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To: Councillor Dean, Convener; Councillor McCaig, Vice-Convener; and Councillors Adam, Allan, Boulton, Clark, Corall, Cormie, Crockett, Greig, Jaffrey, Milne, Penny, Robertson and Kevin Stewart.

Town House,
ABERDEEN 21 May 2010

ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE

The undernoted items are circulated in connection with the meeting of the **ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE** to be held here in the Town House on **MONDAY, 31 MAY 2010 at 10.30 am.**

JANE G. MACEACHRAN
HEAD OF LEGAL AND DEMOCRATIC SERVICES

BUSINESS

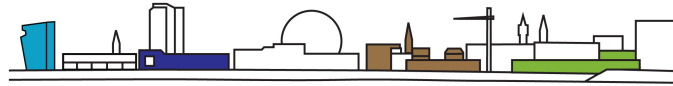
7 PLANNING

- 7.1 Aberdeen Local Development Plan - Main Issues Report Consultation Responses - Report by the Director of Enterprise, Planning and Infrastructure (Pages 1 - 330) **Appendices 1 to 10**

The appendices to the report have been circulated separately to members of the Committee and can be viewed at <http://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=140&MIId=1560&Ver=4>

Should you require any further information about this agenda, please contact Allison Swanson, tel. 522822 or email aswanson@aberdeencity.gov.uk

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aberdeen local development plan

Main Issues Report – Consultation Responses

Areas A & B

Bridge of Don/North Danestone and Middleton Park

1. Main Issues Report Proposals

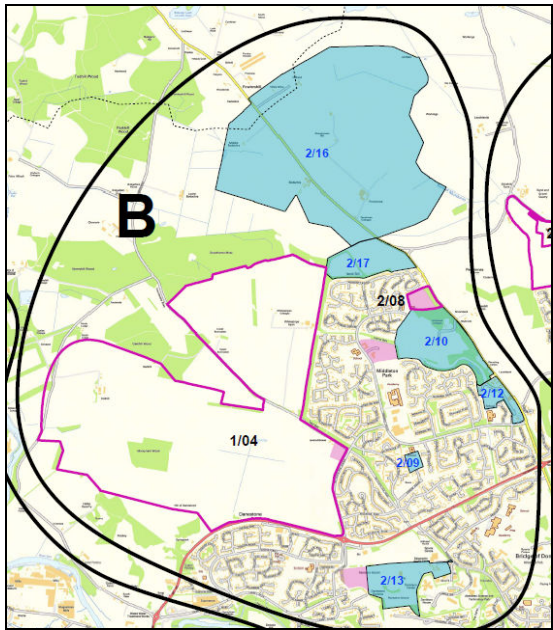
1.1 A number of development options were submitted and assessed for the Bridge of Don/North Danestone/Middleton Park areas and the Main Issues Report identified the most ‘desirable’ of these options. These ‘desirable’ sites, and the other options considered ‘undesirable,’ are shown on the plans below. Consultation on the Main Issues Report took place over an eight week period from 16th October to 11th December 2009. This report summarises the comments we received about the Bridge of Don/North Danestone/Middleton Park areas and contains our responses to them.

Area A: Bridge of Don - Dubford
Site shaded pink is already zoned for employment use in the Aberdeen Local Plan 2008.

Sites outlined in pink were development options assessed by Planning Officers as being ‘desirable’ sites for housing, employment and related uses in the Main Issues Report.

Sites shaded blue are development options submitted, but considered ‘undesirable’ following assessment by Planning Officers.

Sites	‘Desirable’ sites		
	Local Development Plan period		Future Growth
	2007 – 2016	2017 – 2023	2024 – 2030
2/01 Dubford		-	-
2/05 Mundurno Tor Ecosse	550 homes	-	-
2/19 Dubford Brickworks		-	-
2/18 Murcar (part)		20 ha employment	
Housing Total	550 homes	-	-
Employment Land Total	20 ha		-

	<p>Area B: Grandholm/Whitestripes Sites outlined in pink were development options assessed by Planning Officers as being 'desirable' sites for housing, employment and related uses in the Main Issues Report.</p> <p>Sites shaded pink are already zoned for development in the Aberdeen Local Plan 2008.</p> <p>Sites shaded blue are development options submitted, but considered 'undesirable' following assessment by Planning Officers.</p>		
'Desirable' sites			
Sites	Local Development Plan period		Future Growth
	2007 – 2016	2017 – 2023	2024 – 2030
1/04	2600 homes	2100 homes	2300 homes
Grandholm/Whitestripes	5 ha employment		-
2/08 East Woodcroft North	60 homes	-	-
Housing Total	2660 homes	2100 homes	2300 homes
Employment Land Total	5 ha		-

Summary of Responses

2. Source of Responses

2.1 Responses were received by, or on behalf of, 33 different interests relating specifically to the Bridge of Don/North Danestone areas. These responses came from:-

- Bridge of Don Community Council
- Nine individuals
- Aberdeen City and Shire Economic Future
- The Scottish Environment Protection Agency
- Scottish Water
- Scottish Natural Heritage
- Two local football clubs, and
- 17 submitted on behalf of development industry/land owners.

A wide range of comments were also made at the community consultation event at Scotstown Primary School. A summary note of that meeting is attached.

3. Summary Overview of Responses

3.1 The comments focussed primarily on the various development options considered within the area, with responses coming from the backers of sites which had been given 'undesirable' as well as 'desirable' status in the Main Issues Report. Development industry representatives naturally wished to promote the merits of their respective sites. Responses from the Community Council and individuals focussed mainly on the desirable sites. A range of views were expressed about the overall settlement strategy with some respondents supporting the scale and distribution of allocations, some saying there is scope for being more ambitious and allocating more land for development, while others were concerned that Bridge of Don was accommodating far too big a share of the city's greenfield housing allocations.

3.2 A new concept was proposed by one planning consultancy representing landowners and various development industry interests. This envisages pulling together most of the main development options across the area north of the River Don to deliver a new town centre, radial /arterial routes, housing, employment land, retail, community facilities and an open space network. This vision was expressed in what the proposers called the North of River Don Masterplan (see illustration below). This approach promotes sites for 13,000 houses and 150ha of employment



land which would go a long way towards meeting the structure plan city requirement for 17,000 houses on greenfield sites up to 2023 with a further 4,000 to 2030. The structure plan requires 105 ha of employment land up to 2023 and a further 70ha to

2030. The Main Issues Report suggested 7,610 houses up to 2030 and 25ha of employment land in the Bridge of Don/North Danestone area (see tables below). If the North of River Don Masterplan was to be considered favourably it would have a significant impact on the housing and employment land allocations required elsewhere in the city. This North of River Don Masterplan option was revealed at a late stage of the consultation period. Bridge of Don Community Council feels there was inadequate time for them to give this proper consideration.

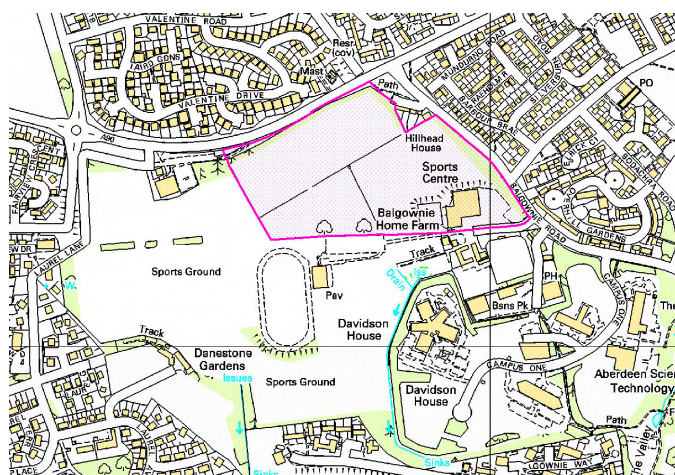
Housing Allowances

	City & Shire Structure Plan Housing Allowances (Aberdeen City)			Main Issues Report Bridge of Don (Areas A & B)	North Don Masterplan
	Regeneration Areas	Brownfield	Greenfield	Greenfield	Greenfield
2007-2016	500	4,000	12,000	3,210	13,000
2017-2023	2,000	3,000	5,000	2,100	
2024-2030	2,500	3,000	4,000	2,300	
Total		10,000	21,000	7,610	

Employment Land Allocations

	City & Shire Structure Plan Allocations (ha) (Aberdeen City)	Main Issues Report Bridge of Don Proposals (Areas A & B)	North Don Masterplan
2007-2023	105	25	150
2024-2030	70	-	
Total	175	25	150

3.3 Another new development option was suggested (200-300 houses) for a site at Balgownie playing fields (see map, below). This land is mainly owned by the City Council but the south-east corner of the site, occupied by a derelict bowling club, is in private ownership. It adjoins the playing fields owned by Aberdeen University. While the University site was identified as a development option (defined as ‘undesirable’) in the Main Issues Report, this latest option was not identified at that stage and was not known during the statutory consultation period. There has, therefore, been no public scrutiny of this option.



3.4 All the development options rated as 'undesirable' in the Main issues Report, were promoted for reconsideration by respondents with the exception of the greater part of the East Woodcroft site (ref 2/10) owned by the City Council. Some of the backers of these sites submitted alternative sustainability scores for their sites when compared with the City Council's Planning Officer scores. The sustainability scores are, however, only one set of tools used in exploring the suitability of any site. The scoring in itself does not solely determine whether a site is desirable or not. Other factors included the Transport Framework and Strategic Environmental Assessment. Account was also taken of views expressed at an earlier stage in assessing development options, other information about sites and existing policy considerations.

3.5 Retail development on the playing fields at Denmore Road (ref 2/15) was proposed, with the playing fields relocated to an unidentified alternative location. A recommendation was also made that the retail warehouses at the north end of Denmore Road (B&Q etc) should be considered an appropriate location for any new superstore development in this area. This latter site has established open Class 1 retail use rights.

3.6 Community concern was expressed over the perceived lack of key infrastructure in the area, particularly the need for the AWPR to be built and for improved access across the River Don (although a comment was made that the Third Don Crossing wouldn't work). Various suggestions were made regarding transport improvements, including a fourth Don crossing, a Haudagain flyover, and restricting parking on Mugiemoor Road. People said that development should not happen unless the main infrastructural issues were addressed. Even with this infrastructure in place, concern was expressed about the scale of development suggested for Bridge of Don and some suggested there should be a more equitable spread of development across the city. It was said that Bridge of Don needs more facilities, parks and green spaces and that growth proposals should take account of potential sea level rises and flooding. Very few comments were made by individuals about sites considered undesirable in the Main Issues Report.

3.7 A couple of comments expressed concern about perceived congestion and safety at specific road junctions, e.g. Scotstown Rd/Dubford Rd, Scotstown Rd/Perwinnes triangular junction, North Donside Road/Ellon Road roundabout.

Response - Our vision is for the expansion of Bridge of Don in a form that allows sustainable new communities to be created which are well integrated with the existing settlement and within the landscape. The 'desirable' sites in the Main Issues Report remain our preferred options for meeting housing and employment land allocations. These are close to the existing urban area and are easier to accommodate in landscape and transport terms than the other options further to the north. They will, in combination with existing significant employment land allocations at Bridge of Don, contribute towards the aims of the Energetica Initiative, being promoted by Aberdeen City and Shire Economic Future, which seeks to create a concentration of energy

technology companies, housing and leisure facilities along a 30-mile corridor from Aberdeen to Peterhead. The North of River Don masterplan concept would require Bridge of Don to accommodate more than 60% of the city's new greenfield housing land allocations compared with c.36% as proposed in the Main Issues Report. Given the concerns expressed by local people about the scale of development suggested in the Main Issues Report, and the share Bridge of Don is expected to take of the city's total allocation, the North of River Don masterplan proposals are difficult to support as they would exacerbate these worries. Allocating such a high proportion of the new sites to one part of the city would reduce choice elsewhere and it may also prove harder to deliver the required development within the timescales envisaged, requiring a large number of landowners and developers to work together. Also, many of the sites within the North of River Don Masterplan area were already assessed as 'undesirable' when measured against a range of sustainability criteria.

Significantly reducing the land allocations at Bridge of Don, as suggested by some people, would also be problematical as this would make it harder to achieve the full range of community facilities and infrastructural improvements which can be achieved by the scale of development currently proposed in the Main Issues Report. It would also require us to make compensatory allocations elsewhere in the city on sites considered to be less appropriate, available or sustainable.

We acknowledge the concerns expressed by some respondents about the need for key infrastructure to be provided to serve new development, regardless of the scale of that development, and to reduce its impact on the existing community. Particular concerns were raised about transport infrastructure and schools. At a strategic level, there is Scottish Government commitment to building the Aberdeen Western Peripheral Route and to improving the Haudagain roundabout, while Aberdeen City Council has submitted a planning application to build the Third Don crossing. A range of options was looked at before choosing these preferred schemes. These are three main transport infrastructure projects which will be delivered at an early stage in the life of the new Local Development Plan. Further improvements will be delivered through the Local Transport Strategy which includes a proposal to relocate the Bridge of Don Park and Ride facility to a site near the Murcar roundabout, and to increase its capacity. The Strategy also includes proposals for improved public transport, walking and cycling facilities and other local schemes aimed at improving safety and congestion. Weblink to Local Transport Strategy:-

http://www.aberdeencity.gov.uk/planning/pla/pla_transportstrategy.asp

Assessments have been carried out of other transport and infrastructural needs (e.g. schools, water services) associated with the scale of development envisaged for the area and a clear list of developer contributions will be set out in the Proposed Plan and/or associated Supplementary Guidance.

Scottish Water has set out an initial assessment of water services infrastructure needed to serve proposed new developments. Masterplans will be required for each of the major new development sites, which should be prepared in consultation with local people. The masterplans will show the

relationship between the different mix of land uses within development sites, including local facilities. Significant landscaping and greenspace components will be required and protection given to district wildlife sites and other designated natural areas. Masterplans will also show how opportunities for walking, cycling and public transport will be incorporated into developments. They will also identify appropriate sites for community facilities and consider the viability of particular uses.

4. Site By Site Responses

4.1 The following sections summarise the comments received regarding each site (i.e. desirable sites, undesirable sites, new sites and other sites). Comments, whether they be supporting a proposal, objecting to it or simply making a comment, are those expressed by respondents and do not necessarily reflect the views of Planning Officers. These are, however, only summaries but the full content of each respondents' submission can be found on the City Council's website by going to the following link:-
http://www.aberdeencity.gov.uk/xlp_LocalDevPlanSearch.asp

4.2 Planning Officers responses are included in the box after each site. These should be read alongside the response given in Section 3 above regarding the overall strategy for Bridge of Don within the context of the whole city.

5. Sites identified as 'Desirable' and/or 'Promising' in Main Issues Report

Site Ref		Total no. of respondents	Respondents generally supporting Main Issues Report	Respondents generally opposing Main Issues Report	Respondent offering advice/comments only
1/04	Grandholm/Whitestripes	11	3	4	4
2/01	Dubford	6	3	0	3
2/05	Mundurno	8	5	0	3
2/08	East Woodcroft	2		2	0
2/18	Murcar	5	3	1	1
2/19	Davidson's Brickworks	8	5	0	3
2/12	Glashieburn	2	2	0	0

5.1 Grandhome/Whitestripes (1/04)

Paull & Williamsons on behalf of The Grandhome Trust support this proposal as did one individual. Bridge of Don Community Council said that the scale of development envisaged appears excessive and infrastructure would not be able to cope. One individual expressed concern about the impact of traffic from this proposal. Another individual was strongly opposed to it and another conceded that development may be acceptable if carried out sensitively. The Scottish Environment Protection Agency and Scottish Water raised issues which need to be addressed.

Supporting Comments

- It's a leading Scottish Sustainable Communities Initiative.

- It will have a strong and distinctive ‘green structure’ integrated into surrounding landscape.
- It’s in single ownership.
- It will have good quality public transport and good connectivity.
- Likely need for a new primary school will be addressed in masterplanning.
- It will be a mixed use development, not just housing.

Objections

- Excessive scale of development.
- Infrastructure won’t cope.
- Traffic impact.
- Concern about mix of employment land and housing.
- Need for new schools.
- Question the ability of the site to deliver the number of houses required within the period to 2016 given that it’s not under the control of a developer.

Comments

- Concerned about loss of open areas but may be acceptable if development is sensitive.
- New GP Practice will be needed along with new dental and community pharmacy facilities.
- Development must be well back from existing watercourses.
- Water services infrastructure required.

Response – There are relatively few planning and topographical constraints within the site itself and its scale means that those that do exist (such as woodland and shelter belts and historic features) can be maintained and even enhanced. The scale of development would mean that it could support its own transport infrastructure as well as services and facilities such as a new centre, schools and employment land. The mix of housing and employment uses offers the opportunity for more sustainable living by placing job opportunities close to where people live but designed in such a way as to not impact on residential amenity. The site is in a single ownership which will assist deliverability. The mix and distribution of uses, density, design, layout and access arrangements will be specified through the masterplanning process. Infrastructural requirements, including affordable housing and community facility requirements, will be set out in the new Local Development Plan and its Supplementary Guidance. Significant progress with the masterplanning of this site was carried out in March 2010 when local people, City Council staff and agencies took part in the Grandhome Charrette, an engagement process which looked at how best the site might be developed. The charrette was sponsored by the Scottish Government through the Scottish Sustainable Communities Initiative.

With regard to strategic infrastructural provision, there is Scottish Government commitment to building the Aberdeen Western Peripheral Route and to improving the Haudagain roundabout, while Aberdeen City Council has submitted a planning application to build a Third Don crossing. These are

three main transport infrastructure projects which will be delivered at an early stage in the life of the new Local Development Plan. Separate infrastructural assessments carried by the City Council have identified a need for a new secondary school and new primary schools to serve this new community. New healthcare facilities will also be required. Highways improvements include a link(s) onto the Parkway and upgrading of Whitestripes Road and Scotstown Road to improve links to the Aberdeen Western Peripheral Route. Public transport services will have to extend into the site. Investment will be needed in water service infrastructure.

NHS Grampian has been involved in discussions about healthcare site requirements through the masterplanning process.

5.2 Dubford (2/01); Mundurno (2/05); Davidson's Brickworks (2/19)

Bridge of Don Community Council highlighted some concerns about these proposals but agreed that they are worthy of consideration. Scotia Homes expressed support for all three sites. Two individuals supported site 2/01. Tor Eccose supports site 2/05 as did two individuals while one opposes it. Tarmac Building Products support site 2/19 as do two individuals. SEPA and Scottish Water raised some issues which need to be addressed

Supporting Comments

- Would create a new mixed use neighbourhood.
- Will be developed through a masterplan.
- Will provide mixed tenure.
- Supports the Energetica Corridor initiative which seeks to position Bridge of Don as part of a global hub of energy and development.
- No contamination problems.
- It is marketable.
- It can deliver the required housing, community and employment uses.
- It is not dependent on major new infrastructure.
- Provided the interests of existing residents in the vicinity are taken into consideration, this appears worthy of consideration.

Objections

- Improved infrastructure would be needed - before development in this location takes place the Aberdeen Western Peripheral Route and Third Don Crossing plus Haudagain improvements would all be essential prerequisites, plus vastly improved bus services.
- There are drainage issues on this site
- Bridge of Don Academy has capacity, but are the buildings suitable?

Comments

- Healthcare requirements of these developments can be accommodated within existing provision but not if this goes ahead along with anticipated developments at Blackdog, Potterton and/or Balmedie in which case expansion of existing Bridge of Don healthcare facilities will be required.
- Water courses are present on all sites and capacity may be affected.
- Water services infrastructure required.

Response –The Dubford site (2/01) is bordered by strong landscape features, which would form logical boundaries to growth in this area. The site is well related to the existing adjacent residential area of Denmore, as the topography continues the decent towards the Mundurno burn, and Dubford Road (which is served by two regular city buses) could be extended into the site. The adjoining Mundurno site (2/05) could be well integrated with this site and the former brickworks site (2/19) is a brownfield opportunity which could also be integrated with the adjoining land. The mix and distribution of uses, density, design, layout and access arrangements will be specified through the masterplanning process. The outcomes of a workshop undertaken by the developers have been used to begin forming a masterplan which has examined constraints imposed by watercourses in the area. With regard to strategic infrastructural provision, there is Scottish Government commitment to building the Aberdeen Western Peripheral Route and to improving the Haudagain roundabout, while Aberdeen City Council has submitted a planning application to build the Third Don crossing. These are three main transport infrastructure projects which will be delivered at an early stage in the life of the new Local Development Plan. Other infrastructural requirements, including affordable housing requirements, will be set out in the new Local Development Plan and its Supplementary Guidance. Capacity exists within existing secondary and primary schools but any specific requirements must be considered alongside other development options in Bridge of Don and in Aberdeenshire. Many of the accommodation problems at Bridge of Don Academy, identified by Her Majesty’s Inspectorate of Education in 2005, have been addressed through a programme of improvement works over the past few years. Investment will be needed in water service infrastructure. NHS Grampian will be involved in discussions regarding healthcare requirements.

5.3 East Woodcroft (2/08)

Bridge of Don CC has expressed some concerns about this site (e.g. school capacity). One individual has expressed concern about traffic/access arrangements to the site.

Objections

- The nearest schools are at or near capacity.
- Access arrangements need to be clarified before this is considered. Already problems in Ashwood Road.

Comments

- Site has an inherent landscape and visual sensitivity which relates to its elevated location on the northern edge of Aberdeen.

Response – This site is already allocated in the Aberdeen Local Plan 2008 as a potential development site (referred to as OP30). It is a relatively small site which can be accommodated with little additional traffic impact. Local schools have capacity to accommodate pupils from this development.

The bulk of the East Woodroft area, (2/10), adjoining this site to the south, is not being promoted as a Development Option. This land should be retained for open space/recreational use in the Proposed Plan.

5.4 Murcar (2/18) (see also comments in Section 4 for ‘undesirable’ parts of this option).

Scotia Homes express support for employment use here but suggest a mixed use may be more appropriate. Two individuals support the proposal but Bridge of Don CC express concern over landscape impact.

Supporting Comments

- Supports the Energetica Corridor initiative which seeks to position Bridge of Don as part of a global hub of energy and development.

Objections

- Impact on landscape

Comments

- Employment use is fine but mixed use might be more appropriate.
- Water course is present on NW corner of site. Capacity of site may be affected.
- Water services infrastructure required.

Response – Allocating this site for employment use complements the substantial (c75ha) adjoining area to the south which is already allocated for development in the Aberdeen Local Plan 2008. This will support the aims of the Energetica initiative promoted by Aberdeen City and Shire Economic Future (ACSEF). Density, design, layout and access arrangements will be specified through a masterplanning process. Infrastructural requirements will be set out in the new Local Development Plan and its Supplementary Guidance. The remaining, larger, part of this development option to the north is not considered desirable as it would impact on the landscape setting of the city and the coastal views. It is also remote from the existing settlement.

5.5 Glashieburn (2/12)

Landowner wishes to have the opportunity of redeveloping those parts of this site which are already developed. Also supported by one individual.

Supporting Comments

- support the comments in para 3.31 of the Main Issues Report stating that part of the site is an appropriate option for small scale redevelopment for housing.
- accept that the school playing fields and open space be excluded from the proposal.

Response – Only part of this site is suitable for redevelopment and this is acknowledged by the respondent. Any detailed proposals for the site will be dealt with through the Development Management process with any planning applications being assessed within the context of Local Development Plan policies and guidance.

6. Sites identified as ‘Undesirable’ in the Main Issues Report

Site Ref	Site Name	Total No of respondents	Respondents generally supporting Main Issues Report	Respondents generally opposing Main Issues Report	Respondent offering advice/comments only
2/02	Mundurno	1	0	1	0
2/03	Munduno	1	0	1	0
2/06	Land, Ellon Road	1	0	1	0
2/13	Balgownie	1	0	1	0
2/14	Mill o’ Mundurno	1	0	1	0
2/15	Denmore Road	3	0	3	0
2/16	Perwinnes	2	0	2	0
2/17	Causewayend	2	0	2	0
2/18	Murcar	1	0	1	0

6.1 Mundurno (2/02)

Ryden’s, on behalf of Stewart Milne Homes, object to the non-inclusion of this site and say it should be included for a mixed use development of 750 houses, 6 ha of employment land, associated local shopping and community facilities, including scope for new primary school.

Supporting Comments

- Would be a logical northern expansion of Bridge of Don.
- No great landscape impact – strategic planting and community woodland would lead to improvements.
- Development here along with improvements to B999 would provide access to the A90 and to AWPR etc.
- Site is close to public transport routes.
- Scale of housing development along A90 corridor is too low compared with employment land release and so fails to improve opportunities for sustainable living.
- Supports the Energetica Corridor initiative which seeks to position Bridge of Don as part of a global hub of energy and development.
- The Western Peripheral Route and Third Don Crossing will increase capacity which should be maximised by allowing further development
- Reducing the housing allocation at Whitestripes would allow more elsewhere including this site.

Response – This site performs green belt functions by contributing to the identity and landscape setting of the city, and of preventing coalescence between Bridge of Don and Potterton. It is isolated from the existing settlement of Denmore by the B999 and topographical changes. Local primary

schools could not cater for the demand generated by a development of this size, thereby necessitating a new school. It is unlikely this scale of development could support the necessary neighbourhood facilities and services to significantly reduce residents' need to travel. Non-motorised linkages to other areas outwith the site would require substantial improvements to provide a realistic, safe and attractive alternative to cars. The site to the south at Dubford is a preferred option which is considered more sustainable. There is no requirement for the 2/02 site in addition to the Dubford site and other Bridge of Don sites. Scottish Natural Heritage agree that sites further north of those already identified as 'desirable' in the Main Issues Report would have a greater impact on the landscape character of the coastal seaboard and would encroach on the landscape which separates Blackdog and Potterton from Aberdeen.

6.2 Mundurno (2/03)

Halliday Fraser Munro, on behalf of Robertson Property, objects to the failure of the Main Issues Report to acknowledge that this site has established industrial use rights, and suggest it should be excluded from green belt and designated as industrial land although other uses might be accommodated if the North of River Don Masterplan is accepted.

Support

- Site is derelict but has established industrial use rights.
- National planning advice suggests existing major business and industrial operations should be excluded from green belt designations.
- Supports the Energetica Corridor initiative which seeks to position Bridge of Don as part of a global hub of energy and development.
- Should have scored higher in the transport appraisal carried out earlier.

Response –It is recognised that the site has existing use rights and these are not affected by its retention in the green belt. The site, along with neighbouring sites, is remote from the existing urban area and therefore less suitable for development. Further development could result in urban sprawl that would harm the landscape setting of the area. Sufficient development land to meet the Structure Plan requirements up to 2030 and to support the Energetica initiative can be met without this site or neighbouring land to the south.

6.3 Ellon Road (2/06)

Halliday Fraser Munro, on behalf of A. Bedawi, recommends this site should be allocated for employment use as an extension of the land to the south. It would also be a component of the North of River Don Masterplan

Supporting Comments

- Supports the Energetica Corridor initiative which seeks to position Bridge of Don as part of a global hub of energy and development.
- Linked to employment land to the south
- Should have scored higher in the transport appraisal carried out earlier.

Response:- Sufficient land to meet structure plan requirements has been identified in more appropriate locations adjacent to the existing settlement. This site is detached from the existing and planned expanded urban area. Scottish Natural Heritage agree that sites further north of those already identified as 'desirable' in the Main Issues Report would have a greater impact on the landscape character of the coastal seaboard and would encroach on the landscape which separates Blackdog and Potterton from Aberdeen

6.4 Balgownie (2/13) (See also paras 3.3 and 7.3)

Ryden's on behalf of Aberdeen University object to the failure of the Main Issues Report to identify the Balgownie playing fields as a preferred development option for a science park extension (3.6ha) and residential use (167 houses) with the remainder of the site (7.5ha) retained for sport/leisure use. They say the Sports Pitch Strategy which identifies this as one of the top five quality playing field sites in the city, is out of date and these playing fields are surplus to University requirements and are not used much by anyone else. Alternative facilities exist at Hillhead and Aberdeen Sports Village. Planned additional pitches as a Phase 2 development of Aberdeen Sports Village would negate any further university requirement at Balgownie. Almost 50% of the Balgownie site would, however, be retained for sports/leisure use.

Supporting Comments

- Balgownie sports pitches are not used very much.
- Superior sports facilities have been provided at Hillhead and Aberdeen Sports Village.
- Almost 50% of site would be retained for leisure/sports purposes.
- Improved landscaping would improve biodiversity.
- Third Don crossing will improve access.
- This is more sustainable than some other Greenfield sites.

Response – A small part of this site (1.7ha of the 16.7ha), occupied by former farm buildings and open space, is zoned for mixed use purposes in the existing Local Plan and alternative uses which comply with the mixed use policy would be acceptable, including residential. The bulk of the site, however, is set out as playing fields and also makes a significant contribution to the urban greenspace network. It occupies a prominent position on an elevated location on the north side of the River Don valley. In common with many other areas of land used as urban greenspace, this site scores well in terms of accessibility to existing facilities. Equally the site provides high quality accessible urban greenspace for the surrounding existing communities and with a planned expansion of population in Bridge of Don this could lead to more demand for pitches. The playing fields are of high quality and the City Council's existing sports pitch strategy would not support the loss of any of these pitches and it is unclear whether the loss of pitches here would lead to a shortfall in quality pitch provision across the city. Sufficient suitable sites have been identified elsewhere for substantial residential use. There is no identified need for an extension to the neighbouring Science Park as it contains 3.6ha of

undeveloped land (only 2.2ha has been developed here since 1998) and a further 74ha of employment land exists to the north of the AECC at Bridge of Don with an additional 20ha proposed here in the Main Issues Report.

6.5 Mill O Mundurno (2/14)

Knight Frank on behalf of Bett Homes are opposed to exclusion of this site which should be included with the other adjoining Dubford sites as having residential potential. Alternatively, it would be suitable for retail, hotel or leisure use.

Supporting Comments

- It's in a strategic location with good accessibility.
- It's next to a 'desirable' site (Dubford).
- It's close to employment opportunities.
- Site could be well contained within the landscape with buffer between it and the A90.
- Supports the Energetica Corridor initiative which seeks to position Bridge of Don as part of a global hub of energy and development.
- If left undeveloped it would become an unusable gap site which doesn't contribute to greenbelt.

Response – Development on this site would be remote and essentially unrelated to existing settlement; it would also have a negative effect on the cultural and historic environment, as the whole of the site is recorded under the Sites and Monuments Record as containing "Mill of Mundurno Linear Cropmarks". There are also issues associated with drainage, overall the site is poorly drained and waterlogged. The northern and eastern boundaries of the site are shown on the Scottish Environment Protection Agency flood risk map as 'at risk of flooding from rivers', this risk results from the Mundurno Burn. Development would have a significant impact on views, and would be very prominent from the B999 road. Sufficient alternative sites in more appropriate and sustainable locations have been identified to meet the structure plan land allocations. Scottish Natural Heritage agree that sites further north of those already identified as 'desirable' in the Main Issues Report would have a greater impact on the landscape character of the coastal seaboard and would encroach on the landscape which separates Blackdog and Potterton from Aberdeen.

6.6 Denmore Road (2/15)

Ryden's on behalf of European Development holdings, object to the non-identification of this site for retail purposes. This objection is supported by Hermes FC and Hall Russell FC, who use the existing football pitches on this site. The site is owned by the City Council but is held by the football clubs on a long term ground lease. Replacement and upgraded football facilities, including changing rooms, would be provided on an alternative (unidentified) site. The site is being promoted as a District Centre, anchored by a food superstore, serving north east Bridge of Don.

Supporting Comments

- Proposed additional housing in this area will create a need for retailing.
- Supports the Energetica Corridor initiative which seeks to position Bridge of Don as part of a global hub of energy and development.
- No district centre currently serves the east of Bridge of Don.
- Next to A90 and accessible by a range of transport modes.
- 2004 Shopping Study identifies a shortfall in convenience retail space.
- Community council supports this proposal
- Football clubs support this proposal.
- Playing fields will be replaced elsewhere.

Response – Proposals for retail development on sites not identified in the development plan will be assessed according to the sequential test promoted by Scottish Planning Policy. Another site, which has the benefit of unrestricted retail use rights, exists within the Denmore Road area. The convenience shopping requirements of the new communities will be met within the new development areas and will be identified through masterplanning exercises. Part of the site has also been identified by Council officers as a potential location for a new recycling centre required to serve the wider Bridge of Don area. The need for such facilities was highlighted in the Main Issues Report and is supported in principle by Bridge of Don Community Council. The bulk of the site is used as playing fields and these should be retained. Improved car parking will be provided on site if the recycling centre is built.

6.7 Perwinnes (2/16)

Halliday Fraser Munro on behalf of Messrs McIntosh (landowners) believes this site should be taken forward as a development option within the context of the North of River Don masterplan. This is supported by one individual. The proposal is for 100 hectares of development land and “several hundred hectares of land conserved as green belt”.

Supporting Comments

- Area could be enhanced by development which includes structure planting.
- This area should be part of a wider North of River Don masterplan which could strengthen protected areas (see also paras 3.2 and 7.2).
- It is close to the AWPR and employment opportunities.

Response – This site is deemed undesirable because it is open farmland and Perwinnes is a highly visible exposed hill. It is a landmark that provides a backdrop to development at Bridge of Don and helps to contain it. Other than the Mundurno Burn and former sand and gravel pit at Leuchlands which forms a distinctive mound to the east, there are no other significant features in the area which could be used to form a strong green belt boundary. The site is poor in access terms, although it may be large enough to support its own services and facilities (including new schools) and public transport. However, development breaking out over the lower ground to the south before climbing up Perwinnes Hill would add to a sense of urban sprawl and isolation unconnected to the existing urban area.

Scottish Natural Heritage says that sites further north of those already identified as 'desirable' in the Main Issues Report would have a greater impact on the landscape character of the coastal seaboard and would encroach on the landscape which separates Blackdog and Potterton from Aberdeen.

6.8 Causewayend (2/17)

Halliday Fraser Munro on behalf of Michael Hickey believes this site should be taken forward as a development option within the context of the North of River Don Masterplan. This is supported by one individual.

Supporting Comments

- The site could be a viable alternative to the preferred options.
- The designation of green belt should not be used as a reason for discounting this site: it makes little contribution to green belt.
- Tree belt will be retained.
- There are no significant landscape features that will be destroyed - masterplanning will ensure this.
- This area should be part of a wider North of River Don Masterplan which could strengthen protected areas (see also paras 3.2 and 7.2). This site would be pivotal in the masterplan.
- Supports the Energetica Corridor initiative which seeks to position Bridge of Don as part of a global hub of energy and development.

Response – Development here would severely impact on the surrounding landscape to the north and will be very prominent from Scotstown Road. Part of the site is shown as ancient woodland and the tree belts are a prominent local feature which screens the housing development at Bridge of Don. The site is not greatly related to the existing settlement. No roads could link between the existing settlements to the south to the proposed development. Road access would need to be constructed on the road to the north of the site and this may have safety implications. The site is quite far away from major community facilities therefore people may be more inclined to use their cars rather than public transport.

6.9 Murcar (2/18)

Halliday Fraser Munro support the Main Issues Report's inclusion of 20ha of land here for employment use (see also para 5.4). However, on behalf of J& AF Davidson, the consultants have submitted two options for the development of a larger area of land to the north which is promoted within the context of the North of River Don masterplan. Option 1 includes employment land and retail and Option 2 includes housing, retail and employment land. They claim public support for the ideas.

Supporting Comments

- Supports the Energetica Corridor initiative which seeks to position Bridge of Don as part of a global hub of energy and development.
- On trunk road and public transport route.
- Retains long distance and coastal views.
- High quality environment.

- Potential to create coastal community close to golf courses.

Response – Sufficient land has been identified elsewhere to meet the structure plan employment land allocations on more sustainable sites. Retail requirements of new development areas will be met by allocating sites within the desirable housing sites through the masterplanning process. This will provide local shopping provision close to where people live. No strategic need has been identified for retailing on the 2/18 site. This location would encourage car borne shoppers as the site is remote from any existing or proposed housing. Scottish Natural Heritage says that sites further north of those already identified as 'desirable' in the Main Issues Report would have a greater impact on the landscape character of the coastal seaboard and would encroach on the landscape which separates Blackdog and Potterton from Aberdeen.

7. New Sites

7.1 Two significant new development options were promoted in response to the main Issues Report. These are summarised below and were also mentioned in paras 3.2 and 3.3.

7.2 North of River Don Masterplan

This new concept is promoted by Halliday Fraser Munro working on behalf of a group of landowners (see also para 3.2) The North of River Don Masterplan was submitted as an indicative plan during the Main Issues Report consultation period. Halliday Fraser Munro said it would be subject to change following detailed consultation as part of the local development plan process. The masterplan looks at Bridge of Don as a whole entity, not on a site-by-site basis. Halliday Fraser and Munro have submitted it to support each of the sites for which they have an interest as well as other sites. This approach promotes sites for 13,000 houses and 150ha of employment land which would go a long way towards meeting the structure plan city requirement for 17,000 houses on greenfield sites up to 2023 with a further 4,000 to 2030. The structure plan requires 105 ha. of employment land up to 2023 and a further 70ha. to 2030. The Main Issues Report suggested 7,610 houses up to 2030 and 25ha. of employment land in the Bridge of Don/North Danestone area. This proposal was put into the public domain at a late stage in the consultation period and was therefore not open to the same degree of public scrutiny as other options.

Supporting Comments

- The North of River Don Masterplan has the capacity to generate sufficient development value to cover the key infrastructure costs.
- The scale and longer term prospects of the North of River Don Masterplan will ensure deliverability of development as it will attract investment interests.
- It will secure a more integrated approach to development across Bridge of Don.

- The North of River Don Masterplan will introduce a new town centre for Bridge of Don with associated services and facilities, including recreational facilities
- It supports critical strategic road linkages and introduces a choice of routes, including a Light Rapid Transport route.
- It will provide housing and employment land.
- It will provide a new nature reserve and large areas of publicly accessible green space.
- It protects the coastal strip and Don valley for open air recreation with new footpaths, cyclepaths and bridleways.
- Supports the Energetica Corridor initiative which seeks to position Bridge of Don as part of a global hub of energy and development.

Objections

- Community Council did not have time to properly consider this option

Response – A response to this was given in Section 3 above. It is not clear whether all the development interests covered by the masterplan are in support of this approach. This proposal would, in any case, impact on the overall settlement strategy and would require a major reassessment of the development options across the entire city. Transport impacts would have to be reworked and further consultation carried out. Many of the sites within the masterplan area have been assessed as being ‘undesirable’. Many of the aims of the North of River Don Masterplan are equally achievable by masterplanning the sites which we feel are ‘desirable’.

7.3 Balgownie Playing Fields

A site on the northern part of Balgownie playing fields, capable of accommodating 200-300 houses, has been proposed as a new development option. Part of the site is occupied by a fire damaged and vacant commercial sports/bowling club with the remainder in use as open space. This proposal was not available for public scrutiny during the consultation period so no responses were received other than from the backer of this option (Geddes Consulting/Lynch Homes).

Supporting Comments

- Sits comfortably with surrounding land uses and doesn't affect neighbouring sports pitches.
- Infrastructure already exists to support development in this location.

Response – Part of this site, occupied by the former indoor bowling centre with associated outdoor sports pitches, is zoned for mixed use purposes in the existing Local Plan. The mixed use zoning allows for alternative uses which comply with this, including residential. The bulk of the site, in City Council ownership, is open space and makes a significant contribution to the urban greenspace network. It also occupies a prominent position on an elevated location on the north side of the River Don valley. In common with many other areas of land used as urban greenspace, this site scores well in terms of accessibility to existing facilities. Equally the site provides high quality

accessible urban greenspace for the surrounding existing communities. Sufficient sites have been identified elsewhere to meet the housing requirements of the structure plan.

8. Comments About Other Sites

8.1 Some additional comments were made about existing sites within the Bridge of Don area. These are:-

8.2 Denmore Road

Development Planning Partnership, on behalf of Standard Life, suggests that the retail warehouse units at the north end of Denmore Road should be a preferred location for any new superstore developments in the north of the city. These units have existing use rights for any form of retailing.

Response – Any proposed redevelopment of this site will be subject to a retail impact assessment.

8.3 Former Balgownie Primary School site

Bridge of Don Community Council has no objection to the former Balgownie primary school being redeveloped subject to normal planning controls.

Response – If this site is declared surplus to requirements of the City Council, future alternative uses will be explored. In principle the site has the potential to contribute towards the supply of brownfield housing opportunities. Details of density, design, layout and access would be determined in assessing planning applications which will have to comply with Development Plan policies and guidance.

8.4 Dubford Road site

Aberdeen City Council Asset Policy says that the current Local Plan site identified as OP35 at Dubford should be allocated for a neighbourhood shopping centre.

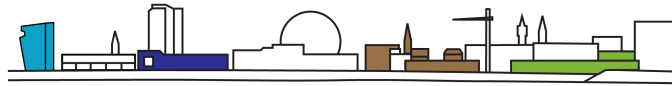
Response – This site is currently identified in the existing Aberdeen Local plan as a development opportunity. It is appropriate to allocate it in the Proposed Plan as a development opportunity for a neighbourhood shopping centre within a wider residential area zoning.

8.5 Balgownie Centre, North Donside Road

One individual opposes development at Brownfield site 52, the Balgownie Centre.

Response – This site has the potential to contribute towards the supply of brownfield housing opportunities. A Planning Brief was previously approved in November 2005 which allowed for housing to be provided on this site. This should remain in place.

Appendix 1: Notes from Consultation Event



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Scotstown Primary School Consultation Event **Monday 23rd November 2009.**

Summary

The evening began with members of the public asking some general questions and getting more familiar with the Main Issues and preferred options displayed on the boards. The presentation started at 7pm and concluded by saying that we would then break down into smaller groups to allow for meaningful discussion.

After the presentation, four workgroups were formed where discussion over the sites and issues took place.

Comments

Comments were made regarding:

Allocations in the North

- Around 8000 of the 20,000 greenfield houses are going to the Bridge of Don – it is receiving the highest burden in the city.
- There is a disproportionate distribution of development between north and south for housing and employment land. Altogether there is a 80/20 split of allocations with most going to the north.
- A more even spread of development and a more proportionate allocation to Bridge of Don would be fairer.
- It was suggested that more development should be allocation to Deeside and Countesswells. Development in these areas would not require the same level of new river crossings that would be required around Bridge of Don.
- Growth should be equally spread across Aberdeen, rather than the large allocations in the Bridge of Don and Bucksburn areas.

Infrastructure and Transport

- Infrastructure and services have not been delivered in Bridge of Don in the past – there is scepticism that new development will deliver this in future. For example the WPR has yet to be confirmed.
- A number of transport and infrastructure suggestions were made;
- Third Don Crossing may be needed but roads beyond it into the city centre require improvement.
- Persley Bridge should be dualled with over passes over the Haugagain.

- The retail proposals at the Haudagain will fill up the roads there with cars again – the situation will be not better.
- There should be no parking on Mugiemooss Road – this would free up traffic flows
- Not convinced that the WPR will happen.
- Back roads to the Parkhill junction and to Dyce needs to be improved
- Parkway could be widened, but it is not possible to do so along its entire length.
- When new roads are built, there should be enough space left for future expansion
- New facilities should be delivered alongside new developments. Where land is reserved for new facilities, it should not be developed for anything else.
- Additional traffic generated by new housing at site 1/04 can not be accommodated on the existing roads.
- The infrastructure needed must be in place before development takes place.
- The Aberdeen Western Peripheral Route has to come first.
- AWPR – where are the bulldozers? Bring them in!
- There is a need to promote public transport and reduce the numbers of people using their cars.
- Walking should be prioritised over cars and minibuses considered to shuttle people throughout the Bridge of Don area.
- There is a need for fourth Don crossing, in addition to the planned third crossing.
- A flyover should be considered from the Parkway and over the Haudagain roundabout.
- We don't believe additional infrastructure will be delivered, having waited for so long.
- We would accept more development if the infrastructure was in place.
- Public transport needs to go to where people want to get to.
- There are existing infrastructure problems caused by previous developments that need to be addressed before more development takes place in Bridge of Don.
- The Dubford Road/ Scotstown Road junction backs up in the morning.
- Consider a new settlement at Durriss, Aberdeenshire

Facilities and Employment Land

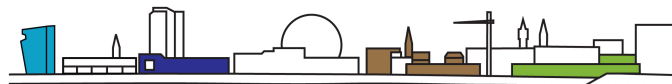
- We need to deliver business alongside the housing land.
- There is a need for a decent shopping area in Bridge of Don.
- You need to make Bridge of Don a more attractive place, with better facilities.
- There is a need to ensure that employment sites are delivered, and are not just an aspiration.
- Shops need to be in a central location that can be easily accessed by a range of transport modes, and in particular walking.
- Small shops like the butcher next to the Bridge of Don Academy would be preferable to supermarkets.
- Provide more services and facilities so we don't have to drive everywhere.

- I don't want to work close to home. I want to get away from home.

Other Comments

- Provide Green Space.
- There is a need to merge the town and country in green wedges, like Perwinnes Moss. We feel we're close to the country in the Bridge of Don. This relationship should be preserved.
- Through the Local Development Plan there is a need to deliver self sustaining communities.
- Grandholm Village doesn't seem to work as a self sustaining community – there's no reason to go there (few facilities) and, without the bridge, no reason to travel by it.

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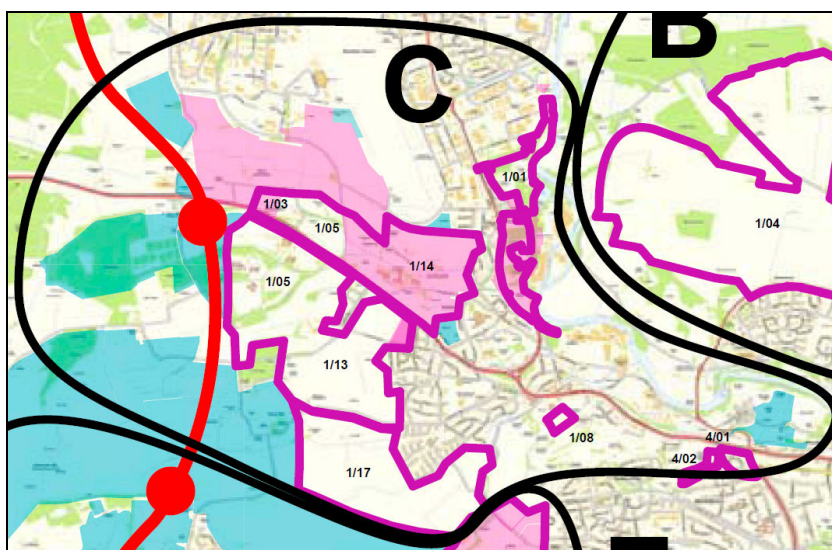
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Main Issues Report – Consultation Responses

**Areas C & D
Dyce and Bucksburn/Clinterty: Summary of Responses**

Wards: Dyce/ Bucksburn/ Danestone

Main Issues Report Proposals

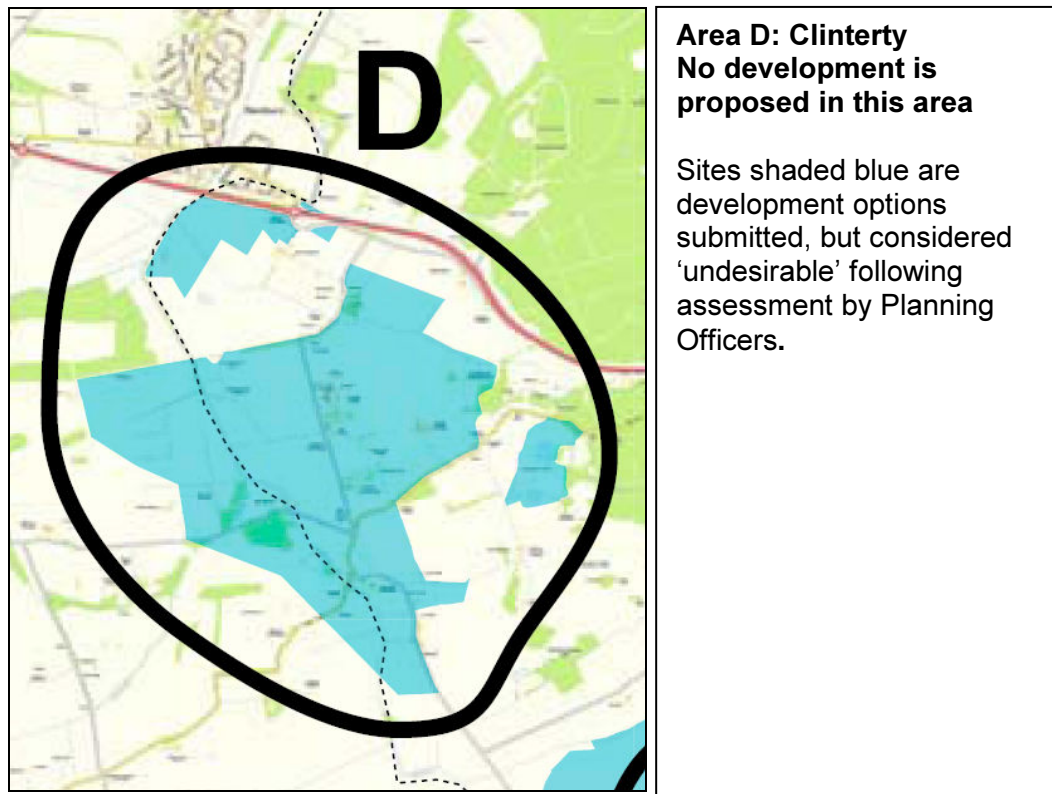


Area C: Dyce and Bucksburn
Site shaded pink is already zoned for employment use in the Aberdeen Local Plan 2008.

Sites outlined in pink were development options assessed by Planning Officers as being 'desirable' sites for housing, employment and related uses in the Main Issues Report.

Sites shaded blue are development options submitted, but considered 'undesirable' following assessment by Planning Officers.

Sites	Local Development Plan period		Future Growth
	2007 – 2016	2017 – 2023	2024 – 2030
1/01 Stoneywood	500 homes	-	-
1/03 Walton Farm	1.5 ha employment		-
1/05 Craibstone	750 homes	250 homes	18.5 ha employment
1/08 Land near Bucksburn School	80 homes	-	-
1/13 Rowett South	1000 homes	700 homes	240 homes
1/14 Rowett North	-	-	34.5 ha employment
1/17 Greenferns Landward	750 homes	250 homes	-
Housing Total	3080 homes	1200 homes	240 homes
Employment Land Total	1.5 ha		53 ha



Summary of Responses

Source of Responses

A total of **2323** comments were received relating to Dyce and Bucksburn; and Clinterty. These responses came from:-

- 13 Individuals;
- 497 Kingswells Community Council Cards;
- Bucksburn and Newhills Community Council;
- Mastrick and Sheddocksley Community Council;
- Kingswells Community Council;
- Aberdeen City Council Asset Policy;
- The Scottish Environment Protection Agency;
- Civic Forum; and
- 16 submitted on behalf of development industry/land owners.

A wide range of comments were also made at the community consultation events at Stoneywood Primary School. A note of the meeting is attached

1. Summary Overview of Responses

The comments focussed primarily on the various development options considered within the area, with responses coming from the backers of sites which had been given 'undesirable' as well as 'desirable' status in the Main Issues Report. Development industry representatives naturally wished to

promote the merits of their respective sites. Responses from the community council and individuals focussed mainly on the desirable sites.

No new sites were submitted as part of the Main Issues Report consultation; however, one agent did propose a change in Policy 68: Business and Industrial Land to allow for hotel development on two sites.

The majority of development options rated as 'undesirable' at the Main Issues Report stage, were promoted for reconsideration by respondents. There was substantial representation for site 1/07 Clinterty, stating that this should be reclassified as a preferred site.

General Response for Area C and D

The responses received during the consultation period relating to Area C generally support the approach and view of the Main Issues Report. The preferred sites sit as natural extensions to the city, they connect to the existing edge and provide a mixture of residential and employment land for the northern part of the Aberdeen.

The majority of response received relating to Area D (Clinterty) objected to the undesirable status of the site. Through careful consideration of the issues raised and cross checking the original site assessment process, we feel that Clinterty is less suitable to deliver these housing numbers than the preferred sites identified throughout the city. Development in this area is considered undesirable due to it's remoteness from the main urban area and high landscape impacts. Local schools at Blackburn and Kemnay are near capacity and rezoning to Blackburn would add further pressure to that school. Substantial improvements to the local road network would be required, including a new junction onto the A96 and improved linkages to Westhill. The A96 severs the area from Blackburn so connections, either under or over the road, would have to be made.

As with all proposals it is expected that without interventions there will be a significant impact on the transport network. Through the use of developer contributions we will require developers to make upgrades to the local and regional road network and specifically contribute to improved public transport provision to mitigate the impact of development.

As a part of the strategy we would continue to support the provision of further employment land to the north west of the city. A key requirement of development in this area for employment would be to incorporate open areas and strategic landscaping to protect the buffer between new employment development and the new and existing residential communities.

2. Site By Site Responses

2.1 Sites identified as 'Desirable' in Main Issues Report

Site Ref	Site	Total no. of respondents	Respondents generally supporting Main Issues Report.	Respondents generally opposing Main Issues Report.	Respondent offering advice/comment only.
1/01	Stoneywood Estate	5	1	0	4
1/03	Land at Walton Farm	4	2	0	2
1/05	Craibstone	430	424	1	5
1/08	Bucksburn School	3	2	1	0
1/13	Rowett South	432	423	5	4
1/14	Rowett North	7	1	2	4
1/17	Greenferns Landward	421	414	2	5

For each site in Area C a summary of the issues arising from comments have been listed, and these are split by supporting comments, objections and comments on how development could be more suitable. Supporting comments are comments which support the position in the Main Issues Report.

1/01 Stoneywood Estate

Supporting Comments

Supporting comments for development in this area were made by the developer (Knight Frank on behalf of the Kilmartin Property Group). Summary of comments listed below:

- It will create a new sustainable community.
- Currently zoned for business/technology use.
- Provide an attractive living environment integrated well with the existing urban area.
- Within close proximity to public transport and employment.
- Development will not be detrimental to the natural or built environment.
- Capacity for additional housing can be identified.
- The site is suitable if the AWPR is in place and the masterplanning takes account of natural and recreational facilities.

Objections

One objection was submitted by the developer stating that they do not support Alternative Option 2 for this site (splitting the allocation into 2 equal phases).

Comments

SEPA, two members of the public, Bucksburn and Newhills Community Council and the developer all made comments on this site.

- The Community Council are supportive of the site providing the AWPR is built prior to development taking place and if it is undertaken sympathetically, taking into account the existing woodland. The Polo Park would have to be replaced alongside changing facilities and cycling and walking routes through the site should be maintained.
- SEPA respond to say the site is Flood Risk category B and D. In SEPA's response they did not object but request that a Flood Risk Assessment (FRA) is required before development progresses.
- Existing trees/landscaping should be retained or extended.
- Developer requests that the site does not stay zoned as a business park.
- A member of the public requests that the recreational facilities used by the local junior football team are retained.
- Developer highlights that there was a positive response from the public at the consultation event.

Response:

We still recommend the preferred option for development and phasing on this site. Regarding the response received from SEPA the site is a category B and D flood risk area. Category B means the site lies partially within the Indicative 200 year flood envelope and maybe at medium to high risk of flooding. Category D means that there are small watercourses on the site that may be at risk from flooding. As a part of any planning application a Flood Risk Assessment will be required and careful surface water management will be undertaken. In addition to this a Drainage Impact Assessment will be required as a part of any planning application to deal with waste and surface water drainage.

Many of the issues raised as comments will be addresses through the masterplanning process. Encouraging the use and development of sustainable transport modes such as walking and cycling are very important to Aberdeen City Council and routes for these will be worked out during masterplanning. Areas of recreation are also vital elements within communities. The site plan submitted to Aberdeen City Council would appear to show the pitch being kept. The areas of recreation and facilities associated with these can be discussed in depth at the masterplaning stage.

The site is a suitable, attractive area for development within the city as it is enclosed by development on its north and west sides and is naturally contained within the landscaping of the River Don on its west and south sides.

1/03 Land at Walton Farm

Supporting Comments

The developer (Strutt and Parker on behalf of the Macrobert Trust) and one other developer (Archial Planning on behalf of BP North Sea Infrastructure) support the Main Issues Report position for this site.

Comments

SEPA and one individual made comment in the site.

- SEPA state that the site is Flood Risk category B and D and question whether a Flood Risk Assessment has been carried out. In SEPA's response they did not object but request that a Flood Risk Assessment (FRA) is required before development progresses.
- A member of the public requests that any development be kept well back from the Green Burn.
- We request that land to the west of AWPR route, at Chapel of Stonewood which is owned by the MacRobert Trust be identified as strategic reserve employment land in the period 2024 to 2030.

Response:

We still recommend the preferred option for development and phasing on this site. Regarding the response received from SEPA the area is a category B and D flood risk area. Category B means the site lies partially within the Indicative 200 year flood envelope and may be at medium to high risk of flooding. Category D means that there are small watercourses on the site that may be at risk from flooding. As a part of any planning application a Flood Risk Assessment will be required and careful surface water management will be undertaken. In addition to this a Drainage Impact Assessment will be required as a part of any planning application to deal with waste and surface water drainage. Natural elements within the site will be taken into consideration through the planning application process.

Development to the west would be severed by the AWPR route, resulting in a remote and isolated environment. The land required for the AWPR route and the surrounding area to the west should not be zoned for development.

1/05 Craibstone

Supporting Comments

421 members of the public (via Kingswells Community Council Cards) support the desirable status of the site, as do Kingswells Community Council.

Objection

One member of the public does not believe development is needed here.

Comments

Bucksburn and Newhills Community Council, three members of the public, SEPA, one developer (Archial Planning on behalf of BP North Sea Infrastructure),

- Bucksburn and Newhills Community Council are disappointed to see Craibstone North allocation but state if it was kept as Strategic Reserve Land this is probably the best they can expect.
- A member of the public requests that the development be mixed use.
- Bucksburn and Newhills Community Council request that green and bioscience industries remain within this site and that a mix of housing types is provided for those who are employed there.

- SEPA note that the site is Flood Risk Category B and D. In SEPA's response they did not object but request that a Flood Risk Assessment (FRA) is required before development progresses.
- A member of the public states that the streams and woodland corridors must be persevered.
- Archial Planning on behalf of BP North Sea Infrastructure note that they do not object to the site but that there should be reference to the pipelines.
- A member of the public suggests that development should not consist of blanket housing coverage but fit well within the landscape.

Response:

We still recommend the preferred option for development and phasing on this site. Regarding the response received from SEPA the area is a category B and D flood risk area. Category B means the site lies partially within the Indicative 200 year flood envelope and maybe at medium to high risk of flooding. Category D means that there are small watercourses on the site that may be at risk from flooding. As a part of any planning application a Flood Risk Assessment will be required and careful surface water management will be undertaken. In addition to this a Drainage Impact Assessment will be required as a part of any planning application to deal with waste and surface water drainage.

The natural elements of the site should be preserved and landscape fit is also paramount to creating interesting places to live, that provide a rich visual and biological environment.

Due to the size of the development it is expected there will be a variety of uses within the site such as residential, small scale retail/neighbourhood centres, open space and recreation. It is also expected that there should be communication and working between sites 1/05, 1/13 and 1/17 if they are accepted at Proposed Plan stage so that well integrated communities are developed.

Consideration and appropriate assessment regarding pipeline constraints on the development will have to be assured; this will take place through the planning application process. Pipeline operators should be consulted on any development near to their pipelines, even if there is no requirement to consult the Health and Safety Executive. They may have a legal interest in the vicinity or require access to the pipeline which can restrict certain developments.

1/08 Bucksburn School

Supporting Comments

The Developer (Halliday Fraser Munro on behalf of Hay Trustees) and Bucksburn and Newhills Community Council support the Main Issues Report designation of preferred. Bucksburn and Newhills Community Council note the Bucksburn Valley/Howes Road should be retained at least as a walking route.

Objections

One individual objects to the site and states the site is not suitable for housing as it conflicts with Auchmill Golf Course.

Response:

We still recommend the preferred option for development and phasing on this site. Supporting comments are welcomed. The access arrangements for this development will require to be clarified as highlighted in the Main Issues Report.

Golf courses are not a constraint on residential development. The layout, siting and design of the development would be agreed through the materplanning and any subsequent application; and would include any required mitigation.

1/13 Rowett South

Supporting Comments

The Developer (Ryden LLP on behalf of The University of Aberdeen), 421 members of the public (via Kingswells Community Council Cards) and Kingswells Community Council all support the Main Issues Report designation of preferred. Kingswells Community Council states that any development should not adversely impact the skyline.

Objections

Bucksburn and Newhills Community Council and three members of the public object to this site being a preferred option.

- The Community Council states the loss of agricultural land and cultural heritage as a negative impact of the development of this site.
- Development should be located at Kingswells.
- Development is not necessary in this area.
- The findings the 2006 Public Inquiry state the site should remain as green belt and that noise mitigation measures could be no more than partially effective.
- Development should not be allowed where aircraft fly at less than 500 feet.
- The infrastructure cannot cope with the level of proposed development.

Comments

SEPA, one member of the public, the Developer and Bucksburn and Newhills Community Council made comments.

- SEPA note that the site is Flood Risk Category D. In SEPA's response they did not object but request that a Flood Risk Assessment (FRA) is required before development progresses.
- Green wedges should be used to buffer development.
- The site should be a modern science park.
- The site should be mixed use and include the conversion of the buildings worthy of retention for residential use.
- Bucksburn and Newhills Community Council are disappointed the site has been allocated but state if it was kept as Strategic Reserve Land this is probably the best they can expect.

- Strathcona House should be retained together with the library at the Rowett. The stained glass windows in the library should be retained.

Response:

We still recommend the preferred option for development and phasing on this site. Regarding the response received from SEPA the area is a D flood risk area. This means that there are small watercourses on the site that may be at risk from flooding. As a part of any planning application a Flood Risk Assessment will be required and careful surface water management will be undertaken. In addition to this a Drainage Impact Assessment will be required as a part of any planning application to deal with waste and surface water drainage.

The built and natural elements of the site that add to its identity and sense of place will be retained or enhanced, and these elements will be discussed during the masterplanning process. Elements of open space and green landscaping are also incorporated in this process. The infrastructure requirements for each site and for the city as a whole are being analysed so that sufficient capacity is available.

This site is out with the Airport Public Safety Zone.

LEQ contour maps of the area show that the dB 60 contour (daytime noise level limit) just touches the north east corner of Hopecroft, site OP1 in the adopted Aberdeen Local Plan 2008. The remainder of the northern part of the site (site formally know as Hopecroft) site lies within the 57 dB LEQ (nighttime noise level limit). These contour maps date from 2003 and as aircraft technology develops resulting in quieter aircraft it is anticipated that the contour line may well have reduced in size.

Even if the contours remain the same, the site can be masterplanned to mitigate against any adverse noise impacts, and this particular part of the site does not need to contain residential development.

Due to the size of the development it is expected there will be a variety of uses within the site such as residential, small scale retail/neighbourhood centres, open space and recreation. It is also expected that there should be communication and working between sites 1/05, 1/13 and 1/17 so that well integrated communities are developed.

1/14 Rowett North

Supporting Comments

The Developer (Ryden LLP on behalf of the University of Aberdeen) support the Main Issues Report status of the site as preferred, yet question the designation of Strategic Reserve Employment Land 2024 -2030.

Objections

Two members of the public object to development on this site. The first objection relates to the parts of 1/14 that are over flown by low aircraft and notes that development should not be allowed where aircraft fly at less than 500 feet. The second objection highlights that the build heritage of the site should be protected and states that the site is on the flight path.

Comments

SEPA, 2 members of the public and British Airport Authority Aberdeen made comments:

- SEPA note that the site is Flood Risk Category B and D. In SEPA’s response they did not object but request that a Flood Risk Assessment (FRA) is required before development progresses.
- British Airport Authority Aberdeen welcomes early engagement regarding potential new developments that are within the Aberdeen Airport Safeguarding Map.
- Any development should be kept well back from the Green Burn and that there is an opportunity to improve the burn environment.
- The zone under the airport footprint will make a welcome green wedge between site 1/14 and Stoneywood.
- Development would increase run off during periods of rain thus adversely affecting the water quality.
- Iconic buildings, Strathcona House, Reid Library and the original Rowett complex should have a place in any development.
- Core paths within this site should be retained.

Response:

We still recommend this site as a preferred option for development. However, the recommended phasing of this site has been reconsidered and we now recommend this site be brought forward to ‘Employment Land 2007-2023’.

The developer has welcomed the inclusion of the site within the Main Issues Report yet would encourage that the site is brought forward from Strategic Reserve Employment Land 2024 -2030 to Employment Land 2007 -2023, as from 2011 the site will be available for development. Within the adopted Local Plan 2008 the site is zoned as existing community sites and facilities in the ownership of the Rowett Research Institute for the development and redevelopment of existing facilities and a bio-life sciences park in a low density development set within extensive landscaping. Land to the east of the existing premises will be retained in agricultural use. There is a good argument to zone this land as an allocation in the Employment Land 2007 -2023 phase as oppose to zoning it as Strategic Reserve Employment Land. This land is already zoned as existing community sites and facilities and is likely to become available for development within the near future. Zoning this land in the Employment Land 2007 -2023 phase will mean that employment allocations in the Local Development Plan would meet the overall Structure Plan requirements but that there would be increased numbers in the Employment Land 2007 -2023 phase. This may be appropriate for a number of reasons:

1. Many existing allocations form part of larger mixed use developments. It would not be appropriate to develop residential land without the associated employment land.
2. The allocation at Kingswells is as a high quality employment area, as required by the Structure plan.
3. The allocation at Murcar supports the Energetica project and therefore would not be suitable for later phasing.

We therefore recommend that it is appropriate to identify all of these sites as employment allocations for the Employment Land 2007 -2023 phase in order to encourage economic development and to create new employment opportunities in a range of places across Aberdeen.

Regarding the response received from SEPA the area is a category B and D flood risk area. Category B means the site lies partially within the Indicative 200 year flood envelope and maybe at medium to high risk of flooding. Category D means that there are small watercourses on the site that may be at risk from flooding. As a part of any planning application a Flood Risk Assessment will be required and careful surface water management will be undertaken. In addition to this a Drainage Impact Assessment will be required as a part of any planning application to deal with waste and surface water drainage.

The built and natural elements of the site that add to its identity and sense of place will be retained or enhanced, and these elements will be discussed during the masterplanning process. Connectivity and sustainable transport links will also be enhanced or retained.

It is expected that there will be ongoing dialogue between the developers of sites, officers, and key agencies. The cumulative impact of employment development in sites 1/03, 1/05 and 1/14 also have to be considered.

The site sits within the airport public safety zone and as outlined in 'Circular 8/2002 Control of Development in Airport Public Safety Zones' development is restricted to limit the amount of people within close proximity to the Public Safety Zone. Certain uses are permitted such as public open space, car parking, open storage and certain types of warehouse development. The preferred use of the site is Strategic Employment Reserve Land. All matters concerning layout, siting and design will be determined through the masterplanning and planning application process.

1/17 Greenferns Landward

Supporting Comments

Archial Planning on behalf of BP North Sea Infrastructure, Aberdeen City Council's Asset Policy, 410 members of the public (via Kingswells Community Council Cards), Kingswells Community Council, Mastrick and Sheddocksley Community Council all made supportive comments on the site.

- Support the site boundary identified in the Main Issues Report.

- Buffers and green wedges must be used to prevent coalescence.
- Cumulative effects on schooling and transport must be considered.
- Greater clarity is required with regards to proposed development in these areas in order to allow for accurate assessment to be made regarding pipelines.

Objections

2 members of the public objected to any development on this site due to it not being necessary for the area, and Aberdeen City Council (Asset Policy) object to the boundary realignment shown in the Main Issues Report.

Comments

Aberdeen City Council Asset Policy, SEPA, Kingswells Community Council, Bucksburn and Newhills Community Council and three members of the public made comments

- Support site development if the AWPR is in place prior to development.
- Additional land should be identified for development.
- Concerns about the size and volume of development.
- SEPA note that the site is Flood Risk Category C. In SEPA's response they did not object but request that a Flood Risk Assessment (FRA) is required before development progresses.
- Development in this area must be kept well back from the Bucks Burn and the Bucksburn Valley Way.
- Would not support the construction of an access road linking Newhills-Greenferns-Northfield to the northern outskirts of Kingswells.
- Development Frameworks and Masterplans should be developed for the site.

Response:

We still recommend the preferred option for development and phasing on this site. Regarding the response received from SEPA the area is a category C flood risk area. Category C means the site lies adjacent to the Indicative 200 year flood envelope and maybe at medium to high risk of flooding. As a part of any planning application a Flood Risk Assessment will be required and careful surface water management will be undertaken. In addition to this a Drainage Impact Assessment will be required as a part of any planning application to deal with waste and surface water drainage.

We note the comments relating to the construction of an access road linking Newhills to Greenferns to Northfield. At this point there is no proposal for such a road.

There should be communication and working between sites 1/05, 1/13 and 1/17 if they are accepted to Proposed plan stage so that well integrated communities are developed.

Natural elements within the site will be taken into consideration through the planning application process.

BP note that the implication of development with relation to pipelines on the preferred section of the site cannot be determined until the full extent of development is known. We expect that information of this nature will be forthcoming.

The site boundary identified in the Main Issues Report is indicative and the actual boundary line will be shown in the local development plan. When drawing up detailed boundaries we are likely to move the southern boundary of the site northwards, ensuring that development does not impact on the nearby District Wildlife Site and extend the site boundary outwards to the west, ensuring that the site has a strong natural boundary. We will maintain an appropriate gap between this site and Kingswells. The natural, cultural and built elements of the site will be protected and enhanced and measures will be taken to deter coalescence. The Future Infrastructure Requirements Services group (FIRS) is working to analyse the impact of development throughout the city as a whole to see where new services are required.

