



Aberdeen Local Development Plan Review

Main Issues Report Response Form 2019

Aberdeen City Council has published a Main Issues Report (MIR) which is part of the process of preparing a new Local Development Plan. It is designed to gather views on specific proposals and sets out options for dealing with the key planning matters facing Aberdeen over the next 20 years such as the location of new housing and employment development, the future of retailing and the City Centre, housing needs and tackling climate change. It also includes a number of potential new policies which would be used in the determination of planning applications.

The MIR has been published alongside a Monitoring Statement and Environmental Report. Copies are available to view at Marischal College, Broad Street, Aberdeen. These, and other supporting documents, are available at: - www.aberdeencity.gov.uk/aldp2022

Everyone now has the chance to comment on the report and associated documents. All comments received will be considered and used to inform the preparation of the Proposed Aberdeen City Local Development Plan. There will be a further opportunity to comment on the Proposed Plan when it is published in early 2020.

The consultation runs from 4 March 2019 to 13 May 2019.

Responses to the published documents can be:

- made online at:- <http://consultation.aberdeencity.gov.uk/planning/mir2019>;
- emailed to:- ldp@aberdeencity.gov.uk; or
- by post to:- Local Development Plan Team, Strategic Place Planning, Aberdeen City Council, Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen, AB10 1AB.

Completed response forms should be with us no later than 13 May 2019.



YOUR DETAILS

Name	John Findlay
Organisation (if relevant)	Ryden LLP
On behalf of (if relevant)	Stewart Milne Homes
Address	
Postcode	
Telephone	
E-mail	

Thank you for taking the time to complete this response form. If you wish to be added to the LDP e-mailing list to be kept informed of our progress in producing the next Local Development Plan, please tick here



If yes, please provide an e-mail address

PRIVACY STATEMENT

As part of the review of the Local Development Plan, Aberdeen City Council (ACC) will offer you several opportunities to submit your views and comments. These opportunities will range from the current consultation stage, the Main Issues Report, where we will ask you to comment on specific proposals and alternatives to the Proposed Plan stage where the set view of ACC has been established.

ACC are legally required to consult at this stage and at Proposed Plan stage. This is set out in the Town and Country Planning (Scotland) Act 1997 (as amended) and supporting regulations. The Environmental Assessment (Scotland) Act 2005 also requires us to consult on a Strategic Environmental Assessment Environmental Report.

By submitting a response to the consultation, you understand that ACC can use the information provided in this form, including personal data, as part of the review of the Aberdeen City Local Development Plan. ACC will not share or disclose any personal data about you to any organization or person unless it is authorized or required to do so by law.

The data controller for this information is ACC. We understand our legal basis for processing this information as Article 6(1)(c) of the General Data Protection Regulation as this is an activity we are legally required to carry out under the Town and Country Planning (Scotland) Act 1997 (as amended) and supporting regulations and The Environmental Assessment (Scotland) Act 2005. The data on the form will be used to inform the preparation of the Proposed Aberdeen City Local Development Plan 2022. At the end of the consultation, where contact details have been provided, the Local Development Plan team will provide you with a respondent number. You may also be contacted about the comments you have made and, as obliged by the Town and Country Planning (Scotland) Act 1997 (as amended) and supporting regulations, the Local Development Plan team will contact you to inform you of the publication of the proposed Aberdeen Local Development Plan in early 2020. If you chose not to provide your contact details, your comments will still be valid but we will not be able to contact you in the future.

Responses will be collated, redacted, summarised and stored electronically or in locked cabinets in Marischal College. All redacted responses will be published, alongside the respondents name (if provided), on the Aberdeen City Local Development Plan website. Contact details will not be made public, but your name and respondent number will be published.

Aberdeen City Council will only keep your personal data for as long as is needed. Data will be kept until the emerging Local Development Plan is itself replaced – this is likely to be around 5 years following its adoption in 2022 – so 2027. Following this, data will be disposed of in a secure manner.

YOUR DATA, YOUR RIGHTS

You've got legal rights about the way ACC handles and uses your data, which include the right to ask for a copy of it, and to ask us to stop doing something with your data. Please contact the Council's Data Protection Officer by e-mailing DataProtectionOfficer@aberdeencity.gov.uk or writing to Data Protection Officer, Aberdeen City Council, Governance, Level 1 South, Marischal College, Broad Street, Aberdeen, AB10 1AB. More information is available at: - <https://www.aberdeencity.gov.uk/your-data>

YOUR COMMENTS

Which document(s) are you commenting on?	<ul style="list-style-type: none">• Main Issues Report• Strategic Environmental Assessment Environmental Report• Monitoring Statement	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
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Please indicate the document and the specific Issue, Question, Site, Policy, Map or Table you are commenting on. Please provide your comments below and explain your reason for supporting, opposing or commenting on this specific part of the document.

Please refer to attached Paper Apart.

Representations to the Aberdeen City Local Development Plan 2019 Main Issues Report on behalf of Stewart Milne Homes in relation to Site No: B0906, Contlaw, Milltimber, Aberdeen.

Introduction

On behalf of Stewart Milne Homes, objection is taken to the failure of the Main Issues Report (MIR) to identify Site No: B0906, Contlaw, Milltimber, Aberdeen as a preferred site for a residential-led mixed use development. The site should be preferred for a phased development commencing in the first Plan period and allocated in the Proposed Local Development Plan (LDP) 2022.

This representation requires to be considered in the context of the Development Bid submitted at the pre-MIR stage and having regard to the indicative Masterplan which accompanied that Bid. This has been reviewed having regard to the Officer's assessment of the site as part of the MIR and an addendum to the Masterplan is attached at Appendix 1. This representation also requires to be read in conjunction with general representations on the overall MIR and, in particular, with the representations on the Housing Allowances submitted by Stewart Milne Homes and Homes for Scotland.

Those representations contend that additional land should be allocated for residential development to ensure that a 5 year housing land supply is in place at the end of the Local Development Plan period. They further contend that to be consistent with the Aberdeenshire Local Development Plan Review, which seeks to conform to the same Strategic Development Plan, sites should be identified for longer term development following a mid-term review of the LDP. These could either be stand-alone sites that are reserved or subsequent phases of sites identified through the proposed LDP 2022.

Response to MIR Assessment

The Development Options Assessment Report, which accompanied the publication of the MIR, provides a scoring matrix for each Bid site and provides a summary justification for the Officers' recommendation as to whether the site should, or should not, be included in the proposed Plan. Issue is taken with a number of the comments and findings contained therein and are set out in detail below.

The justification contained within the Site Assessment provides a very broad indication of the land uses proposed and the areas assigned to each. Unfortunately, that summary omits the fact that a substantial proportion of the overall site, which extends to 69.0 hectares or thereby, is to be set aside for the provision of strategic landscaping and open space. This omission has a negative impact on the scores applied to a number of the criteria against which the site is assessed. Had greater consideration been given to the full range of uses proposed it is contended that the site would have scored higher. That said, the scoring appears to have had little influence on the decision to include or exclude sites. This appears to have been driven by scale rather than the qualities of a particular site.

The justification also refers to the fact that the whole Deeside area is within the catchment of the River Dee and notes that careful consideration of the cumulative effects on the River Dee and abstraction levels must be kept in mind when assessing proposals within the catchment area. However, it is not clear whether those concerns relate to the potential impact of surface water drainage on the River Dee Special Area of Conservation or whether it relates to the abstraction of water to serve development or,

indeed, a combination of both. Either way, those issues can be satisfactorily addressed. Any development will be required to demonstrate to the satisfaction of SEPA and Scottish Natural Heritage that it will not have an adverse impact on the River Dee Special Area of Conservation. As regards water abstraction, whether the development is in Deeside or elsewhere within the city this is an issue that will require to be addressed as the supplies drawn from the ground waters of the River Dee serve most of the city, not just the Deeside corridor. It should not, therefore, be used as a reason to discount development in this area.

The justification acknowledges that the Bid site abuts Sites OP112 and OP113 allocated for residential development through the extant LDP 2017. It also abuts the north western boundary of Milltimber yet is considered by Officers to “...**not feel well related to Milltimber**”. Their contention is that it extends northwards to Beanshill beyond the 90m contour within which, it is said, the majority of Deeside is contained. This, however, is not sufficient justification for exclusion of the site.

The Landscape & Visual Appraisal prepared in respect of the proposals and submitted with the Development Bid concludes that the site is well suited to accommodate the proposed quantum and mix of development. It also advises that the proposed development would not have an adverse impact on the landscape of the wider area or green belt. This is reinforced by the addendum attached at Appendix 1. It highlights that longer distance views of the site from across the Dee Valley, including the elevated ground around Kirkton of Maryculter, are limited to glimpsed views of the more elevated northern slopes of the site to the north of Nether Beanshill and around the buildings at Dalriach, near Hill Farm. The rest of the site is considered to be visually contained and overall difficult to perceive from the opposite side of the valley due to the existing woodland and vegetation.

The introduction of built development beyond the 90 – 95m contours would be physically and visually contained by the undulating topography and existing and proposed structural vegetation. Whilst residential development within the site would extend the settlement edge of Milltimber up to the 115m contour, this would continue to be contained by the rising valley sides, which extend up to 146m AOD at Beanshill. Indeed, the Masterplan which evolved from the appraisal seeks to absorb and contain the proposed built development areas within the local landform by working with the undulations of the topography and the existing and proposed landscape framework. It seeks to minimise visual impacts resulting from distant views on the opposite side of the River Dee Valley and to avoid the potential for development to appear visible along the skyline.

The recently completed Aberdeen Western Peripheral Route (AWPR) also has a significant bearing on the setting of both the site and Milltimber itself. The character of the area has changed dramatically as a result of the AWPR and, in particular, its interchange with the A93. In effect, the development infills between Milltimber and the AWPR with limited development extending beyond it to utilise the capacity of the grade separated junction and the investment therein.

The MIR Assessment fails to consider the urbanising effect of the AWPR which runs on a north-south axis through the area. The AWPR introduces a long linear element into the landscape and removes the rigid form of ribbon development along the east-west transport corridors through the area and

creates new opportunities for sustainable settlements to link with the interchanges created along its route. In the vicinity of the site, it severs east-west footpath and habitat links and alters the experience of the green wedge between Milltimber and Peterculter. The potential for coalescence is negated and both settlements will change as a result of the new route. In actual fact the development of the site provides an opportunity to address a number of the adverse impacts arising from the AWPR.

Secondary education appears to be a further reason for exclusion of the site with the justification noting that Cults Academy, within which catchment the site lies, would have insufficient capacity to accommodate pupils from the development. The scoring matrix also raises issues with Milltimber Primary School, but acknowledges that Culter Primary School is currently under capacity. These issues were addressed in the Development Bid. Culter Primary School has a falling school roll from 2017 with capacity for an additional 114 pupils at 2022. Given that available capacity the initial phase of development is capable of being accommodated within the existing primary education estate. As development progresses, it is proposed to develop a new primary school as part of the overall sustainable development to ensure such provision lies within walking distance of all homes within the urban expansion area. This would also enable re-zoning of catchments to release pressure on Milltimber Primary School, which itself is due for replacement.

As regards secondary provision, the 2017 based school roll forecasts show an increasing roll at the Academy, but with capacity for an additional 42 pupils at 2022. It is acknowledged that the school is forecast to be over-capacity at 2023, however, a new secondary school is being provided at Countesswells which will necessitate a review of secondary school catchments. This will consequently create capacity at Cults Academy to accommodate further development. In any event, any deficiencies in education provision can be addressed through developer obligations.

The importance of reducing travel distances and making walking, cycling and public transport more attractive to people are considered by the assessment to be important considerations, particularly for any new greenfield development. This is not disputed and, indeed, these considerations have been fully embraced by the Masterplan prepared for the Bid site. The development would incorporate a mixed use employment site as well as local retail and community facilities, all within 1,600m of the existing built up area of Milltimber. This falls within the threshold for walking and cycling distance specified in PAN75: Planning for Transport and will inevitably result in a more sustainable community than currently exists. Indeed, Milltimber has previously been acknowledged as a dormitory commuter suburb and as such, has lacked any form of employment opportunities thereby necessitating residents to travel elsewhere to access those opportunities.

Public transport is presently available on North Deeside Road, but the scale of development proposed will enable bus services to route through the site to serve each of the respective uses thereby ensuring that all residential development falls within the preferred 400m walk distance of a public transport route. In addition, being positioned adjacent to the AWPR the proposal includes a Park & Ride facility to serve the A93 corridor. It is envisaged that this could also provide public transport links along the AWPR to key employment locations to the south at Altens and Cove, and northwards to Prime Four at Kingswells, and beyond that to Dyce and Bridge of Don as well as Aberdeen Airport.

Response to Scoring Matrix

In terms of the scoring matrix it is noted that the site has been marked down in respect of a number of the assessment criteria. It highlights that the east of the site is designated as Green Space Network and there is some identified priority habitats associated with existing areas of woodland. However, the majority of the existing woodland will be retained to form an integral part of the landscape framework for the development. A key principle identified in the landscape, visual opportunities and constraints mapping that informed the Masterplan includes the retention, protection, and enhancement of existing landscape features, including woodland blocks, tree belts, and traditional field boundaries to reinforce the local landscape structure and improve the quality of landscape features. This will also enable the retention of landscape corridors through which wildlife can migrate, thereby respecting the existing Green Space Network designation.

Issues of landscape fit have been addressed above and more fully in the submitted Development Bid and attached addendum. For the reasons stated therein it is not accepted that development would have a significant impact on the landscape and as such, the site should have been scored higher. Concerns regarding the reduction in the green wedge between Milltimber and Peterculter are overstated and fail to acknowledge the impact of the AWPR. The AWPR has formed a well defined physical feature in the landscape and, whilst some development is proposed to the west of the AWPR, this is clustered around the grade separated junction with the AWPR and does not result in coalescence with Peterculter. The addendum attached at Appendix 1 clearly demonstrates that the site does not contribute to the green wedge between Milltimber and Peterculter, and development within the site would not result in coalescence or even reduce the existing gap between the two settlements.

As regards accessibility from public transport the matrix notes that the site is more than 800m from the closest bus stop on North Deeside Road. However, it fails to acknowledge that a public transport interchange is proposed as part of the proposals. Also, the scale of development proposed will enable public transport to access the site to ensure that all residential properties lie within 400m walk distance of public transport.

Surprisingly, the site also scores poorly in terms of direct footpath/cycle connections to community and recreational facilities and resources. The assessment refers to Core Path 51 which runs to the north west of the site and Aspirational Core Path 4 to the south, and notes that these do connect to recreational facilities, but provide no direct link to community or employment facilities. This is not accepted. Core Path 51 provides an entirely 'off road' route northwards to connect with Prime Four at Kingswells and also to Countesswells new community where 10 hectares of employment land has been allocated for development. To the south west it provides connections to all of the facilities and services available in Culter, as well as a connection to Core Path 66, the former Deeside Railway Line, which provides linkages eastwards to Culter and the City Centre and westwards to Banchory. The whole concept of the Core Path Network is to provide an integrated network of paths and as such, it is irrelevant whether the connections from a particular site are direct or not.

In any event, many of the services and facilities which are expected to be connected via the Core Path Network are to be provided on site. This will also benefit other areas connected by that core path. In addition, employment opportunities are being provided on site and whilst this is acknowledged in the scoring matrix, it is not reflected in the actual scoring.

Similarly, whilst the scoring matrix acknowledges that a new primary school is to be provided as part of the development this is not reflected in the scoring. Nor, as highlighted above, are the opportunities that will arise through the construction of a new secondary school at Countesswells and the subsequent re-zoning of catchments which will potentially free up capacity at Cults Academy.

Summary and Recommendations

Stewart Milne Homes contend, as intimated through their representations and those of Homes for Scotland, that additional land requires to be identified for residential development. This should comprise land for development in the first period of the Plan with sites reserved for longer term development.

The land at Contlaw, as set out in the Development Bid, accompanying Masterplan and the attached addendum, has the capacity to accommodate a sustainable mixed use development in contrast to Milltimber's existing status as a dormitory commuter suburb.

The AWPR provides opportunities to introduce a north-south public transport network with a public transport interchange proposed as part of the development. This will enhance the existing public transport services along North Deeside which will route through the site to provide a well connected and sustainable community.

The Masterplan accompanying the Development Bid and the attached addendum clearly demonstrate the capacity of the landscape to accommodate development with existing woodland and landscape features retained.

The AWPR, which has significantly changed the character of the area, also limits the scope for coalescence between Milltimber and Peterculter with the only area to the west of the AWPR proposed for development being a cluster around the grade separated junction. This will maximise the investment in the junction, and indeed the wider AWPR and is sufficiently distant from Peterculter to ensure that coalescence does not arise as an issue.

On the basis of all of the above and the previously submitted Development Bid it is considered that the site should be allocated for development. Accordingly, it is respectfully requested that this site be identified in the proposed Local Development Plan 2022 for mixed use development, as set out in the Development Bid.

Appendix 1

Representation to Aberdeen City Council Main Issues Report 2019

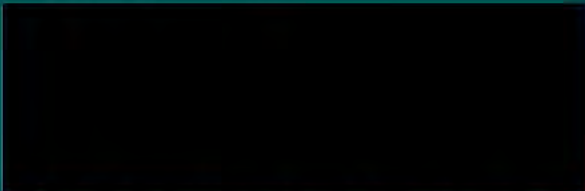
CONTLAW

THE EXPANSION OF MILLTIMBER

SITE B0906

MAY 2019

Project Ref 30443
Revision -
Date May 2019
Prepared by MW
Checked by ST



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**BARTON
WILLMORE**

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Introduction

SCOPE & CONTENT

This Masterplan Report has been prepared and submitted by Barton Willmore, on behalf of Stewart Milne Homes (SMH), to propose the allocation of Contlaw, for a sustainable mixed use urban extension to Milltimber.

The proposal includes for up to 800 dwellings, predominately high quality family housing, a mixed use neighbourhood centre which will accommodate a range of facilities including primary school and supermarket, and an employment area next to the new Aberdeen Western Peripheral Route (AWPR) junction to the south of the site, and a landscape structure based on retained stone dykes, woodland and trees with extensive new planting to create shelter and enclosure.

The proposed development will be completed in phases (please see indicative phasing on pages 26-27), with construction potentially completed in approximately eight years.

This submission follows the allocation of adjoining land for development through the Aberdeen Local Development Plan (LDP) 2017.

The Report sets out the full context of the site and the proposal, as supported by an indicative masterplan, to demonstrate that the site can accommodate an appropriately scaled mixed used development.

The site has been subject to a detailed landscape and visual appraisal in accordance with recognised best practice and policy and is considered suitable to accommodate built development, incorporating existing landscape features and landscape mitigation measures, where required.

The site has been promoted through previous development plan reviews. The outcomes of the 2017 Examination of the now adopted Aberdeen LDP as well as the Pre-MIR Bid Assessment have informed the masterplan for the site, which has been the subject of an iterative design process. Careful assessment of the opportunities and constraints of the wider area has been undertaken, and a detailed landscape and visual appraisal has informed the proposals.

The masterplan provides an indication as to the potential shape and form of development within the site and also how this would integrate with the settlement of Milltimber.

Land to the south east of the site was allocated residential development through the LDP 2017. With this in mind, the overall site is considered to be suitable and deliverable for mixed use development, as it:

- Represents a logical extension to Milltimber, in light of the soon to be complete AWPR;
- Is sustainable, accessible, and is located in an area of strong market demand;
- Will not compromise areas important for their qualities in respect of landscape, or natural and built environment;
- Will comply with the principles of Scottish Planning Policy with regards to promoting sustainable new growth and increasing generosity and flexibility in the housing land supply;
- Is effective and free of constraints; and,
- Is deliverable within 5 years.

The Masterplan Report demonstrates how a development with a range of facilities can greatly improve the sustainability of the existing settlement pattern. This report also explains how Scottish Planning Policy and the Aberdeen City and Shire Strategic Development Plan objectives set out below will be met.

- Protect landscape setting;
- Avoid the loss of biodiversity;
- Encourage economic development and create new employment;
- Taking a lead in reducing the amount of energy required;
- Maintaining the region's natural and cultural assets;
- Meeting the needs of the whole community and making the area a more attractive place to move to; and,
- Ensuring a contribution to reducing the need to travel and encouraging people to walk, cycle or use public transport.

It is therefore respectfully requested that the site be allocated for housing development in the next Aberdeen LDP 2022. Barton Willmore would welcome the opportunity to discuss these proposals further with Aberdeen City Council.

PLANNING CONTEXT

The current Development Plan for the area comprises the Aberdeen City and Shire Strategic Development Plan (SDP), approved by Scottish Ministers in June 2014, and the Aberdeen LDP, adopted in conformity with the SDP by Aberdeen City Council on 20 January 2017.

The SDP continues the Spatial Strategy set by the 2009 Structure Plan and identifies Aberdeen as a Strategic Growth Area where around half of all new development in the City region will be accommodated. It identified a requirement for over 30,000 houses in the Aberdeen Housing Market Area between 2011 and 2035. To help deliver this it set a greenfield housing allowance for the City of some 21,000 houses in the period to 2035. It also identified a requirement for an additional 105 hectares of employment land in Aberdeen City up to 2026 with a further 70 hectares to be identified as Strategic Reserve Land for the period 2027-2035.

The objective of the Aberdeen LDP 2017 is to set out a spatial framework to meet City development needs over the next 10-20 years and promote the sustainable growth of the City over this period. It identifies sites to accommodate the SDP housing allowances primarily through to 2026.

The Strategic Development Plan is currently under review and a proposed Aberdeen City & Shire Strategic Development Plan was published for consultation in October 2018. Consultation ended on 17 December 2018 and the proposed Plan was submitted to Scottish Ministers for Examination in Public on 22 April 2019.

The proposed Plan maintains the spatial strategy which has been in place since the Aberdeen City & Shire Structure Plan 2009. As a consequence, the city remains one of the key strategic growth areas. The Plan advises that both Aberdeen City and Aberdeenshire are projected to have population increases above the overall Scottish growth rate. It sets a housing allowance for the City of 13,598 units for the period to 2040. Of these 4,168 units are allocated for the period 2020 - 2032; 4,500 for the period 2033 - 2035; and, 4,930 for the period 2036 - 2040. Stewart Milne Homes and Homes for Scotland among others have outstanding objections to the limited scale of the allowances and await the outcome of the Examination.

It is for the review of the Aberdeen LDP to identify suitable sites to accommodate the housing allowances. Following consultation on the MIR, to which representations have been submitted, it is anticipated that a proposed Plan will be published for consultation in early 2019.

SITE LOCATION & DESCRIPTION

The site lies to the north of the River Dee and A93. The suburb of Milltimber adjoins the site with the village of Peterculter approximately 1km to the south west. The AWPR passes through the site with a new junction constructed on the southern boundary.

The site comprises an area of land which extends to approximately 69 hectares of arable and pasture fields and woodland.

The land falls from approximately 115 metres AOD in the north to approximately 80 metres AOD to the south.



Figure 1 : Strategic Location Plan



① View of site looking south from Contlaw Road



② View of site looking north from Contlaw Road



Figure 2 : Site Location Plan

Landscape Assessment

GREEN WEDGE BETWEEN MILLTIMBER AND PETERCULTER

Historically, the site made a greater contribution to the green wedge between Milltimber and Peterculter. However, the construction of the AWPR has fundamentally altered the relationship between the two settlements by introducing a substantial engineered transport corridor into the landscape.

Whilst mitigation planting associated with the AWPR will establish and mature over time and construction compounds and access will be rehabilitated, the AWPR introduces a long linear element into the landscape that severs east-west footpath and habitat links and alters the experience of the green wedge between the two settlements. The potential for coalescence is now negated by the AWPR, and these suburbs will inevitably change as a result of the new route.

To the south of the site, Milltimber extends up to the AWPR along North Deeside Road, with a gap of approximately 550m, which is predominantly free of residential development to the west of the AWPR, and comprises the green wedge setting to the east of Peterculter. This has an urban fringe character, comprising recreational uses, including playing fields, a golf course and Kippie Lodge Country Club.

To the north of Peterculter, the green wedge is experienced along Bucklerburn Road, which used to extend east onto Culter House Road and into Milltimber, however this is now diverted along the western edge of the AWPR. The green wedge along the northern edge of Peterculter is approximately 1km wide, extending to the north of the Hill of Ardbeck. This character of this route is highly enclosed by roadside vegetation and woodland blocks.

In terms of the perceptual experience of the green wedge between Peterculter and Milltimber, the site does not form part of the green wedge, and is not visible from either of the roads that link the two settlements. The undulating topography and woodland belts and blocks within the site and its surroundings restrict views of the site and the settlements from the surrounding area. Therefore, the site is not considered to play a role in the separation between

the two settlements, particularly in light of the role of the AWPR in definitions the western edge of Milltimber, and any physical or perceptual coalescence between Peterculter and Milltimber would be avoided.

IDENTITY AND SETTING OF MILLTIMBER

Milltimber extends along the northern valley sides of the Dee Valley, along North Deeside Road, from Myrtle Den Road to the east to the AWPR to the west. Milltimber extends partly along Contlaw Road to the west, with housing allocations and applications extending the settlement further north, although the area to the south of the site is still to be constructed. Residential development extends along Contlaw Road beyond the settlement limits of Milltimber, including Hill Farm to the east of the AWPR. The AWPR has altered the character of Contlaw Road where it crosses the AWPR as this is now a heavily engineered bridge rather than a narrow rural road.

Further south, a major junction on the AWPR has altered the landscape on the western edge of Milltimber and Culter House Road has been severed by the new transport corridor. As described above, the AWPR has fundamentally altered the relationship between Peterculter and Milltimber.

Development within the site would introduce built form into land that comprises predominantly of open fields, however this is within the context of the AWPR corridor and the existing and emerging settlement edge of Milltimber. Given the urban fringe context of the site, and the enclosure afforded by existing structural vegetation and the undulating landform, development within the site would relate well to both Milltimber and new infrastructure, and would have a limited and localised effect on the settlement character of Milltimber.

90-95M CONTOUR AT DEESIDE

Settlements at Deeside have broadly been contained by the 90-95m contours. As described in the Green Belt Review, the purpose of maintaining this as a northern limit is to "help prevent urban sprawl northwards where it would be isolated from the main transport corridors along the North Deeside Road and Deeside Line" as part of the preservation of the setting of Aberdeen and the Aberdeen Green Belt.

