

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	11 September 2012
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	West Huxterstone, Kingswells Masterplan
REPORT NUMBER:	EPI/12/172

1 PURPOSE OF REPORT

- 1.1 This report outlines the West Huxterstone, Kingswells Masterplan, prepared as a guide for the future development of land identified as Opportunity Site OP42 in the Aberdeen Local Development Plan (2012).
- 1.2 The Masterplan has been produced by Ryden on behalf of Stewart Milne Homes and Graham Homes and aims to produce a high quality and deliverable village expansion to the south east of Kingswells.
- 1.3 A summary document of the West Huxterstone, Kingswells Masterplan has been appended to this Committee Report. The West Huxterstone, Kingswells Masterplan for site OP42 (September 2012) can be viewed by accessing the following link:

www.aberdeencity.gov.uk/masterplanning
- 1.4 A hard copy of the Masterplan is available in the Member's Library or in the Planning and Sustainable Development service at Ground Floor North, Marischal College.

2 RECOMMENDATION(S)

- 2.1 It is recommended that the Committee:
- 2.2 (a) Adopt the West Huxterstone, Kingswells Masterplan as interim planning advice; and

(b) agree for officers to implement the process to ratify the Masterplan as Supplementary Guidance by the Scottish Government. This will include public consultation with results incorporated in the submission.

3 FINANCIAL IMPLICATIONS

- 3.1 There are no direct financial implications arising from this report outwith normal officer time to evaluate the Masterplan. The developers have met the cost of preparation of the Masterplan including all consultation and engagement. The proposals will result in efficiencies in the determination of future planning applications related to the Masterplan, leading to a reduction in Council staff time to assess future detailed proposals.

4 OTHER IMPLICATIONS

- 4.1 There are no known property, legal or equipment implications arising from this report.
- 4.2 The Masterplan reduces the risk of piecemeal and inappropriate development within the site, by setting out the policies, opportunities and constraints up front.
- 4.3 Approving the Development Framework and Masterplan will contribute to efficiencies in determining future planning applications. By encouraging acceptable forms and uses of new development to be agreed publicly, it allows more informed decision making to be made earlier, saving time and resources for staff, applicants and the public.
- 4.4 In accordance with the Aberdeen Local Development Plan, Appendix 4, Action Programme and the Infrastructure and Developer Contributions Manual, the Masterplan references how the development will address requirements for cumulative and local transport infrastructure; public transport along with walking and cycling.
- 4.5 A Strategic Environmental Assessment has been undertaken on the West Huxterstone, Kingswells site as part of the preparation for the Aberdeen Local Development Plan.

5 BACKGROUND/MAIN ISSUES

Site Description

- 5.1 The site is located to the north of the A944, an arterial route into the City from the west. The site is generally low lying and rises from south to north. The site is bounded to the east by green belt, to the west by Fairley Road, the Den Burn to the south and the Lang Stracht to the north.

Policy

- 5.2 The West Huxterstone, Kingswells Masterplan is intended to act as interim planning advice, pending the implementation of the process to

ratify the Masterplan as Supplementary Guidance by the Scottish Government.

- 5.3 The Masterplan has been prepared following the Council's adopted Aberdeen Masterplanning Process and contributes to the Scottish Government and Aberdeen Local Development Plan policy aims of raising design quality in new development, through the 6 key qualities of creating successful places, namely – distinctive, welcoming, safe and pleasant, adaptable, easy to get to and move around, and resource efficient.
- 5.4 The site is allocated for 120 houses in the Aberdeen Local Development Plan (2012). The development is proposed over the period 2007-2016. A contribution of 25% affordable housing is also required within this site.

Design Principles

- 5.5 The Masterplan sets out a vision for the site as being an expansion to Kingswells. West Huxterstone, Kingswells will be a place in which the houses, streets and outdoor spaces all combine to reflect the high standards and aspirations of not only the developers but also the Council and the community of Kingswells.
- 5.6 The Masterplan provides a spatial framework, discusses landscape, connectivity and transport proposals and sets out a phasing scheme, all summarised in the appendix to this report.
- 5.7 The approach to development at West Huxterstone, Kingswells is based on:
- Creating a unique environment which complements the existing character of the local area;
 - Integration with the existing neighbourhoods of Kingswells which are linked by a strategic landscape network;
 - Avoid skyline development by ensuring that buildings fit within a detailed landscape framework;
 - Safeguard and enhance the ecological habitat of the Den Burn; and
 - Connect the site in terms of pedestrian, cycle and vehicular traffic with new pathways between the housing and surrounding recreational areas.
- 5.8 The location and topography of the site play an important role in the form, design and character of the development. The site is split into four character areas:
- Rural Lang Stracht;
 - Central;
 - The Denburn; and

- Fairley Road.