3. Sites identified as 'Undesirable' in the Main Issues Report

Site Ref	Site	Total no. of respondents	Respondents generally supporting Main Issues Report.	Respondents generally opposing Main Issues Report.	Respondent offering advice/comment only.
1/02	Upper Farburn	2	0	0	2
1/06	Brimmondhill	1	0	0	1
1/09	Devil's Den, Woodside	1	0	0	1
1/12	Land at Woodside	1	0	1	0
1/15	Land at Newton Farm Dyce	3	2	1	0
1/18	West Woods, Craibstone	500	500	0	0
1/19	Stoneywood Terrace	2	0	2	0
1/07	Clinterty	481	1	480	0
1/11	Land at Tyrebagger Quarry	1	0	1	0
1/16	Land at Little Clinterty, Bucksburn	1	0	1	0

1/02 Upper Farburn*Comments*

Developer (Halliday Fraser Munro on behalf of Ribnort Ltd) and one member of the public made comments. The developer highlights that there is a mapping error between the assessment of site 1/02 and the proposals map in the Main Issues Report. The member of the public states that the site has good access routes to and from the city centre.

Response:

The majority of this site is already zoned for Business and Industrial use, the small area of operational land at Aberdeen Airport should remain. Therefore we recommend that this proposal be zoned as undesirable. The site boundaries shown in the Main Issues Report are indicative.

1/06 Brimmondhill*Comments*

A member of the public stated that this site has good access routes to and from the city centre.

Response:

This site is closely related to other desirable development options in the area and has been reconsidered for development. The proposed development option identifies this site as being a possible extension to the existing nursing home. We therefore propose to include this site within the wider development area.

1/09 Devil's Den, Woodside*Comments*

The Developer of 1/12 (Halliday Fraser Munro on behalf of Aberdeen Lads Club and GSS Developments Ltd) state that consultation on site 1/09 was undertaken at the community consultation events and this should be taken forward with 1/12.

Response:

We still recommend this proposal be zoned as undesirable for development. The majority of this site is also considered under 1/12 Land at Woodside Sites. Development of this site is undesirable due to the impact on landscape value. The eastern section of the site adjoins an electricity substation which may impact on the potential to develop the site.

1/12 Land at Woodside*Objections*

Developer (Halliday Fraser Munro on behalf of Aberdeen Lads Club and GSS Developments Ltd) object to undesirable status of the site in the Main Issues Report.

Comments

Developer (Halliday Fraser Munro on behalf of Aberdeen Lads Club and GSS Developments Ltd) believe the proposal to develop the site at Woodside as an urban village provides an opportunity to assist with the wider regeneration of the Middlefield area.

Response:

We still recommend this proposal be zoned as undesirable for development. The land north of the clubhouse and internal access lane are identified as being at risk of flooding according to the SEPA Flood Risk Map. Electricity pylons run alongside the eastern boundary of the site, and an electricity production and distribution plant currently operates to the south east. The railway may present noise issues. Also, the Inverness - Kittybrewster Rail Line District Wildlife Site runs along the southern boundary of the site and the River Don District Wildlife Site runs along the northern boundary of the site.

1/15 Land at Newton Farm, Dyce

Supporting Comments

DPP on behalf of Shell UK Ltd and Archial Planning on behalf of BP North Sea Infrastructure support the Main Issues Report designation of undesirable.

Objection

The Developer (Ryden LLP on behalf of Marshall Farms Ltd) object to the Main Issues Report designation of undesirable.

Response:

We still recommend this proposal be zoned as undesirable for development. The proposed route for the Aberdeen Western Peripheral Route skirts around the south western edge of the site and the embankment for the road encroaches on the site. Furthermore, a major gas pipeline passes through the site, which would restrict the type of development that could take place on the area within the inner consultation zone of the pipeline. Using HSE guidance only level 1 developments would be permitted on the inner zone; in terms of employment development this would include workplaces employing less than 100 people and car parking.

1/18 West Woods, Craibstone

Supporting Comments

DPP on behalf of Shell UK Ltd and Archial Planning on behalf of BP North Sea Infrastructure, 497 members of the public (via Kingswells Community Council Cards) and Kingswells Community Council support the Main Issues Report designation of undesirable.

Response:

We recommend this proposal be zoned as undesirable for development. A large area of this site is constrained by West Woods, which are designated as Ancient Woodland. In addition a large proportion of the site is within the middle consultation zone of a major gas pipeline, which will restrict the

development in this area. The area within the middle consultation zone will be restricted to a maximum of 30 dwellings. After you take away the land that is constrained by the pipeline and the Ancient Woodland, there is little developable land remaining.

1/19 Stoneywood Terrace

Objection

A member of the public and the developer, Bancon Developments objects to the Main Issues Report designation of undesirable.

Response:

We still recommend this proposal be zoned as undesirable for development. The proximity of the site to OP32 (residential) and to the site 1/01 Stoneywood make the justification of 3 houses on this site undesirable as the number of houses proposed could be provided on a more suitable site.

1/07 Clinterty

Supporting Comments

Scottish Natural heritage support that development is undesirable at site 1/07

Objections

478 members of the public (477 via Kingswells Community Council cards) Bancon Developments Ltd, Civic Forum and Kingswells Community Council objected to the undesirable status of Clinterty:

- Clinterty should be re classed as a preferred site.
- The site should be limited to 1500 dwellings.
- Travellers site should be relocated not dispersed to other sites.
- Would prefer to see a new development at Clinterty with the complete package of housing, retail, schooling and employment rather than more bolt-on development in areas where the facilities are already stretched or do not exist.

Response:

We still recommend this proposal be zoned as undesirable for development.

The majority of responses received relating to Area D (Clinterty) objected to the undesirable status of the site. Through careful consideration of the issues raised and cross checking the original site assessment process, we feel that Clinterty is less suitable to deliver these housing numbers than the preferred sites identified throughout the city. Development this area is considered undesirable due to it's remoteness from the main urban area and high landscape impacts. Local schools at Blackburn and Kemnay are near capacity and rezoning to Bucksburn would add further pressure to that school. Substantial improvements to the local road network would be required, including a new junction onto the A96 and improved linkages to Westhill. The

A96 severs the area from Blackburn so connections, either under or over the road, would have to be made.

1/11 Land at Tyrebagger Quarry

The landowner objected to the undesirable status of the site in the Main Issues Report.

Response:

We still recommend this proposal be zoned as undesirable for development. A small area of the site is currently used for offshore training, and the remainder of the site is a designated District Wildlife Site. The site has been designated a District Wildlife Site based on geomorphological interest and wildlife interest and it is likely that there would be a significant compromise of this resulting from this proposal.

The site is isolated from large areas of existing employment and from public transport and it will not encourage sustainable modes of transport.

This site has been classified as undesirable due to the impact on wildlife and the poor linkages to Aberdeen, and this status has not changed after representation made in the Main Issues Report.

1/16 Land at Little Clinterty, Bucksburn

The developer (Ryden LLP on behalf of Messrs Leith) and one individual states this site should be reclassified as preferred.

Response:

We still recommend this proposal be zoned as undesirable for development. This site is divorced from Aberdeen and providing attractive linkages, encouraging walking, cycling and public transport, to Aberdeen would be difficult. It is also severed from Blackburn by the A96. Therefore, this site has been classified as undesirable.

4. Other Responses

Alternative Developments

- Savills on behalf of Aviva Investors have submitted a new site located to the west of Aberdeen Airport Terminal, which currently comprises two vacant, detached and modern office pavilions for hotel use.
- Savills on behalf of Aviva Investors have submitted a 0.66ha gap site within the Dyce industrial estate for hotel use.

Response:

Policy 68 of the Local Plan was adopted in June 2008 and the policies sitting within economic development are being reviewed as part of the local development plan process.

General Comments

Two members of the public, Aberdeen City Council Asset Policy, Knight Frank on behalf of Kilmartin Property Group, Savills on behalf of Aviva Investors, Strutt and Parker on behalf of the MacRobert Trust, SEPA, Civic Forum and Bucksburn and Newhills Community Council all submitted comments:

Supporting Comments:

- SEPA welcomes the Main Issues Report text which states that any development here must be well back from the existing watercourses adjacent or running through the sites
- Support for the statement *in paragraph 3.58*: 'Some of the sites around Dyce Drive and Aberdeen Gateway could be left as strategic reserve land to allow the other employment proposals already in those areas to be developed out.'
- Support for the Council's identified areas as the preferred directions for growth, in particular Area C - Dyce and Bucksburn as an area for employment.

Comments

- Overall area C is expected to take too much housing development.
- Developer contributions should be sought to link road infrastructure to the AWPR.
- Development should not start until the AWPR is built.
- Potential for mixed use development at North Kingswells Junction of the AWPR.
- Cross-rail should be a priority of the area over park and ride.
- A full transport appraisal should be carried out.
- Site of the existing Stoneywood Primary School is the best location for a new school fit for purpose for accommodating increased school rolls. Provision will have to be made to provide a safe means of crossing Stoneywood Road
- S69 or S75 agreements should be imposed so that developers meet the costs of road infrastructure linking developments to the AWPR and that housing unit releases would be linked to the completion of such links.
- A site for healthcare facilities should be allocated at the former playing field at Stoneywood. Other sites may be required to be identified.

Other

A member of the public, Stewart Milne Homes, SNH, and Strutt and Parker on behalf of the MacRobert Trust submitted other comments:

- The Councils assessment of noise impact from Aberdeen Airport is unsatisfactory.
- Concerned that the land allocation for Greenferns (Strategic Land Reserve) and Greenferns Landward will not be met in the first period of the Structure Plan, and their allocations in this period should be reduced.
- Linkages for woodland and wetland habitats in the Craibstone area are needed as they are important for protected species.

- We are aware that as part of the design development of the proposed Craibstone Junction for the AWPR there was extensive rationalisation of the junction to reduce landscape and biodiversity impacts on the Craibstone Estate. We would like to see more detail on how these proposals impact on the mitigation measures proposed for the AWPR, which involve a lot of woodland planting in this area.

Response:

We welcome the supporting comments received.

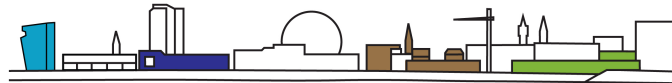
The comment made regarding the Noise Impact Assessment refers to an assessment that was carried out for the 2006 Local Public Inquiry. This Local Development Plan will be subject to an Examination in Public, if there are any unresolved objections. Further noise impact assessments will be completed if required.

If the development industry is unable to deliver the Structure Plan requirements or the requirements for housing are not as forecast then the preferred strategy would also support a slower rate of growth. If growth is slower than set out in the Structure Plan developments would be phased over a longer time period. However, if demand is in line with projections or above, there is a need to have a range of sites available to allow the market to respond effectively.

Any development on any site will have to recognise landscape, visual and biodiversity interests and any development will be subject to masterplanning through the planning application process.

The Local Development Plan is required to allocate sufficient land to meet the growth targets set out in the Aberdeen City and Shire Structure Plan. The Future Infrastructure Requirements for Services (FIRS) process will identify the level of additional infrastructure that will be required to accompany new development.

The AWPR was approved by Scottish Government in December 2009 and forms part of the Strategic Transport Projects Review, Regional Transport Strategy and Local Transport Strategy. Land has been safeguarded for the proposed route and this will be identified in the Local Development Plan. Every development site will be required to mitigate against adverse impacts on the transport network before development can proceed. If any particular phase of development is dependent on the AWPR and other transport infrastructure being in place then the development of the site will reflect the timescales set by that piece of infrastructure. Strategic Transport Modelling is also being undertaken which will help to identify the strategic transport infrastructure likely to be required to support new development.



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Stoneywood Primary School Consultation Event
Monday 16 November 2009.

Developers present:

- Ryden – 1/13, 1/14, 1/15, 1/16
- Halliday Fraser Munro - 1/02, 1/08, 1/12
- Knight Frank/Kilmartin – 1/01
- Bancon – 1/19
- Cala – 1/05

Attendance:

- Councillor Callum McCaig
- 25-30 members of the public
- Officers – Andy Brownrigg, Daniel Harrington, Gale Beattie, Fraser Clyne, Ross Maclennan, Scott Dalgarno & Toby Coke.

Event Setup:

- The evening began with members of the public asking some general questions and getting more familiar with the Main Issues and preferred options displayed on the boards.
- Andy then began his presentation at 7pm and concluded by saying that we would then break down into smaller groups to allow for meaningful discussion.
- After the presentation, four workgroups were formed where discussion over the sites and issues took place. It was felt that this was a success and where possible should be replicated elsewhere.
- Members of the public then returned to look at the display boards and speak to the developers about their concerns and support in some cases.

Comments from Workgroup attended by Fraser, Ross and Councillor McCaig.

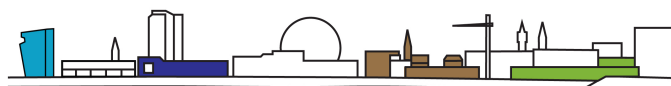
- Several comments were made by members of the public that they were concerned that all design of new housing was becoming rather generic and does not resemble any relationship to the area at all. They wondered what the council could do about this and whether we were at the mercy of the developer. They were assured that design was one of our main issues and that we would be looking to ensure good quality design of new developments.
- It was thought by some that the weighting of housing in this area was too much, a figure of 25% out of total development was given, and that they would like to see how much was actually getting built in other areas such as Deeside.
- There were concerns regarding traffic entering the city and what new development would do the road network.
- Asked if there was the possibility of opening up any further railway stations such as at Bucksburn. Cncllr McCaig revealed that it was hoped that a further station would be opened at Kintore and therefore this would help to relieve some commuter traffic coming through this area.
- There were some concerns regarding how we could ensure that facilities and services are built into new developments. Fraser explained the masterplanning process and how this was crucial in developing these new areas. Legal agreements and developer contributions were also explained to the members of the public.
- Further comments regarding affordable housing and the HNDA.
- People were confused about how sites, such as Hopecroft, could be thrown out at the public inquiry for the last local plan and now seem to be coming back and being considered again for development. Was felt that everything they had argued and worked for in the past was a waste as would have to continue this every 5 or so years.
- Mr Richard Johnson then raised the issue of the public safety zone in relation to the airport and future development. He wondered whether or not we take account of World Health Organisation advice and that we should not be using LEQ measurements as said as they did not take into account helicopter movements.
- The bus service was discussed and how there is a need for some competition.
- Need to have more emphasis on cycling, (Norway for an example)
- Sustainable hearing was brought up and how cheaper on a mass scale laid out before development begun.

Comments from Workgroup attended by Andy and Toby

- Some comment was made on the publicity for the event – most people had found out through Kilmartin. It was pointed out that the Deeside community councils had organized leaflet drops with the free papers. It was felt that this would be a good idea for future events.
- Stoneywood is a distinct community with a good lifestyle and many people have lived here all their lives. Too much development will change this in a

number of ways. Debate mainly focused on the proposals at Stoneywood estate.

- Infrastructure is inadequate – Stoneywood Road is dangerous with lots of peak time traffic to and from BP and the other companies there. Children have to be walked to school now.
 - Fear of anti-social behaviour in the woodland areas and along new footpath linkages.
 - Details of access required to ensure that rat-running through the Stoneywood estate does not happen.
 - Pedestrian access through the estate is required – it could contribute towards providing a continuous linkage along the River Don and could act as a pedestrian/cycling alternative to those travelling to work.
 - Concern over loss of open space which provides a peaceful backdrop and grazing for horses – there's few other alternatives.
 - Concern over the future of Polo Park.
 - Concern over potential impact on quality of life of existing community – the 'Stoneywooders'.
 - The development would have to be of a very high quality, as it's a great area.
- Other more general points were also made;
 - General concerns expressed over the ability of the road system to cope with the level of new development.
 - Airport flight path means that parts of the Rowett land north of the A96 would not be developed.
 - The character of Stoneywood should be maintained – in general the school is the focal point of the community but more facilities would be desirable, such as doctor and dentist.
 - Mugiemoos Mill may be a reasonable development opportunity but contamination may inhibit development.
 - An extra train station in the Stoneywood/Bankhead or Mugiemoos area is desirable.
 - A bridge over the Don connecting Whitestripes to Dyce was a good idea.
 - Some minor roads surrounding Dyce could be upgraded to allow more efficient shortcuts for city workers.
 - Opening new Don crossings at peak times only would help to alleviate traffic congestion but would allow local communities beside them some respite from traffic at other times.
 - The AWPR should be built first.



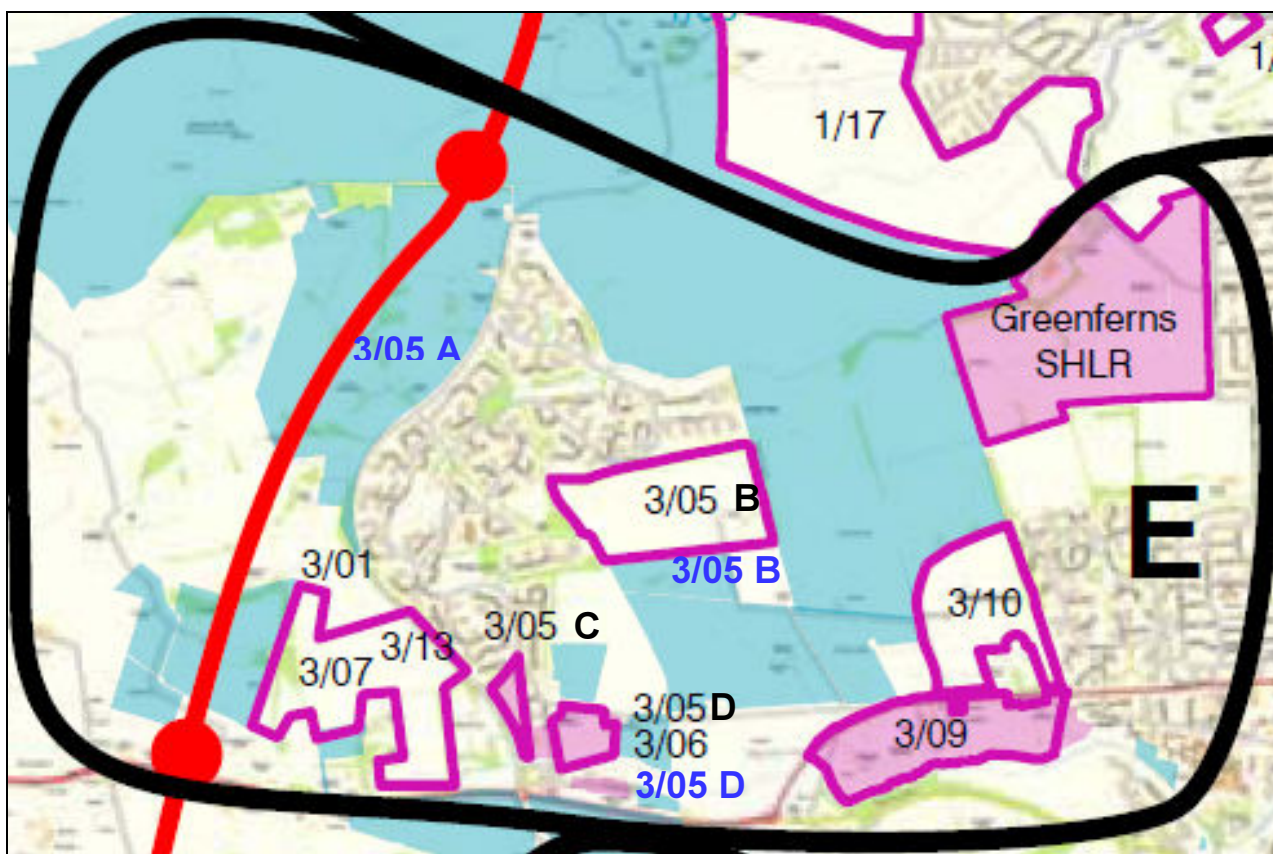
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Main Issues Report – Consultation Responses

**Area E
Kingswells: Summary of Responses**

Wards: Kingswells / Sheddocksley and Lower Deeside

1. Main Issues Report Proposals



Sites	Local Development Plan period		Future Growth 2024 – 2030
	2007 – 2016	2017 – 2023	
3/01 West Hatton (part)	12 ha employment		-
3/05 Kingswells B (Gillahill)	250 homes	150 homes	-
3/05 Kingswells C	50 homes	-	-
3/05 Kingswells D	120 homes	-	-
3/06 West Huxterstone		-	-
3/07 Home Farm	2.5 ha employment		-
3/09 Maidencraig South East	450 homes	-	-
3/10 Maidencraig North East	300 homes	-	-
3/13 Home Farm Kingswells	29 ha employment		-
Greenferns Strategic Housing Land Reserve	750 homes	350 homes	400 homes
	10 ha employment		-
Housing Total	1920 homes	500 homes	400 homes
Employment Land Total	51.5 ha		-

Area E: Kingswells

Sites shaded pink are allocated for development in the adopted Aberdeen Local Plan 2008.

Sites outlined in pink were Development Options assessed by Planning Officers as being 'desirable' sites for housing and employment and related uses in the Main Issues Report. Sites 3/05, 3/06,

Sites shaded blue are Development Options submitted, but considered 'undesirable' following assessment by Planning Officers.

2. Summary of Responses

A total of 78 respondents made comments on Kingswells, as follows:

- 60 Individual respondents
- 574 Individual respondents using the Kingswells Community Council cards
- 14 Developers/Landowners
- 2 Key Agencies
- Kingswells and Community Council
- Mastrick and Sheddocksley Community Council

Kingswells Community Council prepared a separate summary sheet for submission of responses to the Main Issues Report. A total of 574 respondents submitted comments this way, bringing in 8,746 additional comments. Therefore, a grand total of 8,954 individual comments were made in relation to Kingswells by 781 respondents.

A wide range of comments were also made at the community consultation events at Kingswells Primary School. A note of that meeting is attached.

2.1 Area E General Comments

		Support	Object	Comment
Area E Comments	General	6	13	12
	Kingswells cards	0	0	489

The majority of objections relating to Area E Kingswells as a whole refer to concerns over the impact on associated infrastructure, including roads, schools and shops, and seek clarification on the infrastructure requirements to accommodate the level of growth. There was also concern over speculation that secondary school pupils from Kingswells would be sent to Northfield.

Kingswells Community Council consider that the level of employment land proposed is disproportionate to other areas of the City and that the type of employment uses should be restricted to Class 4 only. They also consider that the school roll forecasts are inaccurate and that the Primary School would not be able to cope with pupils resulting from new development.

A small number of supporting comments state that more development should be delivered in the Kingswells area, and that sites should be reassessed more favourably.

Response

The City Council acknowledges that new infrastructure will be required to support new development, and is undertaking a thorough assessment of the scale of infrastructure requirements through the Future Infrastructure Requirements for Services Group (FIRS). This comprises representatives from a wide range of agencies involved in the planning and delivery of various services and facilities, including education, water supply and waste water treatment/disposal, health, community & cultural facilities, transport and roads. The Local Development Plan will identify the infrastructure required to support development sites.

Representatives from the Council's Education, Culture and Sport Service have played a key role in developing the Local Development Plan. Since publication of the Main Issues Report, the formula for calculating school capacities has been revised and colleagues have undertaken a review of school capacity figures. The revised capacity of Kingswells Primary School is forecast to be less than under previous calculations, and the ability to extend the school further is constrained by neighbouring residential and commercial property and open space to the south. Therefore, there is less capacity to accommodate new development in the Kingswells area.

The amount of employment land proposed for the area to the south west of Kingswells is based on an assessment of sites across the city for their suitability to accommodate development. Although there are existing employment locations to the west at Westhill, we note that there is no employment in the immediate vicinity of Kingswells whereas other areas of the city already provide a significant proportion of employment land in the city. This site would offer an opportunity to create a broader range of land uses in the area. In addition, the adjoining Park & Ride site and cycle routes along the Langstracht and Queens Road provide the opportunity to maximise use of sustainable modes of travel.

2.2 Sites identified as 'Desirable' and/or 'Promising' in Main Issues Report

		Support Preferred Option	Object to Preferred Option	Comment
Site 3/01 West Hatton	General	6	7	3
	Kingswells cards	0	465	0
Site 3/05	General	0	0	4
	Kingswells cards	0	0	0
Site 3/05 B Gillahill	General	3	28	3
	Kingswells cards	0	548	0
Site 3/05 C Pony Field	General	5	10	1
	Kingswells cards	436	0	0
Site 3/05 D Huxterstone	General	4	3	0
	Kingswells	480	0	0

	cards			
Site 3/06 Wester Huxterstone	General	4	3	2
	Kingswells cards	482	0	0
Site 3/07 Home Farm	General	4	3	6
	Kingswells cards	461	0	0
Site 3/09 Maidencraig South East	General	5	3	2
	Kingswells cards	475	0	0
Site 3/10 Maidencraig North East	General	5	3	5
	Kingswells cards	474	0	0
Site 3/13 Home Farm	General	3	6	3
	Kingswells cards	465	0	0
Site Greenferns SHLR	General	4	1	4
	Kingswells cards	477	0	0

Site 3/01 West Hatton

Kingswells Community Council, Mastrick & Sheddocksley Community Council and a number of individuals highlight concern over the level of employment land proposed to west of the City and state that some should be redirected south of the City. There are also concerns over the potential impact on the transport network, particularly levels of traffic, and on green belt and green space designations as well as the West Hatton District Wildlife Site, Ancient Woodlands, NELBAP, historic sites and the consumption dyke. Some consider that employment uses are inappropriate in Kingswells and that Kingswells should be residential only.

The 465 comments submitted using Kingswells cards state that although they agree with the ACC view that part of the site is suitable for development, limitations should be imposed to ensure no visual impact and that the provision is proportionate to the needs of Kingswells and Countesswells.

Response

The employment land proposed would enable a better balance of uses in the Kingswells area, and we note that there is currently no employment land in the area. A balanced assessment of the suitability of development sites across the City has been undertaken and other areas of the City are also proposed for employment development, including sites to the south of the City at Loirston.

The growth targets set out in the Aberdeen City & Shire Structure Plan will require a significant amount of greenfield development and this will impact on some areas of land currently identified as green belt and/or green space network. The assessment of sites' suitability to accommodate development has included analysis of green belt and green space designations, as well as District Wildlife Sites, Ancient Woodland etc. The Council has identified areas of sites that are not suitable for development and a small amendment to the area of Site 3/01 is proposed to ensure that the District Wildlife Site is not affected (see alternative sites below). Where new development has a detrimental impact on the

transport network, the Council will require that measures to mitigate the impact of development are identified before development can be approved.

Site 3/05 General Comments

There was some confusion over the lettering attached to the individual parts of Site 3/05. In an earlier draft version of the Main Issues Report a typo appeared which incorrectly identified Site 3/05 C as 3/05 Infill, and Site D as Site C. This was corrected in the final published version of the Plan and the Assessment Report, and the correct lettering is shown in the map on page 1 of this note. Separately, SEPA highlight that areas B, C and D are Flood Risk Category D.

Response

As mentioned above, the typo in an earlier draft of the Main Issues Report was corrected in the final published version of the Plan. A map showing the correct areas of 3/05 is shown on page 1 of this note.

Where there is a risk of flooding the Council will seek evidence from the developer to demonstrate which areas of the site can be developed without risk of flooding.

Site 3/05 B Gillahill

548 representations were submitted on Kingswells cards and these were all opposed to development on any part of the site. There were 28 other objections to this site from Kingswells Community Council and individuals, mostly referring to the landscape value (green belt and green space network), and concern that the development would reduce the distance between Kingswells and Aberdeen, and could eventually lead to coalescence with built up area of Aberdeen. Other issues raised in objections include highways access constraints, school capacity, loss of countryside, visual impact, impact on Core Paths / countryside walks and impact on biodiversity. Some also refer to the fact that the site was thrown out at the previous Local Plan Inquiry. Other comments indicate that if development was approved, access should be by Langstracht, and should be well screened to define the boundary between Aberdeen and Kingswells.

Response

Since publication of the Main Issues Report, the Council's Education, Culture and Sport Service have revised the formula for calculating school capacities and have undertaken a review of school capacity figures. The revised capacity of Kingswells Primary School is forecast to be less than under previous calculations, and the ability to extend the school further is constrained by neighbouring residential and commercial property and open space to the south. Therefore, there is less capacity to accommodate new development in the Kingswells area. The revised figures would only accommodate an additional 183 homes and as such the 170 homes at the south of Kingswells are proposed to remain but the 400 homes at Gillahill would be removed and the phasing moved at Countesswells to meet the structure plan requirements.

Comments relating to the impact of development on roads and traffic, the countryside, as well as the visual impact are also noted. The proposal to provide access to the Gillahill site from Langstracht would not be supported. The current bus-only section of the Langstracht is not suitable for additional traffic and is intended for buses and access only. It is restricted in terms of width and visibility, has no footpaths and any additional traffic would have implications for road safety. Therefore, we would not wish to see it used as an access point to serve any new development.

In light of the above, the Gillahill 3/05B site is proposed to be removed as a Preferred Option. The 250 homes in the first phase of 2007 – 2016 will be accommodated by a change of phasing at Countesswells and the second phase will be removed.

Site 3/05 C Pony Field

There is some support for development of this site, being viewed as having the least worst impact on the existing community. Kingswells Community Council consider this site to be “generally acceptable” despite some local opposition, and would like to see the southern area of the site used to enhance biodiversity. 436 Kingswells cards submitted show support for development of 50 homes on the site.

Response

Supporting comments noted. Our response to the representations relating to the eastern (undesirable) section of the site are set out in the following section.

Site 3/05 D Huxterstone and Site 3/06 Wester Huxterstone

These sites adjoin each other and comments submitted on Kingswells cards (480 for 3/05D and 482 for 3/06) considered them to be suitable for development but only if the total number of homes was reduced from 120 to 100, due to a perceived constrained capacity at the primary school. Four other comments reflect the view that this site should be developed, 2 of which agree that the site should be limited to 100. One individual considers that the site is only suitable for 60 homes. Other objections to these sites refer to loss of green space and potential for coalescence.

Response

The majority of respondents accept the principle of development in this location. Planning officers consider that 120 homes can be delivered within the site and would not create coalescence.

The growth targets set out in the Aberdeen City & Shire Structure Plan will require a significant amount of greenfield development and this will impact on some areas of land currently identified as green belt and/or green space network. The assessment of sites' suitability to accommodate development has included analysis of green space designations, as well as impact on built and natural environment and potential for coalescence.

Site 3/07 Home Farm

Representations on this site offer mixed views, with some support from individuals (including 461 supporting comments on Kingswells cards) and the developer, with a number of objections concerned that the amount of employment growth proposed at Kingswells. Objections also refer to site access and highways issues, one individual stating that development should only take place with a direct link onto the AWPR.

The developer highlights that the site is identified as promising in the Options Assessment report, but undesirable in the Main Issues Report, and seeks for this to be rectified.

Response

This site should have been identified as being suitable for development in the Main Issues Report, however, due to a mapping error was identified as being both undesirable and Preferred Option in the accompanying maps. The site is proposed as a Preferred Option for Class 4 employment use. The narrow strip leading towards the A944 could provide a viable access point however this will need to be agreed with the Council's road engineers.

Site 3/09 Maidencraig South East

Supporting representations from individuals (including 475 Kingswells cards) and the Kingswells and Mastrick and Sheddocksley Community Councils welcome identification of the site as a Preferred Option, however two individuals indicate that the site should only go ahead if 3/05 B (Gillahill) is removed from plan. Mastrick & Sheddocksley Community Council offer qualified support to the site subject to site access being shared between Langstracht and Queens Road, and major improvements to the surrounding junctions being provided, as well as public transport, health and community facilities. Despite their support for the site, both Community Councils refer to the need to protect the District Wildlife Site and Densat Nature Reserve.

Objections to the development are concerned about the proximity of the development to the Nature Reserve at Den of Maidencraig, SEPA point out that the site is identified as flood risk B and D.

Response

Supporting comments noted, in particular those who indicate support for the site on the condition that site 3/05B Gillahill is removed as a Preferred Option.

An access strategy is yet to be agreed in principle, however, the City Council will seek to minimise impact on the transport network. It will also be incumbent on the developer to ensure that they provide mitigation for any net detriment impact on the transport network. All developers will be required to provide the necessary infrastructure or services, or a contribution towards its provision, in order to mitigate the impact of development.

In relation to the response received from SEPA the area is a category B and D flood risk area. Category B means the site lies partially within the Indicative 200 year flood envelope and maybe at medium to high risk of flooding. Category D means that there are small watercourses on the site that may be at risk from flooding. As a part of any planning application a Flood Risk Assessment will be required and careful surface water management will be undertaken. In addition to this a Drainage Impact Assessment will be required as a part of any planning application to deal with waste and surface water drainage.

The layout of development will need to ensure that there is no impact on the adjacent District Wildlife Site and Nature Reserve.

Site 3/10 Maidencraig North East

Objections to the site refer to the combined impact of this and 3/09 on the transport network and, one in particular, the cycle network along Queens Road and Langstracht. Another individual objects on the basis of concerns over coalescence between Kingswells, Sheddocksley and Bucksburn.

Kingswells Community Council support the preferred option at 3/10 provided that Gillahill 3/05 B is not developed. Two other individuals also support the site on this basis. Whilst the developer would like to see the whole site identified for development (see responses to 'Undesirable' part of 3/10 below), another individual suggests that extending the site any further towards the new Dobbies Garden Centre would have an unacceptable impact on traffic and landscape.

Response

An access strategy is yet to be agreed in principle, however, we will seek to minimise impact on the transport network. It will also be incumbent on the developer to ensure that they provide mitigation for any net detriment impact on the transport network. All developers will be required to provide the necessary infrastructure or services, or a contribution towards its provision, in order to mitigate the impact of development.

We do not consider that the western section of the site is suitable for development, and proposes to retain the Preferred Option site in its current form.

Site 3/13 Home Farm

Comments and objections to this proposed employment site refer to site access constraints and the impact on the highways network, one objection suggesting that the site should be relocated to the west of the AWPR. Other objections emphasise the need to protect wildlife and historical features, including the consumption dyke, Kingswells House and West Hatton District Wildlife Site. The developer C&L Properties highlights discrepancies with the mapping of the site, and considers that the site should be reassessed and recognised as a 'Desirable' site.

Response

It will be incumbent on the developer to ensure that they provide mitigation for any net detriment impact on the transport network. All developers will be required to provide the necessary infrastructure or services, or a contribution towards its provision, in order to mitigate the impact of development. The layout of development has been amended to reduce impact on the District Wildlife Site, and the layout of development will need to ensure that there is no impact on the adjacent Kingswells House listed building.

We do not consider development to the west of the AWPR to be suitable and note that there are no preferred options in that location. Development to the west of the AWPR

would also be remote from the built-up area of Kingswells and less integrated with the Park & Ride site. Development may also affect the setting of, and views to and from, Westhill.

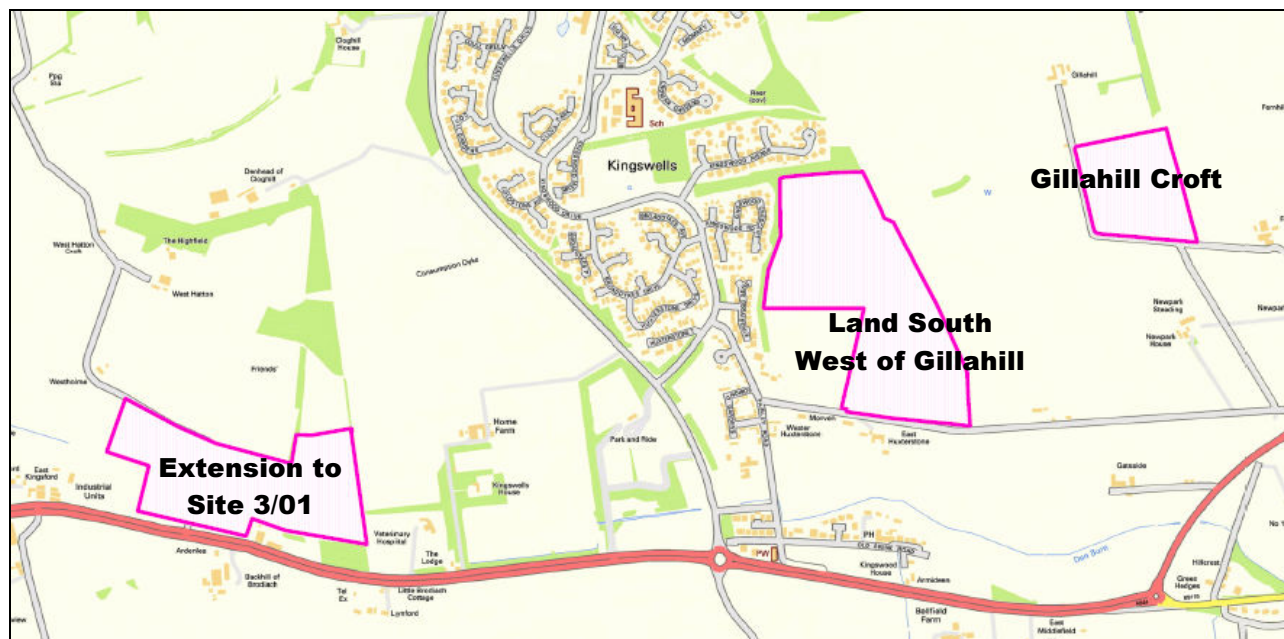
Site Greenferns SHLR

This site brought in only one clear objection with concern that bringing Aberdeen communities closer to Kingswells will result in increased crime levels in Kingswells, which is not a planning issue. There are four supporting representations and a number of comments which indicate broad support for development of the site, although two individuals state that this should only go ahead if Gillahill is removed from the plan. Kingswells Community Council would like to see suitable buffer zones to protect Bucks Burn Valley District Wildlife Site and to prevent coalescence with Kingswells. Mastrick and Sheddocksley Community Council do not oppose the site but are keen to protect Sheddocksley playing fields and are concerned about impact on Langstracht and would like to see new roads to cope with additional traffic, possibly a new link road to Kingswells. The landowner, Aberdeen City Council (Asset Policy), highlight that a Development Framework has been prepared.

Response

It is not clear how the development proposal would lead to an increase in crime levels. The development proposal does not affect the Sheddocksley playing fields. An access strategy is yet to be agreed in principle, however, the City Council will seek to minimise impact on the transport network. It will also be incumbent on the developer to ensure that they provide mitigation for any net detriment impact on the transport network. All developers will be required to provide the necessary infrastructure or services, or a contribution towards its provision, in order to mitigate the impact of development. The outcome of the strategic transport modelling will help to identify the strategic transport infrastructure likely to be required to mitigate and support development.

2.3 New Sites



Gillahill Croft is being promoted by the landowner Mr William Eric McIntosh. The land is being promoted alongside the proposals for Gillahill (Site 3/05), with a site access road proposed to connect the combined sites to Langstracht to the south. Mr McIntosh indicates that he would not support any development in the area should Gillahill be removed from the plan.

Land South West of Gillahill is being promoted by the landowner Mr Doug Strachan (via agent Mr Graham Edgar), who refers to the site's proximity to existing housing and considers that the site is less visible in the landscape than parts of 3/05B Gillahill. Also refers to the site access being possible from either 3/05B or sites to the south (subject to them being developed). Kingswells Community Council strongly object to development "between Kingswood Avenue and Lang Stracht" due to impact on landscape, biodiversity, countryside recreation, and concern that the bus-only route along part of Lang Stracht would be opened up to traffic. Community Council highlight that due to the timing of this submission they did not have time to include it on the card circulated to Kingswells residents for submission to the City Council.

The **Extension to Site 3/01** is being promoted by landowners Mr Sheran and Ms Palmer (through Knight Frank ref 2/225) and forms an additional parcel of land to that promoted through the Development Options exercise. The extension lies north of the A944 at East Kingsford and is being promoted for Class 4 employment development. Representation refers to the proximity to AWPR, public transport routes, Kingswells Park & Ride and the cycleway to Aberdeen.

Response

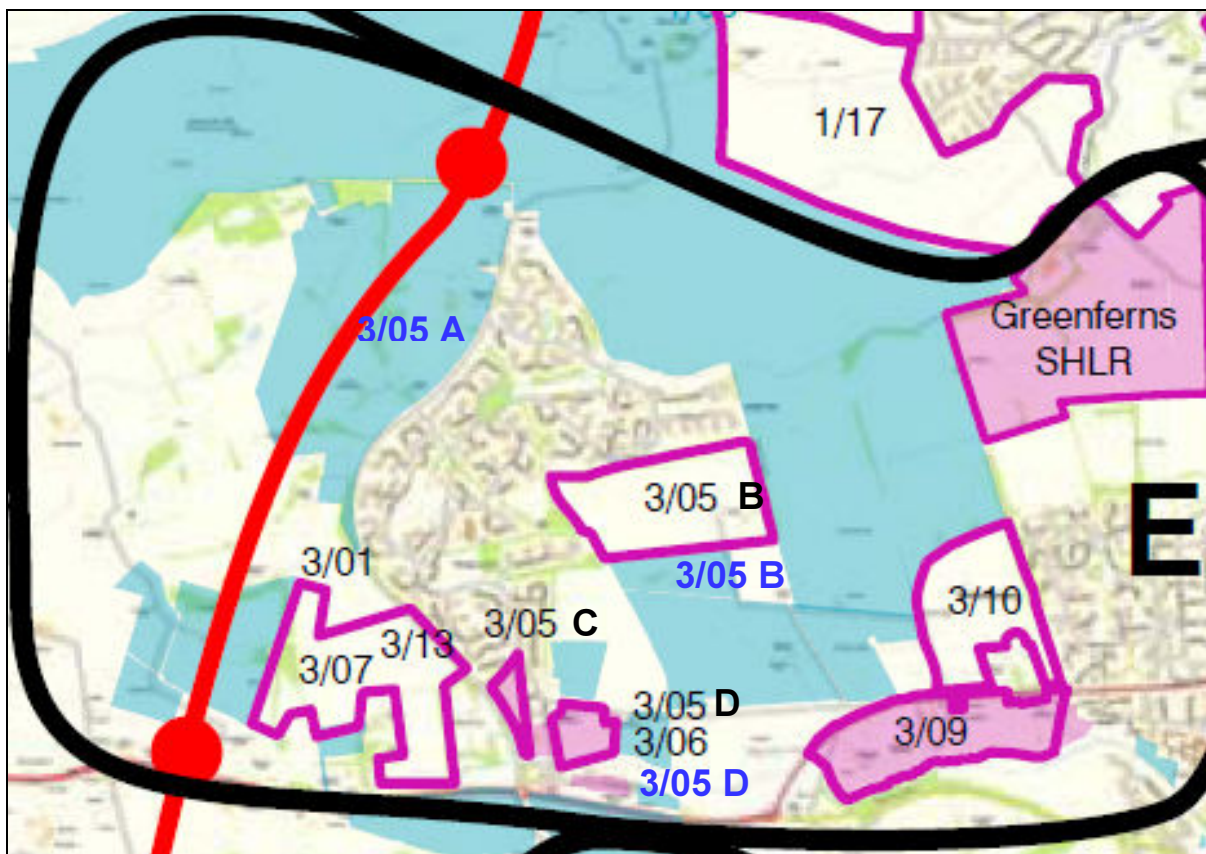
The Gillahill Croft lies remote from the existing settlement of Kingswells and the site promoter does not wish to see the site developed if Gillahill does not remain a Preferred Option. Notwithstanding this, both the Gillahill Croft site and Land South West of Gillahill would have a detrimental impact on the bus-only section of the Langstracht and creates

issues for school capacity as mentioned in the response to Site 3/05B above.

The proposed extension to site 3/01 is supported in part. The eastern area of the proposed extension is being accepted as part of the Preferred Option site 3/01 (and 3/07) instead of developing the northern section of 3/01 and 3/13. The western section adjoining the AWPR is not accepted.

2.4 Sites identified as ‘Undesirable’ in the Main Issues Report

The comments summarised below relate to sites, or parts of a site, identified as ‘undesirable’ in the Main Issues Report. Where we have recommended that only part of a site is developed, comments on the ‘undesirable’ section of the site have been recorded separate to comments on the Preferred Option, and these are included in the figures below.



		Support Undesirable status	Object to Undesirable status	Comment
Site 3/01 West Hatton	General	3	1	0
	Kingswells cards	492	0	0
Site 3/02 Kingswells East	General	1	2	0
	Kingswells cards	497	0	0
Site 3/03 East Arnhall	General	1	1	0
	Kingswells cards	0	0	0
Site 3/04 Woodend West	General	0	3	0
	Kingswells cards	0	0	0
Site 3/05 A	General	6	5	0
	Kingswells cards	501	0	0
Site 3/05 B Gillahill	General	1	1	0

	Kingswells cards	0	0	0
Site 3/05 D Huxterstone	General	1	1	0
	Kingswells cards	0	0	0
Site 3/10 Maidencraig North East	General	0	1	0
	Kingswells cards	502	0	0
Site 3/11 Newton East, Old Skene Road	General	1	1	1
	Kingswells cards	496	0	0
Site 3/14 Kingswells East	General	3	0	0
	Kingswells cards	505	0	0
Site 3/15 Cadgerford Farm, Westhill	General	0	1	0
	Kingswells cards	0	0	0
Site 9/54 Huxterstone	General	1	0	0
	Kingswells cards	501	0	0

Site 3/01 West Hatton

The majority of comments support the assessment of this parcel of land as undesirable, referring to impact on landscape, the green belt and green space network designation, and a need for road improvements. Many of these comments (492) came from the Kingswells cards. Shell UK refer to restrictions imposed the pipeline consultation area. The promoter of the site considers that the whole of the site 3/01 should be identified for development for prestigious business/office uses, contributing to better mix of land uses, and referring to links to AWPR, Park & Ride and Aberdeen to Westhill cycleway.

Response

The City Council does not consider that development to the west of the AWPR to be suitable due to the poor relationship to the existing settlement. Comments relating to the pipeline are noted, however, Class 4 uses are identified as being suitable in relation to the distance from the pipeline consultation area.

An amendment to the area of Site 3/01 is proposed to ensure that the District Wildlife Site is not affected (see alternative sites above). The eastern area of the proposed extension is being accepted as part of the Preferred Option site 3/01 (and 3/07) instead of developing the northern section of 3/01 and 3/13. The western section of the proposed extension adjoining the AWPR is not accepted.

Site 3/02 Kingswells East

497 responses submitted on Kingswells cards, and Kingswells Community Council themselves, support the undesirable status of this land, due to impact on trees, landscape, and biodiversity (particularly bird breeding) as well as concerns over opening up the bus-

only section of the Langstracht to traffic. The promoter of the site, Scotia Homes, asserts that the site is suitable for development, and that any landscape issues can be mitigated.

Response

This site is likely to have a detrimental impact on the bus-only section of the Langstracht and creates issues for school capacity as mentioned in other responses relating to Kingswells. Notwithstanding, the site is not considered to be suitable for development, particularly when set against other sites in the Kingswells area.

Site 3/03 East Arnhall

This site adjoins the administrative boundary between Aberdeen City and Shire. Aberdeenshire have allocated the adjoining land to the west for business / BP North Sea Infrastructure agree the site is undesirable in terms of landscape and isolation to other settlements, as well as relationship to the pipeline consultation corridor, which restricts to Class 4 business use with sensitivity level of 1 on the site. Promoter of the site, Westhill Developments (Arnhall) Ltd, suggests that the site should be identified for business or commercial use, arguing that the land adjoining to the west has been proposed for employment through the Aberdeenshire Local Development Plan.

Response

Further details to follow.

Site 3/04 Woodend West

The only comments made were three objections to the assessment of undesirable. Mastrick & Sheddocksley Community Council suggest it would be suitable to develop here to relieve pressure on Greenbelt sites. The promoters of the site, NHS Grampian, consider the argument over loss of green space to be misleading as it was originally intended for hospital expansion but is now surplus to requirements and land has no amenity value. They suggest that land should be allocated for housing development, highlighting that the site has existing public transport links and that there are no issues constraining development of the site. Also refutes assertion that there are flooding issues on the site and suggests development could be elevated to avoid any risk.

Response

The site is identified as urban green space, and sections of the site appear to show possibility of poor drainage and potential for flooding.

Site 3/05 A

This section of Site 3/05 lies to the north west of Kingswells. 501 respondents using the Kingswells card, along with 6 other respondents, suggest that the site is unsuitable for development. There are concerns that the development would impact on the City's landscape, in particular the setting of Brimmond Hill, District Wildlife site and Fairley House, notwithstanding the AWPR running through this area. Other comments are

concerned about access to the site given the topography of the local landscape, as well as the impact on the network of footpaths in the area.

There are a number of objections to the omission of the site, including the site promoter Stewart Milne Homes, stating that the site could create a new school campus and cycle links and road networks. They argue that integration with the existing community would be achieved by incorporating Kingswells bypass into the community, and that any impact from development would be significantly less than the AWPR. Some comments propose that the site should be developed in favour of the Gillahill site 3/05 B.

Response

Although the AWPR will impact significantly on the area, development of this site would impact further on the setting of Brimmond Hill and is remote from the existing settlement of Kingswells.

Site 3/05 B Gillahill

Kingswells Community Council show support for the undesirable status while the site promoter, Stewart Milne Homes, argues that the Development Options Assessment scores the site too low, and suggests changes to the scoring given.

Response

The Development Options assessment was intended to flag up the main issues which had to be considered in deciding which sites were suitable for development. Sites were not chosen according to those which scored the highest. Due to revised school capacity figures it has been decided to identify the whole of the Gillahill site as unsuitable for development.

Site 3/05 D Huxterstone

Kingswells Community Council support the assessment of the eastern section as undesirable, and would be concerned that the development is too far from services and schools and would encourage car use. The site promoter, Stewart Milne Homes, suggest that development would not affect the landscape setting and would not lead to coalescence. They also argue that the principle of development in this location was accepted through the Council's 2004 Finalised Local Plan. It should also be noted that many of the supporting comments to the Preferred section of 3/05D also indicate support for the assessment of undesirable for the eastern section of the site.

Response

The principle of development in this location is accepted, however, only for the western section of the site. The Council has restricted the amount of land considered to be appropriate at 3/05 in order to reduce the impact on the bus-only section of the Langstracht, integrate the proposed development with existing development, and to reduce the extent of development reaching out to the east.

Site 3/10 Maidencraig North East

Bancon Developments object to the omission of the excluded areas of the site, stating that they do not have high landscape impact (as evidenced by a Landscape & Visual Impact Assessment and the Report of the PLI to the adopted Local Plan), and would be a more suitable development option than Gillahill. 501 respondents using the Kingswells cards indicated support for the assessment of this site as undesirable.

Response

The undesirable area of 3/10 is not considered to be suitable for development. It is considered that the site would impact on the landscape in terms of views from the Langstracht. We do not consider that the western section of the site is suitable for development, and propose to retain the Preferred Option site in its current form.

Site 3/11 Newton East, Old Skene Road

Kingswells Community Council agree with the assessment of undesirable and consider this site to be visually intrusive, isolated from the primary school and services, and likely to cause air quality and traffic noise issues as well as hazards to cyclists along the Aberdeen to Westhill cycle route. Comments from 496 individuals using the Kingswells cards agree with this view.

The site promoter, Barratt East Scotland, contend that this is an infill site which is not visually intrusive, and the landscape features would screen development and is close to existing services and facilities and public transport. They also argue that the site would be less intrusive in the landscape than Sites 3/05D and 3/06.

Response

The site is not considered to be suitable for development. The site is north facing and sits higher than the surrounding landscape and if developed would be visually intrusive. The site is not well related to the existing settlement and services and facilities. The Park and Ride is approximately 1km away across a busy road and all other facilities are over 3.5km from the site.

Site 3/14 Kingswells East

Comments received were from Kingswells and Mastrick & Sheddocksley Community Councils and 506 individuals who agree with the assessment of undesirable. Concerns raised include impact on bus-only route, landscape and green belt land, and the potential for coalescence of communities. Kingswells CC highlight that the southern section of the site was rejected by Scottish Executive in 2007.

Response

Comments noted. The site occupies a significant position within the landscape and is not considered to be suitable for development. It is highly visible from Sheddocksley, Kingswells, and the surrounding landscape. This site is not well related to either Kingswells or Sheddocksley.

Site 3/15 Cadgerford Farm, Westhill

One comment received on this site from the promoter Stewart Milne Homes who objects to the undesirable assessment, and considers the site suitable for class 4 business use as well as some residential development.

Response

Further details to follow.

Site 9/54 Huxterstone

Kingswells Community Council support the assessment of undesirable for the site, and highlight several issues including visibility of the site, impact on access to neighbouring forest, impact on wildlife, access issues and traffic congestion. 501 individual comments supporting this view were made using the Kingswells cards.

Response

Comments noted. This site on a steep north facing slope with a gradient of 1:8 and would be highly visible from Kingswells and the A944. Kingshill Wood is located to the southwest of the site and development would impact on the setting of this wood from the north and have potential impact on habitats associated with the wood. This site is not well related to existing or future development and would increase the distance people will travel for convenience retailing. Therefore, the site is not considered to be suitable for development.

Kingswells Primary School 24th November 2009**Summary**

The evening began with members of the asking some general questions and getting more familiar with the Main Issues and development options displayed on the boards. The presentation started at 7pm and concluded by saying that we would then break down into smaller groups to allow for meaningful discussion.

After the presentation, six large workgroups were formed where discussion over the sites and issues took place. There were approximately 80-100 people in attendance of the event.

Comments

Comments were made regarding:

Transport Issues

- The residents of Kingswells are trapped here because of the roads.
- Traffic coming from the Shire blocks our roads.
- What road improvements will be needed on the Lang Stracht and the A944?
- People in Kingswells should be able to access the AWPR easily.
- How does Aberdeen City Council get money to pay for the roads? It should come from Aberdeenshire.
- Buses do not take people in Kingswells anywhere other than the city centre.
- There is lots of traffic congestion on the Lang Stracht, especially at the Dobbies site.
- An accident out at Blackburn can cause major traffic problems in Kingswells as people use it as a diversion route.
- Will the AWPR actually reduce road traffic?
- General concerns were raised on traffic congestion – residents feel trapped in the mornings and evening peaks when traffic can come to a standstill. More infrastructure was required, both roads and schools.
- The transport to Kingswells and Countesswells needs to be examined as the roads are busy enough at present.
- Do you see the AWPR as having a secondary function as a feeder into Kingswells? The process whereby people who use the AWPR on a regular basis begin to use Kingswells as a rat run will have to be avoided.
- It had been noted that the amount of traffic going to Westhill had increased dramatically since the employment land was developed. Does building employment land next to housing work/have the desired outcome?
- Public transport to Kingswells needs to be improved.
- The A944/Lang Stracht could be widened – there's room to do it. There needs to be bus lanes between the junction of the old Land Stracht and the city. At the moment buses get caught up and delayed alongside general traffic at peak times along this stretch of road.
- When are we getting the WPR? We need it now.
- New housing developments will add to the current volume of traffic. Consider the impact of c.800 cars on the local roads!
- To increase capacity at the Newhills junction a filter lane should be added to allow left turning traffic.
- The Kingswells bus into town is fairly reliable, but the Dyce bus is not.
- There are issues with access onto road networks, safety and the condition of roads.

- People will not cycle in Aberdeen due to the climate. The norm is 4 cars per household, how will these be accommodated.

Education

- Does there need to be a new school at Kingswells if all this development goes ahead? Children must be able to walk to their school, wherever it is.
- Can the school accommodate the children generated from the development proposed? This was answered by saying according to the school roll there is capacity. 180 children will not come to the school at once. However the public still believed that the school roll can only take 200 more houses. View of Kingswells Community Council – 600+ houses x 0.3 will equal to 180 extra children which is an extra 6 classes. However it was reiterated that not all six classes would come to the school at once.
- Issue with high schooling – need a high school at Kingswells or Countesswells.
- Kingswells Primary School has always been near capacity
- The Council Education Officer who was present said that each year the team look at learning estate working close to planners – another test in the new year – not assumed – consultation in New Year.
- Where will Kingswells Primary School be?
- Are 400-500 houses able to cope? Answered by saying there is a change in demographics.
- Don't know where demographics come from. The census can give us these figures. History of Council getting it wrong.
- Will the catchment area for High School change? This was said to be discussed in consultation.
- The primary school cannot cope with the proposed houses.
- Kingswells is one of the largest Primary Schools in Scotland. Do we really want to build an even larger school?
- Kingswells needs a secondary school as it is ridiculous that children have to be taken by car to Bucksburn Academy.
- The primary school is at capacity and cannot handle extra development.
- Who will build the schools? Developers should be made to pay.
- The capacity of the schools will be an issue.

Gillahill

- You suggest putting 400 houses at Gillahill, and yet there is only one access point into the site (which is also a woodland walkway). Gillahill is not the right place for development.
- Gillahill is very valuable to the Kingswells community. Development on it would reduce the quality of life of people in the area.
- Clinterty should be used as an area for development instead of Gillahill. Clinterty could take at least 1500 homes.
- Move houses from Gillahill to Countesswells.
- Gillahill earmarked for development since 1991. It was said that it was refused before as there were more suitable sites before when we were looking for less housing land. Now looking for much more land for housing allocations therefore Gillahill is suitable again.
- Infrastructure – how do you get in and out of this development?
- ACC knew that Gillahill was not an option for local community following Development Options consultation; and people enjoy the space as it is. The Reporters Report stated Gillahill was unsuitable for development, so why is it back on the table?

- 400 houses proposed as Gillahill would harm the area.
- The access proposals for the Gillahill site would destroy an attractive former lane (and dykes) which add to the attractiveness of the local area.
- Site 3/05 A is a much preferred site to Gillahill.
- First bus said the gradient to Gillahill is too steep for a bus to service; also a fire engine would struggle to access the site due to the gradient.
- Is Gillahill the correct place to put a new school? Is it better to have one large school or two smaller schools?
- We don't need more services than are already here. People in Kingswells like the 'village' atmosphere. Instead of developing Kingswells more places like Kingswells should be developed.
- The village is at its natural limit of growth, it is constrained by topography, access, school etc.
- The area of Site 1/17 which is marked as preferred option is too close for comfort.
- Gillahill – it was felt that a single access point as proposed was not appropriate for this level of housing. This access point would feed traffic into the existing residential area. The land is north facing and would have poor solar gain. The open space there is valued by the community and enhances their quality of life. Better options were available at the 'undesirable' part of Maidenraig North East next to Dobbies (3/10) and at Clinterty.
- Kingswells is unique, as it sits in a bowl. Development here would change the whole character of the area. We were sold an idea about living in the country and now the same developers who told us this are back trying to take this away from us.
- Kingswells sits in a bowl in the landscape and is fairly inconspicuous.
- Development at Gillahill and at the Stewart Milne land to the north west approaching Brimmond Hill would be much more prominent.
- There is total opposition to the development of Gillahill.
- Why have you ignored the Reporter's conclusions about Gillahill at the last Local Plan Inquiry? His comments are still relevant.
- The assessment of Gillahill carried out by planners uses inaccurate information about available bus services.
- Local roads couldn't cope with additional development at Gillahill.
- Gillahill would be exposed, access is poor and it would be detrimental to the landscape setting of the area.
- Site 3/05a should be considered as an alternative to Gillahill.
- Development should not be allowed on sites to the south of Gillahill (i.e. 3/05b and 3/14 shown as undesirable in the Main Issues Report).
- If Gillahill is developed it will lead to the eventual coalescence of Kingswells and Northfield/Sheddocksley.
- The proposed fire access for Gillahill would destroy the old droving road.
- Development on Gillahill would breach the skyline, especially when viewed from the road from Bucksburn.
- There are hundreds of butterflies on Gillahill.
- There is community woodland at Gillahill, wildlife etc which should be protected. No-one in Kingswells wants development at Gillahill.
- The inquiry report on the Aberdeen Local Development Plan made it clear that Gillahill was unsuitable for development. You should review the decision and ensure the assessment is consistent with the reporter's assessment.
- You should re-assess Gillahill with the Council's Environmental Policy Statement in mind.
- Gillahill is not accessible by public transport; the only access will be at the end of a very long cul-de-sac.

- The number 40 bus does not run anymore, this should be corrected in your assessment of Gillahill.
- Gillahill can not be served by a single access point from Kingswells Crescent.
- The junctions at Wellside Crescent and Wellside Road are blind corners and are dangerous at present. Additional traffic, as a result of development at Gillahill, will cause accidents in this area.
- Gillahill is a steep north facing site, which will not help to create an energy efficient living environment.
- Gillahill is high and very cold in winter. There are problems with access when there is snow.
- Areas within the Gillahill site and the core paths are well used by residents.
- Development at Gillahill and other areas between Kingswells and Aberdeen would erode the countryside feel that there is currently in Kingswells.
- Gillahill would just extend an already large cul-de-sac.
- Gillahill is not a good area to deliver sustainable transport.

Structure Plan Housing and Employment Land figures

- Very large number of houses.
- What is being done about the rundown of oil? Oil is coming close to an end. Uneconomic to build pipes again. How has this been built into the plan? Oil will be driven abroad.
- Elected members made a decision on 36,000 houses using population forecasts and the change in economic circumstances. There has been very little house building. Providing opportunities in bio-medical science and renewable energy. Economic growth is not even. 18,000 houses are needed to keep population static.
- The oil industry does not provide people with permanent jobs; there is a continual movement of people due to being employed as contractors.
- Will there be phasing? Or will developers choose where they want to build and when? Very difficult in terms of legal requirement in Structure Plan but we intend on Masterplanning as many sites as possible and if we have allocated a certain site expect a planning application.
- Will sites be grouped in phases? Are sites pre-allocated? Gillahill split between Phase 1 and 2.

Satellite Communities/Countesswells

- Small communities in rural areas.
- All the facilities I need.
- Cul-de-sacs where people can walk about and not get run over are important.
- Nature.
- Buses are not good.
- 2000-3000 gives a sense of identity – the ideal number of people for a community.
- Wish to see more satellite towns, like Kingswells, around Aberdeen where people can benefit from the countryside and the City equally.
- Countesswells is a reasonable option provided it is not too large. Smaller places have more identity and community cohesiveness. It was the village lifestyle that attracted many residents to Kingswells in the first place.
- The development at Countesswells needs to ensure that there is a buffer between the new development and Foggieton and Countesswells woods.

Employment Land

- Employment Land without the AWPR will choke up the road. Trying to encourage people away from cars.
- The proposed employment land has many features such as the Quakers graveyard, consumption dykes, Kingswells House and walled garden which is now a retreat for people in need. These sites need to be protected.
- Employment land – concerns were raised as to what employment land could mean. It was explained the difference between Class 4 Employment (offices) and Class 5 and 6 (storage and distribution and general business and industrial). It is possible to control change of use from Class 4 to Classes 5 and 6 through zoning the land for certain uses only. Examples include the Science and Energy and Science and Technology Parks at Bridge of Don. It was felt that these uses were more appropriate to a gateway location which is also close to residential properties at Kingswells.
- Exactly what type of employment will be built at Kingswells?
- The allocation of employment land will attract people to commute from elsewhere.
- How much control do we (ACC/public) have over office developments?

Infrastructure

- Countesswells Road could be a bus only road for example. A new access onto the Kingswells Road. What do we need to do with the roads to make them fit?
- Like America we should build the roads first then the houses.
- Is this level of development dependent on the AWPR?
- It is important to provide facilities with development.

City Centre/Retailing

- One of the problems with Union Street is that it's hard to get to - there are too many buses holding up the cars.
- The city centre buildings need to be upgraded to encourage people to live there.
- Union Street is a disgrace.
- There is wasted accommodation space in the higher levels of the city centre buildings.
- Anti Union Terrace Gardens development - Why develop this space when we have an existing square at Castlegate?

Kingswells Identity

- The identity of Kingswells must be retained.
- We don't want another Westhill in Kingswells
- Don't want Kingswells to join with the rest of the city centre, this will bring social problems; don't want our children zoned to Northfield.
- Piecemeal development chips away at the quality of life in Kingswells.

Green/Open Space

- There should be a countryside park between Kingswells and the built-up area to the east.
- Differing ownership of footpaths in Kingswells has created maintenance problems. Those owned by a developer are generally poorly maintained, whereas the Council owned paths are fairly well maintained. Can we require developers to pay the Council to adopt paths?
- We are concerned about the loss of open space.

- If development went ahead it would have to be sensible, incorporating greenery and landscaping.
- Greenspace needs to be protected.
- Want to maintain the countryside feel of Kingswells and promote similar developments elsewhere.
- Access to areas of woodlands is important for recreation.

Gypsy Traveller sites

- Gypsy Travellers don't use Clinterty because it's too expensive. We should provide a hard standing and toilets.
- Gypsy/Traveller halting site is an issue - the P&R should not be used.

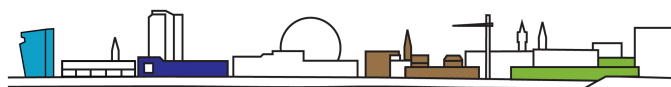
Environment

- The Council should require solar panels on each new house.
- There are problems with the watercourses surrounding site 3/13.
- It was pointed out that there is a water course running through the West Hatton/Home Farm and the consumption dyke to the north required protection.

General Comments

- In the 'Pony field' 3/05 C/D triangle bit will there be adequate parking. Generally development needs more parking.
- How can people be expected to make choices about which sites are best if you do not provide us with information about what infrastructure is required in each area?
- Are any single-household homes going to be built and where are they going? They should only be on Brownfield land.
- Why not put more development to the west of the AWPR?
- New homes threaten my way of life, with busy lorries and possibly anti-social behaviour.
- There's currently nothing for teenagers to do in Kingswells. The youth club has gone.
- Nobody listens.
- Quality of life should be maintained.
- No faith in planning conditions being implemented and enforced.
- Quality of development is important.
- Piecemeal development in Kingswells is not appropriate; development should be of a scale to deliver services and improvements to the area.
- Development on the west of the Kingswells bypass would have a beneficial impact on Kingswells.
- People want to live in the countryside.
- Is a compact city your 'next plan'?
- This is just 'cosmetic' consultation!
- A 'chocolate box' for developers?
- People are moving to the Shire because they want to live in the countryside, this is also the reason they live in Kingswells. If you build more houses in Aberdeen you will be destroying the countryside and its attraction.

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aberdeen local development plan

Main Issues Report – Consultation Responses and Officer Response

Area F - Countesswells: Summary of Responses

Wards: Lower Deeside & Hazlehead/Ashley/Queens Cross

Main Issues Report Proposals

	<p>Area F: Countesswells Site shaded pink is already zoned for employment use in the Aberdeen Local Plan 2008 (Friarsfield, Cults)</p> <p>Sites outlined in pink were development options assessed by Planning Officers as being ‘desirable’ sites for housing, employment and related uses in the Main Issues Report.</p> <p>Sites shaded blue are development options submitted, but considered ‘undesirable’ following assessment by Planning Officers.</p>
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Sites	Local Development Plan period		Future Growth
	2007 – 2016	2017 – 2023	2024 – 2030
9/05, 9/24 and 9/50 Countesswells	1900	1100	-
	10 ha employment		
Housing Total	1900 homes	1100 homes	-
Employment Land Total	10 ha		-

Summary of Responses

We received 597 responses relating to the Countesswells area. The types of respondent were classified as follows:

Number of Respondents	Respondent Type		
581	Member of the public	579	Individual (including 534 using Kingswells Community Council card)
		2	Submitted by an agent on their behalf
3	Community Council (Culter Community Council, Kingswells Community Council, Cults, Milltimber & Bielside Community Council)		
11	Landowner/Agent		
2	Key Agency (SEPA, NHS Grampian)		
597			

A wide range of comments were also made at the community consultation events held at Kingswells and throughout Lower Deeside. The vast majority of comments we received about Countesswells were made at the Cults Community Centre event on 19th November 2009. A note of that meeting is attached at **Appendix 1**.

1. Summary Overview of Responses

As can be seen from the respondent type table, a fairly wide range of interests have been represented in relation to the development proposal at Countesswells.

We received a large number of comments relating to Countesswells because the response card issued by Kingswells Community Council contained 4 statements relating to Countesswells: 3 in support of the preferred sites, and 1 in support of our assessment of Bellfield Farm as undesirable. A total of 466 respondents agreed with Kingswells Community Council's support for the Main Issues Report preferred sites at Countesswells and 500 with Kingswells Community Council's support for our assessment of Bellfield Farm as undesirable for development. As well as the Kingswells Community Council card responses, and the favourable response from proponents of preferred sites, there was both support and objection from members of the public and Key Agencies. The support tended to be conditional on a package of measures being delivered, the objection arose from a similar list of issues (summarised below) focussing on: appropriate infrastructure (transport, education)/

car dependence and wider impact on road network, reduced number of homes/ excessive scale, habitat protection/ impact on wildlife.

Proponents of sites assessed as undesirable continue to promote their sites. There was a far lower level of response from members of the public in relation to sites assessed as undesirable.

One new site was put forward in the Countesswells area – a proposal for a hotel and conference centre, 50 timeshare and 50 residential units at Hayfield riding school and nearby riding schools at Hazlehead.

Overall response to Area F

The number of homes required on greenfield sites is set out in the Structure Plan, and the Local Development Plan must release enough land to satisfy this. If we were to reduce the number of homes proposed on the Countesswells site, we would need to compensate for that reduction by the release of sites elsewhere that we have assessed as less desirable than Countesswells.

Some concerns have been raised about our assessment of sites. For example, the Countesswells Consortium (whose proposal, 9/24, was the largest development option in the Countesswells area) submitted alternative sustainability scores for their sites when compared with our scores. The sustainability scores are, however, only one set of tools used in exploring the suitability of any site, and is not the sole determinant of whether a site is desirable or not. Other factors included the Transport Framework and Strategic Environmental Assessment. Account was also taken of views expressed at an earlier stage in assessing development options, other information about sites and existing policy considerations.

The development of the Countesswells site has a number of issues to address - as the assessments make clear. There are landscape considerations, such as the treatment of the northern boundary; there will also have to be sensitive handling of the recreational and natural heritage assets. Given the location of the site, in order to reduce the need for residents to travel to access employment, schooling, retail, services and facilities outwith the site, these will have to be incorporated within the development and residents given a realistic choice of more sustainable modes of transport. Much of the infrastructure required for this development to work will be set out in the Local Development Plan and coordinated through a masterplanning exercise for the whole area and this site provides an opportunity to provide a new community in an attractive setting.