This represents a broad brush approach to setting the development limit and does not take account of the way in which this limit is perceived in the landscape, the varying physical and visual containment across the Deeside valley or the introduction of the AWPR as a new transport corridor that structures and influences this settlement pattern.

The site makes no meaningful contribution to the setting of Aberdeen, with no visual connectivity. With respect to Milltimber and the Deeside Valley, the introduction of built development within the site beyond the 90-95m contours would be physically and visually contained by the undulating topography and existing and proposed structural vegetation. As importantly, whilst residential development within the site would extend the settlement edge of Milltimber up to the 115m contour to the north, this would continue to be contained by the rising valley sides, which extend up to 146m AOD at Beanshill.

A detailed visual appraisal has determined that longer distance views of the site from across the valley, including from the elevated ground around Kirkton of Maryculter are limited to glimpsed views of the more elevated and exposed northern slopes of the site to the north of Nether Beanshill and around the buildings at Dalriach, near Hill Farm. The rest of the site is visually contained and overall it is difficult to perceive the site from the opposite side of the valley due to the existing woodland and vegetation. Where the site can be seen, it is over a considerable distance and seen in the context of the AWPR and existing settlement of Milltimber. Views of the site from across the valley are further limited by the general absence of open ground around Kirkton of Maryculter, which has a largely wooded and treed setting.

DIRECTING DEVELOPMENT TO THE MOST APPROPRIATE LOCATIONS AND SUPPORTING REGENERATION

Extending development into the site would constitute an appropriate location for development given the presence of the AWPR and the new junction on the western edge of Milltimber, adjacent to the site, that creates a new transport corridor within the Deeside Valley and forms a robust settlement edge to Milltimber.

PROTECTING AND ENHANCING THE CHARACTER, LANDSCAPE SETTING AND IDENTITY OF THE SETTLEMENT

Development within the site would be located within the area of undulating landform that has a significant degree of physical and visual enclosure due to the existing woodland and the influence of the AWPR, which will be increased as the AWPR mitigation planting establishes and matures.

The site is subject to urban influences to the south and east due to its relationship to Milltimber, and to the north and west along the AWPR corridor, reducing the sense of tranquillity or remoteness of the site. Woodland blocks, roadside trees and hedgerows and dry stone dykes should be protected and there is opportunity to enhance and reinforce woodland cover within the landscape that responds to the site's topography and features. Residential development to the south of the site has facilitated the introduction of positive, long term woodland management to the woodland block to the south, and there are other opportunities for beneficial effects within the site.

PROTECTING AND PROVIDING ACCESS TO OPEN SPACE

There are limited recreational opportunities within the site and its immediate context, and this has been exacerbated by the influence of the AWPR, which has severed and urbanised existing core paths within and adjacent to the site. Development within the site could deliver new recreational uses and access links across the site and on the edge of Milltimber, enhancing access to open space in the context of the settled valley.

Site Context

The site lies to the north of the A93, which over the last century has been a corridor for urban expansion. The suburbs along this arterial route include Cults, Bielside, Milltimber (adjacent to the site) and Peterculter. Although most of these places have earlier origins, much of the development is late 19th or 20th Century. Milltimber, in particular, is predominantly a post-war housing estate with a suburban layout.

More recently sites OP112, OP113, OP46 and OP47 have been brought through the LDP 2017 for the development, of which 28 houses will be delivered south of the proposed site.

The distinctive landscape features of the area include; topographical variety, a mix of wooded and open areas, small groups of traditional buildings, contained suburban edges, stone dykes, occasional lines of trees and distant views to hills.

There is a range of facilities in the surrounding area, these are described as follows.

RETAIL

A local centre at Peterculter, around 1.5km from the site, has a range of local shops. There is also a Marks and Spencers located within the petrol station less than 1km from the site. There is another local centre at Cults less than 4km from the site and a small group of shops at Bielside.

A planning application for mixed use development including 60 dwellings and 1225sqm of Class 1 shops and Class 4 business has been submitted for site OP114 on North Deeside Road, which has potential to provide a local centre for Milltimber.

In addition, a planning application has also been submitted for site OP48, which includes for up to 550 dwellings and 1000m² of commercial floor space to accommodate shops, cafés, small offices etc.

HEALTH

There is a medical centre in Peterculter which is 1.2km from the site.

EDUCATION

Milltimber and Peterculter have primary schools which are 800m and 1500m from the site boundary respectively. The nearest secondary school, Cults Academy, is approximately 3km from the site.

The proposals for site OP48, include for a new primary school to replace the existing Milltimber Primary School. The school site is proposed on the western edge of site OP48, less than 800m east of the site.

EMPLOYMENT

There is a small cluster of employment units located less than 4km east of the site in Cults. There are no other significant employment or industrial areas in the vicinity of the site.

There are larger scale industrial/ business parks at Badentoy less than 6km south of the site and at Westhill and Kingswells less than 5km north of the site.

Further employment opportunities will come forward with the development of sites OP14 and OP48.

LEISURE AND RECREATION

The local leisure and recreation facilities in the area include:

- Small playing field areas at Peterculter and Milltimber;
- A sports hall at Peterculter;
- A 9 hole golf course at Kippie Lodge in Milltimber, an 18 hole golf course at Peterculter Golf Club, an 18 hole golf course at Deeside Golf Club in Bielside, and a 9 hole golf course and driving range at Aspire, south of the River Dee at Haughs of Ardoe;
- Kippie Lodge in Milltimber also offers an 18m swimming pool, all weather tennis courts, squash courts, fully equipped gymnasium and driving range; and,
- Deeside Line for walking & cycling.

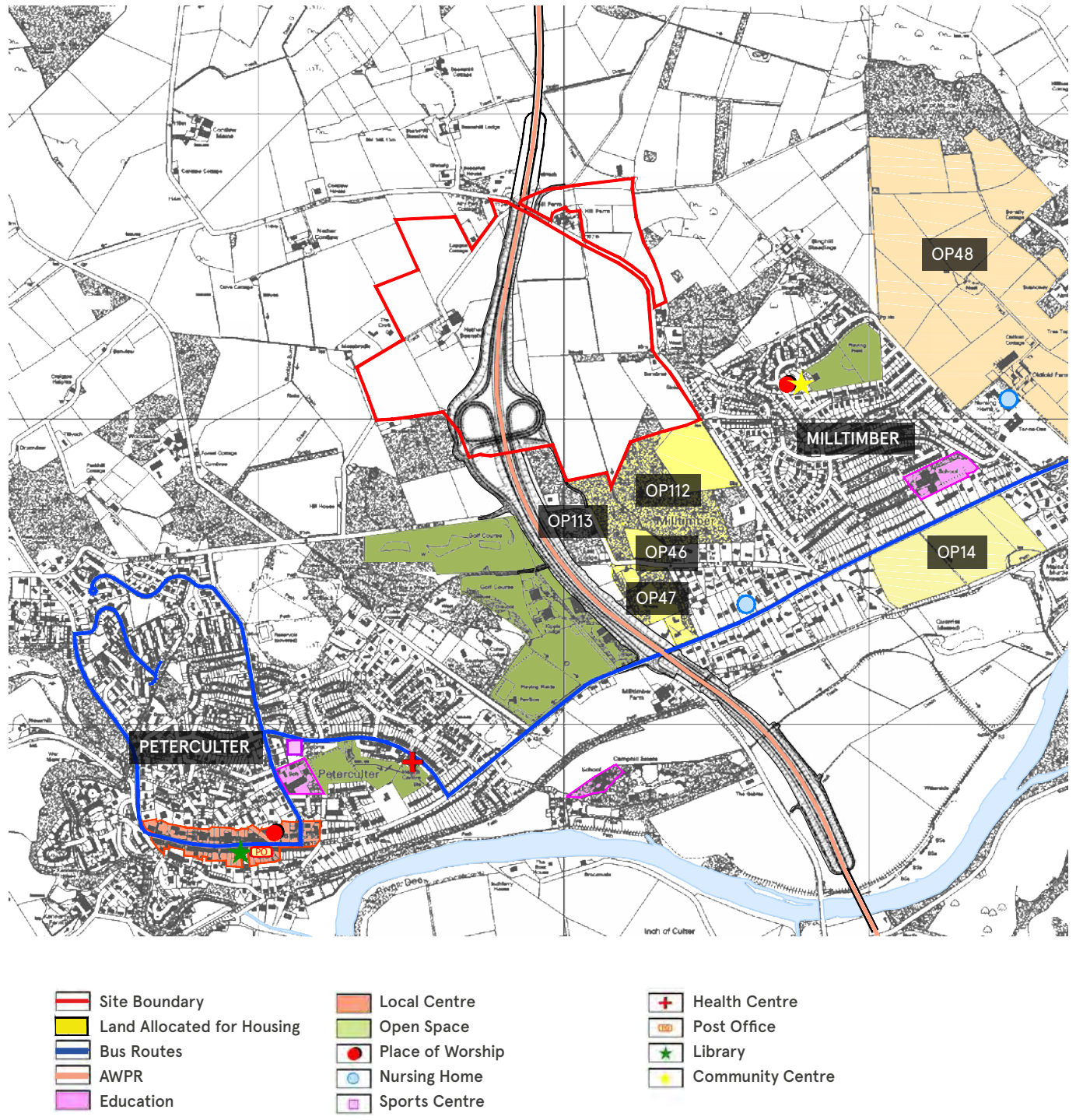


Figure 3 : Context Assessment Plan

TRANSPORT

Public transport provision in the vicinity of the site presently comprises bus services operating along North Deeside Road, approximately every half hour. The closest bus stop to the site can be accessed along Contlaw Road, approximately 800m to the south of the site. Public transport services could also be provided within the site.

SUMMARY

At present, Milltimber offers very little in terms of facilities, with the closest 'neighbourhood centre' located in Peterculter. The site presents an opportunity to provide a mixed use neighbourhood centre for existing and new residents within Milltimber.

There are also opportunities to improve public transport links within Milltimber, as part of the proposed development, creating a more sustainable neighbourhood.

Peterculter Local Centre



Kippie Lodge



North Deeside Road and site OP14



Deeside Way



Miltimber Primary School



Kippie Lodge Golf Course



Site Assessment

A review has been made of the opportunities and constraints for development on this site. Further site specific surveys will be carried out at the appropriate stage and before submission of a planning application. The issues influencing the proposed development are reviewed below.

ACCESS AND CIRCULATION

The site is split to the north by Contlaw Road. A new bridge has been constructed on Contlaw Road, across the AWPR. The southern section of Contlaw Road, in the context of the site boundary, is residential serving adjoining properties. The road is of varying widths.

The AWPR runs through the centre of the site in a north south direction. A new grade separated to the south of the site, which will connect the AWPR with Culter House Road and the A93.

The AWPR provides an opportunity to access the site from the new junction. The internal circulation of the site should be designed to restrict direct access to the east of the site. Movement restrictions for general traffic will prevent increases in flows through the existing network of residential roads.

A road and track provide access to Nether Beanshill Farm. Core Path 51 uses this track and access road.

Access to the site can be taken from Contlaw Road as well as at the new grade separated junction from the AWPR.

TOPOGRAPHY

The land form falls gently from 115 metres AOD in the vicinity of Hill Farm to 80 metres AOD in the south of the site. The majority of the site is gently sloping with gradients of less than 1 in 20. Some small localised areas such as to the east of Hill Farm and along the south east corner of the site feature increased slopes.

The majority of the site, particularly its central and southern areas, is well contained. There are a minority of localised areas such as in the vicinity of Nether Beanshill and Dalnach which are slightly more prominent.

The segment of the AWPR which runs through the site is entirely in cutting, reducing noise and visual impact.

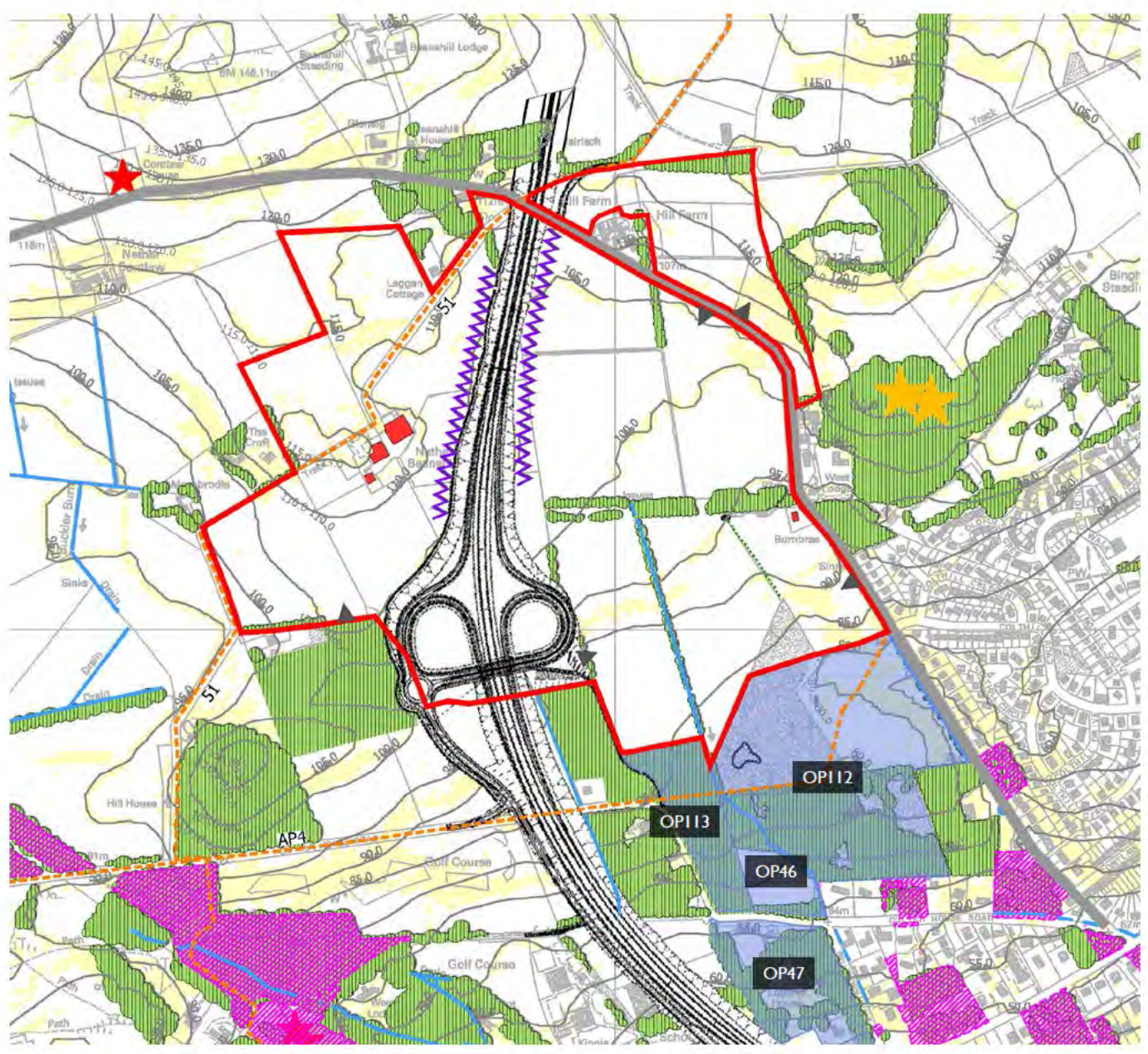
LANDSCAPE

The site comprises a number of fields, including many field fragments that have been interrupted by the AWPR corridor and disturbed by associated access and compounds during construction. The land use is varied, predominantly fields of rough grassland, pasture and arable land as well as shelter belts, a small woodland block and scattered individual trees. Field boundaries comprise of low stone walls and post and wire fencing with occasional gappy hedgerows dominated by gorse. The site is undulating, with a localised ridgeline extending through the site in the vicinity of Nether Beanshill, and a localised depression within the central area of the site.

The AWPR cuts through the site from north to south, largely located in deep cut with high embankments. Although the mitigation planting along the route is immature at present there is a substantial amount of mixed woodland planting along the corridor which will establish and mature over time. However, this will not completely eradicate the landscape and visual effects of a substantial engineered corridor and new junction and bridges on the landscape.

Existing built form within the site include Nether Beanshill and Hill Farm; Nether Contlaw, Upper Beanshill, Contlaw Mains, Woodend and Benview and other scattered barns and houses surround the site along with the settlement of Milltimber to the east and south. The local ridgeline to the north-west of the site provides some visual containment in open elevated views from the north-west, whilst the undulating landform and woodland blocks and shelter belts provide screening and enclosure in middle and near distance views.

The site is contained within the visual catchment of Deeside, and there is no intervisibility with Aberdeen. The site has an urban edge context, influenced by the major transport corridor of the AWPR which fundamentally changes its context and reduces the sense of tranquillity and remoteness, with new bridges and infrastructure introduced into the site.



- | | | |
|----------------------------|-----------------------------------|----------------------------|
| Site Boundary | Core Path | Watercourse |
| Potential Vehicular Access | Existing Vegetation | Existing Building on Site |
| Land Allocated for Housing | Vegetation with Protection Orders | Listed Building |
| Potential Noise Source | Land Steeper than 1:10 | Scheduled Ancient Monument |

Figure 4 : Site Assessment Plan

HERITAGE

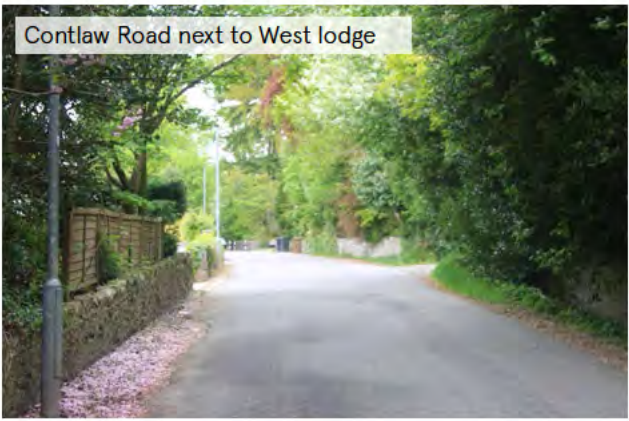
There is no known archaeology of significance within the site. Appropriate research and investigative work will be carried out at the relevant stage in the planning process. There are no buildings or structures of particular historic or architectural value within the site. There is a listed building, Contlaw House, 250 metres to the west of the site. Two scheduled ancient monuments lie within woodland to the east of West Lodge about 200 metres from the eastern boundary.

ECOLOGY

Much of the site is actively farmed and there are no known species or habitats of significant importance within the site. The woodland areas are predominantly mono culture plantations of limited ecological value. There is the opportunity to enhance biodiversity through appropriate landscape treatment. Green links or wildlife corridors should be maintained across the site, for example, between the Milltimber plantation and woodland to the east of West Lodge.

HYDROLOGY

A watercourse/ drain runs through a line of trees in the south of the site. A discontinuous ditch runs from the central tree belt along the eastern boundary of the site next to Contlaw Road.



Landscape and Visual Capacity

A Landscape and Visual Appraisal (LVA) has been carried out and concludes that the majority of the site, particularly its central and southern areas, is well contained, with a minority of localised areas such as in the vicinity of Nether Beanshill and Dalnach which are slightly more prominent.

Figure 5 illustrates the development potential of the site with reference to important landscape features and visual characteristics. This divides the opportunities and constraints for development (in landscape and visual terms) in the following manner:

- Areas of high landscape/ visual constraint: suitable for open space and/ or mitigation.
- Areas of moderate landscape/ visual constraint: suitable for development that includes retention and reinforcement of existing landscape framework to create a sympathetic development edge.
- Areas of low landscape/ visual constraint: suitable for higher density development that retains and enhances the existing landscape framework where possible.

Key principles identified in the landscape and visual opportunities and constraints mapping that have informed the masterplan development include:

- To retain, protect and enhance existing landscape features, including woodland blocks, tree belts and traditional field boundaries, to reinforce the local landscape structure and improve the quality of landscape features;
- To absorb and contain the proposed built development areas within the local landform by working with the undulations of the topography and the existing and proposed landscape framework;
- To ensure the proposals relate well to the existing townscape of Milltimber;
- To provide an appropriate setting to the proposed built development through the provision of perimeter planting and open space areas;

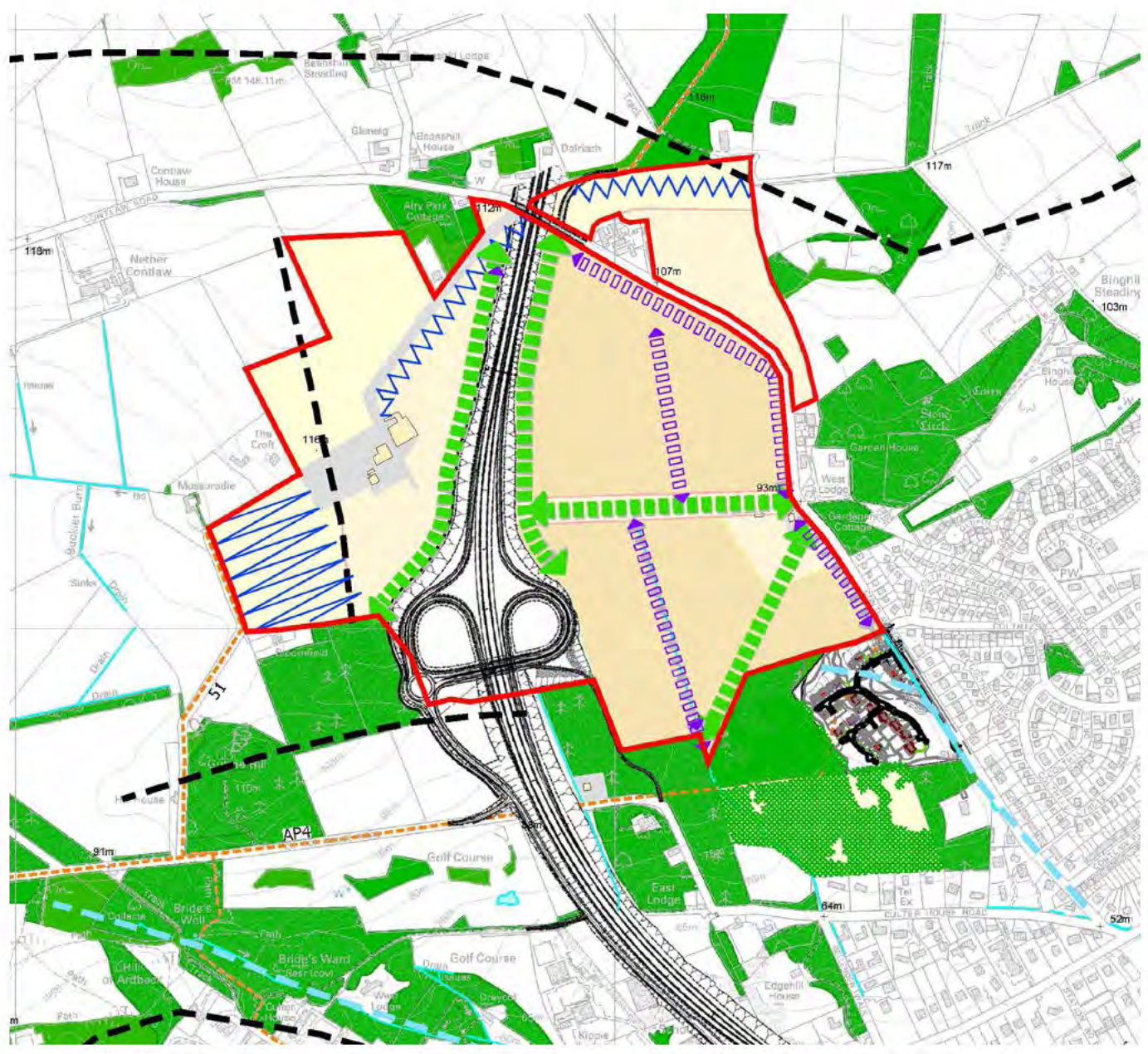
- To minimise visual impacts resulting from distant views on the opposite side of the River Dee Valley and to avoid the potential for development to appear visible along the skyline; and,
- To provide areas of informal open space within the development which would be publicly accessible and which would provide opportunities for passive and active recreation to the wider community.

The construction of the AWPR has introduced a significant new engineered feature into the landscape, including a junction to the south of the site, and a bridge to the north, and interrupts existing field patterns and core path links. The AWPR lies in deep cut as it traverses through the site. Views from the AWPR within the site and its immediate context will be confined to the road corridor due to the enclosing embankments. To the immediate north of the site new woodland planting has been recently established which will further enclose views from the AWPR.

The site does not contribute to the green wedge between Peterculter and Milltimber, and development within the site would not result in coalescence or even reduce the existing gap between the two settlements.

Due to the influence of the AWPR corridor and existing and emerging settlement edge of Milltimber as well as the enclosure provided by existing structural vegetation and the landform, development within the site would have a limited and localised impact on landscape character, features and visual amenity and the settlement character of Milltimber.

Whilst development within the site would extend the settlement extents of Milltimber to the north, slightly beyond the 90-95m contour line, this would be contained by the continued rising ground and mature woodland and shelter belts to the north. Development would therefore not be seen against the skyline, and the undulating nature of the site and existing vegetation within and adjacent to the site provide sufficient visual and physical containment, that the effect on landscape and settlement character would be very small.



- | | | |
|--|--------------------------------------|---|
| Site Boundary | Valleys | Area of Moderate Landscape Value/ Visual Constraint |
| Contours | Core Paths/ Aspirational Paths | Area of Low Landscape Value/ Visual Constraint |
| Existing Woodlands, Copses, Treebelts and Individual Trees | Opportunity for Green/ Woodland Link | Potential Green Corridor |
| Existing Spruce Plantations | Potential Green Link | |
| Existing Scrub | | |
| Ridgelines | | |

Figure 5 : Landscape Appraisal Plan

Development Parameters

The evaluation of Site assessment has informed a set of development parameters through which a Masterplan can be developed.

LAND USE

The development will accommodate approximately 800 high quality homes. The dwellings will be predominantly family housing with a range of types and tenures and apartments will be concentrated in the mixed use centre. Residential land of around 21 hectares is identified, with further housing proposed within the mixed use centre, some of which will be flats above shops and other ground floor businesses.