These are described in the appended summary document.

- 5.9 Housing –25% affordable housing will be provided in accordance with the Aberdeen Local Development Plan. Affordable housing will be integrated with private development areas and will reflect housing need. The proposed mix of housing is described in the summary.

Infrastructure Requirements

- 5.10 Walking and Cycling – The Masterplan acknowledges that an east/west link connecting the employment area to Kingswells and beyond to Northfield as well as links and extensions to the Westhill/ Aberdeen cycle route will be provided.
- 5.11 Public Transport – There may be a need for extensions to existing services along with opportunities to integrate the Park and Ride services.
- 5.12 Roads – There is a requirement for a new major junction from OP40 West Hatton and Home Farm access to A944 and new road access within junction at Kingswells perimeter road. There is also a need to upgrade the junctions at A944/ B9119 on approach to Westhill and A944 Kingswells roundabout. The developer is in discussion with ACC and appropriate contributions will be agreed through the Transport Assessment process.
- 5.13 Health – the Masterplan acknowledges that there is a requirement for financial contributions to provide one additional GP and two additional dental chairs to serve both the Kingswells and Maidencraig developments. This will be agreed through planning gain and a Section 75 legal agreement.
- 5.14 Education – Developers are currently in discussion with ACC regarding capacity at Kingswells Primary School. Appropriate contributions will be agreed at the planning application stage.

Public Consultation

- 5.15 Throughout the process the project team have worked with the local authority, statutory consultees and the local community.
- 5.16 Design for the site has evolved with continued input from the community and key stakeholders. Input from the community has informed the proposals. Two community events took place during the Masterplanning Process on 5 March 2012 and 22 May 2012.
- 5.17 Over the two consultation events 25 responses were received. Some of the comments highlighted support for the open space, new school,

quality of place and design. Full details of the consultation are summarised on page 9 and detailed in Appendix 1 and Appendix 2 of the Masterplan. Comments raising opposition are summarised below with associated outcomes:

Comment	Response
School and Facilities	
Concerned about the school and numbers of pupils. Already a large waiting list for the nursery. Will there be provision made for a new school primary or secondary. Also concerned about the impact on other village facilities.	The Local Development Plan indicates that contributions to the health centre are required and the exact requirements will be discussed with Aberdeen City Council.
Concerned about the impact on public transport: perhaps bus service could be improved	Any improvements to the bus service would be identified through the Transport Assessment which is currently being undertaken. If improvements to the bus service are required, this will be discussed with Aberdeen City Council through the planning application process.
If SMG were to take the extra 22 houses which were allocated to West One (72 instead of 50) off the number of proposed houses for huxterstone, then the development numbers for Kingswells would be correct	The West One site was initially identified as a mainstream housing site with a range of house types and sizes. Due to the properties built on the site being all affordable housing, there was scope for a higher number of smaller houses. It is for this reason that the number of houses increased.
The development must integrate with the existing community and children from the development must go to school in Kingswells	Noted. Children from the development will go to Kingswells Primary. Given that the settlement doesn't have a secondary school, such pupils will have to go to a school outside of Kingswells. However, this is the current situation with secondary school age children in the village. The development will be fully integrated with the existing community and linkages provided to and from the site to allow this.
Roads	
We are concerned about the increase in traffic.	Fairhurst have been appointed as Transport Consultants and an initial assessment of transport in the area demonstrates that the predicted peak period traffic movements from the development can be accommodated within available traffic capacity at local junctions and will have an imperceptible impact on the A944 junction roundabout. Development will be supported by the infrastructure required to sustain the development which will be identified through the Transport Assessment.
Concern re: speed limit: can this be reduced to 20mph especially concerned about safety of children.	The speed limit in the surrounding streets is controlled by the Council and would be an issue for them to consider. This will be drawn to their attention.
There is no site plan to show the detailed layout of the planned buildings. No real opinion could be formed on traffic flow and	The material on display at the exhibition was a "work in progress" and the layout is constantly evolving. An indicative road