We intend to adjust the phasing at Countesswells and would move 250 units from the Housing 2017 – 2023 phase to the Housing 2007- 2016 phase to meet the removal of this number at Gillahill, Kingswells. The

overall level of development would not change and we still anticipate that the site will deliver the 3000 homes anticipated in the Main Issues Report

Housing 2007 -2016 - 2150 homes
 Housing 2017 – 2023 - 850 homes

We assessed the new development option proposed at Hayfield Riding School and fields adjacent to Dobbies as undesirable due primarily to its potential impact on landscape character and the recreational function of the area.

2. Site by Site and General Area Responses

The comments we received on Countesswells relate to either the overall principle of a new settlement here, the specific sites listed in the Main Issues Report (9/05, 9/24, 9/50) as preferred, the general area, or alternative development options. The table below sets out the level of response we had to each of these topics, with a summary of the content of those responses provided below the table. Comments on alternative development options are presented separately, below the comments on the Main Issues Report preferred options.

Site Ref	Site	Total no. of respondents*	Respondents generally supporting Main Issues Report*.	Respondents generally opposing Main Issues Report.	Respondent offering advice/ comment only.
	Settlement Strategy (new settlement)	5	2	3	0
9/05	Land at Countesswells	20 + 446	10 + 446	10	0
9/24	Countesswells	23 + 446	10 + 446	12	1
9/50	Land to west of Loanhead Road, Countesswells	18 + 446	10 + 446	8	0
	Comments about general area	27	3	16	8

* Kingswells Community Council cards in bold

Settlement Strategy

Supporting Comments:

Cults, Milltimber and Bieldside Community Council (6/891) would favour a new settlement (Countesswells) over settlement expansion (Oldfold, Milltimber) because sufficient infrastructure can be planned for and provided, and road traffic generated by developments in Aberdeenshire impact on the viability of new housing in Lower Deeside.

Culter Community Council are in favour of development at Countesswells, to protect the identity of Peterculter and its 'village' feel.

Objections:

Stewart Milne Homes (2/167) question how realistic the phasing for development at Countesswells is. They suggest the following: 1st period: 1000; 2nd period: 1500; post 2023: remainder.

Response: In line with the Structure Plan (paragraph 4.17), the allocation of land for housing does not represent an expectation that all of the new homes will be built within the relevant plan period.

Emac Planning on behalf of Countesswells Ltd (2/863) state that a number of smaller sites in the Countesswells area would be preferable, ones closer to existing services and settlements without requirements for new services and infrastructure. They propose that Foggieton can accommodate the growth requirements for the area together with other sites.

Response: The Development Options assessment discounted the Foggieton site (9/22) on nature conservation, landscape, and access to and provision of employment and facilities grounds. The reduced number of houses proposed on 9/22 would slightly reduce the general impact of the development, but make it even less self sufficient. It would also not make any significant contribution to delivering the level of housing required by the Structure Plan.

One member of the public was in favour of the alternative settlement strategy options 1 or 2, whilst another believed releasing such a large Greenfield site would divert developers' attention from brownfield sites.

9/05, 9/24, 9/50 Land at Countesswells

Apart from proposers' own support for their sites, comments we received regarding the preferred allocation at Countesswells were not specific to the three development options sites but refer to the preferred allocation area. The comments are therefore listed together.

Supporting Comments:

11 members of the public responded independently, voicing their support for the preferred allocation at Countesswells, but also conditioning their support on some of these provisions:

- Level of housing reduced to 1000 or 1500-2000.
- Wildlife and mature trees protected, appropriate buffer zones and conservation measures incorporated.
- Green areas between development to be provided/protected.
- Appropriate infrastructure provided.
- Road improvements made, including separated cycle ways and paths.
- Schools and community facilities provided.
- Include all aspects of 'sustainable living' and access carefully thought out.
- Facilities to be shared with Kingswells.

These individuals gave the following reasons in support of the proposal:

- It will be self-sufficient and prevent urban sprawl.
- Area does not meet objectives of SPP21 so should be removed from the Green Belt. Preferable to other options in Green Belt in landscape terms.

Kingswells Community Council (Kingswells Community Council) (6/171) is in favour of development at Countesswells if restricted to 2000 homes, with the remainder going to Clinterty. Kingswells Community Council also wishes mature trees to be protected and road improvements made.

Kingswells Community Council distributed response cards and their own report on the Main Issues Report to Kingswells' residents during the consultation period and, subsequently, we received 575 of these cards. Kingswells Community Council's card contains 12 statements, which break down to 29 possible comments, 3 of which are in support of the 3 sites which make up the preferred allocation at Countesswells. This support for Countesswells is conditional on development being limited to 2000 houses, and 9/50 A, B and D being excluded. 446 of the cards submitted to us supported these 3 comments.



The following comments were made by those proposing development on the preferred Countesswells sites:

- Site 9/05 Proposer (GVA Grimley Ltd on behalf of Heron Property) refers us to Appendix 3 of their Development Options Report, which details a package of sustainability measures that the development could deliver.
- Site 9/24 Proposer (Barton Willmore on behalf of the Countesswells Consortium) supports the inclusion of the site, as it will assist the Council in meeting its housing requirements and ensure an effective housing supply. Development can be integrated into the transport network - see Transport Appraisal submitted with report.
- Site 9/50 Proposer (Keppie Planning on behalf of IDJ Properties) supports the inclusion of the site, stating development of the site would have no adverse impact on natural or built heritage, dry stone dykes preserved where possible. The site should be used for residential and recreational activities, services and community uses focussed on more central areas of the Countesswells site. A proportion of affordable houses could be provided.

Objections:

26 members of the public responded independently, voicing their objection to the preferred allocation at Countesswells, giving the following reasons:

- The proposal doesn't meet the Structure Plan's aim to use greenfield resources 'efficiently and effectively'.

- It will destroy the greenbelt.
- It is excessive.
- It is not necessary.
- New Communities should be smaller in scale - 20-50 houses.
- The local community is against this and the proposer has conducted no consultation with the community.
- Current road infrastructure is unsuitable. Countesswells Rd cannot sustain more traffic. Development would create huge problems with additional traffic on local roads and the wider network including Craigton Road and Kirk Brae.
- The transport proposals are unrealistic. Linking to the A944 is a poor solution.
- The site is unsustainable in transport terms - no AWPR junction, no easy extension to existing bus routes, 1.5 km from Kingswells Park & Ride.
- There has been no prior investigation into city wide transport/ access infrastructure.
- There should be no development at Countesswells in the absence of new roads, but the site is land locked, with no viable access.
- New developments should be adjacent to railway stations.
- Poorly related to existing settlements and remote. It will be a car dependent suburb and not self-sustaining.
- In Kingswells' experience, uses other than residential are often unviable.
- The site is exposed and has drainage problems.
- No gas or sewerage infrastructure on site.
- Development would likely increase flood risk to existing communities to the south.
- There are drystone dykes on the site.
- The site is a natural habitat.
- Intrusion into the landscape replacing a rural landscape setting with a semi urban one. Development would also impact on the landscape after loss of tree cover, as part of the site is visible from the Lang Stracht.
- Increased reliance on the private car will impact on boundary trees, which are strong landscape features.
- Loanhead sports facility would be lost if development went ahead.
- The area currently serves as a recreational link between Hazlehead Park and Countesswells Woods, containing three established equestrian centres, grazing land and paths. Development would take away open space, disrupting a continuous stretch of recreational land.
- Development should not be located in or adjacent to Countesswells or Foggieton Woods, which are popular destinations with a diversity of wildlife. The beauty and biodiversity of this and the wider area needs to be conserved.

- There would be loss of woodland and wild life.
- Site boundaries should be reduced so as not to encroach on the woodland and wildlife.
- Development will lower our quality of life.
- Both Cults and Hazlehead Academies would not be able to absorb the requirements of this development and due to their location would generate further trips by private car.
- A more natural location for a school to relieve pressure on Bucksburn Academy would be to the west of Sheddocksly, not Countesswells.

Bancon Developments Ltd (2/160) object to Countesswells on the following grounds:

- The Scottish Government Reporters were against Countesswells at the last inquiry.
- No sustainable transport solution.
- Little cohesion between the three development bids.
- A difference of 1000 homes between the submission and the allocation.

Kingswells Community Council is against development at Countesswells sites 9/50C and D (see above map) as it would involve felling of trees and won't help Scotland to reduce greenhouse gases.

The objection from Emac Planning on behalf of Countesswells Ltd (2/863) has been summarised under Settlement Strategy (above). They list poor access and lack of public transport as reasons why they do not consider the site appropriate and connection to A944 and AWPR, a dedicated bus service, local road improvements, and new academy and one or two new primary schools as necessary infrastructure.

Barton Willmore on behalf of the Countesswells Consortium (2/1017) also object to the appraisal score of 46 for the whole of site 9/24, which they propose should be 56 and the recommendation changed to desirable, as proximity to facilities, employment etc will be greater when the development is complete.

Knight Frank LLP on behalf of Bett Homes (2/145) continues to promote the part of the development option 9/50 it submitted that was assessed as undesirable in the Main Issues Report. This is part of the land also being promoted by Barton Willmore on behalf of the Countesswells Consortium (2/1017), and is labelled 9/50A on the Kingswells Community Council map insert (above). This is therefore not a new site.

Additional Comments:

GVA Grimley Ltd on behalf of Heron Property state that they are willing to discuss the infrastructure required to support development at Countesswells with the City Council. They also wish to discuss final boundaries of the Countesswells site as they are currently indicative.

Two members of the public expressed concern that certain properties were included within site 9/24:

- 1/932 is concerned that their house is included.
- 2/12 is concerned that Newton of Countesswells Farm is included. Land Registration details were submitted to us.

Area F Comments

Some of the comments submitted raise issues for the Countesswells site and the wider impact of its development.

4 Members of the public stated that current access arrangements to retail facilities and RGU from Lower Deeside are unsuitable. New Developments in the area should be conditional on the creation of a new link road between North Deeside Road and Garthdee, preferably through currently undeveloped land to the west of Garthdee.

One member of the public who objected to Countesswells expressed the hope that schools and shops would be viable and that employment land would attract local resident workers.

Three members of the public focussed on the impact this scale of development would have on the wider road network, especially routes into the city centre and 'the important commuter route' between Kingswells and Cults. The traffic management would require careful consideration, connecting to A944, the AWPR, the provision of a dedicated bus service and local road improvements.

Maclay Murray and Spens LLP on behalf of Forbes Homes Limited (2/852) state that if Countesswells does not survive the scrutiny of the Plan Examination, sites such as Inchgarth are readily accessible, requiring no upfront investment in new infrastructure and can be quickly delivered.

SEPA note that Countesswells is a Flood Risk Category D area, and that this was not mentioned in the Environmental Report.

Scottish Natural Heritage (3/851) note that the development at Countesswells would be a remote new settlement with no linkages to any existing housing areas, and question whether it could be anything other than car-based. They state that it would be essential to design in good habitat linkages across the site, as the surrounding woodlands are

important for a range of protected species. They also wish the site to be released for development towards the latter part of the life of the plan, so that any lessons learned from Grandholme SSSI can be applied.

Although not objecting to development at Countesswells, one member of the public echoed concerns raised through objections, and SNH's comments. Namely, the impact this scale of development would have on wildlife, due to noise, pollution, rubbish, traffic and increased numbers of users, many with dogs. The impact on red squirrels is a particular concern. "If you must build, make it smaller and allow for large green corridors in which the animals have still some measure of safe movement."

Ryden LLP on behalf of NHS Grampian state that a new practice, dentist and pharmacy will be required as part of the development to serve the new settlement of Countesswells.

Response:

Scale of development and consultation

The Structure Plan sets the number of homes the Local Development Plan has to allocate sufficient land for, and also specifies how many of these should be allowed in on Greenfield sites. The Local Development Plan has to comply with this, and therefore cannot reduce the Greenfield housing allowance. The Countesswells "Future New Community" was deleted from the current local plan in response to the PLI Reporters' recommendations. One of the main arguments against Countesswells at that time was that it over-allocated housing land compared to the 2001 Structure Plan requirement. The 2009 Structure Plan requires a much greater amount of housing land to be identified than its predecessor, and therefore requires us to reconsider sites that have been previously left in greenbelt.

The number of houses proposed at Countesswells has come about by considering the proposals put forward by developers, which parts of the development options are suitable for development and the Structure Plan requirements in terms of both housing numbers and the density of new housing developments. Reducing the number of houses in this location would require the Local Development Plan to compensate for the reduction by allowing development on sites we assessed as undesirable during the Development Options process.

Concern was raised that no consultation had taken place with local communities. However, the workshops we organised in June 2009 allowed developers to present their proposals to communities and we took on board comments members of the public submitted to us at these events in our assessment of the sites. The three preferred development

options that make up the Countesswells site will be coordinated through the preparation of a masterplan.

Landscape

The ridge in the northern part of the site is fairly high and exposed with little in the way of tree cover to provide shelter. The site becomes more sheltered further to the south due to a general lowering in altitude, greater tree cover, and intervening higher ground. The Development Options assessment exercise flagged up to us that the north of the site was not only exposed to the elements but also visible from the Lang Stracht. This was one of the reasons why development option 9/53 (directly to the north of the preferred Countesswells site) was assessed as undesirable. We acknowledge that the northern boundary of the Countesswells site will have to be examined in some detail to mitigate the potential visual impact and to ensure a robust green belt boundary can be established. Detailed boundaries for the site will be presented in the Proposed Plan.

The drystone dykes throughout the site will inform the masterplan for the site. They are likely to determine the overall layout, allowing for adjacent paths to run through the site, enhance residents' and visitors' experience of the area and be a refuge and corridor for wildlife. This was explored in the development brief the proposer prepared for site back in 2004 and submitted during the development options process (see figure 11 of the development option 9/24).

Natural Heritage and Recreation

The Countesswells site is a mixture of wooded and open farmland with trees located mostly around the edges of the site, along field boundaries, Countesswells road and in the forestry plantation in the north eastern corner. We will resist the loss of trees on the site, and where it is unavoidable, we will require a replanting scheme with trees of appropriate species and number.

The widening of Countesswells road would entail loss of boundary trees. But, the current proposal is to take the principal access off the A944 and to use Countesswells road as a bus/cycle only route, thereby avoiding the need to widen the road.

We would agree this area is rich in biodiversity and recreational assets. As a result of greenfield development it is inevitable that open areas will be lost and wildlife disturbed. We feel however that with appropriate mitigation measures and careful planning the impact on the environment can be minimised and access and recreational opportunities enhanced for a range of users. The masterplanning process will seek to incorporate substantial green links between Countesswells Woods and Hazlehead and through engagement with the local community, protect

the most important areas of open space and improve access and recreation opportunities.

Concern was raised about the future of the equestrian facilities in the area. The 2004 Brief prepared by the proposer proposes bridleway paths alongside pedestrian/cycle paths connecting the wider equestrian network and does not propose any development on Loanhead Equestrian Centre. We would wish to see this retained as a recreational asset.

We recognise the need for buffers to protect sensitive habitats from new developments. The Local Development Plan and associated Supplementary Guidance will seek to both identify and require further assessment of nature conservation interests through the masterplanning and planning application process. The boundaries of allocations do not indicate the extent of the built environment. Rather, they contain areas developers are responsible for addressing sensitively during the masterplanning process. However, we will investigate at this stage whether we are able to use the Green Space Network Policy designation to highlight and safeguard the periphery of the site due to its landscape and wildlife sensitivity. This approach was recommended by the Reporters at the Inquiry into the current Aberdeen Local Plan (Ch.5, para.110).

Transport

Sustainability has been key to our assessment of development options proposed by developers. The location of development determines how sustainable it can be. We acknowledge that the Countesswells site is remote from existing services and facilities and, therefore, without interventions there will be a significant impact on the transport network. Through the use of developer contributions we will require developers to make upgrades to the local and regional road network and specifically contribute to improved public transport provision to mitigate the impact of development. Key to reducing transport impacts from all developments, is the issue of how easily additional traffic can be compensated by more sustainable travel modes, which is heavily influenced by the location of development. With the scale of development proposed, significant improvements to the public transport provision in the area can be achieved. As the site is currently not served by public transport, a service will therefore be required to ensure residents have a realistic choice of more sustainable modes of transport over and above the private car. Cycle routes will also need to be extended into the site to link with the A944 and Countesswells Road cycle routes.

The mixture of uses on the site and its layout can also affect travel behaviour. An element of employment will be incorporated into the Countesswells site to enable some residents to work close to home, and

avoid the need to travel. The 2004 development brief compiled by the proposer states that 96% of the development would be within 400m/ 5mins walk of bus stops and 75% within 200m/ 2.5mins.

Additional infrastructure

The infrastructure required to deliver appropriate development at Countesswells (including schools, roads, paths, open space, water and sewerage) is currently being assessed and the requirements and responsibilities will be set out in the Local Development Plan.

SEPA advise that the area is a category D flood risk area. This means that there are small watercourses on the site that may be at risk from flooding. As a part of any planning application a Flood Risk Assessment will be required (to assess potential on and offsite impacts) and careful surface water management will be undertaken. In addition to this a Drainage Impact Assessment will be required as a part of any planning application to deal with waste and surface water drainage.

The site will require access to the public sewer and local energy requirements will need to be addressed.

In addition to 2 primary schools, a new secondary school may be required on the Countesswells site to serve Countesswells and possibly a wider catchment. The site will also require a new medical practice, dentist and pharmacy.

Individual properties within the preferred allocation

Two members of the public expressed concern that their properties lay within the Countesswells preferred allocation. The development plan does not confer or imply property rights. However, we would recommend the concerned individuals contact the development proposers to discuss how their proposals will relate to the individual properties and to participate in any masterplanning events.

Sites previously assessed as undesirable in the Main Issues Report

Site Ref	Site	Total no. of respondents *	Respondents generally supporting Main Issues Report*	Respondents generally opposing Main Issues Report.	Respondents offering advice/ comment only.
9/05	Land at Countesswells	2	0	2	0
9/22	Countesswells	6	5	1	0

9/23	Countesswells Road, Aberdeen	4	3	1	0
9/24	Countesswells	1	0	1	0
9/50	Land to the west of Loanhead Road, Countesswells	7	4	3	0
9/53	Bellfield Farm	2 + 500	1 + 500	1	0
	Alternative Development - Comments	1	0	1	0

* Kingswells Community Council cards in bold

9/22 Countesswells

Supporting Comments:

5 representations (from members of the public) were received supporting the Main Issues Report’s assessment of the site as undesirable, one citing the unsuitability of Baillieswells Road.

Objections:

Emac Planning on behalf of Countesswells Ltd (2/863) continue to promote Land at Foggieton (Development Option 9/22), wishing it to be identified for mixed use development for 300-500 houses. Countesswells Ltd wish the Local Development Plan to allow a first phase of 100 units on the area indicated on plan. The subsequent phases and scale being guided by the masterplan.

Response: This objection has been responded to under Settlement Strategy (above).

9/23 Countesswells Road, Aberdeen

Supporting Comments:

4 representations were received (3 members of the public and Davies, Wood and Summers LLP on behalf of The Davidson Childrens Trust and Graham and Gayle Davidson) supporting the Main Issues Report’s

assessment of the site as undesirable, one citing the unsuitability of local roads.

9/24 Countesswells

Barton Willmore on behalf of Countesswells Consortium (2/1017) continue to promote part of their original development option submission (9/24) which was assessed as undesirable in the Main Issues Report. The part of the land they continue to promote comprises the southern field of development option 9/50 (9/50A on the above Kingswells Community Council map insert). They argue that the site is well contained, providing reasonable green belt boundaries. It is sheltered, flood risk free. Also, that the assessment score would increase if the site were included within the Countesswells site rather than as a stand alone development.

Response: The objection does not raise any new issues to be assessed; therefore we stand by our original assessment.

9/50 Land to the west of Loanhead Road, Countesswells

Supporting Comments:

Kingswells Community Council (6/171) supports the Main Issues Report’s assessment of 9/50A and 9/50B as undesirable, stating that development around Countesswells House will damage recreational amenity of area between Countesswells and Foggieton Woods.

3 representations were received from members of the public in support of the Main Issues Report’s assessment of the site as undesirable.

Objections:

Knight Frank LLP on behalf of Bett Homes (2/145) continue to promote development of the southern section of 9/50, to ensure Countesswells is of a sufficient size. The site also acts as a defensible green belt boundary, has minimal landscape, recreational, agricultural or historic value.

1 representation was received from a member of the public (1/348) stating that the land is suitable for development.

Response: The objection does not raise any new issues to be assessed; therefore we stand by our original assessment.

9/53 Bellfield Farm

Supporting Comments:

Kingswells Community Council (6/171) supports the Main Issues Report’s assessment of the site as undesirable, citing negative impact on landscape, access and addition to traffic congestion.

497 of the Kingswells Community Council cards submitted to us agree that this development option is unsuitable and should not be pursued.

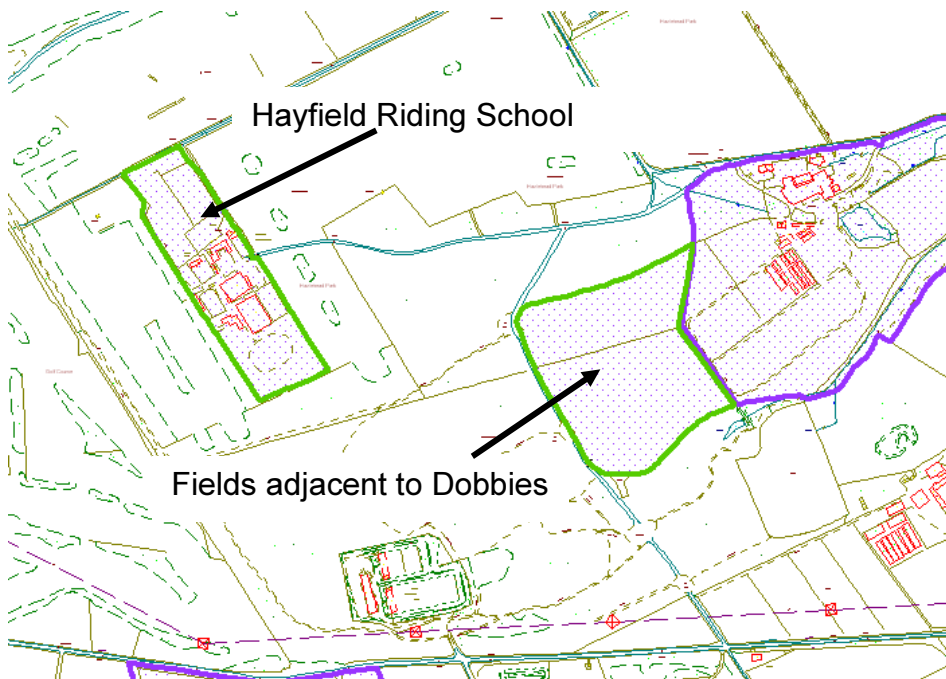
Objections:

Barton Willmore on behalf of Countesswells Consortium (2/1017) object to the assessment of the southern most end of 9/53, stating that development in this area would be sensitively accommodated, with stone dykes retained wherever possible.

Response: The objection does not raise any new issues to be assessed; therefore we stand by our original assessment.

Alternative Development - Comments

The Mackenzie Club (2/232) have put forward a proposal for a hotel and conference centre, 50 timeshare and 50 residential units at Hayfield riding school and nearby riding schools at Hazlehead.



Response:

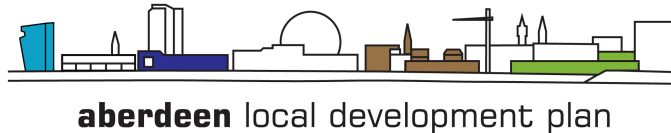
Both sites are unrelated to the existing residential areas at Hazlehead and Craigiebuckler and remote from public transport.

The Hayfield Riding School site contains traditional and contemporary agricultural buildings associated with the riding school. Surrounded by woodland and the Hazlehead golf course, the riding school is functionally related to the recreational uses in the area. The proposal to develop a hotel and conference centre on the site of the riding school has the potential to relate well to the recreational function of the area and create an asset for the city, but the relationship between the proposal and wider area is unclear. There are significant accessibility constraints to the site, and the combination of increased development and the improvements required for the local roads in Hazlehead Park will erode the rural identity of the area and blur the distinction between rural and urban that exists there. This will compromise the landscape setting of the area.

The development of the undeveloped fields adjacent to Dobbies would significantly change the character of the site, although, due to the secluded location of the site, the impact of this change in character would only be experienced locally. A residential development of the scale proposed would create a car-dependent residential development in a rural area surrounded by a sensitive habitat. The additional traffic generated is likely to require widening of Hazledene road, which would entail felling of mature trees.

The extra traffic and development from both of these proposals is likely to erode the quiet recreational experience of what is essentially a country park. The recreational function of Hazlehead Park and the contribution it makes to landscape setting means that it should remain as green belt.

Appendix 1



Cults Community Centre

19th November

Summary

The evening began with members of the public asking some general questions and getting more familiar with the Main Issues and preferred options displayed on the boards. The presentation started at 7pm and concluded by saying that we would then break down into smaller groups to allow for meaningful discussion. After the presentation, six large workgroups were formed where discussion over the sites and issues took place.

Approximately 100-110 people attended the event.

Comments

Comments were made regarding:

Countesswells

- Large developments are not practicable
- it would be more appropriate to develop several smaller areas (of around 50 houses each). Smaller communities would be much more popular with residents and have more of a community or village feel to them. Their impact on the road network and landscape would be much smaller than what is currently proposed at Countesswells.
- 20,000 homes on Greenfield sites conflicts with government targets of reducing our global footprint. This would cause more road congestion and increase greenhouse gas emissions.
- Countesswells has several negative impacts;
- Road infrastructure cannot cope with existing traffic, this development would overwhelm it.
- There is a drainage problem on the Cults to Kingswells Road to the north west of Loanhead which can cause flooding.
- Negative impact on wildlife in the area.
- It is not practicable to make Countesswells Road bus only - it is a well used road.
- A development of this size would require more than one access point. Concerned about traffic filtering through the Deeside communities on inadequate roads.

- It is not practical to expect many shops and businesses to be attracted to Countesswells. It is not large enough to support them and people will use those at Westhill instead.
- Countesswells will add pressure to the A944 Lang Stracht. The traffic lights at the Lang Stracht and Old Skene Road junction have made congestion worse. This area is impassable during peak times.

Infrastructure

- The existing infrastructure is inadequate to support development, and there is a need to identify all the improvements that will be required as a part of development.
- The infrastructure is inappropriate for housing in Deeside currently. There is very little that can be done to improve the network into Aberdeen, and new development will add to the problems.
- Are medical services to be included in big developments?
- Developers should have the responsibility of providing facilities in their developments.
- What can be done to change the way developers handle developments? At the moment they just arrive, make their money and leave, without improving the area.
- We accept that there has to be development, but there must be the infrastructure to support it.

Retailing and City Centre

- The decline of Union Street could allow for consideration of alternative uses: more residential use, cafes and independent stores to improve the vitality of Union Street.

Design

- Developments should be of a better quality, and should add to the appeal of Aberdeen rather than detract.
- High quality development - house type that fits in with the area.
- Policies to control quality and design of housing.
- Like that there seems to be an emphasis on design.
- The long views of development need to be looked at. The new school at Cults looks fantastic close up yet the long view of the site from the river is not so pleasant.

Identity

- Village feel/identity of Cults.

Environment and Biodiversity

- Avoid areas of flooding - i.e. Loirsbank.

- Protect existing woodland.
- Floodplains could be used for recreational facilities rather than housing.
- You must look at the impact of housing allocations on flood plains.
- What provision of housing will be zero carbon by 2016?
- Flooding is a major issue; development must take this into account. Especially with climate change and the possibility of more and more floods in the future.
- Has biodiversity really been taken into account? There are badgers and bats in the area which must be protected.

Open Space

- The maintenance and management of open areas is very important. This has not been the case in many recent developments.

Transport

- Accessibility is a huge factor.
- It is essential that connections between Friarsfield and Craibstone are considered thoroughly.
- Is the transport modeling you are carrying out looking at public transport also?
- It is reassuring to hear that you are taking transport so seriously.
- The traffic at present is unsatisfactory at Friarsfield. Especially as parked cars block the road, impeding the flow of traffic.
- Affordability of public transport is an issue. It is very expensive to get in and out of town. This is impacting on our children who aged 16 have to pay adult prices. It is cheaper to drive our children into town than for them to get the bus.
- To compare Aberdeen to Edinburgh, we have the same bus company yet very different pricing, the park and rides in Aberdeen are nowhere near as successful as Edinburgh. Aberdeen is 20/30 years behind Edinburgh regarding transport, park and ride, parking charges.
- Successful places are those where there is good access through development for walking, cycling. Many people use the proposed sites to gain access to areas further afield for walking and cycling, activities that are going on now have to be able to continue and this will happen with good accessibility. Access to small shopping facilities, corner shops etc is also important.
- Lower Deeside has a lot of problems with traffic congestion, speeding, and an overall volume of traffic. Where is all the new traffic resulting from these developments going to go?
- Why would you choose preferred sites which are miles away from existing bus routes?
- How can developers be made to pay for road improvements into Aberdeen? Especially traffic resulting from the Countesswells development. It seems like in the past developers have got away with not paying.

- Everyone from Kingswells/Westhill uses the Lower Deeside road network, causing congestion plus the cars tend to speed.
- The traffic at present is unsatisfactory at Friarsfield. Especially as parked cars block the road, impeding the flow of traffic.
- This scale of development will not work without the Aberdeen Western Peripheral Route, you need to consider this.
- Main Issue is roads, for example Craigton Road.

Education

- There will be an impact on the school with the proposed level of housing. Cults academy has capacity issues, it had one 17 years ago and it continues to have one even with the new school.
- The projections of the numbers of children going to each school is vital and must be calculated correctly.
- You need to have clear plans for how education will be provided.

Housing

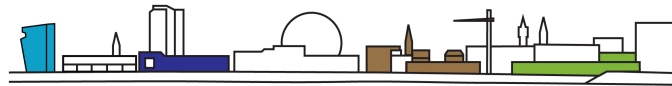
- Where appropriate make use of higher densities to avoid the need for such large land allocations.
- People cannot afford to get houses in the City so they move out to the Shire.
- There tends to be a predominance of executive housing in new developments. There should be more of a mix.

Other comments

- Issues are infrastructure (roads, drainage, sewage, water) and affordable housing. We also need safe and accessible cycle routes for all.
- Who makes the decisions about what should be a preferred site and what is not a preferred site?
- Where are all the people going to come from to grow the population to the levels suggested in the Structure Plan?
- The overall impacts of developments should be looked at. You must look at the implications of existing allocations plus the future allocations. It must all be masterplanned as a whole.
- When developers suggest numbers of houses in each area, do you bargain with them to get the numbers beaten down?
- The impact of light pollution has not been taken into account. There will be a particular issue at the Friarsfield development.
- There is a lack of jobs in the area, so everyone uses their car to travel into Aberdeen.
- Perhaps there should be less housing but more of a focus on sustainable construction.

- How do we get the current Local Plan (2008) allocation for the Loirsbank site deleted?
- We want the quality of life to continue yet 36,000 proposed houses means losing greenfield and putting up with badly designed roads, with speed calming measures such as speed bumps. These do not help our quality of life.
- There is an artificial division between the city and shire. You (ACC) have the hardest job as there is less room in the city for the 36,000 houses. Should there be a 50/50 split of housing, or should the Shire get more?
- Is the economic climate an impact on the Local Development Plan?

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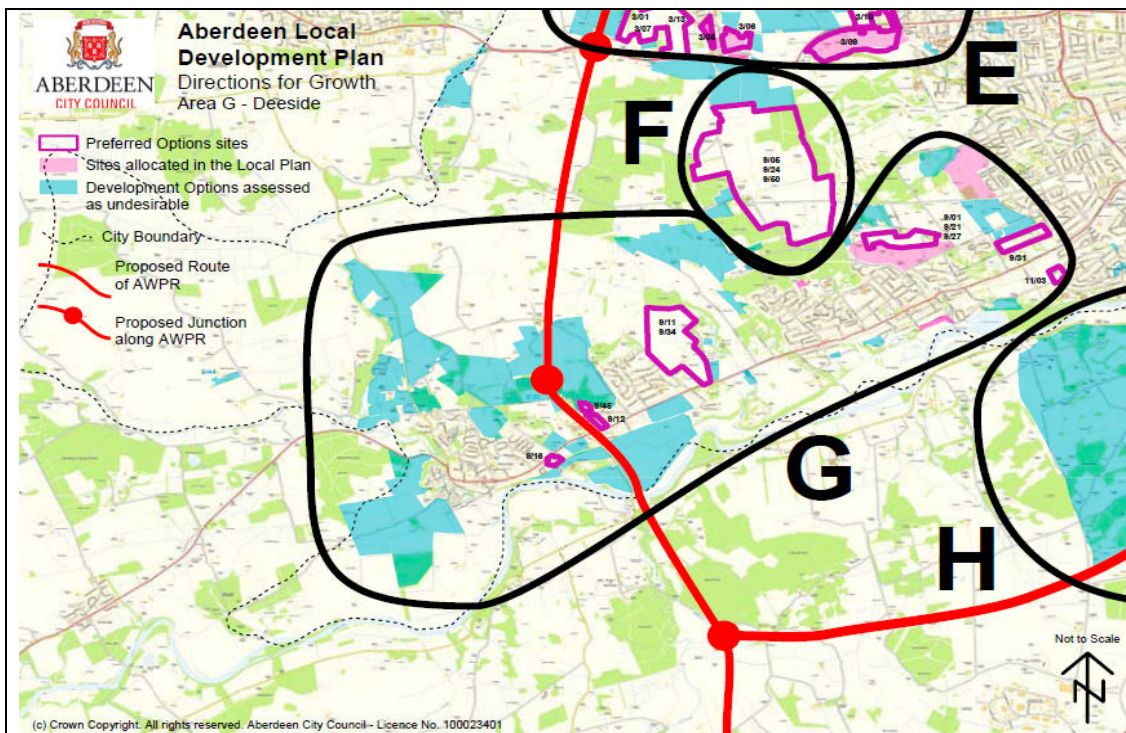


aberdeen local development plan
Main Issues Report – Consultation Responses

Area G Deeside: Summary of Responses

Wards: Lower Deeside and Airyhall/Broomhill/Garthdee

1. Main Issues Report Proposals



Area G: Deeside
 Sites shaded pink are already zoned for development in the Aberdeen Local Plan 2008. Sites outlined in dark pink were development options assessed by Planning Officers as being 'desirable' sites for housing, employment and related uses in the Main Issues Report. Sites shaded blue are development options submitted, but considered 'undesirable' following assessment by Planning Officers.

Sites	Local Development Plan period		Future Growth
	2007 – 2016	2017 – 2023	2024 – 2030
9/11 and 9/34 Oldfold	500 homes	50 homes	-
	5 ha employment		-
9/12 Edgehill Road	5 homes	-	-
9/45 Culter House Road	3 homes	-	-
9/16 Peterculter East Site 2	25 homes	-	-
9/31 Craigton Road Pitfodels	20 homes	-	-
11/03 North Garthdee Farm	80 homes	-	-
9/01, 9/21 and 9/27 Friarsfield North (part)	-	185 homes	-
Housing Total	633 homes	235 homes	0 homes
Employment Land Total	5 ha		-

Summary of Responses

2. Source of Responses

There are 879 responses from 208 respondents for the Deeside area coming from:-

- Members of the public;
- Developers and landowners;
- The Scottish Environment Protection Agency;
- Scottish Natural Heritage
- Scottish Water
- Cults, Bieldside and Milltimber Community Council
- Culter Community Council
- Braeside and Mannofield Community Council.

A wide range of comments were also made at the community consultation events at Milltimber Primary School, Cults Community Centre, Culter Primary School and Airyhall Primary School. A note of those meetings is attached.

3. Summary Overview of Responses

There were 323 representations on the 'preferred' sites of which 278 were objections, 23 in support of their inclusion and 9 comments. There were 8 representations promoting new development options.

There were 255 representations on the 'undesirable' sites of which 208 agreed with their undesirable status, 39 believing that these sites should be included in the plan and a further 8 comments.

A small number of respondents agreed with the preferred option for the Deeside area. Some developers felt that there should be more development with one suggesting changing the Academy catchment boundary to accommodate this. SNH agreed that there should be a presumption against any proposals on the floodplain of the Dee.

Most of the remaining representations objected to development in Deeside in general, with reasons being listed below

- Develop brownfield land instead.
- Transport and infrastructure capacity.
- Public transport unreliable – convert Deeside line for tram or light rail use.
- Loss of green belt.
- Lack of services and facilities.
- Promoting ribbon development.
- Cycling is dangerous along A93.
- Impact on tourism.
- Sewage at capacity.
- Loss of green spaces.
- Loss of views.
- Don't want extra facilities.
- Coalescence and loss of village character.

- Impact on the landscape and wildlife.

Other more specific comments can be found in Section 5

Response

It is accepted that the Deeside corridor contains a number of constraints in terms of transport infrastructure, environmental and landscape constraints and school capacity. The capacity of Cults Academy limits the amount of new development that can occur in this area. We still feel that the constraints here mean that it would not be appropriate to release the levels of housing development which would be required to support a new academy (around 3000 to 5000 additional houses).

The individual settlements have a separate identity and it is important to maintain effective buffer zones between them to prevent their coalescence and ribbon development. There is however, scope for development at Oldfold which could be accommodated whilst maintaining the separate identity of Bieldside and Milltimber. All the settlements are well contained by the 90 to 95m contour on the northern side of the Dee valley. Maintaining this as a northern limit to their development will help to prevent urban sprawl northwards where it would be isolated from the main transport corridors along the North Deeside Road and Deeside Line.

It is acknowledged that new greenfield housing development is likely to lead to an increase in traffic. We therefore need to ensure that the new sites which are allocated are those which maximise opportunities to use walking, cycling and public transport as a means of travel and which do not rely entirely on the car. This can be done by allocating sites close to existing facilities or ensuring that new facilities are provided. Should there be any shortfalls in service and service infrastructure arising from development then those shortfalls would have to be provided by the developers. This would include any water and sewerage requirements.

Flooding and drainage impact assessment could be required if this is found to be an issue with individual sites – SEPA could advise on this matter. We have avoided allocating new sites on the River Dee valley floor in order to avoid areas which are at high risk of flooding.

In respect of developing brownfield land instead of greenfield or green belt sites, the Aberdeen City and Shire Structure Plan is clear on the numbers that have to be allocated on each within the city. The local development plan has to conform with the structure plan. This means that both brownfield and greenfield sites will have to be identified in the local development plan in compliance with structure plan requirements.

The other development options on Deeside are considered undesirable for a number of reasons, most commonly impacts on the landscape setting and Dee valley, loss of biodiversity, trees and woodlands, poor accessibility and remoteness.

4. Site By Site Responses

4.1 Sites identified as 'Desirable' in Main Issues Report

Site Ref	Site	Total no. of respondents.	Respondents generally supporting Main Issues Report.	Respondents generally opposing Main Issues Report.	Respondent offering advice/comment only.
11/03	North Garthdee Farm	13	1	11	1
9/31	Craigton Road	16	4	12	
9/01	Friarsfield North	15	1	14	
9/21	Friarsfield North	20	2	18	
9/27	Friarsfield North	14	1	12	
9/11	Oldfold	83	2	79	2
9/34	Oldfold	78	2	74	2
9/12	Edgehill	27	3	23	1
9/45	Culter House Road	28	3	24	1
9/16	Peterculter East Site 2	29	4	24	1
	TOTAL	323	23	291	9

11/03 North Garthdee Farm

Objects

- The site should be used as a link road between North Deeside Road and Garthdee Road.
- Increase in traffic.
- Inadequate roads and infrastructure.
- Impact on schools.
- Increase in road traffic.
- People will not use public transport.

Comment

- The site should be used as a link road between North Deeside Road and Garthdee Road.

Support

- The site should score more highly in the site assessment.

Response

There are no plans to build a link road between Deeside and Garthdee at this time, however this may depend on the outcome of strategic transport modelling, the results of which is expected in June 2010. The site has an access onto Garthdee Road. It is approximately 160 metres from a frequent city bus service and is next to the Deeside Line. It is close to the RGU Campus and the employment and services there. This means that opportunities exist to reduce its car dependency. It should also be possible to contribute towards improving recreational linkages between Deeside and Garthdee and on the Deeside Line. It may well be the case that some people may choose not to use public transport but at least the choice exists here. The site lies in the catchment of Kaimhill Primary School and Harlaw Academy and there is sufficient capacity at those schools to accommodate the pupils generated by this development.

9/31 Craigton Road**Objects**

- Increased pressure on roads and infrastructure.
- Loss of green belt – wildlife – trees – rights of way – greenspace network
- Inadequate drainage.
- Public transport inadequate – nearest bus stop more than 400m away.
- Noise and light pollution.
- No green belt review has been carried out.
- No community facilities are proposed.
- Distance to employment and facilities will encourage car use.
- Proposal fails to respond to existing features and does not include a 50m buffer strip from the road.
- Impact on the conservation area.
- Would cause coalescence and ribbon development.
- Overdevelopment when compared to existing plot sizes.
- Brownfield sites should be used instead.

Comments

- Zoning should not prejudice consideration of the planning application for a care home at Airyhall House
- Area proposed is the maximum suitable for housing
- 20 houses is an appropriate number but southern area should be retained for walking and cycling and traffic calming and drainage needs to be considered.

Supports

- Supports inclusion of this site
- Supports inclusion but it should be expanded to accommodate 64 houses

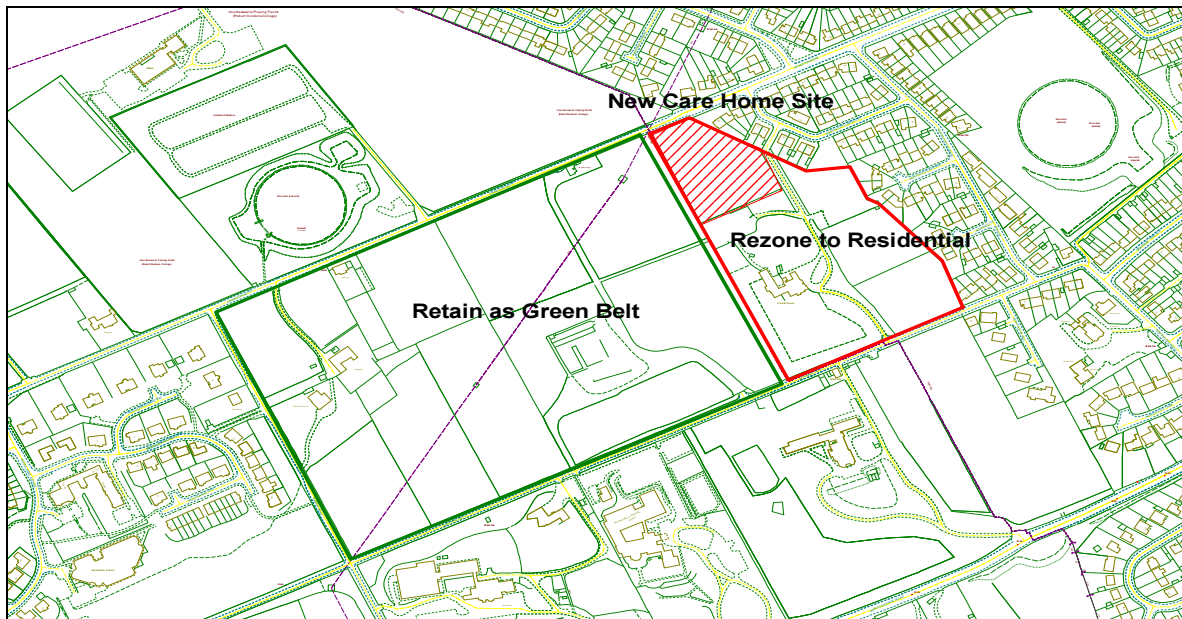
Response

A number of comments point out that this proposal could cause coalescence and ribbon development between Cults and Airyhall and that the proposal as set out in the Main Issues Report does not respond to the existing features there. In addition, planning permission has been granted for a new care home on green belt land to the north of Airyhall House. We think that these issues require a reconsideration of the green belt boundary in this area as it is accepted that the current proposal does not take into account existing features to create a defensible boundary. We would therefore propose to remove both the existing Airyhall House and the site of the new care home out of the green belt. Their western boundaries include lines of trees and field boundaries which are readily identifiable features. This would provide a stronger and more defensible green belt boundary than that currently proposed.

Between these sites and the western edge of Airyhall lie three small fields which could now be regarded as infill. The northern field is heavily treed and its development potential is limited by this. The two southern fields amount to around one hectare and it would be possible to fit the 20 house allocation on these fields. Access to this area is available from the south. They would also bring the whole development closer to public transport routes on Airyhall

Avenue and the shops and primary school on Craigton Road than the current layout would allow.

All of the land to the west of Airyhall House and the new care home would be retained as green belt. We think this would be a much better way of maintaining the green buffer between Cults at Woodland Hospital and Airyhall than the current proposal. It would help to maintain their separate identifies and would retain some of the informal recreation elements there. These characteristics give the land a legitimate green belt function. This layout would also address some of the landscape, coalescence, sustainable transport and accessibility concerns expressed in the consultation exercise.



9/01, 9/21 and 9/27 Friarsfield North

Objects

- Breaks the skyline and damages landscape setting.
- Impact on wildlife and biodiversity (bats and badgers).
- Road congestion/roads beyond capacity. Poor standard of roads and pavements – encourages car use – poor accessibility – long distance from employment and transport routes.
- School capacity issues/Cults Primary is full.
- Poor parking facilities at the Cults shops.
- Loss of green belt and green open space.
- Inadequate drainage and sewage infrastructure.
- 185 houses is too many – should be 50 low carbon units.
- Overdevelopment would destroy village character.
- Brownfield sites would be a better alternative.
- Safety of pupils at Waldorf compromised by extra traffic.
- Restricts expansion of Waldorf in future.
- Steep slopes with no shelter or mature trees/vegetation.
- No bus services - nearest would be North Deeside Road.
- No services/facilities proposed - this will lead to residents travelling to shops in Cults resulting in more traffic.

- Impact on local amenity.
- Site prevents urban sprawl.
- Development may affect access to existing houses.
- Flooding and drainage issues on Kirkgate and Friarsfield Road should be resolved first.
- Light pollution.
- Development should take place on Malcolm Road instead.

Comments

- Agrees with avoiding development further up the slope but concerned about safety of school pupils affected by traffic.

Support

- Site has good linkages to transport and services, no infrastructure constraints or other planning or marketing constraints. Could support existing services.
- Matters raised at the public event would not prejudice the site – school roll can be managed by restricting placing requests – Waldorf playing fields can be retained.
- A deliverable site that contributes to the structure plan housing requirement.
- Should be developed earlier to support infrastructure delivery.

Response

It is acknowledged that there is limited capacity at Cults Academy. Development at Friarsfield North was placed into the second phased to take account of this. However, the revision of school capacities carried out in February has resulted in a lowering of the capacity at Cults Primary School. Forecasts indicate that there would only be spare capacity for a further 50 houses in 2017. Because of this and the fact that there is still likely to be limited capacity at the academy, it is unlikely that the 185 houses proposed here could be accommodated. Nor do these numbers justify an additional primary school. It may therefore be appropriate to reduce the allocation to 50 houses, keeping it in phase 2 because of the limited capacity at the academy. The boundaries of the proposal would also have to be reduced from that currently indicated in the Main Issues Report.

Development of these sites should be restricted to the lower part of the slope. This would not intrude significantly into the surrounding landscape, would avoid the steeper ground and skyline and has the potential to relate well to the allocated part of the site and to the existing built up area of Cults. It would also restrict development to below the 95m contour which is a common feature of all the built up areas on Deeside and help to prevent urban sprawl. It would leave room to allow expansion of the Waldorf School if required. Matters such as pupil safety, access to existing houses and light pollution can be addressed at the masterplan and planning application stage. A flooding and drainage impact assessment could be required if this is found to be an issue – SEPA could advise on this matter. It is acknowledged that local road infrastructure improvements and possible public transport penetration would be advantageous. This is more likely to be delivered with a larger allocation which would release further financial contributions towards it.

9/11 and 9/34 Oldfold**Objects**

- Lack of infrastructure – WPR will not provide a solution – Binghill Road inadequate.
- Lack of school capacity.
- Increase in road congestion – would encourage car use.
- Loss of attractiveness of the area – quality of life – village character.
- Would lead to coalescence.
- Brownfield sites should be used instead.
- Would damage the landscape and quality of the environment – loss of green space loss of green belt.
- Loss of wildlife and impacts on Murtle Den.
- Poor drainage and flooding at junction of Binghill and North Deeside Road.
- Closure of riding school.
- Doubts over the deliverability of affordable housing.
- Inadequate sewage system.
- No facilities in Milltimber – shops and business area are not wanted.
- Increase in noise, pollution, crime and light pollution.
- Harm to the peace and quiet for residents at Tor-na-Dee.
- Pressure on local health centres and dental practices already full.
- Questions the need for these houses.
- AWPR should not become a development corridor.
- No details of what amenities are to be provided.

Comments

- Should provide a link road north of Milltimber for direct access to WPR.
- Less crowded housing and better pedestrian access required.
- No mention of possible flood risk made in assessment.
- Care should be taken in sites 9/11 and 9/34 to avoid unnecessary landscape and visual impacts arising from development on upper slopes of the Dee Valley.
- Include an aspirational path to allow pupils to access Cults Academy from Milltimber.
- Not opposed but should consider minimising car use and awaiting AWPR.
- Concerned about traffic issues but provision of services at Milltimber would be good.

Supports

- Supports inclusion of the site.
- Access easier and landscape impact less than with other Deeside options.
- Site can be made available for a school, affordable housing will be provided, local centre can be provided, access issues can be addressed.

Response

There are very few physical, topographical or natural constraints on this site. Although development would be seen from the North Deeside Road, most of it would be hidden behind Oldfold Farm. Coalescence is often an issue along the Deeside communities, but in this instance, the intervening topography and woodland would ensure that neither visual nor physical coalescence would

occur between Milltimber and Bielside. An indicative masterplan shows a hill top park which will provide open space for Milltimber and will contain the main body of development below the 95m contour in line with the Deeside settlements.

It is acknowledged that new greenfield housing development is likely to lead to an increase in traffic. We therefore need to ensure that the new sites which are allocated are those which maximise opportunities to use walking, cycling and public transport as a means of travel and which do not rely entirely on the car. There is currently no local centre or employment site in Milltimber. The nearest are all outwith reasonable walking distances and this both discourages walking and increases reliance on the car. The provision of local services and employment opportunities in Oldfold will help to reduce car dependency – not only for the site itself but for Milltimber as a whole. At the same time good cycling opportunities are present on the North Deeside Road and Deeside Line and it is important to ensure easy access and improvements to these routes to encourage cycling. Restricting development to the north by providing the hilltop park will also reduce the distance between the northern limit of development and the bus services on the North Deeside Road, making them easier to reach on foot.

Forecasts indicate that it is possible to accommodate the pupils generated from this development into Cults Academy. Milltimber Primary however has limited capacity and no means of expansion. An opportunity exists to replace the primary school (which is not in the best of condition) with a new school with an increased capacity. The new school could also incorporate community facilities. The importance of the Murtle Den District Wildlife Site is recognised and the masterplan shows open space close to this area which can act as a buffer zone from the development. At the same time, opportunities can be taken to sensitively improve the linkages into Murtle Den, thereby increasing its accessibility and its value as an educational resource.

A flooding and drainage impact assessment could be required if this is found to be an issue – SEPA could advise on this matter. Should there be any shortfalls in service and service infrastructure arising from this development then those shortfalls would have to be provided by the developers. This would include any water and sewerage requirements. Affordable housing will be required from this development, as it would from any other. Local amenity, design, noise and light pollution issues would be dealt with at either the masterplanning or planning application stage.

9/12 Edgehill Road

Objects

- Lack of infrastructure – WPR will not provide a solution.
- Lack of school capacity.
- Increase in road congestion – would encourage car use.
- Loss of attractiveness of the area – quality of life – village character.
- Would damage the landscape and quality of the environment – loss of green space – loss of green belt.
- Loss of wildlife.

- Increased risk of flooding and poor drainage.
- Doubts over the deliverability of affordable housing.
- Inadequate sewage system.
- No facilities in Milltimber.
- Increase in noise, pollution and crime.
- Loss of granite lodge and trees.
- WPR should not become a development corridor.
- Pressure on local health centres and dental practices already full.
- Questions the need for these houses.

Supports

- Agrees with the proposal – should be renamed Edgehill House.

Comment

- SNH would wish to discuss how these proposals (9/12 and 9/45 in particular) relate to the mitigation proposals for AWPR.

Response

The site will be well contained by the AWPR to the west, North Deeside Road to the south, the existing built up area to the east (of which this should be seen as an extension) and Culter House Road to the north. Any parts of the site that are required for the AWPR should not be zoned. The site is well concealed from the surrounding area due to mature tree lines; therefore the dwellings could be accommodated without significantly impacting on landscape setting. This is a very small scale development whose impact on local schools, the road network, wildlife and services and facilities will be limited. A flooding and drainage impact assessment could be required if this is found to be an issue – SEPA could advise on this matter. It is agreed that tree loss should be kept to a minimum as these are an important characteristic of the site. Any planning application should be accompanied by a tree survey which should show where further planting may be required – either to compensate for any tree loss or to supplement what is already there. The granite lodge is not listed or in a conservation area. Any planning application would however need to take account of local plan policy 13 retention of granite buildings (or its replacement policy). It is not considered that this site contributes to making the AWPR a development corridor – it is very small scale and access to the site will not be taken from the AWPR.

9/45 Culter House Road

Objects

- Lack of infrastructure – AWPR will not provide a solution.
- Lack of school capacity.
- Increase in road congestion – would encourage car use.
- Public transport, walking and cycling opportunities are poor.
- Loss of attractiveness of the area – quality of life – village character.
- Would damage the landscape and quality of the environment – loss of green space – loss of green belt.
- Loss of wildlife and trees.
- Increased risk of flooding and poor drainage.
- Doubts over the deliverability of affordable housing.
- Inadequate sewage system.

- No facilities in Milltimber.
- Increase in noise and pollution.
- WPR should not become a development corridor.
- It would be preferable to develop larger sites.
- Pressure on local health centres and dental practices already full.
- Questions the need for these houses.

Supports

- Agrees with the proposal.
- Proposal should be increased to 5 houses.

Comment

- SNH would wish to discuss how these proposals (9/12 and 9/45 in particular) relate to the mitigation proposals for AWPR.

Response

The site will be well contained by woodland and could be seen as a small extension to the houses directly north of Culter House Road. It is well concealed from the surrounding area due to this woodland; therefore the dwellings could be accommodated without significantly impacting on landscape setting. This is a very small scale development whose impact on local schools, the road network, wildlife and services and facilities will be limited. A flooding and drainage impact assessment could be required if this is found to be an issue – SEPA could advise on this matter. It is agreed that tree loss should be kept to a minimum as these are an important characteristic of the site. Any planning application should be accompanied by a tree survey which should show where further planting may be required – either to compensate for any tree loss or to supplement what is already there. It is not considered that this site contributes to making the AWPR a development corridor – it is very small scale and access to the site will not be taken from the AWPR

9/16 Peterculter East Site 2

Objects

- Impact on infrastructure – N Deeside Road has no more capacity – noise pollution.
- Schools are at capacity.
- Sewage system requires upgrading.
- Area prone to flooding – development raises water table and cause flooding – poor drainage along southern border.
- Objects to affordable housing.
- Loss of green belt which helps to maintain quality of life.
- Site is used for sledging in winter.
- Poor access from Pittengullies Road.
- Overdevelopment – high density housing.
- Would be better used as an amenity area or play park.
- Could affect character and amenity of Deeside Way.
- Design brief required – should consider traffic calming.
- Bats and owls nest in trees on eastern boundary – these require protection.
- WPR should not be used as a development corridor.

- Environmental damage to River Dee SAC.
- Public transport inadequate.
- Increase in crime.
- Loss of green space and green corridor.
- Visual impact from North Deeside Road.
- Disturbance to pupils at Camphill.
- Pressure on local health centres and dental practices already full.
- Questions the need for these houses.

Comments

- Need to investigate possible flood risk.
- Would ACC consider an application for multiple dwellings on our (adjacent) site favourably?

Supports

- Supports small scale development.
- Agrees with this option.
- Supports inclusion of this site but others in the area should also be included.

Response

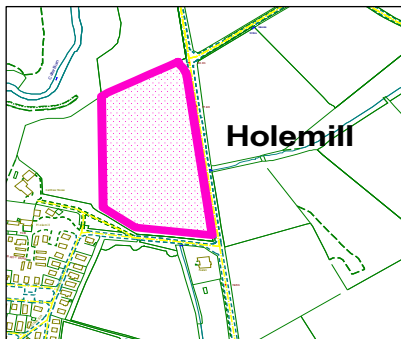
Area 2 is considered to represent a good opportunity to maximise development within the existing built-up area of the settlement. It is well contained by the Deeside Line to the south and woodland to the east which could provide strong green belt boundaries. The site is next to the bus route on North Deeside Road and cycle routes both there and on the Deeside Line. It is within 800m of the village centre at Peterculter. Taken together, these represent reasonable walking and cycling alternatives to using the car. It is acknowledged that access from Pittengullies Brae is difficult and the developer has suggested an additional access point directly onto the A93.

Capacity exists within both Culter Primary and Cults Academy for the pupils likely to be generated from the housing here. It is not considered that this site contributes to making the AWPR a development corridor – it is relatively small scale and access to the site will not be taken from the AWPR. The site is around 100m from Camphill and that, together with the intervening tree cover along the Deeside Line means that any disturbance arising to the school is unlikely to be significant.

A flooding and drainage impact assessment could be required if this is found to be an issue – SEPA could advise on this matter. It is agreed that any bats or owls nesting in the eastern trees should be protected. A survey accompanying any planning application should identify these and any mitigation measures which are required to be put in place for their protection. Should there be any shortfalls in service and service infrastructure arising from this development then those shortfalls would have to be provided by the developers. This would include any water and sewerage requirements. Affordable housing will be required from this development, as it would from any other.

5. New Sites

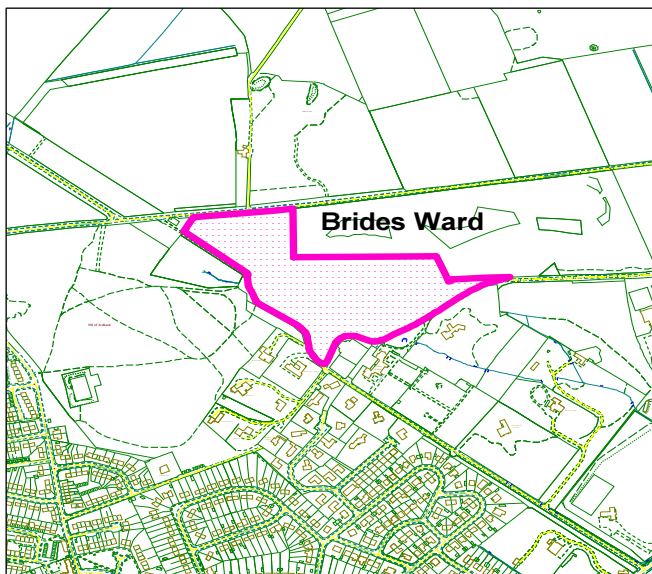
No of respondents	Main Issues Report Ref		Total	Support Main Issues Report	Oppose Main Issues Report	Comments
8	2j	Alternative Developments	8	0	8	0



27/2 Holemill, Malcolm Road, Peterculter - A residential development of 28 houses is proposed here which would help to contribute to transport and infrastructure improvements in the area.

Response

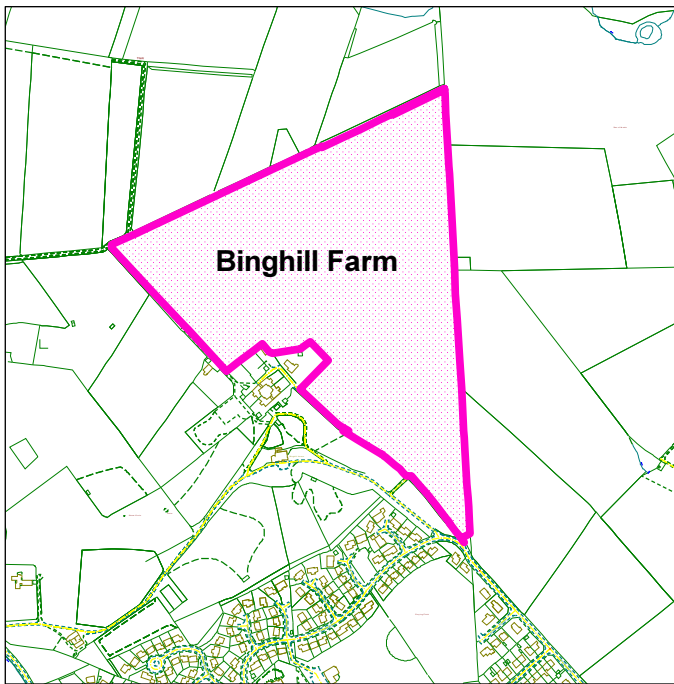
Despite the presence of the caravan park, development here will appear sporadic and isolated from the main built up area of Peterculter. 28 houses remote from the village centre is unlikely to support services there or be large enough to support any of its own. The site is remote from public transport, core paths, services and facilities and employment areas. Any development here will therefore be remote, disjointed and car dependent and should therefore be regarded as undesirable.



156/1 Brides Ward, Peterculter - The site is unmanaged woodland, and is well placed to accommodate a high quality, low density residential development, of 7 houses while retaining and respecting the existing woodland and taking advantage of existing infrastructure.

Response

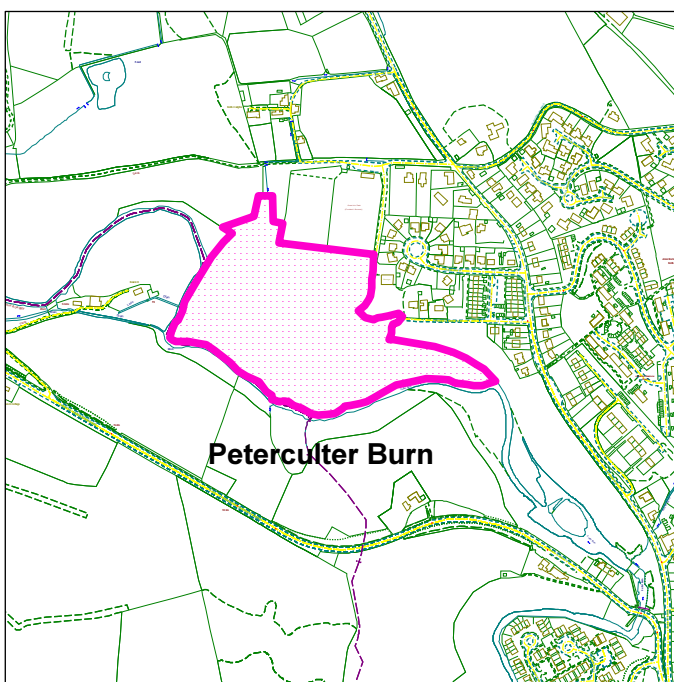
This site covers Culter House Woods District Wildlife Site and contains extensive woodland which is under Tree Preservation Order 189. There are potential effects on Culter House which is a category A listed building and its walled gardens, gazebo, doocot and gatepiers which are category B listed. The site is well utilised by the local people for recreation and is part of the buffer between Peterculter and Milltimber. It should therefore remain green belt. Culter House Road is a narrow single track road that may be negatively affected by further traffic.



181/2 Binghill Farm, Milltimber – This is a proposal for 45 to 65 low density houses and open space. There are no technical constraints to development of this site. Residential development of this site is not reliant on significant transport infrastructure investment and additional development here could be incorporated into the first phase.

Response

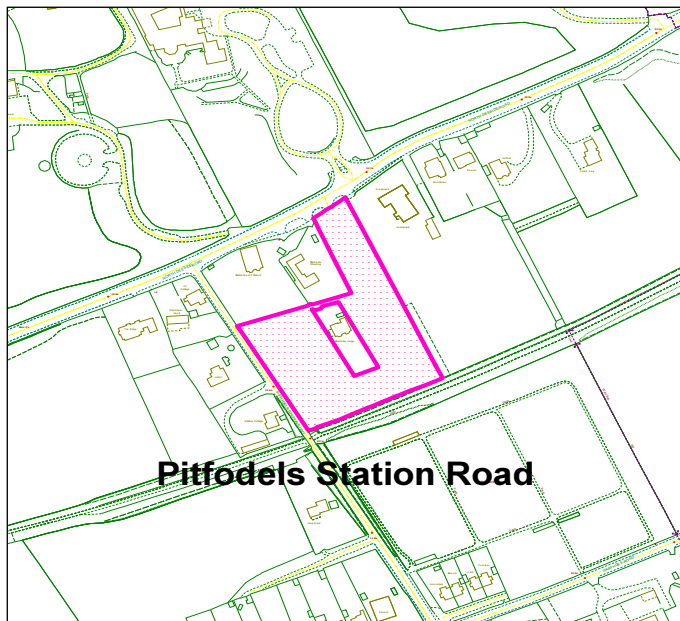
Most of the site would be a long walk from the bus route on North Deeside Road. Although local services, shops and facilities could be provided at Oldfold, much of Binghill would be over 800m from these up a slope and would once again, appear disjointed. School capacity is fine if this development takes place on its own. However, alongside the other preferred options on Deeside, this site could add further pressure to Cults Academy. It is acknowledged that the open space element is generous. However, due to landscape, distance and possible secondary schooling issues, there would be little else to gain from providing additional housing land to the preferred option at Oldfold which would in itself provide significant development and open space in the area.



152/1 Peterculter Burn - Site is approx 2ha and is being promoted for 19 houses, hydro-electric scheme, fish pass for salmon, football pitch with changing facilities and car park and footpaths. Part of the site is currently identified as Opportunity Site OP12 in the adopted Local Plan. Proposed extension of the River Dee SAC. Dwellings would exceed carbon neutral standards and reflect high standard of design.

Response

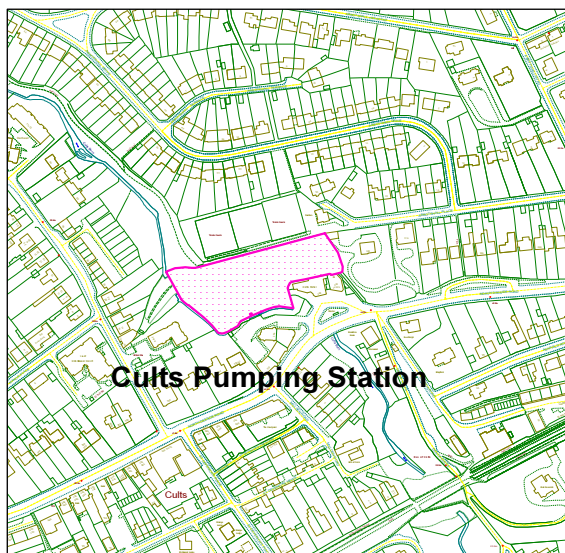
This is an interesting scheme with some positive aspects in terms of its carbon neutrality and its contribution to recreation and biodiversity. However, although the low carbon characteristics of the housing proposed here are acknowledged, the possible quality and character of housing that could be built on site should not determine policy designations in a local development plan. There is potential harm to the district wildlife site, tree preservation order area and potential flooding and ground movement issues that may require mitigation. This is a prominent site that can be viewed from the main gateway into Aberdeen at Peterculter. Other preferred sites are considered to be better options.



195/1 Pitfodells Station Road - This site of 0.45 hectares provides an opportunity to accommodate additional residential development in a recognised growth area without adversely impacting upon the landscape character of the area or the setting of the city. This area of land contributes little to the amenity of the area or its wider public enjoyment.

Response

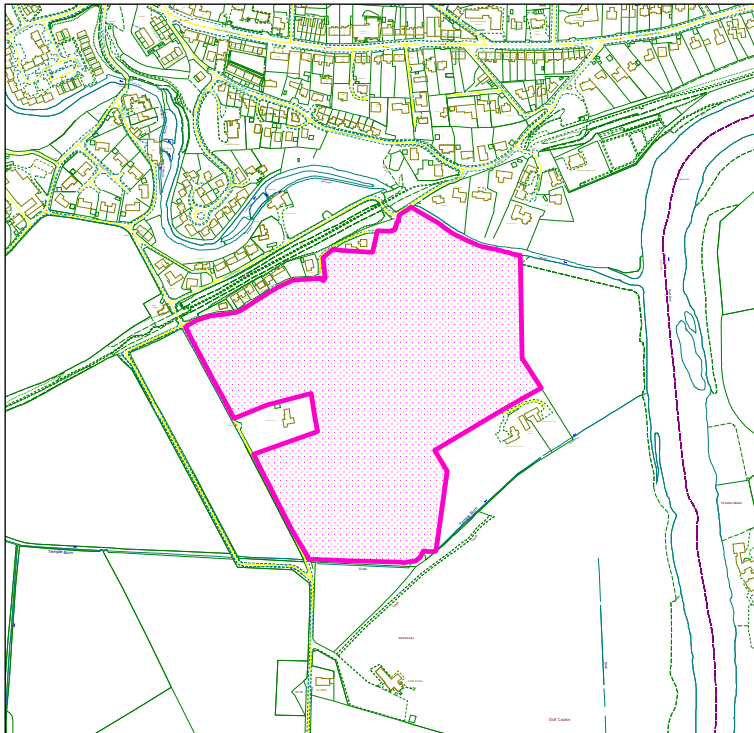
This is part of the green buffer between Cults and Garthdee which helps to maintain their separate identity. As such it contributes to the landscape setting of Aberdeen. Although relatively close to bus routes the site is remote from shops and schools and may therefore be car dependent. It is considered that the preferred options already identified represent better development options than this site.



855/1 Cults Pumping Station - land at the former Cults Pumping Station provides a sustainable brownfield housing site capable of contributing to the housing requirement for the Deeside area, and satisfying the development strategy.

