

Appendix 1 – Summary of Representations

BP Headquarters Complex Development Brief		
No representations received.		
<i>Summary of Representation</i>	<i>Officers Response</i>	<i>Action as a result of Representation</i>
N/A	N/A	No amendments required.
Friarsfield Development Framework		
SEPA		
<i>Summary of Representation</i>	<i>Officers Response</i>	<i>Action as a result of Representation</i>
Pleased to note that the Cults Burn has been identified as an important feature for the site and welcome the proposals to retain and enhance the Burn in the vicinity of the site through the creation of an open space buffers strip extending along the burn corridor. Welcome the recognition of the need for a Flood Risk Assessment (FRA) to be undertaken. The section on foul drainage is in principle acceptable to SEPA.	Comments Noted.	No amendments required. Further consultation with SEPA regarding Flood Risk & Drainage will be undertaken as part of any planning application.
Camphill Communities		
<i>Summary of Representation</i>	<i>Officers Response</i>	<i>Action as a result of Representation</i>

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<p>Welcome the preparation of a development framework for the proposed development at Friarsfield, but still have a number of issues which continue to be of concern. Important issues include:</p> <p>The description on page 25 of the Framework suggests that there could be potential to accommodate between 280 and 380 houses on the site, reflecting Structure Plan policy requirements. This suggests that the scheme could be around 30% larger than originally planned in terms of numbers of homes, creating issues in terms of the volume of traffic generated. This could exacerbate negative impacts on the safety of pupils, staff and the general public accessing the Aberdeen Waldorf School by foot, cycle or car. The entrance to the Aberdeen Waldorf School is located at a bend and junction on Craigton Road, so any increase in traffic could affect access into the school as well as raising road safety issues.</p>	<p>The information under ‘Height, Density and Housing Mix’ on Page 25 of the document refers to the sites <i>potential</i> to accommodate between 280 and 380 houses. This range reflects the varying housing densities that could be achieved across the site whilst taking into account that parts of the site will be undevelopable due to the retention of key landscape features. The Development Framework also highlights that additional infrastructure mitigation would be required for any housing above the 280 allocation; this mitigation would take into account the impact of any additional traffic.</p>	<p>No amendments required. Comments have been passed on to the Development Management Team for consideration during assessment of planning application for this site.</p>
<p>The Camphill Communities have previously raised concerns around the provision for pedestrians and cyclists within and adjoining the proposed development. This reflects the likelihood that pupils and others walking or cycling from the existing urban area to the Aberdeen Waldorf School will</p>	<p>The Development Framework shows core path 63 (Figure 12) linking the existing built up areas with the Aberdeen Waldorf School. The document also states that core paths will be, “protected and enhanced.” Although this core path is not identified in figure 12 as a safe route to school we would consider it to carry out the functions of such a route. This core path will be retained and enhanced through the</p>	<p>No amendments required. Comments have been passed on to the Development Management</p>

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<p>pass through the proposed development at Friarsfield. Pedestrian and cycle routes through the development to the school should form part of the safe routes to school network which is currently limited to routes linking the proposed development with Cults Academy and Cults Primary School. Key concerns include the provision for people on foot or bike at key junctions such as that proposed between Kirk Brae and the new distributor road, together with the provision of adequate safe crossings on Friarsfield Road, Kirk Brae and particularly on the new distributor road where it crosses the Core Path leading north to the Aberdeen Waldorf School. This path will be severed by the new distributor road and it will be essential to consider how continued safe use of this footpath by pedestrians and cyclists is ensured. This could be achieved by providing a separated pedestrian / cyclist footbridge over the distributor road, or, less satisfactorily, by an at-grade signal controlled pedestrian / cyclist crossing. The lack of detail and clear commitment to pedestrian provision is a concern which it is hoped will be addressed fully at the detailed planning stage.</p>	<p>proposed development at Friarsfield. The Development Framework also highlights its commitment to increased integration through the identification of new footpaths (figure 20) which will provide a network of linkages between paths and open space both within the site and the surrounding areas. A Transport Assessment will be required to be carried out as part of the planning application process, it will be at this stage that any mitigation measures such as new pedestrian/cyclist crossings will be identified.</p>	<p>Team for consideration during assessment of planning application for this site.</p>
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<p>The Framework outlines the potential for public transport provision, making use of existing services along North Deeside Road and through the possible provision of a new loop accessed from Craigton Road and the distributor road. The provision of such additional bus services has not yet been agreed and details such as the provision of bus stops on the distributor road (it was previously suggested by the Camphill Communities that bus stops could be provided close to the Core Path leading north to Aberdeen Waldorf School), will be carried forward to the detailed design and planning stage. Any provision of bus services along the distributor road underlines the importance of providing safe crossings for pedestrians and walkers.</p>	<p>The Development Framework highlights one option that may be feasible in principle to serve the new development with public transport. Any new or amended public transport services would have to be agreed with the two public transport providers, First and Stagecoach and assessed through a Transport Assessment. The layout and provision of bus stops would form part of these discussions and agreements.</p>	<p>No amendments required.</p>
<p>The Camphill Communities previously suggested that 20mph speed limits should also be considered throughout the development and along the distributor road. This should be considered through the detailed design and planning process.</p>	<p>Comment noted, however, the speed limit of any new road would be considered through the Transport Assessment as part of the planning application process.</p>	<p>No amendments required.</p>