impact.	layout was identified and housing would be accessed from this and the open space. The masterplan sets the parameters for the preparation of a layout to accompany a planning application. As such, the layout(s) for the site will be available for comment at the planning application stage, once amendments have been made in response to the consultation events.
Concerned with the entrance onto the Lang Stracht and traffic on Fairley Road	The access onto the Lang Stracht and Fairley Road will be designed to comply with Aberdeen City Council's roads standards and upgrades to that road made where necessary. The Lang Stracht will be a secondary access with right in and left out turn only to prevent vehicles turning right onto the Lang Stracht. The principal point of access will be from Fairley Road.
Certain roads/roundabout issues to be addressed.	The roads/roundabouts to be addressed will be determined through the Transport Assessment and any mitigation measures required will be provided.
No further development until the lights at the roundabout is working from 7am to 7pm at the very least.	The Transport Assessment has not indicated that this is an issue to be mitigated. The timing of the lights would therefore be an issue for Aberdeen City Council to address.
Very concerned about level of houses and traffic issues ie access to and from Old Skene Road.	There is no direct access to the site from Old Skene Road. It is not anticipated that the development will increase traffic on Old Skene Road as traffic to the development will turn off at Fairley Road. The junction with the bypass will be assessed as part of the Transport Assessment and any mitigation measures required will be provided as part of the development.
Infrastructure needed first before development of housing.	Infrastructure required for the site will be provided in conjunction with the development.
No road network infrastructure. From discussions, the development will go ahead without improving the roads.	The Transport Assessment will identify any improvements to be made in the surrounding area and they will be provided as part of the development of the site.
No investing in reopening the old Lang Stracht road due to limited funding. Temporarily this is key for traffic flow.	Some investment is being made in the Lang Stracht, however, this will not include re-opening it to general traffic. There will be a secondary access to the site from the Lang Stracht and any improvements along this stretch provided as part of the development.
Access to development along Fairley Road, cars already park along this road thus further road congestion.	Due to the size of the development proposed, two points of access are required, with one being from Fairley Road. This will ensure adequate visibility is provided. It is not anticipated that this will increase the amount of cars parking along this road.

Presumably access to utilities on Fairley Road will be required. Can this road be resurfaced properly on completion of the work rather than “patched up”	This is noted and will be taken into consideration.
It would be good if the City would reopen the Lang Stracht Road – it should not be buses only	The re-opening of the Lang Stracht would be the decision of Aberdeen City Council Roads Department.
Concern that Lang Stracht might be re-opened to general traffic – this will impede buses (already slow) and encourage rat-running through Kingswells. This section of the Lang Stracht is now often used by walkers, joggers and cyclists.	The decision to re-open the Lang Stracht is a decision for Aberdeen City Council roads department. The re-opening of the road to general traffic would not be required for this development, although the current access arrangement from the Lang Stracht would be required.
Housing Numbers	
Concerned about actual number of houses to be built (will 120 become 140 due to a previous Stewart Milne development in Kingswells).	<p>The site is identified for 120 units and the layout will be based on this number.</p> <p>The previous proposal was identified in the Local Plan as a mainstream housing site, which would have contained a range of dwelling types and sizes. However, it was altered to an affordable housing site which resulted in scope for a higher number of smaller units.</p>
Development to the east	
<p>Would also be against future development of any further field to the east</p> <p>On the eastern boundary of the site, no features should be included which will enable the building of a future access road into fields to the east of the current site.</p>	There is no future development identified on land to the east within this masterplan. Any further development would require to go through the Local Development Plan process in the future and is therefore not guaranteed.
The eastern boundary should have a more solid line of trees than shown on the strategic landscaping extract on the exhibition boards.	This will be considered and landscaping provided as appropriate.
Masterplanning Process	
Much of the development is set in stone	The development is not set in stone, however, there has to be flexibility and understanding on both sides. Some of the requirements for the site have been set by the Kingswells Development Framework, and the developer has to work within these requirements.
The developer is not accurately reporting discussions with ACC	As far as the developers are aware, they have been honest regarding discussions with Aberdeen City Council. It is not the intention to provide misinformation to the Community Council.
The developer appears to be considering areas of development not included in the masterplan area	The masterplan does not include any land outwith the boundaries of the OP42 designation in the Local Development Plan. Stewart Milne Homes have always been honest about the potential for future development to the east, but have made it clear that this would have to be promoted through the next Local Development Plan and there are no guarantees that it would be identified for development by Aberdeen