Response

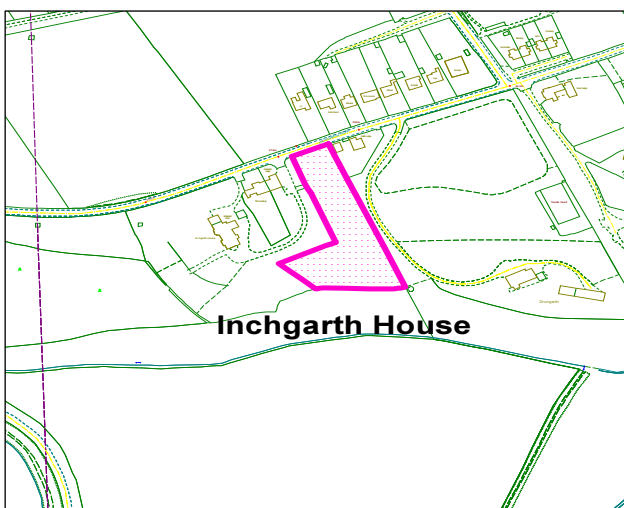
This development would make good use of a redundant building with few apparent constraints or problems. It is accessible and close to many services and facilities in Cults village centre. The developer has indicated that the allotments will be retained. Its relatively small scale (around 15 flats) means there is unlikely to be any issues with physical or service infrastructure capacity.



194/1 Cobblestock, Peterculter - Land of around 12 hectares at Cobblestock, Peterculter has scope to deliver future residential development and should be considered as a possible development option in the Aberdeen Local Development Plan. The land can be developed without impacting on the landscape setting of Peterculter, which sits at a higher level to the north.

Response

A major issue here is that road access is extremely poor – it is very narrow, single track, steep and with sharp bends in places. The physical characteristics of the access roads and the presence of gardens and houses next to it could restrict road widening and will make this a difficult issue to mitigate. It is felt that, despite some strengths, the other preferred development options for the Deeside corridor would be preferable to this one as they would have fewer constraints such as access and potential flooding and drainage issues. In addition should the other Main Issues Report preferred options go ahead, there would be no spare capacity at Cults Academy to accommodate pupils from here.



316/1 Inchgarth House, Inchgarth Road - The Inchgarth House site is capable of accommodating a low density residential development (6 houses) and would assist in spreading the impact of the housing load along Inchgarth Road by reducing the allocation at Garthdee Farm (11/03).

Response

This is a small site with few topographical constraints. It does however, contain a listed building and the trees in and around the area are locally distinctive. This is part of the Dee Valley – a primary landscape intrinsically linked with Aberdeen. It is also part of the buffer between Cults and Garthdee. As such it contributes to the landscape setting of Aberdeen. On the other hand, if the trees were to be retained, they would help to screen the site from other viewpoints. Although there are buildings and groups of buildings throughout this area, those to the south of Inchgarth/Garthdee Road tend to be large buildings in very generous policies. A group of modern houses in this setting may appear incongruous. Although relatively close to bus routes the site is remote from shops and schools and may therefore be car dependent. It is considered that the preferred options already identified represent better development options than this site.

6. Sites identified as 'Undesirable' in the Main Issues Report

Site Ref	Site	Total no. of respondents.	Respondents generally supporting Main Issues Report.	Respondents generally opposing Main Issues Report.	Respondent offering advice/ comment only.
9/02	Peterculter North	2	1	1	
9/03	Kennerty Road	2	1		1
9/04	Dalmunzie	1	1		
9/06	Denwood Craigton	3	2	1	
9/07	Waterwheel	6	4	1	1
9/08	Deeside Golf Club	5	4	1	
9/09	South Cults	3	2	1	
9/10	N Deeside Road	12	12		
9/13	Pinelands	9	7	1	1
9/14	Waterwheel	10	8	2	
9/15	Hill of Ardbeck	6	4	2	
9/16	Peterculter East	13	9	3	1
9/17	Peterculter West	9	7	2	
9/18	Milltimber South	21	19	2	
9/19	Craigton Road	4	3	1	
9/20	Thornhill	7	6	1	
9/25	West Craigton	4	4		
9/26	Woodend Culter	9	6	2	1
9/28	Inchgarth	4	3	1	
9/30	Denmill	6	5	1	
9/32	Netherton Lodge	4	4		
9/33	Site at Malcolm Road	6	5	1	
9/35	Land near Culter House Road	6	4	1	1
9/36	Murtle Den Road	9	8	1	
9/37	Contlaw Road Milltimber	8	5	2	1
9/38	Derncleugh	4	3	1	
9/40	Inchgarth	4	3	1	

9/41	Baillieswells Road West	5	4	1	
9/42	Malcolm Road East	5	4	1	
9/43	Malcolm Road	5	4	1	
9/44	Mid Anguston	4	3	1	
9/46	Malcolm Road West	21	19	2	
9/47	Land at Malcolm Road	18	18		
9/48	Albyn School Playing Fields	6	5	1	
9/49	Contlaw	7	5	1	1
9/51	Nether Beanshill	5	5		
9/52	Baillieswells Road East	2	1	1	
	TOTAL	255	208	39	8

9/02 Peterculter North – One representation agreed with its status as undesirable. This area is part of 9/26 Woodend Culter where the developers have commented provision of a new bypass will alleviate congestion, it will provide employment, schooling, affordable housing and community uses, is less isolated than Countesswells and well connected to the AWPR. Careful masterplanning will enhance the community and wildlife links.

Response

See response to 9/26 Woodend Culter.

9/03 Kennerty Road - One representation agreed with its status as undesirable. The community council commented that its development will improve its unkempt appearance.

Response

Agree that the site is undesirable. The site sits in a visually prominent strip of tree and scrub land within the area. If developed the house would be the only development on the north side of Kennerty Road which provides the green belt boundary within that vicinity.

9/04 Dalmunzie - One representation agreed with its status as undesirable.

Response

Agree that the site is undesirable. Because there are no Main Issues Report representations promoting its inclusion in the plan, no further action will be taken on this site.

9/06 Denwood Craigton - Two representations agree with its status as undesirable due to the loss of trees and wildlife. The site is isolated and not sustainable. One representation said the site should be included as part of the Friarsfield development. This is because development already exists in the area, Countesswells Road needs upgrading and land north of Craigton Road could be used to provide better access, there is no coalescence risk and few

other constraints. This is not woodland - three houses can be accommodated without harming existing trees.

Response

It is not proposed to develop Friarsfield North up to Craigton Road so this development would be isolated and disjointed from that proposal and is further away from services and facilities. It would be very difficult to integrate new housing here with Cults. The ridge serves as a green backdrop to Cults. The green and rural nature of the plateau contributes to separating the northern limits of Cults and Friarsfield and the western edge of Aberdeen. In future it would also play a role in separating these areas from Countesswells. As a result the area contributes to the landscape setting of the city and should remain as green belt. There is no pressing need for 3 further houses in the area alongside those already proposed at Friarsfield.

9/07 Waterwheel - 8 representations agree with its status as undesirable due to disturbance to Camphill, inadequate roads and sewers and because retailing would harm existing centres in Culter and Bielside. Housing will not enhance the area, will strain infrastructure and lead to loss of green belt. Bad effects on wildlife, floodplains and schooling. Three felt this was a better option than Oldfold. One supported its inclusion as it has good public transport links. The development options assessment is disputed as this is a brownfield site which would provide a better mix of services in the area, including a much needed petrol station.

Response

This is a stand alone development which has no relationship with facilities in the existing settlements. It is over 600m from the edge of Bielside and around 750m from the edge of Milltimber. Because it is remote from existing residential areas, it would generate more traffic on the North Deeside Road as consumers would use their car to travel to the retail element. It may also harm existing local shops in Cults and Peterculter that are more accessible to those communities. In a similar vein, the housing proposed for this site will be remote from the rest of the existing settlements. Because there are very few facilities in walking distance of the site, people would be inclined to travel in their cars. The refurbishment of the hotel would be acceptable given its existing use.

9/08 Deeside Golf Club - 4 representations agree with its status as undesirable due to visual intrusion, its poor relationship to settlements, services and employment, flood risk and impact on Camphill. The developer disagrees with the site assessment saying it should score more because it is well related to other development, public transport and the Deeside Line and has little impact on the landscape and environment.

Response

The site is part of the River Dee valley which helps to maintain the landscape setting of the Deeside communities and the wider setting of Aberdeen. It lies to the south of the Deeside Line which forms a logical and well defined boundary between development to the north and the more open valley floor to the south. This prevents development proposals in the valley area of the River Dee and complements and protects the SAC. The sight has a disjointed relationship with

the existing settlement. There are limited community facilities in walking distance from the site and no significant employment opportunities nearby so people will be inclined to travel in their cars. The site should therefore remain as green belt.

9/09 South Cults - 2 representations agree with its status as undesirable. The developers disagrees with the site assessment in terms of exposure, slope, nature conservation, landscape, landscape setting, land use mix, connections, proximity to employment, infrastructure capacity and other constraints. It is not reliant on the AWPR or major infrastructure and is unobtrusive and good access can be provided.

Response

The site is part of the River Dee valley which helps to maintain the landscape setting of the Deeside communities and the wider setting of Aberdeen. It lies to the south of the Deeside Line which forms a logical and well defined boundary between development to the north and the more open valley floor to the south. This prevents development proposals in the valley area of the River Dee and complements and protects the SAC. The site also allows views from the Deeside Line thereby contributing to its recreational experience. Road access is narrow and steep. The site should therefore remain as green belt.

9/10 North Deeside Road - 12 representations agree with its status as undesirable on the grounds of green belt, environment, landscape, transport, sewage and school capacity, loss of open views, overdevelopment, poor access, effects on the floodplain, wildlife and loss of character.

Response

Agree that the site is undesirable. Because there are no Main Issues Report representations promoting its inclusion in the plan, no further action will be taken on this site.

9/13 Pinelands - 7 representations agree with its status as undesirable. Housing will not enhance the area, will strain infrastructure and lead to loss of green belt. Bad effects on wildlife, floodplains and schooling. One comment suggested its development would complement the existing nature of Milltimber without destruction of greenbelt and without any of the problems associated with Oldfold and Peterculter East. The owner will not pursue the allocation of this site further but will seek a single dwelling instead – which could be used to replace houses demolished due the AWPR.

Response

The development of this site is unlikely to have any significant impacts in terms of landscaping or other planning constraints. Nevertheless it is fairly isolated, on a steep slope and likely to be car dependent. Although the scale of development means that its impacts are low – so are the advantages. There appears to be little justification in releasing an isolated site with little apparent benefit. The small scale of the site means that it could not act as a replacement for the proposals at Oldfold and Peterculter East.

9/14 Waterwheel - 8 representations agree with its status as undesirable due to effects on Camphill, traffic and drainage, wildlife, schooling and flooding issues. The developer feels it would be a good site for a petrol station and retailing which are needed in the area. They disagree with the site assessment in terms of landscape fit, nature conservation, land use mix, proximity to facilities, built heritage, landscape, exposure and relationship to settlements. It has good public transport links. Three others felt it was a better option for housing than Oldfold. One thought it was a good housing site.

Response

See 9/07 Waterwheel

9/15 Hill of Ardbeck - 4 representations agree with its status as undesirable. Two representations, including the developer, dispute the site assessment on slope, nature conservation, landscape features, landscape fit, contamination and other constraints. It is unobtrusive and close to services, school capacity exists and more sites are needed to deliver the structure plan allocations.

Response

Much of the site is covered by woodland. It is a District Wildlife Site and all of it is extensively used as open space by local residents. Its recreational use and designation as a DWS makes it an undesirable development option and it should remain as green belt.

9/16 Peterculter East (non-preferred sites) - 9 representations agree with its status as undesirable due to traffic, inadequate roads, loss of village character, school and sewage capacity issues, effects on Camphill, landscape impact, flooding and pollution in the River Dee SAC. The developer feels this site will contribute to affordable housing; AWPR will change character of the area and new housing should take advantage of this; good bus, cycle and pedestrian links; business land is needed in the area; plenty of primary school capacity available; good landscape fit; provides riverside park; no flood risk. The sites are wrongly scored - it should have higher scores. Two people thought site 4 has better access than the preferred option of site two. Three felt they were a better option than Oldfold.

Response

There are 4 non preferred sites. Three lie to the south of the Deeside Line. These form part of the River Dee valley which helps to maintain the landscape setting of the Deeside communities and the wider setting of Aberdeen. The Deeside Line forms a logical and well defined green belt boundary between Peterculter to the north and the more open valley floor to the south. This prevents development proposals in the valley area of the River Dee and complements and protects the SAC. The preferred Site 2 is north of this feature and can be integrated into Peterculter. However the site to the east of that helps to prevent the coalescence of Peterculter and Milltimber. Development of the non-preferred sites would therefore harm the landscape setting of the area and should remain as green belt.

9/17 Peterculter West - 7 representations agree with its status as undesirable due to poor accessibility, effects on the Deeside Line and Newmills Wood, wildlife and the character of the village. It is good agricultural land and used for recreation. Two representations believe that traffic and access issues can be addressed and the school has capacity. Altering the plans to remove housing from south of the Deeside Line will reduce visual impact. Other constraints can be mitigated.

Response

The majority of site is exposed, open agricultural land, with some wooded areas and an area of commercial forestry to the south which has recently been cleared. Clear views of site from Kennerty Road and Old Station Road as well as the Deeside Way which runs through the site. The developer has indicated that land to the south of the Deeside Line can be removed from their bid, thereby preserving view to the south from the line. The majority of site remains more than 400m from public transport and the facilities in Peterculter and the narrow roads, footways and terrain there may discourage journeys on foot. There are no employment facilities nearby and a considerable amount of new road infrastructure would be required to access the site. Although school capacity exists in Culter Primary, the development of the other preferred options would use up any capacity in the Academy. It is considered that Oldfold represents a more sustainable development option and that this area should remain as green belt.

9/18 Milltimber South - 19 representations agree with its status as undesirable due to impacts on the green belt, landscape, wildlife, environment, schools, infrastructure and sewage capacity, green space, open views, character of the village, flooding and poor access. It would cause ribbon development. Two representations state that development avoids the floodplain and would not lead to the loss of views. The school has capacity for the numbers proposed, there is no conflict with the AWPR and other constraints can be mitigated. Three felt this was a better option than Oldfold.

Response

The site is part of the River Dee valley which helps to maintain the landscape setting of the Deeside communities and the wider setting of Aberdeen. The green belt boundary is clearly identifiable in this area along both the North Deeside Road and Deeside line. This prevents development proposals in the valley area of the River Dee and complements and protects the SAC. From the vantage point of the A93, the northern site allows good views across the Dee valley. The southern area also allows views from the Deeside Line thereby contributing to its recreational experience. Providing shops and facilities in this area would require most of the current residents of Milltimber to cross the A93 to reach them. The area contributes to a sense of place and to landscape setting and should therefore remain as green belt.

9/19 Craighton Road - 3 representations agree with its status as undesirable. The owner thinks this is a gap site between a group of houses with minimal visual impact. One house should not undermine green belt principles and small scale infilling should be allowed in the green belt.

Response

Because it is not proposed to develop Friarsfield North up to Craigton Road, this development would be isolated and disjointed from that proposal and is further away from services and facilities. There is no pressing need for 1 further house in the area alongside those already proposed at Friarsfield. The ridge serves as a green backdrop to Cults. The green and rural nature of the plateau contributes to separating the northern limits of Cults and Friarsfield and the western edge of Aberdeen. In future it would also play a role in separating these areas from Countesswells. As a result the area contributes to the landscape setting of the city and should remain as green belt. Although this may be viewed as a gap site, green belt policy does not allow for housing. Allowing development in gap or infill sites in the green belt could be open to wide interpretation as to what a gap or infill site is. Current green belt policy is clear on this issue and should remain unchanged. The site should also remain as green belt.

9/20 Thornhill - 6 representations agree with its status as undesirable due to impacts on pupil safety and the Waldorf, inadequate roads, encouraging car use, distance from services, and impacts on the landscape and priority habitats. The developer feels there is little landscape or habitat impact, good access, good pedestrian connectivity. It will help to support public transport and the provision of other infrastructure.

Response

This proposal would break the skyline ridge to the north of Friarsfield which serves to contain the northern limits of Friarsfield and Cults. It would also be remote from the services and facilities in Cults, public transport on the North Deeside Road and employment areas. Even if public transport was provided at Friarsfield, the steep slopes which separate the two developments would discourage pedestrian usage. It would be very difficult to integrate new housing here with Cults. The ridge serves as a green backdrop to Cults. The green and rural nature of the plateau contributes to separating the northern limits of Cults and Friarsfield and the western edge of Aberdeen. In future it would also play a role in separating these areas from Countesswells. As a result the area contributes to the landscape setting of the city and should remain as green belt.

9/25 West Craigton Peterculter - 4 representations agree with its status as undesirable due to dangerous condition of Malcolm Road.

Response

Agree that the site is undesirable. Because there are no Main Issues Report representations promoting its inclusion in the plan, no further action will be taken on this site.

9/26 Woodend Culter – This site includes 9/02 Peterculter North. 6 representations agree with its status as undesirable due to dangerous condition of Malcolm Road, increase in traffic, presence of pipelines, its isolation and impacts on landscape, flooding, schooling and wildlife. Two representations, including the developer feel that provision of a new bypass will alleviate congestion, it will provide employment, schooling, affordable housing and community uses, is less isolated than Countesswells and well connected to the AWPR. Careful masterplanning will enhance the community and wildlife links.

Response

Most of the site would be a long walk from the bus routes in Peterculter and on North Deeside Road and is over 1.7km from the village centre. Primary school capacity could be provided through a new school but there is only enough capacity at Cults Academy for around half the number of houses proposed here (1500) and that assumes that no other development takes place on Deeside. The site occupies rising ground to the north of Peterculter. Much of it sits well above, and some distance from Peterculter and the northern building line of the Deeside settlements which generally follows the 90m to 95m contour. Along with Bucklerburn Road which provides a distinct green belt boundary, these features serve to contain the settlement and protect its identity. The land should therefore remain as green belt.

9/28 Inchgarth – 3 representations agree with its status as undesirable. Two representations say this is a small development so school and transport constraints do not apply. The site is an infill site, surrounded by trees and public access would be provided to the river. Houses in large feus would be consistent with character of the area. Given the proximity to the village centre there is no need to provide other uses. Some of the units allocated to site 11/03/North Garthdee Farm should instead be allocated here.

Response

Although there are other developments in this area, its predominant character is still rural. This, together with the tree and woodland cover prevents both the visual and physical coalescence of Garthdee and Cults. Further development would shift the balance from predominantly rural to a more urban character. This site is an important part of the area which prevents coalescence and therefore serves a green belt function that should remain.

9/30 Denmill - 5 representations agree with its status as undesirable due to dangerous condition of Malcolm Road, poor access, no public transport, highly visible, isolated, impact on wildlife and pipelines and no school capacity. The owner says the site is a Less Favoured Area with low food production, unlike other sites. It will include an area for new learner drivers, a recreation area, large natural wildlife habitat, retail and business unit which will create much more employment for the area and affordable housing.

Response

Access to the site is poor and Malcolm Road is substandard. There is no access to the public transport network or to local facilities, such as neighbourhood or district centres and schools within 2km of the centre of this site. Although these could be provided on site, parts of the area are exposed to northerly winds and subject to steeper slopes. Development here would essentially be a new settlement as it is unrelated to the main settlement of Peterculter. However, its relative remoteness and lack of containment in the landscape means that it should remain undeveloped.

9/32 Netherton Lodge - 4 representations agree with its status as undesirable due to substandard nature of Baillieswells Road, no footpaths or lighting.

Response

Agree that the site is undesirable. Because there are no Main Issues Report representations promoting its inclusion in the plan, no further action will be taken on this site.

9/33 Site at Malcolm Road - 5 representations agree with its status as undesirable. The developer states the site will provide affordable housing, upgraded footpaths, is south facing, has good access and no constraints. Culter has had limited development recently and there is ample school capacity in the primary.

Response

This site is not considered suitable for development due to its isolation and poor accessibility (in terms of both distance and gradient) to employment opportunities, public transport and local facilities. It is unrelated to the main settlement at Peterculter and would appear to be visually incongruous ribbon development along the north of Malcolm Road – essentially housing in the countryside. It is part of an area north of the well defined settlement boundary at Bucklerburn Road and the unnamed road continuing to the west on the other side of Malcolm Road which contributes to protecting the landscape setting of Peterculter. As a consequence, it should remain as green belt.

9/35 Land near Culter House Road - 4 representations agree with its status as undesirable. Housing will not enhance the area, will strain infrastructure and lead to loss of green belt. Bad effects on wildlife, floodplains and schooling. 2 representations support its inclusion as it will be well connected to the AWPR, there is no flooding, it is well screened and can provide facilities in a central location for Milltimber with opportunities for a bus connection. Parts are similar to 9/45 which is a preferred option.

Response

The site can be treated as two areas split by the AWPR. The two fields to the east are proposed for low density, high quality residential accommodation. The three fields to the west are proposed as employment use or roadside facilities, possibility a retail outlet. At present the sites are isolated from community facilities and from public transport. They will be disjointed from the existing settlements of Peterculter and Milltimber (particularly the western section) unless other development options and parcels of land are developed linking into either of these villages. This may lead to the coalescence of Milltimber and Peterculter along the Culter House Road, and even though the AWPR separates them physically, it is still important to maintain a green buffer between the two settlements in order to maintain their identity. The most westerly part of the site is Gutterie Hill District Wildlife Site. For these reasons, the sites should remain as green belt.

9/36 Murtle Den Road - 8 representations agree with its status as undesirable. Housing will not enhance the area, will strain infrastructure and lead to loss of green belt. Bad effects on wildlife, floodplains and schooling. One comment suggested its development would complement the existing nature of Milltimber without destruction of greenbelt and without any of the problems associated with Oldfold and Peterculter East.

Response

This is a very prominent site which is highly visible from the North Deeside Road. Although next to the preferred option at Oldfold, this site is located to the east of Murtle Den Road which provides a good green belt boundary for development to the west. Murtle Den Road is also tree lined and this helps to screen and contain Oldfold. The effect of this would be lost if development occurred here. The small scale of the site means that it could not act as a replacement for the proposals at Oldfold and Peterculter East.

9/37 Contlaw Road Milltimber - 5 representations agree with its status as undesirable. Housing will not enhance the area, will strain infrastructure and lead to loss of green belt. Bad effects on wildlife, floodplains and schooling. 2 representations support its inclusion. One comment suggested its development would complement the existing nature of Milltimber without destruction of greenbelt and without any of the problems associated with Oldfold and Peterculter East. The owner feels 3 houses would have no impact on schools, flooding, infrastructure or the landscape and there would be minimal tree loss. It is close to the AWPR, a bus stop, cycle and footpaths and within east walking distance to services.

Response

The site is situated in an attractive landscape setting which provides a green wooded backdrop to Milltimber. The woodland along with Contlaw Road itself provides a clearly defined boundary between Milltimber and the green belt in this area. As such it contributes to the landscape setting of Milltimber and is therefore worthy of retention as green belt.

9/38 Derncleugh - 3 representations agree with its status as undesirable. The developer disagrees with the site assessment in terms of relationship to settlements, proximity to services, land use mix, footpath and cycle connections, landscape, slope and natural conservation. The site has an appropriate density for the area and can contribute to the structure plan housing requirements.

Response

Despite the completion of the OP5 Friarsfield, development here would still be separated from this by a steep slope and intervening tree cover. The green and rural nature of the ridge and plateau contributes to separating the northern limits of Cults and Friarsfield and the western edge of Aberdeen. In future it would also play a role in separating these areas from Countesswells. As a result the area contributes to the landscape setting of the city and should remain as green belt. It is also more remote from services and facilities and public transport routes than Friarsfield. It should therefore remain as green belt.

9/40 Inchgarth - 3 representations agree with its status as undesirable. Two support its development because it does not impact on the green belt or landscape. It is sheltered by trees, accessible to services in Cults, to public transport and the cycle and footpath network. The assessment is flawed as it doesn't show how problems can be mitigated. Part of the allocation at 11/03 Garthdee Farm should go here instead.

Response

Although there are other developments in this area, its predominant character is still rural. This, together with the tree and woodland cover prevents both the visual and physical coalescence of Garthdee and Cults. Further development would shift the balance from predominantly rural to a more urban character. This site is an important part of the area which prevents coalescence and therefore serves a green belt function that should remain.

9/41 Baillieswells Road West - 4 representations agree with its status as undesirable due to substandard nature of Baillieswells Road and because there are no footpaths or lighting. The developer states that the site is not designated and has no historic, natural or landscape value, is well contained and would improve the sense of arrival to Bielside. Core paths are close by.

Response

This site is not considered suitable for development due to its isolation and poor accessibility (in terms of both distance and gradient) to employment opportunities, public transport and local services and facilities. It would be entirely car dependent. It is unrelated to the main settlement at Bielside and would appear to be sporadic and isolated development along Baillieswells Road – essentially housing in the countryside. It is part of an area of well wooded countryside north of Bielside which helps to contain that settlement and which provides a green backdrop. The site is therefore part of an area which contributes to protecting the landscape setting of Bielside and as a consequence, it should remain as green belt.

9/42 Malcolm Road East - 4 representations agree with its status as undesirable due to substandard nature of Malcolm Road. The developer cites support from the community council and consultation events for their unique low energy houses. There would be little impact on the green belt or traffic, employment areas are accessible by bus and services in Culter are close by. Gradients can be altered and woodland would not be lost. This forms a natural extension to Culter.

Response

Although the low carbon characteristics of the housing proposed here are acknowledged, the possible quality and character of housing that could be built on site should not determine policy designations in a local development plan. The existing green belt boundary is clearly defined in this area by Bucklerburn Road. This development would make the current definition between the built up area of Peterculter and the countryside less clear. As a result, the site should remain as green belt.

9/43 Malcolm Road - 4 representations agree with its status as undesirable due to substandard nature of Malcolm Road. The developer feels it brings a mix of properties to the site, are committed to sustainable design and it provides much needed family housing. It will help sustain the village centre and other services there. It will not overload the present infrastructure. Access, design and layout issues can be fully developed.

Response

Although the low carbon characteristics of the housing proposed here are acknowledged, the possible quality and character of housing that could be built on site should not determine policy designations in a local development plan. The existing green belt boundary is clearly defined in this area by Bucklerburn Road. This development would make the current definition between the built up area of Peterculter and the countryside less clear. As a result, the site should remain as green belt.

9/44 Mid Anguston - 3 representations agree with its status as undesirable. The developer says this site is part of a settlement. It contains disused and derelict poultry sheds and an unsightly feed silo. The building contains vermin. Site does not encroach into the District Wildlife Site and would not disrupt it. Positive feedback from the local community received. Development would enhance the landscape and is part of the existing settlement, is serviced and a bus to Culter School serves the area. Potential for road widening or passing spaces.

Response

Although the site is next to Mid Anguston, it is remote from any main settlement where services and facilities are located. There are no such facilities at Mid Anguston and a few extra houses will not change this. Access to the public transport network is over 2km away from this site and accessibility to existing employment opportunities and local facilities is very poor. The development would therefore be car dependent and better development options exist in the Deeside Corridor. The site should remain as green belt.

9/46 Malcolm Road West - 19 representations agree with its status as undesirable due to substandard and dangerous nature of Malcolm Road, inadequate and dangerous pavements, poor pedestrian and cycle access, remoteness from bus stops and Culter. There is no opportunity to improve safety. Schools are full and landscape setting and residential amenity would be harmed. Traffic has got worse since the site was rejected at the PLI due to development at Westhill. 3 representations think it should be developed because it would have no impact on wildlife and the landscape, drainage is not an issue and a green corridor provided. AWPR will ease traffic on Malcolm Road. Site should score better in the Transport Framework. Disabled/enabled housing would be welcomed.

Response

This site is not considered suitable for development due to its isolation and poor accessibility (in terms of both distance and gradient) to employment opportunities, local facilities and public transport. The proposer indicates that bus services could be re-routed into the area. However, the proposal is poorly related to the main settlement at Peterculter and is part of the countryside north of Malcolm Road which serves to maintain its setting. It is north of the well defined settlement boundary at Bucklerburn Road and the unnamed road continuing to the west on the other side of Malcolm Road which contributes to protecting the landscape setting of Peterculter. These issues should also apply to disabled/enabled housing. As a consequence, it should remain as green belt.

9/47 Land at Malcolm Road - 18 representations agree with its status as undesirable due to substandard and dangerous nature of Malcolm Road, inadequate and dangerous pavements, poor pedestrian and cycle access, remoteness from bus stops and Culter. There is no opportunity to improve safety. Schools are full and landscape setting and residential amenity would be harmed. It is sporadic development out of character with what's there. Drainage is poor and sewers are at capacity. Traffic has got worse since the site was rejected at the PLI due to development at Westhill.

Response

Agree that the site is undesirable. This is part of the larger area of 9/46 Malcolm Road West. Because there are no Main Issues Report representations promoting its inclusion in the plan, no further action will be taken on this particular development option. Reference should be made to 9/46 for the wider area.

9/48 Albyn School Playing Fields - 5 representations agree with its status as undesirable. Housing will not enhance the area, will strain infrastructure and lead to loss of green belt. Bad effects on wildlife, floodplains and schooling. The developer states that there is good access to public transport, the AWPR and pedestrian links. There is no loss to biodiversity, landscape, trees or woodland and coalescence won't occur. To increase school capacity the academy can be expanded or rebuilt, or development phased for when capacity eases.

Response

Services such as schools, shops and doctors, as well as employment opportunities are a significant distance from the site which may encourage car dependency, although it is acknowledged that public transport is readily available nearby. The loss of playing fields is an issue in that they provide recreation – a green belt function – albeit on a private basis. The site is peripheral to nearby Peterculter. The tree lined road to Culter House provides a strong green belt boundary in this area. Development beyond this may contribute towards the coalescence of Peterculter and Milltimber, which would impact upon the character and amenity of the area and the separate identity of the two communities. The presence of the AWPR through this area makes it even more important to maintain a green buffer between the two settlements. The green belt functions of the area should therefore be retained.

9/49 Contlaw - 5 representations agree with its status as undesirable. Housing will not enhance the area, will strain infrastructure and lead to loss of green belt. Bad effects on wildlife, floodplains and schooling. Two support its development. The developer states it is well connected to the A93/AWPR junction, could be easily accessible by public transport and provides employment land and a mix of uses. The academy could be expanded or rebuilt to accommodate pupils or development phased. It is a better option than Oldfold in terms of nature conservation, landscape features, landscape fit and accessibility.

Response

Most of the site would be a long walk from the bus route on North Deeside Road although it is acknowledged that the site is large enough to accommodate its own facilities. A new primary school would be required (as with Oldfold).

However, should the amount of housing development go beyond the 550 suggested for Oldfold (assuming this site replaces it) then further pressure would be added to Cults Academy. The site occupies rising ground to the north of Milltimber. Much of it sits well above, and some distance from there and the northern building line of the Deeside settlements which generally follows the 90m to 95m contour. Contlaw Road itself and the woodland north of Milltimber provides distinct green belt boundaries and these features serve to contain the settlement and protect its identity. The presence of the AWPR through this area also makes it even more important to maintain a green buffer between Milltimber and Peterculter. The green belt functions of the area should therefore be maintained.

9/51 Nether Beanshill - 5 representations agree with its status as undesirable. Housing will not enhance the area, will strain infrastructure and lead to loss of green belt. Bad effects on wildlife, floodplains and schooling.

Response

Agree that the site is undesirable. This site is part of 9/49 Contlaw. Because there are no Main Issues Report representations promoting its inclusion in the plan, no further action will be taken on this site. Reference should be made to 9/49 Contlaw instead.

9/52 Baillieswells Road East - 1 representation agrees with its status as undesirable due to substandard nature of Baillieswells Road, no footpaths or lighting. The developer states this would be a low density development where trees can be retained and connections made to mains water. It has good access and no significant impact on wildlife, recreation, landscape or the built heritage.

Response

This site is not considered suitable for development due to its isolation and poor accessibility (in terms of both distance and gradient) to employment opportunities, public transport and local services and facilities. It would be entirely car dependent. It is unrelated to the main settlement at Bielside and would appear to be sporadic and isolated development along Baillieswells Road – essentially housing in the countryside. It is part of an area of well wooded countryside north of Bielside which helps to contain that settlement and which provides a green backdrop. The site is therefore part of an area which contributes to protecting the landscape setting of Bielside and as a consequence, it should remain as green belt

7. Other Responses

A number of representations were made on the following specific issues;

- Loirsbank should be zoned back to green belt due to the site flooding.

Response

The decision to allocate Loirsbank was taken by the Council in December 2007 and it was included in the 2008 Aberdeen Local Plan. It is our intention to carry over all of the allocated greenfield sites into the new local development plan as

these matters have been concluded. The potential flooding issue is however recognised and the local plan requirement for an acceptable Flood Risk Assessment to be carried out prior to its development still remains.

- A link road should be provided between N Deeside Road & Garthdee Road.

Response

There are no plans to build a link road between Deeside and Garthdee at this time, however this may depend on the outcome of strategic transport modelling, the results of which is expected in June 2010.

- Culter Community Council believe a business park should be allocated to Culter together with around 50 additional houses to the west of Malcolm Road.

Response

The issue of allocating an employment site in or around Peterculter was thoroughly explored at the public inquiry into the 2008 local plan when no site was identified. A considerable amount of development options around Peterculter were also considered in drawing up the Main Issues Report and are being further considered here. The reasons for rejecting sites around Peterculter as development options (other than the housing site at Pittengullies Brae) are given in the individual responses above. Our conclusions remain that because of topographical, landscape, wildlife and access reasons, there are very few development opportunities in or around Peterculter. However, the lack of employment land in Deeside is acknowledged and a small employment area is proposed at Oldfold. Although not in Culter, it does at least provide an employment element in the Deeside corridor.

- The Bush should remain as a roads depot.

Response

Agree. There are no proposals to develop this site for housing so it would be appropriate to remove the opportunity site from the local development plan.

- Others suggested the Bush could be suitable for employment.

Response

It could be said that, as a roads depot, the site is already in employment use. The site is probably too small to warrant an employment land designation. However, we would intend to remove it as a housing opportunity site in response to other objections.

- Deeside Christian Fellowship Church are looking to expand and willing to participate in any masterplan proposals for the area.

Response

The Church is an important community facility and its continuing interest in remaining in Milltimber and participating in its development is welcome. Because no specific site is being promoted by the church our suggestion would

be to approach the owners of the preferred development options at Oldfold to see if the requirements of the church could be accommodated there. Their proposals include a community core and a church would be compatible with this.

- The Deeside development should take place in the Blacktop area.

Response

This area is very isolated and has poor access links, no proximity to employment opportunities, services and facilities and would likely push school limits over capacity. No development options have been received for Blacktop.

There is a proposal for a new village of 500 houses to the south of Blacktop (9/22 Foggieton/Countesswells) where it is proposed that services/facilities would be provided within the development. However, there are doubts as to whether 500 houses could support any significant services and facilities and the development is likely to be car dependent. A larger proposal for 3000 homes and employment land at Countesswells is much more likely to be able to support a wide range of facilities and is one of the preferred development options.

- Development should take place along the route of the AWPR.

Response

Although there are some proposed developments close to the AWPR, it is important that the road is not turned into a development corridor as it would;

- Increase car dependency
- Increase congestion on the AWPR, and
- Harm its function as a bypass

It is important that developments promote the use of more sustainable forms of transport and are not totally reliant on road access.

- Development should take place along the old route of the AWPR.

Response

A number of development options are located close to the old corridor of the AWPR and these were subject to assessments in the same way as all other sites. Some were considered as preferred options (such as Oldfold and Countesswells) and others were not for reasons outlined in this report. There are no apparent advantages or disadvantages of using the old AWPR corridor as a development corridor so it was not used as a criteria in our assessments.

Milltimber Primary School 11th November

Summary

Approximately 120 people attended the consultation event, of which around 80 sat through the presentation followed by questions.

Comments

Comments were made regarding:

- Population forecasts attributed to the requirement for 36,000 new homes.
- That the development proposed is dependent on delivery of the AWPR and that roads are already at capacity and can not take additional traffic.
- What are plans for the extra traffic that will be generation on North Deeside Road?
- Need more details on how developments will work in practice, especially in road traffic terms. Deliverability is key – we need to be very clear about what infrastructure is required (not just roads, but water and sewage, schooling as well) and how it will be delivered. Concern that infrastructure to support development won't be provided. The Plan also needs to be coherent on issues such as affordable housing.
- Free school bus transport to Cults Academy from Milltimber and Peterculter would help to ease traffic.
- School capacity at the new Cults Academy is lower than before, despite views expressed in the past that capacity needed to be higher.
- Milltimber Primary School is not fit for purpose and does not have adequate capacity – a new school should be built.
- Green Belt should be left as it is – why are sites which have been rejected in the past being considered again?
- Development could destroy the pleasant environment and green space around Milltimber – factors which attract people to live there in the first place – don't want to lose this.
- New shops are not required – choice is available in Peterculter and Cults.
- Needs to be made clearer that the 'undesirable' development options are still live and that they could be still be reconsidered in future versions of the local development plan.
- Concern over the construction of development on green spaces – it could be a building site for years to come.
- Travellers could be accommodated on an expanded site at Clinterty.
- Some support was given to development further away from existing communities that could pay for and provide its own infrastructure, without impacting on existing areas.
- Representatives should be present from other services such as roads and education to answer detailed questions on these issues.
- Some people are cynical on the consultation process and feel that views are not fully taken into account. An example was the 'standard responses' given to many objectors to the AWPR.

Cults Community Centre 19th November

Summary

The evening began with members of the public asking some general questions and getting more familiar with the Main Issues and preferred options displayed on the boards. The presentation started at 7pm and concluded by saying that we would then

break down into smaller groups to allow for meaningful discussion. After the presentation, six large workgroups were formed where discussion over the sites and issues took place. Approximately 100-110 people attended the event.

Comments

Comments were made regarding:

Countesswells

- Large developments are not practicable – it would be more appropriate to develop several smaller areas (of around 50 houses each). Smaller communities would be much more popular with residents and have more of a community or village feel to them. Their impact on the road network and landscape would be much smaller than what is currently proposed at Countesswells.
- 20,000 homes on Greenfield sites conflicts with government targets of reducing our global footprint. This would cause more road congestion and increase greenhouse gas emissions.
- Countesswells has several negative impacts;
- Road infrastructure cannot cope with existing traffic, this development would overwhelm it.
- There is a drainage problem on the Cults to Kingswells Road to the north west of Loanhead which can cause flooding.
- Negative impact on wildlife in the area.
- It is not practicable to make Countesswells Road bus only – it is a well used road.
- A development of this size would require more than one access point. Concerned about traffic filtering through the Deeside communities on inadequate roads.
- It is not practical to expect many shops and businesses to be attracted to Countesswells. It is not large enough to support them and people will use those at Westhill instead.
- Countesswells will add pressure to the A944 Lang Stracht. The traffic lights at the Lang Stracht and Old Skene Road junction have made congestion worse. This area is impassable during peak times.

Infrastructure

- The existing infrastructure is inadequate to support development, and there is a need to identify all the improvements that will be required as a part of development.
- The infrastructure is inappropriate for housing in Deeside currently. There is very little that can be done to improve the network into Aberdeen, and new development will add to the problems.
- Are medical services to be included in big developments?
- Developers should have the responsibility of providing facilities in their developments.
- What can be done to change the way developers handle developments? At the moment they just arrive, make their money and leave, without improving the area.
- We accept that there has to be development, but there must be the infrastructure to support it.

Retailing and City Centre

- The decline of Union Street could allow for consideration of alternative uses: more residential use, cafes and independent stores to improve the vitality of Union Street.

Design

- Developments should be of a better quality, and should add to the appeal of Aberdeen rather than detract.
- High quality development – house type that fits in with the area.
- Policies to control quality and design of housing.
- Like that there seems to be an emphasis on design.
- The long views of development need to be looked at. The new school at Cults looks fantastic close up yet the long view of the site from the river is not so pleasant.

Identity

- Village feel/identity of Cults.

Environment and Biodiversity

- Avoid areas of flooding – i.e. Loirsbank.
- Protect existing woodland.
- Floodplains could be used for recreational facilities rather than housing.
- You must look at the impact of housing allocations on flood plains.
- What provision of housing will be zero carbon by 2016?
- Flooding is a major issue; development must take this into account. Especially with climate change and the possibility of more and more floods in the future.
- Has biodiversity really been taken into account? There are badgers and bats in the area which must be protected.

Open Space

- The maintenance and management of open areas is very important. This has not been the case in many recent developments.

Transport

- Accessibility is a huge factor.
- It is essential that connections between Friarsfield and Craibstone are considered thoroughly.
- Is the transport modeling you are carrying out looking at public transport also?
- It is reassuring to hear that you are taking transport so seriously.
- The traffic at present is unsatisfactory at Friarsfield. Especially as parked cars block the road, impeding the flow of traffic.
- Affordability of public transport is an issue. It is very expensive to get in and out of town. This is impacting on our children who aged 16 have to pay adult prices. It is cheaper to drive our children into town than for them to get the bus.
- To compare Aberdeen to Edinburgh, we have the same bus company yet very different pricing, the park and rides in Aberdeen are nowhere near as successful as Edinburgh. Aberdeen is 20/30 years behind Edinburgh regarding transport, park and ride, parking charges.
- Successful places are those where there is good access through development for walking, cycling. Many people use the proposed sites to gain access to areas further afield for walking and cycling, activities that are going on now have to be able to continue and this will happen with good accessibility. Access to small shopping facilities, corner shops etc is also important.
- Lower Deeside has a lot of problems with traffic congestion, speeding, and an overall volume of traffic. Where is all the new traffic resulting from these developments going to go?
- Why would you choose preferred sites which are miles away from existing bus routes?

- How can developers be made to pay for road improvements into Aberdeen? Especially traffic resulting from the Countesswells development. It seems like in the past developers have got away with not paying.
- Everyone from Kingswells/Westhill uses the Lower Deeside road network, causing congestion plus the cars tend to speed.
- The traffic at present is unsatisfactory at Friarsfield. Especially as parked cars block the road, impeding the flow of traffic.
- This scale of development will not work without the Aberdeen Western Periphery Route, you need to consider this.
- Main Issue is roads, for example Craigton Road.

Education

- There will be an impact on the school with the proposed level of housing. Cults academy has capacity issues, it had one 17 years ago and it continues to have one even with the new school.
- The projections of the numbers of children going to each school is vital and must be calculated correctly.
- You need to have clear plans for how education will be provided.

Housing

- Where appropriate make use of higher densities to avoid the need for such large land allocations.
- People cannot afford to get houses in the City so they move out to the Shire.
- There tends to be a predominance of executive housing in new developments. There should be more of a mix.

Other comments

- Issues are infrastructure (roads, drainage, sewage, water) and affordable housing. We also need safe and accessible cycle routes for all.
- Who makes the decisions about what should be a preferred site and what is not a preferred site?
- Where are all the people going to come from to grow the population to the levels suggested in the Structure Plan?
- The overall impacts of developments should be looked at. You must look at the implications of existing allocations plus the future allocations. It must all be masterplanned as a whole.
- When developers suggest numbers of houses in each area, do you bargain with them to get the numbers beaten down?
- The impact of light pollution has not been taken into account. There will be a particular issue at the Friarsfield development.
- There is a lack of jobs in the area, so everyone uses their car to travel into Aberdeen.
- Perhaps there should be less housing but more of a focus on sustainable construction.
- How do we get the current Local Plan (2008) allocation for the Loirsbank site deleted?
- We want the quality of life to continue yet 36,000 proposed houses means losing greenfield and putting up with badly designed roads, with speed calming measures such as speed bumps. These do not help our quality of life.
- There is an artificial division between the city and shire. You (ACC) have the hardest job as there is less room in the city for the 36,000 houses. Should there be a 50/50 split of housing, or should the Shire get more?
- Is the economic climate an impact on the LDP?

Culter Primary School 25th November

Summary

The evening began with members of the asking some general questions and getting more familiar with the Main Issues and development options displayed on the boards. The presentation started at 7pm and concluded by saying that we would then break down into smaller groups to allow for meaningful discussion.

After the presentation, six large workgroups were formed where discussion over the sites and issues took place. There were approximately 50-60 people in attendance of the event.

Comments

Comments were made regarding:

Transport Issues

- There are serious traffic congestion issues with Oldfold farm.
- Surely all of these sites must be completely dependant on the AWPR being built. What will happen if the route isn't built?
- The position of traffic lights at Bielside cause serious traffic congestion problems.
- Parking along the Deeside road is a huge problem. People park outside the ATM at the bank and make it very dangerous for other drivers and pedestrians.
- The existing bus service is good, it is frequent and reliable. However, it does not offer people a cross country service and it does not offer a real alternative to the car for journeys which are not directly into the city centre.
- There are no dedicated cycle routes/pedestrian walkways.
- Agree junction on Malcolm Road is bad – too many lorries use the road – broken walls – improvements need to be done even when AWPR is built – need to pursue a feasibility study – a roundabout? Roads department could do something – traffic lights? Constraint with the A93.
- Will the AWPR actually happen?
- The location of the AWPR junction is daft.
- Is development to the east of the AWPR in anticipation of the AWPR and would it be the same without it?
- Why is there no development in Culter? New developments could be accessed from the AWPR junction.
- Will the AWPR take lorries of local roads as there are currently a lot of local lorries.
- Aberdeenshire Council was criticised by Transport Scotland for not making use of the AWPR junctions.
- For development in the Culter area there would be a need to improve the junction onto the AWPR.
- New development should make use of new infrastructure.
- There is at least one accident along Malcolm Road every day.
- Malcolm Road is one of the most dangerous roads in Scotland.
- It is impossible to consider further development along Malcolm Road until we see the effects of the AWPR.
- There should be no development at Kennerty.
- The hill of Ardbeck is a popular location for recreation and should be left clear of development. Dog walkers use the area frequently.
- General questions on the level of affordable housing that would be required. Current policy is a 10% requirement – the new local development plan will be informed the HNDA, although the structure plan suggest a figure in the region of 20-30%.

- Development at Oldfold, Milltimber will add traffic onto the North Deeside Road. If shops are to be provided here there should be ample off road parking provided to help traffic flows. A large development like this would require a new primary school.
- Public transport is only OK for people travelling to the city centre. The current shuttle bus takes too long.
- As the population gets older and there is more illness, provision must be made for this. This should include nursing homes, sheltered housing and health facilities.
- There are not enough small houses being built to accommodate the ageing population and smaller household sizes.
- Contlaw Road and Kennerty Road are too small for large developments.
- The plan should do more to boost tourism – more hotels are required (the garage/car sales was suggested as a site), there needs to be more parking in Culter and the Deeside Way and riverside should be protected.
- School buses would help to ease traffic congestion.
- It is important to retain the separate identities of the communities along Deeside.
- People are not convinced that the facilities and infrastructure that should be provided alongside development will be provided in time.
- Development should be much more individual and less catalogue style. Sydney was mentioned as a good example of how individuals influence house styles to make them much more interesting.
- Need more public transport – hourly bus service to Westhill Tesco.
- There are traffic issues everywhere: bridge of Don, Bucksburn, Haudagain
- AWPR – when will this be happening? This will help the development proposed in the city.
- Comments made regarding public transport and what can be done to improve this.

Site 9/42 – Malcolm Road East

- Landowner felt that there were inconsistencies with the planning officer's assessment.
- He said that there is no woodland on the site which is described in the assessment as being Ancient Woodland.
- The slope is also not correct and indeed at the moment they are doing work to level out the slope to a gradient between 1:12 and 1:14, which is more acceptable.
- He could not understand how the development would have an environmental impact when the houses are proposed to be carbon neutral.
- He also felt that a small development of 10 homes would not adversely affect Malcolm Road as it has said in the assessment.
- He will draw up a response and submit to ourselves to communicate these points further.

Housing

- More affordable housing – difficult start for youngsters in the area – need a mix of tenants.
- What is the definition of 'affordable housing'?
- Need to encourage mix of housing.
- It would be useful to see more housing in Culter but difficult to find somewhere. 9/46 and 9/23 areas might be okay but problem with Malcolm Road.
- There is a need to deliver a mix of house types, sizes and tenures on new sites.
- Affordable housing needs to be on-site.
- Why do we need 36,000 new homes in Aberdeen? Who decided this and why is the 'aspirational' element of the number so high?
- Affordable Housing in Culter would be a good thing. Housing to support the primary school would be a good thing.

Employment Land

- More employment land – need something to happen in Peterculter or families will up root – missed opportunity – not much for kids to do – Culter remains stagnant compared to areas around e.g. Westhill and Drumoak.
- Where can you put commercial development in Culter? If there is none people will have to commute into Aberdeen to work.
- Could employment development take place on part of 9/51?

Regeneration

- Rob Roy Caravan Park – recommend for regeneration – 2 people live there – what will happen when they move on?
- Brownfield sites should be used to build flats.

Education

- Further education in the west of the city? People already get education across the boundary. Falling school roll of Peterculter Primary School – need to get more families into the village.
- What capacity does the Cults school have?

Infrastructure and Services

- Doctors surgery good – like the amenities in Peterculter maintains a community feel.
- Waste – what are we going to do? What do you think of recycling? Need to do something with the illegal dumping ground in Peterculter. It was mentioned that Peterculter good for sustainable homes as it is on a south facing slope – solar energy and sheltered from northerly winds – sheltered

General Issues

- What is the status of blue sites? What are the reasons for them being assessed as undesirable?
- Surprised that Council is developing the Bush, people there will then have to travel elsewhere.
- What will the impact of development at Westhill be on Aberdeen City?
- The hydro-scheme site is on contaminated land. Is it okay for them to make submissions now?
- What recourse do developers have now?
- The Local Development Plan website was good.
- Very pleased and relieved to see that sites within the River Dee flood plain have been assessed as undesirable.
- Aberdeen is completely unique; residents have quick access to the countryside. This is very important and should be protected.
- Satellite towns are a good idea, as long as they have the infrastructure necessary to make them sustainable.
- The Union Square development is good as it provides somewhere to shop without having to go from shop to shop outside. However, couldn't this land have been used for flats?
- Opposed to ribbon development along the route of the AWPR so that it does not become a commuter route.
- The concept of development at Countesswells is good. The idea of a sustainable community that can function independently of the city centre is good.
- Developers are only interested in making money. How can it be ensured that they take an interest in improving the quality of life of residents in the area?

- Culter is a village and the residents want to keep it that way. We don't want it to be ruined by development. The extra cars that result from the development will ruin the already busy roads.
- A hostel for homeless men and women should be provided within Aberdeen City. The Citadel provided an invaluable facility which helped hundreds of residents of Aberdeen.
- The maps are not thought of as being clear enough for people to read street names.
- Object to the houses on Culter House Road that will reduce the green wedge between Milltimber and Culter.
- We have done an excellent job to make most of the development options undesirable.

AIRYHALL PRIMARY SCHOOL – 2ND NOVEMBER 2009

Attendance

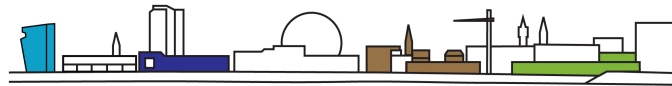
Approximately 40-45 people attended the consultation event, of which around 25 sat through the presentation by SD followed by questions. After a few questions from the audience (see below) workshops were proposed, however the audience opted to stay as one group.

Questions & Issues raised following presentation

- Query over the population forecasts attributed to the requirement for 36,000 new homes.
- Impact of development on existing residents is more of a concern than the sites themselves.
- Concern that the development proposed is dependent on delivery of the AWPR and that roads are already at capacity and can not take additional traffic.
- Mixed views over the type, size and tenure of housing that should be provided.
- If development is absolutely required, then it should be mixed use.
- Concern over the perceived construction of development on green spaces.
- Concern that involvement in a 'workshop' may be misconstrued as supporting a particular decision in the future.
- Query over the reference made to the Council 'working with developers' in the context of the new planning system, and that close links with developers could in fact leave the Council subject to legal challenge.
- Desire to retain Union Terrace Gardens in its current state.
- Clarity sought about how much development is likely on some of the proposed sites: developers are promoting different levels of development than the Main Issues Report favours.

Other Issues raised during exhibition

- Concern that infrastructure to support development won't be provided.
- New development would be more acceptable if it truly led to a mix of available housing types including affordable housing.



aberdeen local development plan

Main Issues Report – Consultation Responses

**Areas H
Loirston and Cove: Summary of Responses**

Wards: Kincorth / Loirston

1. Main Issues Report Proposals

Area H: Cove/Loirston
Sites shaded pink are already zoned for development in the Aberdeen Local Plan 2008.

Sites outlined in pink were development options assessed by Planning Officers as being 'desirable' sites for housing, employment and related uses in the Main Issues Report.

Sites shaded blue are development options submitted, but considered 'undesirable' following assessment by Planning Officers.

Sites	Local Development Plan period		Future Growth
	2007 – 2016	2017 – 2023	2024 – 2030
13/06 and 13/03 Loirston (part)	1250 homes	250 homes	-
13/06 Loirston (part of larger mixed use proposal)	11 ha employment		-
13/02 Blackhills of Cairnrobin	-	-	3.5ha employment
13/04 Charlestown	-	-	13ha employment
13/05 Souter Head Road	Retail opportunity		
Housing Total	1250 homes	250 homes	-
Employment Land Total	11 ha		16.5ha

2. Summary of Responses

Source of Responses

Responses were received by, or on behalf of, 29 different interests relating specifically to the Loirston / Cove area. These responses came from:

- Cove and Altens, Torry and Nigg Community Councils
- 15 individuals
- Scottish Environment Protection Agency
- Scottish Natural Heritage
- Scottish Government
- NHS Grampian
- Aberdeen Football Club
- 6 submissions on behalf of development industry/land owners

A wide range of comments were also made at the community consultation event held at Altens Community Centre. A note of that meeting is attached at **Appendix 1**.

Summary Overview of Responses

The comments focussed primarily on the various development options considered within the area, with responses coming from the backers of sites which had been given 'non-desirable' as well as 'desirable' status in the Main Issues Report. The development industry representatives naturally wished to promote the merits of their respective sites. Responses from community councils and individuals focussed mainly on the desirable sites.

One new option was submitted by Stockland Muir to extend the Gateway Business development by 1.95 Ha northwards. Further details of the site are contained in section 2 of this response summary.

The majority of comments centred on the development around Loirston Loch. Of these comments we received comments supporting the development from the landowners and interested parties. Individual members of the public and the community councils raised concerns about the impact on the natural environment, the loss of valued green space and the potential impact on the transport network.

For each of the sites identified as undesirable in the Main Issues Report the proposer has made supporting comments as to why their particular site should be included in the Local Development Plan.

Overall response to Area H

There are no major alternatives to the development at Loirston in this area. This would mean that the alternative to development at Loirston would be to locate development on an undesirable site elsewhere in the City. Through careful consideration of the issues raised and cross checking the original site assessment process, we feel that alternatives are less suitable to deliver these housing numbers. In addition to this, with appropriate mitigation measures and careful planning the impact on the environment can be minimised and access and recreational opportunities will be enhanced.

This area remains the preferred location for a new community stadium. This site was identified as the most suitable site for a stadium through a detailed feasibility study, and this is one of two potential new community stadium sites identified in the Structure Plan. Through ongoing discussions with developers in the area and the Council's roads service a solution that will deal with the match day transportation impacts will have to be implemented on this site. More detailed studies on the impact on the transport network and the environment will be required before development can progress.

As with all proposals it is expected that without interventions there will be a significant impact on the transport network. Therefore, the developer would be required to make improvements to the transport network in the area to mitigate the impact. In addition the Proposed Local Development Plan will identify the transport improvements that are required and who will be required to fund the improvements.

As a part of the strategy we would continue to support the provision of further employment land to the south east of the existing Charleston junction. A key requirement of development in this area for employment would be to incorporate open areas and strategic landscaping to protect the buffer between new employment development and the new and existing residential communities.

3. Site by Site Responses

3.1 Sites Identified as Desirable

Site Ref	Site	Total no. of respondents	Respondents generally supporting Main Issues Report	Respondents generally opposing Main Issues Report	Respondent offering advice/comment only
13/06 and 13/03	Loirston Loch and Lochinch	21	2	16	3
13/04	Charlestown	3	1	1	1
13/02	Blackhills of Cairnrobbin	1	-	-	1

For each site in Area H a summary of the issues arising from comments have been listed, and these are split by supporting comments, objections and comments on how development could be more suitable. Supporting comments are comments which support the conclusions in the Main Issues Report, and visa versa for objections. Comments, whether they be supporting a proposal, objecting to it or simply making a comment, are those expressed by respondents and do not necessarily reflect the views of Planning Officers. These are, however, only summaries but the full content of each respondents' submission can be found on the City Council's website by going to the following link:-

http://www.aberdeencity.gov.uk/xlp_LocalDevPlanSearch.asp

Loirston Loch 13/06 & Lochinch Farm 13/03

Supporting Comments

Supporting comments for development in this area were made by Aberdeen City Council (Asset Policy), Paull & Williamsons (on behalf of the Muir Group), and CBRE (on behalf of AFC). Summary of comments listed below:

- All the landowners and Aberdeen FC are working together to provide a masterplan for the site and this will improve the deliverability of this development option.
- Development would deliver a new stadium, which would benefit the economy of the area and Scotland.
- This development would create a gateway feature, and raise the profile of this area.
- Proposals will enhance the natural environment, and will improve public access.
- Development would provide facilities for the local area.

Objections

A number of objections were received from the local community, Torry Community Council, Cove and Altens Community Council, and Nigg Community Council. The main objections relate to the loss of open space and

impact on the natural heritage of the area. Summary of comments listed below:

- Loirston Loch floods and the surrounding area is boggy.
- Development will have a negative impact on the natural heritage. Peregrine Falcons and Toads are found in this area.
- The Local Nature Reserve designations are important in terms of education as well as the environment.
- Development too close to Kincorth Hill.
- This area is within the River Dee SAC catchment area.
- This area acts as a buffer between Aberdeen and the growing developments in Aberdeenshire.
- Need to have consideration to what is happening in Aberdeenshire.
- Development would result in the loss of open space and would impact negatively on the quality of life of the local community.
- Development will have a negative impact on the transport network.
- There is currently inadequate public transport.
- Object to the stadium in this area. Stadium will have a visual impact, and will impact negatively on existing and future residential areas. Proposals for other stadium locations have been proposed at Altens, Portlethen and the existing site at Pittodrie.
- AFC fans do not want the stadium in Cove.
- No consideration to football traffic has been given.
- Concerned that the Council is entering into discussions with developer before the consultation process has finished.

How development could be more suitable

- Development should be kept back from the Loch and should include a green corridor.
- Restrict development to the north east areas of the site and include a new nature park.
- Promote an integrated community with central facilities
- Identify mitigation measures for development and community benefits.
- Would like to see Doonies farm relocate to Lochinch Farm.
- There are AWPR mitigation measures that need to be considered in the context of this development.

Response to Loirston Loch 13/06 & Lochinch Farm 13/03

Regarding responses received on the issue of flooding in the area and of Loirston Loch. Advice from SEPA is that the area is a category D flood risk area. This means that there are small watercourses on the site that may be at risk from flooding. As a part of any planning application a Flood Risk Assessment will be required and careful surface water management will be undertaken. In addition to this a Drainage Impact Assessment will be required as a part of any planning application to deal with waste and surface water drainage.

We would agree this area includes some important environmental designations, Loirston Loch, and Kincorth Hill, providing a habitat to a wide variety of species, which has a significant educational value. The development should avoid these designated areas and would include substantial green links between Kincorth Hill to the north of the site and Loirston Loch. We feel that with appropriate mitigation measures and careful planning the impact on the environment can be minimised and access and recreational opportunities can be enhanced.

It is acknowledged that this site is within the River Dee Special Area of Conservation (SAC) catchment area. The main potential impact on the river Dee would be from polluted run-off from development entering into its tributaries. The development will require to provide Sustainable Urban Drainage Systems to handle both drainage and run-off to ensure that water is of sufficient quality prior to it entering the watercourses. In addition a Habitats Regulatory Assessment will be required as a part of any planning application for the site that will ensure that the status of the River Dee SAC is not compromised.

We agree that consideration of the cumulative impacts on the transport network and on local facilities of this development and developments proposed in Aberdeenshire is required. We are working closely with Aberdeenshire on strategic transport modelling which will assess the potential transport impacts on the southern corridor and the City as a whole, and keeping in mind that Aberdeenshire's Proposed Local Development Plan has not yet been approved.

In our view development in this area would not increase visual coalescence between developments at Portlethen and Aberdeen and has the potential to enhance the southern gateway to Aberdeen.

As a result of greenfield development it is inevitable that open areas will be lost. This is a large area of underused agricultural land to the south of the City but, there are areas within the site particularly around the loch and links to the surrounding communities that are well used. Open space, recreation and access are central to delivering a successful development, and we feel through the masterplanning process and engagement with the local community, important areas of open space can be retained and access and recreation can be improved.

As with all proposals it is expected that without interventions there will be a significant impact on the transport network. Therefore, the developer would be required to make improvements to the transport network in the area to mitigate the impact. In addition the Proposed Local Development Plan will identify the transport improvements that are required and who will be required to fund the improvements. Key to reducing transport impacts from all developments, is the issue of how easily additional traffic can be compensated by more sustainable travel modes, which is heavily influenced by the location of development. This area has good access to a range of employment development and, with the scale of development proposed, significant improvements to the public transport provision in the area can be achieved.

Work undertaken by the developer to develop a masterplan for this site has suggested that a higher number than 1500 homes can be accommodated on this site. As we are keen to ensure the most efficient use of land and encourage a critical mass of development to develop local facilities on this site, we envisage increasing the Housing 2017 – 2023 phase from 250 homes to 400 homes. This also ensures that we meet the structure plan requirements in this second phase.

There are a number of objections to the location of a community stadium on this site. This area remains the preferred location for a new community stadium. This site was identified as the most suitable site for a stadium in a detailed feasibility study, and this is one of two potential new community stadium sites contained in the approved Structure Plan. Significant match day transport impacts will be limited by fixtures, and through ongoing discussions with developers in the area and the Council's roads service we are confident that a solution, to deal with the match day transportation impacts, can be implemented on this site. More detailed studies on the impact on the transport network will be required before development can progress.

In conclusion; there are no major alternatives to the development at Loirston in this area. Therefore, the only alternative to development at Loirston would be to locate development on an undesirable site elsewhere in the City. Through careful consideration of the issues raised and cross checking the original site assessment process, we feel that alternatives undesirable sites remain less suitable to deliver these housing numbers. Development of this scale, in this gateway location, has the potential to provide a complimentary mix of uses to the area, deliver required services and facilities and with appropriate mitigation measures and through careful planning the impact on the environment can be minimised and access and recreational opportunities can be enhanced.

13/04 Charlestown

Supporting Comments

This site has very few constraints and should be released for immediate development as part of existing and proposed development on adjacent sites.

Objections

It acts as one of the last buffer zones between the edge of the City and the start of Aberdeenshire

How development could be more suitable

SEPA highlight that the site is Flood Risk category D. In SEPA's response they did not object but request that a Flood Risk Assessment (FRA) is required before development progresses.

Responses to 13/04 Charlestown

In order to maintain a green buffer around the southern edge of Aberdeen this site would be required to include an area of strategic landscaping on the eastern edge to reduce the visual impact on the existing residential area.

The preferred option for delivery of employment land, in addition to existing allocations, is to allocate sites in areas of the city that do not currently have high concentrations of employment land. Land at Aberdeen Gateway will be identified as strategic reserve to allow the other employment proposals already in the area to be developed.

Advice from SEPA is that the area is a category D flood risk area. This means that there are small watercourses on the site that may be at risk from flooding. As a part of any planning application a Flood Risk Assessment will be required and careful surface water management will be undertaken. In addition to this a Drainage Impact Assessment will be required as a part of any planning application to deal with waste and surface water drainage.

13/02 Blackhills of Cairnrobbin

The only response received was from SEPA highlight that the site is Flood Risk category D. In SEPA's response they did not object but request that a Flood Risk Assessment (FRA) is required before development progresses.

Responses to 13/02 Blackhills of Cairnrobbin

Advice from SEPA is that the area is a category D flood risk area. This means that there are small watercourses on the site that may be at risk from flooding. As a part of any planning application a Flood Risk Assessment will be required and careful surface water management will be undertaken. In addition to this a Drainage Impact Assessment will be required as a part of any planning application to deal with waste and surface water drainage.

3.2 Sites Identified as Undesirable

Site Ref	Site	Total no. of respondents	Respondents generally supporting Main Issues Report	Respondents generally opposing Main Issues Report	Respondent offering advice/ comment only
13/01	Peterseat	1		1	-
13/07	Rigifa	3	1	1	-

13/08	Banchory & Leggart	3	-	2	1
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13/01 Peterseat Park

One objection to the exclusion of this site was received from the developer's agent, Ryden LLP. It is argued that it is a suitable site for employment development for the following reasons:

- Existing infrastructure.
- Already served by public transport.
- Argue that there would be minimal landscape impact.
- The site Scores well in site assessment.
- Cairns would be protected.

Responses to 13/01 Peterseat Park

The comments made promoting this site are accepted by the site assessment and it is accepted that an extension of this employment development would be well located to benefit from existing services and infrastructure. However, it is our opinion that development in this location should not encroach further north than the 75metre contour line as this would cause major skyline problems and be very prominent from many important locations throughout Aberdeen. Therefore the site will remain as undesirable.

13/07 Rigifa

Supporting Comments

Comments were received from P&W (on behalf of Leiths Scotland Limited) supporting the undesirable status of this site. They have concerns about the working quarry at Blackhills. Previous development proposals in and around the quarry have been rejected as they fell within the 250m exclusion zone around Blackhills quarry.

Objections

Comments were received from the agent of the landowner/developer objecting to the exclusion of this site. They felt it was a suitable development for the following reasons:

- Scores highly in the site assessment.
- Areas outwith the exclusion zone could be allocated.
- This site could provide start up workshops for local businesses.
- Charleston School is below capacity and this development could support the school.

Responses to 13/07 Rigifa

The provision of start up workshops for local businesses would be a positive benefit that might result from allocating this site. It is also accepted that the site could be accommodated within existing school capacity.

However, the main constraint to development on this site is the proximity to the working quarry at Blackhills. The two responses received provided conflicting views about the suitability of development this close to the quarry. The development is within close proximity of the quarry, and aspects of the development would certainly be within the exclusion zone. In addition to this a

future residential use would not be a good neighbour for the working quarry. For these reasons this site remains undesirable.

Banchory and Leggart

The development at Banchory and Leggart would not form part of the Aberdeen Local Development Plan, as it falls within Aberdeenshire. However, the developer and Scottish Government did object to the site being shown as undesirable. The developer is keen to look at working with existing and proposed development in the area to ensure that the proposal functions as part of a planned strategic expansion. There was also an objection from Camphill Communities about the impact of the development on Camphill's Beannachar Estate.

Responses to Banchory and Leggart

This site will not form part of the Aberdeen Local Development Plan as it is outwith the control of Aberdeen City Council.

If this site is supported by Aberdeenshire Council's Proposed Local Development Plan then the Council will work with Aberdeenshire Council to ensure this development fits in with other developments in the area and will ensure that any impact on existing communities is minimised. However, the Council has no control over the allocation of this site.

3.3 New Sites

New Proposed Option to Extend Aberdeen Gateway Northwards (See Figure 1.)

Stockland Muir wishes to promote 1.95ha of the landscape area to the north of the existing business park at Aberdeen Gateway for employment use within the forthcoming Local Development Plan. Extending the boundary of the business park by this amount would allow for approximately 96,000 sq.ft. of additional employment land to be created. See response 2/359 for Indicative Drawing Showing the Proposed Expansion of Aberdeen Gateway Business Park. The proposal also includes the provision of a full sized grass football pitch and half sized pitch in the area between the business development and housing.

Discussions have been held with: Development Management, Councillor Mcaig, the Chair of the Community Council, and the Chair of Cove boys F.C. Following discussions amendments have been made to the proposal, as contained in the response to the Main Issues Report.

