has to offer. The new distributor road would allow the permanent closure of the Coastal Tourist Route where it passes through the Bervie Braes with the route reverting to a permanent pedestrian / cycle route.
- 3.5.6 The distributor road would provide an additional link between the A92 and Stonehaven (via the Coastal Tourist Route) resulting in a reduction in traffic using the sub-standard A957 and vehicle turning movements at the existing A92 / A957 priority

junction which has seen 5 slight and 4 serious injury accidents over the past 10 years.

- 3.5.7 Buses could use the proposed distributor road / Coastal Tourist Route instead of using the existing sub-standard A957 and in doing so would enhance the public transport connectivity to / from Dunnottar Castle. Currently, public transport access to / from Dunnottar Castle requires visitors and staff to use the existing bus stops on the A92 which are located 500m away with no footway / footpath connections, resulting in bus users having to walk on the 60mph road or grass verge. The bus stops on the A957 that currently serve the existing Braehead residential development could be re-located to the new distributor road at no detriment in terms of overall walking distance for the Braehead development.
- 3.5.8 As discussed with Aberdeenshire Council's Roads and Transportation Engineers, the proposed new distributor road would be designed in order to accommodate a future road connection to the A92 as a replacement to the existing sub-standard A957. The potential new road could link with the committed new A92 roundabout which will provide access to/from the consented East Newtonleys business development that is located to the south adjacent to the A92.

3.6 Site Access

- 3.6.1 Vehicular access to the site would be via Green Den Road which would be upgraded to a local distributor standard. On entering the site, the distributor road would continue and form a new access with the Coastal Tourist Route.
- 3.6.2 The form of junctions at both the A957 and Coastal Tourist Route would be agreed with Aberdeenshire Council, however initial discussions have taken place and it is envisaged that the A957 junction could be Traffic Signals incorporating pedestrian crossing facilities. A roundabout is currently envisaged to provide access from the Coastal Tourist Route.
- 3.6.3 Pedestrian access would be provided alongside the new distributor road with additional links envisaged to connect directly through the site to the Coastal Tourist Route to the north and the A957 to the west.

3.7 Summary

- 3.7.1 Development of the proposed site brings forward many opportunities to improve the walking, cycling, public transport and local road accessibility to and from Stonehaven, whilst also being located in a highly sustainable location due to its proximity to the wide range of local facilities that Stonehaven has to offer.

4 Drainage, Water Capacity & Flood Risk

4.1 Surface Water Drainage Strategy

- 4.1.1 Fairhurst Drawing No. 119542/sk2050 contained in Appendix B provides details of the proposed surface water catchment area and an indicative location of the Sustainable Urban Drainage System (SUDS). The SUDS would include a 'site wide' extended detention basin with a series of smaller extended detention basins located throughout the development. This series of basins would allow the 'site wide' basin size to be kept to a minimum whilst reducing the size of the sewers required. These smaller basins would be located to suit the masterplan and phasing layout once this level of the detailed proposals was available.
- 4.1.2 The surface water drainage system will be appropriately designed in line with the principles of SUDS. It will mimic the natural drainage of the catchment and mitigate many of the adverse effects of urban generated surface water on the environment by:
- Managing and restricting run-off rates to reduce the risk of downstream flooding
 - Encouraging natural groundwater recharge (where appropriate)
 - Reducing pollutant concentrations in the run-off and acting as protection to any receiving waters
 - Contributing to the enhanced amenity and aesthetic value of developed areas
 - Providing habitats for wildlife in urban areas and opportunities for biodiversity enhancement.
- 4.1.3 The proposed surface water drainage measures will provide treatment of the run-off in accordance with the requirements of the SUDS Manual (C752). In particular, roads and related areas will receive two levels of SUDS treatment. SUDS features will be designed to satisfy the adoption and maintenance requirements of Scottish Water and Aberdeenshire Council and will be integrated into the landscape design, in order to create a natural appearance.
- 4.1.4 In accordance with the Drainage Assessment Guide, the rate and volume of post development run-off directed to these watercourses and collected in the SUDS system as a whole, will be restricted to the equivalent of pre-development greenfield run-off, by creating appropriate volumes of attenuation in features such as basins and ponds. As part of detailed drainage design, sensitivity tests will be undertaken to assess overland flood risk associated with rainfall events up to and including the 200 year event.
- 4.1.5 In accordance with the current guidance, consideration will be given to 'at source' SUDS measures in accordance with the matrix of available SUDS measures. This will help reduce sewer and basin sizes and may include porous paving, grass swales and grass or stone filter strips.
- 4.1.6 New gravity surface water sewers and road drains will be provided to serve the proposed development and these will be located within the proposed roads, communal driveways and areas of public open space.

4.1.7 The surface water sewers from this development will discharge to an extended detention basin located at the west of the development site, this extended detention basin will discharge the surface water flows at a controlled rate which will not exceed the pre development run off value. Due to the large scaled nature of the development, it would be proposed that a series of smaller extended detention basins are located throughout the development, this strategy will allow the proposed sewers and the west extended detention basin size to be reduced in size.