The mixed use area will create a vibrant centre for the development and provide a range of accessible local facilities. The location of the mixed use centre next to the primary school will create a strong community focus.

EDUCATION

A site for a single stream primary school is provided as part of the mixed use neighbourhood centre.

ACCESS & MOVEMENT

Principal vehicular access to the main part of the development will be provided from the new interchange onto the AWPR which will also accommodate bus access to the proposed Transport Interchange. This new junction arrangement also incorporates a direct connection to the A93/ North Deeside Road which will comprise the main focus for access to the local road network.

The majority of connections to the neighbourhood centre and employment opportunities from the Milltimber area will be exclusively for pedestrians, cyclists and public transport. The development makes a single connection onto Contlaw Road to the east of the site, as it seeks to integrate with the existing Milltimber community, and to provide access for a group of dwellings in the south eastern corner of the site.

Within the site, networks of streets and paths will be developed in line with the philosophy identified in the Policy Statement for Scotland 'Designing Streets'.

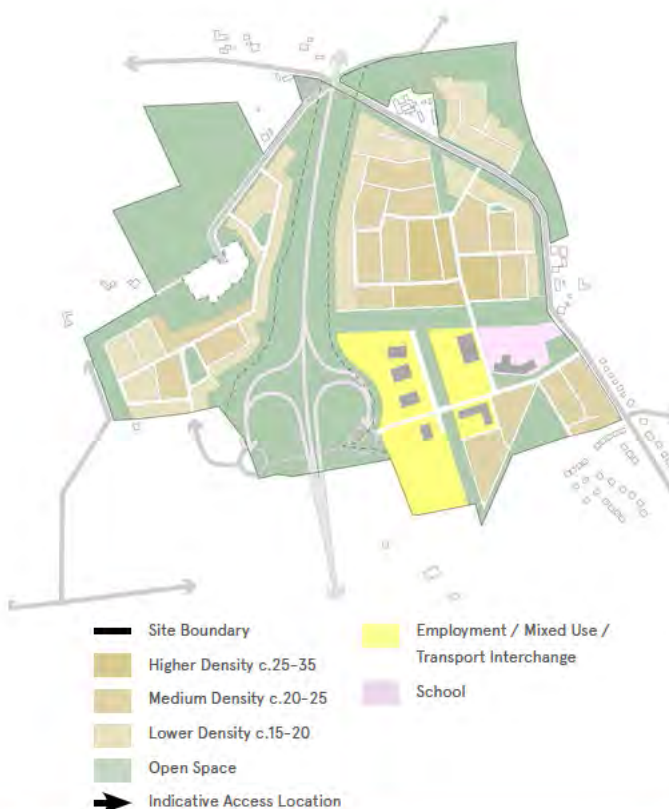


Figure 7 : Land Use

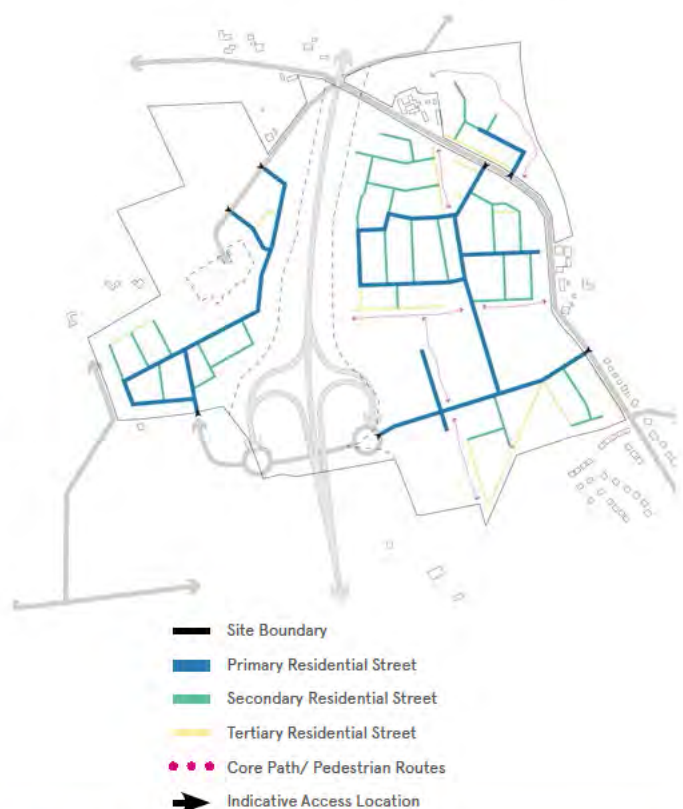


Figure 6 : Access & Movement

LANDSCAPE

A range of open spaces will be provided to serve the needs of all age groups in the development. The open space provision will also be accessible to the existing residential area to the east of Contlaw Road.

A linear park will be provided together with smaller spaces evenly distributed throughout the area, which will act as focal points in the development. Approximately 19 hectares are provided for open space.

The existing woodland spine which crosses the site from east to west forms an important part of the open space provision. It is proposed that the woodland be positively managed, with structurally sound areas retained, and new strategic planting be undertaken to reinforce the local landscape patterns.

URBAN FORM

Perimeter blocks provide a clear distinction between public and private space and create a legible and permeable environment. All streets, spaces and paths will be well overlooked. Feature buildings (defined by scale, detailing and materials) will emphasise spaces and routes to support legibility.



Figure 8 : Landscape & Open Space

Figure 9 : Urban Form

Indicative Masterplan

The proposed development will provide a sustainable mixed use urban extension integrated with the landscape and existing residential area. Up to 800 dwellings will be provided, which will be predominantly family housing. The LVA concludes that the site is well suited to accommodating the proposed quantum and mix of development. The LVA also states that the proposed development would not have an adverse impact on the landscape of the wider area or Green Belt. The Concept shown in Figure 6 has the following elements:

- ① A new mixed use neighbourhood centre which will have a range of facilities including primary school and supermarket. The centre will serve the new development and adjoining existing urban area.
- ② The residential development responds to the context in terms of visibility and the character of existing adjoining development.
 - a) Development to north of Contlaw Road and west of the AWPR will be low density, with an informal character in terms of layout and building design. Landscape will be a dominant element in these areas, with extensive tree planting between fronting buildings.
 - b) The remainder of the residential areas within the site will have a more formal layout with a regular building line and repeated forms. Densities will range from 25 to 35 dwellings per hectare.
- ③ As part of the balanced and sustainable approach to development, an employment area next to the new junction will provide local jobs for the new development and existing residential area. In the final masterplan, every effort will be made to integrate this employment area within the centre and its residential surroundings.
- ④ A pattern of movement routes will be orientated towards the new neighbourhood centre. This includes a direct link to a new junction on the AWPR. The circulation pattern is designed to minimise traffic flows on the existing residential roads.
- ⑤ A landscape structure based on retained stone dykes, woodland and trees with extensive new planting to create shelter and enclosure. The treatment will help minimise the impact on the surrounding landscape. The landscape will provide a strong identity for the development with a predominantly naturalistic treatment. The spaces next to the mixed use centre will have a more formal character reflecting the intensity of use and range of facilities.
 - The impact on climate change has been fully considered with a range of measures incorporated into the scheme including:
 - Shelter belts
 - Sustainable Urban Drainage system (SUDs)
 - Promoting the use of sustainable modes of transport and reduced journeys
 - Exploration of a number of renewable energy sources.
 - The biodiversity will be protected and enhanced through, retention of trees and woodland of value, new planting and introduction of new wetland areas as part of the SUDs. Green corridors will connect the areas of ecological value.

The emphasis will be on providing a cohesive development which will bring significant benefits to the existing community. The development, through a landscape framework and interaction with urban form and architecture, will be distinctive with a strong sense of place. The impact on the landscape will be minimised by a combination of measures including: structural landscape, urban design layout, disposition of development and green space.



Figure 10 : Indicative Masterplan

LAND USE

Residential

The development will accommodate approximately 800 high quality homes. The dwellings will be predominantly family housing with a range of types and tenures. Apartments will be concentrated in the mixed use centre. Residential land of around 28 hectares is identified, with further housing proposed within the mixed use centre, some of which will be flats above shops and other ground floor businesses. The residential buildings will be predominantly 2 or 2½ storey, although there may be scope for higher buildings at key locations.

Mixed Use

The mixed use area will create a vibrant centre for the development and provide a range of accessible local facilities. The location of the mixed use centre next to the primary school will create a strong community focus. The range of facilities and uses accommodated within the centre could include land for:

- Retail – a supermarket and a range of smaller shops;
- Leisure uses, including public house and cafés;
- A community centre;
- An ecumenical centre or church;
- A primary health centre;
- Class 4: Business and Industrial use which may take the form of small offices and workshops;
- Residential use including apartments.

These uses will be provided in an integrated and efficient way with individual buildings accommodating a range of different uses. The centre will have traditional elements, including a square and green with retail/ community opportunities around them. The square provides a gathering space at the entrance to the primary school. With a location close to Contlaw Road, the centre will also serve the existing Milltimber area making this residential area a more attractive and sustainable place to live.

Employment

A range of jobs will be created by the development. In addition to those generated by construction, the new permanent jobs will be provided by:

An employment site for Class 4 and some Class 5 uses. Located next to the mixed use centre and comprising approximately 2.5 hectares. The site benefits from direct access off the AWPR.

- Small offices, workshops and live work units in the mixed use centre;
- A supermarket, shops and any leisure facilities;
- A potential new Primary school;
- Community and health facilities.

In addition, the development will promote homeworking through the provision of fibre networks.

Education

A site for a single stream primary school is provided as part of the mixed use neighbourhood centre.

Landscape

A range of open spaces will be provided to serve the needs of all age groups in the development. The open space provision will also be accessible to the existing residential area to the east of Contlaw Road.

A linear park will be provided together with smaller spaces evenly distributed throughout the area, which will act as focal points in the development. Approximately 11 hectares are provided for open space.

The existing woodland spine which crosses the site from east to west forms an important part of the open space provision. It is proposed that the woodland be positively managed, with structurally sound areas retained, and new strategic planting be undertaken to compensate for any woodland loss and to reinforce the local landscape patterns.

New planting will also assist in integrating the AWPR corridor and proposed development into the landscape, and will serve as a habitat corridor through the site.

Within the proposed residential development, tree and shrub planting would be established to integrate the proposed development areas, and to create a legible hierarchy of routes and spaces through the site.



Residential	28 ha
Eastern Existing Development	1 ha
Mixed Use	2.5 ha
Employment	2 ha
School	1.5 ha
Transport Interchange	2 ha
Open Space	21.5 ha
Infrastructure	11.5 ha
TOTAL	c.70 ha

- Site Boundary
- Residential
- Employment / Mixed Use / Transport Interchange
- School
- Open Space

Indicative Phasing

It is likely that all four phases of construction could be complete between six and eight years.

- Phase One delivers c. 150 homes.
- Phase Two delivers c. 425 homes.
- Phase Three delivers c. 75 homes.
- Phase Four delivers c. 150 homes.

These phases are indicative and subject to revision following discussions with Aberdeen City Council.



Figure 11 : Indicative Phasing Plan



Aberdeen Local Development Plan Review

Main Issues Report Response Form 2019

Aberdeen City Council has published a Main Issues Report (MIR) which is part of the process of preparing a new Local Development Plan. It is designed to gather views on specific proposals and sets out options for dealing with the key planning matters facing Aberdeen over the next 20 years such as the location of new housing and employment development, the future of retailing and the City Centre, housing needs and tackling climate change. It also includes a number of potential new policies which would be used in the determination of planning applications.

The MIR has been published alongside a Monitoring Statement and Environmental Report. Copies are available to view at Marischal College, Broad Street, Aberdeen. These, and other supporting documents, are available at: - www.aberdeencity.gov.uk/aldp2022

Everyone now has the chance to comment on the report and associated documents. All comments received will be considered and used to inform the preparation of the Proposed Aberdeen City Local Development Plan. There will be a further opportunity to comment on the Proposed Plan when it is published in early 2020.

The consultation runs from 4 March 2019 to 13 May 2019.

Responses to the published documents can be:

- made online at:- <http://consultation.aberdeencity.gov.uk/planning/mir2019>;
- emailed to:- ldp@aberdeencity.gov.uk; or
- by post to:- Local Development Plan Team, Strategic Place Planning, Aberdeen City Council, Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen, AB10 1AB.

Completed response forms should be with us no later than 13 May 2019.



YOUR DETAILS

Name	John Findlay
Organisation (if relevant)	Ryden LLP
On behalf of (if relevant)	Stewart Milne Homes
Address	
Postcode	
Telephone	
E-mail	

Thank you for taking the time to complete this response form. If you wish to be added to the LDP e-mailing list to be kept informed of our progress in producing the next Local Development Plan, please tick here



If yes, please provide an e-mail address

PRIVACY STATEMENT

As part of the review of the Local Development Plan, Aberdeen City Council (ACC) will offer you several opportunities to submit your views and comments. These opportunities will range from the current consultation stage, the Main Issues Report, where we will ask you to comment on specific proposals and alternatives to the Proposed Plan stage where the set view of ACC has been established.

ACC are legally required to consult at this stage and at Proposed Plan stage. This is set out in the Town and Country Planning (Scotland) Act 1997 (as amended) and supporting regulations. The Environmental Assessment (Scotland) Act 2005 also requires us to consult on a Strategic Environmental Assessment Environmental Report.

By submitting a response to the consultation, you understand that ACC can use the information provided in this form, including personal data, as part of the review of the Aberdeen City Local Development Plan. ACC will not share or disclose any personal data about you to any organization or person unless it is authorized or required to do so by law.

The data controller for this information is ACC. We understand our legal basis for processing this information as Article 6(1)(c) of the General Data Protection Regulation as this is an activity we are legally required to carry out under the Town and Country Planning (Scotland) Act 1997 (as amended) and supporting regulations and The Environmental Assessment (Scotland) Act 2005. The data on the form will be used to inform the preparation of the Proposed Aberdeen City Local Development Plan 2022. At the end of the consultation, where contact details have been provided, the Local Development Plan team will provide you with a respondent number. You may also be contacted about the comments you have made and, as obliged by the Town and Country Planning (Scotland) Act 1997 (as amended) and supporting regulations, the Local Development Plan team will contact you to inform you of the publication of the proposed Aberdeen Local Development Plan in early 2020. If you chose not to provide your contact details, your comments will still be valid but we will not be able to contact you in the future.

Responses will be collated, redacted, summarised and stored electronically or in locked cabinets in Marischal College. All redacted responses will be published, alongside the respondents name (if provided), on the Aberdeen City Local Development Plan website. Contact details will not be made public, but your name and respondent number will be published.

Aberdeen City Council will only keep your personal data for as long as is needed. Data will be kept until the emerging Local Development Plan is itself replaced – this is likely to be around 5 years following its adoption in 2022 – so 2027. Following this, data will be disposed of in a secure manner.

YOUR DATA, YOUR RIGHTS

You've got legal rights about the way ACC handles and uses your data, which include the right to ask for a copy of it, and to ask us to stop doing something with your data. Please contact the Council's Data Protection Officer by e-mailing DataProtectionOfficer@aberdeencity.gov.uk or writing to Data Protection Officer, Aberdeen City Council, Governance, Level 1 South, Marischal College, Broad Street, Aberdeen, AB10 1AB. More information is available at: - <https://www.aberdeencity.gov.uk/your-data>

YOUR COMMENTS

Which document(s) are you commenting on?	<ul style="list-style-type: none">• Main Issues Report• Strategic Environmental Assessment Environmental Report• Monitoring Statement	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
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Please indicate the document and the specific Issue, Question, Site, Policy, Map or Table you are commenting on. Please provide your comments below and explain your reason for supporting, opposing or commenting on this specific part of the document.

Please refer to attached Paper Apart.

Representations to the Aberdeen City Local Development Plan 2019 Main Issues Report on behalf of Stewart Milne Homes in relation to Site No: B0210, Mundurno, Bridge of Don, Aberdeen.

Introduction

On behalf of Stewart Milne Homes, objection is taken to the failure of the Main Issues Report (MIR) to identify Site No: B0210, Mundurno, Bridge of Don, Aberdeen as a preferred site for a residential-led mixed-use development. The site should be preferred for a phased development commencing in the first Plan period and allocated in the proposed Local Development Plan (LDP) 2022.

This representation requires to be considered in the context of the Development Bid submitted at the pre-MIR stage and having regard to the indicative Masterplan which accompanied that Bid. This has been reviewed having regard to the Officer's assessment of the site as part of the MIR and an addendum to the Masterplan is attached at Appendix 1. This representation also requires to be read in conjunction with the general representations on the overall MIR and, in particular, with the representations for the housing allowances submitted by Stewart Milne Homes and Homes for Scotland.

Those representations contend that additional land should be allocated for residential development to ensure that a 5 year housing land supply is in place at the end of the Local Development Plan period. They further contend that to be consistent with the Aberdeenshire Local Development Plan Review, which seeks to conform to the same Strategic Development Plan, sites should be identified for longer term development following a mid-term review of the LDP. These could either be stand-alone sites that are reserved or subsequent phases of sites identified through the proposed LDP 2022.

Response to MIR Assessment

The Development Options Assessment Report, which accompanied the publication of the MIR, provides a scoring matrix for each Bid site and provides a summary justification for the Officer's recommendation as to whether the site should, or should not, be included in the proposed Plan. Development Bids relative to this site were submitted in 2009 and again in 2013 in response to 'calls for sites' from the Council to be considered for inclusion in the Local Development Plan 2012 and the Local Development Plan 2017. Consequently, the site has been assessed by the Council on a number of occasions yet despite the proposals evolving to address previously highlighted concerns the overall response of the Council has remained the same.

That said, the overall checklist score has increased from 38 to 44 points in the most recent assessment. This appears to be as a result of the opening of the third Don Crossing and the Aberdeen Western Peripheral Route (AWPR) thereby improving the accessibility of the site. Also, the situation regarding education capacity appears to have improved as acknowledged by the Council. In light of these changes, particularly the opening of the AWPR, an addendum to the Masterplan submitted in support of the Development Bid has been prepared. This is attached at Appendix 1. In conjunction with the Bid it demonstrates how the allocation of the site would assist the Council in meeting housing requirements without compromising the qualities of the area in respect of landscape and the natural and built environment.

Notwithstanding the increase in the overall score issue must be taken with the scores awarded to certain of the assessment criteria. In addition, the Reporter's comments following the Examination in Public into the 2017 LDP appear to have been taken out of context and misconstrued. This in turn results in certain criteria being marked down.

The justification contained within the site assessment advises that the site performs green belt functions by contributing to the identity and landscape setting of the city and preventing coalescence between Bridge of Don and Potterton. It goes on to advise that the Reporters to the 2012 and 2017 LDPs concluded that current green belt boundaries along the B999 and Shielhill Road are robust and defensible, and that the green belt status of the land at Mundurno is appropriate and contributes to the landscape setting of Aberdeen.

At the Examination in Public into the 2017 LDP the Reporter concluded that **"...the land is of no great inherent landscape quality, and the southward facing slope means that development would be unlikely to be excessively prominent in views from further north"**. However, he considered the land to be visible from areas of the city to the south, from approaches to Aberdeen along the A90 and B999. As a consequence he felt it contributed to the landscape setting of the city and its greenbelt status served to direct development to those sites identified for development in the proposed Plan.

He went on to note that releases of additional green belt land are sometimes required, but in this case, concluded that there was very little scope to allocate additional greenfield land as a consequence of the limited Strategic Development Plan allowances. For that reason he concluded that **"...whatever the potential merits of development at Mundurno in the longer term, this land should not be allocated for development in this Local Development Plan"**.

Importantly, the Reporter did not rule out the future development of this site. He found it of little landscape quality, but recognised the benefit of retaining it in green belt for the time being to encourage development of the sites immediately to the south allocated through the LDP. The over-riding reason for the site not being allocated was because the Reporter considered there to be no numerical justification at the time for the allocation of additional sites of that scale. That position has moved on with the development sites to the south nearing completion and a new Strategic Development Plan emerging which enables further housing allocations to be made through this LDP Review. That, and the now fully operational AWPR to the north, justifies a review of green belt boundaries to accommodate further expansion in the Bridge of Don area.

In any event, it is not considered that coalescence with Potterton is likely to be an issue. Potterton is located over 2.0km north of the built-up area and is not visually connected. Were the Mundurno site to be developed there would remain a separation distance of some 1.6km. Also, as highlighted in the attached addendum, the nature of the landscape that separates the two communities minimises the prospect of coalescence. A local ridgeline prevents intervisibility between Aberdeen and Potterton. In addition, the completion of the AWPR to the north of the Development Bid has negated any prospect of future coalescence and forms a long term defensible boundary to the city and the green belt.

As in previous assessments the proposal is considered to introduce 'alien' elements into the landscape, which, it is argued, would diminish the setting of the standing stone and Mundurno Farmhouse. It must be accepted, however, that some change to the character of the area is inevitable as a consequence of development. That is the same for the development of any greenfield site. Given the Reporter's acceptance that "...**the land is of no great inherent landscape quality**", it is contended that the impacts of developing this site would be much less than certain other greenfield sites. This is evident from the high score awarded to the site.

Accepting that the character of an area will change as a consequence of development, the focus should be on how this is addressed and the development assimilated into the landscape. Strategic landscaping along the periphery of the site and along key corridors, as set out in the Masterplan and its addendum, would substantially mitigate landscape and visual impacts when viewed from the south and south east. The existing woodland feature around Mundurno would be strengthened to provide a focal point to the development and soften the impacts of the development when viewed from outwith the site.

Similarly, the standing stone feature on the land to the west of the B999 would be protected to ensure development did not detract from the setting of the stone. Indeed, it is proposed that a substantial area around the standing stone is kept free of development and landscaped to enhance its setting. These, and other issues, have been fully addressed in the Landscape & Visual Appraisal prepared to inform the indicative Masterplan and more recently in the addendum prepared in response to the MIR assessment of the site.

Concern is expressed in the assessment that the development would threaten the Green Space Network corridor function of the site. However, a key principle to emerge from the landscape, visual opportunities and constraints mapping that has informed the Masterplan is the creation of a green network that is informed by natural processes, existing landscape features and cultural artefacts extending through the site and promoting east west links and connections with the existing settlement edge and green infrastructure. Approximately 22.5 hectares of the 71.0 hectare site is to be utilised for open space provision, including green networks. Also, in terms of the site's ecology, the strategy for the development includes the;

- Retention of areas of ecological value, including water courses and hedges, as far as possible;
- Formation of management measures to protect and enhance the ecological value of these areas;
- Creation of new habitats, including wetlands and ponds as part of the SUDS measures for the site;
- Landscape treatment of open spaces and parts of the public realm to encourage wildlife through careful selection of plant species and management; and,
- Measures to encourage wildlife within private space and buildings.

In the circumstances, therefore, given the measures proposed to address any impacts of development it is considered that the Green Space Network designation should not be an impediment to the allocation of the site for development.

The claim that the site is remote from Denmore does not withstand scrutiny. It immediately abuts the existing built up area, hence the concerns expressed in the site assessment regarding the potential for coalescence which have been addressed above. The B999 is single carriageway and not a barrier to movement, either pedestrian or vehicular, between the existing built up area and the proposed expansion area. The indicative proposals show a minor realignment of the road through the site with a new connection to the A92 to the east. The remaining wedge between the development site and North Denmore Industrial Estate is occupied by hotel and restaurant uses set within an area of green space. Immediately to the south of this is the Retail Park which includes a Marks & Spencer's Simply Food outlet. This appears to have been overlooked when considering the proximity of the site to facilities.

The proposal itself has provision for a mixed-use central hub providing for retail, business space, community and healthcare facilities, creating a sustainable community adjoining the more recently developed areas of Denmore, which will also benefit from those facilities. Indeed, taken with that development and the wider catchment area, there is considered to be sufficient footfall to sustain the range and scale of facilities proposed contrary to the assertion in the site assessment. Also, given the increased densities being proposed through the MIR, as highlighted in the attached addendum there is flexibility in terms of the overall number of houses capable of being accommodated on the site further justifying the level of services proposed.

As highlighted in the Development Bid, the proposal has been designed to integrate with the existing community of Denmore and the wider Bridge of Don area, providing additional housing and services to complement the existing and proposed employment areas to the south and south east. Presently, the scale of the employment land allocation to the east of Bridge of Don is out of proportion to the housing allocation in the area. More housing land requires to be identified in the area to improve the integration of housing and employment uses and encourage sustainable walking and cycling linkages between the two. The allocation of the land at Mundurno for a residential-led development, in conjunction with the land previously allocated for development to the south west, would help address these issues.

The site lies within walking and cycling distance of the main employment land allocation, which is the anchor for the Energetica Corridor. The recent de-trunking of the A90 adjacent to the site also enables improved connections between the residential and employment areas. The phased development of both sites would achieve the critical mass considered necessary by the Council to provide neighbourhood facilities. Bus routes are also proposed through the site connecting it with Dubford, Denmore, and Murcar providing for circulation within the existing and future extended residential and employment area and connecting with existing services. As a consequence, it is considered that the site is well placed to accommodate sustainable development whilst achieving a critical mass to provide additional services and facilities capable of serving the wider community.

As regards education, it is noted that Greenbrae Primary School has sufficient capacity to accommodate the scale of development proposed "**...in the long term**". This acknowledgement is welcomed and is reflected in the scoring awarded to the site. However, the comments regarding Old Machar Academy fail to take cognisance of the proposals for a new secondary school to serve the Grandhome

development allocated through the 2012 LDP. Once completed, this will necessitate a review of catchments for both Bridge of Don and Old Machar Academies, thereby creating the potential for further development in the area. Also, Aberdeenshire Council are proposing a new Academy in the A90, Balmedie to Ellon corridor which will release further capacity within the city. Any deficiencies in education provision can be addressed through developer obligations.

Response to Scoring Matrix

In terms of the scoring matrix, having regard to the above, it is noted that the site continues to be marked down in respect of a number of the assessment criteria. However, it is contended that none of the concerns raised present insurmountable obstacles to the development of the site. All of the issues raised have been addressed through the Development Bid and associated supporting documents, including the most recent addendum attached at Appendix 1.