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<p>It would be of concern if plans were to be developed too close to Friarsfield Road at any point along its length (e.g. where it meets Craigton Road running east) due to the new distributor road as this would serve to increase traffic on those roads remaining open, with a potentially detrimental impact on safety issues. It is understood from the Framework that the road will remain open but subject to traffic calming measures.</p>	<p>The Development Framework proposes an area of existing woodland and green space at the corner of the site where Friarsfield Road meets Craigton Road (figure 20).</p>	<p>No amendments required.</p>
<p>The Camphill Communities welcome the proposal to include a three metre pedestrian and cycle path along the line of the distributor road. It may be appropriate to segregate cyclists and walkers along the route, depending on the numbers of people likely to use it.</p>	<p>Supportive comments on pedestrian and cycle path noted. Detailed aspects of path provision would be determined through the planning application process.</p>	<p>No amendments required.</p>
<p>We would welcome an early opportunity to discuss these issues with representatives from Cala Homes / Stewart Milne Homes in order that they can be reflected fully in detailed designs and proposals for the site.</p>	<p>Comments noted.</p>	<p>No amendments required. Developer to be advised.</p>
<p>Ryden on behalf of CALA Management Ltd</p>		
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<p>Development Framework should be adopted as Supplementary Guidance without any further changes. However, should amendments be necessary CALA would wish to be informed in order to consider the implications and ensure that any changes do not prejudice the delivery of the wider allocation.</p>	<p>Comment noted.</p>	<p>No amendments required.</p>
<p>Loirston Development Framework</p>		
<p>George Urquhart (2 separate representations received)</p>		
<p><i>Summary of Representation</i></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of Representation</i></p>
<p><u>Rep 1:</u> Development Framework ignores council policies on district wildlife sites of scientific interest, nature conservation areas and the core public footpath network. For a city that has aspirations to be a City of Culture this would be an environmental disaster and the kiss of death for any such plan. The council has a civic duty to protect all the above mentioned policies.</p>	<p>Loirston Loch is currently designated as a Local Nature Conservation Site (LNCS). LNCS's are non statutory, locally designated sites. Protection for LNCS's is through Local Planning Policy.</p> <p>In order to avoid negative impact on locally significant sites through the Aberdeen Local Development Plan 2012 (ALDP), the boundary of OP77: Loirston excludes Kincorth Hill from the allocation and Loirston Loch and its immediate environs are designated as Green Space Network (NE1). In paragraph 2.6.1 (page 18) of the Framework it states, "The design team have, following advice from Environmental Officers, removed built development from within the LNCS boundary and will look to include an enhanced or re-aligned lochside path, landscape and</p>	<p>No amendments required. SNH will be consulted on any Environmental Report as part of future planning applications.</p>

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	<p>habitat planting to maximise biodiversity, contribute to open space provision and landscape quality and minimise disturbance to species that use the loch in this area”.</p> <p>Connections to the existing Core Path network and the provision of new footpaths and cycle ways within the Loirston Area are a key part of the Development Framework, including Aspirational Core Path 3 (AP3). Footpath links around Loirston Loch are integrated into the development to ensure public access to the Loch is maintained for a variety of users.</p>	
<p>Much of the site is marshy, boggy ground that floods on a regular basis. This has not been taken into account. It has extensive tree belts, part of the Woodland Around Towns planted in partnership with Forestry Commission as well as new tree planting at south end of the Loch and at Calder Park also extensive drystone dykes which is part of our heritage.</p>	<p>The scale and potential sensitivities of the proposed development require that a statutory Environmental Impact Assessment (EIA) process and Environmental Report be produced to support any planning application for this site. The Environmental Report is currently under preparation and will assess potential impacts of the proposals on the water environment together with recommending appropriate mitigation where required. Technical Flood Risk and Drainage assessment will also be submitted.</p> <p>Section 5.4 of the Framework details the strategic landscape framework for the Loirston site, with details of open space including tree belts. Existing trees will be retained where possible throughout the detailed design stages of future masterplans and planning applications.</p> <p>Section 5.2.1 (page 36) of the Framework highlights how the consumption dykes will be incorporated into the development. It states that, “The mainly agricultural nature of the site has resulted in the creation of several good</p>	<p>No amendments required to the DF document.</p> <p>SNH will be consulted on any Environmental Report as part of future planning applications.</p> <p>Continued consultation with ACC’s Arboricultural Planner as part of future phased masterplans</p>