	City Council.
Conflicting answers given to the same question eg. House types	The exact house types have yet to be decided. It was highlighted at the public exhibition that a range will be provided on the site. No further details are known at this time and the exact mix will be determined through the planning application process.
Ryden have provided no plans or maps to discuss prior to public consultations	The Community Council were invited to a councillor briefing before both of the public consultation events, to view the plans before the public. Up until this event, there were no plans to provide as they were being worked up right until the last minute. The Community Council were given links to the website so that plans could be viewed after the events.
Access	
<p>KCC has been informed that road access and layout are only at the very early stages and no stipulations have been set by ACC. KCC want two accesses to be from Fairley Road.</p> <p>KCC strongly object to vehicular access from the Lang Stracht as the Lang Stracht will be a designated 'bus lane'; visibility approaching the proposed access is poor; the Lang Stracht is unsuitable for traffic due to its narrow width and poor surface condition</p>	<p>ACC Roads have agreed that it is acceptable to take access from the Lang Stracht. Visibility and junction spacing requirements, along with land ownership issues have all meant that it has not been possible to gain two accesses from Fairley Road. The access to and from the Lang Stracht is secondary and the majority of the traffic into the site is expected to be from Fairley Road. It is therefore not anticipated that there will be a significant increase in traffic along the Lang Stracht.</p> <p>It is understood that the bus lane access will apply only to the A944 end of the Lang Stracht and have no impact on existing local access arrangements. The access proposed from the Lang Stracht will not affect the flow of buses.</p>
If access is provided along the Lang Stracht and a street is formed, this will have a huge impact on local residents and the way they use their homes. Would the owners be asked to remove their fence?	<p>The masterplan does not propose any changes to the existing properties and homeowners will not be asked to remove their fences.</p> <p>The requirement to have houses facing the Lang Stracht and therefore the formation of a street is a requirement of the Kingswells Development Framework that ACC prepared.</p>
Access via north of main roundabout is not good.	Roads issues are being fully investigated by the project team
Internal Road	
KCC strongly objects to the internal road layout. The "dead end" road leads to future development in the adjoining field and this is not acceptable. The obvious layout is a main loop with some minor roads crossing the top. The exact layout is difficult to determine if no information is provided on the house types.	<p>The northern access proposed by KCC is too close to the existing farm building. Visibility splays cannot be achieved and there is a requirement to be 60 metres south of this point. To provide another access south of that would not achieve the required visibility.</p> <p>The layout also does not meet guidance contained in Designing Streets which requires the avoidance of "layouts that use excessive or gratuitous curves" as they are</p>

	<p>less efficient, reduce legibility and make access for pedestrians and cyclists less direct. The masterplan road layout proposed contains some curves as a result of the consultation exercise and it is considered that it creates a balance between the KCC and planning guidance. The layout as shown by KCC also encroaches into the GSN which would be unacceptable and sits too close to existing development to the north east and north west. Again, this would not be acceptable to the Council.</p>
<p>The layout proposed appears to reflect the ownership of the two parties</p>	<p>The roads standards and visibility requirements have dictated the location of the access roads. The layout also meets the requirements of Designing Streets Policy, the Kingswells Development Framework and the need to protect the GSN to the south. The topography of the site has also been taken into consideration, as has the curves requested by KCC.</p>
<p>Forming Streets</p>	
<p>KCC strongly objects to the concept of making the Lang Stracht a Street. The houses facing the Lang Stracht would be excluded from the rest of the development and would be out of keeping with the existing houses.</p> <p>Proposed houses on the Lang Stracht would face onto open fields. The area opposite the development site was proposed at the Main Issues stage of the LDP and was deemed as unsuitable.</p>	<p>The requirement to make the Lang Stracht a Street arose from the Development Framework which requires that houses face onto the Lang Stracht. The masterplan is bound by the requirements of this document. The existing houses along the Lang Stracht currently face onto open fields and it is considered that this would be an attractive outlook for new residents of those properties.</p> <p>The masterplan does not consider the development of the land opposite and the suitability of this site is not an issue to be taken into consideration in the masterplan.</p>
<p>The layout of the streets should avoid straight rows of housing, and should include a mix of house types and sizes in each street. Curves are more interesting than straight lines and they should be used where possible.</p>	<p>The layout of streets is informed by Designing Streets, a policy statement in Scotland for street design. It marks a change in the emphasis of street design towards place-making. Some curves may be considered appropriate, however, Designing Streets states that layouts that use excessive or gratuitous curves should be avoided, as they are less efficient, reduce legibility and make access for pedestrians and cyclists less direct. A mix of house types and sizes in each street will be given consideration during the design and layout. The indicative road layout in the Masterplan introduces curves in the layout.</p>
<p>House Types</p>	
<p>KCC has concerns about the proposal for more West One house types.</p>	<p>The decision to buy a particular style of home in a particular location is decision of the homeowner. Stewart Milne Homes are providing first time buyers the opportunity</p>