The issues regarding slope, flood risk, and drainage are negligible. There are no major watercourses within the site and consequently, there is no risk of flooding. It is acknowledged that localised surface water is highlighted on SEPA Flood Risk Maps, but this is capable of being addressed by improved drainage measures and the SUDS measures to be developed as part of the overall development. The site enjoys a mainly south facing aspect and it is inevitable that parts of the site will have slopes greater than 1 in 10. Given the scale of the overall site the areas in question are relatively small and have been designed into the development and do not create an impediment to development. As a consequence, it is considered that the criteria related to slope and flood risk, and drainage should have been marked higher.

Similarly, for the reasons highlighted in detail above the scores in respect of landscape fit and relationship to existing settlement should have been higher. In particular, it is considered that little cognisance has been taken of the development of the AWPR and the impact that that has had on the character of the area. It effectively now forms the outer limit of the city and provides containment to the northern expansion proposed at Mundurno.

The site is also contained by the rising ground to the north-west, which extends up to approximately 110m AOD, and forms the wider setting to the city. The site itself is generally low lying and at a similar or lower elevation than Denmore and Middleton Park. It is the land that rises to the north-west that more strongly encloses Aberdeen, reinforced by blocks of woodland which form structural vegetation. Notwithstanding the views towards the North Sea to the East and occasional views to the west, the current sense of arrival along the A90/A92 is dominated by urban fringe characteristics. For this reason the Reporter at the previous Examination in Public clearly considered that the land had no great inherent landscape quality.

Finally, in terms of proximity to facilities, whilst the current assessment notes the proximity of Bridge of Don Retail Park, it fails to amend the scoring. It also fails to acknowledge that the development itself will provide retail and health care services, as well as recreational space. These will benefit the existing community of Denmore as well as residents of the proposed development and should have been reflected in the scoring awarded to this criterion.

Summary and Recommendations

Stewart Milne Homes contend, as intimated through their representations and those of Homes for Scotland, that additional land requires to be identified for residential development. This should comprise land for development in the first period of the Plan with sites reserved for longer term development.

The land at Mundurno, as set out in the Development Bid, accompanying Masterplan and subsequent addendum, has the capacity to accommodate a sustainable mixed-use development enhancing the balance between employment and residential uses in the wider Bridge of Don area.

The Landscape & Visual Appraisal prepared and submitted with the Development Bid and the attached addendum demonstrates that the impacts on the area are likely to be minimal as the site is seen in the context of adjoining built elements and represents a contained area of low lying land with limited visibility in the wider landscape. Accordingly, it is considered that the site maintains limited visual influence over surrounding areas of countryside and is not considered to form an important component of available views. The site has, as accepted by the Reporter, no great inherent landscape quality.

This argument is reinforced following the construction of the AWPR which, as highlighted above, will provide a long term defensible boundary to the green belt and act as the northern limit of the city. It has significantly changed the character of the area and warrants a review of green belt boundaries. As such, given the requirement for additional housing it should be considered favourably for removal from the green belt and allocated for the development of housing.

The development of the site provides an opportunity to enhance the gateway experience along the A90; to reinforce the structural landscape on the northern edge of the Bridge of Don; and, to extend the green network to protect and enhance the wildlife, recreational, landscape and access value of the open space network in this area.

On the basis of all of the above, and the previously submitted Development Bid, it is considered that the site should be allocated for development. Accordingly, it is respectfully requested that this site be identified in the proposed Local Development Plan 2022 for a residential led mixed-use development, as set out in the Development Bid.

Appendix 1

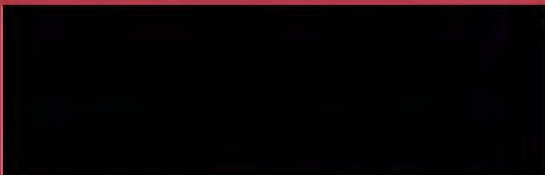
Representation to Aberdeen City Council Main Issues Report 2019

MUNDURNO

SITE B0210

MAY 2019

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**BARTON
WILLMORE**

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Introduction

SCOPE & CONTENT

This Masterplan Report has been prepared and submitted by Barton Willmore, on behalf of Stewart Milne Homes (SMH), to propose the allocation of Mundurno for mixed use development through Aberdeen City Council's (ACC) Local Development Plan (LDP) 2022.

The site has been subject to a detailed landscape and visual appraisal in accordance with recognised best practice and policy and is considered suitable to accommodate built development, incorporating existing landscape features and landscape mitigation measures where required.

Barton Willmore have prepared this Masterplan Report, including an Indicative Masterplan, in support of the identification of the site for mixed use development. The site and conceptual proposals are the result of an iterative process which commenced with a careful assessment of the opportunities and constraints of the wider area and which take cognisance of the detailed landscape and visual appraisal of the site.

The masterplan provides an indication as to the potential shape and form of development within the site and also how this would integrate with the settlement of Bridge of Don and the wider landscape.

The allocation of the site for mixed use development would assist the Council in meeting future housing requirements in an area where there is strong market demand, without compromising areas important for their qualities in respect of landscape, the natural and built environment.

Barton Willmore and Stewart Milne Homes would welcome an opportunity to discuss these proposals with the Council and would wish to be informed of the Council's consideration of this site. We would also wish to be informed of the continuing progress of the LDP.

RESPONSE TO PRE-MIR REPORT

Growth Strategy

The Council appear to have advocated a concentric growth pattern for the north of the City over the previous local development plan periods and within the Pre-MIR Report which is constraining development and putting pressure on existing allocations. This is evidenced when considering the outcomes of the Pre-MIR Bid Assessment within which large single sites, such as Grandhome, have seen increased housing allocations based on raising the average densities from 30 dph to 40 dph and in so doing increasing development capacity from 4,700 units to 7,000 (as an example). This approach indicates that pressure could be placed on such sites to deliver housing as a result of the Council's preferred approach to city growth where significant swaths of countryside / greenbelt land separate the city edge from the AWPR.

Currently there is one main exception to this, that being the corridor of growth via Dyce / the Aberdeen Airport along the A96. It is worth noting that this large area of development does not necessarily have any adverse impact on the setting of Aberdeen City.

We would respectfully suggest that a growth pattern be encouraged that considers appropriate growth corridors / fingers of development along key arterial routes that currently provide higher accessibility to public transport / strategic road network and a mix of land uses that includes jobs close to homes and access to leisure and recreation. We also consider that such an approach is therefore aligned with maximising the potential benefit of the Aberdeen Western Peripheral Route (AWPR) and other infrastructure investment.

These fingers of development need not necessarily be continuous built form, but can provide the opportunity for lateral green / movement corridors and could either be extensions to the existing main city boundary / existing villages or indeed new standalone villages, but all of which would be delivered along key arterial routes, such as the A90, with a mix of uses and in close proximity to junctions with the AWPR. An example of this would be the existing A93 corridor that includes Cults, Bieldside, Milltimber and Peterculter.

This approach is not to devalue or overlook the importance of the wider landscape and green networks around the edge of the city i.e. its setting. We believe that instead of a blanket swathe of land being safeguarded, a more detailed assessment of the function / quality of landscape would indicate that the setting of the city could be respected and reinforced while also accommodating growth in the most appropriate and sustainable locations.

With respect to the green belt, Scottish Planning Policy (SPP) notes that green belt "may encircle a settlement or take the shape of a buffer, corridor, strip or wedge" as appropriate to the location (para. 51). A finger approach can provide a closer relationship between a settlement and open space; and can enhance the provision of access to open space, which is one of the three ways in which green belt designations support the spatial strategy of cities.

It is worth noting that given Mundurno is adjacent to, and forms an extension of, Bridge of Don, it would also be supported by a concentric pattern of growth.

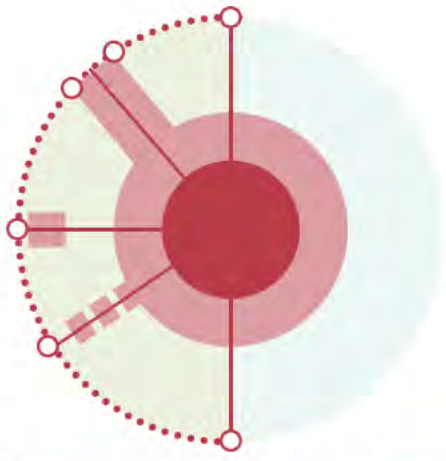


Figure 1 : Concentric Growth Plan - current ACC approach

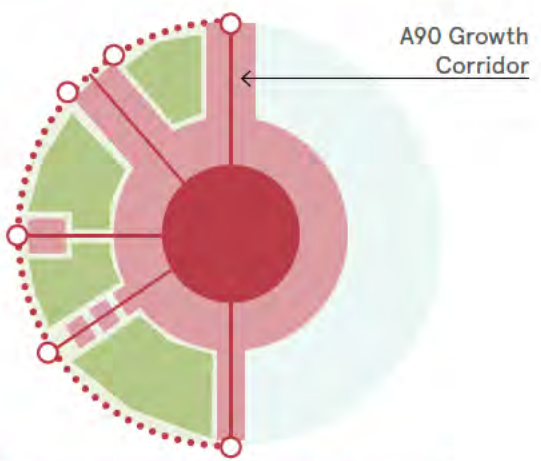


Figure 2 : Finger Growth Plan - potential future approach

A NORTHERN CORRIDOR OF SUSTAINABLE GROWTH

The Pre-MIR report indicates that the Council have assessed a number of sites that lie north of the existing settlement boundary and on land, identified through their assessment process, as being of a high landscape quality and performing an important greenbelt function, particularly in that it significantly contributes to the setting of the City.

We do not consider that all of the land promoted and deemed undesirable is so. Indeed, the site at Mundurno occupies land that is in close proximity to the A90, a major junction with the AWPR as well as existing and planning areas of employment and leisure / recreation.

Now that the AWPR is complete and operational its impact and opportunity has become ever clearer. Undoubtedly, this new road infrastructure has altered the physical context and appearance around Aberdeen and this location is no different. The setting of the city has evolved and this also brings with it huge opportunity.

The A90 is a key and strategic corridor and one which forms the spine of Energetica which is considered to play a key role in Aberdeen City and Shire’s economic future. Therefore, it seems only logical that appropriate and sensitively located and designed development alongside this corridor would support the aims of sustainable economic growth.

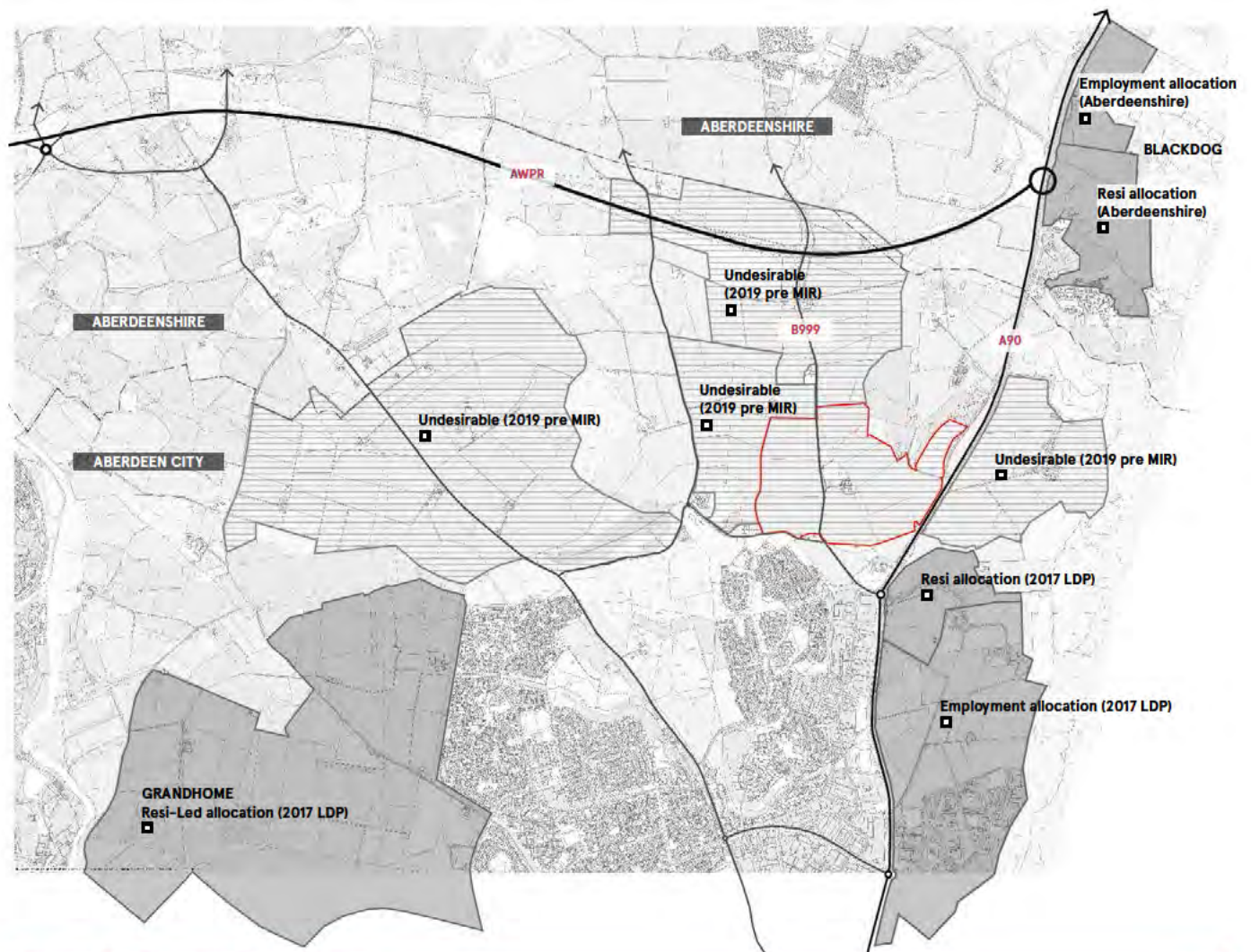


Figure 3 : Planning Context Plan

Mundurno: An Extension of Bridge of Don

Our vision for the development of this land is an extension of Bridge of Don to the north.

This sites supports the logical corridor of growth along the A90 and could deliver a sustainable mixed use community that respond sensitively to site conditions and connection across the wider landscape.

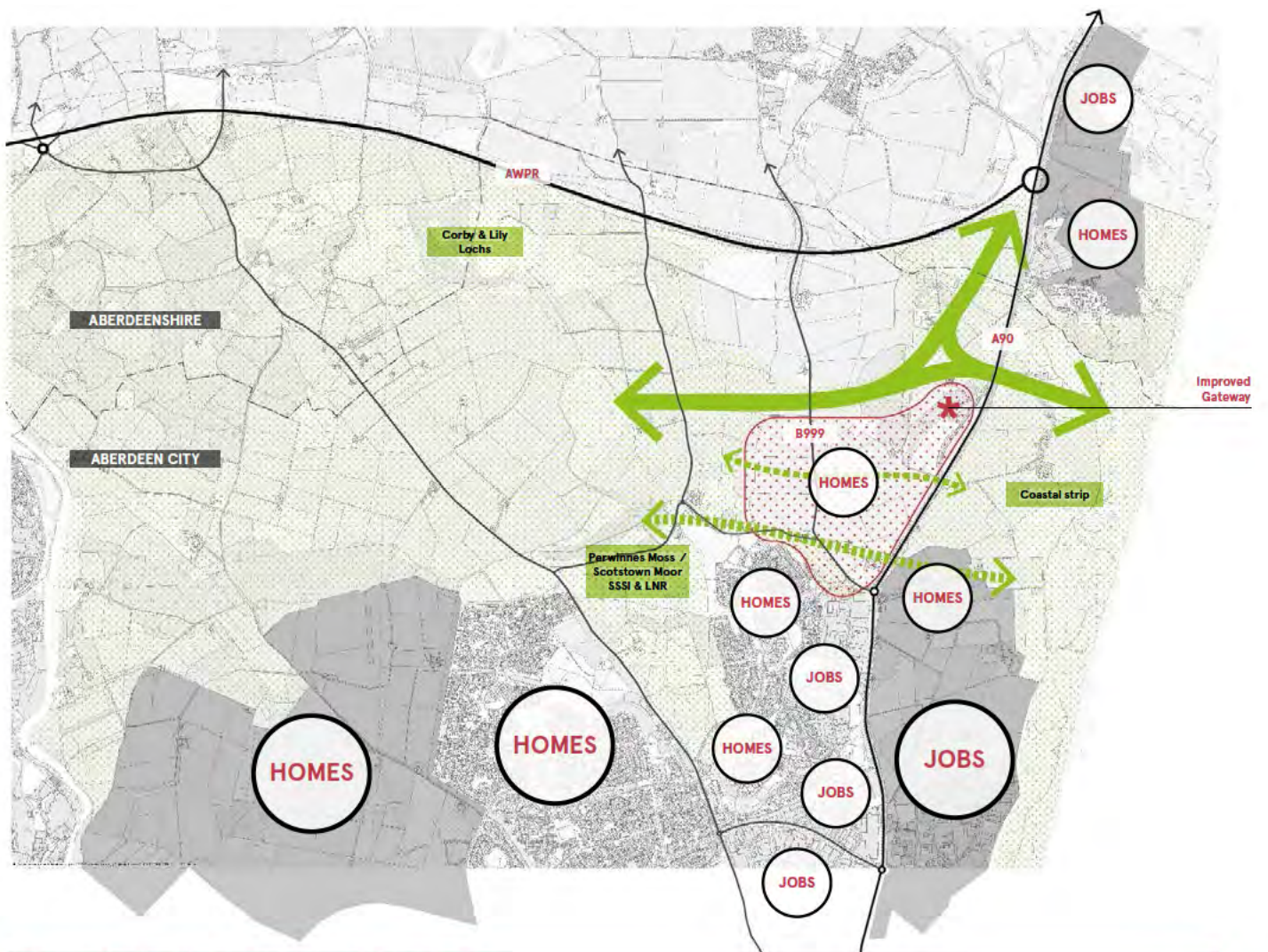


Figure 4 : Northern Corridor of Growth Plan

SITE LOCATION & DESCRIPTION

The land falls from 65 metres AOD in the west to 35 metres AOD to the east. Most of the site gently slopes with only a small section steeper than 1:10.

A Scheduled Monument (SM) – Standing Stone is located within the south west of the site.

There is very little tree planting/vegetation within the site and surrounding area.

A network of drainage ditches and small bodies of water are located throughout the site.

There are two dwellings located centrally within the site; Hillcrest and Mundurno Farmhouse. These are currently accessed off the B999 which runs north south through the centre of the site.

The site is predominantly bounded by fields to the north & west, a former landfill site to the North-East, A90 to the east and Dubford and roads to the south.

The Hill of Tramaud directly abuts a section of the north eastern boundary. The Hill was previously a landfill site, however, has undergone considerable restoration since 2011 restoring it back to agricultural use.

The recently developed Dubford site is located to the south of the site, accessed off the unnamed road which runs between Shielhill Farm and the B999.

1 Mundurno Farmhouse



2 Existing Landscape Features



3 A90 Access



4 Dubford



5 View of B999 looking south



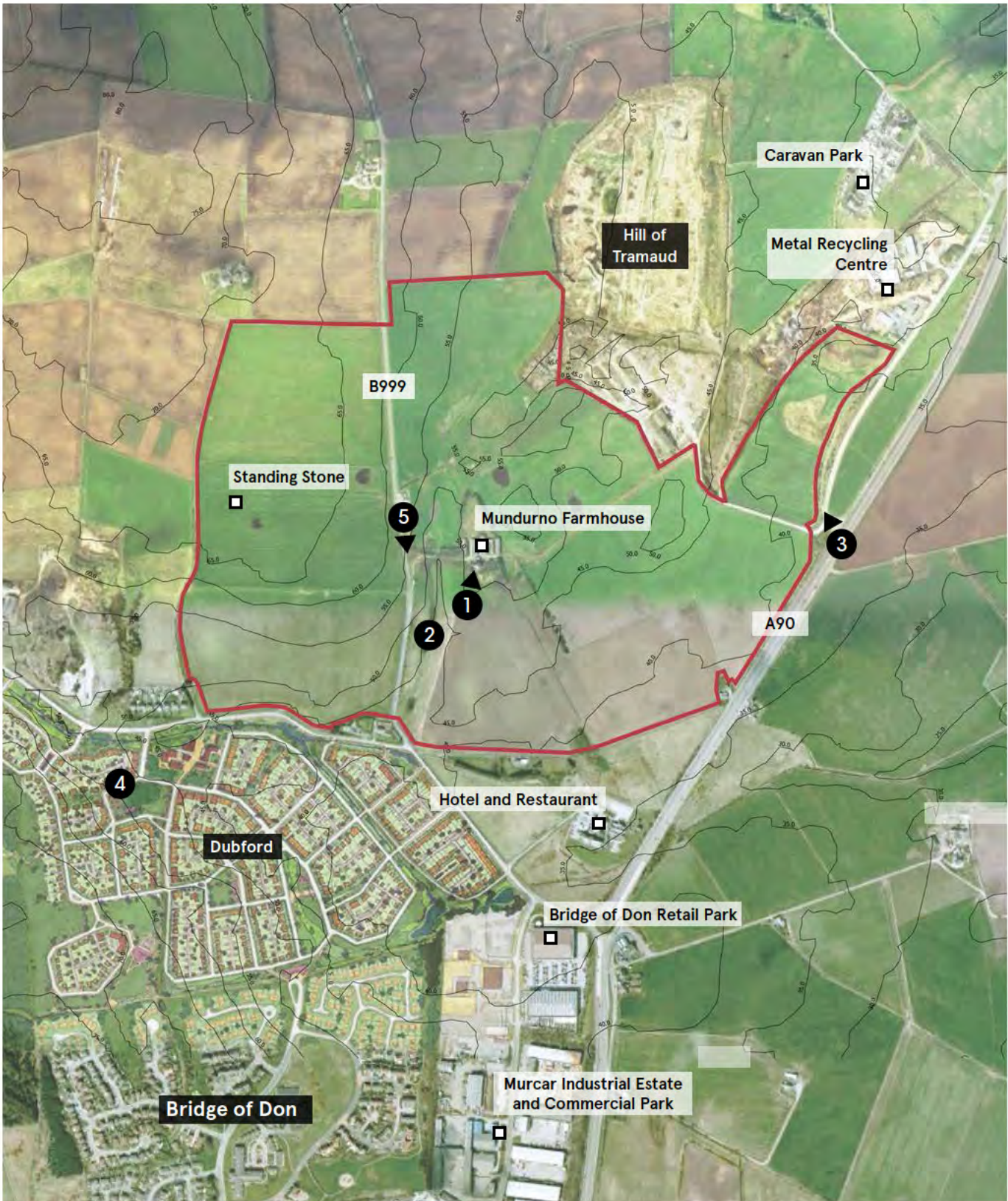


Figure 5 : Site Location Plan

Landscape Assessment

SETTING OF POTTERTON

The proposed development will maintain a separation distance of over 1.6km between Aberdeen and Potterton, a village within Aberdeenshire. However, in addition to the distance is the nature of the landscape that separates the two settlements and how this is experienced.

A local ridge line prevents inter visibility between Potterton and Aberdeen, and this is further reinforced by the alignment of the AWPR which introduces a very significant new engineered element into the intervening landscape. Departing Potterton and heading towards Aberdeen includes rising up and over the local ridge line and bridging over the AWPR. Beyond the ridge line and road, one arrives into the outskirts of Aberdeen, with elevated views afforded across the city.

IDENTITY AND SETTING OF ABERDEEN

The introduction of built form and green infrastructure into the site will extend the settlement edge to the north, along the B999 and A90. Whilst the built form will rise up to approximately 65m AOD, this is entirely in keeping with the existing settlement, that flows over the undulating landscape, up to approximately 85m AOD and with plans to extend up above 90m AOD to the west. The site is contained by the rising ground to the north-west, which extends up to approximately 110m AOD, and it is this that forms the wider setting to the city.

Existing built form within the site and its immediate context comprises predominantly of houses and steadings. However, to the east, a caravan park, former land fill, scrap yard, houses and other urban fringe uses introduce built form and urban influences along the A90 corridor and eroded patterns of landscape features, which form the foreground in views towards the site. Together with the major new junction at Blackdog, the current sense of arrival into Aberdeen along the A90 is dominated by urban fringe characteristics, despite the views towards the North Sea to the east and occasional open views to the west.

Arrival into Aberdeen from the B999 rises up over a local ridge line and the newly constructed bridge over the AWPR. Elevated views of Aberdeen seen within its wider landscape context are afforded from the ridgeline, extending across and over the site. The landscape surrounding Aberdeen to the north varies in condition and quality, with a greater concentration of urban fringe uses and influences to the east towards the A90 corridor and a more intact landscape to the west.

Whilst the site has been described as comprising rising land that forms the setting or backdrop to Aberdeen, the site is generally low lying and at a similar or lower elevation than Denmore and Middleton Park. It is the land that rises to the north-west that more strongly encloses Aberdeen, reinforced by blocks of woodland and structural vegetation.

GREEN BELT BOUNDARY

Whilst the existing green belt boundary comprises of local and b-roads, and is therefore defensible, there are a number of urban fringe influences and built form between the edge of Aberdeen and the AWPR. The quality and character of the green belt has been influenced by the construction of the AWPR and the new junction at Blackdog has fundamentally altered the character of the landscape in the local area.

The AWPR as a green belt boundary is further reinforced by the local ridge line that separates the viewsheds of Aberdeen and Potterton, and therefore would be a highly appropriate and defensible green belt boundary, with landscape features, heritage assets and views within the AWPR boundary incorporated into the Green Infrastructure network to promote recreational and biodiversity links and landscape character.

Directing development to the most appropriate locations and supporting regeneration

Extending development into the site would constitute an appropriate location for development, forming part of a robust settlement edge and extending into an area of low landscape sensitivity located along an established transport corridor. Focussing development along the A90 affords opportunity to support regeneration of the urban fringe uses currently present between the site and the A90.

Protecting and enhancing the character, landscape setting and identity of the settlement

Development within the site would be located within the area of lower lying topography that is contained by the rising land to the north-west. Any views of the proposed development would remain within the existing visual catchment of Aberdeen and be associated with the existing pattern of development that extends across the undulating terrain. The sense of visual and perceptual separation between Denmore and Potterton is retained.

Development would preserve landscape features of value and visual corridors through the network of Green Infrastructure and open space within the site and the orientation of the development layout. As such, the development offers an opportunity to enhance recreational and habitat links across the site and between the coast, countryside and natural heritage areas.