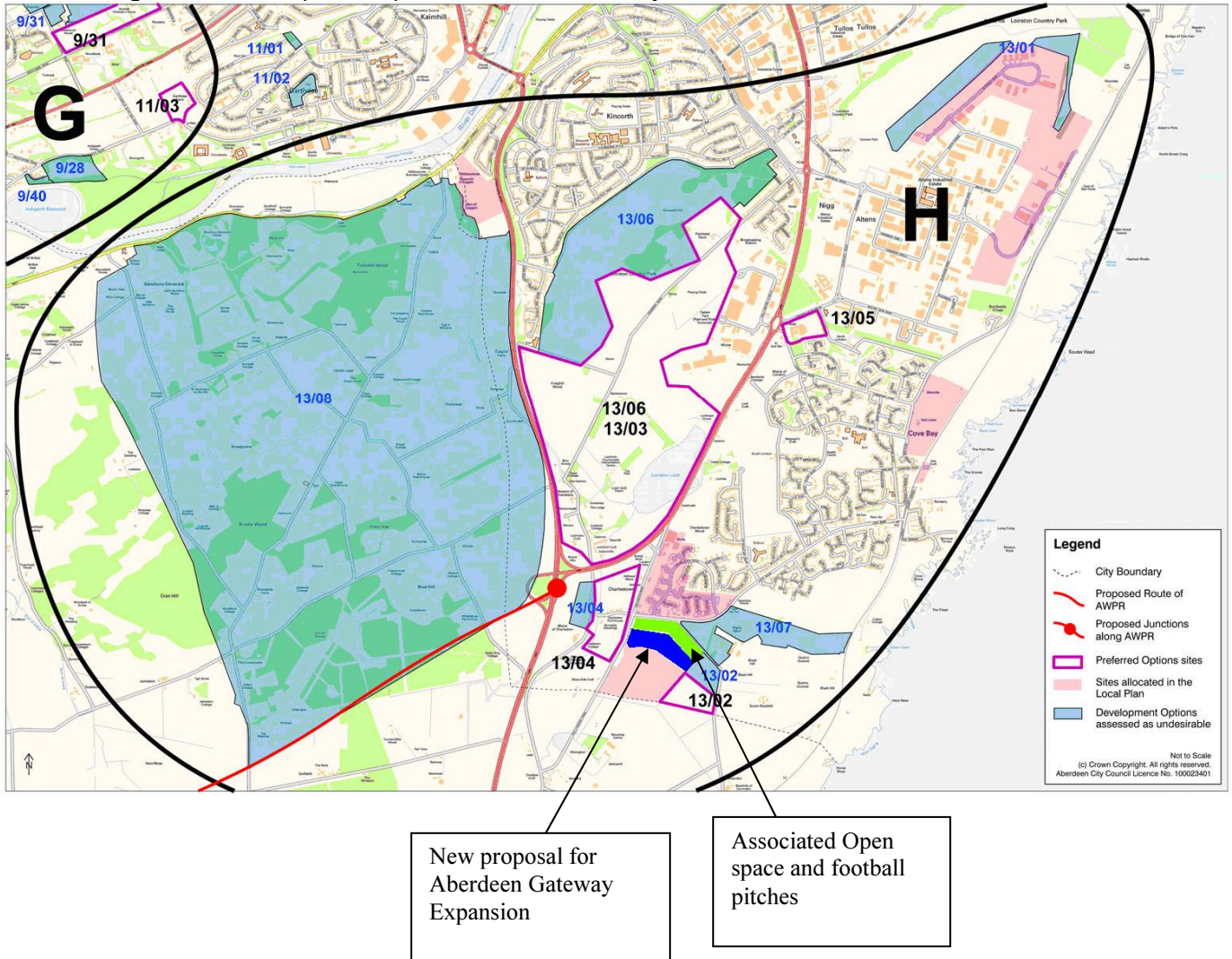
Responses to New Proposed Option to Extend Aberdeen Gateway Northwards

The area between Cove and the existing Aberdeen Gateway has been designated as Green Belt for two reasons: to screen the office development from the residential development on Cove Road and to retain a green buffer between the edge of Aberdeen and the expanding developments north of Portlethen. This proposal would reduce the buffer from between 160m and 200m to between 110m and 120m. The proposed layout would locate car parking closer to Cove to mitigate the visual impact of development and the ridge that existed previously can still be restored with the football pitch being located to the north west of the site. It would be important that the existing development or any expansion would reinstate/retain the ridge in order to provide sufficient screening between Cove and the industrial area.

Development of High Quality commercial land in this highly accessible location makes use of existing infrastructure investments in the area, is likely to be easily delivered and will benefit the regional economy.

Looking at this development in the context of the other proposals in the area there is a reasonable justification to allow this small extension in replace of a substantial landscaping strip to the west of Wellington Road. This would maintain a complete visual buffer between the residential areas in Cove and the proposed and allocated employment developments. Any expansion of this area would be required, explicitly, to ensure that strategic landscaping is implemented along with the provision of the football pitch and changing facilities.

Figure 1: New Proposed Option, Aberdeen Gateway



General Comments with Response

Other general comments on the area were received. It was felt that there is a need to integrate new development into the existing and consider the facilities required and the overall impact on the transport network. A full list of the general comments with responses are listed below:

Comment: There is a need to masterplan the whole area to integrate the existing and proposed development.

Response: Masterplans would be required to be adopted for all larger developments and an integral part of the masterplan would be to ensure that the development links up well with, and supports existing development or other allocated sites.

Comment: Preserve Burnbanks Village

Response: There is no development proposed at Burnbanks Village. There area will be retained as Green Belt.

Comment: SEPA request that Flood Risk Assessments are undertaken for the following sites in this area: 13/03, 13/06, 13/02 and 13/04.

Response: The Proposed Local Development Plan will explicitly state that a Flood Risk Assessment is required for these sites.

Comment: Develop the centre of Cove to make it a proper village with a range of facilities for local people.

Response: Within the draft masterplan for sites identified as OP8 and OP9 proposals for improvements to the existing cove civic centre are highlighted. This will provide a plan for which to judge future civic developments in the area against. However, neither the Council nor the developer has control over this land and future development will have to be private sector led.

Comment: Extra facilities would be required to serve development in this area. Dental and Pharmacy facilities will also be required if the Banchory and Leggart proposal is approved.

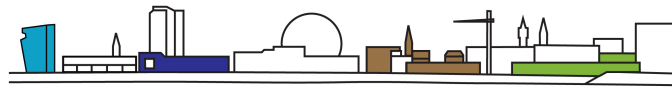
Response: New facilities and infrastructure required to serve this development will form part of the Proposed Local Development Plan.

Comment: Development in this area would create additional traffic.

Response: It is accepted that new development would create additional traffic on the road network. Therefore, the developer would be required to make improvements to the transport in the area to mitigate the impact. In addition the Proposed Local Development Plan will identify the transport improvements that are required and who will fund the improvements.

Comment: Object to any housing development in the area.

Response: Only one proposal for housing is supported at Loirston. Please refer to responses to comments on the Loirston Site.



aberdeen local development plan

Altens Community Centre 18th November

Summary

Approximately 80 + members of the public attended.

Comments

Comments were made regarding:

Loirston Loch

- The habitats around the loch are important and unique within the City boundary.
- The visual impact of the proposed Stadium will be very significant and such a development is not supported by the group.
- That if houses are to be built at Loirston they should be eco houses.
- Development will have a significant environmental impact on the Loch.
- The area around Loirston Loch floods.
- There is a significant amount of wildlife in the area between Loirston Loch and Kincorth Hill.
- The area is poorly drained.
- The stadium will cause parking problems in Cove on match days.
- The stadium will have a social impact on the area. Fans parking in Cove and walking through residential areas is unacceptable.
- Impact on the natural value of Loirston Loch.
- The industrial area at Altens should be considered for the stadium.
- Strongly object to the new Aberdeen Stadium – some are in favour of the development of the community stadium for Cove Rangers
- How can we have a stadium which will be very noisy and busy next to new housing
- Concern about impact of any development on the Nature Reserve & District Wildlife Site
- Why can't we build the stadium next to the train station at Portlethen? Concern that the proposed site at Loirston could be not serviced by buses and trains. Also concern that there would be no pubs adjacent to the stadium for home or visiting fans.
- What is wrong with the original site at Pittodrie? Concern over moving the football club to a site remote from the City.
- Muir homes have been chasing this development for 12 years.
- Loirston Loch is a fantastic greenspace for residents, and we need to ensure that it is protected. The area provides a gateway to the city. It will be destroyed if houses built.

- Loirston Loch is a country park
- Loirston Loch was a SSSI until 2/3 years ago. Why was the SSSI status removed?
- The wildlife on the Loirston Loch is important. It is an area of high quality green space and this will be lost if the area is developed.
- There needs to be a wildlife corridor kept on Kincorth Hill.
- There are peregrine falcons on Loirston Loch and I have heard people mention ospreys also.
- Land around Loirston is fairly boggy due to the high water table.
- Development would have an adverse impact on wildlife (skylarks, sparrows) and on the wildlife corridor (Geese moving from loch to pasture and distracted by flood lighting)
- Peregrine falcons are currently in the area, atop the BT masts.
- This area of green space should be preserved.
- There is some background noise from Wellington Road, but noise from a football stadium would likely be more intrusive.
- Land around Loirston is fairly boggy due to the high water table.
- Development on the Loirston site would have to be well served by public transport.
- The area is well used by walkers, cyclists and model airplane enthusiasts.

Green Belt and Housing

- What is Greenfield? Wanted to know the difference between Greenfield land and Green Belt.
- Who decides where we build on Green Belt? Not enough people defend Green Belt so planners just build on it. Overwriting of Green Belt policy.
- That people value the green spaces around Cove.
- That the coastal area should be protected and the footpaths enhanced.
- Lower Deeside has 65% of the greenspace in the city yet they are only getting 500 houses proposed at Milltimber.

Housing

- A number of people's views were that housing around the Loch would be inappropriate
- What about the wildlife there? Indicated that the northern part of the site submitted might not be suitable for development, and would therefore not affect the Local Nature Reserve.
- There was concern over the existing allocated site 'Station Fields' in Cove, particularly the transport impact.
- How is this fair? Forty years ago we were guaranteed there would be no development then again 20 years ago. Also last year as part of the Balmoral extension consultation we were told there would be no development at Loirston Loch.
- Where would be a good place for development – was asked to the public? The top of Balnagask – demolish the housing there and replace with affordable housing.

- Why doesn't the development in Portlethen take the pressure from Aberdeen regarding housing numbers? Aberdeenshire also needs to find land for 36,000 houses in the same timescale as Aberdeen.
- There are cheaper houses in the surrounding areas and this is where people choose to live.
- That there should be a mix of house types and tenures within developments.
- Why not build more flats on brownfield land? We want to build a range of houses that are attractive. Need to provide a range of housing including family housing to help provide for demographic changes. It will also cut commuting time if people live and work in Aberdeen.
- Brownfield development should be prioritised (some argued for no greenfield development at all). Example of Broadford Works being a good potential site for development.
- Why do Housing Associations not help developers meet the 25% affordable housing target? Affordable Housing is being built for future generations who might otherwise struggle to buy a house in the open market.
- What is 'affordable housing'? Affordable housing can be part rent/part buy. This will be available to locals. It does not mean social/council housing.
- People will always want the choice of living in the Shire and commuting into Aberdeen for work. You will not stop this happening.
- The houses proposed have to be affordable to the general public. At present my children cannot afford to buy a house.
- If 2000 houses built where will the access be, 2000 houses = 4000 cars?, this will impact on the Quality of Life for residents.
- Why do we need all these houses? All that's been built in the City is flats and are these being sold with the present economic climate?
- There is a lack of council housing in the City.
- What impact do foreign workers have on the housing needs of the city?
- What will the carbon footprint be of all these houses being developed? They are not as efficient as flats.
- There is no need for housing.

Delivering Policies

- Road Infrastructure – emphasis on the need for roads first then housing development
- Retail and the City Centre – silly place to put Union Square. We have just got Market Street working and now we are putting more pressure on it. It will also affect Union Street. Bridges around the city will become weak to all the traffic. The buses are poor.

Roads

- AWPR – when will it be happening? Build the road first and the rest will take care of itself
- The roads around the areas cannot cope with the level of development proposed.

- To fix the issue of congestion on Redmoss Roads why don't we have a flyover?
- The traffic at Bridge of Dee is a huge issue as is the poor quality of development in the area, huge superstores blighting the landscape.
- The AWPR is long overdue.
- The public transport is too expensive, unreliable, has bad connections between work and home. All these have to be improved.
- The park and ride at Makro at Christmas time last year worked well. This should continue.
- Redmoss Road is often very congested. The proposed HOV lane will worsen the situation.
- Redmoss Road could not sustain a transport link (as suggested by the developer), and currently is dangerous for running clubs, walkers.

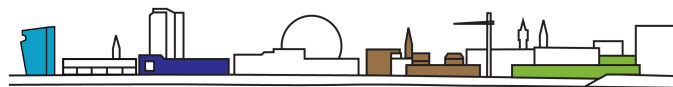
Retail on Development Option 13/05 and other community facilities in Cove

- Some don't want to lose the hotel. Some think Cove needs a supermarket. Cove needs more facilities like a bank. There will be a high impact on traffic if the site is turned into a food store.
- There is currently a lack of community facilities in the Altens/Cove area. New development needs to be supported by community facilities.
- Retail on site 13/05 will increase traffic congestion.

Other comments

- Development should go past the old caravan site –which is part of Development Option 13/06.
- The Shire is slowly encroaching on the city. Can the City boundary be extended?
- Aberdeenshire residents do contribute to the city; they work here so contribute to our economy.
- Parkhead Farm is not for sale.
- Both sides of Redmoss Road are liable to flooding.
- Calder Park community forest needs protection.
- Calder Park is currently used for police dog training.

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aberdeen local development plan

Main Issues Report – Consultation Responses

Brownfield Sites

1. Introduction

The Directions for Growth outlined in the Main Issues Report deal with the greenfield locations situated around the edge of the City. However, the city centre and the existing urban areas contain brownfield sites with potential to accommodate new development as well as a number of sites submitted to us through the Development Options process. Development Options were submitted to the Council for a mixture of uses including residential, retail, office space as well as an Energy Futures centre. This short report will introduce the comments that we have received during the Main Issues Report consultation process regarding development options, sites in the Brownfield Urban Potential Study (Appendix 3) of the Main Issues Report and new sites that have been assessed.

Aberdeen City and Shire Structure Plan

The Aberdeen City and Shire Structure Plan was adopted and approved in August 2009. It sets out a vision for the area until 2030. The tables below show the numbers that are set out in the plan.

Housing Allowances

	City & Shire Structure Plan Housing Allowances – Aberdeen City		
	Regeneration Areas	Brownfield	Greenfield
2007-2016	500	4,000	12,000
2017-2023	2,000	3,000	5,000
2024-2030	2,500	3,000	4,000
Total		10,000	21,000

For brownfield housing allocations there is a total of 10,000 units required over the duration of the plan in Aberdeen City.

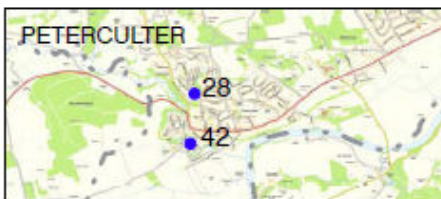
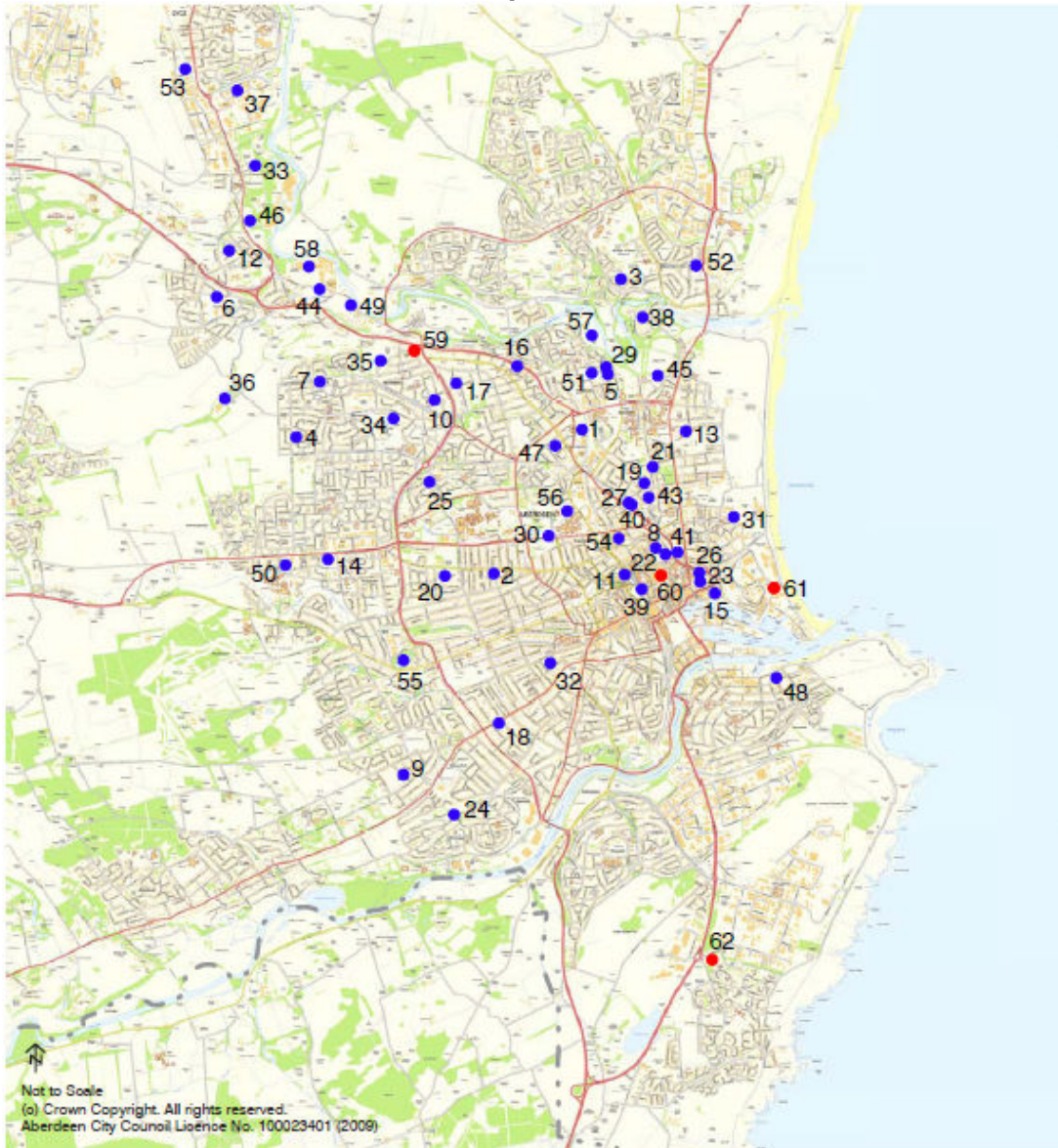
Potential Source	Small & Large Site Potential	Low Density Potential	High Density Potential
Vacant and derelict land	2288	2114	3705
Non Effective housing land	237	279	521
Industrial and business areas	150	120	375
Institutions	1151	962	1620
Redevelopment of other uses	1687	1406	2427
TOTAL	5513	4881	8648

The table above shows the indicative number of units it is thought brownfield sites identified through the brownfield urban potential study could accommodate. They range from 4881 units to 8648 units. It should be noted from the Structure Plan table that we only identify land for the first two phases as it is difficult to predict what sites may become vacant and available for brownfield development within the 3rd phase (2024-2030).

2. Overview

The map below shows the brownfield urban potential sites. The City Centre and existing urban areas contain brownfield sites with potential to accommodate new development.

Brownfield Urban Potential Sites Map



- KEY**
- Brownfield sites with potential for housing
 - Brownfield sites for other uses

Please note that the above map does not show all brownfield Development Options or new sites that the Local Development Plan team received during the Main Issues Report consultation process.

The table below refers to the numbers represented in the above map.

Brownfield Sites with potential for Housing

1	Kittybrewster Depots	30	Park House, Westburn Rd.
2	Mile End Primary	31	Urquhart Road Works
3	Balgownie Primary	32	Nazareth House
4	Byron Park Nursery & Infant School	33	Stoneywood Terrace
5	St Machar Primary School	34	Cummings Park Crescent
6	Marlpool School	35	Manor Walk
7	Marchburn Infant School	36	Land at Bucksburn House
8	Aberdeen College, Gallowgate	37	BP Dyce (Part)
9	Braeside Infant School	38	Hillhead Halls
10	Smithfield School	39	Triple Kirks
11	Denburn and Woolmanhill	40	140 Causewayend
12	Bankhead Academy	41	Victoria House
13	Linksfield Academy	42	Kennerty Mill
14	Former Summerhill Academy	43	35 Froghall Road
15	Water Lane Grannary	44	Mugiemoss Road South Side
16	Woodside Congregational Church	45	Dunbar Halls
17	82-88 Middlefield Place	46	Ex-sports club Dyce
18	393-395 Great Western Road	47	Cattofield Reservoir
19	Froghall Terrace	48	Abbey Road Torry
20	Oakbank School	49	Former Grampian Chickens
21	St Peter's Nursery, Spital	50	Woodend Hospital Annex
22	VSA Gallowgate	51	Tillydrone Primary School
23	Citadel	52	Balgownie Centre
24	Copper Beech, Garthdee	53	OP31Farburn Terrace, Dyce
25	Croft House	54	Broadford Works
26	Frederick Street/East North Street	55	Rubislaw Quarries
27	Plumb Centre, Causewayend	56	Cornhill Hospital
28	The Bush, Peterculter	57	Donside Paper Mill
29	Aberdon House	58	Mugiemoss Mill

The sites which are highlighted in yellow are located in the Regeneration Priority Areas (sites 4, 5, 7, 10, 29, 34, 35, 48, 51 and 57). It is considered that these sites have the capacity to accommodate the Structure Plan requirement for 500 houses in the Regeneration Areas for the period up to 2016.

In addition to the sites identified in the Brownfield Urban Potential Study a number of brownfield development options were received in March 2009. Some of these are listed in the above table. Other options were also received that lie outside the main city centre and existing urban areas. These are:

- 2/12 Glashieburn;
- 9/07 The Waterwheel;
- 9/14 The Waterwheel;
- 10/02 Dobbies Garden Centre;
- 12/01 St Fitticks; and
- 13/05 Souter Head Road.

A number of comments were received regarding these sites. These details will be discussed in the next part of this report. Along with these brownfield development options a number of new brownfield sites were identified. These are:

- Cults Pumping Station;
- Scottish Water Depot, Kittybrewster;
- Donside, Tillydrone; and
- a resubmission of Dobbies Garden Centre.

These sites have now been assessed with Cults Pumping Station and Scottish Water Depot, Kittybrewster being added as potential brownfield development in the Brownfield Urban Potential Study.

3. Responses

Source of Responses

53 responses were received by, or on behalf of, 16 different interests relating specifically to the Brownfield sites with potential for development. These responses came from:-

- Torry Community Council;
- Kingswells Community Council;
- Mastrick and Sheddocksley Community Council;
- 20 individuals;
- The Scottish Environment Protection Agency;
- Historic Scotland;
- Langstane Housing Association; and
- 11 representations were submitted on behalf of development industry/land owners.

Summary Overview of Responses

The comments focused primarily on individual brownfield sites that have potential for development. A mixture of comments, some supporting and others objecting

to development, were received about the Haudagain Triangle, Copper Beech, Souter Head Road, The Waterwheel Hotel, Triple Kirks, Hillhead Halls of Residence, former Summerhill Academy, Manor Walk, Park House, Gallowgate, Beach South, Bon Accord Quarter Masterplan, St Fitticks, Glashieburn, Woodend Lodges, former Dobbies Garden Centre site and Ramsay Gardens.

A main concern raised was that all opportunities of brownfield redevelopment should be investigated before any consideration is given to developing green field sites. There was also noted concern that the brownfield sites identified will not be able to deliver the proposed number of units the Structure Plan requires. Another comment that was received believed that more brownfield sites should have been considered suitable for development. The majority of comments agreed with developing brownfield sites in the city centre and supported for plan to build houses in the seven regeneration areas.

Response

In the Aberdeen City and Shire Structure Plan that was approved in August 2009 it has a schedule for housing allowances. In this it has three phases for development; 2007-2016, 2017-2023 and 2024-2030. Each three of these phases has identified brownfield and greenfield development and the Local Development Plan must adhere to these numbers.

The Council is committed to developing 5,000 homes throughout the life of the plan in the seven regeneration sites located in Aberdeen. These are: Cummings Park, Middlefield, Northfield, Seaton, Tillydrone, Torry and Woodside. This will include proposals for a range of housing including private, social, sheltered and affordable housing.

The Local Development Plan team has identified all the brownfield sites it was aware of in the City that could potentially be developed for housing. We are aware that many of these sites are currently in use. These sites have been identified as it is felt that if they were to become available, they would be favourable for brownfield development. We would welcome the suggestion, and take into consideration any other brownfield sites that the public deem to be suitable for development.

The Local Development Plan team has assessed the new sites that were received as responses to the Main Issues Report consultation in line with the assessment framework used to look at the development options.

The loss of existing green spaces in the urban area is not considered appropriate (unless it is replaced nearby) given the scale of greenfield development.

The number of units that brownfield sites within the city can suitably accommodate is identified in the Main Issues Report. It is not possible to identify

brownfield sites too far into the future as it is not always known what sites will become available.

4. Site By Site Responses

Site / comment	Number of Respondents	Support	Object	Comment
Haudagain	3	2	1	0
Copper Beech	2	1	1	0
Souter Head Road	1	0	1	0
The Waterwheel	6	5	1	0
Hillhead	1	1	1	0
Abbey Place	1	0	1	0
Summerhill	3	3	0	0
Manor Walk	1	1	0	0
Park House	1	1	0	0
Gallowgate	2	2	0	0
Beach South	2	2	0	0
Bon Accord	3	3	0	0
New Site Kittybrewster Depot	1	0	0	1
St Fitticks	1	0	1	0
Glashieburn	2	2	0	0
Woodend Lodges	1	0	1	0
Dobbies	1	0	1	0
Ramsay Gardens	1	0	1	0
New Site Donside, Tillydrone	1	0	0	1
General Brownfield Comments	11	2	0	9
Other Comments	1	0	0	1

For each site in the City Centre and Existing Urban Area a summary of the issues arising from comments have been listed, and these are split by supporting comments, objections and comments on how development could be more suitable. Supporting comments are comments which support the conclusions in the Main Issues Report, and visa versa for objections.

Abbey Place Brownfield Site

- The respondent, Torry Community Council, responded to the Main Issues Report with concern over a site on Abbey Place, however the site is actually Abbey Road. This was communicated to the respondent via email.

Response

Torry Community Council has been contacted by an officer from the Local Development Plan team informing that the site is not on Abbey Place but on Abbey Road.

Beach South 8/02*Supporting Comments*

- This site has far better access routes to and from the city centre than Greenfield sites.
- The potential development of an Energy Futures Centre is welcomed by AREG
- The site should remain as a Special Employment Zone
- No reason for the site to be rezoned due to the efforts in securing the project.

Response

The Local Development Plan team is still of the same opinion that Aberdeen Beach South is a preferred location for development and should remain zoned as Specialist Employment. The site is also already identified in the current local plan as opportunity site OP114. The proposal helps to strengthen and diversify the economy towards sustainable energy and will create jobs in the area. The area has little physical constraint, although it is situated near the coastal and River Dee flood risk areas and there is a lack of shelter due to the coastal location. It will not affect the surrounding landscape and natural conservation due to the existing built up nature of the area.

Bon Accord 8/03*Supporting Comments*

- This site has far better access routes to and from the city centre than Greenfield sites.
- Support is given to this development being carried on as a desirable development because:
 - It will improve vitality and viability of the city centre.
 - It will improve operations in and around John Lewis
 - Seek to further strengthen the primary retail offer within the city centre

Response

The Local Development Plan team is still of the same opinion that the Bon Accord Masterplan area is a preferred location for development. The area is already identified in the 2008 Aberdeen Local Plan. The proposal helps to achieve the retail aims of the structure plan as it will help to push Aberdeen as a top retail destination in the UK. The area has no physical constraints and it will also not affect the surrounding landscape and natural conservation due to the existing built up nature of the area.

It will help the environment of the area bringing positive attributes to the conservation area and the listed buildings within the proposal boundary. It will also help to improve the transport network and accessibility within the city centre and contribute more services and facilities to the community.

The Bush (also included within Area G Deeside response)

Comments were received stating that The Bush, Peterculter should remain as a roads depot.

Response

Agree. There are no proposals to develop this site for housing so it would be appropriate to remove the opportunity site from the local development plan.

- Others suggested the Bush could be suitable for employment.

Response

It could be said that, as a roads depot, the site is already in employment use. The site is probably too small to warrant an employment land designation. However, we would intend to remove it as a housing opportunity site in response to representations.

Copper Beech 11/01

Objection

One objection to the desirability of this site was received from one member of the public. It is argued that it is an undesirable site for the following reasons:

- Loss of greenbelt – which will not benefit the community.
- Inadequate infrastructure and concerns over increased amounts of traffic.
- Inadequate drainage and sewerage.
- Impact on the local school roll.
- Unspecified development proposal.
- Non-existence of public transport, cycling and footpaths.

One comment of support for the site was received from one member of the public who said there was good access to the city centre from the site.

Response

The Local Development Plan team is still of the same opinion that Copper Beech, Garthdee, excluding the surrounding urban greenspace, is a preferred location for development. The site is flat, has good drainage and is not at risk from flooding. There are no built or cultural elements that will be affected and the relationship to the surrounding area is good. There are many links to cycle paths, walking routes and public transport. There are significant employment opportunities with the Robert Gordon College and the Garthdee Retail Park both within 1.6km of the site

The loss of the urban green space to the northern end of the site is significant, where the group of trees acts as a buffer, separating the residential from the green space to the east of the site. Therefore it is important that the trees stay in situ and only the north part of the site permitted for development.

Gallowgate 8/10

Supporting Comments

- This site has far better access routes to and from the city centre than Greenfield sites.
- Redevelopment is critical. The intention is to retain and refurbish the existing South Block at the Gallowgate and disperse provision to College Centres established throughout Aberdeen and Aberdeenshire.

Objections

- Disappointment that the need for a new campus was not recognised in the Main Issues Report.

Response

The Local Development Plan team is still of the same opinion that the Gallowgate is a preferred location for development. This is a brownfield site close to the city centre which would represent a good development opportunity. However, the proposer did not put forward any alternative uses and this creates uncertainties in the assessment of the site. Therefore further discussions will be required. The area has little physical constraints and development will not affect the surrounding landscape and natural conservation due to the existing built up nature of the area. There will also be no loss or disturbance to built or cultural elements.

Aberdeen College has stated the need for a new City Campus. This will be acknowledged in the Local Development Plan, where at present no specific site for this development has been identified.

Glashieburn 2-12

Supporting Comments

- support the comments in para 3.31 of the Main Issues Report stating that part of the site is an appropriate option for small scale redevelopment for housing.
- accept that the school playing fields and open space be excluded from the proposal

Response

The Local Development Plan team is still of the same opinion that Glashieburn, Bridge of Don, excluding the surrounding urban greenspace and school playing fields, is a preferred location for development. Development would have little impact on the landscape as the area is already developed and the site relates well to the existing settlement and is close to public transport links and community facilities/ services. Development would be required to take account of and be sensitive to existing TPO's and the burn that flows through the site.

Haudagain Triangle 4/01*Supporting Comments*

Supporting comments for development in this area were made by the Council Asset (non-housing) Policy service and one member of the general public.

Summary of comments listed below:

- This site has far better access routes to and from the city centre.
- Resources Management welcome the identification of the Haudagain Triangle as a brownfield site with the scope for the provision of a retail park and urban green space.
- The nature and scale of retail development and the distribution of District Centres are matters which should properly be considered by a shopping study covering the entire city. In the absence of this, the Proposed Local Development Plan should identify the land at the Haudagain Triangle as an opportunity site for retail use specifying the expectation of the need for a Retail Impact Assessment and Sequential Test to be carried out should convenience retailing be proposed.

Objections

One objection was received from one member of the public. This objected to the development of a retail park on the site. Summary of the comment is listed below:

- A retail park should not be proposed for the Haudagain Triangle

How development could be more suitable

- After solving a traffic problem at the Haudagain a retail park will just encourage more traffic to the area. There are also empty units in this area which questions the viability of this area. There are also huge hold ups with three pedestrian crossing close to one another on North Anderson Drive.

Response

The Local Development Plan team is still of the same opinion that the Haudagain Triangle is a preferred location for development. Any developer of the Haudagain Triangle site will be liable to provide or contribute towards the infrastructure required to mitigate the impact of the development.

The Haudagain Roundabout Improvement programme is a Scottish Government committed strategic scheme. However the finalised improvement option has yet to be agreed. The Council has carried out a STAG appraisal of the different options available to relieve the current traffic congestion at the Haudagain. A link road from North Anderson Drive to Great Northern Road is thought to best alleviate congestion and would result in the formation of the Haudagain Triangle site.

Any potential development that may take place would have to accord with the Haudagain Roundabout Improvement programme.

The Haudagain Roundabout Improvement programme will be identified in the Local Development Plan as Land for Transport.

In addition to this the Logie/Mannor area of Middlefield is in need of regeneration. A commercial development in this area could provide jobs and encourage regeneration. This is an opportunity to secure some new development in the Middlefield area whilst also addressing the wider transport problems of the City.

The Hillhead Centre 6/01*Supporting Comments*

- Accepts the Council's view in relation to Rose Cottage and no longer wish to pursue this option through the Local Development Plan.

Objections

- Objects to the Council deeming the site undesirable.

Response

In relation to the proposed development at the Hillhead Centre, the Local Development Plan team notes Aberdeen University's desire to no longer pursue development at Rose Cottage. The Local Development Plan team is still of the same opinion that Hillhead Centre is an undesirable location for the development of indoor tennis courts proposed due to landscape issues and the development would not be in keeping with the character of the Conservation Area.

Manor Walk 4/02*Supporting Comments*

- This site has far better access routes to and from the city centre than Greenfield sites.

Response

The Local Development Plan team is still of the same opinion that the land adjacent to Manor Walk is a preferred location for development.

This site lies to the west of land at the Haudagain Roundabout and would provide opportunities for housing replacement following delivery of proposed junction improvements.

Development of this option would result in the loss of urban green space in this area. Policy requires that this would have to be replaced and it is proposed to do so on the Haudagain Triangle. Safe and convenient access to this would be required. Development of new housing in this area will help to deliver the Middleton Regeneration framework and provide new housing that will help to support an increasing population and the wider regeneration of the area.

Park House 7/01*Supporting Comments*

- This site has far better access routes to and from the city centre than Greenfield sites.

Response

The Local Development Plan team is still of the same opinion that Park House, Westburn Road is a preferred location for development. The site scores well in terms of accessibility and is well served by shops and facilities. Buildings already exist on the site, so the principle of development on that location has been accepted. There are no cultural / built elements on the site, and the site is served by all physical and service infrastructure requirements. Issues may arise relating to the location of the site within a Conservation Area and surrounding parkland. However, mitigation measures related to design, type and scale of the development should be able to overcome such concerns.

Site at Ramsay Gardens, Garthdee 11/02*Objections*

- Site 11/02 should be included as a preferred option. Proposals for affordable residential housing on the site include for improvement to the quality of open

space at the site, including retention of the bowling green and enhanced play provision/ sports park. The proposer feels that this information was completely ignored in the site assessment which states it is 'undesirable' as it does not replace lost facilities.

Response

The Local Development Plan team is still of the same opinion that the site at Ramsay Gardens, Garthdee, is an undesirable location for development due to the loss of open space. Areas of recreational and amenity green space within residential areas will be retained for these uses.

Souter Head Road, Cove 13/02

Objections

- A supermarket at this site would be useful to the people of Cove, however it would almost certainly be the death knell for the current retail facilities within Cove and would spoil any chance of regenerating those areas to give a more vibrant heart to the community.

Response

The Local Development Plan team is still of the same opinion that Souter Head Road, Cove is a preferred location for development subject to a satisfactory result from a Retail Impact Assessment regarding local provision in the surrounding area and a Traffic Management Report.

St Fitticks 12/01

Objection

- Torry Community Council has asked for clarity why this site was not included within the Main Issues Report Report.

Response

The Local Development Plan team is still of the same opinion that St Fitticks Farm is an undesirable location for the development. The site scores well in terms of access to employment and community facilities, and there are no major hazards of developing the site. However, substantial development to the north of St Fitticks Road would harm the character of the landscape and open space provision. The site is part of the undeveloped coastal zone and with regard to the policy, it is clear that the uses proposed do not require a coastal location.

Former Summerhill Academy 3/08

Supporting Comments

- Retail use would be welcomed by most due to the lack of provision in the area.
- Traffic concerns could be mitigated with appropriate infrastructure
- The site is more suitable for a supermarket compared to the currently approved site of Rousay Drive.

Supporting Comments from ACC:

- Area has no physical constraints to development
- Development will not affect the surrounding landscape and natural conservation due to the existing built up nature of the area and its close relationship with the existing settlement
- No loss or disturbance to built or cultural elements.
- Environment will be improved due to the regeneration of the site which will help the safety of the area as it will have more vitality than it has at the moment as an under used Council office facility

Objections

- There are concerns on the existing community facilities on this site and their replacement on a like for like basis. The loss of these facilities would be unacceptable

Response

The Local Development Plan team is still of the same opinion that the former Summerhill Academy is a preferred location for development. The area has no physical constraints. It will not affect the surrounding landscape and natural conservation due to the existing built up nature of the area and the close relationship the site has with the existing settlement. There will also be no loss or disturbance to built or cultural elements and it is likely that the environment will be improved due to the regeneration of the site. Any development on this site will have to mitigate the adverse impacts of development such as improvements to infrastructure and loss of community facilities.

Triple Kirks

Comments

- Redevelopment of Triple Kirks should aim to incorporate surviving parts of the historic ruin as it is one of Aberdeen’s most important buildings and is category A listed. An imaginative but sensitive re-use of the site would respect the setting of the nearby A-listed Art Gallery and enable the site to make a positive visual contribution to the City Centre once again.

Response

Any redevelopment of Triple Kirks should be designed in a sensitive manner, take into account the setting and respect the grade A listing of the building.

The Waterwheel 9/07 & 9/14 (also included within Area G Deeside response)

Supporting Comments

- It is not within walking distance for the majority of residents of Milltimber or Bielside
- Will encourage short car journeys which contribute heavily to pollution
- Development will add congestion to the N. Deeside Road
- Not a suitable location for food retail.

Objections

- This site has very few constraints and should be released for immediate development as part of existing and proposed development on adjacent sites.
- Support identification of the site as suitable for hotel regeneration only.

Response

This is a stand alone development which has no relationship with facilities in the existing settlements. It is over 600m from the edge of Bielside and around 750m from the edge of Milltimber. Because it is remote from existing residential areas, it would generate more traffic on the North Deeside Road as consumers would use their car to travel to the retail element. It may also harm existing local shops in Cults and Peterculter that are more accessible to those communities. In a similar vein, the housing proposed for this site will be remote from the rest of the existing settlements. Because there are very few facilities in walking distance of the site, people would be inclined to travel in their cars. The refurbishment of the hotel would be acceptable given its existing use.

Land at Woodend Lodges 10/01

Objections

- Object to the failure to identify this site as a development option and request that it is included in the Proposed Local Plan as being suitable for a flatted development comprising 9 units and associated parking.

Response

The Local Development Plan team is of the opinion that the Land at Woodend Lodges is an undesirable location for the development. The area has severe physical constraints such as aspect and slope. The slope is much steeper than 1:12 and part of the site has the potential to flood and drain poorly. The proposal

severely affects the landscape from the North West view of the development in the valley. It also adversely affects the surrounding listed buildings and viaduct. The proposed development does have some positive attributes. It is well related to the existing settlement and is accessible to both public transport and community facilities. It is also close to significant employment opportunities with well connected foot and cycle paths.

5. New Sites

855/1 Cults Pumping Station (also covered in Area G Deeside response) - land at the former Cults Pumping Station provides a sustainable brownfield housing site capable of contributing to the housing requirement for the Deeside area, and satisfying the development strategy.

Response

This development would make good use of a redundant building with few apparent constraints or problems. It is accessible and close to many services and facilities in Cults village centre. The developer has indicated that the allotments will be retained. Its relatively small scale (around 15 flats) means there is unlikely to be any issues with physical or service infrastructure capacity.

Re-submission of Dobbies Garden Centre 10/02

Objections

- Remove the existing Dobbie's garden centre site at Hazledene Road from the green belt and reallocate for housing with a capacity of up to 100 units.

Response

The Local Development Plan team is still of the same opinion that Dobbies Garden Centre is an undesirable location for development. A major obstacle to development on this site would be access. Hazledene Road is a narrow road with many blind corners, therefore development at this site would mean that improvements would need to be made to this road. This would likely result in damage and the loss of many natural conservation features such as stone walls and trees. The site is surrounded by Denwood District Wildlife Site and is unrelated to existing surrounding developments.

2-895 Donside, Tillydrone Donside, Tillydrone - New Site

Supporting Comments

- Land adjacent to OP 49
- The proposer of the potential development is of the belief that Green Belt is not an appropriate zoning

Response

This was received as an alternative site to the Main Issues Report. The site is relatively flat, well connected through roads and paths and is in close proximity to many facilities and services. However it is the opinion of the Local Development Plan team that this site is undesirable due to the impact development would have on built/cultural heritage, the potential loss of natural heritage including a DWS and ancient woodland, the negative impacts on the surrounding landscape and parts of the site are prone to flooding. Development on this site would also result in a loss of valuable open space to the community.

2-855 Kittybrewster, Scottish Water

Supporting Comments

- Support of the inclusion of the Kittybrewster Depot as a potential brownfield site for housing in the Aberdeen Local Development Plan Main Issues Report. However, there are issues about clarity and certainty with regard to site access.

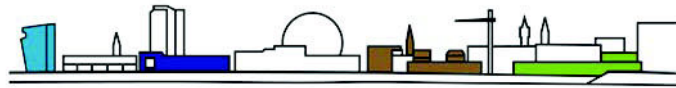
Response

The inclusion of Kittybrewster Depot as a potential brownfield site for housing is supported. Scottish Water has brought to the Local Development Plan teams attention that there are issues with clarity and certainty with regard to site access. The Kittybrewster Depot is currently zoned in the Aberdeen Local Plan 2008 as mixed use and therefore the development of housing on this brownfield site would be supported, should a satisfactory residential environment be proposed that does not conflict with adjacent land uses and amenity.

The Berryden Improvement Corridor programme is a committed strategic scheme. Access to the Scottish Water Kittybrewster Depot has been identified; this during consultation with Scottish Water and therefore it is unlikely that changes to this access will be made. In relation to the left in/left out (LILLO) priority junction, there is currently insufficient information to suggest that this access will restrict, in any way, the capacity of the site.

There have been no details submitted by Scottish Water regarding what type of scheme Scottish Water would like to see potentially developed on the site. Any potential development that may take place would have to accord with the Berryden Improvement Corridor programme.

The Berryden Improvement Corridor will be identified in the Local Development Plan as Land for Transport.



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Main Issues Report – Policy Topic Responses

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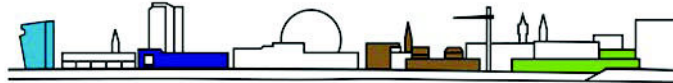
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Main Issues Report – Consultation Responses

Consultation Process

Responses relating to the overall consultation process were received from 24 different interests:-

- 18 individuals
- 3 community councils
- 1 landowner/developer
- 1 agency
- Scottish Government

Comment	Response
<p>Milltimber consultation event:-Hard to hear the main speaker most of the time. Microphones are needed at meetings like this (for audience questions as well).</p> <p>The presentation given at Milltimber may have been less of a shambles had you taken into consideration the uproar your proposals would have in the small community. The acoustics in the room were less than perfect which resulted in few of us being able to hear what was said.</p> <p>The meeting was very badly organised. It was held as part of an information evening but it should have been held as an evening on its own. The main problem was that no microphones were available which resulted in a significant part of the Council presentation and comments from the floor being missed.</p>	<p>We accept that the Milltimber meeting did not go as well as we intended. It was one of the first events in our series of 10 across the city. Learning from that experience, we used a different format for the remaining events and these seemed to go much better. In future we will check venues more thoroughly in advance to ensure that better public address facilities are available if room acoustics are not great.</p>
<p>Surprised that developers were present at the meeting - gives the impression of Council support.</p> <p>Developers should not have been present at the exhibitions.</p>	<p>The new planning system aims to be as open as possible. Because of this we invited developers to the consultation events so that everyone would have the chance to speak to them on their proposals. This we feel is much better than planning officers and developers meeting without the</p>

Comment	Response
	wider community having an opportunity to see or hear what's being proposed or discussed, or to get their points of view heard. It's also useful for developers to hear directly from local people about issues that concern them.
Why was there no meeting in Kincorth?	Ten venues were chosen across the city, focussing on those neighbourhoods where most development change was being proposed. We discussed these venues with community council reps prior to making arrangements. There was a meeting in Cove/Loirston which was the nearest for Kincorth residents. We will continue to discuss prioritising venues with community reps in future consultation exercises.
<p>Mastrick consultation event: Consultation worked well - Event was held in a location within walking distance for most people who would be interested. The event was well structured. The format put everyone at ease and ensured people were comfortable participating. It also allowed everyone the chance to make as many points or ask as many questions as they wished. The consultation event was one of the best I have attended and those who organised and participated in it should be commended.</p>	We are pleased that the chosen format was considered a success.
The structure by which Aberdeen City Council have presented and informed the community is somewhat far from engaging or pleasing.	We are happy to consider how our engagement methods might be improved and would welcome positive suggestions. We feel that the methods we put in place were wide ranging and offered people many opportunities either to discuss issues with us or submit their views in writing or electronically. The way in which we carry out consultation on the Local Development Plan is set out in the Participation Statement which is published as an Appendix to the Development Plan Scheme (published March 2010). Here's a

Comment	Response
	<p>weblink:- http://www.aberdeencity.gov.uk/web/files/local_develop_frame/local_development_plan_scheme2.pdf When we get to the stage of submitting the Proposed Plan to Scottish Ministers we must also submit a report showing how we carried out consultation.</p>
<p>Consultation for huge policy changes must be improved - statements that statutory requirements have been fulfilled are not satisfactory. The process must enable people to be informed.</p>	<p>Our consultation programme far exceeded the statutory minimum requirements. Ten consultation events were held plus meetings with community council representatives, the Civic Forum, Land Use Forum, Youth Council, etc. fourteen media releases were made before and during the consultation period. All appropriate documents and response forms were available in public libraries and on the Council website. The consultation period was held over an eight week period, rather than the statutory minimum of six weeks.</p>
<p>I do hope that the Council will not reproduce responses in a narrow vertical column in a table of responses, as it has done previously. This reproduction renders what people have to say unreadable and is not acceptable.</p>	<p>We will give a full response to all the issues raised rather than itemise each single item. This should allow for everyone's representations to be read within a wider context and will hopefully give a fuller explanation of what we are proposing in response to issues raised.</p>
<p>Concern about the very limited time available to comment on a very complex and wide ranging document - Consultation period was during Community Council elections followed up by the run up to the festive season and this compromised our ability to make informed comment.</p>	<p>Our consultation was held over an eight week period between 16th October and 11th December, two weeks longer than the statutory minimum. We appreciate that new community councils were coming into effect at the beginning of the process. We held an earlier meeting with community councils in late September to discuss the nature and content of the consultation process. The Main Issues Report was in the public domain from the beginning of the last week in September 2009 when it was considered by the Council prior to be published. Extending the consultation period any longer would have led to it</p>

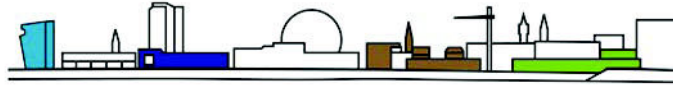
Comment	Response
	running over the Christmas and New Year holiday period.
<p>We understand that comments made by people attending the exhibitions will not be considered unless made in writing. This is wrong and negates reason for attending the exhibition.</p>	<p>We took notes of the main points raised by people at the consultation events and these comments have been given due consideration alongside all written representations. We told people attending these events that it would be best if they also submitted their comments in writing. This was for a number of reasons, including: 1) we couldn't guarantee to have captured all the views expressed at the consultation events; 2) we may have written the comments differently from the way in which the person expressing them may have wished; 3) submitting a formal response ensures there can be no misinterpretation of a person's view and ensures a direct response.</p>
<p>I submitted comments on paper but would have preferred to do it online or by email. The online system doesn't allow me to save the document and I am not prepared to risk losing my response if the system goes down part way through the input process. Please make it different in future.</p>	<p>We received comments on paper, online and by email. You are correct that the online form did not allow saving of comments prior to submission. We are going to use a system being mainstreamed by the Scottish Government for the consultation on the Proposed Plan. Unfortunately, this will also not allow the saving of comments. It will however save comments to the 'session'. This will allow respondents to take a look at the plan, make a comment about the plan, go back to the plan or maps and make another comment, and effectively build up a shopping list/cart of comments before submitting. The new system will be far more user friendly. We acknowledge the online form was not particularly user friendly and apologise for any problems experienced in making comments. When making your responses online, it would be safest to save them in a document first on your computer and then paste them into the form.</p>

Comment	Response
We (landowner) welcome the opportunity we have had to contribute to the consultation sessions in June and November by talking with local community representatives and adjoining landowners.	We believe there are benefits for all parties in this approach.
Concern that the ordinary citizens views are not being given much weight in developing the Local Development Plan	Everyone's representations are analysed and considered before any decisions are taken.
The conclusions of the Main Issues Report and the process leading to it appear, to me at least, to be very arbitrary and designed to provide a vehicle to put the proposals into the Local Development plan and out of the influence and control of the local population. The apparent absence of a process to reassess the points awarded to sites not presently deemed "desirable" but which could be influenced by the building of the AWPR would suggest that the proposals in the Main Issues Report are inexorable and not meant to be influenced by public opinion.	This is not the case. All options have been carefully considered and all comments analysed. The points system referred to, ie the sustainability assessment was just one tool used in determining which sites were deemed 'desirable'. Other factors included the Transport Framework and Strategic Environmental Assessment. Account was also taken of views expressed at an earlier stage in assessing development options, other information about sites and existing policy considerations.
The total amount of information received or available from Aberdeen City Council is huge and makes it difficult to keep up with and understand the process currently under review. A more reasonable and concise way should have been adopted to inform residents of what is being proposed, something in the nature of an executive summary with a bibliography.	It is difficult achieving a balance between giving enough information for people to take an informed opinion about options and overloading them with detailed information. The Main Issues Report covers a lot of ground in 49 pages. All the background information was made available on a CD and was published on the Council's website. The media releases we put out on a regular basis contained summaries and perhaps we could make these more widely available in future. We are happy to look at better ways of sharing information.
To gain public support for the local development plan we believe there needs to be more extensive public engagement on the detailed issues. As addressing all the issues moves to a greater level of detail we see the opportunity to make use of	Consultation events were held at two stages in the process so far, when discussing development options and following publication of the Main Issues Report. Community councils and others have been given a timetable for the next stages in

Comment	Response
<p>community council meetings during 2010 to involve the public and channel feedback. This would require commitment by city planners and local councillors to a programme of events throughout the year that is properly advertised to get the necessary public participation.</p>	<p>preparing the Plan.</p>
<p>Councils should be genuinely accountable, selecting committed, able support staff and inform and involve the public - not just at elections.</p> <p>The excessive increase in the administration (and costs!) over past decades, with fewer well-informed and apparently dedicated staff, has led to the over 50% dissatisfaction rate amongst the public with the local Councils. Councillors seem to have lost touch with what residents want, deserve and need.</p>	<p>The Local Development Plan consultation process provides an opportunity for local people to express their views. Elected members are made aware of all the comments received and this will help them when they come to take decisions on the content of the Plan.</p>
<p>ADLP procedure states that 'full information' should be provided for sites presented for public consideration. I do not think that this condition has been met for your 'preferred' 500+ homes site at 9/11. The information presented at (http://www.aberdeencity.gov.uk/nmsruntime/saveasdialog.asp?IID=22580&sID=9739) does not give enough information for consideration and should therefore be removed as it does not meet the requirements stated for the ADLP review.</p>	<p>We have made all the information we have about site options available for anyone to look at, so we are not sure what more could be done. We do not understand how the removal of information from the website would assist.</p>
<p>The way that this consultation is being undertaken allows developers to propose other sites with inadequate consultation with the public. No other sites should be considered without reissuing the entire consultation. I am concerned that this consultation allows suggestions to be made without adequate scrutiny by others.</p>	<p>All development options have been made available for public scrutiny. Those which were submitted at a late stage in the consultation period have not, however, been subject to the same degree of scrutiny as those submitted at an earlier stage. We will emphasise to elected members that if they wish to support any of these later options then there may need to be further opportunities for wider public examination of these proposals.</p>
<p>Councils should be accountable and</p>	<p>All comments are considered</p>

Comment	Response
<p>follow fair and democratic procedures. Councils should consider the views of general public regarding housing/transport etc and not only multi-national businesses.</p>	<p>regardless of who makes them. We will publish our responses to the issues raised by respondents.</p>
<p>While public consultation is welcome and laudable, simply setting out a large number of options put forward by developers does not constitute proper consultation.</p>	<p>The consultation process was much more than suggested in this comment. All development options were assessed by planning officers and a view put forward as to which might be desirable within the context of the strategic land requirements of the city. This sometimes involved modifying site boundaries or eliminating some altogether. The overall strategy for development was also available for discussion.</p>
<p>There is no clear evidence that these sites have been proper consideration by the Local Plan team and many of them should have been discarded (with reasons for doing so) before going to public consultation. The clear impression is that, having come up with the number of 36,000 homes, the easiest option to achieve this has been taken by inviting developers to put forward as many proposals as they wish.</p>	<p>The new planning system aims to be as open as possible. Discarding suggested sites without making our reasons available for public scrutiny would run counter to these aims. Under the system we have used, most of, if not all, the options are now on the table. We have explained which options we feel are desirable and which are not and we have explained why.</p>
<p>The document is well produced and the authors are to be congratulated on the excellent content and presentation of complex data. The council is to be congratulated on a very open approach to consultation.</p>	<p>Noted.</p>
<p>Your form really needs to include a 'don't know' section and/or more opportunities to comment per question as some of the questions do not permit a straight yes or no response.</p>	<p>We offered a variety of methods of submitting comments. There was no restriction on the amount of detail anyone could write on a response form.</p>
<p>It seems to me that information regarding all the possible options for development sites has not been readily available to the public in a digestible form. There would appear to have been many other such options that have not been visible without delving into the depths of</p>	<p>We have made all the information we have about site options available for anyone to look at either in a relatively concise form in the Main Issues Report or in full through the supporting documents.</p>

Comment	Response
<p>large documents. The results of this survey will therefore be skewed.</p> <p>This is further exacerbated by this webpage which is far from user-friendly (e.g. I lost the entire document when close to completion, by attempting to change a very small detail!). Only particularly persistent respondents are likely to have their voices heard.</p>	<p>We acknowledge the online form was not particularly user friendly and apologise for any problems experienced in making comments. When making your responses online, it would be safest to save them in a document first on your computer and then paste them into the form. We will improve the system for the next stage in the process.</p>
<p>The sites identified for housing in the proposed plan should be clearly informed by the consultation process on the Main Issues Report.</p>	<p>All comments made will be given full and proper consideration in preparing the Proposed Plan.</p>
<p>Thank you for consulting The Coal Authority on the Main Issues Report.</p>	<p>Noted.</p>



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Main Issues Report - Consultation Responses

City Centre & Retailing

1. Quantity and Source of Responses

1.1 There were responses from 54 sources. This comprised:-

- 37 individuals,
- 5 planning consultants/agents,
- 3 community councils,
- Aberdeen Harbour Board,
- Aberdeen City Council (Asset Management);,
- Chamber of Commerce,
- North East of Scotland Transport Partnership (NESTRANS),
- Aberdeen Cycle Forum,
- Aberdeen City and Shire Economic Future (ACSEF),
- Scottish Natural Heritage
- Tenants First, and
- One retailer.

2. Planning for the City Centre – Comments

2.1 The importance of the City Centre was clearly recognised but there was concern about a perceived deterioration in the quality of the shopping environment and visitor experience in and around Union Street. There was a feeling that the City Centre doesn't match Aberdeen's aspiration to be the energy capital of Europe. There were particular concerns about vacancies in the west end of Union Street, and a lack of clarity about the nature and timing of pedestrianisation proposals and whether or not this was a beneficial idea. Issues were raised about the numbers of pubs and clubs and the impact this has on the City Centre. The need for improved connectivity and linkages around the City Centre was also highlighted. A strong desire was expressed for the City Centre to play a more positive role in Aberdeen's future and for it to become a more pleasant and attractive place. There was support for a plan-led response to this rather than to leave decisions to be taken on a reactive basis and there was support for retail policies which encourage enhancement of the City Centre. A need to put in place a clear plan for improvements was identified, with an emphasis on taking a joined-up approach which looks at the City Centre as a whole. There was support for a City Centre Development Framework and/or Masterplan to guide development.

2.2 Specific comments raised:-

- Need for a City Centre Masterplan which outlines a clear vision and shows ambition.
- Support Main Issues Report's preferred option of the City Centre being the main destination for retail, business and leisure activities.
- There's need for a City Centre Development Framework.
- Strongly support the development of a City Centre masterplan and supporting development framework.
- The importance of the social function of the city should be added to economic aspirations.
- A revitalised city centre is important for improving quality of life.
- City Centre is very disjointed and fragmented, and Union Square has made this worse.
- Need more integrated approach to development of City Centre.
- City Centre does not live up to the city's status as energy capital of Europe.
- Plan should aspire to a City Centre with high levels of walking/cycling and active travel opportunities.
- Policies should aim to build a stronger City Centre economy with a blend of mixed business, retail, leisure and hospitality use. Retail alone will not provide a strong City Centre.
- The need for improved linkages has long been recognised.
- Recognise the importance of green space in the City Centre.
- Recognise the importance of the City Centre as an important public space
- Need for a better mix of uses with more people living in the centre.
- Reduce Council tax to encourage young people's housing
- No reference to the evening and night-time economies and we need a City Centre which meets the full range of work and leisure activity for the entire population.
- City Centre should be the main focus for retail, business and leisure.
- Union Square will be a disaster for the city
- Support for Bon Accord masterplan.

Response

The need for a clear plan and development framework which together set out a vision for the City Centre and demonstrate the policies and principles for delivering improvements has been strongly emphasised. The Local Development Plan will respond to this by setting out, in tandem with a City Centre Development Framework, policies and guidelines which recognise the key role the City Centre plays in the commercial, economic, social, civic and cultural life of Aberdeen and the wider north east. It is a regional centre providing a focus for employment and business interaction, it offers access to a wide range of goods and services, and it's a place where many people meet socially and choose to live and visit. It is vital for the future prosperity of Aberdeen that the City Centre is enhanced and promoted as a safe, attractive,

accessible and well-connected place which contributes to an improved quality of life. The City Centre's built and natural heritage, including its green spaces, also makes a significant contribution to its attractiveness and prosperity and this is recognised. The Local Development Plan and City Centre Development Framework will complement the Aberdeen City and Shire Economic Future's vision for the City Centre and will provide clarity on how this can be taken forward in a planning context. They will set out a framework of policies, guidance and advice which seeks to secure a sustainable pattern of development. This will be achieved through applying policies and clear guidance which positively promotes what can happen, and where. These policies, advice and guidance will recognise the different character areas which make up the City Centre and the mix of uses which contribute to its vibrancy and viability. They will deal with a wide range of matters including design principles, landmarks, tall buildings, public realm, linkages, servicing, streetscape, licensed premises, etc. masterplans, such as the already approved Bon Accord Quarter masterplan, may be required for other quarters. New masterplans will have to integrate with each other.

3. Union Street

3.1 Summary of Comments:-

- Concern about impact of new development on vacancy levels on Union St.
- Revitalise Union St by providing incentives to provide desirable flats and shops (no more night clubs) to attract young and single people.;
- Restore Union Street as a prime shopping area with quality shops along its whole length.
- Upgrade Union St
- Liven up Union Street with more character and local businesses
- Union Street is tired.
- Union St (and surrounding streets) is dying with units closing down while there are the same units in all the centres.
- Union St is a fantastic architectural asset but is underutilised due to a disjointed city centre
- Subsidise retailers to use Union St.
- Need more interesting shops – too many chains.
- Encourage small shops.

Response

It is obvious from the responses to the Main Issues Report that there is widespread concern about the perceived deterioration in the appearance of the City Centre in general and Union Street in particular, especially the west end of the street. Concern was also expressed about the quality and type of retailing on offer. Union Street is recognised as the main spine of the City Centre. Local Development Plan policies, guidance and advice, together with the proposed City Centre Development Framework will pull together a number of initiatives aimed at improving Union Street as a retail and commercial hub within an improved environment. Policies will encourage the reuse of unused floorspace whether it is for retail or other supporting activities which introduce

vitality to the city centre. Bringing empty space into residential use is also to be encouraged where appropriate. Planning policies on their own cannot deal with matters relating to subsidies or other financial incentives to encourage occupation of empty property, but will support initiatives of any nature which contribute to meeting planning objectives. Planning policies which help create a more attractive City Centre will in themselves contribute towards encouraging investment in the City Centre. Enhancement of the City Centre however requires planning, working in partnership with other services, agencies and the private sector, to deliver results and this will be reflected in the City Centre Development Framework.

4. Union Street Pedestrianisation/Other Traffic and Parking Issues

4.1 Summary of comments:-

- Delay pedestrianisation until after AWPR has been delivered and its impact assessed.
- Pedestrianisation should be linked to other strategic transport initiatives
- Pedestrianisation won't work.
- Pedestrianisation of Union St will cause more congestion in the harbour area.
- Pedestrianisation would help if linked with improvements at Union Terrace Gardens.
- Pedestrianisation would be a significant benefit to business in the city centre
- Wary of pedestrianisation as it may cause traffic problems elsewhere and would stop people coming to the centre.
- Delay in implementing AWPR will have detrimental impact on efforts to pedestrianise Union Street and improve air quality
- Reduce volume of traffic will help revitalise the city centre
- A City Centre that is compatible with high levels of walking and cycling will be successful.
- The city centre is current dominated by cars which results in an outdoor realm that is unpleasant, noisy and polluted.
- City Centre is too fragmented.
- Not enough parking at Union Square
- Park and Ride is no use
- Take account of interests of disability groups when implementing improvements to streetscapes.

Response

Pedestrianisation and other transport improvement proposals are dealt with in the City Council's Local Transport Strategy approved in 2008. A substantial programme of improvements to the strategic transport network is already underway to support the future pedestrianisation of Union Street. The Aberdeen Western Peripheral Route will reduce cross-city and City Centre traffic volumes and other adjustments to the strategic transport network are necessary to accommodate the remaining traffic that will be displaced from Union Street. Improvements which have been completed to date include:

- College Street Corridor Improvements;
 - Market Street Corridor Improvements;
 - 20mph zone established in the City Centre;
 - Footway widening on the south side of Union Street from Bridge Street to Market Street; and
 - Introduction of the Car Park Guidance System (CPGS) in the City Centre.
- Improvements are also currently being developed in detail for the South College Street Corridor. Strategic transport network improvements are also currently being explored on the Berryden Corridor. The Council will continue to progress urban infrastructure projects aimed at removing pinch points throughout the City. Where such projects are implemented, the emphasis will be on securing further improvements that prioritise the benefits delivered to more sustainable modes such as walking, cycling and public transport use. Transport policies are designed to improve opportunities for cycling and walking and to assist in the improvement of air quality and the environment generally.

Air Quality: There are 3 Air Quality Management Areas (AQMA's) designated in Aberdeen where national objectives for nitrogen dioxide (NO₂) and fine particles (PM10) are exceeded. One of these covers the City Centre and includes Union Street, Market Street, Commerce Street, Virginia Street and parts of Guild Street, King Street and Holburn Street. Road traffic is the main source of the elevated pollution levels in these areas a new Draft Action Plan to tackle this has been produced. This proposes establishing a Low Emission Zone in which the most polluting vehicles are restricted. Supplementary Guidance will be prepared on this issue as detailed in the Action Plan.

Union Square: Car parking standards will be set out in Supplementary Guidance which will be reviewed through the Local Development Plan process. Car parking at Union Square meets the requirements of the planning authority. The location of this major development close to the City Centre and integrated with the rail and bus station makes it highly accessible by a wide range of transport modes.

Streetscape Works: Appropriate engagement on a statutory and non-statutory basis is undertaken with the Disability Advisory Group when designing streetworks.

Park and Ride: Park and Ride facilities assist in reducing City Centre congestion. The development of further Park and Ride sites and routes will continue to make this option more attractive and effective.

5. Primary and Secondary Shopping Areas

5.1 A large proportion of comments responded to the question posed in the Main Issues Report which asked people to identify the primary shopping area. This question was asked to help identify where different policy approaches might be required to enhance retailing and other commercial uses within the City Centre. A variety of opinions were expressed but there was some overall consensus on the core areas (see below). Two people questioned the

significance of identifying primary and secondary areas in planning policy terms:-

Q: Where would you consider to be the primary shopping area in the city centre?

Summary of Responses:-

- Union St x4
- Union St and surrounding streets x6
- Union St and associated centres
- Union Street East End
- Bon Accord/St Nicholas & Union St between Bridge St and Market St
- Union St/Bon Accord/St Nicholas x2
- Bon Accord/St Nicholas Centres x2
- Bon Accord Centre x4
- Bon Accord/St Nicholas/Union Sq
- Bon Accord/St Nicholas/Trinity
- St Nicholas Centre/Bon Accord Centre and east End of Union Street
- Union St/Union Sq/Bon Accord/St Nicholas and Trinity Centre/The Greenx2
- Union Sq
- Union St/Union Sq/Bon Accord/St Nicholas and Trinity Centre but not The Green
- City Centre
- Peterculter
- Edinburgh
- Aberdeen
- Don't know x2

Response

The Local Development Plan will identify primary and secondary shopping frontage areas. The purpose of this is to promote preferred areas where retailing should be retained, encouraged and enhanced as the main activity (primary frontages), and areas where higher proportions of other uses may be encouraged which complement retailing and thereby enhance vitality and viability (secondary frontages). These will be shown on a map in the Proposed Plan.

A specific issue was raised about controlling the number of pubs and clubs in the primary shopping areas. This will be achieved by continuing to apply the 'Location of Licensed Premises in the City Centre' policy which sets down the criteria used to determine planning applications for these uses. Separate controls are imposed through the Licensing (Scotland) Act 2005.

6. Union Terrace Gardens/Denburn Valley

6.1 Summary of Comments:-

- Development of Denburn Valley incorporating Union Terrace Gardens would better connect the city centre and the
- Develop Denburn Valley.
- Peacock proposal is better, especially if easier access is made with a pedestrianised

- current shopping provision and create a more attractive, greener, better-connected, safer city centre with a unique civic space for recreation, leisure and major events.
- The elevation of the current gardens and covering of the Denburn would allow the back of Belmont Street to be opened up.
 - Do something with Union Terrace Gardens
 - The potential contribution which the Denburn Valley Development could make to the region has been understated.
- Union St.
 - Need to have a design competition with criteria not dominated by retail requirements
 - Retain Union Terrace Gardens in their current state or enhance them without building over them or installing a car park underneath.
 - Why develop this space when there is an existing square at Castlegate?
 - Development must be done carefully.

Response

Consultation revealed a variety of opinion about how best to improve the role of Union Terrace Gardens and the Denburn Valley. The City Centre Development Framework will set out the key principles that require to be addressed in any future proposed developments relating to the Denburn Valley.

7. Retail Policy Comments

7.1 Summary of Comments:-

- Exclude out of town/edge of town retail parks as these detract from the attractiveness of City centre.
- Adopt a sequential approach to assessing developments as set out in national policy, with city centres and town centres at top of the hierarchy.
- Need to state protection for and enhancement of local shopping centres.
- Object to an ad hoc approach to development.
- Provide facilities close to where people live.
- Large scale retail provision should fit existing retail hierarchy.
- Plan should set out a retail hierarchy including recognition of existing retail parks.
- Main Issues Report fails to consider role and function of district centres.
- There should be small shops within walking distance of all residents. Designated parking needed for disabled people and parents with children. Too many people have to drive to big supermarkets.
- Develop an Aberdeen character for retailing
- Need for a shopping study
- Encourage small shops
- There is an adequate amount of shops in Aberdeen.

- Need for a new centre.

Response

The Monitoring Report prepared along with the Main Issues Report advised making no change to the existing Local Plan policy stance of supporting the City Centre as the main location for major retail development and that developments should not detract from the vitality and viability of existing first, second, third and fourth tier retail locations in the hierarchy of centres.

Policies in the new Plan will reflect this and will give guidance on how the sequential approach to assessing proposals will be applied. The City Centre will remain the key regional centre for retailing and the preferred first choice location for major development. The important role of neighbourhood centres will also be recognised. Masterplans for new development areas will be required to make provision for appropriate retail opportunities close to where people live and thereby reducing travel.

Parking provision for disabled people and parents with children is provided in new developments.

Elements of the Aberdeen Shopping Study 2004, which informed the policies in the 2008 Aberdeen Local Plan, will be updated in due course but this does not prevent us in the meantime from maintaining appropriate and relevant policies which support national policy.

8. New Centre to West of Aberdeen

8.1 One planning consultancy, on behalf of a developer, has put forward a case for the Proposed Plan to make reference to a potential site for a new centre, to include a district shopping centre and other uses potentially including schools, community buildings, health centre, emergency services hotel, etc. They suggest a centre should be promoted in "the western suburbs where much of the new mixed use and industrial development is to take place." They argue this centre is needed to ensure that new expanding communities are well served and that their needs can be met locally. The centre should be located close to the AWPR junction.

Response

The settlement strategy does not include any proposal for a major new "centre" in one location to meet the needs of the expanded city population. The strategy seeks to enhance Aberdeen City Centre as the primary location for major retail, leisure, entertainment and cultural services. In terms of more localised or district level provision, new communities will be provided with retail and other services required to meet their respective needs with sites identified through the masterplanning process. These sites will be located and designed to ensure that the services are close to where people live and can be accessed by walking, cycling and public transport as well as by private transport. This will ensure a more sustainable form of development as new housing allocations are distributed across the city. The western areas, Kingswells and Countesswells, have been allocated just under 21% of all new greenfield sites. Bridge of Don has more than 36%, Dyce/Bucksburn almost 22% and Greenferns 7%. Masterplanning of Countesswells would for

instance, include provision of a local centre to meet its needs. West Aberdeen is also to be served by a new superstore development on a site on the Lang Stracht.

9. Comments on Specific Sites

9.1 Broadford Works

9.2 One respondent suggested that quality retailing should be provided at the Broadford Works site which is easily accessible from the primary shopping areas.

Response

A Design Brief exists for the Broadford Works. The site is identified for mixed uses, but primarily residential, although an element of local retail would be acceptable. Many of the existing buildings on the site will have to be retained.

10. Retail issues raised in the Areas for Growth

10.1 A number of retail issues were raised through comments relating to specific sites within the various Directions for Growth. These are summarised below:-

10.2 Areas A&B: Bridge of Don/North Danestone

10.3 Denmore Road (Main Issues Report ref.2/15)

Ryden's on behalf of European Development holdings, object to the non-identification of this site for retail purposes. This objection is supported by Hermes FC and Hall Russell FC, who use the existing football pitches on this site. Replacement and upgraded football facilities are to be provided on an alternative (unidentified) site.

Response

Proposals for retail development will be assessed according to the sequential test promoted by Scottish Planning Policy. Another site, which has the benefit of unrestricted retail use rights, exists within the Denmore Road area (see below). The convenience shopping requirements of the new communities in the North area of the city will be met within the new development areas and will be identified through masterplanning exercises. Part of this Denmore Road site has also been identified as a potential location for a new recycling centre required to serve the wider Bridge of Don area. The need for such facilities was highlighted in the Main Issues Report. The bulk of the site is used as playing fields which should be retained.