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	examples of ‘consumption dykes’ which have been generated over time...These contribute towards a specific character and identity to the area and good examples have been retained and integrated into the Framework where possible”.	and planning applications.
Request that all councilors refer to the submission sent to them by Nigg Community Council at the time the Football Stadium was up for consideration. It shows in great detail the amazing Flora and Fauna and wildlife this area possesses and highlights the councils own notice board endorsed by Grampian Enterprise; SNH and the Forestry Commission which states that this fragile area should be kept free from any development.	It would be outwith the remit of this officer response to refer to a representation that was received from Nigg Community Council during a previous consultation period. Any representations that are received during this consultation period (Loirston Development Framework) will be responded to appropriately.	No amendments required.
<u>Rep 2:</u> A second representation was received (as attached in Appendix 2) which raised similar comments as discussed above with the addition of the following points: Object to proposal to demolish the Lochinch Interpretative Centre this would be a scandalous waste of public money and destroy a very fine traditional barn and home to the Ranger Service who do a vital job of teaching our youngsters how to look after the environment.	The Framework details options for the possible relocation of the Lochinch Farm Countryside Interpretation Centre and the layout can accommodate any scenario. The final decision on whether the Centre would be retained in situ or relocated is a matter for the Council’s Asset Management service, as yet to be determined.	No amendments required.

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<p>Object to inappropriate high rise, high density blocks crammed together to meet notional numbers in local plan and completely out of character with this site and having no thought for the topography or hydrology present here.</p>	<p>Section 5.5.4 of the Framework details the distribution of indicative building heights across the site; this includes a range of house types and sizes to suit a diverse community whilst meeting the housing numbers proposed in the Local Development Plan for this site.</p> <p>5 five storeys is a maximum that could potentially be accommodated in certain locations which have long distance views across the loch and also would be viewed adjacent to the proposed stadium and larger scale development on employment land to the east.</p> <p>The higher density category of 55-85 units per hectare is a net figure range which offers flexibility in the type and size of residential units provided. The higher density is restricted to specific locations which relate to the height issues above. Final specific densities and height will be subject to assessment in future detailed phased masterplans and at the planning application process.</p>	<p>No amendments required.</p> <p>Detailed assessment of specific densities and height will be subject to assessment in future detailed phased masterplans and at the planning application process.</p>
<p>Nestrans</p>		
<p><i>Summary of Representation</i></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of Representation</i></p>
<p>Welcome the references made in each to the requirement for developments to contribute to the Strategic Transport Fund as this is something that should be raised with developers at the earliest opportunity.</p> <p>In addition I would like to make you aware</p>	<p>Comments noted.</p>	<p>No amendments required.</p>

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<p>that the Regional Transport Strategy is currently undergoing a re-fresh. Although this is unlikely to significantly change the strategic direction for the development of the transport network in the North East, some policies will be updated and amended and new policies introduced.</p>		
<p>Historic Scotland</p>		
<p><i>Summary of Representation</i></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of Representation</i></p>
<p>None of our statutory interests will be affected by the proposals for the area in question. Welcome preparation of this framework I can confirm we have no further comments to offer.</p>	<p>Comment noted.</p>	<p>No amendments required.</p>
<p>SEPA</p>		
<p><i>Summary of Representation</i></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of Representation</i></p>
<p>On the whole we consider the Framework to be comprehensive and we consider the key issues of relevance to SEPA have been identified.</p> <p>We have already provided Scoping advice to Aberdeen City Council (SEPA Ref PCS/123174) on issues to be identified in a forthcoming EIA for development in this</p>	<p>Comment noted. All of these comments and detailed guidance will be used in determining any future planning applications for this area.</p>	<p>No amendments required. Further consultation with SEPA regarding Flood Risk & Drainage will be undertaken as</p>

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<p>area.</p> <p>A number of comments have been made to offer assistance in shaping any future development coming forward as it enters the planning application process.</p> <p>Please refer to full SEPA response in Appendix 2 for detailed guidance on the following issues:</p> <ul style="list-style-type: none"> • Drainage, • Pollution prevention and environmental management • Improvements to the water environment: 		<p>part of any planning application.</p>
<p>Aberdeen Cycle Forum</p>		
<p><i>Summary of Representation</i></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of Representation</i></p>
<p>There are several very general statements about cycle paths within the development, and about connecting new paths to existing ones etc but we will need to see more detailed plans for the site as they emerge.</p> <p>A number of detailed comments relating to specific paths/routes were included in the representation. Please see Appendix 2 for full comments.</p>	<p>The Development Framework sets out a baseline spatial framework for the entire Loirston site. Masterplans will be developed for each emerging phase of the development and these will give further detail on the exact type and location of routes. These will be reported to the Development Management Sub-Committee in due course.</p> <p>A number of detailed comments relating to specific paths/routes were included in the representation. Access and connectivity (including cyclists) is considered in Section 5.3 of the Framework. Connections by cycle to the external</p>	<p>No amendments required. Comments to be used to aid assessment and production of future phased masterplans and detailed planning applications.</p>