4.1.8 All surface water sewers and SUDS measures will be designed and installed in accordance with Sewers for Scotland, Third Edition.

4.2 Foul Drainage Network & Available Capacity

4.2.1 Scottish Water confirmed through a Pre-Development Enquiry (PDE) application in June 2017 that both the Nigg Waste Water Treatment Works had sufficient capacity to service this development, however due to the large scale of the proposals, they advised that a Drainage Impact Assessment would be required. A copy of the PDE application response is contained in Appendix C.

4.2.2 Further to receipt of this response, Scottish Water advised in July 2017 that they are undertaking a Network Impact Assessment for both the waste water and water networks within Aberdeen and the surrounding area, this includes Stonehaven. Due to the scale of the Network Impact Assessment and with no completion date being available, Scottish Water has advised that a standalone site specific Drainage Impact Assessment is undertaken.

4.2.3 It is anticipated that the foul connection from this development would be connected into the existing foul sewer located to the west of the development. The indicative location of this foul sewer is shown on Fairhurst Drawing No. 119542/sk2050 contained in Appendix B.

4.3 Water Connection Availability and Capacity

4.3.1 Scottish Water has confirmed through the PDE application that both the Whitehillocks and Nigg Water Treatment Works had sufficient capacity to service this development. Due to the large scale of the proposals, they have advised that a Water Impact Assessment would be required.

4.3.2 Scottish Water advised in July 2017 that they are undertaking a Network Impact Assessment for both the waste water and water networks within Aberdeen and the surrounding area, this includes Stonehaven. Due to the scale of the Network Impact Assessment and with no completion date currently available, Scottish Water has advised that a standalone site specific Water Impact Assessment is undertaken.

4.3.3 The location of the connection points into the existing water network have yet to be established, however this is something that would be agreed through the Water Impact Assessment process.

4.4 Attenuate Run-Off to Reduce Flood Risk to Stonehaven

4.4.1 In accordance with current legislation, the rate and volume of post development surface water run-off directed to the existing watercourses and collected in the SUDS system as a whole, will be restricted to the equivalent of pre-development greenfield run-off, by creating appropriate volumes of attenuation within features such as detention basins and ponds. As part of the detailed drainage design, sensitivity tests

will be undertaken to assess overland flood risk associated with rainfall events up to and including the 200 year event.

- 4.4.2 From review of the existing topography, the majority of the development site falls towards the North West corner of the site where the SUDS area is proposed. On the basis that the land falls in this direction, it is most likely that the greenfield surface water flows from this area discharges into the Glaslaw Burn at present. We would not be proposing to increase the volume of surface water flows exiting the site and into the existing watercourse. The post development discharge rate into the existing watercourse would not exceed the pre development situation.
- 4.4.3 It is however possible that as part of the development the existing discharge rate could be reduced, thus reducing the flows exiting the site. This would require increasing the size of the SUDS feature which is considered to be feasible and would provide a significant benefit.

5 Ground Conditions and Slope Stability

5.1 General

5.1.1 There has been concern over recent years about the stability of the Bervie Braes and the use of the Coastal Tourist Route. The slopes between the road and the harbour have been reinforced following a series of landslips and the coastal tourist route was subsequently closed in 2010 before being re-opened in 2013 following the completion of reinforcement works, although it is closed to vehicular traffic during the winter months between November and March.

5.1.2 The engineering works undertaken in 2010/2011 included the installation of soil nailing, benching and rockfill on the lower slope between the road and the harbour / residential properties. Stabilisation works were not deemed necessary in the area of the upper slope.

5.2 Summary of Ground Conditions

5.2.1 Following a review of the Bervie Braes Ground Investigation Report prepared by Soil Mechanics on behalf of Aberdeenshire Council, the ground is generally made up of medium dense to very dense sand and gravels with thin layers of loose material and soft to very stiff silts and clays underlying granular material. Rockhead was encountered between 16.4 and 31.0 metres below ground level (mbgl).

5.2.2 The ground conditions are detailed further below for the top of the upper slope, level of road and bottom of the lower slope.

Top of Upper Slope

- Granular material below topsoil to maximum recorded depth of 21.00 mbgl.
- Cohesive material underlying granular material to maximum recorded depth of 31.00 mbgl (rockhead – Bore Hole (BH) 14).
- No inclinometer data
- Groundwater level : 15.25 mbgl (BH08)

Level of Road

- Granular material below topsoil to maximum recorded depth of 9.50 mbgl.
- Cohesive material underlying granular material to maximum recorded depth 16.40 mbgl (rockhead – BH11).
- Displacement recorded: 1mm (BH24), 2mm (BH21), 3mm (BH11 & BH12), 3.5mm (BH16), and 150mm (BH15A). All trending towards North East (assuming Axis A is oriented downslope).
- Groundwater levels: 3.84 mbgl (BH12) – 8.12 mbgl (BH10).