Protecting and providing access to open space

The proposed development with associated Green Infrastructure would reinforce legible green links through the development and enhance recreational access across the site, linking into the existing open space network.

The green belt boundary can be established along the defensible line of the AWPR, as a belt, or as fingers of development that safeguards the more important and significant landscape features to the east and west that form the setting and development limits to Aberdeen whilst allowing for growth.

Site Context

The context of the site provides a basis for design decisions. An analysis of the local character including the retail, leisure, employment opportunities and transport systems has been undertaken to inform the proposals.

RETAIL

The Bridge of Don Retail park is located in close proximity to the site, just under 800m away (which includes a Marks & Spencer Foodhall, Home Bargains, Costa Coffee and B&Q, amongst other retailers). There are also several convenience stores and services dispersed throughout the area, such as Boots pharmacy on Scotstown Road, approximately 2km from the site, and the Bank of Scotland on Ellon Road approximately 2.4km from the site. The nearest large supermarket is Asda which is situated in the Middleton Park District Centre on Jesmond Drive, around 1.8km from the site.

Locally, the development at Dubford, south east of the site, will provide a mix of commercial uses to serve it and can be accessed by neighbouring communities.

EMPLOYMENT

The closest employment opportunities to the site at present lie within the converted Mill of Mundurno, less than 200m south of the site. The Mill of Mundurno has been transformed into a restaurant and hotel, offering numerous job opportunities.

Murcar Industrial Estate and Commercial Park are located less than 400m south of the site, adjacent to the A90/ Ellon Road and can be easily accessed by residents and commuters through private transport and/or public bus services.

Further south of the Murcar Industrial Estate and Commercial Park are Denmore Industrial Estate and Bridge of Don Industrial Estate. Combined, these industrial estates provide an extensive strip of employment land which links directly to the Science and Energy Park at the heart of Bridge of Don.

Masterplan Zone 1 has allocated 27 hectares of land to employment to be developed between 2024 and 2030. The Energetica project may attract further employment uses to this locale. Provision for nearby residential development land must be capable of supporting the principles of sustainable development, in other words reducing the need to travel by putting a sufficient number of homes near these jobs.

Beyond the Industrial Estates there are a number of hospitality services such as hotels, pubs and restaurants dispersed throughout the settlement. These facilities are mostly outside the walking distance from the site. The dispersed nature of facilities is an issue for the existing population around Bridge of Don. New development at Mundurno should consider a level of provision and access to facilities that would also benefit the existing community.

EDUCATION

There are four primary schools in the area: Greenbrae, Glashieburn, Middleton Park and Scotstown. The site lies within the catchment of Greenbrae Primary School, located approximately 1.5km south of the site.

There are two secondary schools in the area: Oldmachar Academy and Bridge of Don Academy. The site lies within the catchment of Oldmachar Academy, located approximately 2km south west of the site. Bridge of Don Academy lies just over 2km south of the site.

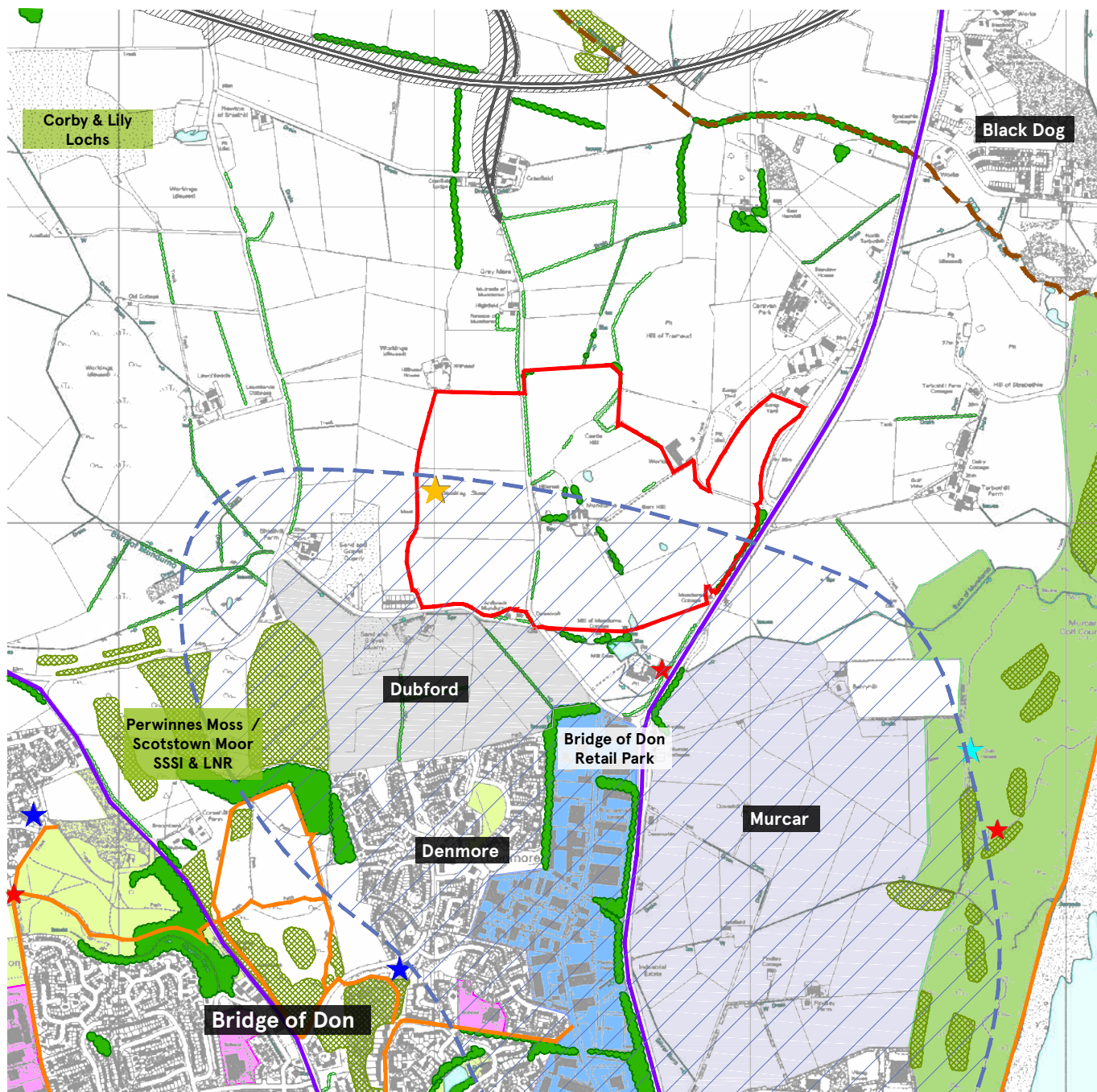
The University of Aberdeen is located less than 5km south of the site, in Old Aberdeen, north of the City Centre.

PLACES OF WORSHIP

Within the Bridge of Don area there are four churches: Bridge of Don Baptist, Oldmachar, Bridge of Don Destiny and St Columba's Catholic.

Bridge of Don Baptist Church in Denmore and Oldmachar Church in Middleton Park are the closest to the site, located approximately 1km to the south.

Bridge of Don Destiny Church and St Columba's Catholic Church are approximately 2km south of the site.



- | | | |
|----------------------|---------------------------------------|------------------------------|
| Site Boundary | Masterplan Zone 1 Area * | Urban Open Space |
| AWPR | Dubford Site * | Aberdeen City Boundary * |
| Bus Routes | Murcar Site * | Listed Buildings** |
| Core Paths* | Industrial Estate and Commercial Park | Scheduled Ancient Monument** |
| Existing Vegetation | Education | Place of Worship |
| Existing Watercourse | Golf Course | Golf Course Club House |

source: * Aberdeen City Council ** Historic Scotland

Figure 7 : Context Assessment Plan

FUTURE DEVELOPMENT

Part of the site lies within Masterplan Zone 1 of the existing Aberdeen Local Development Plan. Masterplan Zone 1 identifies the sites of Dubford and Murcar for development and considers these under one masterplan to best coordinate the planning and delivery of associated infrastructure. 550 new homes are currently under construction at Dubford, whilst Murcar is allocated for 27 hectares of employment land. Several strategic footpath/cycleway routes are proposed within Masterplan Zone 1, as well as a bus route from Dubford through Denmore, which may connect to existing services into Aberdeen City.

The site also falls within the 30 mile Energetica corridor between Aberdeen and Peterhead. Energetica seeks to consolidate the region as a global all-energy hub with the aim of attracting new high level investment and supporting the export drive of indigenous businesses and industry. Energetica aims to create a concentration of energy technology companies, housing and leisure facilities stretching north from Aberdeen along the coast.

OPEN SPACE

Bridge of Don contains numerous large open spaces and fields. Scotstown Moor Local Nature Reserve (LNR) is located less than 400m south west of the site. The LNR is open to the public and provides a vast network of pathways, including Core Paths and Aspirational Paths, which link the reserve to the coast. The 34ha reserve straddles the B997 abutting Middleton Park to the west, and stretches south into Denmore.

The Energetica project plans to enhance the green space network in and around the area and provide linkages to the coast.

LEISURE

There are three main leisure attractions within close proximity to the site: Murcar Links Golf Course located 1.2km east of the site; an indoor go-karting centre; and, an indoor football centre, both located in the Bridge of Don Industrial Estate, around 1km south of the site.

TRANSPORT

Bridge of Don is served by a range of bus routes. The majority of bus routes include numerous stops on Jesmond Drive, Scotstown Road and the A90, which are connected and lead towards the Bridge of Don Industrial Estate. Masterplan Zone 1 proposes a new bus route from Dubford through Denmore with frequent public transport to serve the whole area, and, which may include extensions to existing services. It is likely that future bus services will be reconfigured to make provision for the growing employment opportunities at Murcar.

Bridge of Don is linked to Aberdeen Train Station by a range of bus services.



Site Assessment

A review has been made of the opportunities and constraints for development on this site. Further site specific surveys will be carried out at the appropriate stage and before submission of a planning application. The issues influencing the proposed development are reviewed below.

TOPOGRAPHY

The site is undulating, forming a series of low hills rising to between 40 and 65 metres AOD. Most of the site is gently sloping with only small sections steeper than 1:10.

VEGETATION

There is limited vegetation in the surrounding area and within the site.

HERITAGE

A Scheduled Monument Standing Stone is located to the west of the site. The proposed development will provide a landscape setting for the SM with development set back at least 120 metres.

ECOLOGY

Much of the site is actively farmed and there are no known species or habitats of significant importance within the site. A green corridor could provide ecological connectivity between land to the north of Mundurno Farm and the area to the south of the site.

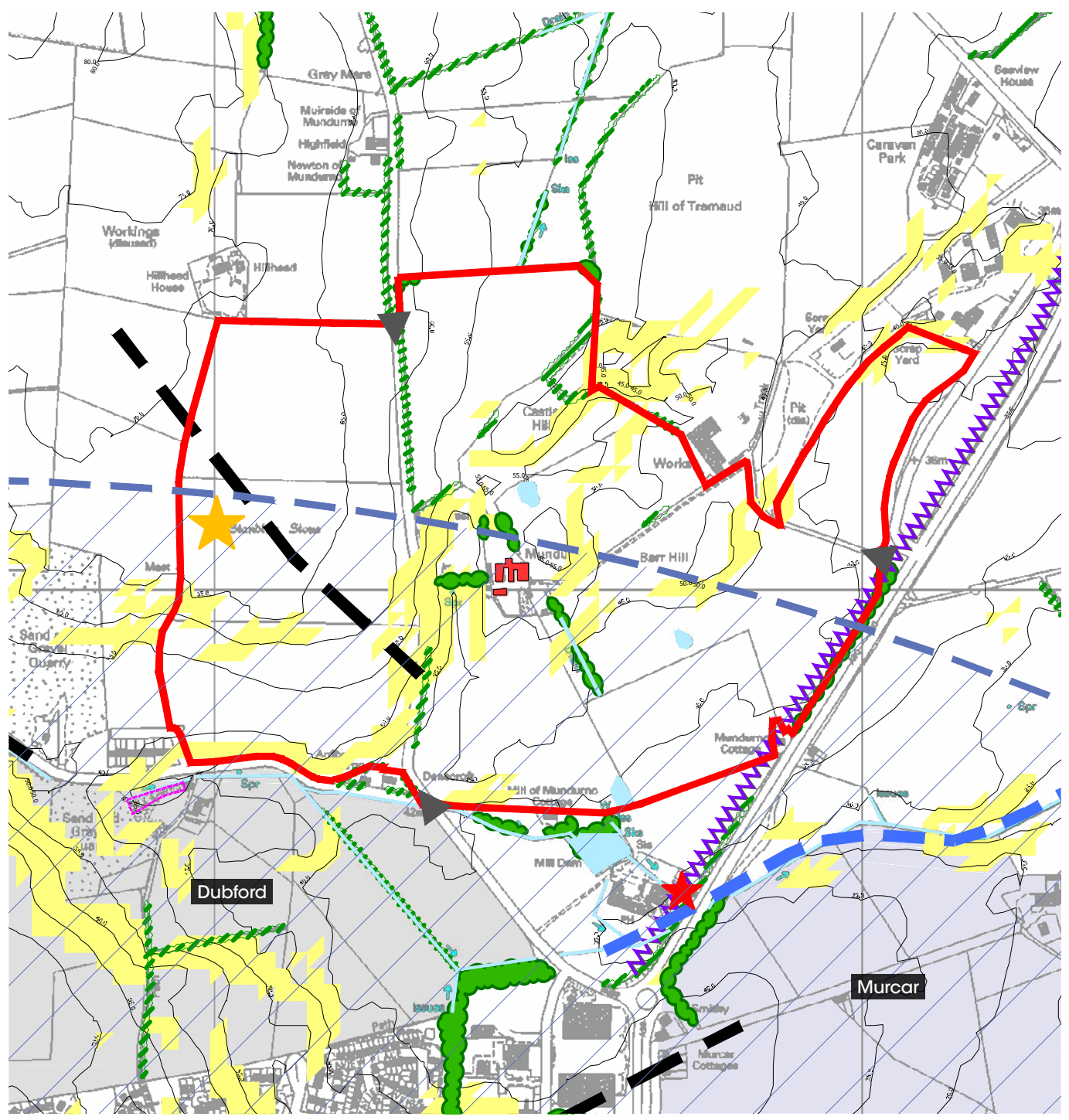
HYDROLOGY AND FLOODING

There is a watercourse which runs from west to east along the south of the site and Mill of Mundurno Cottage. A drain to the south of Mundurno Farm runs north south linking with this watercourse.

With reference to SEPA's indicative Flood Map the site is not at risk from river flooding, but does contain three ponds which are identified as areas of surface water flooding.

ACCESS AND CIRCULATION

The site is bisected by the B999. The AWPR provides an opportunity to access the site from the new interchange to the north. The internal circulation system should be designed to focus access on an east west axis, primarily from the east. Movement restrictions for general traffic will manage any increase in flows through the existing network of residential roads to the south west.



- | | | |
|--------------------------|------------------------------|------------------------|
| Site Boundary | Valleys | Potential Noise Source |
| Potential Access | Ridgelines | Buildings within Site |
| Existing Vegetation | Listed Building** | Drains / Watercourses |
| Tree Preservation Order* | Scheduled Ancient Monument** | Land Steeper than 1:10 |
| Contours | | |

source: * Aberdeen City Council ** Historic Scotland

Figure 8 : Site Assessment Plan

Landscape and Visual Capacity

Figure 9 illustrates the development potential of the site with reference to important landscape features and visual characteristics. This divides the opportunities and constraints for development (in landscape and visual terms) in the following manner:

- Areas of highest landscape/visual constraint: suitable for open space/woodland link creating a backdrop to development.
- Areas of high landscape/visual constraint: suitable for development that includes retention and reinforcement of existing landscape framework to create a sympathetic development edge.
- Areas of moderate to low landscape/visual constraint: suitable for medium to high density development that retains and enhances the existing landscape framework, where possible.

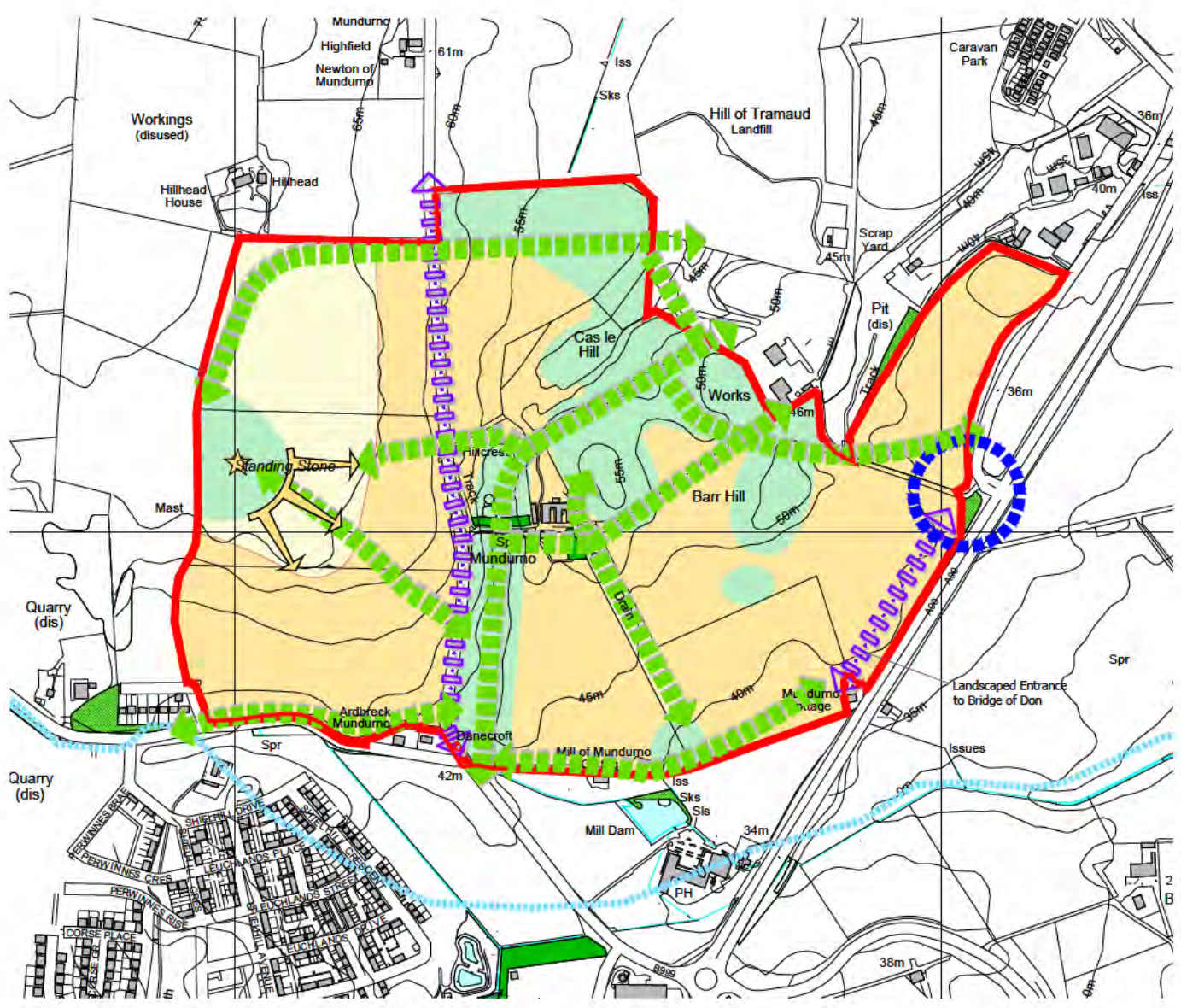
Key principles identified in the landscape and visual opportunities and constraints mapping that have informed the masterplan development include:

- To create Green Infrastructure that is informed by natural processes, existing landscape features and cultural artefacts, extending through the site and promoting east-west links between the coast to the east and important natural heritage areas to the west;
- Positively address the negative detractors in this area, which includes the Hill of Tramaud landfill and urban fringe uses, and enhance experience of arrival into Aberdeen along the A90;
- Reinforce existing gappy hedgerows and tree belts with appropriate native species to improve the condition of the landscape; and
- To provide an appropriate setting to the proposed built development to create a distinctive sense of place through the quality of the urban design and landscape design and visual appeal.

The construction of the AWPR has introduced a significant new element into the landscape, which impacts on the sense of arrival into Bridge of Don and Aberdeen. The degraded quality of the landscape and urban fringe character of the site and its immediate surroundings have been further eroded by the construction of the AWPR, including the associated access roads, loss of vegetation and site compounds along the route.

The development of the site provides opportunity to enhance the gateway experience into Aberdeen along the A90; to reinforce the structural landscape on the northern edge of the Bridge of Don; and to extend the Green Infrastructure network to protect and enhance the wildlife, recreational, landscape and access value of the open space network in this area.

Due to the nature of the landform, which rises up to a local ridgeline to the north, and the presence of the AWPR, the separation between Bridge of Don and Potterton would be retained with a gap of over 1.6km and there would be no intervisibility between the proposed development and Potterton.



- Potential Green Corridor / Green Infrastructure
- Potential Gateway Planting / Green Link
- Potential Views from Site
- New Gateway along A90
- Areas of Highest Landscape / Visual Constraint
- Areas of High Landscape / Visual Constraint
- Areas of Moderate Landscape / Visual Constraint
- Areas of Low Landscape / Visual Constraint

Figure 9 : Landscape Appraisal Plan

Development Parameters

The evaluation of Site assessment has informed a set of development parameters through which a Masterplan can be developed for the effective extension of Bridge of Don.

LAND USE

A mix of land uses are proposed to support this new community which includes approximately 40 ha for residential land delivering c.1,000 to 1,200 homes, approximately 2.25 ha for a primary school (or c.60 additional homes if school is not required), approximately 1.75 ha for a mixed-use centre (including conversion of the Mundurno Farmhouse, retail, health care, business and residential). Open space will comprise some 22.5 ha, including formal and informal areas of open space, green corridors and SUDS.

ACCESS & MOVEMENT

The development will be primarily access from the B999 which will be retained on its current alignment forming a spine to the development. A mix of uses and open space either side will inform driver behaviour and vehicle speeds. Formally speed limits could also potentially be reduced from 60 mph to 30mph.

Accessed by the B999, a clear hierarchy of streets will be provided that form a permeable and legible street pattern, one which is further enhanced by street orientation that provides views east and south east towards the North Sea.



Figure 10 : Land Use

Figure 11 : Access & Movement

LANDSCAPE

A range of open spaces will be provided to serve the needs of all age groups in the development. Open space is distributed across the site with three main areas; one, to the east of the site, providing a landscape buffer to the Standing Stone, the second, acts as a green spine alongside the main north south spine, and the third, provides green corridors within the development, safeguarding existing landscape features and providing green routes through the site.

These green corridors would integrate with a wider orbital corridor of green space which links the coast with Perwinnes Moss / Scotstown Moor.



URBAN FORM

Perimeter blocks provide a clear distinction between public and private space and create a legible and permeable environment. All streets, spaces and paths will be well overlooked. Feature buildings (defined by scale, detailing and materials) will emphasise spaces and routes to support legibility.



Figure 12 : Landscape & Open Space

Figure 13 : Urban Form

Indicative Masterplan

The proposed development will contribute to the creation of a sustainable neighbourhood of approximately 1,000 to 1,200 homes on the northern fringe of Aberdeen, which integrates new development and the existing settlement pattern. It is intended as an extension to Bridge of Don, well connected by road and path networks.

Next to major employment areas, including the Science and Energy Park, the development will help achieve a better balance in the distribution of housing and jobs and, potentially, reduce the need to travel to work. Mundurno will bring a wide range of benefits to the existing community and help create an attractive gateway to the City from the north.

The proposal at Mundurno is residential-led with a mixed use community and retail hub at its heart.

STRUCTURE AND PLACEMAKING

The spine of the proposed development is formed by the B999 and an area of open space that also lies alongside the mixed-use centre allowing activity to 'spill out' into the space. This green space also helps maintain views out and over the development towards the North Sea.

Topography and views play a central role in the street structure where eastern and south eastern view corridors along streets and green routes connect the site visually to the coast.

The street and green space structure also provides strong east-west connections from the coastal landscape through to Perwinnes Moss / Scotstown Moor.

The standing stone located in the western area of Mundurno has been given a significant offset (c.120m) to help protect its setting as well as retain views east and south from this elevated position.

A mixed use local centre will create a focus for the new development and the wider area. The local centre will include a range of facilities, reducing the need to travel, and the use of unsustainable modes of transport.

LANDSCAPE

A new landscape structure will be created incorporating retained vegetation which improves environmental quality, enhances biodiversity and creates shelter. The retention and sympathetic profiling of the landform will make best use of the topographical value of the site to create a series of open, low hills which are a distinctive element of the landscape of the area. The minor regrading of the landform will take place in association with the construction of the link road. The objectives of the landform exercise will be to:

- Retain vegetation and other features where possible;
- Be in keeping with the landscape character of the area;
- Minimise cuttings and embankments;
- Create usable open space areas; and
- Create east-west green connections to support the orbital corridor of green space linking the coast with Perwinnes Moss / Scotstown Moor.

The treatment, including species of plants, will be in keeping with the landscape character and climate of the area. A series of wooded spines provide containment and ecological connectivity.

KEY FEATURES

- ① Mixed Use Centre
- ② Potential primary school
- ③ Vehicle and pedestrian / cycle link to A90
- ④ Central green spine
- ⑤ East-West green connections
- ⑥ Significant open space around the Standing Stone



Land Use	Area
Residential Land	c. 40 ha
Mixed Use Centre	c. 1.75 ha
Primary School	c. 2ha
Open Space (Including SuDS)	c. 27.25 ha
TOTAL	c. 71 ha

Indicative Phasing

It is likely that all three phases of construction, consisting of approximately 1,000 to 1,200 homes, could be complete between six and eight years.

These phases are indicative and subject to revision following discussions with Aberdeen City Council.