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	<p>network, and any necessary improvements, will be examined as part of the Transport Assessment which is required as part of the planning application process.</p> <p>It is not considered appropriate to provide the level of detail sought within the Development Framework. If deemed appropriate, these matters could be considered as part of a phased masterplan or detailed planning application.</p>	
Scottish Natural Heritage		
<i>Summary of Representation</i>	<i>Officers Response</i>	<i>Action as a result of Representation</i>
<p>Note the concerns raised by the local communities and other stakeholders during the consultation period. We share some of these concerns, especially the potential impact of development which does not contribute to the aspirations for biodiversity, green networks etc. We have already provided comments on the screening/scoping of an Environmental Impact Assessment for this development area. As we have provided comments in that respect, I don't propose to repeat them.</p>	<p>Comments noted. These comments have been used to inform the Habitat's Regulation Appraisal (HRA) which has been undertaken on the Loirston DF. As mentioned in SNH's representation, the comments have also informed the Scoping Opinion (P121437) for the Loirston EIA Screening Report.</p>	<p>No amendments required. Comments will be used during assessment of future planning applications. Planning applications at Loirston will include further consultation with SNH.</p>
Scottish Water		
<i>Summary of Representation</i>	<i>Officers Response</i>	<i>Action as a result of Representation</i>

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<p>No additional comments to those previously submitted in regards to the Loirston Masterplan Zone for the ALDP Action Programme. As identified in the delivery requirements set out in the Loirston Development Framework, a Water Impact Assessment and Drainage Impact Assessment will be essential in order to identify the detailed requirements for the water and wastewater infrastructure. Scottish Water supports the principal of Sustainable Urban Drainage Systems (SUDS) as part of the design.</p>	<p>Comments noted.</p>	<p>No amendments required.</p>
<p>Cove and Altens Community Council</p>		
<p><i>Summary of Representation</i></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of Representation</i></p>
<p>Connectivity to Cove and other adjoining communities.</p>	<p>The need to ensure connectivity with Cove and other existing communities is a key consideration and highlighted in the Framework. The Framework proposes two key connections/crossing points in order to provide linkages to the surrounding communities and existing networks. The exact detail and design of such connections, along with any necessary improvements, will be examined as part of the Transport Assessment. This includes connections to Cove, within OP77, across Wellington Road, Redmoss Road and Wellington Circle.</p>	<p>No amendments required. Comment will be used to inform the detailed design and specific location of connections for future phased masterplans and planning applications.</p>

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<p>Access to health facilities across A956.</p>	<p>Crossing points as discussed above. These crossing points will facilitate movement to extended health facilities at Cove Bay Health Centre as per the ALDP Developer Contributions Manual and Action Programme. This includes one Community Pharmacy within the new settlement area.</p>	<p>No amendments required.</p>
<p>Safety concerns of school children from Cove and Altens crossing A956 to attend the proposed Secondary School.</p>	<p>A potential site for a Secondary School has been identified as an option within the Development Framework and will be reserved until the ACC decision is made regarding a new secondary school location to the south of the city. A pedestrian crossing point is proposed with the detailed design to be established through a Transport Assessment (TA) and planning applications. This will include assessment of safe routes to school.</p>	<p>No amendments required. TA will consider Safe Routes to School.</p>
<p>Concern of lack of facilities in development.</p>	<p>The Development Framework details a mix of uses on the OP77 site. This includes commercial/ employment, local retail, open space/leisure and contributions to health facilities.</p>	<p>No amendments required.</p>
<p>Suggest at least one underpass or walkway over the A956.</p>	<p>The Framework identifies the need for the crossing of Wellington Road (A956). As a general rule, underpasses are not a desired option with regard to “secure by design” principles. The feasibility and detail of crossing points will be considered as part of the TA and planning applications.</p>	<p>No amendments required.</p>
<p>Concern A956 not able, as proposed, to cope with traffic generated from development. Concern that 2 access roads are inadequate for the amount of housing.</p>	<p>A full list of requirements, including mitigation and number of access points, in order to ensure there is no net detriment on the road network will be identified as part of the TA and submitted as part of the planning application process.</p>	<p>No amendments required.</p>