Bottom of Lower Slope

- Granular material below topsoil to maximum recorded depth of 3.40 mbgl.

- Cohesive material underlying granular material to maximum recorded depth 5.00 mbgl.
- Displacement recorded: 3mm (BH13), trending towards North East (assuming Axis A is oriented downslope).
- Groundwater level – 3.55 mbgl (BH13B)

5.3 Stabilisation Works (2010/2011)

5.3.1 Only the area below the road (the lower slope) was treated with stabilisation works. In the area of greatest instability (where the road and slope had failed) the unstable soils were excavated, soil nails were installed and the slope was rebuilt with rockfill.

5.3.2 The remaining areas were stabilised by soil nailing and drainage was put in place along the road side at the top of the slope and along the bottom of the slope.

5.4 Proposed Development Standoff

5.4.1 Standoff distances were estimated between the proposed development and the edge of the slope for the risk of failure of the upper slope (crest to road level), and of the whole slope (crest to base):

- The height of the upper slope was multiplied by a factor of 1.5, giving a standoff distance of between 18.00 m to 30.00 m.
- The height of whole slope was multiplied by a factor of 1.0, giving a standoff distance of between 19.50 m to 40.00 m.

5.4.2 As the area of slope below the road was previously treated by stabilisation works, multiplication factors of 1.0 for the whole slope, and 1.5 for the upper slope, are considered conservative in our estimates.

5.4.3 Table 5-1 summarises the estimated development standoff distances along the upper slope, with Figure 5-1 in Appendix D illustrating this further.

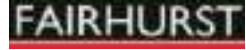
	Upper Slope		Whole Slope	
	Approximate height of slope (m)	Standoff distance (m)	Approximate height of slope (m)	Standoff distance (m)
A	17	25.5		
B	17	25.5	30	30
C	20	30	40	40
D	17.5	26.25	37.5	37.5
E	15	22.5	32.5	32.5
F	12	18	19.5	19.5
G	17.5	26.25		

Table 5-1: Estimated Development Standoff Distances

5.5 Conclusion

5.5.1 The estimated standoff distance based on both the upper slope and whole slope has been compared with the positioning of buildings for the proposed development and

Appendix 6


















concludes that they are located within a reasonable distance from the slope. As such, it is considered unlikely that the stability of the slope would pose a risk to the proposed development.