- Phase One extends to approximately 27 hectares and could deliver c. 250+ homes
- Phase Two extends to approximately 24 hectares and could deliver c. 250+ homes
- Phase Three extends to approximately 20 hectares and could deliver c. 500+ homes

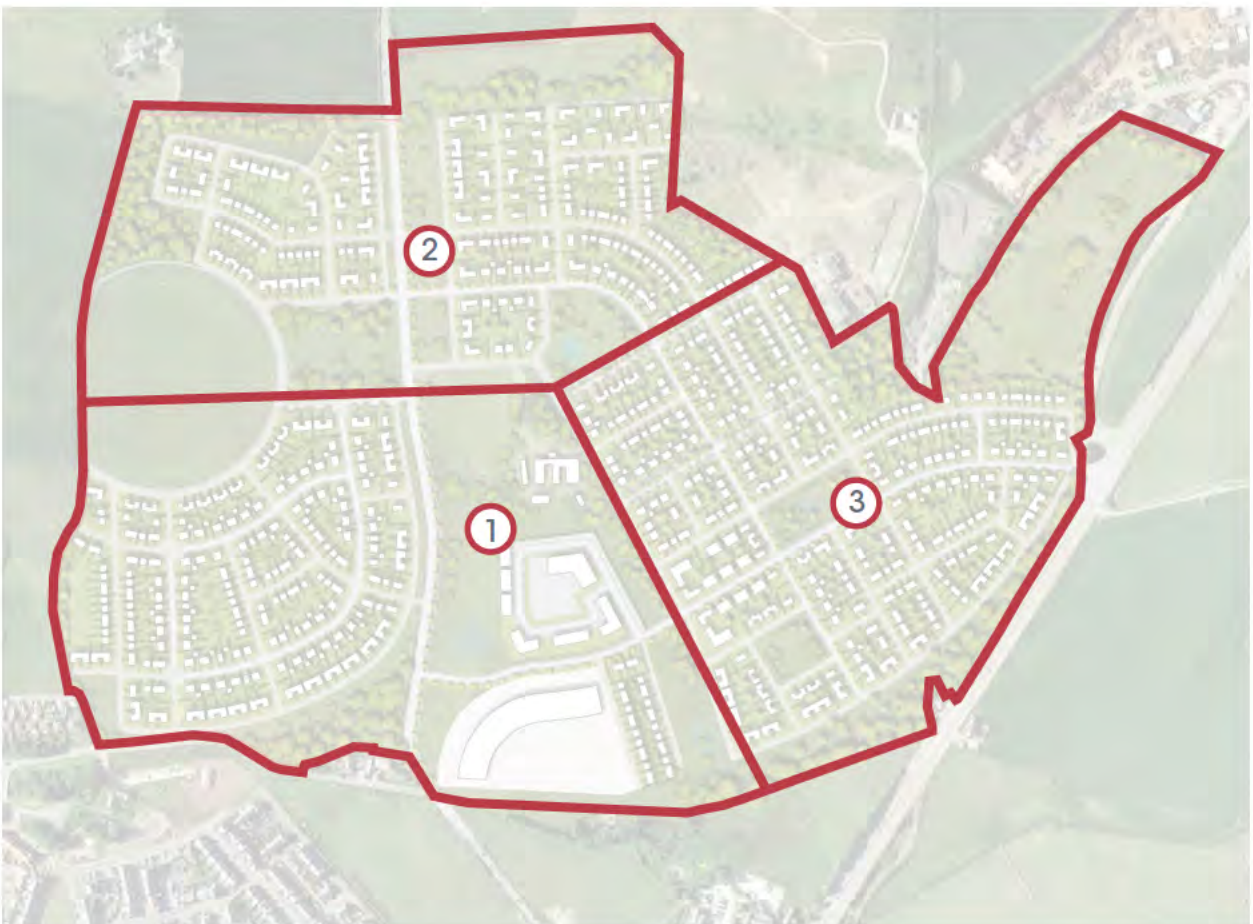


Figure 14 : Indicative Phasing Plan

Conclusion

This report and representation demonstrates that the site at Mundurno is an appropriate and suitable development site capable of delivering approximately 1,000 homes through a residential-led mixed use masterplan approach. The proposal would effectively form an extension to Bridge of Don, offering high quality residential development which will integrate effectively with the surrounding built form.

Murdurno's strategic location would support a sustainable pattern of city growth along the A90 corridor where it provides the opportunity to place homes close to jobs and leisure / recreational opportunities and support recent infrastructure investment such as the AWPR. With that said, given that it is adjacent to, and forms an extension of, Bridge of Don it would also be supported by a concentric pattern of growth.

Importantly, this pattern of growth would not be to the detriment of the wider landscape, with the opportunity to provide east-west green linkages between the coast Perwinnes Moss / Scotstown Moor and beyond.



Aberdeen Local Development Plan Review

Main Issues Report Response Form 2019

Aberdeen City Council has published a Main Issues Report (MIR) which is part of the process of preparing a new Local Development Plan. It is designed to gather views on specific proposals and sets out options for dealing with the key planning matters facing Aberdeen over the next 20 years such as the location of new housing and employment development, the future of retailing and the City Centre, housing needs and tackling climate change. It also includes a number of potential new policies which would be used in the determination of planning applications.

The MIR has been published alongside a Monitoring Statement and Environmental Report. Copies are available to view at Marischal College, Broad Street, Aberdeen. These, and other supporting documents, are available at: - www.aberdeencity.gov.uk/aldp2022

Everyone now has the chance to comment on the report and associated documents. All comments received will be considered and used to inform the preparation of the Proposed Aberdeen City Local Development Plan. There will be a further opportunity to comment on the Proposed Plan when it is published in early 2020.

The consultation runs from 4 March 2019 to 13 May 2019.

Responses to the published documents can be:

- made online at:- <http://consultation.aberdeencity.gov.uk/planning/mir2019>;
- emailed to:- ldp@aberdeencity.gov.uk; or
- by post to:- Local Development Plan Team, Strategic Place Planning, Aberdeen City Council, Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen, AB10 1AB.

Completed response forms should be with us no later than 13 May 2019.



YOUR DETAILS

Name	John Findlay
Organisation (if relevant)	Ryden LLP
On behalf of (if relevant)	Stewart Milne Homes
Address	
Postcode	
Telephone	
E-mail	

Thank you for taking the time to complete this response form. If you wish to be added to the LDP e-mailing list to be kept informed of our progress in producing the next Local Development Plan, please tick here



If yes, please provide an e-mail address

PRIVACY STATEMENT

As part of the review of the Local Development Plan, Aberdeen City Council (ACC) will offer you several opportunities to submit your views and comments. These opportunities will range from the current consultation stage, the Main Issues Report, where we will ask you to comment on specific proposals and alternatives to the Proposed Plan stage where the set view of ACC has been established.

ACC are legally required to consult at this stage and at Proposed Plan stage. This is set out in the Town and Country Planning (Scotland) Act 1997 (as amended) and supporting regulations. The Environmental Assessment (Scotland) Act 2005 also requires us to consult on a Strategic Environmental Assessment Environmental Report.

By submitting a response to the consultation, you understand that ACC can use the information provided in this form, including personal data, as part of the review of the Aberdeen City Local Development Plan. ACC will not share or disclose any personal data about you to any organization or person unless it is authorized or required to do so by law.

The data controller for this information is ACC. We understand our legal basis for processing this information as Article 6(1)(c) of the General Data Protection Regulation as this is an activity we are legally required to carry out under the Town and Country Planning (Scotland) Act 1997 (as amended) and supporting regulations and The Environmental Assessment (Scotland) Act 2005. The data on the form will be used to inform the preparation of the Proposed Aberdeen City Local Development Plan 2022. At the end of the consultation, where contact details have been provided, the Local Development Plan team will provide you with a respondent number. You may also be contacted about the comments you have made and, as obliged by the Town and Country Planning (Scotland) Act 1997 (as amended) and supporting regulations, the Local Development Plan team will contact you to inform you of the publication of the proposed Aberdeen Local Development Plan in early 2020. If you chose not to provide your contact details, your comments will still be valid but we will not be able to contact you in the future.

Responses will be collated, redacted, summarised and stored electronically or in locked cabinets in Marischal College. All redacted responses will be published, alongside the respondents name (if provided), on the Aberdeen City Local Development Plan website. Contact details will not be made public, but your name and respondent number will be published.

Aberdeen City Council will only keep your personal data for as long as is needed. Data will be kept until the emerging Local Development Plan is itself replaced – this is likely to be around 5 years following its adoption in 2022 – so 2027. Following this, data will be disposed of in a secure manner.

YOUR DATA, YOUR RIGHTS

You've got legal rights about the way ACC handles and uses your data, which include the right to ask for a copy of it, and to ask us to stop doing something with your data. Please contact the Council's Data Protection Officer by e-mailing DataProtectionOfficer@aberdeencity.gov.uk or writing to Data Protection Officer, Aberdeen City Council, Governance, Level 1 South, Marischal College, Broad Street, Aberdeen, AB10 1AB. More information is available at: - <https://www.aberdeencity.gov.uk/your-data>

YOUR COMMENTS

Which document(s) are you commenting on?	<ul style="list-style-type: none">• Main Issues Report• Strategic Environmental Assessment Environmental Report• Monitoring Statement	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
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Please indicate the document and the specific Issue, Question, Site, Policy, Map or Table you are commenting on. Please provide your comments below and explain your reason for supporting, opposing or commenting on this specific part of the document.

Please refer to attached Paper Apart.

Representations to the Aberdeen City Local Development Plan 2019 Main Issues Report on behalf of Stewart Milne Homes in relation to Site No: B0211, Newton of Mundurno, Bridge of Don, Aberdeen.

Introduction

On behalf of Stewart Milne Homes, objection is taken to the failure of the Main Issues Report (MIR) to identify Site No: B0211, Newton of Mundurno, Bridge of Don, Aberdeen as a preferred site for a residential-led mixed-use development. The site should be preferred for a phased development commencing in the first Plan period and allocated in the proposed Local Development Plan (LDP) 2022.

This representation requires to be considered in the context of the Development Bid submitted at the pre-MIR stage and having regard to the indicative Masterplan which accompanied that Bid. This has been reviewed having regard to the Officer's assessment of the site as part of the MIR and an addendum to the Masterplan is attached at Appendix 1. This representation also requires to be read in conjunction with the general representations on the overall MIR and, in particular, with the representations on the housing allowances submitted by Stewart Milne Homes and Homes for Scotland.

Those representations contend that additional land should be allocated for residential development to ensure that a 5 year housing land supply is in place at the end of the Local Development Plan period. They further contend that to be consistent with the Aberdeenshire Local Development Plan Review, which seeks to conform with the same Strategic Development Plan, sites should be identified for longer term development following a mid-term review of the LDP. These could either be stand-alone sites that are reserved or subsequent phases of sites identified through the proposed LDP 2022.

Response to MIR Assessment

The Development Options Assessment Report, which accompanied the publication of the MIR, provides a scoring matrix for each Bid site and provides a summary justification for the Officer's recommendation as to whether the site should, or should not, be included in the proposed Plan. Issue is taken with a number of the comments and findings contained therein and these are set out in detail below.

The MIR Site Assessment considers that the site performs green belt functions by contributing to the identity and landscape setting of the city and preventing coalescence between Bridge of Don and Potterton. Whilst this may indeed have been the case, given the requirement to identify additional land for housing, it is necessary to consider a review of green belt boundaries to ensure that sufficient land is available to maintain an adequate supply of housing land. The completion of the Aberdeen Western Peripheral Route (AWPR) is further justification for a review of green belt boundaries given the impact that the new road has had on the character of many areas.

Coalescence is not considered an issue. The proposed development will maintain a separation of approximately 1.0km from Potterton and itself will be detached from Aberdeen. Also, as demonstrated through the addendum attached at Appendix 1, the nature of the landscape that separates the two communities minimises the prospect of coalescence. A local ridgeline prevents intervisibility between the two and this will be reinforced by further strategic landscaping. The presence of the AWPR also

limits the scope for coalescence. Indeed, the future physical growth of the city is inextricably linked with the route of the AWPR.

The construction of the AWPR has introduced a significant new element into the landscape which impacts on the sense of arrival into the Bridge of Don and Aberdeen. The degraded quality of the landscape and urban fringe character of the site and its context are further eroded by the construction of the AWPR, including the associated access roads, loss of vegetation and site compounds along the route. This all impacts on the sense of arrival into the city notwithstanding the views east to the North Sea and occasional views to the west.

The proposal is to create a sustainable new village on the northern fringe of the city, which integrates new development with the existing dispersed pattern of settlement. The concept shown in Figure 7 of the Masterplan Report submitted in support of the Development Bid, and the attached addendum, demonstrates a co-ordinated approach to the development with the possible developed areas to the south and east to ensure a cohesive, high quality and distinctive new village. As well as the natural ridgeline the AWPR will form a defensible boundary to ensure coalescence with Potterton does not occur. This boundary will be reinforced by strategic landscaping and open space provision on the land immediately to the north of the AWPR as highlighted in the Masterplan.

The comment within the Assessment that development on the site would introduce alien elements into the landscape is somewhat surprising. It is inevitable that the character of the area would change through development and that is no different from any other greenfield site. The important issue is how those elements are dealt with and assimilated into the landscape. The land to the south of the AWPR comprises a series of undulating fields falling towards Bridge of Don and is considered ideal to accommodate a large scale mixed-use development.

Key principles identified in the landscape, visual opportunities and constraints mapping have informed the development of the Masterplan and include the;

- Retention, protection and enhancement of existing landscape features, including tree belts, canopy trees, and traditional field boundaries wherever possible, reversing the current trend of decline;
- Containment of the proposed built development areas within the local land form and areas of retained and new strategic planting, to reinforce the strengthened landscape framework and create new green infrastructure, particularly strengthening east-west links across the site;
- Provision of sufficient open space and links with the wider green network, particularly east-west links; and,
- Provision of an appropriate setting to the proposed built development to create a distinctive sense of place through the quality of the urban design, landscape design and visual appeal.

Essentially, a new landscape structure will be created incorporating retained vegetation which improves environmental quality, enhances biodiversity, and creates shelter. The retention and sympathetic profiling of the landform will make best use of the topographical value of the site to create a series of

open, low hills which are a distinctive element of the existing landscape of the area. This approach will minimise the intrusion of development into the open countryside and mitigate any impacts on the landscape setting of the city which, it is contended, can be absorbed in this area for the reasons highlighted above.

It is acknowledged that the site is detached from the existing settlement of Denmore by the very fact that the intention is to create a new village. It is not accepted, however, as stated in the Site Assessment, that it is isolated by distance and topography, as well as the B999. The B999 will provide a vehicular and public transport link with the existing built up area to the south. It will be enhanced by foot and cycle path linkages thereby catering for all forms of transport and encouraging sustainable access. As a village the intention is to provide it with its own services and facilities, as set out in the Development Bid and accompanying Masterplan. The scale of development proposed is such that it is considered capable of achieving the critical mass necessary to support such services and facilities. This will be reinforced by the fact that the B999 passes close to the core of the development generating income from passing trade.

A new primary school is proposed as part of those facilities. This will address a key concern of the Council. In any event, the Council have acknowledged that Greenbrae Primary School has sufficient capacity to accommodate development and in the short term this could be utilised prior to the provision of a new primary school on site. As regards secondary school provision, it is noted that Old Machar Academy is forecast to go over capacity in 2024. However, cognisance must also be taken of the proposals for a new secondary school to serve the Grandhome development allocated through the 2012 LDP. Once completed, this will necessitate a review of catchments for both Bridge of Don and Old Machar Academies, thereby creating the potential for further development in the area. Also, Aberdeenshire Council are proposing a new Academy in the A90, Balmedie to Ellon, corridor which will release further capacity within the city. Any deficiencies in education provision can be addressed through developer obligations.

Response to Scoring Matrix

It is noted that the site has been marked down in terms of flood risk with the assessment highlighting that there are records of previous surface water flooding in small pockets across the site. However, SEPA's Flood Risk Maps indicate that there are no flood risks associated with the site. The comment is also contradicted by the subsequent comment on drainage which highlights that the site is fully drained. Accordingly, it is contended that in terms of the flood risk the site should have been awarded a score of 3.

Issues regarding landscape fit have been addressed above, in the earlier Development Bid and supporting Masterplan and in the addendum attached at Appendix 1. A Landscape & Visual Appraisal was carried out for the site in accordance with the principles set out in Planning Advice Note 44: Fitting New Housing Development into the Landscape. This informed the Masterplan submitted with the Development Bid and highlighted that the area of highest landscape/visual constraint lies to the north of the AWPR which is kept free of development. The majority of the site is of moderate and low landscape/visual constraint with areas of high landscape/visual constraint confined to the peripheries

of the site and an area to the north adjacent to the B999. The undulating nature of the land to the south of the AWPR, where development is proposed, helps assimilate the development into the landscape, and whilst the character of the area will inevitably change as a result of development, measures are proposed which will mitigate the impact of development and minimise the effect on the landscape setting of the city.

The comments regarding the relationship of the site to the existing settlement appear to lose sight of the fact that the intention is to create a stand-alone village. It is not intended to share boundaries with Dubford or Denmore to the south or, indeed Potterton to the north. The development of Countesswells by Stewart Milne Homes has demonstrated the quality of place that can be created through the development detached from built up areas. It is not clear how the B999 would sever the site from the existing settlement of Dubford and Denmore when it provides connectivity between the respective areas and at least half of the proposed development sits on the same side of the B999 as Dubford and Denmore. The B999 is, in any event, a single carriageway road, not a barrier to movement either pedestrian or vehicular between the proposed developments to be formed either side of the B999. It is also questionable why the AWPR should be considered to disconnect development on the proposed site when no built development is planned to the north of the AWPR. Having regard to the above it is contended that the criteria relating to the relationship to the existing settlement and accessibility should have been scored higher.

In terms of the site's proximity to facilities, it would seem unreasonable to mark it down in this regard, particularly given the intention to create a new village with its own primary school, shopping facilities and health care provision. Bus services will also be provided to serve the development and whilst the scoring matrix acknowledges that there are existing services on the B999, it fails to acknowledge the scope to route these through the proposed development thereby ensuring that the majority of residential development will lie within 400m of a bus route. Both criteria in terms of accessibility and proximity to facilities should, therefore, have been scored higher.

As highlighted in the Masterplan accompanying the Development Bid, and clarified through the addendum, a network of footpaths and cycle ways will link the development to the existing services and facilities to the south at Dubford. They will also provide connectivity to the potential development area of Mundurno, which is the subject of a separate Development Bid, should it also be allocated for development either now or in the future. Importantly, as well as public transport services they will provide links to the substantial employment locations as existing and proposed to the south and south east of the site. Indeed, the proposal will improve the integration of housing and employment uses and encourage sustainable walking and cycling linkages between the two. Presently, the scale of employment land allocation in Bridge of Don is out of proportion to the housing allocation in the area.

Summary and Recommendations

Stewart Milne Homes contend, as intimated through their representations and those of Homes for Scotland, that additional land requires to be identified for residential development. This should comprise land for development in the first period of the Plan with sites reserved for longer term development.

It is contended that the land at Newton of Mundurno, as set out in the Development Bid and accompanying Masterplan and the attached addendum, is capable of accommodating a sustainable mixed-use development enhancing the balance between employment and residential uses in the wider Bridge of Don area. This can be achieved as a stand-alone village, as proposed, or as a longer term extension of the development to the south at Mundurno, which is the subject of a separate Development Bid and Representation.

On the basis of all of the above, and the previously submitted Development Bid, it is considered that the site should be allocated for development. Accordingly, it is respectfully requested that this site be identified in the proposed Local Development Plan 2022 for a residential led mixed-use development, as set out in the Development Bid and accompanying Masterplan.

Appendix 1

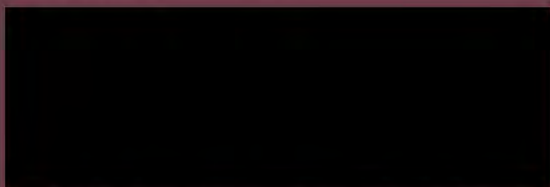
Representation to Aberdeen City Council Main Issues Report 2019

NEWTON OF MUNDURNO

SITE B0211

MAY 2019

Project Ref 30442
Revision C
Date May 2019
Prepared by MW
Checked by ST



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**BARTON
WILLMORE**

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Introduction

SCOPE & CONTENT

This Masterplan Report has been prepared and submitted by Barton Willmore, on behalf of Stewart Milne Homes (SMH), to propose the allocation of Newton of Mundurno for mixed use development through Aberdeen City Council's (ACC) Local Development Plan (LDP) 2022.

The Site has been subject to a detailed landscape and visual appraisal in accordance with recognised best practice and policy and is considered suitable to accommodate built development, incorporating existing landscape features and landscape mitigation measures where required.

Barton Willmore have prepared this Masterplan Report, including an Indicative Masterplan, in support of the identification of the Site for mixed use development. The Site and conceptual proposals are the result of an iterative process which commenced with a careful assessment of the opportunities and constraints of the wider area and which take cognisance of the detailed landscape and visual appraisal of the Site.

The masterplan provides an indication as to the potential shape and form of development within the Site and also how this would sit as a new village, south of the Aberdeen Western Peripheral Route (AWPR) but integrated as part of sustainable growth corridor stretching north from Bridge of Don, but with careful consideration of connection to and across the wider landscape.

The allocation of the Site for mixed use development would assist the Council in meeting future housing requirements in an area where there is strong market demand, without compromising areas important for their qualities in respect of landscape, the natural and built environment.

Barton Willmore and Stewart Milne Homes would welcome an opportunity to discuss these proposals with the Council and would wish to be informed of the Council's consideration of this Site. We would also wish to be informed of the continuing progress of the LDP.

RESPONSE TO PRE-MIR REPORT

Growth Strategy

The Council appear to have advocated a concentric growth pattern for the north of the City over the previous local development plan periods and within the Pre-MIR Report which is constraining development and putting pressure on existing allocations. This is evidenced when considering the outcomes of the Pre-MIR Bid Assessment within which large single Sites, such as Grandhome, have seen increased housing allocations based on raising the average densities from 30 dph to 40 dph and in so doing increasing development capacity from 4,700 units to 7,000 (as an example). This approach indicates that pressure could be placed on such Sites to deliver housing as a result of the Council's preferred approach to city growth where significant swaths of countryside / greenbelt land separate the city edge from the AWPR.

Currently there is one main exception to this, that being the corridor of growth via Dyce / the Aberdeen Airport along the A96. It is worth noting that this large area of development does not necessarily have adverse impact detrimentally to the setting of Aberdeen City.

We would respectfully suggest that a growth pattern be encouraged that considers appropriate growth corridors / fingers of development along key arterial routes that currently provide higher accessibility to public transport / strategic road network and a mix of land uses that includes jobs close to homes and access to leisure and recreation. We also consider that such an approach is therefore aligned with maximising the potential benefit of the Aberdeen Western Peripheral Route (AWPR) and other infrastructure investment.

Therefore, we believe that a revised pattern of city growth should be considered that provides mixed-use development along accessible key arterial routes that are also in close proximity to junctions of the AWPR.

These fingers of development need not necessarily be continuous built form, but can provide the opportunity for lateral green / movement corridors and could either be extensions to the existing main city boundary / existing villages or indeed new standalone villages, but all of which would be delivered along key arterial routes, such as the A90, with a mix of uses and in close proximity to junctions with the AWPR. An example of this would be the existing A93 corridor that includes Cults, Bieldside, Milltimber and Peterculter.

This approach is not to devalue or overlook the importance of the wider landscape and green networks around the edge of the city i.e. its setting. We believe that instead of a blanket swathe of land being safeguarded, a more detailed assessment of the function / quality of landscape would indicate that the setting of the city could be respected and reinforced while also accommodating growth in the most appropriate and sustainable locations.

With respect to the green belt, Scottish Planning Policy (SPP) notes that green belt "may encircle a settlement or take the shape of a buffer, corridor, strip or wedge" as appropriate to the location (para. 51). A finger approach can provide a closer relationship between a settlement and open space; and can enhance the provision of access to open space, which is one of the three ways in which green belt designations support the spatial strategy of cities.

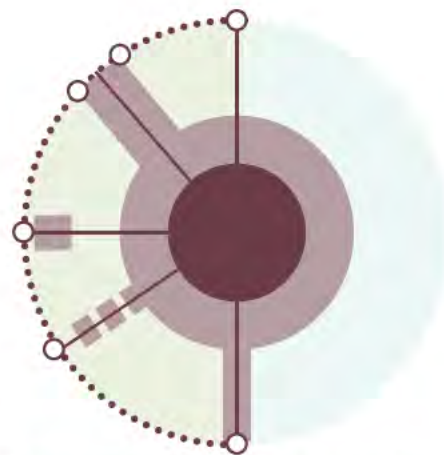


Figure 1 : Concentric Growth Plan - current ACC approach

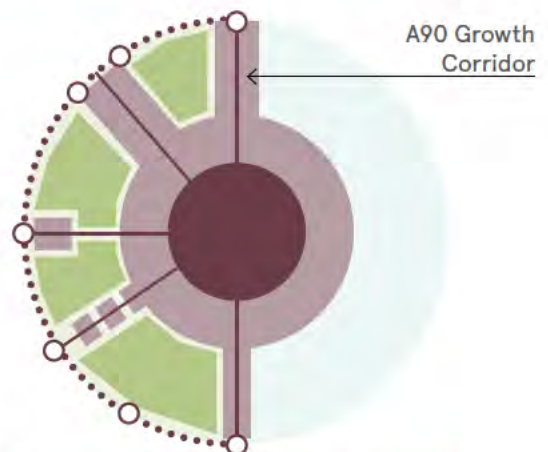


Figure 2 : Finger Growth Plan - potential future approach

A Northern Corridor Of Sustainable Growth

The Pre-MIR report indicates that the Council have assessed a number of Sites that lie north of the existing settlement boundary and on land, identified through their assessment process, as being of a high landscape quality and performing an important greenbelt function, particularly in that it significantly contributes to the setting of the City.

We do not consider that all of the land promoted and deemed undesirable is so. Indeed, the Site at Newton of Mundurno occupies land that is in close proximity to the A90, a major junction with the AWPR as well as existing and planning areas of employment and leisure / recreation.

Now that the AWPR is complete and operational its impact and opportunity has become ever clearer. Undoubtedly, this new road infrastructure has altered the physical context and appearance around Aberdeen and this location is no different. The setting of the city has evolved and this also brings with it huge opportunity.

The A90 is a key and strategic corridor and one which forms the spine of Energetica which is considered will play a key role in Aberdeen City and Shire's economic future. Therefore, it seems only logical that appropriate and sensitively located and designed development alongside this corridor would support the aims of sustainable economic growth.