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<p>Thoroughfares lack of any sizable, usable greenspace. Loch cannot be considered usable as open space.</p>	<p>The Framework has been designed with reference to ACC's Open Space Supplementary Guidance and consultation with relevant planning officers to ensure proposed open spaces have appropriate use and function. The Open Space SG specifies that types of open space can include natural green spaces such as Loirston Loch (LNCS).</p>	<p>No amendments required. Exact location of open space provision will be provided in any future phased masterplan.</p>
<p>Larger buffer zones are needed for Loch and Kincorth LNR to protect from the development. Concern there is no proper Wildlife Corridor between Kincorth Hill, loch and other areas.</p>	<p>Buffer zones and set-backs have been included in the Framework. These buffers incorporate the LNCS boundary where no development blocks encroach and the OP77 site excludes Kincorth Hill. Section 5.4 of the Framework details the strategic green space network to be provided at Loirston. The exact size and location of buffers and green thoroughfares will be determined through the planning application process and will be informed by the Environmental Impact Assessment.</p>	<p>No amendments required. Exact location of open spaces, including natural greenspaces, will be provided in any future phased masterplan.</p>
<p>Protected access to LNR required stopping access to quad bikes etc.</p>	<p>Concerns noted. Detailed path design and access to Kincorth LNR will be determined as part of the planning application process.</p>	<p>No amendments required.</p>
<p>Concerns stream coming into and out of the loch requires more consideration to keep in healthy condition and suitable for wildlife.</p>	<p>The Framework proposes a Sustainable Urban Drainage System strategy for the Loirston site which will ensure no direct drainage into the burn, streams or loch. This will ensure there is no detrimental impact on the water environment. The Framework identifies the water courses which enter and exit the loch as good landscape value and have been identified for landscape and channel improvements.</p>	<p>No amendments required.</p>

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<p>A Trust should be set up to protect and look after the Loch and its perimeter before any development takes place.</p>	<p>The suggestion of a community trust to oversee the future management of Loirston Loch and its environs is one the site developers are willing to explore with the local community and ACC, this can be discussed further at the planning application stage.</p>	<p>No amendments required.</p>
<p>All householders should have some agreement written into their deeds whereby they contribute to the upkeep of the health of the loch and its environment. Either that or the new homes should include a long term or lifelong maintenance payment. Concerns over provision for upkeep of open spaces to ensure adoption by the City Council.</p>	<p>A legal agreement between the Council and the developer/landowner prior to the release of planning consent would be required to ensure a strategy for maintenance of green/open spaces. Section 5.4.6 of the Framework details options which will be considered.</p>	<p>No amendments required.</p>
<p>No provision for sheltered housing.</p>	<p>The development will provide 25% affordable housing in line with the Aberdeen Local Development Plan; this could include opportunities for sheltered housing.</p>	<p>No amendments required.</p>

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<p>Concerns over 5 storey frontage of development. Concerns over volume and density of housing.</p>	<p>Section 5.5.4 of the Framework details the distribution of indicative building heights across the site; this includes a range of house types and sizes to suit a diverse community whilst meeting the housing numbers proposed in the Local Development Plan for this site.</p> <p>5 five storeys is a maximum that could potentially be accommodated in certain locations which have long distance views across the loch and also would be viewed adjacent to the proposed stadium and larger scale development on employment land to the east.</p> <p>The higher density category of 55-85 units per hectare is a net figure range which offers flexibility in the type and size of residential units provided. The higher density is restricted to specific locations which relate to the height issues above. Final specific densities and height will be subject to assessment in future detailed phased masterplans and at the planning application process.</p>	<p>No amendments required. Detailed assessment of specific densities and height will be subject to assessment in future detailed phased masterplans and at the planning application process.</p>
<p>Community gain should be used for facilities such as Community centre and/or Hall and not frittered away on road improvements, traffic lights etc.. Areas should be earmarked for proper community facilities. Framework should include recommendations and/or proposals for multiple social meeting areas for all ages.</p>	<p>Appropriate developer contributions have been identified in the ALDP Action Programme and Infrastructure and Developer Contributions Manual. Detailed discussions between developer and Planning Gain officers will form part of the planning application process. This will include level and provision of community facilities.</p>	<p>No amendments required.</p>
<p>Secondary school for the area should be a must have.</p>	<p>A potential site for a Secondary School has been identified as an option within the Development Framework and will be reserved until the ACC decision is made regarding a new secondary school location to the south of the city.</p>	<p>No amendments required.</p>