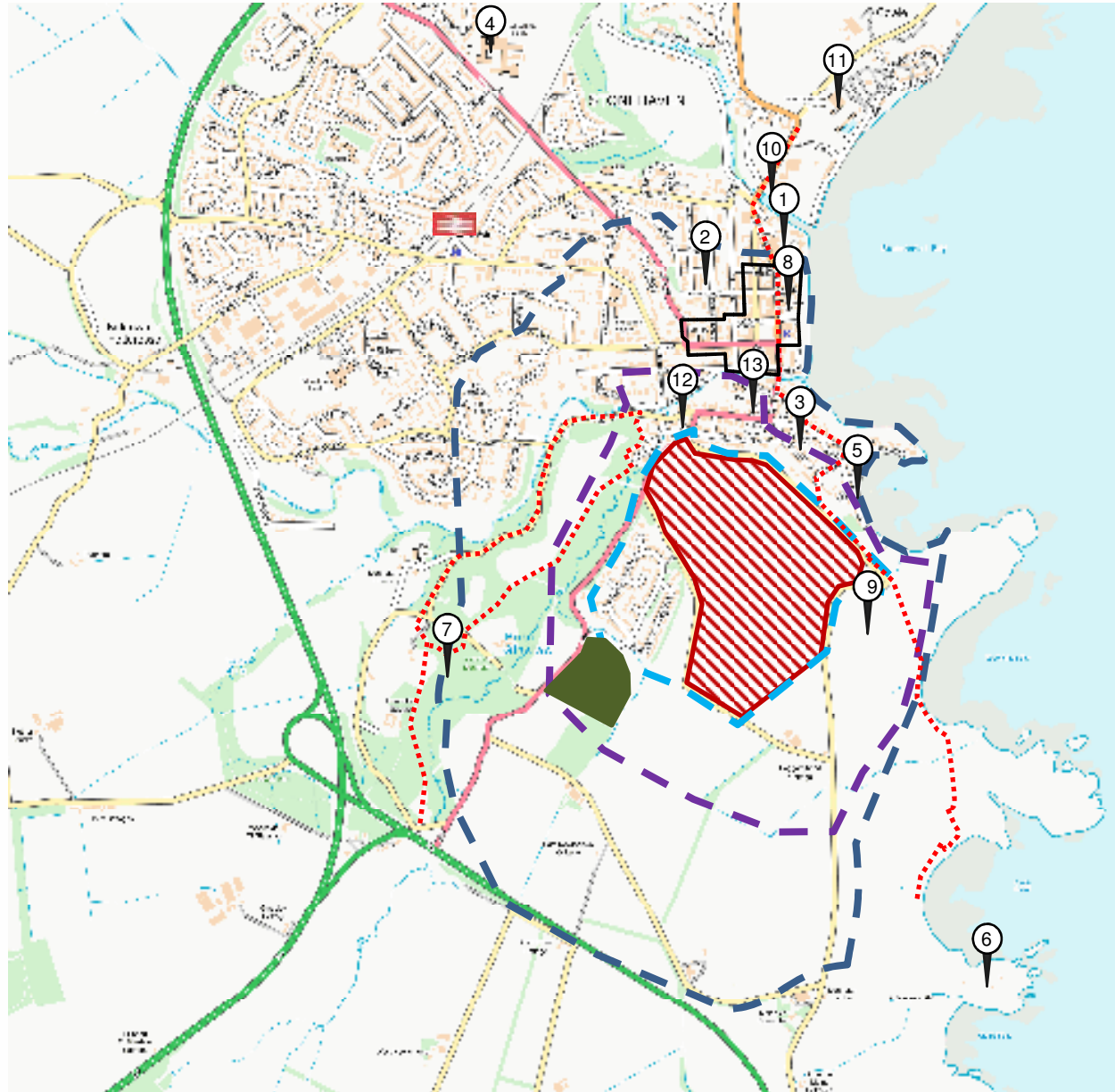
Appendix A
Accessibility Maps






Appendix 6

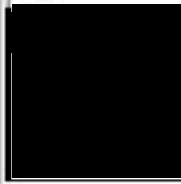

Project Title:
119542, Braehead Development LDP
Bid, Stonehaven, Aberdeenshire

Drawing Title:
Figure 3-1: Pedestrian Accessibility

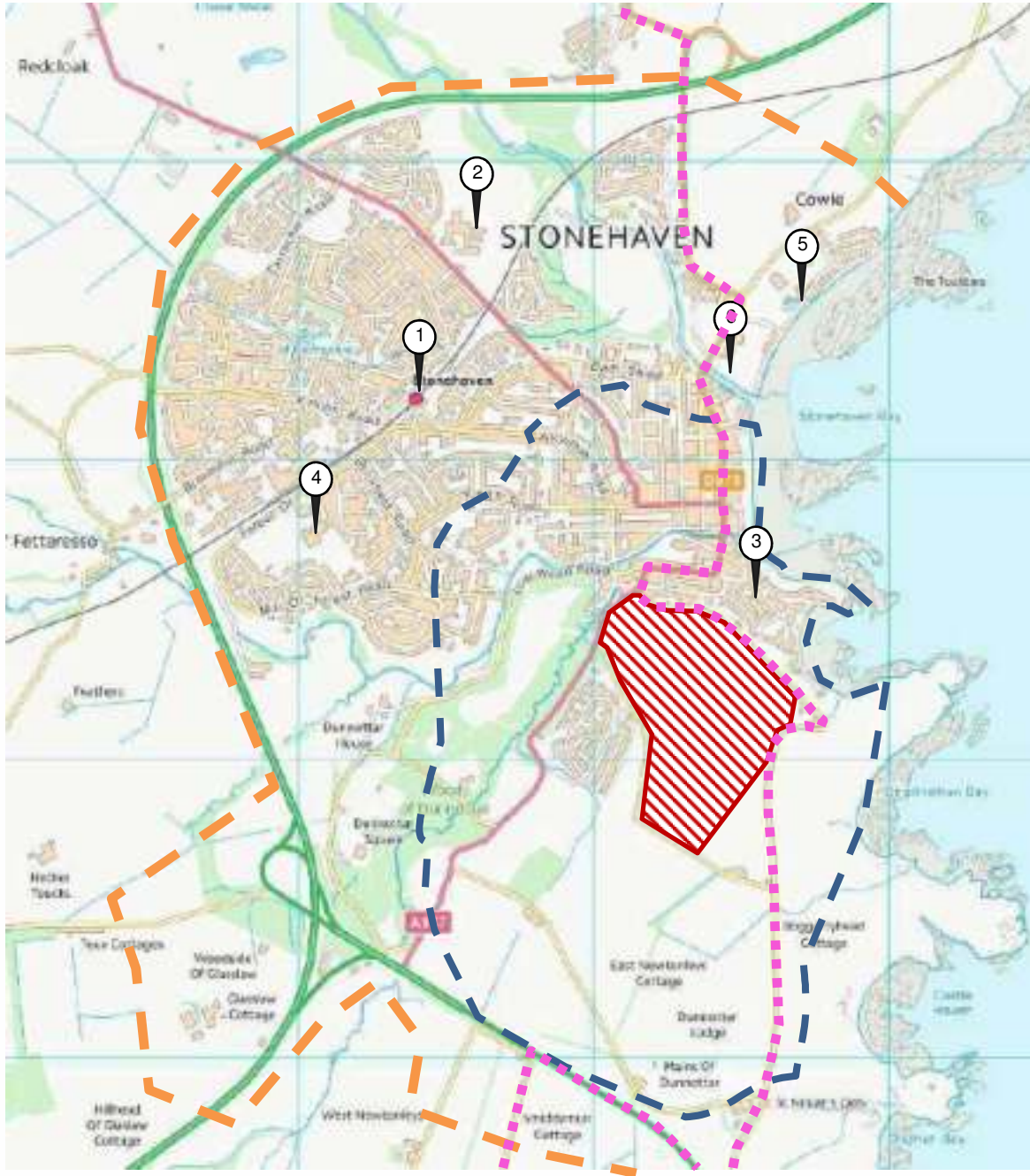
- KEY:**
-  Development Site
 -  LDP P9 – Replacement
Dunnottar School
 -  Co-op Supermarket
 -  Stonehaven Medical Centre
 -  Dunnottar School
 -  Mackie Academy
 -  Stonehaven Harbour
 -  Dunnottar Castle
 -  Dunnottar Woods
 -  Town Hall
 -  Stonehaven War
Memorial
 -  Tennis Courts
 -  Stonehaven Swimming
Pool
 -  Invercarron Resource
Centre
 -  BP Garage