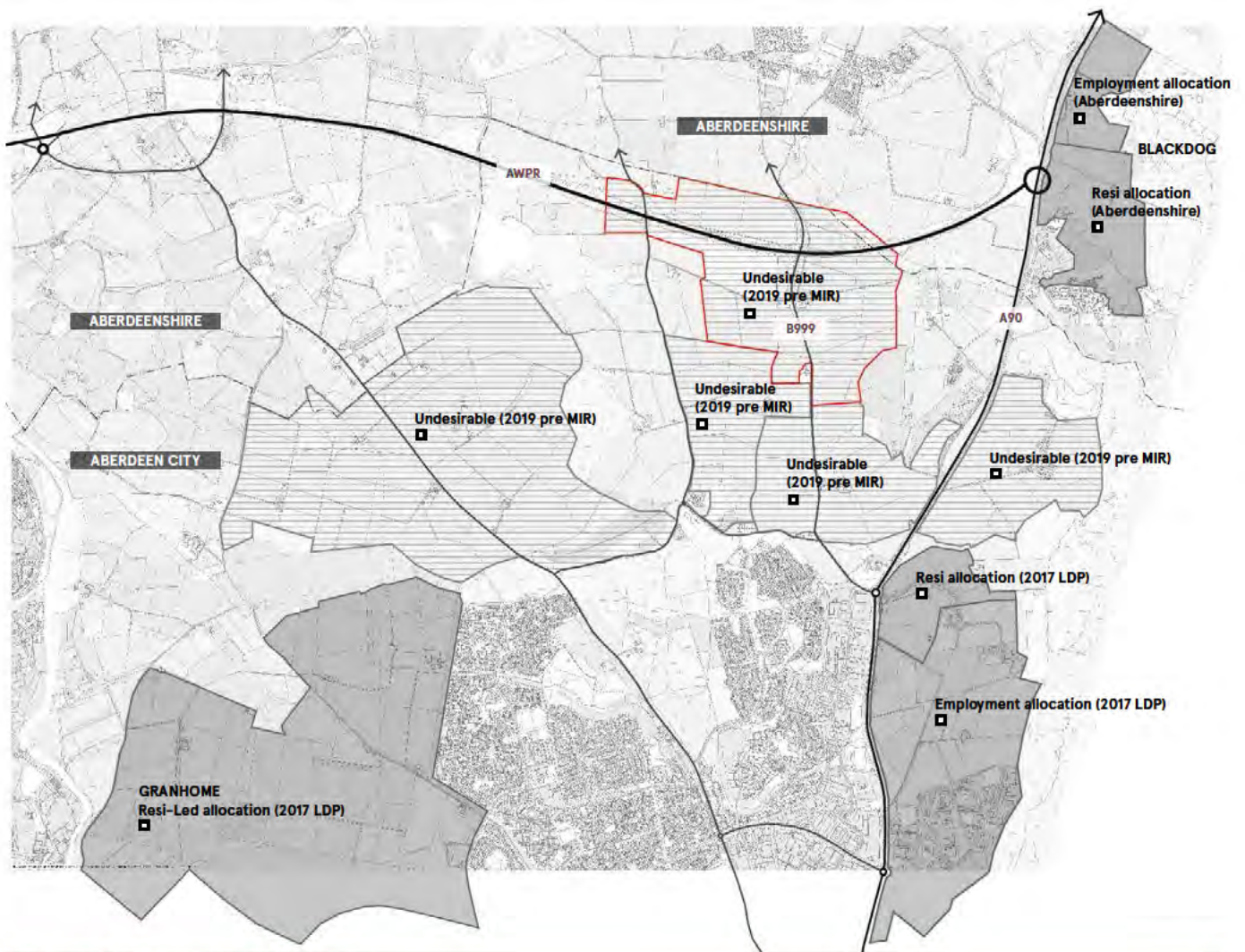


Figure 3 : Planning Context Plan

Newton of Mundurno: A New Village

Our vision for the development of this land is the emergence of a new village at Newton of Mundurno Site, contained by the AWPR.

This Site supports the logical corridor of growth along the A90 and could deliver a sustainable mixed use community that respond sensitively to Site conditions and connection across the wider landscape.

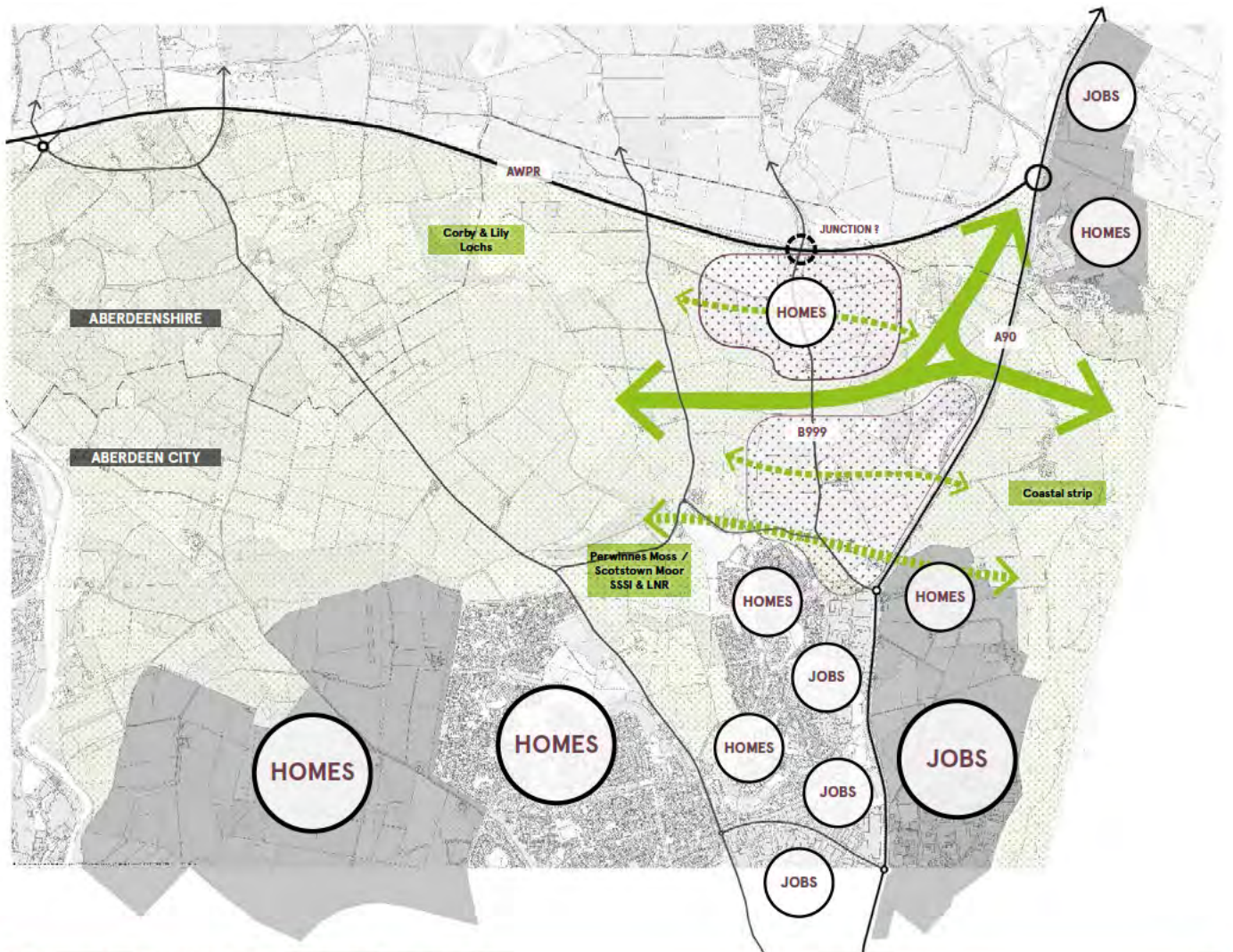


Figure 4 : Northern Corridor of Growth Plan

SITE LOCATION & DESCRIPTION

The Site comprises an area of land which extends to approximately 130 hectares of arable fields.

The land falls from 100 metres AOD in the west to 40 metres AOD in the east. Most of the Site gently slopes with only a small section steeper than 1:10.

There is very little tree planting/vegetation within the Site and surrounding area, however, the tree belts in the immediate vicinity of the AWPR are distinctive features in the landscape.

A network of drainage ditches and small bodies of water are located throughout the Site.

There are several existing buildings located centrally within the Site, Cranfield farm buildings and Cranfield Lodge. These are currently accessed off the B999 which runs north south through the centre of the Site.

The Site is predominantly bounded by agricultural fields.

The Hill of Tramaud directly abuts a section of the south eastern boundary. The Hill was previously a landfill Site, however, has undergone considerable restoration since 2011 restoring it back to agricultural use.

The recently developed Dubford Site is located approximately 800 metres to the south of the Site, accessed off the unnamed road which runs between Newton of Shielhill Farm and the B999.

1 Undulating landscape to the north of the Site



2 New AWPR Bridge alongside established tree belts



3 Existing Landscape Features



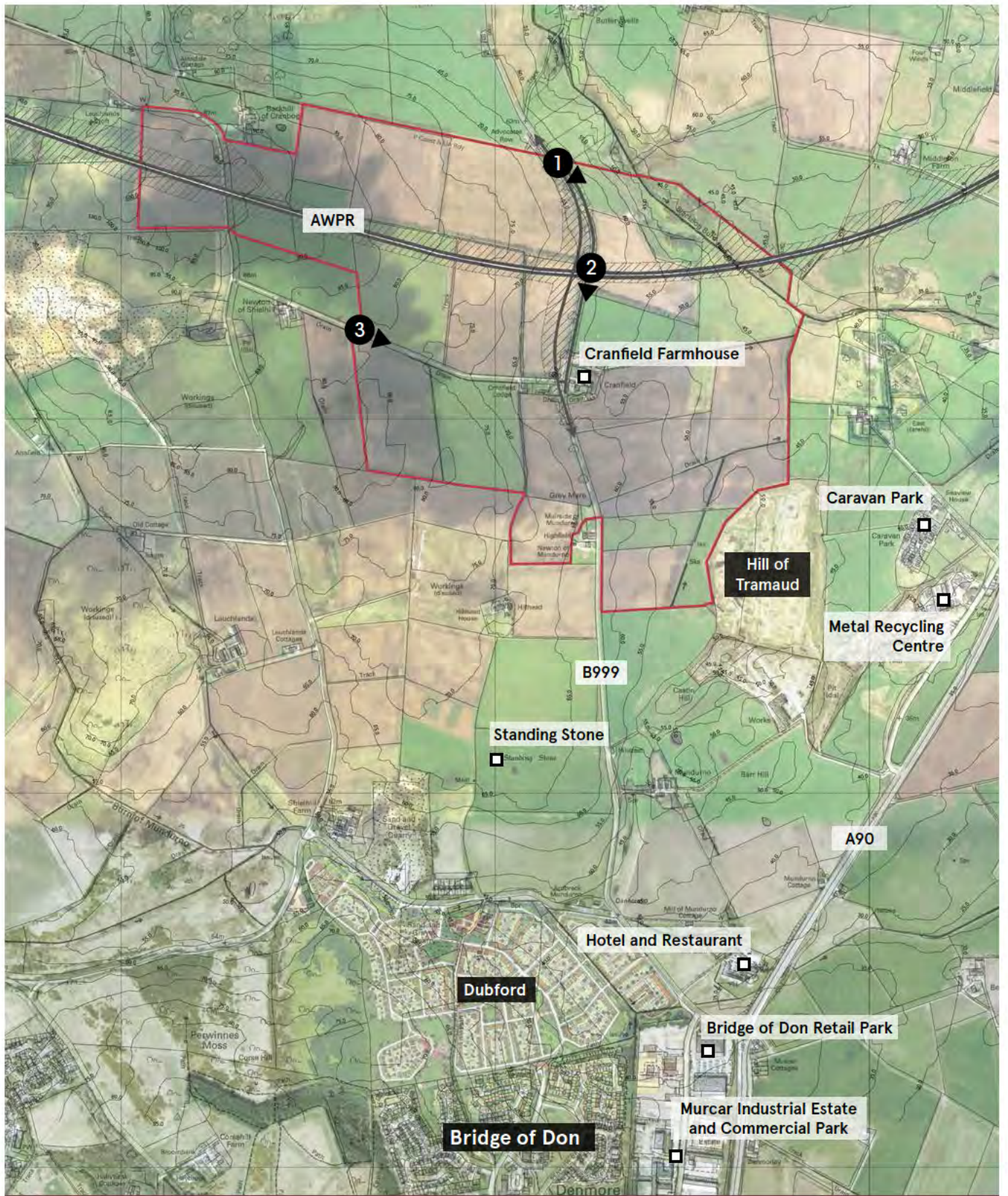


Figure 5 : Site Location Plan

Landscape Assessment

SETTING OF POTTERTON

The proposed development will maintain a separation distance of approximately 1.1km between the proposed development and Potterton, a village within Aberdeenshire. However, in addition to the distance is the nature of the landscape that separates the two settlements and how this is experienced.

A local ridge line defines the southern extent of the visual envelope of Potterton and prevents inter visibility between Potterton and Aberdeen. This is further reinforced by the alignment of the AWPR which introduces a significant new engineered element into the intervening landscape.

The existing structural vegetation along the Blackdog Burn and shelter belts along field boundaries are distinctive features where they are seen up on the horizon from the southern edge of Potterton and they reinforce the elevated nature of the landform and the enclosure it provides.

Departing Potterton and heading towards Aberdeen includes rising up and over the local ridgeline as well as bridging over the AWPR. Beyond the ridge line and road, one arrives into the outskirts of Aberdeen, with elevated views afforded across the city.

The Site straddles this local ridgeline and the AWPR, although the majority of the Site lies to the south, within the visual envelope of Aberdeen, and screened from Potterton to the north. By locating development to the south of the AWPR, beyond the existing vegetated field boundaries, development within the Site would be screened in views from Potterton, and would maintain the setting of the village and the physical and visual separation of Potterton and Aberdeen.

IDENTITY AND SETTING OF ABERDEEN

The introduction of built form and green infrastructure into the Site will establish a new village on the outskirts of Aberdeen, located along the B999 and contained by the AWPR. Whilst the built form within the Site will rise up to approximately 85m AOD, this is entirely in keeping with the existing settlement, that flows over the undulating landscape, up to approximately 85m AOD and with plans to extend up above 90m AOD to the west. The Site is contained by the rising ground to the north-west, which extends up to approximately 110m AOD, and it is this that forms the wider setting to the city.

Development within the Site would introduce built form into predominantly open agricultural fields, however this is experienced within the context of the city of Aberdeen and its urban fringes. Existing built form and development within the Site and its immediate context comprises of scattered houses and steadings and the AWPR. To the east, a caravan park, former land fill, scrap yard, houses and other urban fringe uses introduce built form and urban influences along the A90 corridor and eroded patterns of landscape features, which form the foreground in views towards the Site. Structural planting around East Harehill dominate views towards the Site from the A90 and there are limited views into the Site beyond. Together with the major new junction at Blackdog, the current sense of arrival into Aberdeen along the A90 is dominated by urban fringe characteristics, despite the views towards the North Sea to the east and occasional open views to the west.

Arrival into Aberdeen from the B999 rises up over a local ridgeline and the newly constructed bridge over the AWPR. Elevated views of Aberdeen seen within its wider landscape context are afforded from the ridgeline, extending across and over the Site. The landscape surrounding Aberdeen to the north varies in condition and quality, with a greater concentration of urban fringe uses and influences to the east towards the A90 corridor and a more intact and elevated landscape to the west.

Whilst the Site has been described as being visible from areas of the city, it is seen in the context of Aberdeen and its urban fringe, and is visually contained by the rising ground and existing tree belts beyond. Views from the A90 are limited, and views from the B999 are rapidly curtailed to the north, outwith the visual envelope of the city. The AWPR is located in cutting as it passes through the Site, and development would be set back beyond existing vegetation along the AWPR, screening views of the proposed development from this route. Therefore, the residential development within the Site to the south of the AWPR would have a limited and localised visual effect.

GREEN BELT BOUNDARY

Whilst the existing green belt boundary of Aberdeen comprises of local and b-roads, and is therefore defensible, there are a number of urban fringe influences and existing built form between the edge of Aberdeen and the AWPR. The quality and character of the green belt has been influenced by the construction of the AWPR and the new junction at Blackdog has fundamentally altered the character of the landscape in the local area.

The AWPR as a green belt boundary is further reinforced by the local ridge line that separates the viewsheds of Aberdeen and Potterton, and therefore would be a highly appropriate and defensible green belt boundary, with landscape features, heritage assets and views within the AWPR boundary incorporated into the Green Infrastructure network to promote recreational and biodiversity links and landscape character.

Directing development to the most appropriate locations and supporting regeneration

Extending development into the Site would constitute an appropriate location for development, forming part of a robust settlement edge and forming part of a corridor of growth that extends into an area of low landscape sensitivity located along an established transport corridor.

Protecting and enhancing the character, landscape setting and identity of the settlement

Development within the Site would be located within the area of gently sloping landform that is contained by the rising land to the north-west and the existing tree belts along field boundaries adjacent to the AWPR. Where visible, the proposed development would remain within the existing visual catchment of Aberdeen and be associated with the existing pattern of development that extends across the undulating terrain. The sense of visual and perceptual separation between Denmore and Potterton would be retained despite the reduced distance, due to the intervening landform and separation afforded by the AWPR.

Development would be designed to preserve landscape features of value, including the open fields to the north of the AWPR, the shelter belts along the field boundaries, existing vegetation along Blackdog Burn and the elevated land to the north-west. Visual corridors would be maintained through the network of Green Infrastructure and open space within the Site and the orientation of the development layout. As such, the development offers an opportunity to enhance recreational and habitat links across the Site and between the coast, countryside and natural heritage areas and bring landscape features into positive management.

Protecting and providing access to open space

The proposed development with associated Green Infrastructure would reinforce legible green links through the development and enhance recreational access across the Site, linking into the existing open space network.

The green belt boundary can be established along the defensible line of the AWPR, as a belt, or as fingers of development that safeguards the more important and significant landscape features to the east and west that form the setting and development limits to Aberdeen whilst allowing for growth and good recreational access.

Site Context

The context of the Site provides a basis for design decisions. An analysis of the local character including the retail, leisure, employment opportunities and transport systems has been undertaken to inform the proposals.

RETAIL

The Bridge of Don Retail park is located in close proximity to the Site, just under 2km away (which includes a Marks & Spencer Foodhall, Home Bargains, Costa Coffee and B&Q, amongst other retailers). There are also several convenience stores and services dispersed throughout Bridge of Don, such as Boots pharmacy on Scotstown Road, approximately 3.5km from the Site, and the Bank of Scotland on Ellon Road approximately 3.2km from the Site. The nearest large supermarket is Asda which is situated in the Middleton Park District Centre on Jesmond Drive, around 3km from the Site.

EMPLOYMENT

The closest employment opportunities to the Site at present lie within the converted Mill of Mundurno (restaurant and hotel), less than 1km south of the Site.

Murcar Industrial Estate and Commercial Park are located approximately 1km south of the Site, adjacent to the A90/Ellon Road and can be easily accessed by residents and commuters through private transport and/or public bus services.

Further south of the Murcar Industrial Estate and Commercial Park are Denmore Industrial Estate and Bridge of Don Industrial Estate. Combined, these industrial estates provide an extensive strip of employment land which links directly to the Science and Energy Park at the heart of Bridge of Don.

Masterplan Zone 1 has allocated 27 hectares of land to employment to be developed between 2024 and 2030. The Energetica project may attract further employment uses to this locale. Provision for nearby residential development land must be capable of supporting the principles of sustainable development, in other words reducing the need to travel by putting a sufficient number of homes near these jobs.

Beyond the Industrial Estates there are a number of hospitality services such as hotels, pubs and restaurants dispersed throughout the settlement. These facilities are mostly outside the walking distance from the Site. The dispersed nature of facilities is an issue for the existing population around Bridge of Don. New development at Mundurno should consider a level of provision and access to facilities that would also benefit the existing community.

EDUCATION

There are four primary schools in the area: Greenbrae, Glashieburn, Middleton Park and Scotstown. The Site lies within the catchment of Greenbrae Primary School, located approximately 2km south of the Site.

There are two secondary schools in the area: Old Machar Academy and Bridge of Don Academy. The Site lies within the catchment of Old Machar Academy, located approximately 3km south west of the Site.

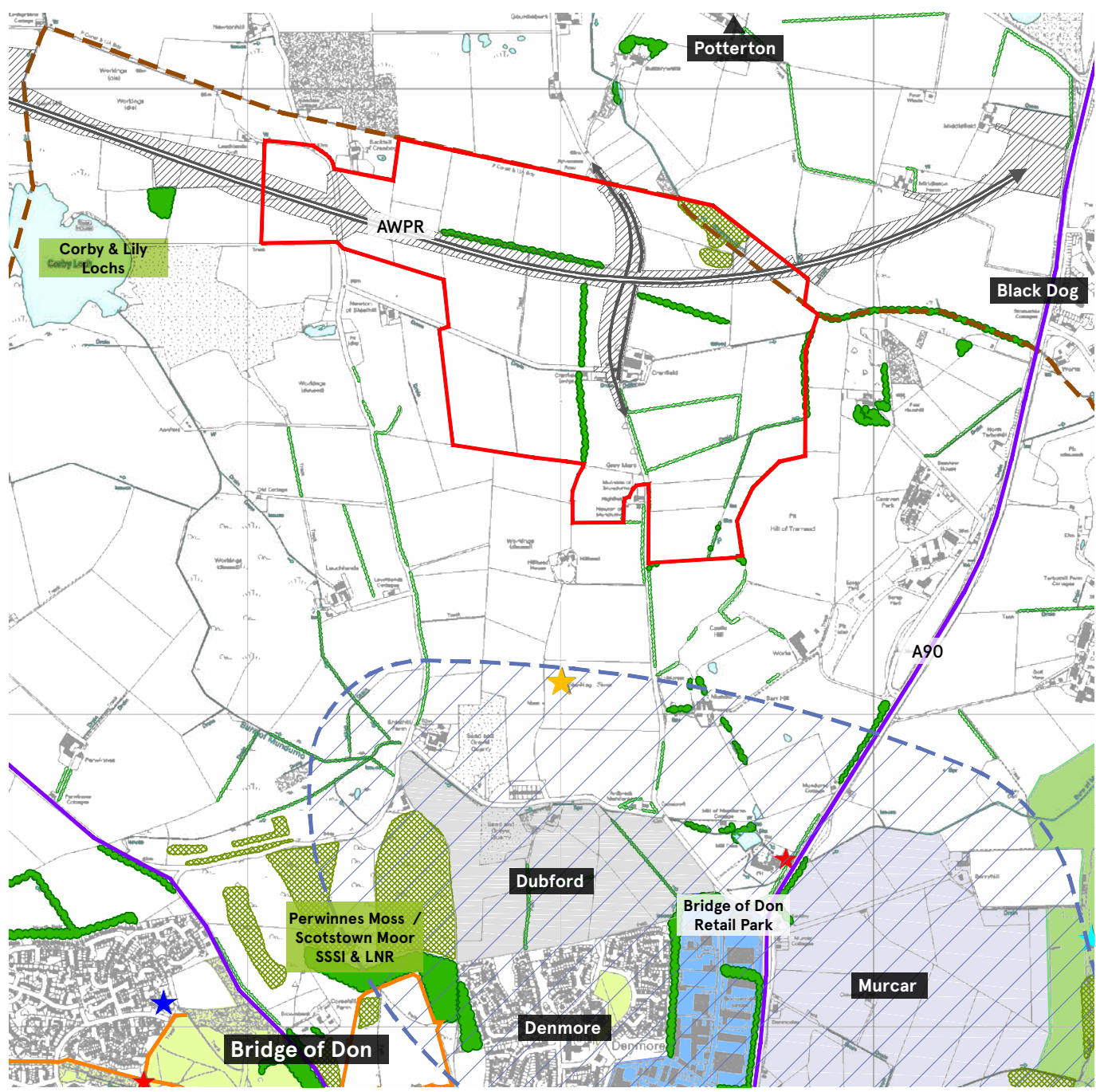
The University of Aberdeen is located less than 5km south of the Site, in Old Aberdeen, north of the City Centre.

PLACES OF WORSHIP

Within the Bridge of Don area there are four churches: Bridge of Don Baptist, Oldmachar, Bridge of Don Destiny and St Columba's Catholic.

Bridge of Don Baptist Church in Denmore and Oldmachar Church in Middleton Park are the closest to the Site, located approximately 1km to the south.

Bridge of Don Destiny Church and St Columba's Catholic Church are approximately 3km south of the Site.



- | | | |
|---------------------|---------------------------------------|------------------------------|
| Site Boundary | Existing Watercourse | Urban Open Space |
| AWPR | Masterplan Zone 1 Area * | Listed Buildings** |
| Bus Routes | Dubford Site * | Scheduled Ancient Monument** |
| Core Paths* | Murcar Site * | Place of Worship |
| Existing Vegetation | Industrial Estate and Commercial Park | |

source: * Aberdeen City Council ** Historic Scotland

Figure 6 : Context Assessment Plan

FUTURE DEVELOPMENT

Part of the Site lies within Masterplan Zone 1 of the existing Aberdeen Local Development Plan. Masterplan Zone 1 identifies the Sites of Dubford and Murcar for development and considers these under one masterplan to best coordinate the planning and delivery of associated infrastructure. 550 new homes are currently under construction at Dubford, whilst Murcar is allocated for 27 hectares of employment land. Several strategic footpath/cycleway routes are proposed within Masterplan Zone 1, as well as a bus route from Dubford through Denmore, which may connect to existing services into Aberdeen City.

The Site also falls within the 30 mile Energetica corridor between Aberdeen and Peterhead. Energetica seeks to consolidate the region as a global all-energy hub with the aim of attracting new high level investment and supporting the export drive of indigenous businesses and industry. Energetica aims to create a concentration of energy technology companies, housing and leisure facilities stretching north from Aberdeen along the coast.

OPEN SPACE

Bridge of Don contains numerous large open spaces and fields. Scotstown Moor Local Nature Reserve (LNR) is located less than 400m south west of the Site. The LNR is open to the public and provides a vast network of pathways, including Core Paths and Aspirational Paths, which link the reserve to the coast. The 34ha reserve straddles the B997 abutting Middleton Park to the west, and stretches south into Denmore.