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Concerns regarding safety of school children given proximity to proposed football stadium and potential midweek fixtures.	Concerns noted. It would be outwith the remit of this officer response to refer to the community stadium planning application which has already been determined.	No amendments required.
Primary school required for area.	The Framework identifies a site for a Primary School.	No amendments required.
Nigg Community Council		
<i>Summary of Representation</i>	<i>Officers Response</i>	<i>Action as a result of Representation</i>
<p>The Land Use and Density appears to be more suited for an urban area, rather than a rural development.</p> <p>Buildings throughout the Development, especially adjacent to Loirston Loch, be limited to a maximum of 3 storeys.</p> <p>The residential density for any development block should be limited to a maximum of 55 units per hectare. No development blocks should be in the higher residential density of 55-85 units per hectare category.</p> <p>Aberdeen City Council, should reassess the number of residential units required in the Loirston Development and reconsider the original intention of 1200 units.</p>	<p>Aberdeen City and Shire Structure Plan (2009) states that all housing development of over one hectare in strategic growth areas are to generally have no less than 30 dwellings per hectare.</p> <p>5 five storeys is a maximum that could potentially be accommodated in certain locations which have long distance views across the loch and also would be viewed adjacent to the proposed stadium and larger scale development on employment land to the east.</p> <p>The higher density category of 55-85 units per hectare is a net figure range which offers flexibility in the type and size of residential units provided. The higher density is restricted to specific locations which relate to the height issues above. Final specific densities and height will be subject to assessment in future detailed phased masterplans and at the planning application process.</p> <p>Land allocations and use are reviewed during each Local</p>	<p>No amendments required.</p> <p>Detailed assessment of specific densities and height will be subject to assessment in future detailed phased masterplans and at the planning application process.</p>

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	Development Plan process. The OP77 site is allocated in the adopted Aberdeen Local Development Plan (2012) for delivery of 1500 units. Any review of this requirement would only take place through a Local Development Plan review.	
In Sections 2.6.1 and 2.6.3 of the Framework it refers to the loch as being a “man made feature”. This is not true. Loirston Loch was originally a natural feature, identified on a 400 year old map that is available on the National Library of Scotland website. The Framework wording should be corrected to fully represent the natural origins of Loirston Loch.	Noted. References to “man made” and “created to drain the surrounding area” in Sections 2.6.1 and 2.6.3 will be removed.	Textual changes. References to “man made” and “created to drain the surrounding area” in Sections 2.6.1 and 2.6.3 to be removed.
The LNCS and its boundary, should be fully recognised and all developments, buildings, roads, car parking should not encroach in any way within the LNCS.	The LNCS is detailed in Section 5.18 of the Framework, and the importance of the site’s designation is recognised. Buffer zones and set-backs have been included in the Framework. These buffers incorporate the LNCS boundary where no development blocks (buildings) encroach. The only potential intervention relates to supporting infrastructure at the southern access point from the A956 Wellington Road. Full confirmation of the exact location and detail will be determined through the Transport Assessment (TA), Phase 1 Masterplan and Environmental Report.	No amendments required. Detailed junction and road alignment with regard to the Primary Street to be determined at Phase 1 masterplan.
Concerned, that a fully protected footpath marked “Right of Way”, as shown in Section 5.3.2 and accompanying “Pedestrian Connectivity” map (page 40) is being replaced by a path that is, merely	Any decision to alter the Existing Right of Way will require a separate legal process and cannot be removed without an alternative being in place. The Aberdeen Local Development Plan: Action	No amendments required at this stage, although all comments are shared with

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<p>“aspirational”. We recommend, that full legal protection be given to any alternative to the Exiting Right of Way, and that any such protected alternative be established before the Existing Right of Way is removed.</p> <p>Greater consideration should be given to incorporating Core Paths with Green Corridors rather than the road network.</p>	<p>Programmes specifies that within OP77 there is a requirement to connect and implement ‘Aspirational Path 3’. This terminology is taken from the adopted Core Path Plan (2009). Once implemented it will have Core Path status.</p> <p>A Core Path can take many forms, including formal paths with tarmac surface incorporated into a street network. It is essential that Core Paths are easy to find and meet the ‘Aims’ of the core path network as outlined the Core Path Plan (2009).</p>	<p>the developers and their design team for consideration in the preparation of detailed phased masterplans.</p>
<p>An effective, direct and continuous Green Corridor link, between the northern end of the Loirston Loch LNCS and Kincorth Hill LNR should be included. This would include a minimum of road crossings, obtained by making some roads cul-de-sacs, thus allowing the desired corridor links as uninterrupted as possible.</p> <p>There should be a greater commitment within the Framework to keeping the Loirston Loch LNCS and Kincorth Hill LNR Green Corridors as “natural” as possible and devoid of wildlife-threatening features such as “play areas”.</p>	<p>Key landscape features have been incorporated into the design proposals and consideration given to landscaping, green networks and corridors in the design of the development. Buffer zones and set-backs have been included in the Framework. These buffers incorporate the LNCS boundary where no development occurs and the OP77 site excludes Kincorth Hill. Section 5.4 of the Framework details the strategic green space network to be provided at Loirston. The principle and importance of the connection between Kincorth Hill and Loirston Loch is identified in the Development Framework. The exact size and location of buffers and green thoroughfares will be determined through the planning application process and will be informed by the Environmental Impact Assessment.</p> <p>As detailed on page 47 of the Framework all play areas are located outwith the Loirston LNCS and Kincorth Hill LNR. Large Scale Play Zones which are located close to the LNCS will have uses appropriate for their location and not affect the integrity of the LNCS.</p>	<p>No amendments required. Exact location of open spaces, including natural greenspaces, will be provided in any future phased masterplan.</p>

