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Submitted to **Local Development Plan Main Issues Report 2019 Consultation**
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Additional Documents

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Additional Files

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Feedback on B1308 Royal Devenick Park Phase 1.docx was uploaded

Feedback on B1308 Royal Devenick Park Phase 1

I read with interest the bid assessments as part of the Main Issues Report 2019. This feedback relates specifically to Bid B1308 regarding Royal Devenick Park Phase 1. I am concerned if this plan would ever be accepted for the following reasons:

- The crucial importance of the green belt (as Banchory Devenick is designated) as a 'lung' for the City and an essential habitat for a wide range of wildlife.
- The Den of Leggart - a Local Nature Conservation Site and a designated a Prime Landscape (DWP) Area - lies inside the Phase 1 Royal Devenick Park site. The Den comprises semi-natural and ancient woodland, and provides a habitat for a number of protected species.
- The landscape vistas of Banchory Devenick (especially Tollohill Wood) from, for example, Holburn Street, Duthie Park, the riverside, Garthdee and Cults would be degraded. With regard to this particular Phase, views from Kincorth and the A92, of the Wood, the Dee Valley and Aberdeen west would be particularly adversely affected, significantly impacting on the green belt and landscape setting of Aberdeen.
- The images at the bottom of this document are from the information provided by Comer Homes Group (<https://www.aberdeenshire.gov.uk/planning/plans-and-policies/ldp-2021/development-bids-2018/?area=Kincardine%20and%20Mearns#list> - accessed 4/5/2019). To the right and middle of the first image below is the proposed development which lies within the City boundary. Royal Devenick Park Phase 1 City comprises ten buildings - all six storey - 4 as rectangular blocks (bordering the A92), 4 as 'courtyards', and 2 L-shaped ones bordering the south western end of the Burn of Leggart and Causey Mounth Road. These include commercial units at ground level. The architectural design is completely out of character and scale with existing housing e.g. Deeside Braes, Kincorth Estate, and with the wider landscape of the area.
- Road upgrades would be necessary for site entry - presumably from Deeside Braes (constrained by the Den of Leggart), the A92 and from the ancient Causey Mounth itself.
- Phase 1 City is just a small part of the overall proposed developments (see second image below showing all 4 Phases). If the City Phase is eventually approved it would constitute 'the thin end of the wedge', paving the way for further unwanted developments.
- There is a case for 'finishing what you started' - completing the numerous housing developments (Shire and City) that are already in progress.