	<p>to purchase a property on two levels at a competitive price. Each purchaser is able to look at the show home before making their decision and is therefore made aware of the size and storage opportunities within the property.</p> <p>The development of Huxterstone will contain a variety of house types, not just West One sized properties. This is to ensure a choice of house types across the development. The West One sized properties will make up the affordable element of the site, which is a requirement of the Local Development Plan.</p>
KCC is disappointed that there is no plan for bungalows for elderly or disabled people.	The exact mix and type has yet to be determined.
I am concerned that the proposed development might interfere with the amenity of Manse which is located on Lang Stracht to the NE corner of the site. Any development immediately adjacent to Manse should preferably be low rise – 1 storey.	The existing dwellings located within the boundary of the masterplan site have been considered in the preparation of the masterplan. Strategic landscaping will be located adjacent the Manse and other properties, to ensure their amenity is protected.
House styles should be in keeping with the area, with no gaudy colours. House heights should be kept low – one and a half storeys would be best, but with some housing suitable for the elderly ie. Bungalows with easy access and no stairs	This is noted. It can be confirmed that a range of house types and styles will be provided on the site. There are a range of house types in the vicinity, with the majority comprising two storeys. Similarly, the majority of houses on this site will be two storey, however, consideration will be given to one and a half storey properties. It is not anticipated that there will be any bungalows on the site. The mix of properties is given careful consideration at the outset and the mix based on demand.
The pitch of roofs should be similar to others in Kingswells (ie no flat roofs) with a mix of colours for roofing materials.	None of the properties will have flat roofs and a range of roof colours will be taken into consideration. Details will be discussed as part of any detailed planning application moving forward.
GSN/SUDs	
SUDs ponds should not be unattractive and lifeless dry basins	This is noted and engineers are looking at a solution
The GSN area should be enhanced as well as protected, with no excessively wide paths included.	The GSN will be enhanced as well as protected, with additional landscaping provided as appropriate. A Landscape Consultant forms part of the design team who are developing proposals for the site. Footpaths suitable for the size of the site will be incorporated.
Developer Contributions	
Developer contributions: pavement required on Fairley Road (right hand side) onto Kingswood Drive for residents to access village centre should be provided as part of developer contributions for the site; stonework to the village signed as per KCC plans could also be provided as part of developer contributions.	The exact details of developer contributions will be discussed with Aberdeen City Council's Planning Gain Co-ordinator.

Sustainable Energy	
Discussed suitability of the site for PV solar on roofs	The provision of PV solar on roofs would be a decision for the individual household to make. The developers will incorporate other sustainable principles in their proposals.
Houses should be well insulated and the south-facing aspect of the site should be exploited as far as possible by incorporating solar panels.	The houses will exceed current guidelines on insulation and the south facing aspect will be exploited as far as possible in their orientation. Implementation of carbon reducing technologies will be discussed with the Council at the appropriate time. The construction industry widely promote the "fabric first" approach which in the first instance looks at how the construction of the product creates less need for energy consumption before adding energy generating technologies. This primarily focuses on increased levels of insulation, air tightness and building orientation to maximise solar gain.
Other	
Kingswells is currently very poorly served by internet connection. What considerations/arrangement has been made in this development to ensure that the additional load on the already inadequate telephone internet service is not further compromised.	This is noted and will be investigated as part of the planning application process.
Need some play area as already no play areas at this end of Kingswells.	The layout of the site will include areas of open space in line with Aberdeen City Council's open space requirements. The type of open space to be provided will be in line with the LDP requirements.
Housing market falling due to saturation in demand, shops, schools etc improvements	The housing numbers are based on the housing requirements identified in the Aberdeen and Aberdeenshire Structure Plan. Aberdeen City Council are required to find appropriate locations for these housing numbers through the Local Development Plan and it is through this process that the site at Huxterstone has been identified.
It sounds like the old story of profiteers gaining while the local community has to suffer. A change of ethical standards would be greatly appreciated.	There are many positive points arising as a result of this development. The developers have appointed external consultants to investigate transport and landscaping matters in order to develop an attractive residential environment, with access to an improved green space network. Mitigation measures will be provided to address any adverse impacts arising.
The owners of Morven have a heritable and irredeemable servitude right from a sewer pipe going through the ground which we understand is for the proposed development. We understand that the pipe connects to the main sewer at a point on Fairley Road.	This will be taken into consideration and fully investigated.
Have a concern in connection with the	Mains water pressure will be fully