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<p>Redmoss Road through the existing Redmoss Estate, should <u>not</u> be used as a bus thoroughfare.</p> <p>Road closure or severe traffic calming measures, should be effected on Redmoss Road between the existing Redmoss estate and the Loirston Development to ensure that congestion at the junction of Redmoss Road and West Tullos Road is not further exacerbated.</p>	<p>An option remains in the Framework and will be explored further through a Transport Assessment. This will determine the suitability and any necessary improvements required to utilise Redmoss Road as a bus, pedestrian and cycle route. The design team's early discussions with both bus operators indicated a preference to use Redmoss Road for public transport. The TA would need to consider the following;</p> <p>(a) Improvements to the quality of Redmoss Road. (b) Its ability to be used by means of a bus gate or similar to allow its use by buses but not by general traffic.</p>	<p>No amendments required.</p>
<p>Section 5.3.4 "Public Transport" fails to recognise the value of the existing bus services along the A90 and the bus stop known as Maryculter Road End (both sides of the A90). The Framework should take into account bus services and pedestrian access from the A90 at the southern end of Redmoss Road.</p>	<p>Concerns noted. Page 41 and 'Public Transport Provision' diagram makes reference to all existing bus routes nearby, including Stagecoach services along the A90.</p> <p>The ALDP Action Programme identifies a need for a new bus route to serve the whole Loirston development. The proposed bus route will meet this requirement and ensure public transport facilities are provided within 400m of all development blocks.</p> <p>The crossing of a Dual Carriageway (A90) is not considered ideal or safe and would not be promoted to access public transport provision.</p>	<p>Change 'Landuse and Density' diagram key on Page 49 of the DF to clearly identify 5 potential sites for Gypsy / Travellers.</p>
<p>Convinced that any permanent authorised gypsy traveller encampment site, located within the development is unlikely to be successful, for both the Gypsy/Travellers and the settled community. A more rural site, possibly linked to the AWPR project, would be better suited to both the settled</p>	<p>In order comply with the Aberdeen Local Development Plan and Policy H7: Gypsy and Traveller Requirements for New Residential Developments this Development Framework had to identify provision for an on-site Gypsy / Traveller site of approximately 0.5 ha in size. Any review of this requirement would only take place through a Local Development Plan review. Detailed aspects of design,</p>	<p>No amendments required.</p>

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<p>and travelling communities. Aberdeen City Council should review the requirement of a permanent authorised site within the Loirston Development acreage, by looking at alternative locations outwith the area.</p> <p>Any permanent Gypsy/Traveller site appropriate within the Loirston Development be sympathetically located with respect to <u>BOTH</u> the settled community and the Gypsy/Travellers.</p>	<p>location, delivery and phasing of the Gypsy / Traveller site will be agreed with ACC through the Phase 1 masterplanning process. This process will take into account the Supplementary Guidance: Gypsy and Traveller Sites in order to achieve a site that is sympathetic to both existing and new residents.</p>	
<p>Since publication of the Framework, we believe that the approved Cove Rangers Stadium development at Calder Park has now lapsed. For many years, the community of Nigg has been deprived of a “Community Centre” and general community facilities. Calder Park, should now be fully considered as a suitable location for either a Framework-relocated Primary or a new Secondary school, which should include a Community Centre with the following facilities :</p> <p>(a) Versatile, large sports hall that can accommodate various sports including indoor football, badminton, basketball, tennis, volleyball etc. (b) Smaller sports hall. (c) Outdoor all weather 11 a-side football/hockey pitch(s)</p>	<p>Comments noted. A formal decision on the future use of Calder Park (OP80) has yet to be made. The Framework options have been developed to offer flexibility where necessary due to the present uncertainty regarding final decisions for the OP80 site and a potential site for a new Secondary School. The ALDP Action Programme identifies the requirements for health and education facilities.</p>	<p>No amendments required.</p>

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<p>(d) Outdoor 400 metre running track. (e) A dedicated fitness studio with weights, cardio machines etc. (f) At least two function rooms with infrastructure for video/audio presentations and for a PlayGoup/Creche etc. (g) A catering facility useable by community members to provide coffee/teas/snacks/sandwiches. (h) Stage facilities for the presentation of plays etc (within the sports hall?). (i) Library (branch of Aberdeen City Council Library). (j) Doctors Surgery. (k) Dedicated Community Centre toilet facilities.</p>		
<p>Kincorth Hill Local Nature Reserve Management Committee</p>		
<p><i>Summary of Representation</i></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of Representation</i></p>