-  400m Walking Isochrone
-  1600m Walking Isochrone
-  Town Centre Boundary
-  800m Walking Isochrone
-  Core path network











Client: 	Drawn by: 
	Date: 23/02/18

Appendix 6



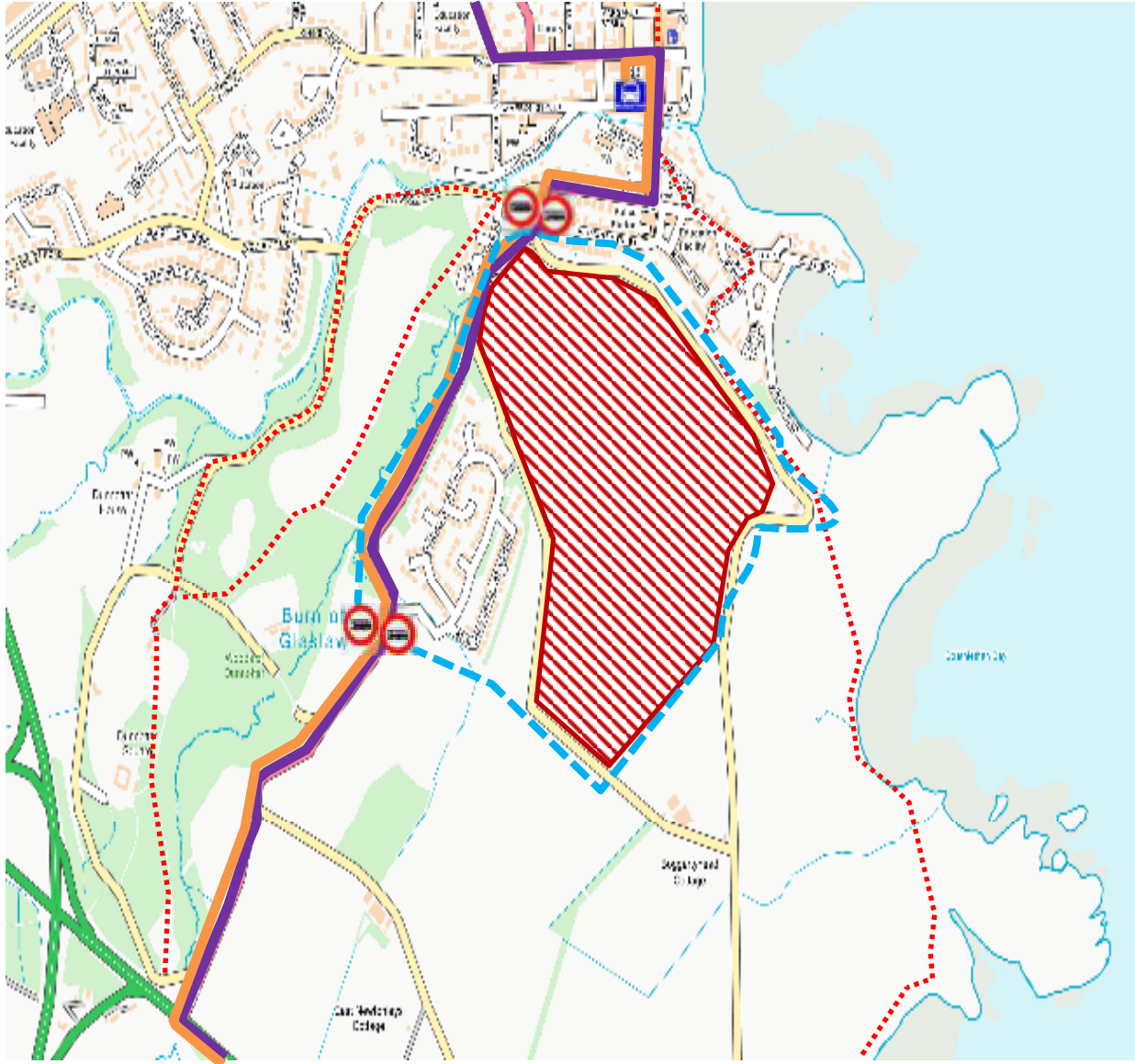
Project Title:
119542, Braehead Development LDP
Bid, Stonehaven, Aberdeenshire