proposed development regarding the mains water pressure in their property and they believe, generally in the Kingswells area.	considered during drainage investigations for the site. It is not anticipated that the development of 120 homes will have a significant impact on this.
All homes should have gardens with adequate space for homeowners to enjoy their property and the views available from the site.	Where appropriate, homes will have gardens in order to enjoy the property. In terms of a view, it should be understood that, due to the layout and orientation of individual properties, not every property will have the same view. However, the orientation of properties will be carefully considered and will be maximised to take advantage of available views.
Adequate litter bins, dog bins and grit bins need to be included	This will be considered through planning gain negotiations.
There should be adequate car parking spaces for visitors	Parking will be provided in accordance with Aberdeen City Council's parking guidelines.
Written assurances are needed that a Residents Association will be set up.	Details of this will be agreed in due course with Aberdeen City Council.
KCC want to retain the drystone dyke, with a break to provide access for footpath/cycles, but not vehicles. Removal of the dyke destroys the rural character. Any stones from dykes within the development should be reused within the development to provide a sense of place, and rural character of the area.	Stone dykes will be retained as far as is practical. Access to vehicles is required from the Lang Stracht. Any stones from dykes within the development will be reused where appropriate.
Concerned that access/amenity should not be interfered with during building work etc	Unfortunately there may be some disruption during building work, but this will be controlled and minimised as much as possible.

Key Issues

6 IMPACT

- 6.1 The Masterplan promotes access to walking and cycling networks.
- 6.2 The Masterplan contributes to the following Single Outcome Priorities:
1 – We live in Scotland that is the most attractive place for doing business in Europe; 2. We realise our full economic potential with more and better employment opportunities for our people; 10. We live in well-designed, sustainable places where we are able to access the amenities and services we need; 12 – We value and enjoy our built and natural environment and protect and enhance it for future generations.
- 6.3 The proposal contributes to “Aberdeen – A Smarter City” in terms of providing a clean, safe and attractive streetscape and promote bio-diversity and nature conservation, encouraging wider access to green space in our streets, parks and countryside, improving access to affordable housing in the private sectors by working with developers to maximize the effective use of developer contributions.

- 6.4 The proposal is consistent with the Council's Corporate Plan in particular delivering high levels of design from all development, maintaining an up-to-date planning framework, sustainable development and open space provision.
- 6.5 The proposal is consistent with the Planning and Sustainable Development Service Plan, in particular engaging the community in the planning process, and the delivery of Masterplans/Development Frameworks in line with the Aberdeen Masterplanning Process.
- 6.6 An Equalities and Human Rights Impact Assessment has been prepared. In summary, many of the aims of the proposal will have positive benefits, including;

Other (Housing) – Greater provision of affordable and family housing in Aberdeen as a result of development.

Other (Health) – Improved access useable open spaces for leisure pursuits and opportunities for walking/cycling/exercise.

7 BACKGROUND PAPERS

- 7.1 The West Huxterstone, Kingswells (July 2012 issue) is a large document containing a lot of illustrative material and can be viewed by accessing the following link:
http://thezone/PI/SL_stratlead_reports.asp
- 7.2 Aberdeen Local Development Plan 2012
<http://www.aberdeencity.gov.uk/nmsruntime/saveasdialog.asp?IID=42278&siD=9484>
- 7.3 Aberdeen Masterplanning Process 2012
<http://www.aberdeencity.gov.uk/nmsruntime/saveasdialog.asp?IID=31782&siD=14394>

8 REPORT AUTHOR DETAILS

Louise MacSween
Planner
lmacsween@aberdeencity.gov.uk
01224 523326