The Energetica project plans to enhance the green space network in and around the area and provide linkages to the coast.

LEISURE

There are three main leisure attractions within close proximity to the Site: Murcar Links Golf Course located 2km east of the Site; an indoor go-karting centre; and, an indoor football centre, both located in the Bridge of Don Industrial Estate, around 3km south of the Site.

TRANSPORT

Bridge of Don is served by a range of bus routes. The majority of bus routes include numerous stops on Jesmond Drive, Scotstown Road and the A90, which are connected and lead towards the Bridge of Don Industrial Estate. Masterplan Zone 1 proposes a new bus route from Dubford through Denmore with frequent public transport to serve the whole area, and, which may include extensions to existing services. It is likely that future bus services will be reconfigured to make provision for the growing employment opportunities at Murcar.

Bridge of Don is linked to Aberdeen Train Station by a range of bus services.



Scotstown Moor LNR



Greenbrae Primary School



Oldmachar Academy



Science and Energy Park



Mill of Mundurno Inn



Bridge of Don Retail Park

Site Assessment

A review has been made of the opportunities and constraints for development on this Site. Further Site specific surveys will be carried out at the appropriate stage and before submission of a planning application. The issues influencing the proposed development are reviewed below.

TOPOGRAPHY

The Site is undulating, forming a series of low hills rising to between approximately 95m AOD to the north-west and 45m AOD to the east. Most of the Site is gently sloping from west to east with only small sections steeper than 1:10.

LANDSCAPE

The Site comprises intensively managed open fields with relatively limited structural vegetation and few landscape features. The main features are the shelter belts along field boundaries to the north of the Site and Blackdog Burn. Whilst the Landscape Strategy for Aberdeen identified the Site as a 'landscape of local significance' this was prior to the construction of the AWPR which has influenced the integrity and character of the landscape.

The Site comprises of a number of intensified fields and field fragments that have been severed by the AWPR alignment. Fields are typically divided by dry stone walls, ditches and gappy gorse hedgerows. Existing built form within the Site and its immediate context include Cranfield, Crannies Neuk, Advocates Row, Backhill of Cranbog, Newton of Shielhill, Muirside of Mundurno, Highfield, Newton of Mundurno and Grey Mare. To the east, a caravan park, scrap yard, houses and other urban fringe uses introduce built form and urban influences along the A90 corridors, which form the foreground in views towards the Site. East Harehill and the associated woodland blocks in particular screen views towards the Site from the A90.

Overall the landscape sensitivity of the Site and its immediate surroundings is considered to be low and does not represent outstanding open countryside.

Whilst the land to the north of Aberdeen should contribute to the Green Space Network corridor between the coast and important natural heritage areas to the west, recreational access is limited and urban fringe land uses, transport corridors and intensive agricultural land management limit the biodiversity of the corridor. There is scope for enhancement of this function to be facilitated by appropriate and landscape-led development.

The majority of the Site is contained within the visual catchment of the northern edge of Denmore and, where seen from the B999, it is seen in the context of Aberdeen. The Site has an urban edge context, influenced by the major transport corridors of the AWPR and A90, although views from these two movement corridors are very limited.

ECOLOGY

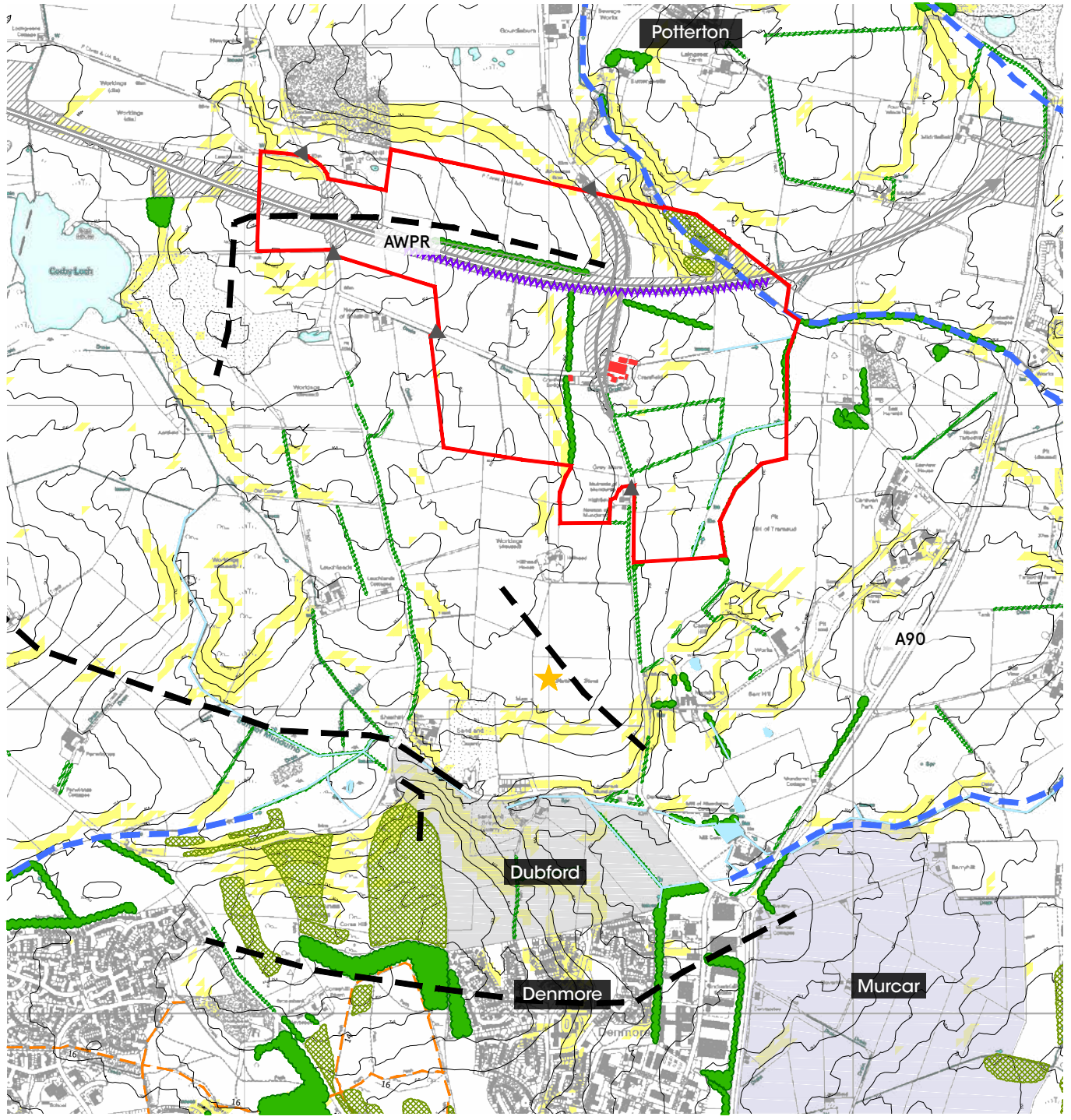
Much of the Site is actively farmed and there are no known species or habitats of significant importance within the Site. A green corridor could provide ecological connectivity between land to the north and south of the Site.

HYDROLOGY AND FLOODING

There are a number of watercourses located within the Site, including Blackdog Burn to the north-east, where the land drops. With reference to SEPA's indicative Flood Map the Site is not at risk from river flooding.

ACCESS AND CIRCULATION

The Site is bisected by the B999 which crosses the AWPR via a newly constructed bridge. The AWPR provides the opportunity to provide access to the Site from the new interchange and via Potterton or Bridge of Don.



- | | | |
|--------------------------|------------------------------|------------------------|
| Site Boundary | Valleys | Potential Noise Source |
| Potential Access | Ridgelines | Buildings within Site |
| Existing Vegetation | Listed Building** | Drains / Watercourses |
| Tree Preservation Order* | Scheduled Ancient Monument** | Land Steeper than 1:10 |
| Contours | Core Path | |
- source: * Aberdeen City Council ** Historic Scotland

Figure 7 : Site Assessment Plan

Landscape and Visual Capacity

Figure 8 illustrates the development potential of the Site with reference to important landscape features and visual characteristics. This divides the opportunities and constraints for development (in landscape and visual terms) in the following manner:

- Areas of high landscape/visual constraint: suitable for open space and/or mitigation.
- Areas of moderate landscape/ visual constraint: suitable for development that includes retention and reinforcement of existing landscape framework to create a sympathetic development edge.
- Areas of low landscape/ visual constraint: suitable for higher density development that retains and enhances the existing landscape framework where possible.

The Indicative Masterplan and associated Landscape Strategy that has informed the context and basis for the proposal has also been developed in accordance with the principles set out in Planning Advice Note PAN 44: Fitting New Housing Development into the Landscape. The process has drawn strongly on 'Part B: The Design Process' described in PAN 44, including the considerations of 'Design P: Landscape Master Plan'.

Key principles identified in the landscape and visual opportunities and constraints mapping that have informed the masterplan development include:

- To retain, protect and enhance existing landscape features including tree belts, canopy trees, traditional field boundaries and watercourses wherever possible, reversing the current trend of decline;
- To contain the proposed built development areas within the local landform and areas of retained and new strategic planting, to reinforce and strengthen the landscape framework and create new green infrastructure, particularly strengthening east-west links across the Site;

- To provide sufficient open space and links with the wider green network, particularly east-west links; and
- To provide an appropriate setting to the proposed built development to create a distinctive sense of place through the quality of the urban design and landscape design and visual appeal.

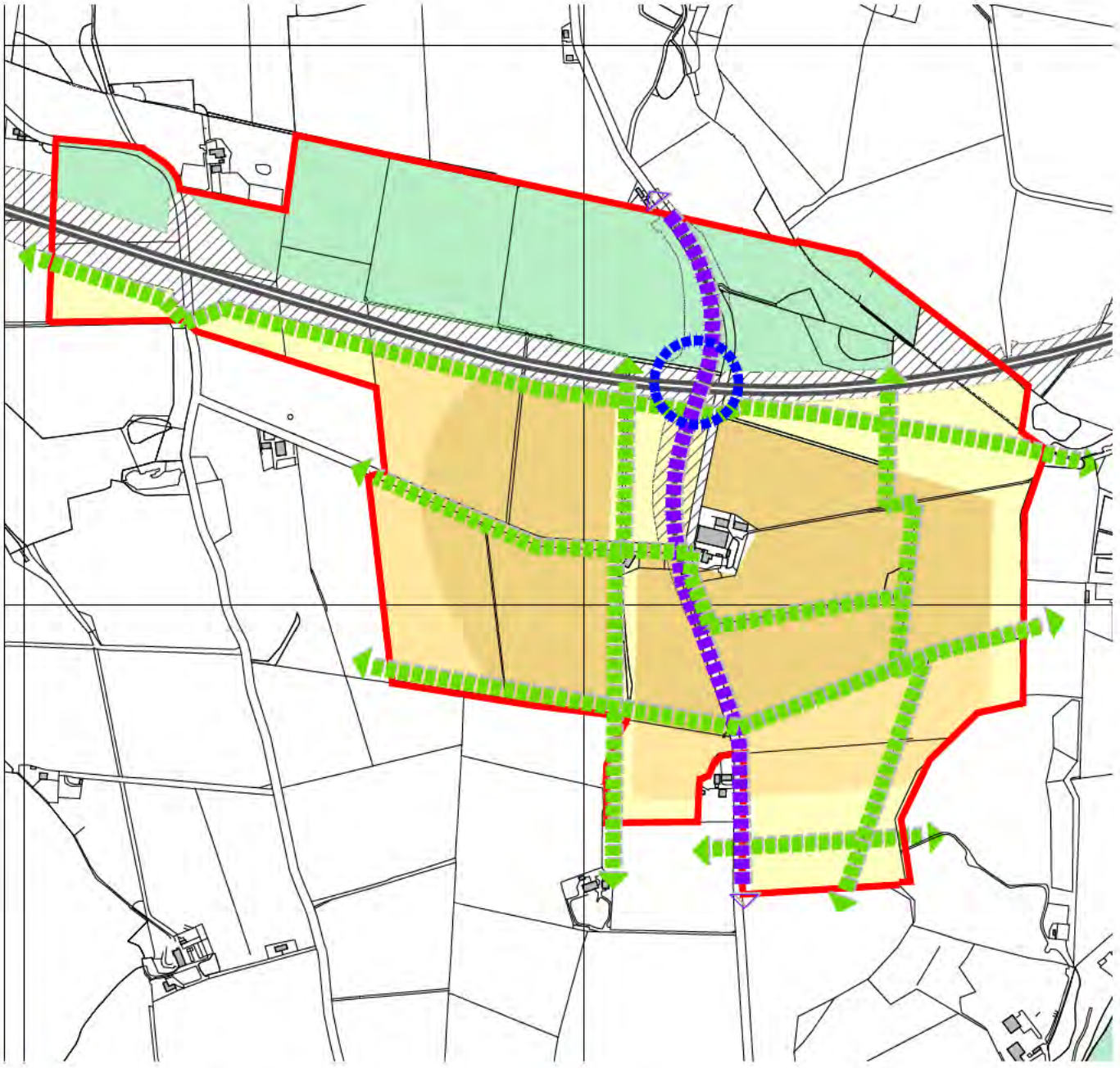
The construction of the AWPR has introduced a significant new element into the landscape, which impacts on the sense of arrival into Bridge of Don and Aberdeen. The degraded quality of the landscape and urban fringe character of the Site and its context are further eroded by the construction of the AWPR, including the associated access roads, loss of vegetation and Site compounds along the route.

In particular, the bridging of the B999 over the AWPR, which cuts along a local ridgeline, accentuates the transition between the less densely populated countryside to the north and the more heavily settled landscape to the south.

The retention and enhancement of tree belt planting and woodland blocks in the vicinity of the AWPR will help to integrate this new feature into the landscape and reinforce the separation between Potterton and the Site.

Furthermore, there is opportunity for existing features within the Site to be retained and enhanced as part of a network of Green Infrastructure, in particular the Blackdog Burn and shelter belts which would provide screening and containment of the proposed development and could be enhanced as both recreational and habitat corridors. To the south of the Site, an east-west link will connect the coast to the east with the important natural assets to the west, allowing for enhanced recreational and biodiversity links.

The sloping nature of the Site will enable views towards the North Sea and city to be retained through appropriate orientation of the development layout. The development extent to the north-west should be limited to below the 85m AOD contour to prevent intervisibility with Potterton and maintain the rising backdrop to development, which sits below the skyline in views from the city.



- Potential Green Corridor / Green Infrastructure
- Potential Gateway Planting / Green Link
- New Gateway along A90
- Areas of Highest Landscape / Visual Constraint
- Areas of High Landscape / Visual Constraint
- Areas of Moderate Landscape / Visual Constraint
- Areas of Low Landscape / Visual Constraint

Figure 8 : Landscape Appraisal Plan

Development Parameters

The evaluation of Site assessment has informed a set of development parameters through which a Masterplan can be developed for a new village, within the AWPR boundary.

LAND USE

A mix of land uses are proposed to support this new community which includes approximately 44 ha for residential land delivering c.1,000 to 1,200 homes, approximately 2 ha for a primary school (or c.60 additional homes if school is not required), approximately 1 ha for a mixed-use centre (including convenience store, small shops, health care, community business and residential). Open space will comprise some 36 ha, including formal and informal areas of open space, green corridors and SUDS.

ACCESS & MOVEMENT

The development will be primarily accessed from the B999, but with additional access provided from the west via an existing unnamed road. Indeed, it is proposed that this unnamed road is diverted through the Site to a new junction with the B999 that would allow the existing road to become an attractive pedestrian / cycle route that runs in between the proposed primary school and local centre.

Beyond the primary streets, a clear hierarchy will be provided that form a permeable and legible movement pattern, one which is further enhanced by street orientation that provides views east and south east towards the North Sea.

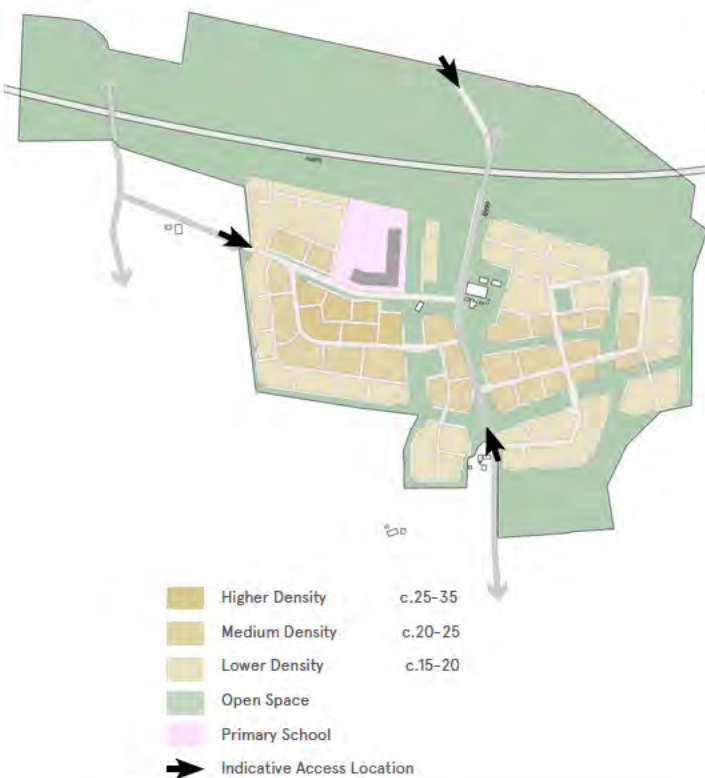


Figure 10 : Land Use



Figure 9 : Access & Movement

LANDSCAPE

A range of open spaces will be provided to serve the needs of all age groups in the development. Open space is distributed across the Site. The main area of open space is provided to the south which also forms part of a key east-west green link between the coastal area and Perwinnes Moss / Scotstown Moor as well as Corby / Lily Lochs.

Other key green corridors will be provided east-west and north-south. These will use existing field boundaries and supplement any existing vegetation with tree plants and pedestrian / cycle routes.

URBAN FORM

Perimeter blocks provide a clear distinction between public and private space and create a legible and permeable environment. All streets, spaces and paths will be well overlooked. Feature buildings (defined by scale, detailing and materials) will emphasise spaces and routes to support legibility.



Figure 11 : Landscape & Open Space

Figure 12 : Urban Form

Indicative Masterplan

The proposed development will contribute to the creation of a sustainable new village of approximately 1,000 to 1,200 homes on the northern fringe of Aberdeen, contained by the AWPR and accessible to Bridge of Don to the south.

Next to major employment areas, including the Science and Energy Park, the development will help achieve a better balance in the distribution of housing and jobs and, potentially, reduce the need to travel to work. Newton of Mundurno will bring a wide range of benefits to the existing community and help create an attractive gateway to the City from the north.

The proposal at Newton of Mundurno is residential-led with a mixed use community and retail hub at its heart.

STRUCTURE AND PLACEMAKING

The new village will activate the B999 by drawing high quality residential development towards its edge. As such, vehicles travelling through the Site will have the distinct experience of entering and leaving the village.

The proposed local centre and primary school will lie in close proximity to the B999 and visible from it. They will be located either side of an existing country road that is proposed to be closed to vehicle traffic (the road being effectively rerouted through the residential area to the south) creating a key east-west green / movement corridor.

The mixed use local centre itself will create a focus for the new development and the wider area. The local centre will include a range of facilities, reducing the need to travel, and the use of unsustainable modes of transport.

Newton of Mundurno broadly consists of two areas either side of the B999. However, they will have shared characteristics such as the integration of east-west and north-south green routes which offer a high level of accessibility over and above a street network that provides high permeability.

Furthermore, the clear street hierarchy is supported by well considered built form that provides greater definition along primary street and formal spaces that will make significant contributions to the legibility of the new village.

Topography and views play a central role in the street structure where eastern and south eastern view corridors along streets and green routes connect the Site visually to the coast.

LANDSCAPE

A new landscape structure will be created incorporating retained vegetation which improves environmental quality, enhances biodiversity and creates shelter. The retention and sympathetic profiling of the landform will make best use of the topographical value of the Site to create a series of open, low hills which are a distinctive element of the landscape of the area. The minor regrading of the landform will take place in association with the construction of the link road. The objectives of the landform exercise will be to:

- Retain vegetation and other features where possible;
- Be in keeping with the landscape character of the area;
- Minimise cuttings and embankments;
- Create usable open space areas; and
- Create east-west green connections to support the orbital corridor of green space linking the coast with Perwinnes Moss / Scotstown Moor.

The treatment, including species of plants, will be in keeping with the landscape character and climate of the area. A series of wooded spines provide containment and ecological connectivity.

KEY FEATURES

- ① Mixed Use Centre
- ② Potential primary school
- ③ Proposed Pedestrian route
- ④ Rerouted road (connecting B999 west)
- ⑤ East-west / north-south green connections
- ⑥ Significant open space retains key east-west green connection from coastal areas across to Perwinnes Moss / Scotstown Moor and Corby & Lily Lochs



Land Use	Area
Residential Land	c. 44 ha
Mixed Use Centre	c. 1 ha
Primary School	c. 3 ha
Open Space (Including SuDS)	c. 36 ha
AWPR	c. 13 ha
Land north of AWPR	c. 33 ha
TOTAL	c. 130 ha

Indicative Phasing

It is likely that all four phases of construction, consisting of between approximately 1,000 and 1,200 homes, could be completed within between eight and ten years.

These phases are indicative and subject to revision following discussions with Aberdeen City Council.

- Phase One could deliver approximately 300+ homes
- Phase Two includes a mixed-use local centre and could deliver approximately 250+ homes
- Phase Three includes a single stream primary school and could deliver approximately 150+ homes
- Phase could deliver approximately 300+ homes

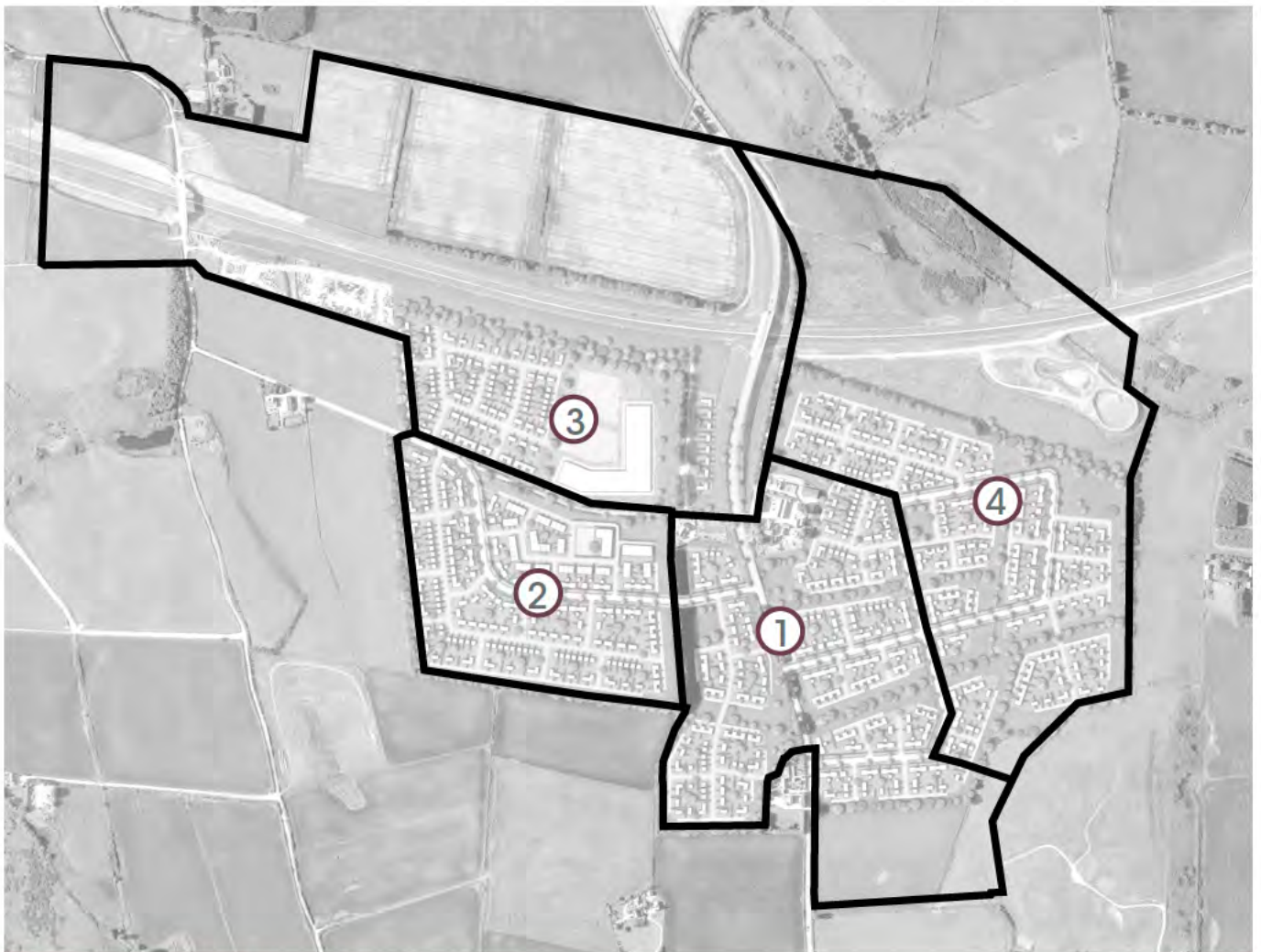


Figure 13 : Indicative Phasing Plan

Conclusion

This report and representation demonstrates that the Site at Newton of Mundurno is an appropriate and suitable development Site capable of delivering between approximately 1,000 and 1,200 homes through a residential-led mixed use masterplan approach. The proposal would effectively form a new village, offering high quality residential development which will integrate effectively with the surrounding landscape.

Newton of Mundurno's strategic location would support a sustainable pattern of city growth along the A90 corridor where it provides the opportunity to place homes close to jobs and leisure / recreational opportunities and support recent infrastructure investment such as the AWPR.

Importantly, this pattern of growth would not be to the detriment of the wider landscape, with the opportunity to provide east-west green linkages between the coast Perwinnes Moss / Scotstown Moor and beyond.