10.4 Denmore Road

10.5 Development Planning Partnership, on behalf of Standard Life, suggests that the retail warehouse units at Denmore Road should be a preferred location for any new superstore developments in the north of the city. These units have open class 1 use rights

Response

The principle of retailing on this site has been established but any proposed redevelopment is likely to be subject to a retail impact assessment.

10.6 Murcar (Main Issues Report ref 2/18)

10.7 Halliday Fraser Munro on behalf of J& AF Davidson has submitted two options for the development of this land within the context of the North of River Don masterplan. Option 1 includes employment land and retail, and Option 2 includes housing, retail and employment land. They claim public support for the ideas.

Response

Sufficient land has been identified elsewhere to meet the structure plan employment land allocations on more sustainable sites. Retail requirements of new development areas will be met by allocating sites within the desirable housing sites through the masterplanning process. This will provide local shopping provision close to where people. No strategic need has been identified for retailing on the 2/18 site. This location would encourage car borne shoppers as the site is remote from any existing or proposed housing.

10.8 Area G: Deeside

10.9 The Waterwheel (Main Issues Report ref 9/07)

Objections were received regarding this site, one stating that the site should be released for development the other stating that only hotel redevelopment is suitable for the site. There were four supporting comments stating the site was unsuitable for retail development.

Response

This is a stand alone development which has no relationship with facilities in the existing settlements. It is over 600m from the edge of Bielside and around 750m from the edge of Milltimber. Because it is remote from existing residential areas and would generate much more traffic on North Deeside Road as consumers would use their car to travel to the retail element. It may also harm existing local shops in Cults and Peterculter that are more accessible to those communities. In a similar vein, the housing proposed for this site will be remote from the rest of the existing settlements. Because there are very few facilities in walking distance of the site, people would be inclined to travel in their cars. The refurbishment of the hotel would be acceptable given its existing use.

10.10 Area H: Loirston and Cove

10.11 Souter Head Road (Main Issues Report ref 13/05)

An objector felt this proposal would lead to the closure of existing retail facilities in the area but indicated that it might be of use to residents.

Response

We feel this is an opportunity for retail development subject to a satisfactory result from a Retail Impact Assessment regarding local provision in the surrounding area and a Traffic Management Report.

11. Brownfield Site Proposals:-**11.1 Haudagain Triangle (Main Issues Report ref. 4/01)**

Aberdeen City Council's Resources Management welcomes the identification of the Haudagain Triangle for the provision of retail on this site by highlighting that there is no district shopping centre serving the Woodside, Middlefield and Northfield areas. However, one respondent has requested that the type of retailing should be controlled to avoid competing with the city centre. Another is totally opposed to the idea on the grounds that retailing here would exacerbate the traffic problems the road improvements are meant to alleviate.

Response

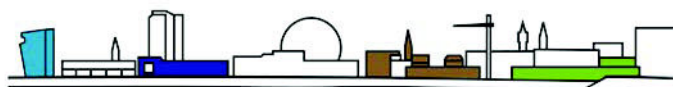
The site is currently occupied by housing but the Council has identified a preferred road scheme for improving congestion at the Haudagain roundabout. This involves removing the housing and building a link road through the site. The timing of this is dependent on Scottish Government funding and programming for the road works. No decision has, however, been taken on the form any retail development might take. Part of the site is also to be retained as urban greenspace. These uses will be included in the Proposed Plan which will identify this development opportunity.

11.2 Summerhill (Main Issues Report ref. 3/08)

Several comments were received stating that retail would be welcomed on this site. However, one objection was concerned about the loss of community facilities.

Response

There is a previously identified need for retail provision in this area, albeit on a different site. Any development on this site will have to mitigate any adverse impacts to infrastructure.



aberdeen local development plan

Main Issues Report – Consultation Responses

**Design:
Summary of Responses**

Comment	Total no. of respondents	Respondents generally supporting Main Issues Report.	Respondents generally opposing Main Issues Report.	Respondent offering advice/ comment only.
Do you agree with the preferred approach to crating high quality design?	27	27	0	0
Design - Comments	26	8	2	16
Masterplanning process can provide greater public engagement	31	22	2	7
Kingswells Community Cards - Kingswells and Countesswells should be developed together to provide sustainable source of leisure in the countryside, and facilities should be master planned to optimise local resources.	471	471	0	0

Summary of Responses

Source of Responses

A total of **573** comments were received relating to design. These responses came from:-

- 46 individuals;
- 471 Kingswells Community Council Cards;
- Bridge of Don Community Council;
- Cults, Milltimber and Bielside Community Council;
- Cove and Altens Community Council;
- Mastrick and Sheddocksley Community Council;
- Culter Community Council;
- Scottish Government (including Transport Scotland and Historic Scotland);
- Scottish Natural Heritage;
- NESTRANS;
- The Scottish Environment Protection Agency;
- Civic Forum;
- Aberdeen and Grampian Chamber of Commerce;
- Aberdeen City and Shire Economic Future;
- Langstane Housing Association;
- Grampian Housing Association Ltd;
- The New Mosque and Community Centre Project; and
- 3 submitted on behalf of development industry/land owners.

1. Summary Overview of Responses

The comments received through the consultation exercise demonstrate there is strong support for Aberdeen City Council to increase the quality of design throughout the city. Of the comments received only one individual did not agree with the councils approach and justified this by citing a particular development deemed to have high quality design, which the respondent does not agree with. One other individual agrees to improving the quality of design in theory yet states that in practice this approach may have been used to permit development at a site where the respondent feels there is poor design quality.

Architecture and Placemaking Policy (43 comments)

Scottish Government, Langstane Housing Association, Grampian Housing Association, SEPA, Emac Planning, Aberdeen and Grampian Chamber of Commerce, ACSEF, Scottish Natural Heritage, Cove and Altens Community Council, Culter Community Council, The New Aberdeen Mosque and Community Centre Project and 27 individuals made comment relating to the architecture and placemaking policy.

The comments received advocate that the built and natural heritage of Aberdeen needs to be protected, enhanced, conserved and negative impacts of development need to be mitigated. Comments received include: research shows that attractive, vibrant cities are key to competitive regions, and high quality design is an essential requirement in a modern 21st century city region. To achieve good design clear and detailed policy and guidance must be produced. And one organisation stated that design is a material consideration and poor design is a reason to refuse planning applications, and those involved in making decisions about design need to be adequately skilled in doing so.

To ensure high quality respondents stated the character of an area must be assured, and the local style and history must be retained or reflected in new settlements, and the quality of materials used also needs to be considered. One comments received stated that Aberdeen City Council should make a stand against the bland, uniform, out of context developments seen recently and place emphasis on a variety of design.

There were also comments received from three organisations which emphasised green space within design alongside the build environment and the following elements were mentioned; SUDS, greenways, landscape fit, new planting, path and open space networks and habitat networks. There was concern from one individual representing two organizations that developing an architecture policy would not be an easy task, however, this was then quantified by stating that if design is looked at in a local and national context and Masterplanning is used then this will mitigate any concerns. One further origination stated that the Main Issues Report does not discuss the quality of materials.

Response

The comments received reflect the desired approach outlined in the Main Issues Report. The built and natural environments of developments have to be considered along with connectivity for people, animals, and biodiversity amongst other elements. By considering these together there will be less wasted space, more integrated space and more attractive places. The local character of an area will be protected and enhanced, and developers will have to show how their design does this through the use of design statements and by adhering to policy and supplementary guidance.

The choice of materials is an essential element of design. The type of materials to be used is specific to the development, location and use. These issues will be discussed within the design statement and can be further developed at the masterplanning, planning brief and pre-application stage of a development proposal.

The development of the architecture and placemaking policy will look to Scottish Government policy 'Designing Places' and 'A Policy for Architecture in Scotland' to define the guiding principles of what is required to enhance design quality in Aberdeen.

Masterplanning Process (512 comments)

The Masterplanning process received comments from the following: Scottish Government, NESTRANS, SHN, Cults, Milltimber and Bieldside Community Council, Civic Forum, Stewart Milne Homes, Cove and Altens Community Council, Mastrick and Sheddocksley Community Council, SEPA, ACSEF, Knight Frank LLP, 27 individuals, and 471 Kingswells Community Council Cards

The comments received relating to the masterplanning process support the approach as a tool for better public engagement. Of the comments received two individuals commented negatively about the masterplanning process and stated it is a way for the Council and developers to avoid having their detailed proposals challenged and scrutinised effectively.

The majority of comments support masterplanning as an aid to delivering well designed and integrated places in which to live and work, and one respondent commented that Masterplanning avoids the disparate and sporadic growth of the recent past. Sustainable transport and masterplanning were commented on by two organisations who stated transportation to and from large masterplanned developments alongside sustainable transport routes/links within these sites were vital. It was also noted that cycle and pedestrian infrastructure should link into these sites to ensure sustainable transport routes to the wider city.

Public participation and the masterplanning process raised a number of comments. The responses received stated that masterplanning should involve the existing local communities and it can be used to enable public

involvement at an early stage. Masterplanning can ensure proposals are more in alignment with the wishes of the existing community, and can support them by providing services which may be a lack at present. One comment received was that community councils should be allowed to comment on and object on the design of the development. Other comments state masterplans should also be presented in a way that encourages public participation, and which does not include planning terminology that ordinary people are unfamiliar with. There should be a transparent, open and honest approach to consultation from all parties; it should not be seen as a tick box exercise.

It was felt that masterplanning can lead to a variety of houses and landscaping on a development. The masterplanning process should help mitigate over-development of allocated sites which can cause problems for infrastructure provision, and in particular in relation to the provision of Sustainable Urban Drainage Systems (SUDS) and open space, or lack of, adjacent to water bodies. The masterplan process will help avoid requests to 'relax' SUDS requirements due to lack of space available on site. There were also areas for consideration/improvement mentioned. Plans should be more open with time for adequate deliberation, including proper and realistic costing. One organisation stated that masterplans should be required in the City for each of the major elements of infrastructure i.e. there would be a master plan for retail developments, schools, roads, waste, public transport, cycle & walking paths, medical and community facilities specifically linked to the local plan. Each needs to be accompanied by a project plan and a detailed funding plan.

Other comments relating to Masterplanning were:

- That statutory consultees are consulted at the scoping stage for any Masterplan to confirm any interests they may have in the site.
- The threshold for creating a master plan should be at 25 homes as opposed to 50.
- We recognise the advantages of masterplanning but also believe that Council's masterplanning process is cumbersome and may delay the release of planning consents. This needs to be reconsidered at an early stage. Early dialogue is required (in advance of Local Development Plan adoption) to ensure the speedy release and the start of development.
- Kingswells and Countesswells should be developed together to provide sustainable source of leisure in the countryside, and facilities should be master planned to optimise local resources.

Response

The comments relating to the masterplanning process are welcome. Developments that are masterplanned are not exempt from the usual planning process and applications are subject to a statutory consultation process. Representation can be made to support, object or make comment on the proposals during the consultation process, yet it is expected that there will be an ongoing dialogue in the development of masterplans and the development within these sites. Public participation in the masterplanning process is very important and encouraged. The purpose of masterplanning is to ensure a development pays attention to such things as site planning, community integration, sustainable transport, ecology and landscaping amongst other things. There should be an ongoing dialogue between organizations, individuals and communities regarding Masterplanning.

It has been noted that jargon and planning terminology can be a barrier to understanding and we will try to present information as clearly as possible.

The promotion of sustainable transport, walkable communities and connectivity to existing routes or the creation of new routes is very important to establishing sustainable communities.

The threshold for masterplanning sites is 50 dwelling or more or developments on sites of 2 hectares or more. Developments or sites which fall below these cut off points may be developed using planning briefs. A planning brief is a document prepared by a local authority that sets out its guidelines and requirements for the development of the site.

Masterplans for all infrastructure developments are not necessary as there are specific policies within the local development plan covering retail developments, schools, roads, waste, public transport, cycle & walking paths, medical and community facilities. There are also the core path plan and local transport strategy which are updated. The Future Infrastructure Requirement Services group, made up from individuals from partner organisations such as the NHS, are involved in the local development plan and have outlined areas within the city where provision of their specific service is needed. The retail and city centre aspect are also covered in a development framework for the city centre which is being prepared. The development of masterplans, planning briefs and planning applications for each site will also ensure that all infrastructure and services necessary to the site and the surrounding area are considered.

Street Layout (2 comments)

1 individual and NESTRANS made representation on street layout.

Two comments were received which specifically mentioned street design and layout. One individual commented that giving priority to pedestrians was not

the way forward and suggested the way to create safe and attractive systems for pedestrians and cyclists was for streets to be better designed and wider.

One organisation supported the policy as outlined in the Main Issues Report and the development of supplementary guidance. They stated that this approach should create streets as a place for all, and encourage sustainable transport such as walking and cycling. This approach should be used across the city, not just in lightly trafficked streets.

Response

Aberdeen City Council will adhere to the policy document, 'Designing Streets' published by the Scottish Government. This policy states that the hierarchy of movement, where pedestrians are given the highest priority, will be followed. Widening streets is not the only approach to take to make streets safer and more people orientated. Streets will become places where context, identity and connection are vital, and where people feel safe and welcome.

Housing Design (6 comments)

The topic of housing design received comments from 3 individuals, Civic Forum, Cults, Milltimber and Bieldside Community Council.

The comments received support the approach to increasing the quality of house design. Of the comments received half stated that what makes a place or a community attractive and have character is a variety in the design of housing and well incorporated greenspace. One individual made comment that what is needed is bigger houses with 4 and/or 5 bedrooms, while one organisation asked at what point the community can say no the design of housing.

Response

The positive response to raising the quality of design of housing is welcomed. It is noted that a variety of design and well placed, integrated greenspace are considered vital in making a place attractive to live in. Communities can comment on the design of housing at any point during the masterplanning process or planning brief development yet it is beneficial to make comments/representation early on in the process so that this can shape the developments. Design is a material consideration and during the determination of a planning application representations can be submitted on this. A variety of housing types is promoted by the plan and this may include a range of housing from flats through to large houses.

Skyline and Tall Buildings Policy (2 comments)

The Scottish Government and 1 individual commented on Skyline and tall buildings.

Two comments were received regarding the skyline and tall buildings policy, both support the approach outlined, and one goes on to cite an example of where development will break the skyline.

Response

The policy approach is to protect the vista and gateways views into the city and to ensure that tall buildings are situated in the correct place and do not damage the skyline of the city.

Design Statement (0 comments)

There were no comments received on design statements, however, as outlined in the Main Issues Report, we will prepare supplementary guidance on design statements.

Design Review Panel (5 comments)

1 individual, Cults, Milltimber and Bielside Community Council, Langstane Housing Association, Grampian Housing Association Ltd and Scottish Natural Heritage made representation on the Design Review Panel.

The comments received were overall supportive of a design review panel and it was suggested that members of the public, academics, architects, Historic Scotland, Architecture and Design Scotland and Scottish Natural Heritage could all be involved within the group, although one individual representing two organisations felt that there were some doubts to the practical workings of a local Advisory Group, yet did not explain their reasoning for this.

Response

The advice given on the make up of panel members of welcomed. The panel will cover both Aberdeen City and Aberdeenshire Councils and will consist of professionals from both the public and private sectors, chosen from areas of expertise relevant to each project. Panel member backgrounds will include relevant areas of knowledge such as Architecture, Urban Design, Landscape, Public Art, Community Engagement, Planning and Infrastructure. Each Panel will be composed of around 6 people, drawn from a pool of up to 20 members. The Design Review Panel will not supersede or prejudice the planning process, or any decision made by the planning officer or planning committee.

General Comments (9 comments)

8 individuals, Bridge of Don Community Council and British Airport Authority Aberdeen made general comments on design.

A number of general comments were received relating to design. One individual questioned whether there really is any emphasis on high quality or whether it's just what suits best and is most political, while another states that the approach may not stimulate architects to produce innovative and

sustainable developments, and that pastiche may be produced instead. Further comments questioned how local context would be considered and how the inefficient use of land and suburban sprawl would be stopped.

Three more individuals commented on the longevity of buildings, one stating that buildings should be well built and built to last, while one stated attention should be paid to good and proper maintenance of existing buildings. The demolition of existing buildings and the replacement with 'sub standard' infill must cease.

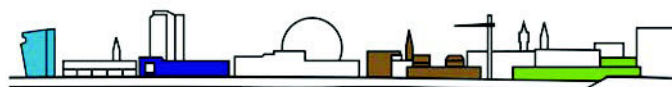
One person commented that design is personal and policy will not stop people expressing a difference of opinion on this even with policy in place. One other individual felt that although promoting good design is excellent neither Aberdeen City Council nor the developers have been able to demonstrate they have plans in place to do so.

Response

Although the aesthetics of design are personal we will continue to promote the concept/ethics of good design. The focus on design relates to the overall design of places rather than the design features of specific buildings. The design principles of the Scottish Government's Designing Places will be followed. These state that successful places have a distinct identity, are safe and pleasant, are easy to move around in, have a sense of welcome, are adaptable in their use and are resource efficient.

Aberdeen City Council welcomes innovative and sustainable housing, office and industrial building design and we do not want developers to copy blindly or produce pastiche design but to use the elements of local design to inform new developments.

To ensure that new developments fit with the built and natural local context developers will have to adhere to/develop planning briefs and masterplans for sites. Masterplans and planning briefs will have to ensure that developments reflect the identity of an area through, for example, the careful positioning of buildings, enhancing or developing any built or natural features and other measures that will be detailed in the masterplan or planning brief for each site. These will also contain measures to stop suburban sprawl and the inefficient use of land as they provided a framework for the development of large areas of land and stop piecemeal developments from occurring.



aberdeen local development plan

Equalities Action Network Consultation Event **16 November 2009**

- Need to respect the historic character of the city and its important buildings
- Need to ensure better quality of development throughout Aberdeen but particularly in the city centre. Ibis Hotel in Shiprow highlighted as being an example of very poor quality development which ruins the good work done in extending the Maritime Museum on the opposite side of the street.
- Take full account of the interests of disability groups when implementing improvements to streetscapes.

Stoneywood Primary School Consultation Event **16 November 2009**

- The character of Stoneywood should be maintained – in general the school is the focal point of the community but more facilities would be desirable, such as doctor and dentist.
- Several comments were made by members of the public that they were concerned that all design of new housing was becoming rather generic and does not resemble any relationship to the area at all. They wondered what the council could do about this and whether we were at the mercy of the developer. They were assured that design was one of our main issues and that we would be looking to insure good quality design of new developments.

Cults Community Council Consultation Event **19 November 2009**

- Successful places are those where there is good access through development for walking, cycling. Many people use the proposed sites to gain access to areas further afield for walking and cycling, activities that are going on now have to be able to continue and this will happen with good accessibility. Access to small shopping facilities, corner shops etc is also important.
- Developments should be of a better quality, and should add to the appeal of Aberdeen rather than detract
- High quality development – house type that fits in with the area
- Policies to control quality and design of housing
- Long views of development need to be looked at. The new school at Cults looks fantastic close up yet the long view of the site from the river is not so pleasant

Kingswells Primary School Consultation Event
24 November 2009

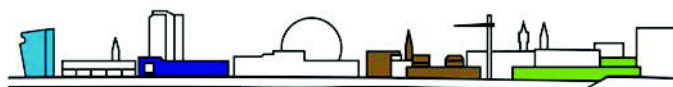
- The identity of Kingswells must be retained
- Quality of development is important

Culter Primary School Consultation Event
25 November 2009

- Developers are only interested in making money. How can it be ensured that they take an interest in improving the quality of life of residents in the area?
- Development should be much more individual and less catalogue style. Sydney was mentioned as a good example of how individuals influence house styles to make them much more interesting.

Mastrick Community Centre Consultation Event
1 December 2009

- The same type of layout and housing that is found in Sheddocksley would be acceptable in future developments.



aberdeen local development plan

Main Issues Report – Consultation Responses

Green Belt: Summary of Responses

21 respondents made comments on the issue of the Aberdeen green belt. These comments relate to the role of the whole Aberdeen green belt rather than any site specific issues, which have been addressed in the area responses. Below is a list of the comments and the responses to comments. Comments are only summaries, but the full content of each respondents' submission can be found on the City Council's website by going to the following link:- http://www.aberdeencity.gov.uk/xlp_LocalDevPlanSearch.asp

Green Belt Comments

- The green belt should be retained. It is a precious resource that cannot be replaced. The loss of green belt land will also have a negative impact on the environment.
- A green belt review is required by the Structure Plan to be completed by 2010.
- A green belt review needs to address the shape and form of the city to ensure that fingers of development are properly planned and provide continuous areas of and provide a sense of place for existing and new communities.
- The green belt Review and boundary changes should have been a main issue. There has been an inadequate justification of loss of green belt land.
- Object to the number of houses located on green belt sites in the first phase of the plan. There should be a preference towards brownfield development over development in the green belt. Potential to front load brownfield development and change the phasing.
- Development on the green belt will result in the loss of open spaces. In addition it is becoming widely accepted that lack of open spaces is linked to mental health disorders.
- The green belt makes Aberdeen a desirable place to live and should be retained.
- Suggested changes to green belt policy:
 - Development in the green belt should be allowed if it is within the curtilages of existing dwelling houses
 - Land proposed for development should be removed from the green belt
 - More development next to settlements should be permitted

Response to Green Belt Comments

1. Why there is a need to review the green belt and lose green belt land

The structure plan was approved in August 2009. It directs half of all new development for the region into Aberdeen City. The scale of growth anticipated by the structure plan means that more than half of this development will need to take place on greenfield sites. As the current green belt is tight to the existing urban area this means development on green belt land. This amounts to sites for up to 21,000 houses and 175 hectares of employment land. It says that this will mean reviewing the whole of the green belt to make sure that it meets the requirements of the structure plan and Scottish Planning Policy.

The purpose of the green belt is not to prevent development from happening its purpose is to:

- Direct planned growth to the most appropriate locations.
- Protect and enhance the quality, character, landscape setting and identity of towns and cities.
- Protect and give access to open space within and around towns and cities.

2. Green Belt Review

The Structure Plan requires a green belt review to be carried out jointly by Aberdeen City and Aberdeenshire Councils as part of their local development plan processes.

Developing the spatial strategy for the Local Development Plan has, in itself, provided the review of the green belt. The development option site assessment process, and the public engagement on the Main Issues Report have provided us with the required information to enable a review of the green belt boundary.

The development options process assessed all sites against physical constraints, environmental (including landscape) sensitivities, accessibility and infrastructure capacity. The detailed sustainability criteria can be found in the Development Options Assessment Report. The development options assessment includes consideration of Aberdeen's landscape setting and was informed by the Landscape Character Assessment and the Landscape Strategy for Aberdeen. We also considered whether sites have a role in providing land for recreation. In this way, when looking at a site's overall suitability for development (in terms of meeting its role of directing development to the most appropriate locations), the other two purposes of green belt (landscape setting and recreation) were considered at the same time.

Where we considered that a site's suitability for development outweighed its suitability in meeting green belt objectives, we would propose to remove it from the green belt and allocate it for development.

A more detailed explanation of the green belt review process will be published alongside the Local Development Plan, as background information.

3. Phasing of green belt allocation and promotion of brownfield development

Over the past 25 years development on brownfield land has made a significant contribution to housing in Aberdeen. Evidence from development during the mid 1990s suggests that high levels of brownfield development can co-exist with high levels of greenfield development. Whilst the Aberdeen Local Development Plan is only required to provide brownfield sites for 4,000 houses the policy approach would support a higher rate of development if the housing market can deliver the sites. Although the Structure Plan recognises the importance of new housing on brownfield sites, it also recognizes that greenfield housing is important. Therefore, the Structure Plan strikes an appropriate balance between them.

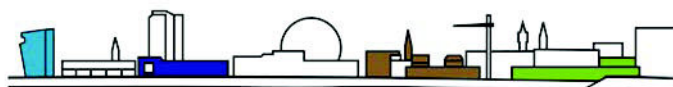
The balance of greenfield and brownfield development has been clearly set out in the Structure Plan. The Local Development Plan is required by legislation to be consistent with the Structure Plan, and there is a requirement for the Local Development Plan to deliver the approved development strategy that is set out in the Structure Plan.

4. Amendments to green belt policies

The green belt review that has been undertaken as a part of the Local Development Plan process identifies those areas of the green belt that are suitable for future development. Scottish Planning Policy requires existing settlements to be excluded from green belt designations. Settlements are places where people establish a community, and in our opinion all residential areas that currently provide services and facilities are already identified as residential areas.

A main objective of green belt is to direct planned growth to the most appropriate locations. The areas promoted for future development in the Proposed Plan will be rezoned to allow for future development. These allocations will allow for sufficient flexibility to deliver the housing requirements. Loosening the green belt boundaries across the whole of the city would not support the settlement strategy or our approach to delivering successful communities in the most sustainable locations.

Scottish Planning Policy on green belts does not make any allowance for residential development within the curtilage of existing properties. To allow this type of development would not meet the aims of the Structure Plan in creating sustainable mixed communities.



aberdeen local development plan

Main Issues Report – Consultation Responses

Housing: Summary of Responses

Question	Total no. of respondents	Respondents generally supporting Main Issues Report.	Respondents generally opposing Main Issues Report.	Respondents offering advice/ comment only.
Gypsy/ Travellers	42	19	10	13
Density	26	18	2	6
Mixed Use Areas and Alt.	40	30	5	5

For each housing issue a summary of the issues arising from comments have been listed, and these are split by supporting comments, objections and comments on how development could be more suitable. Supporting comments are comments which support the conclusions in the Main Issues Report. Comments, whether they be supporting a proposal, objecting to it or simply making a comment are, however, only summaries but the full content of each respondents' submission can be found on the City Council's website by going to the following link:-

http://www.aberdeencity.gov.uk/xlp_LocalDevPlanSearch.asp

Gypsies and Travellers

A large number of objections from both the general public and developers were received on the preferred option for allocating sites for Gypsies and Travellers on housing allocations over 1000 dwellings. There is, however, acceptance that this is an issue that needs to be dealt with through the Local Development Plan. Summary of comments on this issue are listed below:

Supporting Comments

- Clinterty should be reduced in size and a further facility provided.
- Need more land to be provided for Gypsies and Travellers.
- Agree that new developments should provide land.
- It will avoid unauthorised halting.
- Facilities at Clinterty are unacceptable.
- Should provide serviced sites/access to facilities.

Objections

- Why is there a need to provide for Gypsies and Travellers.
- Short term halting sites are not a good idea because the area is left in a mess with uncollected waste.
- Object to sites included in new developments.
- It may jeopardise housing developments.

- Inclusion in residential areas is unlikely to be welcomed by Gypsies and Travellers. Greenfield sites with reasonable access to schools, shops and other facilities are the only option.
- There should be a maximum timescale on transit sites.
- Requiring the provision of sites from housing developments would not meet the requirements of circular 12/1996.
- Prefer alternative option of dealing with applications on a case by case basis.
- There is an adequate supply shown by a recent assessment.

Comments

- Could ensure that sites are kept clean through conditions.
- Need a coherent policy on Gypsies and Travellers.
- There should be a maximum timescale on transit sites.
- The area south of the city would be an appropriate location for a Gypsy and Traveller site.
- Use Council owned land.
- You should consider whether suitable locations or specific sites for Gypsies and Travellers can be identified.

Response to Gypsy Traveller Comments

It is widely accepted that there is a national shortage of authorised sites for Gypsies and Travellers. This has led to an increasing incidence of unauthorised encampments and has sometimes created tensions between Gypsies and Travellers and the settled community. The supply of authorised sites, in appropriate locations, will help address the cycle of eviction that can be costly, and does not address the underlying need for a home.

While they have yet to be legally recognised as a separate racial group, the Scottish Government formulates policy around the idea that Gypsies and Travellers are a racial/ethnic group in their own right. The term 'Gypsies and Travellers' includes Scottish Travellers, Irish Travellers, Roma/Romany, English or Welsh Travellers and those who identify as Gypsy Travellers/Scottish Gypsy Travellers. It excludes Occupational Travellers (Travelling Show People/Show Travellers or Circus People) and New Age/New Travellers.

Scottish Planning Policy also recognises that Gypsies and Travellers have specific housing needs, often requiring sites for caravans and mobile homes. The needs of all Gypsies and Travellers for appropriate accommodation have been considered through the Housing Need and Demand Assessment. Given the typically transitory nature of Gypsies and Travellers, provision should be made for those communities which are in an area already and those who may arrive at a later date. Scottish Planning Policy requires authorities to identify suitable locations for meeting the needs of Gypsies and Travellers and set out policies about small privately owned sites.

Aberdeen City Council, Aberdeenshire Council and Moray Council jointly appointed Craigforth Research to undertake a Gypsies and Travellers accommodation needs assessment for Grampian. The research found that

pitch provision in Aberdeen was adequate, but recommended providing alternative permanent site provision in Aberdeen, halting sites for high pressure areas, to be provided between Aberdeen and Aberdeenshire, and allowance for the development of private sites.

In order to provide sites to meet the identified need for Gypsy and Traveller sites, specific areas will be identified to accommodate permanent and halting Gypsy and Traveller sites. The permanent and halting sites are to be for a limited number of pitches and will be of a scale that will not have a significant impact on the development that it is to be provided as a part of.

Permanent sites should be developed near to housing for the settled community. Gypsies and Travellers have the same requirement to access services and facilities, and it is a key role of the Local Development Plan to locate development in sustainable, accessible locations. Integrating sites for Gypsies and Travellers within new communities will help to promote social inclusion and reduce prejudices that the settled community have.

Contributions towards the provisions of Gypsy and Traveller sites would form a part of the affordable housing contribution and the level of contribution or land provided will form part of a legal agreement.

Currently unauthorised encampments do not provide services or waste collection facilities. The development of a site for halting will include water, electricity, gas, portable toilets and waste collection arrangements and will go some way to reducing tensions between the settled community and the Gypsies/Travellers. The development of halting sites would be for short term halting and will be managed to this effect.

Density Policy

The majority of respondents agreed that there should be guidance on appropriate densities, but there was a mixed response to whether or not it is appropriate to set a density policy for all developments. Some respondents felt a policy could set out the elements that should be considered within the development, but not be overly prescriptive, and the detailed density would be dealt with on a site by site basis through masterplanning.

Supporting Comments

- Density policy would help to ensure a good mix of house types and sizes.
- Would reduce the amount of land take.

Objections

- A density policy is not appropriate.
- A density policy would be overly prescriptive, and not related to market demand.
- Problems arise when guidance becomes out-of-date.

Comments

- Support higher densities around public transport corridors and transport interchanges.

- Higher density developments should not be at the expense of open space.
- There is a need to deliver the correct type of housing.

Response to Density Comments

In the interests of sustainability and efficient use of land, higher density developments are to be encouraged. The Structure Plan sets a target for all housing developments over 1 hectare in strategic growth areas to be in line with approved supplementary guidance and generally have no less than 30 dwellings per hectare.

A density policy will be included in the Proposed Local Development Plan. The policy would not be overly prescriptive, but would set the minimum standards and how this should be calculated. How comfortable a place feels is a matter of the design and it will be for the masterplan or planning application to determine which areas could accommodate higher or lower densities, providing an overall density of 30 dwellings per hectare is achieved. Higher densities also have the benefit of helping to maintain the vitality and viability of local services and facilities, provide the opportunity for effective provision of public transport, enhance the economic viability of development and increase energy efficiency.

In addition to using higher densities to promote a mix of house sizes, a policy requiring a mix of dwellings sizes will be included in the Proposed Local Development Plan.

Mixed Use Development

The principle of mixed use development is supported in a number of comments. However, there is a feeling that industrial uses may not always be suitable, and care over the siting of such uses requires care. There is also a feeling that policy should be general about the mix of uses and it would be the role of the masterplan to detail the specific mix of uses for the site.

Supporting Comments

- Support developments that incorporate a mix of uses.
- Mixed use development creates more of a community.
- It will reduce people's dependence on cars and encourage social inclusion.

Objections

- Object to industrial areas being included in new housing developments.

Comments

- There is care required in the siting of heavier industries closer to residential areas.
- There is a need to have flexibility about the mix of uses on site.
- Supplementary Guidance should be adopted to guide the uses onsite, and this should be prepared alongside the Local Development Plan.
- Need to involve the community in deciding the appropriate mix for a site.

- Should provide community facilities and shops in the heart of the community.

Response to Mixed Use Comments

Successful communities provide a wide range of services and facilities within walking distance, a widely used benchmark is 400m, which is a 5 minute walk. This improves the sustainability of an area encouraging walking and reducing congestion. Not all uses are appropriate in all areas of the site and each individual site will have different issues. It will be for the masterplan and subsequent planning application to ensure that neighbouring uses are complimentary and do not lead to conflict. The masterplanning process and new planning application process will ensure that the local community are involved in deciding the appropriate mix for the site.

The Local Development Plan will include a policy to support a mix of uses on larger sites to promote sustainable communities where there is the opportunity to live and work in close proximity. The employment element of the mixed use development will also assist in meeting the Structure Plan employment land requirements.

Affordable Housing

Affordable housing was not identified as a 'Main Issue' in the Main Issues Report, but a number of comments relating to affordable housing were made. A summary of the comments received are listed below.

- A higher proportion of dwellings should be for smaller to medium sized 2/3 bed 'affordable' homes.
- Need to provide social housing in new developments.
- Housing must be realistically priced to retain people in Aberdeen.
- Affordable housing in more affluent areas does not work.
- Market housing and affordable housing should be separated.
- Better definition of affordable housing is required in the Local Development Plan.
- Developers want a clear indication of the affordable housing requirement.
- Should improve existing affordable housing areas rather than include in new developments.
- Concerned about the value of deferred payments and subsidised sales.
- Would like to see at least 25% affordable housing contribution from all new developments.
- Regenerate existing areas of social housing.
- We would expect the Proposed Plan to set out the headline proportion of affordable housing required and would support the use of supplementary guidance to describe detailed delivery mechanisms for affordable housing.
- The balance of provision between affordable housing, rented and intermediate tenures has a significant impact on development economics. It would be helpful in the Proposed Plan or its supporting documents, to include a reference to the overall proportion of need for

affordable housing which can be met by intermediate tenures, for example, shared equity and mid market renting.

Response to Affordable Housing

There are severe affordability pressures in Aberdeen and the Aberdeen Housing Market Area and there are chronic levels of housing need¹, as identified by the Housing Need and Demand Assessment. The Council and RSLs will not be able to meet the need for affordable housing and given the affordability pressures of housing in Aberdeen, market housing will be unable to meet the needs of those that cannot currently afford market housing. Therefore, through the use of planning policy there is a need to deliver housing below market value. The policy in the Local Development Plan will require that all residential developments greater than 5 units provide a 25% affordable housing contribution. Alongside the policy Supplementary Guidance will be produced that will provide more detail on the type of affordable housing, how the requirements are delivered, and more detailed information about the legal agreements that the Council will expect to enter into with developers.

There are a range of affordable housing options available, including: social rented, shared ownership, shared equity, discounted low cost sale, housing without subsidy and mid-market rented accommodation. Each of these has a role to play in meeting housing need. The preference of the Council in the majority of cases will be to deliver social rented accommodation. However, this relies on public subsidy and is not always deliverable. Where public subsidy is not available, or will only meet part of the requirement, affordable homes built without public subsidy will have a role to play.

The Housing Need and Demand Assessment provides an analysis of those people in housing need that could afford intermediate housing. Generally, the analysis indicates that there is considerable potential for intermediate housing, under current housing market conditions. The potential ability to afford intermediate housing is not the same as demand for such products, and this proportion is based on current assumptions about the future housing market. Guidance contained within Supplementary Guidance will be included to outline the potential contribution of intermediate housing, but no requirements will be included in policy.

The priority of policy will always be to deliver affordable housing on-site, in all areas of the city, and it will only be in exceptional circumstances that an off-site contribution or commuted payments would be accepted. Delivering integrated affordable housing on-site improves the deliverability, encourages mixed communities and helps to promote social inclusion.

The Local Development Plan will continue to support the Aberdeen Community Regeneration Masterplans through allocations and policy. However, there is a need to promote inclusion within new developments. Also

¹ Refers to households lacking their own housing or living in housing that is inadequate or unsuitable, who are likely to be able to meet their needs in the housing market without some assistance.

the delivery of new affordable housing is heavily reliant on the land and contributions provided as a part of new developments.

Other Comments

Other general comments on the topic of housing were received. A list of the general comments with responses is listed below:

Comment: Need to provide housing that will meet the needs of a future influx in population.

Response: The housing allowances that have been set by the Structure Plan are significantly higher than the previous Structure Plan. This is partly to meet the needs of a growing population, caused by in-migration. Through policy, we would aim to deliver a range of house types and sizes to meet all housing need and demand.

Comment: Housing releases will be required in advance of the Local Development Plan being adopted in 2012.

Response: It is extremely unlikely that the Local Development Plan will be adopted before 2012. From our assessment of land supply, we are aware that in the short term land supply will be below 5 years. This is what has prompted the preparation of a new local development plan so soon after adopting the current local plan.

Comment: Need to accommodate for an aging population, more schemes similar to Tor-na-dee.

Response: There has only been one proposal for an extension of a care home and we have supported this. New care homes, or residential developments would be accommodated on or within new and existing residential areas.

Comment: Key worker accommodation, for example hospital workers, is a matter that requires further consideration.

Response: The Structure Plan provides a generous supply of land to meet future housing requirements. By significantly increasing the supply of a range of house types and sizes in Aberdeen this may improve labour mobility in the area. No specific allowance is to be made for key worker accommodation.

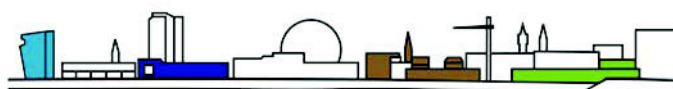
Comment: The Proposed Plan, or its supporting documents, should address the mix of house types and sizes required to meet the full range of housing need and demand, as identified by the Housing Need and Demand Assessment. It is important that the preparation of the Proposed Plan is fully informed by the findings of the Housing Need and demand Assessment.

Response: The Housing Need and Demand has inputted directly into the work on the housing policies. A consensus has been reached with the Strategic Housing Market Partnership on the conclusions from the Assessment and we expect to have received feedback from the Centre for

Housing Market Analysis before the Proposed Local Development Plan is reported to Council in August.

Comment: The Proposed Plan or its supporting documents should provide the detail and timescale for implementation of the policy proposals on housing for an ageing population, housing for multiple occupation and Gypsies and Travellers.

Response: Housing need for the elderly or people who require houses in multiple occupation will be met through the general housing provision. Specific sites and policies to provide land for Gypsies and Travellers have been made and the action programme will set out the timescale for delivery of these policies.



aberdeen local development plan

Main Issues Report – Consultation Responses

Infrastructure & Developer Contributions: Summary of Responses

Main Issues Report Comment/Question	Number of Comments	Support	Object	Comment
Agree with the concept of Supplementary guidance	65	37	0	28
Major Infrastructure	5	0	0	5
Delivery of Infrastructure	14	0	0	14
Infrastructure Requirements	11	0	2	9
Cross-boundary Issues	4	0	0	4
Specific Area Issues	17	0	0	17
Other	11	0	0	11
Policy/Suggested Policies	7	0	0	7
Total	134	37	2	95

Each policy question relating to infrastructure and developer contributions has been split into sub-issues. A summary of the issues arising from comments has been listed, and these are split by supporting comments, objections and comments. Supporting comments are comments which support the conclusions in the Main Issues Report.

Source of Responses

A total of 134 different comments were received relating to infrastructure and developer contributions. These responses came from:-

- 52 Individuals;
- Bridge of Don Community Council;
- Cove and Altens Community Council;
- Culter Community Council;
- Cults, Milltimber and Bielside Community Council;
- Kingswells Community Council;
- Mastrick and Sheddocksley Community Council;
- Torry Community Council;
- Civic Forum;

- The Scottish Environment Protection Agency;
- Scottish Natural Heritage;
- The Scottish Government;
- Homes For Scotland;
- Langstane Housing Association;
- Grampian Housing Association;
- NESTRANS;
- SportScotland;
- Scottish Water; and
- 7 submitted on behalf of development industry/land owners.

1. Summary Overview of Responses

i. Do you agree with the concept of supplementary guidance for developer contributions?

Supporting Comments

37 supporting comments were received in total. 23 members of the public, 7 Community Councils, Scotia Homes Ltd, SEPA, Stewart Milne Homes, Ryden LLP, Langstane and Grampian Housing Associations, Scottish and Southern Energy, Jones Lang LaSalle, Knight Frank LLP, NESTRANS, Homes for Scotland and the Scottish Government all made comments that were supportive of the Main Issues Report approach.

Objections

No objections were received to the principle of supplementary guidance for developer contributions.

Comments

28 general comments were received regarding the proposed supplementary guidance for developer contributions; these were from members of the public, Bancon Developments Ltd, Knight Frank, the Civic Forum, Paull and Williamsons LLP, and Langstane and Grampian Housing Associations.

- Whether or not the supplementary planning guidance will go through public consultation before it forms any part of the Development Plan.
- The Housing Associations wish to contribute to the supplementary guidance, whilst others believe it should be prepared in full consultation with key stakeholders such as service providers, landowners/developers and the public.
- Concern that developers will simply cherry pick from one site to the next to minimise the infrastructure impact in any one place and the developer contribution required of them.
- Concern over whether there is merit in the Local Authority front-loading major pieces of infrastructure and subsequently reclaiming cost from developers. Homes for Scotland consider that contributions currently fall unequally on the house-building sector. Two other respondents queried the Council's ability to finance its own share of infrastructure

improvements, one in particular indicating that time limits in particular could also pose a risk to infrastructure provision.

- Another respondent suggests that where more than one landowner/developer exists, the Council adopts the role of a 'broker' between these different parties to ensure development is delivered.
- Early identification of developer contributions is needed to give certainty and clarity to developers.
- Policy is not strong enough and does not actually measure the effect of additional development on infrastructure.
- The current approach being taken to developer contributions by the city council is not supported.
- Some respondents stressed the need to comply with Circular 12/1996, particularly in terms of the need for contributions to be commensurate in scale and kind to development proposed.
- Concern that due to the economic downturn there may be constraints on funding major development proposals and the up-front funding of infrastructure provision.
- Flexibility required – policies and SG should allow for any change in circumstances and should not attribute sums or figures to specific projects, as costs for infrastructure provision may change over time.

Response

We note the widespread support for the principle of preparing Supplementary Guidance on Infrastructure & Developer Contributions. Further details on the proposed Supplementary Guidance will be set out in the Proposed Plan, which is expected to be published in September 2010. The public consultation will provide an opportunity to make comments on the proposed policy framework, including the Supplementary Guidance.

Since publication of the Main Issues Report, Scottish Government has published Circular 1/2010 on Planning Agreements, which replaces Circular 12/1996. The new Circular enables Local Planning Authorities to address the cumulative impact of development, however, it also emphasises that infrastructure or financial contributions should only be sought where they are required to mitigate the impact of development.

The Council proposes a policy framework which will show how the provision of infrastructure or costs for mitigating the cumulative impact of development will be met, within or apportioned to, the development sites proposed. In doing so, developers will be liable for making a fair and appropriate contribution, commensurate in scale and kind with the development proposed. Significant infrastructure requirements will be made clear from an early stage in the preparation of the Local Development Plan to provide clarity and certainty to the Council, its partners, and the development industry. The policy framework will need to ensure that there is sufficient flexibility in the plan should circumstances change. Any infrastructure costs associated with specific items of infrastructure, or those attributed to specific sites/areas, will

be subject to review through future Local Development Plans or Supplementary Guidance.

The City Council has worked in close partnership with a wide range of agencies – through the Future Infrastructure Requirements for Services Group (or FIRS) – to establish the infrastructure requirements. These key agencies have provided the Council with their views on infrastructure requirements, based on their own specialist and technical knowledge. Transport modelling has been undertaken to assess the strategic transport infrastructure which is likely to be required to support new development. This work has taken account of the cumulative impact of growth across the whole region, not just within the City.

Where there are neighbouring/adjacent sites with more than one landowner/developer interest, the emerging policies seek for these parties to work together in order to prepare a joint masterplan to ensure the overall site(s) are delivered.

ii. **Major Infrastructure**

Objections

5 comments were received. 2 were from members of the public, 2 from Transport Scotland and 1 was from an agent on behalf of a developer.

- Object to level of new development before major pieces of infrastructure such as the Western Peripheral Route (WPR), the Third Don Crossing and improvements to the Haudagain roundabout are built.
- Concern over the ability of the existing strategic road network particularly in the A90 and A96 corridors and prior to delivery of the AWPR, to accommodate significant additional growth.
- Transport Scotland highlight that should any improvements to the AWPR be required as a result of development proposals, they will require to be developer funded and undertaken following the completion of the committed scheme in 2012.
- Crossrail - Under Section 2 entitled “Vision and Objectives”, it is mentioned that delivery of the Aberdeen Crossrail project is currently being investigated by Nestrans, involving the provision of new stations and improved rail services between Stonehaven and Inverurie. This intervention was not considered for inclusion within the Strategic Transport Projects Review (STPR), as it was considered to provide only local and regional benefits. However, a combination of Intervention 19 (Rail Service Enhancements between Aberdeen and Inverness) and 23 (Rail Service Enhancements between Aberdeen and the Central Belt) would provide significant national level benefits in terms of improving better connections between the cities. Consequently, this intervention does not form part of Transport Scotland’s future investment programme. This should be clearly stated within the Proposed Plan, which should distinguish between infrastructure that will be required for the delivery of the plan proposals and infrastructure that is aspirational in nature and will not be delivered within the plan period.

Response

As previously discussed, an initial transport modelling exercise has been undertaken and further detailed modelling is being carried out to help identify the strategic transport improvements that will be required in order for development to be successfully accommodated in these areas.

It will be expected that any improvements or access points to the AWPR as a result of development proposals will be developer funded.

iii. Delivery of Infrastructure – Process/Viability/Funding

Comments

14 comments were received. 9 were from members of the public, 2 from the Civic Forum, 1 from Transport Scotland, 1 from ACSEF and 1 from an agent on behalf of a developer.

- How does the council intend on ensuring that developers fulfill their obligations and those services, facilities and infrastructure provided are both wanted and needed locally?
- Transport Scotland has concern over the deliverability of this amount of housing.
- The idea of up front infrastructure being provided by the Local Authority and reclaimed from developers should be explored.
- All infrastructure should be in place before new development takes place.
- The collective impact of additional houses must be looked at, not on just a site specific basis.
- No details have been provided of specific needs or how and when the infrastructure will be delivered.
- A review and improvement of the current infrastructure must be carried out before new plans are embarked upon to grow the region, otherwise the same problems will still exist at a bigger scale.
- Constrained public sector finance will require significantly more investment from the private sector particularly for the delivery of the large infrastructure projects outlined in the Economic Development Plan. Therefore improved infrastructure provision achieved through developer contributions should act as a catalyst for further private sector investment in flagship economic development projects.

Response

The amount of housing proposed in the Local Development Plan is based on targets set out in the Aberdeen City & Shire Structure Plan, which was approved by Scottish Government in August 2009.

The FIRS process has taken account of the cumulative impact of growth across the whole region, not just within the City. Where there are neighbouring/adjacent sites with more than one landowner/developer interest,

there may be merit in parties working together in order to prepare a joint masterplan to ensure effective delivery of the overall site(s).

Based on feedback from the FIRS process, the Local Development Plan will set out the infrastructure requirements to support new development in different areas of the City and prepare an Action Plan. New development and accompanying infrastructure should be provided in accordance with the phasing proposed and the details set out in the action plan and Local Development Plan. There will need to be an element of flexibility built into the policy framework in case the rates of housing delivery do not come forward as planned.

iv. **Infrastructure Requirements**

Comments

11 comments were received. 6 were from members of the public, 1 from Ryden LLP, 1 from Sportscotland, 1 from Kingswells Community Council, 1 from Scottish and Southern Energy and 1 from Bridge of Don Community Council

- There is a need to ensure that there is adequate provision made for health care facilities to serve new development. They should be centrally located to the community, making them visible, accessible and where public transport exists.
- The significant scale of development will place additional demand on existing sports facilities and create a need for new ones. The Sports Pitch Strategy should be updated and Sportscotland could assist in funding for this. Through this modelling could be carried out which would determine where best to locate new facilities. The best locations are likely to be beside schools which could integrate school and community use of facilities.
- Developers must take consideration of the long-scale management of developments and contribute to the associated costs often picked up by the council/neighbourhoods.
- Welcome the idea that major new development requires a network of new infrastructure to meet the Plan's vision.
- Currently a concern with foul drainage infrastructure capacity and Aberdeen's bathing waters.
- It will be important to carefully plan any new electricity, gas or telecom infrastructure required to serve new developments.
- Planning authority needs to incorporate access rights in development plans and to protect paths and green networks from development. Paths are an important sport and recreation resource that should be fully taken into account as part of assessing growth options for housing and economic development sites.
- In assessing growth options a proper audit of paths should be undertaken which takes into account their popularity and what activities they are used for. Cross reference should be made to Aberdeen's core paths plan and access strategy (if you have one).

Objections

2 objections were received. 2 were from members of the public.

- Planned development will overload the capacity of primary and secondary schools.
- Inadequate schools and doctors surgeries for the scale of development.

Response

The City Council has worked in close partnership with a wide range of agencies – through the Future Infrastructure Requirements for Services Group (or FIRS) – to establish the infrastructure requirements. These key agencies have provided the Council with their views on infrastructure requirements, based on their own specialist and technical knowledge. Transport modelling has been undertaken to assess the strategic transport infrastructure which is likely to be required to support new development.

Developers of new sites will be liable to provide or contribute towards the infrastructure required to mitigate the impact of that development. The requirements for infrastructure and services will be identified in the Local Development Plan, Supplementary Guidance and the Action Plan, and will include schools, health facilities, sports, cultural and community facilities, open space requirements, public transport services or infrastructure, roads and affordable housing.

Where possible the Council will seek to make best and most cost-effective use of the infrastructure provision by co-locating services or creating dual-use facilities. For example, where new schools are proposed we intend to create a community campus which incorporates dual-use facilities for the school and community use and to co-locate other key services adjacent to the school. This could include sports facilities, libraries, GP and dentist facilities and possibly police within or alongside the school building.

Council is working with Scottish Water in relation to the implications of new development for water provision and waste water treatment and the mechanisms required to deliver such improvements. Connection to the public sewer will be a pre-requisite for new developments, and if it has been identified that there is insufficient capacity, developers will be required to contribute to upgrading of the water or waste water network.

The criteria used to assess the suitability of Development Options sites to accommodate development included the relationship of a site to Core Paths. The emerging policies in the Local Development Plan seek to protect any paths identified in the Core Paths Plan and should be protected and enhanced through new development.

The site assessment criteria also considered the ability of existing schools to accommodate the pupils likely to be generated by a new development, or to identify where new schools would be required. Where new development creates the need for new or extended school provision, developers will be

expected to cover the cost of accommodating the need created by the development.

v. Specific Area Issues

Comments

17 comments were received. 15 were from members of the public, 1 was from NHS Grampian and 1 was received from Mastrick and Sheddocksley Community Council.

- There is a need for more facilities and services for new and current residents of Bridge of Don.
- Lack of sport facilities in Deeside
- Residents in Milltimber do not support a local shop in Milltimber.
- Torry Community Council would be opposed to any change in secondary school educational provision which covers Area H and Torry.
- Services in Lower Deeside will not be able to deal with the influx of people to the area.
- Kirk Brae is already a dangerous road and therefore further development would worsen this and other roads within the area.
- Bridge of Don is in need of a new bridge and cycle/footpath connections where current traffic levels and grid lock is unacceptable.
- The Langstracht is in need of improvement to alleviate the high levels of congestion at peak times. Any more development would make this worse.
- North Deeside Road and Garthdee Road have traffic problems and this will be compounded by more development.
- There is need for a link road between North Deeside Road and Garthdee which would avoid the Mannofield crossroads.
- Development should be located at as close as possible to major trunk routes and specifically beside Milltimber Brae bypass junction on Deeside.
- Development should take the form of what had been built at Portlethen where major infrastructure has been planned prior to building work taking place.
- The roads infrastructure to the west of the city is inadequate, particularly in Cults and Pitfodells, to cope with the increased traffic flows the plan will generate.
- Electricity, gas and telecoms infrastructure may need to be protected with relation to development proposed near the AWPR. Alterations or diversifications required will need to be funded by the developer.
- New facilities are needed in the city centre and regeneration areas. A site has been identified in the Woodside area to serve both Woodside and Tillydrone communities. Also, a new facility is required close to the city centre to accommodate the two practices requiring to relocate from their sub-standard accommodation in the existing Denburn Centre. This requires being within half a mile radius of their existing location. NHS Grampian would welcome a dialogue with the City Council on identifying a potential site within that area.
- There are not enough community facilities in Cove. The number of houses will require quite a lot more facilities.

Response

The City Council has worked in close partnership with a wide range of agencies – through the Future Infrastructure Requirements for Services Group (or FIRS) – to establish the infrastructure requirements. These key agencies have provided the Council with their views on infrastructure requirements, based on their own specialist and technical knowledge. Transport modelling has been undertaken to assess the strategic transport infrastructure which is likely to be required to support new development.

Developers of new sites will be liable to provide or contribute towards the infrastructure required to mitigate the impact of that development. In other words, where a new development creates the need for new or expanded services, the development will be liable for meeting the cost of that infrastructure. The requirements for infrastructure and services will be clearly identified in the Local Development Plan, Supplementary Guidance and the Action Plan, and will include schools, health facilities, sports, cultural and community facilities, open space requirements, public transport services or infrastructure, roads and affordable housing.

Where possible the Council will seek to make best and most cost-effective use of the infrastructure provision by co-locating services or creating dual-use facilities. For example, where new schools are proposed we intend to create a community campus which incorporates dual-use facilities for the school and community use and to co-locate other key services adjacent to the school. This could include sports facilities, libraries, GP and dentist facilities and possibly police within or alongside the school building.

There is no evidence to suggest that a link road between Deeside and Garthdee is required at present. This will depend on the outcome of the transport modelling, the results of which are expected in June 2010.

vi. Cross-boundary Issues

Comments

4 comments were received. 2 were from Kingswells Community Council, 1 was from PPCA on behalf of Banchory Leggart and the other comment was from Stewart Milne Homes.

- Concerns that cross-boundary issues relating to educational capacity have not been taken into account. I.e. a new Secondary School proposed at Banchory Leggart would free up capacity at Cults Academy, as pupils living south of the Dee can attend Banchory Leggart School – and hence allowing for more development within the North Deeside Corridor.
- Both authorities, Aberdeenshire and the City, must co-ordinate their requests for developer contributions given this site lies partly within both authorities.

- There should be some provision for developments in Aberdeenshire to contribute towards the cumulative effect they will have on the road network in the city.

Response

Aberdeen City Council has worked closely with Aberdeenshire Council and the Planning Gain Team regarding cross-boundary issues during the development of the Local Development Plan. This has included coordinating the two authorities' emerging policy framework in relation to infrastructure and developer contributions. As part of this work, we have assessed the level of contributions required for sites which have a cross-boundary impact on infrastructure and services.

vii. **Other**

11 comments were received. 6 were from members of the public, 1 each was received from Kingswells and Mastrick/Sheddocksley Community Councils, 1 from Paull and Williamsons LLP and 2 were received from Scottish and Southern Energy PLC

- Based on past experience there is no confidence that the Planning Gain Team will ensure developers pay contributions and therefore it is felt that a major improvement to the system is required
- Welcome the establishment of the Future Infrastructure Requirements Group which will assess the infrastructure needs prior to the approval of development.
- Guidance is not strong enough. New development should be hard linked to the prior development of adequate transport and other infrastructure. Guidance only allows for the watering down or delay of key infrastructure projects leading to planning failure and blight.
- Roads infrastructure costs should be borne by the developers and not the local taxpayers.
- New roads will be needed on Deeside due to the congestion that will occur with the vast expansion that is planned.
- Renewable energy developments could also be considered through this planning process and could be delivered through an Energy Services Company (ESCo). An ESCo can deliver good financial returns, therefore not only delivering renewable energy development but also likely to incentivise appropriate development partners. Recommend that ESCOs within the larger growth areas be reflected within the Local Development Plan and taken forward as a matter of early engagement with the respective developers.
- Local Development Plan should recognise the statutory requirements under SHETL to provide connections to energy generation projects and distribution, and SHEPD to provide connections to generation projects and developments with demand, such as settlement expansion, in the most efficient, coordinated and economical manner. Also SGN requires

to provide connections upon request to all premises and to pipelines operated by an authorized transporter in the most economical and efficient manner.

Response

Supplementary Guidance on infrastructure and developer contributions is being developed alongside the Local Development Plan which will provide clear guidance to developers, landowners and agents, identifying the infrastructure required for their site to be successfully developed and any negative impacts mitigated against. The system should provide a robust framework for applying requirements for infrastructure and services, and will enable their timely provision.

viii. Policies/Suggested Policies

7 comments were received. 3 were from SEPA and 4 were received from Scottish and Southern Energy PLC

- Current Local Plan contains a SUDS policy – it is expected that this will be taken forward into the new Plan and through the masterplanning process. In order for SUDS and buffer strip policies to work effectively, SEPA request that existing and future allocations be reviewed in terms of capacity to provide adequate space for such infrastructure before final allocations appear in the Plan. We would very much welcome the opportunity to work with Aberdeen City Council to produce guidance, similar to Aberdeenshire, which would help to protect and enhance the water environment with the City
- Current Local Plan contains a foul drainage policy – it is expected that this will be taken forward into the new Plan and the preferred sites identified in the Main Issues Report will comply with this policy.
- Local Development Plan should include appropriate policies to guide the planning for electricity transmission and distribution and gas networks, as well as to guide ACC's consideration of such developments. SHEPD and SHETL are required to consider the placement, retention, upgrading and refurbishment of overhead electricity lines within Aberdeen where these must avoid major areas of the highest amenity value and protect other environmental interests. Therefore a balance must be drawn between technical, economic and environmental considerations.
- Local Development Plan policy framework should positively promote provision of telecoms infrastructure.
- Local Development Plan policy framework should include a supportive policy framework for gas network upgrades
- Policies should make appropriate provision for sites associated with the sub-sea transmission network mentioned in NPF2. For example

onshore terminals or new/modified circuit arrangements to tie nodes into existing networks.

2. Summary of Consultation Event Comments

Airyhall Primary School Consultation Event **2nd November 2009**

- Concern that the development proposed is dependent on delivery of the AWPR and that roads are already at capacity and can not take additional traffic.

Cove/Kincorth/Nigg event **18 November 2009**

- The roads around the areas cannot cope with the level of development proposed.

Culter event **25 November 2009**

- Satellite towns are a good idea, as long as they have the infrastructure necessary to make them sustainable.

Stoneywood Primary School Consultation Event **16th November 2009**

- Satellite towns are a good idea, as long as they have the infrastructure necessary to make them sustainable.
- A bridge over the Don connecting Whitestripes to Dyce was a good idea
- The WPR should be built first.

Mastrick Community Centre Consultation **1st December 2009**

- no adequate infrastructure – got to put this in before housing
- AWPR – good – when will this happen?
- forward funding good to get infrastructure first then housing
- Concerns with regard to the housing numbers and what impact this would have on the already busy roads.

Scotstown Primary School Consultation **23rd November 2009**

- Not convinced that the WPR will happen.

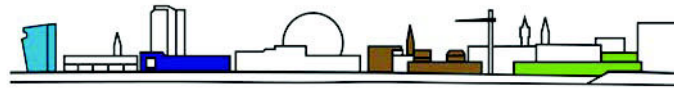
- New facilities should be delivered alongside new developments. Where land is reserved for new facilities, it should not be developed for anything else.
- Third Don Crossing may be needed but roads beyond it into the city centre require improvement.
- Persley Bridge should be dueled with over passes over the Haudagain.
- The Aberdeen Western Peripheral Route has to come first.
- A flyover should be considered from the Parkway and over the Haudigain roundabout.
- We don't believe additional infrastructure will be delivered, having waited for so long.
- We would accept more development if the infrastructure was in place.

Milltimber Primary School Consultation
11th November 2009

- Concern that the development proposed is dependent on delivery of the AWPR and that roads are already at capacity and can not take additional traffic.
- Need more details on how developments will work in practice, especially in road traffic terms. Deliverability is key – we need to be very clear about what infrastructure is required (not just roads, but water and sewage, schooling as well) and how it will be delivered. Concern that infrastructure to support development won't be provided. The Plan also needs to be coherent on issues such as affordable housing.
- Some support was given to development further away from existing communities that could pay for and provide its own infrastructure, without impacting on existing areas.

Aberdeen Youth Council Consultation
27th October 2009

- Question about whether infrastructure would be put in place before housing is built and how infrastructure would be funded.



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Main Issues Report – Consultation Responses

Miscellaneous: Summary of Responses

35 Comments were made that do not relate to a specific site, proposal or issue in the Main Issues Report. Below is a summary of these comments and the responses to comments follow each comment. Comments are only summaries, but the full content of each respondents' submission can be found on the City Council's website by going to the following link:-

http://www.aberdeencity.gov.uk/xlp_LocalDevPlanSearch.asp

Comments and Responses

Comment: Concerned at how developers continue to provide false information in their submissions, such as about problems with drainage, flooding and waterlogging. Several pieces of information submitted by developers are patently misleading and simply wrong.

Response: The information provided by developers in support of their proposals has been useful, but in all cases an independent assessment of the site, including checking any details submitted, was undertaken by planning officers.

Comment: Development around the AWPR should not be allowed. Consideration to re-routing the AWPR should be given. There is no economic justification for the AWPR.

Response: The route for the AWPR has now been approved and work is ongoing to deliver the AWPR. The strategy for development promotes development in the most sustainable locations and does not promote development around the AWPR.

Comment: Believes the whole exercise is a waste of money and futile. Object to the process of a Main Issues Report, It is also obvious, although not admitted by Aberdeen City Council, that all proposals included in the ALDP when approved will go ahead without the chance for official objections from the public to be fully considered. The public are making comment and opinion of development proposals at a stage where they are not fully described. This is not a suitable way of involving the Community in the process.

Response: The Scottish Government promote the operation of an efficient development planning system, and require local authorities to provide an up-to-date and practical framework within which the outcome of planning applications can be decided with a degree of certainty and efficiency. The Main Issues Report forms part of the development planning process. It is the first stage in engaging with the public on future growth opportunities and the main issues that will affect new development. It is not possible to be able to

provide complete detailed information for the development options. However, through the production of masterplans, developers will be required to work with the local community on the issues that will shape the new development.

Comment: Notes that there are errors with the arithmetic on the scoring methodologies. Hopes this is not on purpose to make sure some developments 'fit the bill'.

Response: The sustainability checklist was one of three assessments we used to help us come to a decision on which sites are most suitable for development. The other information used to guide decisions were the Transport Framework and Strategic Environmental Assessment. Assessments of this breadth are, by their nature, subjective, and the assessments on their own do not tell us whether a site is suitable for development or not. However, they provide a wealth of information, which, when taken together, helped us to reach a view on the suitability of each site. The individual score did not directly influence the decisions on the preferred sites.

Comment: The Local Development Plan must include the identification of the site (King Street/Beach Esplanade - OP47) which has already been identified by Aberdeen City Council for a Mosque, community facilities and open space in the adopted Local Plan 2008.

Response: This site is included in the adopted Local Plan and will be carried forward into the Proposed Local Development Plan.

Comment: The local plan may not be approved until 2012 - does this mean that all the timetables, which start in 2007, will be moved out by 5 years? Will a new structure plan be bound by any of the policies adopted? Or will it give the chance to monitor progress and if necessary review?

The timeframe of the proposed Aberdeen Local Development Plan is not well understood, with the extended period of 2012 to 2023 likely to outlast the active interest of those currently commenting. There should be robust arrangements for keeping the plan under active review. The plan should implicitly contain arrangements to review and improve the content and policies contained in it, so that there is adequate flexibility to take full advantage of opportunities. We are aware that there may be legal constraints on this.

Response: The development plan process involves constantly reviewing plans to ensure that they are relevant and up-to-date. A review of the current Structure Plan to produce a Strategic Development Plan will be started this year. This review will re-visit all of the principles behind the strategy and the aims and objectives in the current Structure Plan. The Local Plan will also be kept under 5 yearly review to ensure that it is up-to-date and meets the requirements of the approved Strategic Development Plan.

The housing targets will not be moved on by 5 years. The Local Development Plan is required to allocate land on a range of sites to meet the housing land requirement up to year 10 from the predicted date of adoption. In addition to the 10 years post adoption the Local Development Plan will be required to deliver the housing requirements from 2007 to the predicted date of adoption. Therefore, the Local Development Plan will deliver the first two phases of the Structure Plan Housing Allowances, 2007-2023.

Comment: Detailed matters are better publicised through Pre-Application Consultation and subsequent neighbour notification as part of a formal planning application submission.

Response: We would agree that a large amount of the detailed masterplanning will be the key stage in identifying the detailed development and engaging the community on what the development should include.

Comment: Support the various representations made by Bancon Development in respect of the strategy followed in the Local Development Plan and the Main Issues Report.

Response: Noted.

Comment: Aberdeen City Council currently has a vacancy for Head of Planning and Sustainable Development. How can the council hope to handle their proposed developments in a professional manner when the key player in the team is not there?

Response: Aberdeen City Council has been through a process of restructuring, and this process has now been completed. At all times during the process there has been a Head of Planning and Sustainable Development in post.

Comment: Amendments to Policy 68: policy should recognise the current business and industrial land supply and appropriate amendments should be made to encourage alternative uses for the site.

We ask the Council to include hotels as an acceptable ancillary use for business and industrial land in an updated Policy 68.

Response: It has been recognised that the economic development policies within the current Aberdeen Local Plan 2008 are in need of review and in particular it is agreed that Policy 68 should be amended to include hotels as an acceptable ancillary use for business and industrial land.

Comment: The plan lacks a section on business use. We would like to see the addition of a main issues section in part 4 on the provision of land for enterprise and jobs, and be able to comment on this section.

Response: The purpose of a Main Issues Report is to identify changes that have occurred since the previous plan and set out the authorities big ideas for future development. The Main Issues Report included a section to set out employment land allocations for the Local Development Plan. In addition to the employment land allocations there will be policies contained in the Local Development Plan to promote economic development in the area.

Comment: The City should be far more ambitious about the future. The role of the City of Aberdeen is key to a prosperous future for the region. Too much time is spent on the process of managing detailed implementation and far too little on the shared vision for the future. This vision should aim high and provide clarity for future policy, and decision-making. The region needs leadership of the Aberdeen City Council to achieve this.

Response: Agreed. The Structure Plan and ACSEF Economic Manifesto set ambitious growth targets for the region. The role of the Local Development

Plan is to translate these visions and objectives into land use allocations and planning policy that sets a framework within which the outcome of planning applications can be decided with a degree of certainty and efficiency.

Comment: Wherever possible, development planning should demand best practice in both environmental and economic sustainability. This can be achieved by systematically making progress against a grand plan, which has efficiency built in. We note that the draft plan gives ample space to these issues.

Response: Sustainability is the core ethos of planning, and the planning system. All proposals in the Main Issues Report have been produced with the objective of contributing to sustainable development. Support is welcomed.

Comment: We are not currently taking full advantage of the opportunities for improvements provided by the process change delivered by the 2006 Planning etc. Act. The chamber is engaged closely with both local authorities in order to deliver these improvements. This is a difficult journey, and the Development Plan should be designed to facilitate this changed approach rather than hinder it. The plan should be future-proofed.

Response: We would agree that there is a lot of work to fully deliver the improvements delivered by the 2006 Planning etc. Act. However, we are working towards the delivery of a Local Development Plan that meets the requirements of the Act and supports culture change in the planning process by being: efficient, inclusive, fit for purpose and sustainable. The plan includes a plentiful supply of land for housing and business to meet arising need and the plan will be reviewed every 5 years to ensure that we have an up-to-date Local Development Plan.

Comment: We remain convinced that there is more scope to integrate the plans of the City and Shire, to share costs and skills, to mitigate risk, and to take full advantage of opportunity, and to provide a better integrated future for the citizens and enterprises in the region.

Response: The Structure Plan sets the spatial strategy for Aberdeen City and Shire, which promotes development in places that meet the needs of businesses and, at the same time, are sustainable and take on the challenges of climate change. We have worked closely with Aberdeenshire Council and other service providers and key agencies in the area to integrate the two local development plans and ensure that the cumulative impacts of development are addressed and we take full advantage of any opportunities to share facilities and infrastructure delivery.

Comment: Do not consider the presence of oil and gas pipelines a constraint to development.

Response: Health and Safety Executive place constraints on developments within the consultation zones of pipelines. Whilst measures can be implemented to reduce risk and increase development opportunity these are seen as additional constraints to development that should be avoided. The required development can be delivered without the need to allocate sites that are constrained by oil and gas pipelines.

Comment: If any of the sites promoted in the Main Issues Report contain sports facilities, it is suggested that the requirements of SPP11 should be considered as part of the Local Development Plan process.

Response: Agreed, the requirements of Scottish Planning Policy will be incorporated into any Local Development Plan policy.

Comment: Changing nature of the oil and gas industry and the impact this will have on Aberdeen. The main hope for wealth creation in Aberdeen is high technology oil & gas services sold to a world market. The very people that are required to do this work can be based in any of the other major oil centres worldwide. At present many chose to be based in Aberdeen for the quality of life this city gives. We sign up to the level of development proposed in this Main Issues Report ("Developers Charter") at our peril.

Response: Diversification of the economy of Aberdeen City and Shire will be extremely important over the coming years, and we would agree that enhancing and improving our environment plays a central role in attracting people and businesses to the area. The Economic Manifesto for Aberdeen City and Shire sets the aim for Aberdeen City and Shire - "To be recognised as one of the most robust and resilient economies in Europe with a reputation for opportunity, enterprise and inventiveness that will attract and retain world-class talent of all ages. The location of choice for high value oil and gas and renewable energy organisations, and a first choice for organisations of all sizes operating in other high value, quality niche markets."

Our environment, our accessibility and our hospitality will make Aberdeen City and Shire one of the most interesting and enjoyable locations in the UK in which to visit, live, work and grow up.