Drawing Title:
Figure 3-2: Cycling Accessibility

-  Development Site
-  Stonehaven Railway Station
-  Mackie Academy
-  Dunnottar School
-  Mill O' Forest School and Nursery
-  Stonehaven Swimming Pool
-  Tennis Courts
-  1.6km Cycle Isochrone
-  2.5km Cycle Isochrone
-  2.5km Cycle Isochrone








Client:	Drawn by:
	
Date:	23/02/18

Appendix 6



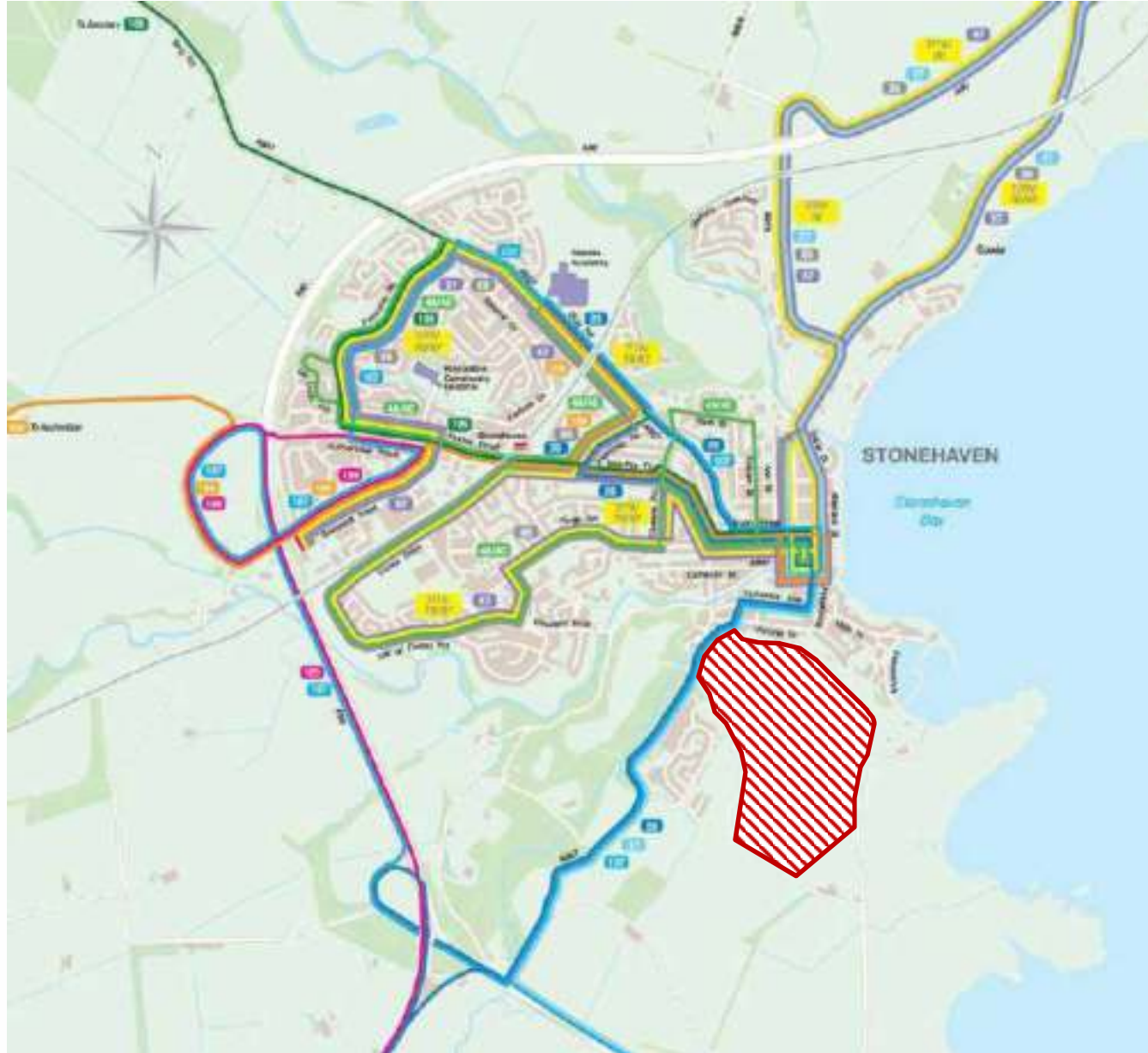
Project Title:
119542, Braehead Development LDP
Bid, Stonehaven, Aberdeenshire