Through the Local Development Plan we aim to deliver future development in the most sustainable locations that minimise impact on the environment and at the same time provide a strong framework for investment decisions which help to grow and diversify the economy.

Comment: Camphill would request that the process of preparing the Aberdeen Local Development Plan takes cognisance of the potential cumulative impacts of development options on the special needs children and adults served by Camphill.

Response: The site assessment process identified any potential land use conflict arising from new development. The comments made regarding Camphill's sites have been considered in the area responses.

Comment: The current plan makes reference in paragraph 3.6.1 to the Scottish Office Planning Advice Note 46, "Planning for Crime Prevention". This was superseded in 2006 by Planning Advice Note 77: Designing Safer Places, and should be replaced. I would also suggest that Policy 7: Crime Prevention and Community Safety be reworded.

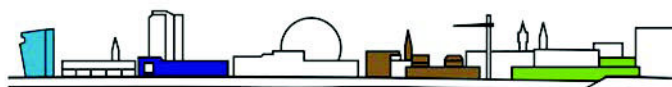
Response: Agreed, amendments to current policies will be incorporated into the Proposed Local Development Plan.

Comment: Aberdeen City Council's lack of awareness in new technologies to power vehicles must be corrected BEFORE greenfield resources are wasted.

Response: Through the site assessment process we have aimed to locate new developments in the most sustainable locations. New developments will be required to deliver new services and facilities within close walking distance to reduce the need to travel. New developments will also include a mix of housing and employment, which will encourage people to live and work locally, again, reducing the need to travel.

Comment: It would have been useful to add a paragraph on what makes a successful community, i.e. mixed ages, shops, medical centres, schools, facility for people to meet for clubs, sport, social occasions, open spaces to play, walk or just sit.

Response: The Local Development Plan will include policies to promote a mix of uses as a part of new development. In addition the requirements for open space, infrastructure, community facilities will be identified.



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Main Issues Report – Consultation Responses

Strategy Housing Numbers: Summary of Responses

42 respondents made comments on the specific issue of housing numbers. Below is a list of the comments and the responses to comments. Comments are only summaries, but the full content of each respondents' submission can be found on the City Council's website by going to the following link:-
http://www.aberdeencity.gov.uk/xlp_LocalDevPlanSearch.asp

Housing Numbers Comments

There were a large number of responses objecting to the housing numbers that the Local Development Plan is to provide. The majority of comments on this specific issue questioned the premise of the housing targets and felt that they are too high. A summary of the comments in support of the strategy that were made are list below:

- What is the justification for the huge housing numbers?
- Where are the people going to come from?
- The oil industry is predicted to decline in the future.
- Concerned the Council will have little control over the phasing of future developments. Developers will cherry pick from the development sites.
- Existing allocations should be deducted from housing requirements.
- Will the provision meet the specific requirements of the future population?
- Support for growth objectives.
- A risk that more housing will be provided than is actually required.

Response to Housing Numbers Comments

The role of the Structure Plan is to set the strategy for development in the area, which includes housing allowances to be delivered through Local Development Plans. The Structure Plan was approved in August 2009 and Local Development Plan must identify sites to meet the housing allowances.

Aberdeen City and Shire is growing. Even since 2005, the population has increased by 18,000 while the number of households has increased by 9,000. This growth is to be welcomed and it is consistent with the aims for the area to grow and diversify the economy, to become an even more attractive, prosperous and sustainable European city region, an excellent place to live, visit and do business.

However, if this is to be sustained, the planning system needs to provide the conditions to facilitate growth. Key to this is the provision of sufficient land for

new households and businesses of the right type, in the right places and at the right time.

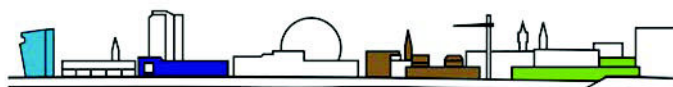
Response to the comments, an explanation of the justification behind the housing numbers:

Household forecasts have been developed for Aberdeen City and Shire (Strategic Forecasts 2007). A forecast of future households is made based on population trends and projection of average household sizes. Based on trends it is forecast, between 2006 and 2031, there will be a 25% increase in the number of households in Aberdeen City and Shire. To identify the future housing requirements for the Aberdeen City and Shire area, a forecast of vacancies and demolitions is made and the sum of this and the household forecasts provides a minimum housing requirement.

Vacant stock and second homes + projected demolitions + household estimates = Future Housing Requirement

This calculation projects that to 2031 there will be a minimum requirement for 59,090 new homes. In addition to meeting the forecast requirement, the Structure Plan is based on an aspiration to see the population of the area grow beyond projections, Government objectives to increase house building and a need to enable a more responsive housing market. Therefore, the Structure Plan allowance is for 72,000 new homes to 2031.

The Structure Plan aims to deliver a spatial strategy which promotes development in places that meet the needs of business and at the same time, are sustainable and take on the challenges of climate change. Making housing, employment and services highly accessible by public transport is central to this aim. The strategy is to focus growth in three strategic growth areas: Aberdeen City, Huntly to Laurencekirk corridor and Aberdeen to Peterhead corridor. Based on this strategy and the aims of the Structure Plan around half of all new development in the Structure Plan area is required to be in Aberdeen City.



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Main Issues Report – Consultation Responses

Strategy: Summary of Responses

34 respondents made comments on the issue of Strategy. Below is a list of the comments and the officer response to comments. Comments are only summaries, but the full content of each respondents' submission can be found on the City Council's website by going to the following link:-
http://www.aberdeencity.gov.uk/xlp_LocalDevPlanSearch.asp

Preferred Strategy Comments

There were a large number of responses that supported the preferred option and supported the delivery of land for new housing. Many comments just provided a brief statement to indicate that they supported the preferred strategy. A summary of the comments in support of the strategy that were made are list below:

- Will help to redress the balance of population and encourage more families to live and work in Aberdeen.
Capable of immediate delivery upon approval.
- Is in line with National Planning Framework, SPP, ACSEF Manifesto, Economic Action Plan and the Structure Plan. This increases the likelihood that the Structure Plan Targets will be met.
- Delivering employment land in locations that do not have concentrations creates a better balance and mix of uses.
- This will support the local economy.
- Pragmatic approach to the sustainable accommodation of growth within the city.
- The strategy provides a strong commitment to increasing housing supply and the strategy is in accordance with the Scottish Government's commitments and the Structure Plan requirements. The Scottish Government will continue to support delivery of development.
- Support for the Vision and objectives.
- The strategy is consistent with the economic development priorities as outlined in the ACSEF Manifesto and Economic Action Plan.

There were also a number of objections to the preferred option received the issues raised are listed below:

- Large housing allocations will reduce the quality of the environment, impact on existing infrastructure
- Question the deliverability of the phasing scheme, too much reliance on large sites, should allow smaller sites.
- Question whether the Structure Plan vision and aims have been met through the preferred settlement strategy.

- The housing figures from the Structure Plan have not been met
- The preferred option relies on publicly owned land and this may increase the risk of non-delivery.
- The strategy is piecemeal.

Response to Preferred Strategy

We welcome the support of the preferred strategy.

A large number of houses are required, by the Structure Plan, to be provided as a part of the Local Development Plan. As with any strategy that delivers this level of growth it is expected that without mitigation or interventions there will be a significant impact on existing infrastructure and the environment. Therefore, the developer would be required to make improvements to the transport network and mitigate any significant negative impacts on the environment in the area. In addition the Proposed Local Development Plan will identify the specific transport and infrastructure improvements that are required.

The site assessment process that was undertaken sought to avoid the loss of or damage to any known important environmental features and guide development to the most sustainable and accessible locations to minimise any potential impact.

The Structure Plan requires the Local Development Plan to provide land for a large number of houses. In order to deliver the growth some large sites have been allocated. Part of the reason for choosing the sites that have been included in the preferred strategy relate to the impact on services and infrastructure. There are locations in the City where we can make best use of resources and support existing services. However, in order to accommodate the level of growth required by the Structure Plan there is a need to provide additional infrastructure and services to support an increased population. Dispersal of development across the city, and reliance on smaller sites was not identified in the Main issues report as an alternative as this would not allow for effective delivery of major infrastructure that would be required, cumulatively, as a result of the level of development approved in the Structure Plan.

The strategy for development, including the preferred development sites, was produced following a detailed site assessment process, Strategic Environmental Assessment and Transport Framework assessment. The purpose of these assessments was to ensure that the directions for growth chosen, and the specific sites are those which best deliver the Structure Plan Vision and Aims, and provide a sustainable growth strategy. The Structure Plan strategy means that more than half of new development will need to take place on Greenfield sites. Therefore, it is key that new development helps to reduce travel distances, and makes walking, cycling and public transport more attractive to people.

The preferred strategy for development includes sites that will be phased over the whole Structure Plan period. However, the housing land provided does not

meet the full Structure Plan allowance of 36,000 new homes to 2031. There is no requirement for the Local Development Plan to meet the full housing allowance from the Structure Plan; it is only required to provide sufficient land to meet requirements for a 10 year period following adoption. With a planned adoption date of 2012 the LDP will be required to provide sufficient land to meet the first two periods of the Structure Plan up to 2023.

The ownership of sites varies, but has not guided the decision on which sites are the most suitable. The preferred sites are those that are most suitable for development and can deliver the settlement strategy. Through the use of the Action Programme, which will be published alongside the Local Development Plan, the Local Development Plan team will identify actions and work closely with all developers and landowners to implement the Local Development Plan.

Alternative Strategy Comments

A number of comments related to the alternative strategies and other alternative strategies that were not included in the Main Issues Report. A summary of the comments are listed below:

- A more even dispersal of development across the city is required to minimise potential impacts on the transportation network and increase the likelihood of allocations actually being delivered.
- Alternative strategies identified in the MIR do not conform to the Structure Plan and phase other large sites over a longer time period.
- Include more development at Deeside and more development at Kingswells.
- Promote more development at Peterculter.
- Support more development on Lower Deeside.
- Provide stand alone development, rather than bolt onto existing settlements.
- Support the alternative strategy for employment land delivery; it is a more deliverable option. There is a need to promote the most suitable sites first.
- Employment land should be provided in a range of locations rather than add more land at existing locations.
- Should promote more brownfield development, and encourage brownfield development to take place before greenfield development. This is a more sustainable option.
- Support the alternative strategy for housing as it is more realistic and will allow for slower growth
- Any unused allocations from the Local Plan should be included in the allocations for the Development Plan.

Response to Alternative Strategy Comments

Part of the reason for choosing the sites that have been included in the preferred strategy relate to the impact on services and infrastructure. There are locations in the City where we can make best use of resources and support existing services. However, in order to accommodate the level of growth required by the Structure Plan there is a need to provide additional infrastructure and services to support an increased population. Dispersal of development across the city was not identified in the Main Issues Report as an alternative as this would not allow for effective delivery of major infrastructure that would be required as a result of development.

We would accept that the phasing of Alternative 2 would not meet the requirements of the Structure Plan and this is one reason why we recommended the preferred strategy.

To accommodate more development in the Deeside corridor or in Peterculter it would require a new secondary school. In order to deliver a new school this would require significant allocations in the area. We do not feel that this area could accommodate this level of growth for two main reasons. Firstly, North Deeside Road could not accommodate the additional traffic and there are constraints to delivering any improvements in this area. Secondly, the River Dee is a Special Area of Conservation (SAC) and development of this scale has the potential to have significant cumulative effects on the water quality and has the potential to adversely impact the integrity of the River Dee SAC.

The majority of the new development areas that have been proposed are of a large scale. This will support a range of facilities and services within the new development, enable the delivery of significant infrastructure improvements, and will avoid the problems that disjointed incremental growth has.

Some of the suitable sites for employment development have been phased ahead of others in the preferred strategy. The reason for this is to allocate sites into areas of the city that do not currently have high concentrations of employment land, such as Kingswells and Deeside. This helps to create a better balance and mix of land uses across the city. Also, in areas where we currently have a high concentration of employment land there are allocations that have not been built and it would be beneficial to allow development to come forward on these site before additional land is released in the area.

Over the past 25 years development on brownfield land has had a significant contribution to housing in Aberdeen. Evidence from development during the mid 1990s suggests that high levels of brownfield development can co-exist with high levels of greenfield development. Whilst the Aberdeen Local Development Plan will only provide brownfield sites for the first phase of the Structure Plan (4,000 homes) the policy approach would support a higher rate of development if the housing market can deliver the sites. Although the Structure Plan recognises the importance of new housing on brownfield sites, it also recognises that greenfield housing is important. Therefore, the Structure Plan strikes an appropriate balance between them. The balance of greenfield and brownfield development has been clearly set out in the

Structure Plan. The Local Development Plan is required by legislation to be consistent with the Structure Plan, and there is a requirement for the Local Development Plan to deliver the approved development strategy that is set out in the Structure Plan.

If the development industry is unable to deliver the Structure Plan requirements or the requirements for housing are not as forecast then the preferred strategy would also support a slower rate of growth. If growth is slower than set out in the Structure Plan developments would be completed over a longer time period. However, if demand is in line with projections or above, there is a need to have a range of sites available to allow the market to respond effectively. The Structure Plan makes it clear in paragraph 4.17 that we cannot expect all the new houses allocated to be built within the relevant plan period.

The housing allocations in the Structure Plan are in addition to all sites that were included in the 2007 Housing Land Audit and all greenfield sites identified in the Aberdeen City Local Plan. Any windfall sites, from 2007 onwards, will count toward the housing land requirements.

General Comments on Strategy

Other more specific comments related to the strategy for development are listed below:

- Additional greenfield releases should be made where a 5 year land supply is not being provided.
- Given the uncertainty about the future demand for housing, the plan should identify which sites would be preferred if demand is lower than anticipated.
- Development should avoid land at risk from flooding.
- The Local development Plan needs to provide information on deliverability and infrastructure requirements.
- The Main Issues Report does not address cross boundary infrastructure impacts.
- Has environmental impact and assessment of the carbon footprint been undertaken?
- What happens if the route for the Aberdeen Western Peripheral Route changes?
- The MIR fails to identify improvements other than housing and employment.
- The preferred options do not provide reasonable alternatives.

Response to General Comments

The Structure Plan has provided generous housing allocations to provide flexibility in the objective of delivering housing requirements and meeting the aspiration to grow the economy and population of the region.

As part of the site assessment process flooding was seen as a constraint to development. There are preferred sites that are constrained by the risk of fluvial or costal flooding. Where there are areas of a site that have flooding

issues, these are minor or it is possible for development to be delivered without building on the area at risk from flooding.

We will publish the infrastructure requirements and how these are to be delivered along with the Proposed Local Development Plan. This will provide the development industry with upfront information on the requirements to plan into the finances of development and will provide the public with clarity on what will be delivered as a part of new development.

Transport modelling has been undertaken, together with Aberdeenshire Council, to assess the cumulative impact of development across the North East region, and to identify the strategic transport infrastructure that will need to be delivered to support this level of growth. The outputs from this work will inform the infrastructure requirements of both the Aberdeen and Aberdeenshire Local Development Plans.

A Strategic Environmental Assessment of the Main Issues Report proposals and strategies has been undertaken to reduce the impact of development on the environment and provide proposals to mitigate any significant impacts on the environment that are identified. Impact on climate formed a part of this assessment.

The route for the AWPR has now been approved and work is ongoing to deliver the AWPR.

Within all new developments, policies will require delivery of additional services, facilities and infrastructure, and will be required to implement environmental improvements where necessary. In addition the Local Development Plan will make specific allocations / provision for: waste facilities, community facilities, access improvements, environmental improvements, retail development, a framework for development in the City Centre, provision of affordable and other specific needs housing, and transportation improvements.

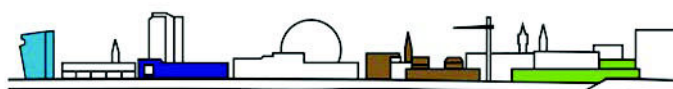
The alternatives identified in the Main Issues Report include many of the same sites as there is limited scope to accommodate development within Aberdeen City and through the assessment process only a limited number of sites were deemed suitable to accommodate future development. However, all the sites that were received as development options have been presented in the Main Issues Report and will have to be considered if any of the preferred sites are not favoured. Through the engagement on the Main Issues Report responses on both the preferred sites and the undesirable sites was encouraged.

Overall Response to Strategy Comments

The response to the overall strategy is mixed with a number of responses in support of the strategy and a number of objections. In addition some alternative options have been promoted which have been considered in the response to the alternative strategy.

The strategy has been chosen after undertaking an extensive assessment process of all available sites for development. The sites that are included in the preferred settlement strategy are those which provide opportunities to: minimise impact on the environment, reduce the need to travel and promote walking and cycling, minimise impact on existing infrastructure or can provide new infrastructure, and can be delivered.

The consultation on the Main Issues Report has provided a great wealth of information on the sites available and the assessments that have been made of these sites. There have been some amendments to the sites that are dealt with in the Area responses. However, the overall strategy for development is to remain broadly in line with the preferred strategy in the Main Issues Report.



aberdeen local development plan

Main Issues Report – Consultation Responses and Officer Response

Sustainable Construction Comments: Summary of Responses

We received 54 responses relating to the Sustainable Construction Main Issue. The types of respondent were classified as follows:

Number	Respondent Type
39	Member of the public
1	Community Council
1	Construction Industry Representative (Homes for Scotland)
8	Landowner/Agent
5	Key Agency (NESTRANS, SEPA, SNH), Scottish Government and ACSEF
54	

Questions in the Main Issues Report

Main Issues Report Question	Total no. of respondents *	Respondents generally supporting Main Issues Report	Respondents generally opposing Main Issues Report	Respondents offering advice/comment only
Like to see similar standards across Aberdeen City and Shire	31	32	0	0
Support approach of gradually increasing standards	27	25	2	0
Support wider range of criteria for environmental performance standards	29	30	0	0
Comments	31	17	6	8

Summary Overview of Responses

As can be see from the above table, there was wide support and very little objection to the preferred approach to sustainable construction set out in the

Main Issues Report. There was also unanimous support for a regional approach, and criticism from some developers that the goals would raise costs, jeopardising development, and standards should instead be set at the national level. The Scottish Government's own response indicated their intention to embed sustainable construction issues within the Building Standards regime but also their support for development plan policies requiring all new buildings to avoid a specified and rising proportion of greenhouse gas emissions.

Other concerns included a wish to see a more supportive policy framework for renewable energy, including energy from waste and biomass. Homes for Scotland questioned the definition of the term "zero carbon" and the effectiveness of new technologies. SEPA recommend the Council identify potential heat networks, wish to see the avoidance of flood risk as a sustainable construction criteria, support measures to minimise waste arising from construction sites and the incorporation of water saving devices in new developments. SNH wish the supply of sustainable construction materials to be fully considered, including the use of granite from geographically remote locations.

Response:

Since the publication of the Main Issues Report it has become clear that the Scottish Government view the Building Standards system as the most appropriate vehicle for delivering many of the sustainable construction themes at the level of the building block, including water conservation and materials. The national implementation of this through the Building Standards system has many benefits and will respond to concerns raised by the construction industry. The Local Development Plan does however still need to include policies requiring all new buildings to avoid a specified and rising proportion of greenhouse gas emissions through the installation and operation of low and zero-carbon generating technologies. The proposed progressive reductions in carbon emissions in the Sullivan Report represent a real challenge for house builders and requiring 2016 standards upon adoption of the Local Development Plan (as some respondents suggested) could jeopardise the delivery of housing in the city.

Aberdeen City Council has submitted a bid for Interreg funding for heat network mapping in the city, using GIS. This work will help us to establish and specify where in the city developments will be able to link into existing or proposed heat networks and where additional plants may be required. We are also looking to set in place a spatial framework for renewables' development in the city and will require the preparation of Site Waste Management Plans to minimise waste at source on construction sites.

Like similar standards across Aberdeen City and Shire

Supporting Comments:

27 Members of the public expressed their support for the idea of having similar standards across Aberdeen City and Shire. One member of the public noted that we seem to be very far behind other European countries in this area so it is good to see proposals like this included, while another thought the approach would bring greater consistency and clarity.

Scottish Natural Heritage (SNH), Nestrans, ACSEF and Tenants First Housing Co-operative were also in support of the idea.

Objections:

None.

Support approach of gradually increasing standards

Supporting Comments:

22 members of the public supported this approach.

NESTRANS support the approach but would like the progressive levels to be aspirational - challenging the construction industry to improve within realistic timescales.

SEPA support the approach as it will help Aberdeen improve energy efficiency and reduce the carbon footprint of development. They recommend looking to regional examples to inform the standards for new developments, but also note that greater gains may be made by providing support for energy efficiency in the existing housing stock.

Tenants First Housing Co-operative support the approach.

Objections:

1 member of the public objected to the approach, preferring instead to set standards as high as possible at all times not start off low and gradually build up to them.

Support wider range of criteria for environmental performance standards

Supporting Comments:

27 members of the public supported having a wider range of criteria.

NESTRANS and ACSEF support the approach and feel that taking account of the life cycle costs is essential.

Tenants First Housing Co-operative support the approach.

Objections:

None.

Comments

Supporting Comments:

12 members of the public support the preferred option.

Culter Community Council are in support of the preferred option, but would wish to do away with the gradual increase, introducing the 2016 standard upon adoption of the plan in 2012.

SNH strongly support the emphasis on creating places that are high-quality and sustainable.

SEPA support measures to minimise waste arising from construction sites and the incorporation of water saving devices in new developments. They also welcome the consideration to revise the Council's own building standards, and suggest it could be developed further to identify potential heat networks.

Bancon Developments Ltd support the "Code for Sustainable Homes approach" advocated by the Council and maintain that they currently use it to assess all of their developments.

Knight Frank LLP on behalf of Kilmartin Property Group support the preferred option, stating that it would allow the construction industry to gear up for the changes. They also believe Stoneywood provides a rare opportunity to create an exemplar large scale sustainable mixed use development within the urban area.

The Scottish Government welcomes the intention to reduce energy consumption in new development, but favours the approach of embedding sustainability in the mandatory building standards system. The Scottish Government refers us to Section 72 of the Climate Change (Scotland) Act 2009, requiring development plans to include policies requiring all new buildings to avoid a specified and rising proportion of greenhouse gas emissions, and states that the Building Standards Division is looking to further define measures of sustainability (not just energy) that could be verified and enforced via the building standards system.

Objections:

Emac Planning on behalf of Scotia Homes Ltd object that the goals may be difficult to attain and costly, which may hamper development in such times as the present.

Grampian Housing Association Ltd and Langstane Housing Association both object that better standards should be developed and delivered on a national

scale by means of building regulations. Similarly, Stewart Milne Homes maintain that assessments of developments' environmental performance should be Scotland wide and regulated by Building Regulations rather than the planning process.

Homes for Scotland object that emerging technologies are untested, unproven and the concept of zero carbon not clearly defined. Therefore, they argue, it would be inappropriate for Development Plan policy to insist on the use of such technologies.

Jones Lang LaSalle on behalf of Scottish and Southern Energy PLC and its Group Companies object that the Main Issues Report does not provide the guidance or anticipate the potential regarding renewables development. The policy framework can be used to help contribute more significantly to achieving greenhouse gas reduction and renewable energy generation targets.

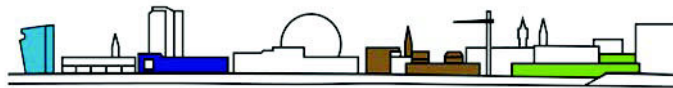
Comments:

SEPA would wish to see more explicit mention of recovering energy from waste and biomass, which may be licensable activities. SEPA would also like to have seen flood protection mentioned in the Sustainable Construction section of the Main Issues Report, as avoidance of flood risk is the most sustainable approach for all new development.

SNH wish the supply of sustainable construction materials to be fully considered. In particular the desire to use granite in building design recognising the vernacular architecture of much of Aberdeen City and Shire, which has to be balanced with the unsustainable quarrying of granite from local quarries or sourcing of granite from geographically remote locations, is also unsustainable e.g. Cornwall, China etc. This possible conflict should also be considered with respect to any Design Standards imposed.

Comments from 5 members of the public raised the following issues:

- Developments should be self contained, have renewable energy, cycle lanes and allotments attached.
- We need to see substantial improvements in the sustainability of new developments and I would support an early start to this process to encourage the construction industry to gear up.
- Encourage Aberdeen City Council to make sustainable and renewable options a primary priority. Think beyond the present needs only, please.
- There has to be a balance between cost and actual benefit.
- Energy efficiency is most important.
- Stick to the Structure Plan target for carbon-neutral buildings by 2016.
- A gradual increase in standards over the twenty years of the plan means the earliest developments will be out of date by the time the newer developments are complete.



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Main Issues Report – Consultation Responses

Transport and Accessibility: Summary of Responses

MIR Comment/Question	Number of Comments	Support	Object	Comment
Transport Framework	53	36	15	3
Strategic Infrastructure	24	-	2	22
Parking	5	1	1	3
Public/ Active Travel	26	4	-	22
Other	16	1	2	13
Total	124	42	20	62

Each policy question relating to transport and accessibility have been split into sub-issues. A summary of the issues arising from comments have been listed, and these are split by supporting comments, objections and comments. Supporting comments are comments which support the conclusions in the MIR.

Source of Responses

A total of 123 comments were received relating to transport and accessibility. These responses came from:-

- 62 Individuals;
- Cove and Altens Community Council;
- Culter Community Council;
- Bridge of Don Community Council;
- Torry Community Council;
- Cults, Milltimber and Bieldside Community Council;
- Mastrick and Sheddocksley Community Council;
- Kingswells Community Council;
- The Scottish Environment Protection Agency;
- Scottish Natural Heritage;
- The Scottish Government;
- Aberdeen Chamber of Commerce;
- Homes For Scotland;

- Langstane Housing Association;
- Grampian Housing Association;
- British Airport Authority Aberdeen;
- Aberdeen Harbour Board;
- Aberdeen Cycle Forum;
- NESTRANS;
- SportScotland;
- ACSEF;
- Civic Forum; and
- 19 submitted on behalf of development industry/land owners.

1. Summary Overview of Responses

Transport Framework

Supporting Comments

34 supporting comments were received in total. 15 members of the public, Scotia Homes Ltd, SEPA, SNH, Mastrick and Sheddocksley Community Council, Stewart Milne Homes, Ryden LLP, Langstane Housing Association, Strutt and Parker, Aberdeen Cycle Forum, Knight Frank LLP, Grampian Housing Association, NESTRANS, Culter Community Council, Cove and Altens Community Council and Kilmartin Property Group all made comments that were supportive of the MIR approach.

- Support the principle of the Transport Framework and believe it can help to deliver sites which offer the most potential for linking to sustainable modes of transport.

Objections

15 comments were received that objected to the Transport Framework approach. These were received from, 8 members of the public, Homes for Scotland, Scotia Homes Ltd, SEPA, Halliday Fraser Munro and Richard Bush (Chartered Town Planner).

- The Transport Framework only deals with existing transport infrastructure and those identified in the Local Transport Strategy; it should have looked at future transport/infrastructure requirements.
- The assessment criteria used in the Transport Framework are not relevant to all types of development.
- None of the assessment criteria are weighted and the criteria are not of equal relevance.
- The use of Accession software is too restrictive and not relevant.

Comments

3 general comments were received about the Transport Framework; these were from the Scottish Government, Culter Community Council and the Civic Forum.

- The impact on the transport infrastructure needs to be assessed on a city-wide basis and in conjunction with the Shire
- The Proposed Plan should be informed by the outcome of the cumulative modelling exercise.
- The alternative option to the Transport Framework approach is not supported.

Response

We welcome support for the Transport Framework, particularly the recognition of the need to integrate land use planning and transport issues. The purpose of Part A of the Transport Framework was specifically to assess the compatibility of each Direction for Growth to existing transport infrastructure. The criteria used were created by condensing the Local Transport Strategy objectives. These were intended to form a view on the suitability of existing transport infrastructure to accommodate development within each Direction for Growth, as opposed to individual Development Options. The criteria were not given weighting according to their perceived importance because the scores were not used to rank the suitability of Directions for Growth.

The stages of Part A of the Transport Framework process were as follows:

- The first stage was the Transport Appraisal, which appraised the existing transport network within each Direction for Growth against the criteria formulated from the Local Transport Strategy objectives (as described above);
- In the second stage the results from the Transport Appraisal were fed back to the LPD Transport Group, who gave their views on the ability of each Directions for Growth to accommodate growth and to identify the likely need for additional infrastructure to support development;
- The Council also commissioned strategic transport modelling (ASAM4) to forecast the impact of growth proposed in the first two phases (2007–2016 and 2017–2023) of the Aberdeen City and Shire Structure Plan. The modelling took account of committed transport infrastructure including the Aberdeen Western Peripheral Route (AWPR), third Don crossing, Haudagain roundabout improvements, Bus Park and Ride and strategic rail improvements, among others. The results concluded that the level of growth proposed in the first two phases of the Structure Plan can be accommodated.
- The combined results from the Transport Appraisal, feedback from the Local Development Plan Transport Group and initial transport modelling, has helped us to consider the likely impact of development in each of the Directions for Growth. Together with the other assessment criteria, it also informed decisions over which sites to allocate as Preferred Options in the Main Issues Report.
- In addition, the Accession software tool was used as part of the Development Options exercise to assess the accessibility of sites to various services and facilities. The policy framework in the Proposed Plan will set out further details on how Accession software could shape future development.

Following publication of the Main Issues Report, the Council were already working on Part B of Transport Framework which built upon the Part A results by using more detailed transport modelling techniques to help identify the strategic infrastructure requirements for the Preferred Options sites.

This stage also helps to consider the cumulative impact of development in the City and Shire and will help us to identify the extent to which sites within Aberdeenshire may need to contribute towards infrastructure within the City, and vice versa. Further local transport interventions may be required to mitigate and support new development and these will be identified through the Local Development Plan and through the masterplanning process.

Strategic Infrastructure

Objections

2 comments were received from members of the public.

- Object to level of new development as the infrastructure in Aberdeen City is inadequate.

Comments

22 general comments were received about Strategic Infrastructure; these were from, 14 members of the public, the Civic Forum, British Airport Authority Aberdeen, Bridge of Don Community Council, Kingswells Community Council, Aberdeen and Grampian Chamber of Commerce, Aberdeen Harbour Board and Richard Bush (Chartered Town Planner).

- The AWPR is not justified.
- No consideration has been given to the fact that the AWPR may be abandoned, delayed or re-aligned.
- Development should only go ahead after the AWPR, Haudagain and 3rd Don Crossing have been built.
- Additional road infrastructure should be considered.

Response

The Local Development Plan is required to allocate sufficient land to meet the growth targets set out in the Aberdeen City and Shire Structure Plan. The Future Infrastructure Requirements for Services (FIRS) process will identify the level of additional infrastructure that will be required to accompany new development.

The AWPR was approved by Scottish Government in December 2009 and forms part of the Strategic Transport Projects Review, Regional Transport Strategy and Local Transport Strategy. Land has been safeguarded for the proposed route and this will be identified in the Local Development Plan.

Every development site will be required to mitigate against adverse impacts on the transport network before development can proceed. If any particular phase of development is dependent on the AWPR and other transport infrastructure being in place then the development of the site will reflect the

timescales set by that piece of infrastructure. The transport modelling will provide evidence to help identify the strategic infrastructure requirements for the Preferred Options sites.

Parking

Supporting Comments

1 supporting comment was received from SEPA.

- Welcome the inclusion of parking policies as they will encourage the move towards more sustainable transport options.

Objections

1 objection was received from a member of the public.

- All developments irrespective of type should plan for the minimum of two cars per household off street parking, anything less, with the exception off student accommodation is totally negligible.

Comments

3 general parking comments were received from members of the public.

- The presumption against off street parking should be exempt for small scale visitor parking.
- Parking spaces are important but it is also important to have streets that are wide enough for waste collection vehicles, etc.
- There must be adequate facilities for car parking.

Response

The Transport Framework aims to promote sustainable transport in order to achieve sustainable growth. The availability of parking can have an important influence in reducing reliance on the car. Appropriate maximum parking standards will be applied to on-site parking at new developments to encourage modal shift. These will be set out in Supplementary Guidance and will reflect the individual development requirements. Where an area is well served by sustainable transport modes, more restrictive standards may be appropriate.

The comments in relation to on-street parking have been noted for consideration in any future parking strategy. There may be instances where on-street parking can form a viable part of the design of new development. Any on-street parking requirements will be designed in accordance with Designing Streets principles.

Public Transport and Active Travel

Supporting Comments

4 supporting comments were received from, 1 member of the public, Scottish Natural Heritage and SportScotland.

- Support the need for cycle routes and cycle parking to be protected and provided for in development.
- Welcome the comments on reducing travel distances and making walking, cycling and public transport more attractive.
- Support the six main issues identified as main transport/accessibility issues.
- Agree with the need to provide walking and cycling routes.

Comments

22 general comments were received in relation to public transport, walking and cycling. These were from, 13 members of the public, Torry Community Council, Cults, Milltimber and Bieldside Community Council, Bridge of Don Community Council, British Airport Authority Aberdeen, NHS Grampian, Aberdeen Cycle Forum and the Civic Forum.

- There are no real alternatives to the car.
- The public transport system in Aberdeen is a monopoly and very expensive.
- All new developments must be served by public transport and walking and cycling infrastructure.

Response

We welcome supporting comments in favour of public transport and active travel to/ within new developments. Bus services and walking and cycling infrastructure will ensure that a range of sustainable and healthy travel choices other than the car are available to people who live, work and visit Aberdeen.

We note the comment with regard to the public transport system in Aberdeen. Bus services in the UK are run by commercial operators. The role of the City Council is to work with these operators to seek the delivery of an efficient, affordable and comprehensive bus service for all. Bus operators have been involved in the Local Development Plan through the Local Transport Group.

Other Comments

Supporting Comments

1 supporting comment was received from Aberdeen Harbour Board.

- Agree with the recognition given in the Main Issues Report to the importance of the harbour as a transport gateway and that land adjacent to the harbour should be discounted for potential housing use.

Objections

2 objections were received from members of the public.

- The report mentions a number of 'issues' relating to sustainable transport, but provides no solutions. Given the track record of

developers and authorities, why would the proposed sites be anything other than 'car-based developments'?

- Too much emphasis is being placed on ridding new development of the car.

Comments

13 general comments were received from, 9 members of the public, NESTRANS, Scottish and Southern Energy Plc and Scotia Homes Ltd.

- It will be important to assess how neighbouring Directions for Growth are linked and any barriers that there may be for movement between them.
- Transport modelling is not always accurate as it often takes multi-modal solutions into account which are ultimately not deliverable.
- It will be important to include a policy framework to support the likely port developments or expansions that may be required to support the transportation and fabrication components for the offshore renewable energy developments.
- The need for Aberdeen to have efficient transport links to UK, Europe and the rest of the world cannot be overstated.
- There is a lack of confidence in the Council's ability to deliver the required infrastructure.
- Developments should be mixed use as they can have a big impact on transport and accessibility.

Response

We welcome the comments in relation to the Harbour; it is an important transport gateway and plays a vital role in the regional economy, and its working environment should be protected. We also note comments highlighting a need for the policy framework to support port developments or expansions. Whilst the harbour does include passenger ferry services to Orkney and Shetland Islands, its main function is in supporting the needs of local business and industries.

The Transport Framework aims to promote sustainable transport in order to achieve sustainable growth. Development frameworks and masterplans will be required for each development, and development will need to be accompanied by the infrastructure and services required to mitigate the impact of that development. This includes bus services and walking and cycling infrastructure to ensure that a range of sustainable and healthy travel choices other than the car are available to people who live, work and visit Aberdeen.

The Future Infrastructure Requirements for Services (FIRS) process will identify the level of additional infrastructure that will be required to accompany new development.

Connectivity is an essential part of achieving a sustainable pattern of development, both between individual developments and across the City as a whole. Future work on the Transport Framework and the emerging policies of the Local Development Plan will help to achieve this. In addition,

masterplanning will assist in delivering joined up development in order to create sustainable mixed communities.

The Council also commissioned strategic transport modelling (ASAM4) to forecast the impact of growth proposed in the first two phases (2007–2016 and 2017–2023) of the Aberdeen City and Shire Structure Plan. The modelling takes account of the latest travel trends and forecasts in order to predict the likely impact of development on the transport network. It also assesses the potential benefit of strategic transport interventions to help the Council and its partners to identify the range of interventions which together provide the most effective means of mitigating the impact of the Preferred Options sites.

Further local transport interventions may be required to mitigate and support new development and these will be identified through the Local Development Plan and through the masterplanning process.

We acknowledge the comments relating to the need for efficient transport links between Aberdeen to the rest of the UK, Europe and the rest of the world.

2. Summary of Consultation Event Comments

Airyhall Primary School Consultation Event **2nd November 2009**

- Concern that the development proposed is dependent on delivery of the AWPR and that roads are already at capacity and can not take additional traffic.

Milltimber Primary School Consultation Event **11th November 2009**

- Concern that the development proposed is dependent on delivery of the AWPR and that roads are already at capacity and can not take additional traffic.
- What are the plans for the extra traffic that will be generated on North Deeside Road?
- Need more details on how developments will work in practice, especially in road traffic terms.

Stoneywood Primary School Consultation Event **16th November 2009**

- There were concerns regarding traffic entering the city and what new development would do the road network.
- An extra train station in the Stoneywood/Bankhead or Mugiemooss area is desirable.
- A bridge over the Don connecting Whitestripes to Dyce is a good idea.
- Some minor roads surrounding Dyce could be upgraded to allow more efficient shortcuts for city workers.
- Opening new Don crossings at peak times only would help to alleviate traffic congestion but would allow local communities beside them some respite from traffic at other times.
- The WPR should be built prior to any new development.

Cults Primary School Consultation Event **19th November 2009**

- Lower Deeside has a lot of problems with traffic congestion, speeding, and an overall volume of traffic. Where is all the new traffic resulting from these developments going to go?
- Why would you choose preferred sites which are miles away from existing bus routes?
- How can developers be made to pay for road improvements into Aberdeen? Especially traffic resulting from the Countesswells development. It seems like in the past developers have got away with not paying.

- Everyone from Kingswells/Westhill uses the Lower Deeside road network, causing congestion plus the cars tends to speed.
- The traffic at present is unsatisfactory at Friarsfield. Especially as parked cars block the road, impeding the flow of traffic.
- It is essential that connections between Friarsfield and Craibstone are considered thoroughly.
- It is reassuring to hear that you are taking transport so seriously
- Affordability of public transport is an issue. It is very expensive go get in and out of town. This is impacting on our children who aged 16 have to pay adult prices. It is cheaper to driver our children into town than for them to get the bus.
- To compare Aberdeen to Edinburgh, we have the same bus company yet very different pricing, the park and rides in Aberdeen are nowhere near as successful as Edinburgh. Aberdeen is 20/30 years behind Edinburgh regarding transport, park and ride, parking charges.

Scotstown Primary School Consultation Event
23rd November 2009

- Third Don Crossing may be needed but roads beyond it into the city centre require improvement.
- Persley Bridge should be dueled with over passes over the Haudagain.
- The retail proposals at the Haudagain will fill up the roads there with cars again – the situation will be not better.
- There should be no parking on Mugiemoos Road – this would free up traffic flows
- Not convinced that the WPR will happen.
- Back roads to the Parkhill junction and to Dyce needs to be improved
- Parkway could be widened, but it is not possible to do so along its entire length.
- When new roads are built, there should be enough space left for future expansion.
- A flyover should be considered from the Parkway and over the Haudigain roundabout.

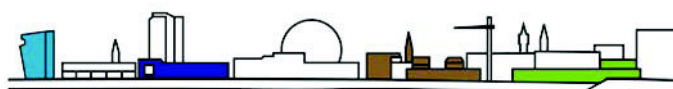
Kingswells Primary School Consultation Event
24th November 2009

- The residents of Kingswells are trapped because of the roads.
- Traffic coming from the Shire blocks our roads.
- People in Kingswells should be able to access the AWPR easily.
- How do Aberdeen City Council get money to pay for the roads? It should come from Aberdeenshire.
- Buses do not take people in Kingswells anywhere other than the city centre.

- There is lots of traffic congestion on the Lang Stracht, especially at the Dobbies site.
- An accident out at Blackburn can cause major traffic problems in Kingswells as people use it as a diversion route.

Culter Primary School Consultation Event
25th November 2009

- There are serious traffic congestion issues with Oldfold farm.
- Surely all of these sites must be completely dependant on the AWPR being built. What will happen if the route isn't built?
- The position of traffic lights at Bielside cause serious traffic congestion problems.
- Parking along the Deeside road is a huge problem. People park outside the ATM at the bank and make it very dangerous for other drivers and pedestrians.
- The existing bus service is good, it is frequent and reliable. However, it does not offer people a cross country service and it does not offer a real alternative to the car for journeys which are not directly into the city centre.
- There are no dedicated cycle routes/pedestrian walkways.
- Why is there no development in Culter? New developments could be accessed from the AWPR junction.
- Will the AWPR take lorries off local roads as there are currently a lot of local lorries.



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Waste Comments

There were 132 comments on waste from 62 respondents. Most were from members of the public but we also got comments from the following;

- SEPA
- SITA
- NESTRANS
- Culter Community Council
- Cove and Altens Community Council
- Bridge of Don Community Council
- Grampian Housing Association Ltd
- Scottish and Southern Energy
- ACSEF

Issue / comment	Number of comments	Support	Object	Comment
Waste Site at Altens East and Doonies	33	28	3	2
Supplementary Guidance	13	12		1
Eco Park	19	14		5
Reducing waste to landfill	31	31		
Alternative Sites	6			6
Other comments	30	5		25
Total	132	90	3	39

Altens East and Doonies

Most respondents were positive about this proposal with the suggestion that it is around the right size for facilities proposed, provides more certainty and encourages us to be more proactive on recycling. There were concerns on traffic movements however as well as effects on nearby farm animals, houses and employment areas and that access is not ideal from the north. One person suggested a more remote site or derelict industrial land should be used instead.

Response

The support for identifying this site for waste facilities is welcomed. In respect of the objections it should be noted that waste facilities are generally considered acceptable uses on Business and Industrial Land (BI68) and that this land is already zoned as such in the current local plan. Modern waste facilities have to be licensed by SEPA and operate to a very high standard. They should not have any more adverse effects than other industrial processes that could be considered suitable on the site. However, it is understandable that people can be concerned about such facilities and one of the advantages of the site is that it is located well away from the main residential areas.

Any planning application is likely to require a transportation assessment which will look at detailed access arrangements. It is accepted that access from the north is not ideal. However, in other respects this is considered to be an appropriate site and that issue in itself does not warrant a change of approach. In respect of the last point, there is only a limited amount of derelict industrial land available in the city and it tends to be in older and more established industrial areas within the built up area. As mentioned, this site is away from the main residential areas. No other remote sites have been suggested.

Supplementary Guidance

The use of supplementary guidance to help us plan for waste was supported. It was pointed out that we need to underpin it with a policy in the local development plan, it should be easily understood and that we also need to be site specific as well. Areas covered should include storage areas for waste in new development and regional waste facilities. One person mentioned that although it may not be popular we still need to plan for waste. It was stated that new multi-occupancy developments should consider space for recycling and ease of access thereto.

Response

The support for supplementary guidance on waste issues is welcome. There are two areas where we feel that Supplementary Guidance is appropriate. Detailed guidance on the location of regional facilities such as energy from waste and landfill will be produced by the Strategic Development Planning Authority. This will be used to guide their location. We agree that they need to be underpinned by a policy in the Local Development Plan.

We also think that new developments should provide enough space to handle any waste arisings – specifically recyclables, composting and residual waste and adequate access thereto. Planning conditions are already imposed on proposals likely to generate a significant amount of waste e.g. public houses, restaurants, medium to large-scale retail outlets and offices. However more could be done at the design stage to ensure that adequate provision is made for such facilities. We intend to provide further details on this issue in Supplementary Guidance.

Eco Park

The concept of an Eco Park where waste and environmental industries can be located together was supported. Benefits include the joint use and co-location of facilities which in turn is more efficient. Suggestions on locations include industrial areas but not in existing areas zoned for development or housing areas. One person suggested East Tullos already fulfils this role. Specific locations mentioned in Aberdeen were;

- Altens East and Doonies
- Bridge of Don (2)
- Energetica Corridor
- East Tullos (2)
- West Hatton near Kingswells

Response

On further consideration we now question the need for a specific Eco Park given that there is a general acceptance that waste industries are acceptable in industrial locations. Altens East and Doonies are considered good locations for waste facilities but whether it is large enough, or even needs such a designation is doubted. No firm proposals for an Eco Park came from developers other than the offer of West Hatton at Kingswells as a possibility. Because of possible bad neighbour implications however, this may not be appropriate in such a gateway location close to Kingswells. In some respects, the comment that East Tullos already fulfils this role is correct given the amount of waste related businesses there. We therefore feel that Aberdeen's waste requirements can be accommodated without a specific Eco Park being identified.

Reducing Waste to Landfill

There was universal agreement that this is a good thing. It reflects national guidance and the Zero Waste Plan. It needs an overarching policy supporting the waste hierarchy. However, we also need to consider non-municipal waste and should look at new technologies including pyrolysis and gasification. We need to take account to the Thermal Treatment from Waste Guidelines 2009 produced by SEPA. There will still need to be a policy controlling landfill as it will continue to be required in future – albeit much less than now. We also need to provide more information on the effects of new facilities on people's homes and workplaces.

Other more specific comments made were;

- We should encourage the use of renewable energy technology.
- Energy from waste needs to connect with the electric grid and provide heat and power to neighbouring uses.
- We should see waste as a resource and highlight economic benefits that could arise from it.
- We need to plan positively for energy from waste.
- Whitestripes is a good location for an incinerator.

Response

Residual waste (waste that is not recycled or composted) will continue to be collected from black wheelie bins and street bins. At all times we should view even residual waste as a resource and attempt to derive value from it in the form of energy capture. The means by which residual waste will be treated will be determined through a Best Practicable Environmental Option analysis carried out by waste officers which will consider all available technologies including incineration, gasification and pyrolysis of waste. We also agree that the Thermal Treatment from Waste Guidelines 2009 produced by SEPA are a material consideration. Industrial sites with the potential for connection to the electricity grid and with potential users of heat or power are likely to be suitable locations for energy from waste. More detailed guidance on the location for such facilities will be produced by the Strategic Development Planning Authority who are preparing Supplementary Guidance on regional waste facilities. This will be underpinned by a policy in the Local Development Plan.

Sites for Recycling

There were few areas and no specific sites suggested for recycling centres. Areas mentioned include Bridge of Don (twice), in the west of the city for Deeside residents, a central brownfield location and to the south of the city. One area in Aberdeenshire was suggested north of Bridge of Don.

Response

It is accepted that the west of Aberdeen needs more recycling centres. At the Housing and Environment Committee of 13 April 2010, members considered a report outlining the results of a consultation exercise relating to potential sites for a new Recycling Centre in the west of the city. A preferred site was identified on the north west corner of the Grove Nursery site in Hazlehead, accessed from Hazlehead Avenue. The site is readily accessible and could be well screened by the existing tree belts. In addition they recommended that the Greenferns Recycling Centre is retained within the masterplan for Greenferns and is developed as soon as roads and services are established to the site.

It is also accepted that the recycling centre at Scotstown Road in Bridge of Don is not fit for purpose and needs replacing – mainly because it is not large enough and access is poor. We would agree that Bridge of Don needs a recycling centre. We would suggest that a site on Denmore Road on the cleared area next to the playing fields would be an appropriate location as it is large enough for the facility and is easily accessed from Denmore Road. As part of the scheme, car parking could be provided for the football club there. Adequate screening should be provided to protect the amenity of the houses on the opposite side of Denmore Road. Because this area is currently zoned as Urban Green Space, the policy would require the replacement of the open space in the vicinity of the site. It may therefore be appropriate to turn over the current facility at Scotstown Road to Urban Green Space which would allow it to be incorporated into the wider open space area at East Woodcroft.

There is already a recycling centre provided at East Tullos serving the south of the city. It is accepted that it can get very busy at times. However, the development of the other recycling centres – especially to the west – should take some pressure off East Tullos at busy times.

These sites should provide Aberdeen with adequate cover for recycling centres and we feel there is no need at present for a further facility in a central brownfield location. In any event, it may be difficult to identify an appropriate site within the central built up area without affecting surrounding uses.

Other comments

Most other representations were supportive of the approach taken in the Main Issues Report or offered specific comment in respect of our approach.

- We need a policy showing where waste facilities will be acceptable in principle.
- Existing waste sites should be safeguarded in the Local Development Plan.

Response

Agree. Currently proposals for waste management facilities that are housed in a building will be acceptable on Business and Industrial Land (BI68) and we would intend to continue that policy. We would also wish to identify both existing waste sites (such as Hill of Tramaud) and the sites considered suitable for the waste management facilities needed to implement the Aberdeen Waste Strategy.

- Reference to the proximity principle is welcome.
- Supports the movement of waste up the waste hierarchy.

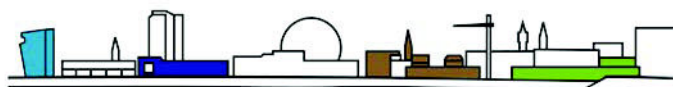
Response

Support welcomed. We would wish to identify a network of waste management facilities which implements the waste hierarchy in Aberdeen in the Local Development Plan. Policies should ensure that proposals for waste management facilities within the Aberdeen City area must comply with the waste hierarchy and proximity principle.

- Household waste should be turned into oil.

Response

This is not a matter for the Local Development Plan. However, any proposal for such a facility would normally be acceptable in areas zoned for Business and Industry (BI68).



aberdeen local development plan

Main Issues Report – Consultation Responses and Officer Response

Environment Policy Comments: Summary of Responses

We received 6 responses relating to environment planning policy and not about specific sites. The types of respondent were classified as follows:

Number	Respondent Type
1	Member of the public
1	Community Council
4	Key Agency (SNH, SEPA), Scottish Government and RSPB
6	

Preferred sites in the Main Issues Report

Respondents generally supporting MIR	Respondents generally opposing MIR	Respondents offering advice/comment only
2	1	3

As there were only a few responses relating solely to environment planning policy, the comments have been listed in full and the officer response given below each.

Responses

SNH - We strongly welcome the whole thrust of the environmental sensitivities paragraph, especially where it recognises the role of green networks in catering for the needs of both people and wildlife.

Specific recognition of your duty to promote biodiversity would perhaps have made this paragraph even stronger, because it would have emphasised the need to not merely retain a net balance of environmental capital, but also to retain that capital in good condition. Thus a key aim of the new plan should be to maintain habitats, green corridors and designated sites (both local and national) in favourable condition or else manage them to move towards achieving favourable condition.

SNH believes the Council needs a clear mechanism to take forward the Open Space Audit so it can contribute to designing greenspace into new developments. The Audit suggested widespread deficits in amount of greenspace generally and a shortage of certain types of open space.

Response:

The results of the Open Space Audit are informing the development of an Open Space Strategy, including proposed new standards for the provision of open space in new development. That provision will respond to deficiencies in specific types of open space, as identified in the Audit. We welcome SNH's continued input to the Open Space Strategy, through the Open Space Working Group.

SEPA expect new development not to prejudice the ability of water bodies maintaining or achieving good ecological status through the Scotland River Basin Management Plan (RBMP). They expect detailed policies to protect the water environment and these should refer to the requirements of the Water Framework Directive (WFD) and to the RBMP. In particular, they wish to see policies that maximise opportunities and avoid/mitigate against any threats to waterbodies identified under pressure in the RBMP. As such policies should protect the physical and ecological status of the water environment and ensure avoidance of adverse impacts including hydrological and hydromorphological processes. SEPA note that when assessing development proposals, the Council has a duty to take into account the RBMP for the Scotland River Basin District, relevant Area Management Plans and supporting constraints-related datasets available. Planning authorities are legally designated responsible authorities in respect of WFD interests and as such 'must exercise their designated functions so as to secure compliance with the requirements of the Directive' (Section 2(2)(i) Water Environment and Water Services (Scotland) Act (WEWS) 2003).

SEPA also request that the Plan shows due regard to their Position Statement on culverting (available from www.sepa.org.uk/water/regulations/guidance/engineering.aspx). The Water Environment (Controlled Activities) (Scotland) Regulations 2005 (CAR) place a new duty on SEPA to ensure water bodies achieve and maintain 'good ecological status'. Traditionally the emphasis has been on water quality, but the CAR provisions seek a more holistic approach. Waterbodies should now have good ecology, and natural morphology and banks. Under the engineering provisions of CAR, any necessary bank protection works, bridges and in-stream structures now require licensing. Crossings which leave the banks and the bed of the watercourse in a natural state are preferred to culverts, and 'green bank' protection is preferred over 'gray bank'.

SEPA - The current Local Plan Policy 24: Planning & Flooding requires adequate provision for access to watercourses for maintenance. We request that any revised policy refers to 'water bodies' rather than watercourses and that justification for buffer strips should not just be for maintenance. They also reduce risk of flooding, mitigate diffuse water pollution, provide valuable wildlife corridors and provide space for lateral movement of watercourses.

In order for SUDS and buffer strip policies to work effectively, we request that existing and future allocations be reviewed in terms of capacity to provide adequate space for such infrastructure before final allocations appear in the Plan.

Response: The current Local Plan addresses the potential impact of development on waterbodies under the Flooding section and the Natural Heritage section. In connection with buffer zones, the effect of the current plan requiring maintenance access under the one section and promoting riparian buffer zones in another has been a lack of clarity. It is therefore our intention to more closely align the two sections and guidance, and avoid repetition. In connection with culverting, the "presumption against excessive engineering and culverting" and promotion of "the restoration of culverted or canalised watercourses" in the Natural Heritage section can also be incorporated in the revised policy and reference made to the requirement for authorisation from SEPA and their position statement and guidance. The revised policy will refer to the requirements of the Water Framework Directive (WFD) and to the Scotland River Basin Management Plan, and ensure that water quality and good ecological status are maintained. The word 'watercourses' can be replaced with 'waterbodies', as requested by SEPA. It is our intention to carry forward the current SUDS policy into the new LDP, coordinated through the masterplanning process and development management.

SEPA - No distinction has been made in the Main Issues Report for the preferred sites which have extant planning permission. For those Category A and B those sites which have extant planning permission we will not object to their inclusion as Plan allocations if we have been consulted at the planning application stage and did not formally object. However, in order to inform any future development proposals on these sites, we consider that a clear statement should be included in the LDP with these allocations highlighting to any potential future developers that a detailed Flood Risk Assessment (FRA) would be required for any new planning application that was submitted for such sites or, where a site has outline consent, a statement should be included in the LDP indicating that a FRA will be required as part of, or in addition to, any approval, consent or agreement required any condition imposed on the grant of the permission.

A member of the public supported the undesirable assessment of sites which are on the floodplain. There are concerns about the not preferred plans of building along the floodplain of the River Dee. The river already bursts its banks and building there is not only unsafe and dangerous but also stupid. The costs would be enormous. Added drainage from higher level building will increase the problem as more soil gets covered over by tarmac hence preventing natural drainage.

Response: Flood Risk Assessments will be required for all development proposals which are themselves at a medium to high risk of flooding, or where they are likely to result in a material increase in the number of buildings at risk of being damaged by flooding.

SEPA - The Plan needs to include policies to ensure protection and improvement of air quality. Development strategies within the Plan which implement principles of sustainable development (including accessible public transport choices, buffers from main roads, land use patterns that minimise

the need to travel to work or education) are crucial to delivering air quality objectives. We note that there is an air quality policy in the current Local Plan and request that this is taken forward to the new Plan and that the matters outlined above and within section 1, Appendix 2 are addressed. If this is undertaken we are unlikely to object to the Plan.

Whilst the ER highlights the majority of issues that we expect to see in relation to air quality, we are disappointed that the MIR does not contain any links to the Council's Air Quality Management Area or the associated Action Plan. We are disappointed to note that there is no mention in paragraph 3.8 of poor air quality being a physical constraint. Likewise paragraph 3.9 considers Environmental Sensitivities, but again there is no reference to poor air quality.

There is also no mention of poor air quality in the city centre that has been caused by emissions from road traffic. The summary on page 5 includes a reference to reducing the emissions of carbon dioxide, but there is no reference to the poor air quality that exceeds the EU and domestic air quality objectives that are being exceeded in the city centre.

Response: We intend to carry forward the Local Plan policy on Air Quality into the Local Development Plan and are currently drafting more detailed Supplementary Guidance, which was an action recommended in the Council's Air Quality Action Plan. Air Quality considerations were certainly relevant to the assessment of Development Options, both in terms of on-site impact and impact on the wider area and the AQMA. We used an Air Quality criterion in our 'sustainability appraisal' of the sites. The accessibility of a site by sustainable modes of transport and its proximity to employment, education and services will play a large role in determining the impact of development in that location on air quality, as well as its impact on climate change. The Local Development Plan's policies and guidance on transport and access and the layout of allocated sites will therefore play a large role in addressing air quality issues.

Scottish Government –

Forestry and Woodland

Although there's no mention in the Main Issues Report of the existing Aberdeen City and Shire Forest and Woodland Strategy which is very good, we would hope it would be referenced in the Proposed Plan, and perhaps adopted as supplementary guidance and/or updated in due course.

Response: Most woodland planting and management is outside planning control, however woodlands are a key landscape feature in the city and are of huge recreational and biodiversity value. Although adoption as Supplementary Guidance is unlikely, reference could certainly be made to the strategy to inform the context of new development and promote linkages.

RSPB – Object that there are important subjects which are not included in the MIR. Such as:

- Protection of nature conservation sites
- Biodiversity
- Sustainable development
- Renewable Energy
- Climate change
- Flooding

Response: We used a sustainability checklist to assess the Development Options submitted to us, which included many of the above issues. A policy main issue was also presented on sustainable construction to examine how we could address the environmental impact of development. The Main Issues Report was also subject to a Strategic Environmental Assessment.

Bucksburn and Newhills Community Council - Agree that it is essential that Aberdeen has sufficient people, homes and jobs to support services and facilities needed to maintain and improve quality of life but there's also a need to protect and improve the built and natural environment and our cultural heritage.

Response: We welcome the support for the growth strategy and take on board the need for balance and support the importance communities place on both the built and the natural heritage of Aberdeen.

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Site Assessments for New Development Options

SITE NUMBER: 2/843		NAME of SITE: Balgownie Playing Fields (part), Bridge of Don	
Proposer: Lynch Homes/Geddes Consulting			
Nature of the proposal: 200-300 homes (which could be linked with the development of the adjoining site owned by Aberdeen University – but this was defined as being ‘undesirable’ in the Main Issues Report.			
Checklist Score: 49	Constraints? Urban Green Space	SEA? +/-	
Recommendation: Part desirable			
Justification:			
<p>The bulk of this south-facing elevated site is open grassland owned by the City Council, forming part of the Aberdeen University playing fields. It is zoned in the current Aberdeen Local Plan as urban greenspace and is part of the urban greenspace network. This ground is currently given low level maintenance by the City Council, which probably enhances its biodiversity interest, and it is important as an area of informal open space within the wider area of formal playing fields. The south-east corner of the site is occupied by a disused fire-damaged former commercial indoor bowling centre with outdoor hard-landscaped sports courts and an associated surfaced car park. The area occupied by the buildings has a mixed use zoning in the current Aberdeen Local Plan. The mixed use zoning allows for residential development, in principle, with other uses. The assessment of the current bid would score more favourably if development was restricted to the area of the existing buildings and car parking.</p>			

Sustainability Checklist for Development Options

Criteria	Score	Justification
Exposure	2	This is an elevated site but tree belts along the north and east boundaries offer some shelter. It is, however, exposed to westerly winds.
Aspect	3	The site is predominantly south-facing with relatively steep slopes from north to south and east to west.
Slope	1	The bulk of the site is quite steeply sloping, north to south and east to west. The lower (southern) part, occupied by the vacant commercial bowling and football centre, is relatively flat. The building was cut into the slope when constructed.
Flood risk	3	No flood risk according to SEPA map.
Drainage	2	Small boggy sections in NE and SW corner of site, otherwise no obvious drainage problems visible.
Built / Cultural Elements	3	Fire damaged industrial/warehouse type former leisure club in SE corner of site has no architectural merit. No other features on site.
Natural Conservation	2	The site forms part of the urban greenspace network providing links to the north via the Whitestripes woods and to the south via the Balgownie playing fields to the River Don valley.
Landscape Features	3	Tree belts along the north and east boundaries should be retained and strengthened if development went ahead. Drystone dyke features on site may be retained.
Landscape Fit	1	Very prominent site because of its elevation. Can be seen from the south side of the Don valley
Relationship to existing settlement	2	Very close to the existing built-up area to the east. Parkway forms a barrier to the north. Pedestrian/cycle links could be created to link with Danestone to the west although the proposed new road for the Third Don crossing would create a barrier in this direction.
Land Use Mix / Balance / Service Thresholds	2	Development of whole site would lead to a loss of urban greenspace which would be replaced by housing.

Accessibility	3	The site is close to bus routes on Balgownie Road. Local shops are available at Braehead Way, less than 400m from the entrance to the site. Bridge of Don Academy and Braehead primary/nursery school are 500m from the entrance to the site: the site is, however, currently within the Oldmachar Academy/Danestone primary school catchments, both of which are currently slightly further away. Access to Danestone could be restricted by the Third Don crossing.
Proximity to facilities - shopping / health / recreation.	3	Schools, local shopping and doctor's practice are all within or close to 800m of the site. Playing fields and parks are also adjacent or within 800m
Direct footpath / cycle connection to community and recreation facilities and resources.	2	There are good footpath connections to local facilities once the main roads are crossed. Balgownie Road to the east, the Parkway to the north and the proposed Third Don crossing road to the west are all barriers to adjoining areas. Pedestrian crossing facilities may need to be enhanced. Core Path 26 runs along the northern boundary of the site.
Proximity of employment opportunities.	3	The Aberdeen Science and Technology Park is within 400m of the site. Other industrial estates are relatively close by (within 1600m).
Contamination	3	No known contamination issues – although cause of boggy ground in NW corner of site needs investigation.
Land Use Conflict	3	No conflict with surrounding uses.
Physical Infrastructural Capacity	3	Utilities are available but, there could be a need for improved water services infrastructure depending on scale of development.
Service Infrastructure Capacity	3	There is sufficient spare capacity in Danestone primary and Oldmachar Academy at the moment, but there could be a cumulative impact if other developments also proceed.
Other Constraints	2	Loss of Urban Greenspace and Greenspace Network. Increased traffic on local roads.

SITE NUMBER: 2-895		NAME of SITE: Land adjacent to OP49 Donside	
Proposer: Halliday Fraser Munro			
Nature of the proposal: Mixed Use Development			
Checklist Score: 46	Constraints? Transport safeguarding, flooding		SEA? -
Recommendation: Undesirable			
<p>Justification:</p> <p>Although the site is relatively flat, is well connected through roads and paths and is in close proximity to many facilities and services it is thought that the site is undesirable for the following reasons:</p> <ol style="list-style-type: none"> 1. Parts of the site are prone to flooding and is north west facing 2. Lose valuable urban green space with no provision made for its replacement, and 3. Restricted by Third Don Crossing application. 			

Sustainability Checklist for Development Options

Criteria	Score	Justification
Exposure	2	The site has some shelter from northerly winds
Aspect	1	The site is north west facing
Slope	3	The site is relatively flat
Flood risk	1	The site is prone to flooding
Drainage	2	There is evidence of poor drainage on the site
Built / Cultural Elements	2	There will be some impact on a site or monument of Gordon Mill
Natural Conservation	2	There will be some impact on natural conservation as part of the River Don Valley DWS is located on the northern part of the site and part of an Ancient Woodland is located on the western part of the site.
Landscape Features	2	There would be some loss to landscape features.
Landscape Fit	2	There is some relation to existing development however, there would be significant loss in green space
Relationship to existing settlement	3	Development would be well related to the existing settlement
Land Use Mix / Balance / Service Thresholds	2	The mixed use development would bring some land use mix to the surrounding area however, would remove significant green space therefore impacting the area.

Accessibility	3	The site has good access opportunities
Proximity to facilities - shopping / health / recreation.	3	There is significant provision to facilities near to the site
Direct footpath / cycle connection to community and recreation facilities and resources.	3	The site is very accessible regarding cycle and foot paths
Proximity of employment opportunities.	3	There is significant employment opportunity near the site
Contamination	2	There is some medium contamination on the site due to the previous use of land as a mill
Land Use Conflict	1	The third don crossing is proposed to run through this site therefore this is a significant land use conflict
Physical Infrastructural Capacity	3	There will be no issues with physical infrastructural capacity
Service Infrastructure Capacity	3	There will be no issues with service infrastructural capacity
Other Constraints	3	No other constraints

SITE NUMBER: 1/855		NAME of SITE: Kittybrewster Depot – Scottish Water	
Proposer: Scottish Water			
Nature of the proposal: Housing			
Checklist Score: 57	Constraints? Transport Safeguarding, potential contamination	SEA? +	
Recommendation: Desirable			
<p>Justification:</p> <p>The site is regarded as being desirable for development for the following reasons:</p> <ol style="list-style-type: none"> 1. Good physical aspects with the site unlikely to flood and it also has a relatively flat slope 2. No loss to natural or built up heritage as well as no loss to landscape 3. Is very accessible and close to many services and facilities 4. There is unlikely to be any issues with physical or service infrastructure capacity, and 5. Development would see the enhancement of a brownfield site. <p>There are some potential conflicts, they are:</p> <ol style="list-style-type: none"> 1. The Berryden Road Improvement Corridor, which will run through part of the western edge of the site 2. Potential contamination issues <p>The inclusion of Kittybrewster Depot as a potential brownfield site for housing is supported. Scottish Water has brought to the Local Development Plan teams attention that there are issues with clarity and certainty with regard to site access. The Kittybrewster Depot is currently zoned in the Aberdeen Local Plan 2008 as mixed use and therefore the development of housing on this brownfield site would be supported, should a satisfactory residential environment be proposed that does not conflict with adjacent land uses and amenity.</p> <p>The Berryden Improvement Corridor programme is a committed strategic scheme. Access to the Scottish Water Kittybrewster Depot has been identified; this during consultation with Scottish Water and therefore it is unlikely that changes to this access will be made. In relation to the left in/left out (LILO) priority junction, there is currently insufficient information to suggest that this access will restrict, in any way, the capacity of the site. There have been no details submitted by Scottish Water regarding what type of scheme Scottish Water would like to see potentially developed on the site. Any potential development that may take place would have to accord with the Berryden Improvement Corridor programme.</p> <p>The Berryden Improvement Corridor will be identified in the Local Development Plan as Land for Transport.</p>			

Sustainability Checklist for Development Options

Criteria	Score	Justification
Exposure	3	There is good shelter from northerly winds.
Aspect	3	The site is south east facing
Slope	3	The site is flat
Flood risk	3	No flooding on site
Drainage	3	No areas of poor drainage on site
Built / Cultural Elements	3	No impact on built or cultural heritage
Natural Conservation	3	No loss or disturbance of wildlife habitat or species expected from the development of this site
Landscape Features	3	No loss to landscape features
Landscape Fit	3	The site is within a built up area and would fit within the landscape
Relationship to existing settlement	3	Development would be well related to the existing settlement
Land Use Mix / Balance / Service Thresholds	2	Development of housing would contribute some mix or balance of landuses.

Accessibility	3	This development is in close proximity of 2 existing bus routes, with regular bus stops.
Proximity to facilities - shopping / health / recreation.	3	There are 2 retail parks and 1 district centre in close proximity to the site.
Direct footpath / cycle connection to community and recreation facilities and resources.	3	There are good existing links to services and facilities.
Proximity of employment opportunities.	3	Close to Kittybrewster and Berryden retail parks, business and industrial land and university.
Contamination	2	Potential contamination from the previous railway use. This is the case for the whole site.
Land Use Conflict	2	Potential conflict due to the development of the Berryden Corridor Improvement. However, this is only to the far west of the site. There may be some access and noise issues which will need to be mitigated.
Physical Infrastructural Capacity	3	No physical infrastructural capacity
Service Infrastructure Capacity	3	This development would have no major impact on the service infrastructure capacity
Other Constraints	3	No other constraints

SITE NUMBER: 2-832		NAME of SITE: Hotel Site 1 – Aberdeen Business Park, Dyce Drive	
Proposer: Savills on behalf of Aviva Investors			
Nature of the proposal: Hotel development. Option 1 – 128 bedroom hotel, bar/restaurant area, 177 car parking spaces Option 2 – 110 bedroom hotel, bar/restaurant area, a conference facility on the first floor, 177 car parking spaces			
Checklist Score: 51	Constraints? Pipelines	SEA? +/-	
Recommendation: Preferred			
Justification: <p>The proposal is to develop two existing vacant, detached modern office pavilions into hotel accommodation. The two pavilions extend to 45,000 square feet. There are two proposals, option 1 is for a 128 bedroom hotel and bar/restaurant area with 177 car parking spaces. Option 2 proposes a 110 bedroom hotel, bar/restaurant area and a conference facility on the first floor with 177 car parking spaces.</p> <p>The proposed site is not at risk from flooding, has little exposure, no issues with drainage, and there is no loss to the built or natural environment. It also sits out with the airport public safety zone and out with the airport noise contours.</p> <p>The site sits within land zoned as ‘Business and Industrial Land’, which allows for Use Class 4, 5 and 6. The proposer requests that policy 68 of the Aberdeen Local Plan relating to Business and Industrial Land is amended to allow hotel use.</p> <p>As the BP Forties pipeline (middle zone) covers site an assessment would have to be carried out to determine suitability and safety of development.</p>			

Sustainability Checklist for Development Options

Criteria	Score	Justification
Exposure	2	The site sits on a flat piece of ground and it is relatively protected from winds. The wind buffering around buildings may cause some issue.
Aspect	3	Flat site
Slope	3	Flat site
Flood risk	3	No risk of natural or man made flooding according to GGP or SEPA flood map.
Drainage	3	Freely drained.
Built / Cultural Elements	3	No loss or disturbance of archaeological sites or vernacular buildings. GGP lists documentation of a pump house but development has already taken place on this site.
Natural Conservation	3	No loss or disturbance of wildlife or habitat species.
Landscape Features	3	No loss or disturbance of linear and group features of woods, tree belts, hedges and stone walls.
Landscape Fit	3	Development would be unobtrusive in the surrounding landscape.
Relationship to existing settlement	3	Development would be well related to existing settlement to the north, east and west.
Land Use Mix / Balance / Service Thresholds	2	Development of hotel would contribute towards a better mix and balance of land uses, and would help to support the businesses in the area and the airport. Land use is predominantly business and industrial, no residential development in the area.