Drawing Title:
Figure 3-3: Public Transport
Accessibility

- KEY:**
-  Development Site
 -  MW Nicoll Service – 26
 -  Stagecoach Service – 107, X7
 -  Closest Bus Stops
 -  Bus Interchange
 -  400m Boundary
 -  Core Path Network

Client:	Drawn by:
	Date: 20/12/17

Appendix 6



Project Title:
119542, Braehead Development LDP
Bid, Stonehaven, Aberdeenshire

Drawing Title:
Figure 3-4: Stonehaven Bus Services

KEY:

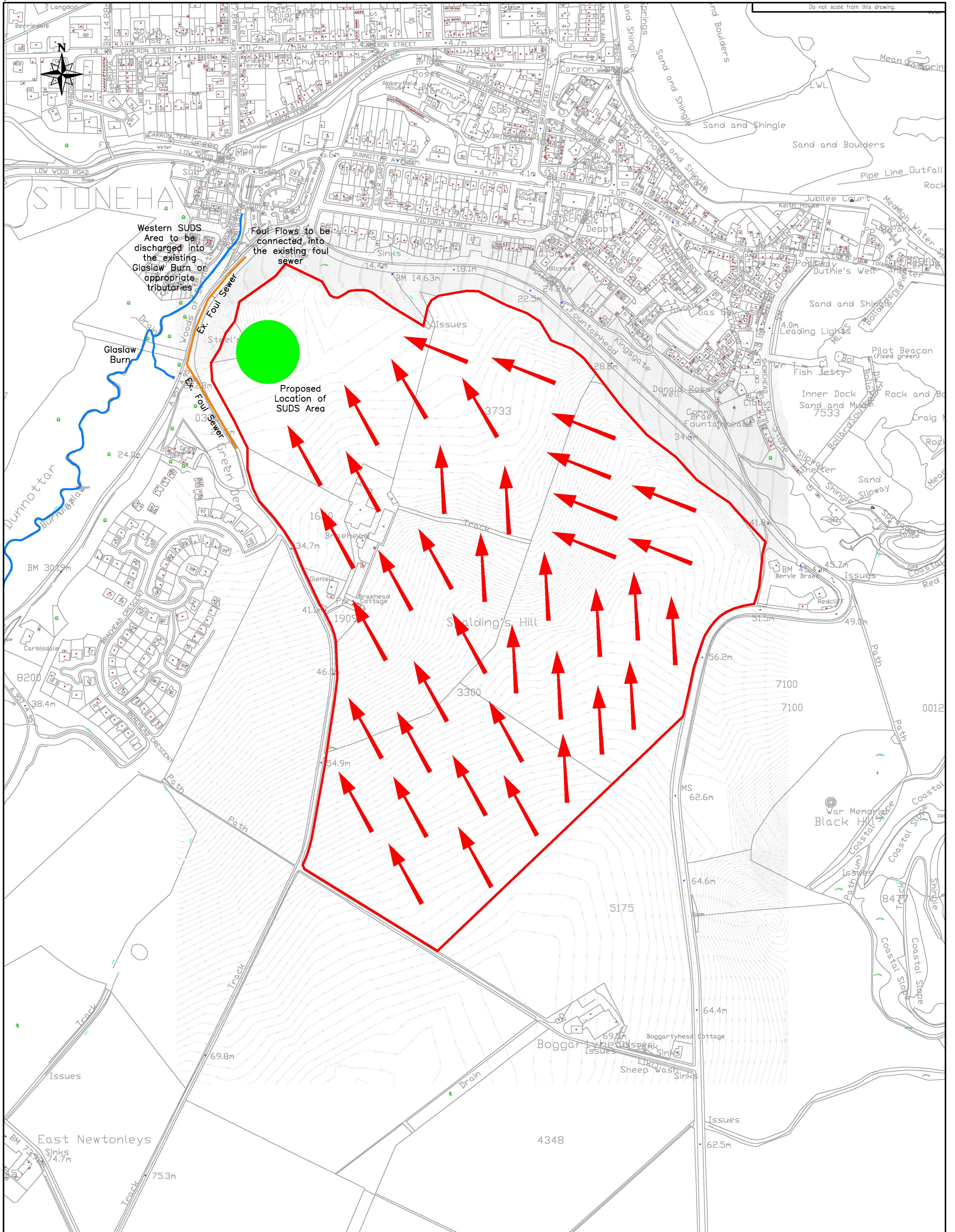
 Development Site

Service Number	Operator
 101	Stagecoach Bluebird
 105	Stagecoach Bluebird
 105C	Stagecoach Bluebird
 107	Stagecoach Bluebird
 109	Stagecoach Bluebird
 20	M.W. Nicol Coaches Ltd.
 200A/200B	Stagecoach Bluebird
 21	Stagecoach Strathclyde
 22	Stagecoach Bluebird
 23	Stagecoach Bluebird