Accessibility	2	Direct access to bus network within 400m, however, bus service very infrequent and ends before 7pm.
Proximity to facilities - shopping / health / recreation.	2	There are no community facilities within the area, however, people using hotel services may not require these facilities.
Direct footpath / cycle connection to community and recreation facilities and resources.	2	There are limited footpath and cycle links to community facilities.
Proximity of employment opportunities.	2	This development would provide employment opportunities for the surrounding area.
Contamination	2	Medium ranked contamination dating from 1959, however, this site already has development on it and it is expected that any contamination would have been remediated.
Land Use Conflict	3	No conflict with AWPR. Site lies outwith Aberdeen Airport contours.
Physical Infrastructural Capacity	3	All services present.
Service Infrastructure Capacity	3	Not required or affected by hotel development.
Other Constraints	1	BP Forties pipeline (middle zone) covers site. An assessment would have to be carried out to determine suitability and safety of development.

SITE NUMBER: 2-832		NAME of SITE: Hotel Site 2 – Aberdeen Business Park, Dyce Drive	
Proposer: Savills on behalf of Aviva Investors			
Nature of the proposal: Hotel development. Option 1 – 80 bedroom hotel, 81 car parking spaces Option 2 – 94 bedroom, 68 car parking spaces			
Checklist Score: 51	Constraints? Pipelines, airport noise contours		SEA? 0
Recommendation: Preferred			
<p>Justification:</p> <p>The proposal is to develop hotel accommodation. There are two options presented, option 1 is for an 80 bedroom hotel with 81 car parking spaces. Option 2 is for a 94 bedroom hotel with 68 car parking spaces.</p> <p>The proposed site is not at risk from flooding, has little exposure, no issues with drainage, and there is no loss to the built or natural environment. It also sits out with the airport public safety zone but it does lie within 57dB LEQ contour of Aberdeen Airport.</p> <p>The site sits within land zoned as ‘Business and Industrial Land’, which allows for Use Class 4, 5 and 6. The proposer requests that policy 68 of the Aberdeen Local Plan relating to Business and Industrial Land is amended to allow hotel use.</p> <p>As the BP Forties pipeline (outer zone) sits just to the north west of the site an assessment would have to be carried out to determine suitability and safety of development.</p>			

Sustainability Checklist for Development Options

Criteria	Score	Justification
Exposure	2	The site sits on a flat piece of ground and it is relatively protected from winds. The wind buffering around buildings may cause some issue.
Aspect	3	Flat site
Slope	3	Flat site
Flood risk	3	No risk of natural or man made flooding according to GGP or SEPA flood map.
Drainage	3	No risk of natural or man made flooding according to GGP or SEPA flood map.
Built / Cultural Elements	3	No loss or disturbance of archaeological sites or vernacular buildings.
Natural Conservation	3	No loss or disturbance of wildlife or habitat species.
Landscape Features	3	No loss or disturbance of linear and group features of woods, tree belts, hedges and stone walls.
Landscape Fit	3	Development would be unobtrusive in the surrounding landscape.
Relationship to existing settlement	3	Development would be well related to existing settlement to the north and east.
Land Use Mix / Balance / Service Thresholds	2	Development of hotel would contribute towards a better mix and balance of land uses, and would help to support the businesses in the area and the airport. Land use is predominantly business and industrial, no residential development in the area.

Accessibility	2	Direct access to bus network within 400-800m.
Proximity to facilities - shopping / health / recreation.	2	There are no community facilities within the area, however, people using hotel services may not require these facilities.
Direct footpath / cycle connection to community and recreation facilities and resources.	2	There are limited footpath and cycle links to community facilities in close proximity.
Proximity of employment opportunities.	2	This development would provide employment opportunities for the surrounding area.
Contamination	3	No contamination or waste present.
Land Use Conflict	2	No conflict with AWPR. Site lies within 57dB LEQ contour of Aberdeen Airport.
Physical Infrastructural Capacity	3	All services present.
Service Infrastructure Capacity	3	Not required or affected by hotel development.
Other Constraints	1	BP Forties pipeline (outer zone) sits just to the north west of the site. An assessment would have to be carried out to determine suitability and safety of development.

SITE NUMBER: 1/914		NAME of SITE: Land South West of Gillahill	
Proposer: Mr Graham Edgar on behalf of Mr Doug Strachan			
Nature of the proposal: Residential Development			
Checklist Score: 46	Constraints		SEA -/+
Recommendation: Undesirable			
<p>Justification:</p> <p>Access to shopping, community facilities and employment areas is relatively poor, although there is a good range of core paths and a cycle route close by. The school capacity at Kingswells Primary would not be able to accommodate pupils from a development of this scale.</p> <p>This site occupies the highest land to the east of Kingswells. The hill is part of the green wedge of land that separates Kingswells and Sheddocksley. Because of its height and position at the top of a hill, development here would be visually intrusive and would compromise the separate identity of the two communities.</p> <p>The site should therefore be classed as undesirable for landscape, accessibility and school capacity reasons.</p>			

Sustainability Checklist for Development Options

Criteria	Score	Justification
Exposure	2	The site adjoins the south-eastern edge of the built up area of Kingswells and lies to the west of a landmark known as Newpark Hill. It is fairly high and exposed, although existing development to the west and north and tree belts to the north may offer limited protection.
Aspect	2	Generally, the southern section faces south west and the northern section faces north.
Slope	3	The site falls approximately 20m from the south east to the north east with a slope of around 1:20. Steep sections in the southern section of the site.
Flood risk	3	The SEPA flood map shows that there is no flooding close to this site.
Drainage	3	No visible signs of water logging or poor drainage.
Built / Cultural Elements	3	There are no listed buildings or historic features within the site.
Natural Conservation	3	There are no designated sites or TPO's on or close to the site. The land is arable and apart from the occasional boundary tree, there is little of biodiversity interest.
Landscape Features	2	The site is open farmland with stone walls marking the site boundary and separating fields within the site. This open nature is an important element in maintaining a degree of visual separation between Kingswells and Aberdeen.
Landscape Fit	1	This site occupies the highest land to the east of Kingswells. The hill is part of the green wedge of land that separates Kingswells and Sheddocksley. Because of its height and position at the top of a hill, development here would be visually intrusive and would compromise the separate identity of the two communities.
Relationship to existing settlement	3	The site is adjacent, and reasonably well related to Kingswells.
Land Use Mix / Balance / Service Thresholds	1	A residential use is proposed in a largely residential area.

Accessibility	2	The Kingswells Park & Ride route 41 operates between Kingswells and Bridge of Don P&R via Aberdeen City Centre as well as the 14 Kingswells to the ARI via City Centre. These services operate around 460m from the site.
Proximity to facilities - shopping / health / recreation.	1	Kingswells Neighbourhood Facilities – 1603m Medical facilities – 1km Kingswells Primary School – 1044m Bankhead Academy – 5508m
Direct footpath / cycle connection to community and recreation facilities and resources.	3	Reasonable range of core paths – path 31 is adjacent to the site and 29 and 91 close by. Cycle path available on the Lang Stracht to the south.
Proximity of employment opportunities.	2	Nearest existing employment area is at Mastrick on the Lang Stracht – around 3km away. Proposed employment land at Home Farm Kingswells is around 1km away to the south west.
Contamination	3	No known contamination issues.
Land Use Conflict	3	No issues likely from a residential development.
Physical Infrastructural Capacity	1	This is a large site which could accommodate 300-400 houses. Bankhead Academy would have ample capacity but will come under pressure due to other development in the area. The capacity at Kingswells Primary has been reduced to 450. Even if no other development occurs in Kingswells, the primary could not accommodate pupils from this level of development. However, due to the other preferred options identified there, there would be no spare capacity for this development.
Service Infrastructure Capacity	2	Not known - but it should be possible to extend utilities into the site given its proximity to Kingswells
Other Constraints	3	None

SITE NUMBER: 1-91		NAME of SITE: Gillahill Croft	
Proposer: William E McIntosh			
Nature of the proposal: Residential Development			
Checklist Score: 44	Constraints		SEA -/+
Recommendation: Undesirable			
<p>Justification:</p> <p>This site is fairly high and exposed and faces north east. Access to shopping, community facilities and employment areas is poor, although there is a good range of core paths and a cycle route close by. There would be no school capacity at Kingswells Primary if the preferred development options in its catchment go ahead.</p> <p>The site is around half way between the two residential areas at Kingswells and Sheddocksley and is part of the green buffer which separates the two. Because of its height and position close to the top of a ridge, development here would be visually intrusive. The promoter has indicated that this site would be seen as an extension to proposed development at Gillahill. Even if development at Gillahill went ahead, this proposal would form an incongruous spur to the south east which would be more remote from the main body of the settlement at Kingswells. In the absence of Gillahill, this proposal would not relate to any settlement and would appear to be sporadic and isolated development in the countryside.</p>			

Sustainability Checklist for Development Options

Criteria	Score	Justification
Exposure	2	The site sits between Fernhill and Newpark hill and is fairly high and exposed. Tree belts to the north may offer limited protection.
Aspect	1	The site largely faces north east
Slope	3	The site falls approximately 10m from the south west to the north east with a slope of around 1:26
Flood risk	3	The SEPA flood map shows that there is no flooding close to this site
Drainage	3	No visible signs of water logging or poor drainage
Built / Cultural Elements	3	There are no listed buildings or historic features within the site
Natural Conservation	3	There are no designated sites or TPO's on or close to the site. The land is arable and apart from the occasional boundary tree, there is little of biodiversity interest.
Landscape Features	3	The site is open farmland with stone walls marking the site boundary and separating fields within the site.
Landscape Fit	1	The site is around half way between the two residential areas at Kingswells and Sheddocksley and is part of the green buffer which separates the two. Because of its height and position close to the top of a ridge, development here would be visually intrusive.
Relationship to existing settlement	1	The promoter has indicated that this site would be seen as an extension to proposed development at Gillahill. Even if development at Gillahill went ahead, this proposal would form an incongruous spur to the south east which would be more remote from the main body of the settlement at Kingswells. In the absence of Gillahill, this proposal would not relate to any settlement or would appear to be sporadic and isolated development in the countryside.

Land Use Mix / Balance / Service Thresholds	2	Although the precise scope and nature of development is unclear, there are no proposals for anything other than an expansion to Gillahill. The site could contribute to the balance of housing and attracting new services in the local area
Accessibility	2	The Kingswells Park & Ride route 41 operates between Kingwells and Bridge of Don P&R via Aberdeen City Centre as well as the 14 Kingswells to the ARI via City Centre. These services operate around 460m from the site.
Proximity to facilities - shopping / health / recreation.	1	Kingswells Neighbourhood Facilities – 1758m Sheddocksley Neighbourhood Facilities – 1792m Medical facilities – 1.4km Kingswells Primary School – 2038m Bankhead Academy – 6582m
Direct footpath / cycle connection to community and recreation facilities and resources.	3	Good range of core paths – paths 29 and 45 adjacent to the site and 46 close by. Cycle path available on the Lang Stracht to the south.
Proximity of employment opportunities.	1	Nearest employment area is at Mastrick on the Lang Stracht – around 2.5km away. Proposed employment land at Home Farm Kingswells is a similar distance away to the south west.
Contamination	3	No known contamination issues.
Land Use Conflict	3	No issues likely from a residential development.
Physical Infrastructural Capacity	1	The site is approximately 6ha which at 30 dwelling per hectare could generate up to 180 houses. Bankhead Academy would have ample capacity but will come under pressure due to other development in the area. The capacity at Kingswells Primary has been reduced to 450. If no other development occurs in Kingswells, the primary could possibly accommodate development. However, due to the other preferred options identified there, there would be no spare capacity for this development.
Service Infrastructure Capacity	2	Not known - but it should be possible to extend utilities into the site
Other Constraints	3	None

SITE NUMBER: 2/225 – Extension to Site 3/01		NAME of SITE: Land at West Hatton, Kingswells	
Proposer: Knight Frank LLP			
Nature of the proposal: Employment land (i.e. business park)			
Checklist Score: 48	Constraints? Pipeline, DWS, Ancient woodland, WPR	SEA? -/+/0	
Recommendation: Possible, but only to the east of the WPR (related to 3/13 and 3/07)			
<p>Justification: This site forms part of a larger area of land proposed for a business park. Site is currently zoned as Green Belt and is approximately 12.3 ha in size. This site, although scored individually, should be considered against the wider site 3/01.</p> <p>This site is predominantly south-west facing, it is at no risk of flooding and it is freely draining. A business park development on this site would contribute significantly to a better mix and balance of land uses in the area and would have the potential to create significant employment opportunities for nearby residents of Kingswells and Westhill (this would be even more significant should this development be linked into 3/13 and 3/07).</p> <p>Development of the eastern section of the site may be appropriate (to the east of the AWPR) as this could be incorporated with development at 3/13 and 3/07. Development to the west would be severed by the AWPR route and more isolated. This area, and the land required for the AWPR should not be zoned for development.</p> <p>The western half of site has BP Forties and Shell Natural Gas Liquids pipelines underneath it. Inner, Middle and Outer zones of Shell Natural Gas Liquids pipeline are present. Again, for development to be possible, these issues would have to be addressed appropriately.</p>			

Sustainability Checklist for Development Options

Criteria	Score	Justification
Exposure	2	Some shelter from northerly winds provided by existing tree belt and slope.
Aspect	3	Site is predominantly south-west facing.
Slope	2	The western section is relatively flat and the eastern section is gently sloping towards the south west and steep in places. There is a slope gradient of approximately 1 in 8 running from north to south along the western edge of the site.
Flood risk	3	No risk of natural or man made flooding according to SEPA flood risk map and GGP.
Drainage	3	Very small area of western section with possible drainage issues, but no waterlogging - this land will be affected by AWPR. Otherwise, site appears to be freely drained.
Built / Cultural Elements	3	There is a Category C Listed Building Kingswells House situated approximately 250m to the east of the site.
Natural Conservation	2	An area of approximately 1.3 ha of Priority Habitat adjoins the southern boundary of the site as well as approximately 2000 square metres of Priority Habitat within the north east section of the site.
Landscape Features	2	The site is open farmland. Development in this location could affect group of trees in the north eastern section of the site, the tree belt to the east and group of trees to the south east of the site boundary.
Landscape Fit	2	Employment development on this site would intrude on the surrounding landscape. To the west of the car garage there are open views across the site from the A944 and development would be very visible when driving along this road from both directions. The site and surrounding landscape provide a buffer between Kingswells and Westhill. WPR will change the character of this area but it may be desirable to contain development to the east of that as it would provide an obvious boundary which prevents sprawl and coalescence with Westhill – as there are no other obvious boundaries that could be used.
Relationship to existing settlement	2	This site is unrelated to any existing settlement, but the southern boundary skirts around a car garage and petrol station. Both Kingswells to the east and Westhill to the west are not linked or related to this site at the moment however other Preferred Options sites (3/13 and 3/07) could integrate well with this site.

Land Use Mix / Balance / Service Thresholds	3	Business uses in this location would complement the adjoining preferred options sites which have also been identified for business use. This would contribute to the balance of land uses as existing settlement of Kingswells is predominantly residential.
Accessibility	2	The Accession software indicates that this site is over 1km away from any bus stops, although better links could be made to Kingswells Park & Ride site. These services operate around 580m from the site. There is access to major road network at the southern boundary of the site.
Proximity to facilities - shopping / health / recreation.	1	As it is proposed that this site be developed for employment this site would be considered as a destination rather than an origin of trips. The Accession software indicates that over 4500 existing households from the Aberdeen Housing Market Area can access this site within a 30minute public transport journey time (Mon 7am-9am). Kingswells Neighbourhood Facilities – 1603m Medical facilities – 1200km Kingswells Primary School – 1077m Hazlehead Academy – 3420m Bucksburn Academy – 4175m
Direct footpath / cycle connection to community and recreation facilities and resources.	2	Proposed Core Path 91 – Westhill to Queens Road (along the A944) runs to the south of the site. Cycle route along the A944, although would need to be improved should new development be delivered.
Proximity of employment opportunities.	2	Development of a business park on this site would create significant employment opportunities for the residents of nearby Kingswells and Westhill.
Contamination	3	No known contamination or waste tipping present on or around this site.
Land Use Conflict	2	The proposed route of the AWPR cuts through the western section of the site from north to south.
Physical Infrastructural Capacity	3	Proposer indicates that the site has connections to all three utilities.
Service Infrastructure Capacity	3	As this development is non-residential, it would not put any extra pressure on school capacities.
Other Constraints	3	No other known constraints at this time.

SITE NUMBER: 2/232		NAME of SITE: Hayfield riding school	
Proposer: The Mackenzie Club			
Nature of the proposal: A hotel and conference centre, 50 timeshare and 50 residential units			
Checklist Score: 39	Constraints: R Dee SAC, District Wildlife Site, Woodland		SEA: +/-
Recommendation: Undesirable			
<p>Justification:</p> <p>Both sites are unrelated to the existing residential areas at Hazlehead and Craigiebuckler and remote from public transport.</p> <p>The Hayfield Riding School site contains traditional and contemporary agricultural buildings associated with the riding school. Surrounded by woodland and the Hazlehead golf course, the riding school is functionally related to the area. The loss of the riding school in this location would be unfortunate, given how well it relates to the area. The proposal to develop a hotel and conference centre on the site of the riding school has the potential to relate well to the recreational function of the area and create an asset for the city, but the relationship between the proposal and wider area is unclear. There significant accessibility constraints to the site, and the combination of increased development and the improvements required for the local roads in Hazlehead Park will erode the rural identity of the area and blur the distinction between rural and urban that exists there. This will compromise the landscape setting of the area.</p> <p>The development of the undeveloped fields adjacent to Dobbies would significantly change the character of the site, although, due to the secluded location of the site, the impact of this change in character would only be experienced locally. A residential development of the scale proposed would create a car-dependent new development in a rural area surrounded by a sensitive habitat. The additional traffic generated is likely to require widening of Hazledene Road, which would entail felling of mature trees.</p> <p>The extra traffic and development from both of these proposals is likely to erode the quiet recreational experience of what is essentially a country park. The recreational function of Hazlehead Park and the contribution it makes to landscape setting means that it should remain as green belt.</p>			

Sustainability Checklist for Development Options

Criteria	Score	Justification
Exposure	2	The site of Hayfield riding school is fairly flat, but does contain some boundary trees, though mostly to the west, south and east. The fields adjoining Dobbies Garden Centre (hereafter 'the fields') are also fairly flat, but are surrounded by woodland.
Aspect	3	Both sites are not obviously 'facing', though the site of Hayfield riding school has a shallow southerly slope.
Slope	3	The site of Hayfield riding school slopes towards the south (with a 15 metre difference in levels), but due to the length of the site this is a very shallow slope (1:24). The fields are fairly flat, with variations in levels less than 10 metres. The fields are highest in the middle and slope downwards towards the north and south.
Flood risk	3	No risk identified on SEPA's indicative maps and Council's historical data.
Drainage	2	Towards the south of the Hayfield riding school site there is some boggy ground associated with a jumping pond feature in the small course laid out for the horses and a leaking trough. There is also some pooling of water at the south of the site associated with drainage of the site. The school appears to be on a private sewer. The fields are freely drained.
Built / Cultural Elements	2	The Hayfield riding school site contains a U-shaped traditional granite agricultural steading used currently as stables; a small farmhouse associated with the steading still in residential use; several more modern agricultural sheds and barns. The site is surrounded by drystone walls. Adjacent the steading is the documented location of a Horse Gang, named Westwood (Sites and Monuments Record NJ80SE 0367). The fields are surrounded and bisected by drystone walls. To the west of the site lie some upstanding earthworks associated with surrounding field clearance.
Natural Conservation	2	Apart from the buildings in the middle of the Riding school site, the site contains neutral grassland, laid out in a paddock to the north and a small exercise course to the south. The western perimeter of the Riding School site, containing mature broadleaf trees, is listed as a priority Habitat in the North East Local Biodiversity Action Plan, and there is a cluster of Wych Elm (an Action Plan species) at the north eastern edge of the site. The north eastern perimeter contains a row of mature conifers. Den Wood District Wildlife Site is located to the south of the Riding School and surrounds all but the eastern perimeter of the fields. Den Wood contains ancient woodland and NELBAP priority habitats. Although both sites are not contained within the District Wildlife Site, they will both play a functional role in supporting it, due to their proximity, particularly in the case of the paddock. Drainage from both sites will flow into tributaries of the River Dee, which is a Special Area of Conservation.

Landscape Features	2	The landscape character of this area of Aberdeen is predominantly Wooded farmland, and the sites in question fall well into that typology - open fields surrounded by woodland. The riding school site contains some built elements of an agricultural appearance. It is unclear from the proposal what interventions are being proposed, but it is very likely the open character of each site would be changed and there would be some disturbance of linear features. But the disturbance is likely to be far higher in the case of the fields.
Landscape Fit	1	Each site is secluded, and hidden from major viewpoints. Given that the riding school is dependent on the surrounding woodland and bridleways, and the character of its buildings are agricultural, the riding school sits well in the surroundings. The development of a hotel and conference centre on the site of the riding school could, if sensitively designed to relate well to the surrounding woodland and golf course, sit comfortably within the site. However, there is no detail given in the proposal as to how the hotel would relate to its surroundings. It is likely that the combination of increased development and the improvements required for the local roads in Hazlehead Park will erode the rural identity of the area and blur the distinction between rural and urban that exists there. This will compromise the landscape setting of the area. This would also apply in the case of the fields, where local landscape impact would be significant given its open and rural character.
Relationship to existing settlement	1	The current use of the riding school site is unrelated to the settlements of Craigiebuckler and Hazlehead to the east. The proposal for 50 timeshare units and 50 residential units implies a more permanent residential use less related to the recreational context. As the fields are currently undeveloped, this residential development would effectively be a new settlement, as the fields are unconnected to Craigiebuckler and Hazlehead.
Land Use Mix / Balance / Service Thresholds	1	This area already contains a considerable mix of uses – agricultural (Riding school, grazing), recreational (Riding school, woodland walks and rides, golf), retail (garden centre), and residential to the east.
Accessibility	1	These are the closest facilities to the riding centre, along with distances and travel times: Over 2 km to the nearest bus stop These are the closest facilities to the fields, along with distances and travel times: Around 2 km to the nearest bus stop
Proximity to facilities - shopping / health / recreation.	1	These are the closest facilities to the riding centre, along with distances and travel times: Neighbourhood Shopping Centre (Hazlehead Avenue) 28 mins, 2.5 km These are the closest facilities to the fields, along with distances and travel times: Medical Practices (Cults Medical Group) 27 mins, 3 km Neighbourhood Shopping Centre (Hazlehead Avenue) 25 mins, 2 km Primary School (Hazlehead/ Airyhall) 25 mins, 2 km Secondary School (Hazlehead Academy) 21 mins, 1.6 km

Direct footpath / cycle connection to community and recreation facilities and resources.	3	In addition to the riding school facilities and golf course, there is a wide choice of footpaths and cycle routes around each site for recreational use and travelling to the closest facilities.
Proximity of employment opportunities.	1	The fields are 2.5 km from Rubislaw Specialist Employment Area and the Macaulay.
Contamination	3	No record of contamination on either site.
Land Use Conflict	3	No expected conflicts aside from potential wildlife disturbance from development of the fields.
Physical Infrastructural Capacity	1	Access to both of the sites presents a problem. Hazledene Road is currently a poor road which is only capable of low traffic volumes and therefore this would be a constraint. Widening the road would only be possible through felling mature trees. The sites would also require connection to the public sewer.
Service Infrastructure Capacity	3	Hazlehead Academy capacity is 1008 and is likely to have space for around 50 pupils in the future. A development of 50 houses in this area would likely generate demand for 5 places. Hazlehead Primary capacity is 306 pupils, and will have space for around 50 additional pupils, which would cater for 10 places arising from a development of this size.
Other Constraints	1	The extra traffic and development from both of these proposals is likely to erode the quiet recreational experience of what is essentially a country park. This recreational element is an important and legitimate green belt function.

SITE NUMBER: 10-02		NAME of SITE: Dobbies Garden Centre	
Proposer: Dobbies Garden Centre Plc			
Nature of the proposal: Potential Redevelopment Opportunity of up to 100 houses			
Checklist Score: 44	Constraints? District Wildlife Site, Woodland		SEA +/-
Recommendation: Undesirable			
<p>Justification:</p> <p>The development proposed is for up to 100 houses. A major obstacle to development on this site would be access. Hazledene Road is a narrow road with many blind corners, therefore development at this site would mean that improvements were made to this road which would likely result in damage and loss of many natural conservation features such as stone walls and trees. The developer states that a normal 100 house development would create fewer trips per day than the garden centre does at present and therefore Hazledene Road would be suitable. However it is still thought that major road improvements would have to be made before any development occurred. Roadside trees could be lost. The combination of increased development and the improvements required for Hazledene Road will erode the rural identity of the area and blur the distinction between rural and urban that exists there. This will compromise the landscape setting of the area. An alternative access is shown breaking through the woodland at Denwood and this arrangement will compromise its biodiversity and recreation value.</p> <p>The site is surrounded by Denwood District Wildlife Site which is used for informal recreation and is part of the wider setting of Hazlehead Park. As such the site and the surrounding woodland contribute to recreation and landscape setting. The woodland also provides a strong and logical green belt boundary and green backdrop which contains proposed development at Hazledene. The area should therefore remain as green belt.</p>			

Sustainability Checklist for Development Options

Criteria	Score	Justification
Exposure	3	The site is very well sheltered through mature trees surrounding the whole site
Aspect	2	Developer states within the submission that the site is north facing, however from site visits and contour maps it is felt that the site is actually relatively flat with a slightly east facing.
Slope	3	The site is mostly flat with a slight change in slope from 115 metres in the far north west corner of the site to a low of 90 metres in the south east corner of the site. This represents a gradient of 16 which is acceptable. As mentioned most of the site is flat, however there are some areas which would be unsuitable for development. To the south of the site there are some steep banks which would be undesirable for development.
Flood risk	3	According to SEPA flood maps there is no risk of natural or man made flooding. There is a small stream/burn which runs to the south of the site; however it is not thought that this would be likely to be a flood risk. There is also a pond in a central location of the site, however again this is small and would be extremely unlikely to pose a flood risk.
Drainage	2	The site was visited on a day after heavy rain; however it was still evident in several areas of the site that drainage was a problem. In the wooded areas to the east of the site the ground was evidentially soft and wet. Photos are available to support this claim. Most other areas of the site were freely trained i.e. the majority of land west of the pond.
Built / Cultural Elements	2	There is the possibility that there is an archaeological find that may be important to note and could be disturbed following development at the site. A horse-gang is noted as being present north of the actual garden centre building. According to the city councils archaeology department, a horse gang is a horse mill which is associated with farming and is relatively important in relation to farming. Beckram Cottage lies to the north east of the site and is a dilapidated ruin.
Natural Conservation	2	There is a strong possibility that development within some areas of the site would cause a likely loss or disturbance of significant wildlife habitat or species. Within the site there are 4 priority habitats, 3 of them being in the South-west corner of the site and one being east of the pond within the site. The areas where the priority habitats are found are on relatively flat land, however the developer states that it is most likely that the majority of development will fall within the areas that are currently buildings, hard standing, conifer plantation and marshy grassland. It is also mentioned that the pond will be retained and a minimal amount of trees removed to develop the site. However the tree loss is not quantified and plans show an access point breaking through the woodland from Hazledene. This is a District Wildlife Site.

		The site also has several other natural conservation features. Ancient and semi-natural woodlands run within and outwith the boundary from the south-west corner until a central north point of the site boundary. The eastern most tip of the site is densely populated with trees which are included within the Ancient and semi-natural woodlands. This is also true on the north west tip of the site. Another natural conservation feature of the site is that it is part of the Den Wood District Wildlife Site. Similarly it follows the boundary of the site and also encroaches into the site itself in an almost identical pattern to the Ancient and semi-natural woodlands. In addition to this, development at this site could require that Hazledene Road is upgraded and this would only be possible with the removal of trees in order to widen the road.
Landscape Features	2	The development has been specified to be no more than 100 housing units and it would replace the current garden centre which has no real importance as a building then there would not be too much detriment. Although it is claimed that a minimal amount of trees will be removed to develop the site, this is not quantified. The perimeter woodland contributes to the amenity of the area which is a significant and valuable part of the setting of the city.
Landscape Fit	2	Although the site appears well contained by woodland, there is a definite change of character from suburban to rural in this area when travelling west along Hazledene Road. A housing development would require road widening, footpaths and street lighting which would extend these urban characteristics into the rural area. Roadside trees could be lost. The combination of increased development and the improvements required for Hazledene Road will erode the rural identity of the area and blur the distinction between rural and urban that exists there. This will compromise the landscape setting of the area.
Relationship to existing settlement	1	Currently it is thought that development at this site would be unrelated to existing settlement. The site is along Hazledene Road and is relatively rural with woodland, parkland and a horse riding centre within 250metres of the site. Even if development occurs at Hazledene to the south of Dobbies Garden Centre, the site will be separated from the existing settlement by the intervening woodland cover. This woodland serves to contain the northern extent of development at Hazledene and provides a strong green belt boundary.
Land Use Mix / Balance / Service Thresholds	2	The developer has now given information regarding potential development at this site. A development of up to 100 houses would provide some land use mix as the area is currently surrounded by leisure pursuits, further residential and some employment land at the Macaulay Institute.
Accessibility	2	Direct access to public transport networks 783m away and on average a 9.7minute walk. (frequency of 6 buses an hour. The road access to the site is particularly poor.
Proximity to facilities - shopping / health / recreation.	2	There are a limited range of facilities available within 800metres of the site. In relation if the site was to be used for employment land then there are 12921 within the urban and rural parts of Aberdeen within a 30 minute public transport journey time (Monday 7am to 9am).

Direct footpath / cycle connection to community and recreation facilities and resources.	2	There is a limited range of cyclepath connections to other communities, recreation and employment facilities. Footpaths are better and connect the site with several communities. The core paths plan envisages connections with several nearby communities, employment and recreational facilities.
Proximity of employment opportunities.	2	There are limited employment opportunities within 1.6km of the site. The Macaulay Land Research Institute is within this the circumference. Hill of Rubislaw is also on the periphery of the circumference. Apart from these two employment areas there are few other opportunities.
Contamination	2	As a vast majority of the site has been used in the past as a garden centre/nurseries/growing area then it is possible that some mild ground contamination has occurred.
Land Use Conflict	2	Some expected conflict with other uses on the site. There is currently a landscaping and machinery centre present.
Physical Infrastructural Capacity	2	Some constraint to infrastructural capacity. It is not thought that facilities such as gas, electricity and water will not be a problem, however access to the site itself may cause a problem. Hazledene Road is currently a poor road which is only capable of low traffic volume and therefore this would be a constraint. The developer details that the road will actually have less traffic generated from 100 houses maximum compared to the garden centre. However improvements will still have to made to the road as it is not capable of carrying the traffic load that it currently does and there are no pavements for pedestrians to walk on.
Service Infrastructure Capacity	3	As there are proposed to be 100 houses maximum built on the site there would be adequate capacity in the local schools for this. Hazlehead Academy capacity is 1010 and is likely to have space for around 50 pupils in the future where the development would generate 10 extra pupils. Hazlehead Primary capacity is 415 pupils, with actual numbers being around 248 over the future and therefore there would be significant space for the 20 further pupils the development would generate. It should be noted that Hazlehead Primary will be replaced in 2010 by a school with a reduced capacity of 306.
Other Constraints	3	The surrounding woodland at Denwood is used for informal recreation and is part of the wider setting of Hazlehead Park.

SITE NUMBER: 1-27		NAME of SITE: Holemill Peterculter	
Proposer: Mr Yul Thomson			
Nature of the proposal: 28 Houses			
Checklist Score: 45	Constraints?		SEA? 0/-
Recommendation: Undesirable			
<p>Justification:</p> <p>The southern edge of the site is around 780 metres from the northern edge of Peterculter. Despite the presence of the caravan park, development here will appear sporadic and isolated from the main built up area of Peterculter. 28 houses remote from the village centre is unlikely to support services there or be large enough to support any of its own. The site is remote from public transport, core paths, services and facilities and employment areas. Any development here will therefore be remote, disjointed and car dependent and should therefore be regarded as undesirable.</p>			

Sustainability Checklist for Development Options

Criteria	Score	Justification
Exposure	3	Rising ground to the north and woodland to the north and west provides reasonable shelter.
Aspect	3	South west facing
Slope	3	Gentle slopes from north east to south west of between 1:22 to 1:25
Flood risk	3	The Culter Burn is liable to flood but the closest edge of the site is around 50m from the burn which in turn, flows well below the site.
Drainage	3	No evidence of poor drainage on site – gentle and even slopes should aid this.
Built / Cultural Elements	3	There is no evidence of historic buildings or features on site.
Natural Conservation	3	Site is next to the Culter Burn District Wildlife Site which in turn is part of the River Dee SAC. The same area is also covered by TPO81. There is nothing of significance on the site itself however.
Landscape Features	3	Appears to be little of interest on site. Small boundary stone wall next to the road and post and wire fences.
Landscape Fit	1	The site lies within landscape character area 20, Anguston, Leuchar and Easter Ord and is regarded as open farmland. Settlement here is generally small scale and scattered, although the caravan park to the south of the site is a significant feature in the immediate area as is the woodland at Culter Burn. It can be seen from the busy Peterculter to Westhill Road which sits above the site. There are longer distance views to the A93 North Deeside Road.
Relationship to existing settlement	1	The southern edge of the site is around 780 metres from the northern edge of Peterculter. Despite the presence of the caravan park, development here will appear sporadic and isolated from the main built up area of Peterculter.

Land Use Mix / Balance / Service Thresholds	1	28 houses remote from the village centre is unlikely to support services there or be large enough to support any of its own.
Accessibility	1	Nearest frequent bus stop is over 1km away on North Deeside Road (No.19 Tillydrone to Culter).
Proximity to facilities - shopping / health / recreation.	1	<ul style="list-style-type: none"> • Nearest District Centre is Culter – 2240m • Culter Primary – 2525m • Cults Academy – 8239m No other facilities within 800m.
Direct footpath / cycle connection to community and recreation facilities and resources.	1	The nearest core path is number 52 Bucklerburn Road some 790m away. The nearest cycle path is over 2km away on the North Deeside Road.
Proximity of employment opportunities.	1	There are no employment areas within 1.6km – the nearest are at Westhill over 4km away
Contamination	3	No known contamination issue on site
Land Use Conflict	3	Residential use unlikely to conflict with adjacent uses. Site lies just outside the Pipeline Notification Zone.
Physical Infrastructural Capacity	2	Proposed indicates water connection possible and close to electricity and gas. Sewage connection unknown.
Service Infrastructure Capacity	3	There is sufficient capacity to accommodate pupils from this site at both Culter Primary and Cults Academy
Other Constraints	3	No other known constraints.

SITE NUMBER: 2/152		NAME of SITE: Peterculter Burn	
Proposer: Fraser Gordon			
Nature of the proposal: 19 environmentally friendly houses, hydro electric scheme, fish pass, Culter Boys Club football pitch, changing facilities and paths			
Checklist Score: 45	Constraints? DWS, TPO, SAC, Potential contamination	SEA? +	
Recommendation: Undesirable			
<p>Justification: The positive aspects of this scheme are:</p> <ol style="list-style-type: none"> 1. The majority of the site is a brownfield site with no real use (currently used for unauthorised motocross) and therefore the high quality development will improve this. 2. The developer has proposed to develop a pioneering Hydro Electric Scheme that would power the new development and also supply electric to the overall grid. 3. The developer has proposed entering into an agreement to donate £275,000 to the Culter Boys Club to provide new changing facilities, car parking and other potential upgrades for the football club. 4. The developer has also released land to the Culter Boys Club which has enabled them to increase their pitch size to the recognised standard and help them to qualify for Government funding. 5. The site is mainly south-facing 6. It is not thought the development would affect any built/cultural elements. 7. The development would create new pathways connecting Peterculter and the surrounding area. <p>Some negative aspects that may make the development undesirable would be:</p> <ol style="list-style-type: none"> 1. Potential harm to the DWS, TPO area and the River Dee SAC. 2. Contamination Aspects 3. Some potential flooding issues. 4. Geomorphologic issues – ground movement/stability 5. Landscape Fit <p>This is an interesting scheme with some positive aspects in terms of its carbon neutrality and its contribution to recreation and biodiversity. However, although the low carbon characteristics of the housing proposed here are acknowledged, the possible quality and character of housing that could be built on site should not determine policy designations in a local development plan. There is potential harm to the district wildlife site, tree preservation order area and potential flooding and ground movement issues that may require mitigation. This is a prominent site that can be viewed from the main gateway into Aberdeen at Peterculter. Other preferred sites are considered to be better options.</p>			

Sustainability Checklist for Development Options

Criteria	Score	Justification
Exposure	2	The site has some shelter from northerly winds through topography and vegetation to the north of the site. Some central areas of the site are relatively exposed
Aspect	3	The site is mainly south-facing.
Slope	2	It has been indicated from the site plan that the site is relatively flat in most places where development is due to take place. Some landscaping will obviously have to be made to accommodate development in some areas; however this does not look to be greater than 10% of the site.
Flood risk	1	From looking at SEPA indicative flood map and from site visits it is clear that there are areas of the site that are at considerable risk of flooding. From the site plan submitted by the developer it is not completely clear where several of the housing units will sit in comparison with the where the SEPA floodmap indicates a flood area. Therefore warranting a low score in terms of flooding.
Drainage	2	Similarly to flood risk, as the site plan is difficult to distinguish where the houses would be developed, it can not be said for certain if drainage will be a problem and therefore scores low. The northerly parts of the site had no issues with drainage, however areas further south did.
Built / Cultural Elements	3	It is not thought that there would be any major loss or disturbance of archaeological sites or vernacular buildings. On the sites and monuments there does show up an old farm, Cornyheugh, however this would be unlikely to affect future development.
Natural Conservation	1	The site scores poorly in terms of natural conservation. Culter Burn District Wildlife Site covers the site area; there are 3.4 hectares of Ancient Woodland to the east of the site. The site is also covered by the River Dee Valley and Culter Burn Special Area of Conservation (SACs). It is an area designated under the European Directive commonly known as the 'Habitats' Directive and is 405 hectares in area. A large are of the site is also covered by Tree Preservation Order 80 where the protection of these trees would be looked for – this has been indicated by the developer.
Landscape Features	2	Some potential loss or disturbance of woods to the site depending on the location of development.
Landscape Fit	2	With this site being visually prominent, development will undoubtedly intrude slightly into the surrounding landscape. However the developer has noted that this development will be highly sustainable with green roofs that will 'camouflage' the buildings into the surroundings. Along with a tree planting scheme of 3 trees planted for every 1 lost will mean a reduction in the negative impact the development may have on the landscape.
Relationship to existing settlement	3	Development will be related to Peterculter and nearby Malcolm Road.

Land Use Mix / Balance / Service Thresholds	3	Development at this site would contribute to a good land use mix, give more balance and upgrade services. The developer has proposed for 19 houses of the highest environmental standard which has rarely, if ever, been proposed in Aberdeen, a hydro-electric scheme which would not only supply power to the homes but also contribute to the overall grid, a fish pass for salmon which would encourage greater biodiversity, new sports facilities for Culter Boys Club and new pathways accessing the woodlands.
Accessibility	2	The number 19 bus route takes in Malcolm Road which is less than 400m from the eastern edge of the site using one of the proposed access points given by the developer. Accessing the bus route from the Shoddy (current access) is between 400 and 800 metres away. Further detail will be obtained in the near future from our Accession software. Vehicular access may cause a problem. Access onto Malcolm Road from the Shoddy is poor and increasing the number of vehicles using this may cause traffic issues. Access through Cornyhaugh Road would be safer and favoured over the originally marked access via The Shoddy.
Proximity to facilities - shopping / health / recreation.	3	There are a significant number of facilities, shopping, health and recreation within 800metres of the site. The District Centre of Peterculter is 800metres from the site, there are the football facilities to the north of the site, core paths supplying walking facilities and the developer proposes new facilities for the Culter Boys Club which has a membership of around 300.
Direct footpath / cycle connection to community and recreation facilities and resources.	2	The site is relatively well connected in terms of footpaths. The site does lack more footpaths and cycle paths, however the developer does propose a new pathway opening access to surrounding woodlands which would improve this significantly.
Proximity of employment opportunities.	1	There are no significant employment opportunities within 1.6km of the site, the nearest being Westhill. The developer has however said that there will be high speed data connections in each home which will make working from home easier.
Contamination	1	As 65% of the site is a former tip there will be significant contamination issues, however development would remediate this and re-use a brownfield site. The developer has quoted that if it is required they will include risk assessments and the necessary studies to make sure the site is safe for development and living.
Land Use Conflict	3	There is no expected conflict with adjoining land uses.
Physical Infrastructural Capacity	3	There is no expected constraint to infrastructural capacity. The development will supply its own electricity, have SUDS and there will be no problems with connection to public water mains. The development will also use low quantities of water with recycling and sustainable methods being used in the development.
Service Infrastructure Capacity	3	No constraint expected to service infrastructure capacity. Cults Academy has capacity for the 4 extra pupils the development is likely to produce and Peterculter Primary School has ample capacity for the 4-5 pupils likely to be generated. However the overall picture for the area has to be taken into consideration with other larger sites likely to be developed in the Deeside corridor.
Other Constraints	3	

SITE NUMBER: 2-194		NAME of SITE: Cobblestock Peterculter	
Proposer: Shivas Trust/D Gray & Others			
Nature of the proposal: Residential Development on approximately 12ha			
Checklist Score: 48	Constraints? River Dee SAC, District Wildlife Site, Flooding	SEA? +/-	
Recommendation: Undesirable			
<p>Justification:</p> <p>The main advantage of this site is that it sits reasonably well in the landscape and is close to Peterculter village centre with its associated services and facilities. There are flooding and drainage issues on parts of the site but much of it sits above the flood plain. Development would also have to be sensitive to the River Dee and Peterculter Burn which are a SAC. Schooling accommodation should not be an issue if this site were to be developed in the absence of other developments on Deeside. However, should the other Main Issues Report preferred options go ahead, there would be no spare capacity at Cults Academy.</p> <p>A major issue is that road access is extremely poor – it is very narrow, single track, steep and with sharp bends in places. The physical characteristics of the access roads and the presence of gardens and houses next to it could restrict road widening and will make this a difficult issue to mitigate. It is felt that, despite some strengths, the other preferred development options for the Deeside corridor would be preferable to this one as they would have fewer such constraints.</p>			

Sustainability Checklist for Development Options

Criteria	Score	Justification
Exposure	3	Located on the River Dee valley floor with rising slopes to the north and south and trees to the north offering protection.
Aspect	3	Generally southern facing.
Slope	3	Gentle undulating slopes across the site
Flood risk	2	The site is located close to the River Dee and between the Culter Burn to the north and Temple Burn to the south. SEPA's flood map shows all these watercourses liable to flood around the fringes of the site. November 2002 flood event encroaches onto the north east of the site. Nevertheless, much of the site sits above the flood plain.
Drainage	2	Standing water present opposite Bridge Cottage in the north west corner of the site and north of Barrhill House
Built / Cultural Elements	3	Some arrowhead and moulds found on site on the SMR record but no historic buildings or other monuments present.
Natural Conservation	2	Site is adjacent to Culter Burn – a district wildlife site and part of the River Dee SAC – the Dee itself is also close by.
Landscape Features	3	Site appears quite open and there are few trees or other features on site
Landscape Fit	2	The site is on the River Dee valley floor which primary landscape. It sits in a bowl which is relatively well hidden from wider distant views and roads. However, it is locally prominent from the Deeside Line, River Dee and is adjacent to Peterculter Golf course and views from these areas will be affected.
Relationship to existing settlement	3	Close to the village centre in Peterculter

Land Use Mix / Balance / Service Thresholds	1	Low to medium density housing proposed – similar to existing housing stock in Peterculter. No other uses proposed.
Accessibility	2	Nearest bus stop is 836m away on the North Deeside Road (No 13 Tillydrone to Culter)
Proximity to facilities - shopping / health / recreation.	2	<ul style="list-style-type: none"> • Nearest District Centre is Culter – 519m • Culter Primary – 792m • Cults Academy – 6310m Nearest medical practice in Cults – 6310m
Direct footpath / cycle connection to community and recreation facilities and resources.	3	There is a good range of core paths close by – numbers 66, 70 and 86 including the Deeside Line which is also a cycle path. The North Deeside Road is a cycle path into Aberdeen.
Proximity of employment opportunities.	1	There are no significant employment areas within 1.6km of the site.
Contamination	3	Evidence of quarrying use on the site from 1946 aerial – used as a sand pit around 1902 (on the highest point west of Barrhill). Unlikely to be a problem but should be noted.
Land Use Conflict	3	Close to the golf course but no significant effects are anticipated.
Physical Infrastructural Capacity	3	Developer has indicated that all utilities can be extended into the site.
Service Infrastructure Capacity	3	It is assumed that 12ha x 30 dwellings per hectare generates 360 houses. Capacity exists at both Culter Primary and Cults Academy to accommodate this number.
Other Constraints	1	Road access is extremely poor – it is very narrow, single track, steep and with sharp bends in places. The physical characteristics of the access roads and the presence of gardens and houses next to it could restrict road widening and will make this a difficult issue to mitigate.

SITE NUMBER: 2-156		NAME of SITE: Brides Ward, Culter House Road	
Proposer: Ryden on behalf of Sted Investments Ltd			
Nature of the proposal: Approximately 7 houses			
Checklist Score: 40	Constraints - DWS, ANCIENT/SEMI NATURAL WOODLANDS, CULTER HOUSE ROAD	SEA -	
Recommendation: Undesirable			
<p>Justification: The area was proposed to be developed for 7 new houses. It was thought to be undesirable for development for several reasons.</p> <ul style="list-style-type: none"> • The site is completely covered by Culter House Woods District Wildlife Site. • The site is covered by Ancient and Semi-Natural Woodland. • All trees within the site (polygon on GGP) are under Tree Preservation Order 189. • Brides Well is a Standing Structure listed under the sites and monuments record and is located slightly east of the centre point of the site. • Some potential loss of amenity to Culter House which is a category A listed building and also potential loss of amenity to the walled gardens, gazebo, doocot and gatepiers which are category B listed. • The site is well utilised by the local people for recreation. • Culter House Road is a narrow single track road that may be negatively affected by further traffic. • There are no significant employment opportunities within 1.6km of the site. • The site is part of the green buffer between Peterculter and Milltimber which contributes to maintaining their separate identity. 			

Sustainability Checklist for Development Options

Criteria	Score	Justification
Exposure	3	The site is well sheltered from the surrounding trees and vegetation. Frost pockets may occur due to dense vegetation.
Aspect	3	The site is south-east facing.
Slope	2	General sloping trend with less than 10% of site with undulations.
Flood risk	3	SEPA flood maps indicate no risk of natural or man made flooding.
Drainage	2	Some small pockets of poor drainage next to the stream/well.
Built / Cultural Elements	2	Some potential loss of amenity to Culter House which is a category A listed building and also potential loss of amenity to the walled gardens, gazebo, doocot and gatepiers which are category B listed. BRIDES WELL is a STANDING STRUCTURE listed under the sites and monuments record and is located slightly east of the centre point of the site.
Natural Conservation	1	The site is covered by Ancient and Semi-Natural Woodland. The site is also inside the Culter House Woods District Wildlife Site. This is important as it is Birch woodland containing a good variety of woodland plants and birds. Wet areas are present along the burn which provides a habitat for wetland species with marginal vegetation where the canopy is more open. All trees within the site (polygon on GGP) are under Tree Preservation Order 189.
Landscape Features	1	Most likely a loss and disturbance of a significant number of features such as woods, tree belts, paths and stone walls that are present.
Landscape Fit	1	Development will intrude significantly into surrounding landscape. Development would require significant removal of trees and would be especially noticeable across the valley, diminishing the impression of space between the settlements.
Relationship to existing settlement	2	Development will only be partially related to existing settlement of Peterculter with poor access via Culter House Road
Land Use Mix / Balance / Service Thresholds	1	Development of housing would be unlikely to contribute to a better mix or balance of landuses, or provide the impetus for attracting facilities as the development is for only 7 houses.

Accessibility	2	BUCKLERBURN - CITY CENTRE NO.24 within 600m TILLYDRONE – CULTER NO.19 within 600m
Proximity to facilities - shopping / health / recreation.	1	There are no facilities within 800m of the site, the nearest facilities/services are between 1km and 1.5km from the site.
Direct footpath / cycle connection to community and recreation facilities and resources.	3	Good range footpaths and cycle connections to community and recreation facilities.
Proximity of employment opportunities.	1	There are no major employment opportunities within 1.6 kilometres of the site.
Contamination	3	No contamination or waste tipping present.
Land Use Conflict	2	Some conflict with adjoining land uses expected. There is a golf course to the east of the site and the site is a popular area for walking and recreation with people from Peterculter.
Physical Infrastructural Capacity	2	It is not thought that there would be any significant constraints on most physical infrastructure for the development of 7 homes.
Service Infrastructure Capacity	3	Culter Primary School has capacity to take the 2 extra pupils that the housing development would produce. In terms of secondary school places, Culter Academy would have some capacity to take the few extra pupils the development would generate. However the overall number of pupils for development in the area as a whole must still be looked at.
Other Constraints	2	More traffic on Culter House Road, which is a narrow single track road, would not be advisable.

SITE NUMBER: 2-181		NAME of SITE: Binghill Farm Milltimber	
Proposer: Mr W Donald c/o Halliday Fraser Munro			
Nature of the proposal: 44 to 66 houses on 4 hectares.			
Checklist Score: 46	Constraints?		SEA? +/-
Recommendation: Undesirable			
<p>Justification:</p> <p>There are very few physical, topographical or natural constraints on this site.</p> <p>The site occupies rising ground to the north east of Milltimber. It sits well above Milltimber and the northern building line of the Deeside settlements which generally follows the 90m to 95m contour. Although the southern edge of the site adjoins Milltimber, most of the site is on rising ground some distance from the main built up area. The developer indicates developing the site alongside the Oldfold proposal. However, like existing development at Milltimber, development at Oldfold would mainly concentrate on the lower slopes leaving Binghill Farm somewhat disjointed.</p> <p>Most of the site would be a long walk from the bus route on North Deeside Road. Although local services, shops and facilities could be provided at Oldfold, much of Binghill would be over 800m from these up a slope and would once again, appear disjointed. School capacity is fine if this development takes place on its own. However, alongside the other preferred options on Deeside, this site could add further pressure to Cults Academy.</p> <p>It is acknowledged that the open space element is generous. However, due to landscape, distance and possible secondary schooling issues, there would be little else to gain from providing additional housing land to the preferred option at Oldfold which would in itself provide significant development and open space in the area.</p>			

Sustainability Checklist for Development Options

Criteria	Score	Justification
Exposure	2	The land is quite high and exposed, although tree belts to the north and west may provide some shelter
Aspect	2	The site is mainly east facing.
Slope	3	The site falls from approximately 120m to 85m with an overall gradient of around 1:17.
Flood risk	3	There are no areas at risk of flooding nearby on the SEPA flood map.
Drainage	3	No evidence of poor drainage on the site visit.
Built / Cultural Elements	3	There are no historic buildings or elements on the site
Natural Conservation	3	There are no designated features on the site itself. TPO 125 is adjacent the south west corner of the site and TPO 118 (which is also Murtle Den District Wildlife Site) is next to the north east boundary of the site.
Landscape Features	2	There are tree belts on the northern boundary and along a field boundary to the north east. There are individual trees along the eastern boundary and more wooded areas to the west. The site itself is largely open. Stone walls along the boundaries and crossing the site are a significant feature. This is mentioned in the Landscape Character Assessment which refers to “a strong field pattern, generally formed by stone walls” in this area.
Landscape Fit	1	The site occupies rising ground to the north east of Milltimber and is in landscape character area 21 – Countesswells, Milltimber, Kennerty. This is regarded as wooded farmland. It sits well above Milltimber and the northern building line of the Deeside settlements which generally follows the 90m to 95m contour.
Relationship to existing settlement	2	Although the southern edge of the site adjoins Milltimber, most of the site is on rising ground some distance from the main built up area. The developer indicates developing the site alongside the Oldfold proposal. However, like Milltimber, development at Oldfold would mainly concentrate on the lower slopes leaving Milltimber Farm somewhat disjointed.

Land Use Mix / Balance / Service Thresholds	2	Although there are references to helping deliver a local centre and employment land at Milltimber (in conjunction with Oldfold) there is only low density housing development planned. There is however, a substantial open space element which is presumably not currently available to the public.
Accessibility	1	Nearest frequent bus stop is over 1km away on North Deeside Road (No.19 Tillydrone to Culter).
Proximity to facilities - shopping / health / recreation.	1	<ul style="list-style-type: none"> • Nearest Neighbourhood Centre is Bieldside – 3018m • Nearest District Centre is Cults – 4km • Milltimber Primary – 1389m • Cults Academy – 4206m No other facilities within 800m.
Direct footpath / cycle connection to community and recreation facilities and resources.	2	Core Paths 51, 89 and 72 are within 1km. Cycle routes on the A93 are 750m away from the southern boundary. Deeside Line is 1km from the site.
Proximity of employment opportunities.	1	No significant employment areas within 30 minute public transport journey time.
Contamination	3	No evidence of contamination on site.
Land Use Conflict	3	Low density residential development would have no significant impact on surrounding uses.
Physical Infrastructural Capacity	3	Not mentioned in the submission. However, given the proximity of Oldfold (who indicated all services were present) and Milltimber (where they are present) this should not present any insurmountable issues.
Service Infrastructure Capacity	3	There would be space in Milltimber Primary and Cults Academy for pupils from the number of houses proposed, assuming no other development take place.
Other Constraints	3	No other known constraints

SITE NUMBER: 1/855		NAME of SITE: Aberdeen Pumping Station, Cults	
Proposer: Halcrow Group Ltd			
Nature of the proposal: 15 flats			
Checklist Score: 56	Constraints Potential contamination	SEA +	
Recommendation: Desirable			
<p>Justification:</p> <p>The site is regarded as being desirable for development for the following reasons:</p> <ul style="list-style-type: none"> • Good physical aspects with the site unlikely to flood and it also has a relatively flat slope • No loss to natural heritage as well as no loss to landscape • Is very accessible and close to many services and facilities • The developer has indicated that the allotments will NOT be developed upon, • There is unlikely to be any issues with physical or service infrastructure capacity, and • Development would see the enhancement of a brownfield site and the built and cultural heritage. <p>There are some potential issues, they are:</p> <ul style="list-style-type: none"> • The lack of potential employment opportunities near to the site, and • Potential contamination issues – although this could be addressed prior to the development of the site. <p>Therefore, overall it is thought that this brownfield site would be suitable for development.</p>			

Sustainability Checklist for Development Options

Criteria	Score	Justification
Exposure	3	The site is well sheltered from northerly winds by the existing development to the north of the site
Aspect	3	The site is south east facing
Slope	3	The site is relatively flat where development will take place
Flood risk	3	There is no flood risk at the site
Drainage	3	There is no evidence of poor drainage on the site
Built / Cultural Elements	3	There will be some impact on a site or monument of the Waterworks however, development is likely to improve the building through restoration.
Natural Conservation	3	There will be no impact on natural conservation as development will not take part of the site to the south which is designated as ancient woodland.
Landscape Features	3	There would be no loss to landscape features.
Landscape Fit	3	This development would fit well with the surrounding landscape
Relationship to existing settlement	3	Development would be well related to the existing settlement
Land Use Mix / Balance / Service Thresholds	2	The mixed use development would bring some land use mix to the surrounding area.

Accessibility	3	The site has good access opportunities
Proximity to facilities - shopping / health / recreation.	3	There is significant provision to facilities near to the site at Cults village centre
Direct footpath / cycle connection to community and recreation facilities and resources.	3	The site is very accessible regarding cycle and foot paths
Proximity of employment opportunities.	1	There are no significant employment opportunities near the site
Contamination	2	There is some medium contamination on the site due to the previous use of land as a waterworks – this would have to be addressed in any planning application.
Land Use Conflict	3	There will be no land use conflict due to the allotments being retained and parking provision maintained for the adjacent tennis courts.
Physical Infrastructural Capacity	3	There will be no issues with physical infrastructural capacity
Service Infrastructure Capacity	3	There will be no issues with service infrastructural capacity
Other Constraints	3	No other constraints

SITE NUMBER: 1-316		NAME of SITE: Inchgarth House	
Proposer: Craig Hawthorne			
Nature of the proposal: 6 houses			
Checklist Score: 46	Constraints? Woodland	SEA? 0/-	
Recommendation: Undesirable			
<p>Justification:</p> <p>This is a small site with few topographical constraints. It does however contain a listed building and the trees in and around the area are locally distinctive. This is part of the Dee Valley – a primary landscape intrinsically linked with Aberdeen. It is also part of the buffer between Cults and Garthdee. As such it contributes to the landscape setting of Aberdeen. On the other hand, if the trees were to be retained, they would help to screen the site from other viewpoints. Although there are buildings and groups of buildings throughout this area, to the south of Inchgarth/Garthdee Road they tend to be large buildings in very generous policies. A group of modern houses in this setting may appear incongruous. Although relatively close to bus routes (around 500m), the site is remote from shops and schools and may therefore be car dependent. It is considered that the preferred options already identified represent better development options than this site.</p>			

Sustainability Checklist for Development Options

Criteria	Score	Justification
Exposure	3	Site sits on the lower part of the River Dee valley with rising ground to the north. It is completely surrounded by trees which provide good shelter.
Aspect	3	The site is south facing
Slope	2	Site has a fairly even gradient of around 1:12.
Flood risk	3	The site is close to the edge of SEPA's indicative flood map area but it sits well above the Dee valley floor and would be unlikely to flood.
Drainage	3	No issues
Built / Cultural Elements	1	The site contains Drumgarth Windmill – a Grade C listed building. Inchgarth House, which is close to the site is also listed. The original site of Drumgarth Windmill is on the south east border of the site. Boundary walls.
Natural Conservation	2	The nearest point of the site is around 150m from the River Dee SAC but the impact of 6 houses should not be significant. The site is surrounded by mature trees which must have biodiversity value which could be impacted if development is not handled well.
Landscape Features	2	The whole area is well wooded and there are substantial trees surrounding the site.
Landscape Fit	1	This is part of the Dee Valley – a primary landscape intrinsically linked with Aberdeen. It is also part of the buffer between Cults and Garthdee. As such it contributes to the landscape setting of Aberdeen. On the other hand, if the trees were to be retained, they would help to screen the site from other viewpoints. Although there are buildings and groups of buildings throughout this area, to the south of Inchgarth/Garthdee Road they tend to be large buildings in very generous policies. A group of modern houses in this setting may appear incongruous.
Relationship to existing settlement	2	The site lies between the built up areas of Cults and Garthdee, and although close to both settlements, is part of neither.

Land Use Mix / Balance / Service Thresholds	1	Large detached houses in this area would make no significant contribution to a better land use mix.
Accessibility	2	The site is approximately 500m from the No1 Danestone to Garthdee and No13 Tillydrone to Culter bus routes
Proximity to facilities - shopping / health / recreation.	1	<ul style="list-style-type: none"> • Nearest District Centre is Cults – 1080m • Cults Primary – 3316m • Cults Academy – 2627m No other facilities within 800m.
Direct footpath / cycle connection to community and recreation facilities and resources.	3	There are a good range of core paths nearby – numbers 65, 66 and 67 including the Deeside Line which is also used as a cycle path. The North Deeside Road is a cycle route and Garthdee/Inchgarth Road is regarded as a busy but useful route on the Aberdeen Cycle Map.
Proximity of employment opportunities.	2	Employment opportunities exist at RGU campus, the edge of which is around 500m from the site.
Contamination	3	None known on site
Land Use Conflict	3	No conflict anticipated from residential development.
Physical Infrastructural Capacity	3	Developer has made no indication but it is likely that all services are available close to the site.
Service Infrastructure Capacity	3	6 houses will have an insignificant impact on school rolls.
Other Constraints	3	None

SITE NUMBER: 2/195		NAME of SITE: Pitfodels Station Road	
Proposer: Ryden on behalf of Mr. Eric Yule			
Nature of the proposal: Housing			
Checklist Score: 42	Constraints?	SEA? -	
Recommendation: Undesirable			
<p>Justification:</p> <p>Although the site is south facing and does not flood. However it is thought that the site is undesirable for the following reasons:</p> <ul style="list-style-type: none"> • Poor access. • Negative impacts on surrounding landscape – this is part of the green buffer between Cults and Garthdee which helps to maintain their separate identity. As such it contributes to the landscape setting of Aberdeen. • Lack of facilities near to the site and • Lack of employment opportunities near to the site. <p>Therefore it is deemed that this site is undesirable for development.</p>			

Sustainability Checklist for Development Options

Criteria	Score	Justification
Exposure	3	The site is well sheltered from northerly winds by the existing trees to the north of the site
Aspect	3	The site is south east facing
Slope	2	The site has a slope of 1:10
Flood risk	3	There is no flood risk at the site
Drainage	3	There is no evidence of poor drainage on the site
Built / Cultural Elements	2	There will be some impact as the site is within the Pitfodels/Lower Deeside Conservation Area
Natural Conservation	3	There will be no impact on natural conservation as development will not take part of the site to the north which is designated as ancient woodland.
Landscape Features	1	There would be significant loss to the surrounding landscape
Landscape Fit	1	This development would not fit in well with the surrounding landscape
Relationship to existing settlement	2	Development would not be related to the existing built up areas of Cults or Garthdee
Land Use Mix / Balance / Service Thresholds	1	The development would not bring any land use mix to the surrounding area.

Accessibility	1	The site has poor access opportunities
Proximity to facilities - shopping / health / recreation.	1	There is no significant provision to facilities near to the site
Direct footpath / cycle connection to community and recreation facilities and resources.	3	The site is very accessible regarding cycle and foot paths
Proximity of employment opportunities.	1	There are no significant employment opportunities near the site
Contamination	3	There is no contamination on the site
Land Use Conflict	3	There will be no land use conflict
Physical Infrastructural Capacity	3	There will be no issues with physical infrastructural capacity. The site is zoned for Hazlehead Academy which has capacity for 49 more pupils. This site would likely only generate 1 or 2 pupils at most and therefore there would be no issue. In terms of primary school the site is zoned for Airyhall Primary School. Similarly to the situation with the secondary school, there is adequate capacity at this school for the 1 or 2 pupils maximum a site this size would likely generate.
Service Infrastructure Capacity	3	There will be no issues with service infrastructural capacity
Other Constraints	3	No other constraints

SITE NUMBER: 13/02		NAME of SITE: Aberdeen Gateway Business Park	
Proposer: Stockland Muir			
Nature of the proposal: Expansion northwards of Aberdeen Gateway for Business Park (1.95ha employment land)			
Checklist Score: 50	Constraints: None	SEA: +/-	
Recommendation: Preferred			
<p>Justification: Development of High Quality commercial land in this highly accessible location makes use of existing infrastructure investments in the area, is likely to be easily delivered and will benefit the regional economy.</p> <p>The area between Cove and the existing Aberdeen Gateway has been designated as Green Belt for two reasons: to screen the office development from the residential development on Cove Road and to retain a green buffer between the edge of Aberdeen and the expanding developments north of Portlethen. This proposal would reduce the buffer from between 160m and 200m to between 110m and 120m. The proposed layout would locate car parking closer to Cove to mitigate the visual impact of development and the ridge that existed previously can still be restored with the football pitch being located to the north west of the site. It would be important that the existing development or any expansion would reinstate the ridge in order to provide sufficient screening between Cove and the industrial area.</p> <p>If looking at this development in the context of the Main Issues Report proposals there may be some argument to allow this small extension, as the allocation west side of Wellington Road, 13/04, would also be highly visible and impact on visual coalescence. Some land in 13/04 could be sacrificed in return for this extension to maintain a complete visual buffer between Aberdeen and Developments to the north of Portlethen. Any expansion of this area would need to ensure that strategic landscaping is implemented along with the provision of the football pitch.</p>			

Sustainability Checklist for Development Options

Criteria	Score	Justification
Exposure	1	The site is situated in open fields with little protection from north easterly winds.
Aspect	3	This is a flat site and does not face any general direction.
Slope	3	Flat site.
Flood risk	3	SEPA floodmaps and GGP indicate that there are no problems with flooding in this area. This area is a Category D flood risk area, which means that the site is adjacent to a small watercourse. A Flood Risk Assessment may still be required to inform design and layout on such sites.
Drainage	3	The site is currently arable farmland and from site visits it is presumed that it is well drained. In addition development is progressing in the area allocated in the Aberdeen Local Plan and no drainage constraints are anticipated on-site.
Built / Cultural Elements	3	No loss or disturbance of archaeological sites or vernacular buildings.
Natural Conservation	2	No loss or disturbance of designated wildlife habitats or species. This area has been retained to ensure green links from Loirston and the coast and development could potentially impact on this route. However, a green corridor would be retained.
Landscape Features	3	No loss or disturbance of linear and group features of woods, tree belts, hedges and stone walls present.
Landscape Fit	2	The landscape character assessment has identified this area as open farmland and highly visible and office development would be visible in the area. However, there is existing planned development at Aberdeen Gateway that is being constructed and larger scale offices will be largely retained within the existing allocation with car parking further north. It will be important as a part of the current development or any extension that the ridge between Cove and the Gateway is reinstated to help screen the employment development from the residential area.
Relationship to existing settlement	3	The development would constitute a small extension to an allocated employment area and is close to the settlement of Cove.

Land Use Mix / Balance / Service Thresholds	2	If this option was to be developed it would contribute a little towards a better mix and balance of landuses, as well as provide some basis for attracting new services and facilities. Housing and services exist in Cove and therefore the development of business and industrial land would provide better land use mix and balance.
Accessibility	2	Access to public transport is within 800 metres.
Proximity to facilities - shopping / health / recreation.	1	There are no local services within 800m of this site.
Direct footpath / cycle connection to community and recreation facilities and resources.	2	There is a limited range of available footpath/cyclepath connections to community, recreation and employment facilities. There are some connections to the north of the site with a national cycle route and path connecting the site to Cove Road. No core path plans are proposed in this area.
Proximity of employment opportunities.	2	There is a limited employment opportunity within 1.6 kilometres of the site. There are some opportunities to the south east and west however these are limited. Further employment opportunities exist slightly over 1.6km to the north of the site with Altens industrial estate/Wellington Road. However, this site would deliver employment opportunities in the area and is part of the wider Aberdeen Gateway development and employment allocations in Marywell in Aberdeenshire.
Contamination	3	No contamination or waster tipping present.
Land Use Conflict	3	No land use conflict is expected. The proposal is adjacent to a HQ commercial development and proposes to provide further land for HQ commercial development. Buffer between Cove and commercial development with screening could be retained.
Physical Infrastructural Capacity	3	Development of this sit will benefit from infrastructure investment for the Aberdeen Gateway site.
Service Infrastructure Capacity	3	The proposal is for business and industrial land and therefore there would be no need for primary/secondary school capacity. Other services are available in Cove.
Other Constraints	3	The Blackhills Quarry is in close proximity to this site. However, the proposed development area does not spread much further east and is further than 400m from the quarry edge.

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Primary Schools

School	Current roll	Revised Capacity	Revised Occupancy	Condition	Suitability (unvalidated)
Abbotswell School	211	300	70%	B	C
Airyhall School	310	360	86%	A	A
Ashley Road School	390	415	94%	B	C
Braehead Primary	184	279	66%	C/A	C/A
Bramble Brae Primary School	161	198	81%	B	B
Broomhill Primary School	338	450	75%	B	B
Bucksburn School	115	180	64%	C	B
Charleston School	231	300	77%	A	B
Cornhill Primary School	301	420	72%	B	C
Culter School	302	420	72%	B	B
Cults Primary School	483	540	89%	B	B
Danestone Primary School	199	330	60%	B	B
Dyce Primary School	359	523	69%	B	B
Fernielea School	201	300	67%	B	B
Ferryhill Primary School	313	387	81%	B	C
Forehill Primary School	220	360	61%	B	C
Gilcomstoun Primary School	207	240	86%	B	C
Glashieburn Primary School	285	420	68%	B	C
Greenbrae Primary School	179	225	80%	B	B
Hanover Street Primary School	170	240	71%	A	B
Hazlehead Primary School	227	306	74%	C/A	C/A
Heathryburn School	217	279	78%	A	A
Holy Family RC Primary School	127	180	71%	C	B
Kaimhill School	171	198	86%	C/A	C/A
Kingsford School	331	387	86%	B	C
Kingswells School	395	450	88%	B	B
Kirkhill Primary School	225	330	68%	B	C
Kittybrewster School	137	300	46%	B	C
Loirston Primary School	326	480	68%	B	B
Manor Park School	195	360	54%	C/A	C/A
Middleton Park Primary School	153	240	64%	B	B
Mile End School	376	415	91%	C/A	C/A
Milltimber Primary School	230	270	85%	B	C
Muirfield School	279	360	78%	B	B
Newhills Primary School	180	240	75%	C	B
Quarryhill School	264	390	68%	B	B
Riverbank School	216	300	72%	B	C
Scotstown Primary School	193	300	64%	B	B
Seaton Primary School	133	198	67%	C/A	C/A
Skene Square School	331	420	79%	B	C
St Josephs School	281	420	67%	B	B
St Peters RC School	196	198	99%	B	B
Stoneywood School	121	180	67%	B	C
Sunnybank School	199	360	55%	B	C
Tullos Primary School	266	360	74%	B	C
Walker Road School	364	420	87%	B	B
Westpark School	233	360	65%	B	B
Woodside Primary School	358	420	85%	B	C
Total	11883	16008	74%		

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