Client:  Drawn by: 
Date: 20/12/17

Appendix B

SUDS Details: Fairhurst Drawing No. 119542/sk2050



Rev.	Date	Description	Drawn	Checked	Approved

Notes:	Draft:	Project Title:
		PROPOSED DEVELOPMENT AT BRAEHEAD STONEHAVEN
		Drawing Title:
		DRAINAGE FALLS AND CATCHMENTS

Scale at A1:	Status:
1:2000	For Information
Drawn:	Checked:
Date:	Date:
20/12/17	20/12/17
Drawing No.:	Revision:
119542/sk2050	-

FAIRHURST

Scale at A1: 1:2000
Status: For Information
Drawn: [] Checked: [] Approved: []
Date: 20/12/17
Drawing No.: 119542/sk2050
Revision: -

Appendix C
Pre-Development Enquiry (PDE) Application Response

Appendix 6



30th June 2017

SCOTTISH WATER

Fairhurst

[Redacted]

[Redacted]

Dear [Redacted]

**AB39 Stonehaven Braehead Development at
Pre-Development Enquiry Application – Network Assessment Required**

[Redacted]

Thank you for your application regarding the above proposed development. Please note our reference number, which should be quoted on all future correspondence.

Following a capacity review we can now confirm the following:

Assessment of capacity at our treatment works:

There is currently sufficient capacity in the **Whitehillocks** Water Treatment Works to service your development.

There is currently sufficient capacity in the **Nigg** Waste Water Treatment works to service your development.

Assessment of our network:

Further studies are required to be carried out to determine if our existing water/sewer network can adequately service the demands of your development or if any mitigation/enhancement work is necessary.

Water: A Hydraulic Water Impact Assessment (WIA) is required for a development of this size.

Wastewater: A Drainage Impact Assessment (DIA) is required for a development of this size.

Appendix 6

For Information - A member of our Network Impact Assessment Team will contact you in 5 working days to discuss.

If you have any questions in relation to the network assessment, contact us at WIA/DIAMailbox@scottishwater.co.uk

Scottish Water is committed to assisting development in Scotland and has funding under our current investment period to upgrade our water and waste water treatment works however our regulations from the Scottish Executive for our current investment programme (2015-2021) state that should your development require Scottish Water networks to be upgraded this cost will have to be met by the developer; Scottish Water may contribute towards the cost of these works, including the required study, via Reasonable Cost Contribution regulations.

General Notes:

Please be advised that Scottish Water will only accept surface water into the combined network under exceptional circumstances. In the consideration of any development, if due diligence has been carried out in fully investigating the available options for surface water drainage and if any of these options is subsequently deemed unreasonable to pursue, the remaining alternative options can then be considered for approval to allow the development to proceed.

Scottish Water's current minimum level of service for water pressure is 1.0 bar or 10m head in the public main. Any property which cannot be adequately serviced using this pressure may require private pumping arrangements installed, subject to compliance with the current water byelaws.

Scottish Water is unable to reserve capacity and connections to the water & wastewater networks can only be granted on a first come first served basis. For this reason we may have to review our ability to serve the development on receipt of an application to connect.

If you have any general questions or require a site visit, please contact our Central Support Mailbox at DevelopmentOperations@scottishwater.co.uk where our team will be happy to assist you.

Yours sincerely

██████████

Technical Analyst

██

Scottish Water Disclaimer:

"It is important to note that the information on any such plan provided on Scottish Water's infrastructure, is for indicative purposes only and its accuracy cannot be relied upon. When the exact location and the nature of the infrastructure on the plan is a material requirement then you should undertake an appropriate site investigation to confirm its actual position in the ground and to determine if it is suitable for its intended purpose. By using the plan you agree that Scottish Water will not be liable for any loss, damage or costs caused by relying upon it or from carrying out any such site investigation."

Appendix D
Proposed Development Standoff Plan

Appendix 6



Project Title:
119542, Braehead Development LDP
Bid, Stonehaven, Aberdeenshire



Drawing Title:
Figure 5-1: Proposed Development
Standoff

KEY:
 Development Site

Proposed Development Standoff

Standoff distances were estimated between the proposed development and the edge of the slope for the risk of failure of the upper slope (crest to road level), and of the whole slope (crest to base):

- The height of the upper slope was multiplied by a factor of 1.5, giving a standoff distance of between 18.00 m to 30.00 m.
- The height of whole slope was multiplied by a factor of 1.0, giving a standoff distance of between 19.50 m to 40.00 m.

	Upper slope 		Whole slope 	
	Approximate height of slope (m)	Standoff distance (m)	Approximate height of slope (m)	Standoff distance (m)
A	17.00	25.50		
B	17.00	25.50	30.00	30.00
C	20.00	30.00	40.00	40.00
D	17.50	26.25	37.50	37.50
E	15.00	22.50	32.50	32.50
F	12.00	18.00	19.50	19.50
G	17.50	26.25		

Client:  Drawn by: 
Date: 23/02/18 

Appendix 6

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