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<p>Concerned about the detrimental impact this proposed development will have on the wildlife habitat and the integrity and overall eco-system of the Kincorth Local Nature Reserve, the Loch of Loirston and their environment.</p> <p>Impact on area from intense building, vehicles, people and their cats and dogs, along with litter and pollution, will be detrimental to the natural environment.</p>	<p>The Loirston site is allocated as Opportunity Site OP77 in the adopted Aberdeen Local Development Plan (ALDP). In order to avoid negative impact on locally significant sites through the ALDP, the boundary of OP77: Loirston excludes Kincorth Hill from the allocation and Loirston Loch and its immediate environs are designated as Green Space Network (NE1). The LNCS is detailed in Section 5.18 of the Framework, and the importance of the site’s designation is recognised. Buffer zones and set-backs have been included in the Framework.</p> <p>In paragraph 2.6.1 of the Framework it details that development blocks (buildings) have been removed from within the LNCS boundary. The only potential intervention relates to supporting infrastructure at the southern access point from the A956 Wellington Road. Full confirmation of the exact location and detail will be determined through the Transport Assessment (TA), Phase 1 Masterplan and Environmental Report.</p> <p>The Framework looks to include an enhanced or re-aligned lochside path, landscape and habitat planting to maximise biodiversity, contribute to open space provision and landscape quality and minimise disturbance to species that use the loch in this area.</p>	<p>No amendments required. Exact location and dimensions, of open spaces, including natural greenspaces, will be provided in future phased masterplans. Detailed junction and road alignment with regard to the Primary Street to be determined at Phase 1 masterplan.</p>
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<p>Kincorth LNR and the Loch of Loirston are not separate entities in wildlife terms but are linked eco-systems. Not treated as such in the Framework and will be isolated from each other. The proposed Buffer Zones for Kincorth Hill LNR and Loirston Loch LNCS are inadequate.</p>	<p>Key landscape features have been incorporated into the design proposals and consideration given to landscaping, green networks and corridors in the design of the development. Buffer zones and set-backs have been included in the Framework. These buffers incorporate the LNCS boundary where no development occurs and the OP77 site excludes Kincorth Hill. Section 5.4 of the Framework details the strategic green space network to be provided at Loirston. The principle and importance of the connection between Kincorth Hill and Loirston Loch is identified in the Development Framework. The exact size and location of buffers and green thoroughfares will be determined through the planning application process and will be informed by the Environmental Impact Assessment process.</p>	<p>No amendments required.</p>
<p>The impact of many people accessing the Reserve from single point (Proposed connection between AP3 Core Path and existing Kincorth Hill Core Path 79) will reduce the wealth of secluded habitat that is now there.</p>	<p>AP3 is an aspirational Core Path; it was identified within the Core Paths Plan which was adopted in April 2009. A desire to connect Core Path 79 with surrounding communities was identified.</p>	<p>No amendments required.</p>
<p>Any access point must be restricted to prevent motorcycles, etc. from gaining entry.</p>	<p>Concerns noted. Detailed path design and access to Kincorth LNR will be determined as part of the planning application process.</p>	<p>No amendments required.</p>
<p>A procedure should be put in place to minimise the detrimental effect of fly-tipping and litter.</p>	<p>Concerns noted, however it is not within the remit of the Development Framework to consider specifics of these issues. Any necessary procedures will be determined as part of the planning application process.</p>	<p>No amendments required. Developer and design team to be advised.</p>

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<p>Noise and light pollution is not conducive to maintaining the status quo and will be detrimental to wildlife in the area.</p>	<p>Concerns noted. The Environmental Report (EIA process) for Loirston which will form part of the Planning Application in Principle includes a series of technical reports, including assessments of pollution issues. However this level of detail is not considered appropriate for the Development Framework but will be considered during later detailed design stages.</p>	
<p>Wildlife Corridor shown on the drawings linking Hill and Loch is unacceptable and a full linked corridor should be provided. Wildlife needs uninterrupted access to water.</p>	<p>Key landscape features have been incorporated into the design proposals and consideration given to landscaping, green networks and corridors in the design of the development. Buffer zones and set-backs have been included in the Framework. These buffers incorporate the LNCS boundary where no development occurs and the OP77 site excludes Kincorth Hill. Section 5.4 of the Framework details the strategic green space network to be provided at Loirston. The principle and importance of the connection between Kincorth Hill and Loirston Loch is identified in the Development Framework. The exact size and location of buffers and green thoroughfares will be determined through the planning application process and will be informed by the Environmental Impact Assessment.</p>	<p>No amendments required. Continued consultation with ACC Environmental Planners.</p>
<p>The proposal will pocket and isolate Roe Deer and reduce access to drinking water causing detrimental impact to them.</p>	<p>The Framework highlights the importance of a green link between Kincorth Hill and Loirston Loch (as mentioned above). In addition it promotes a strategic landscape framework to be delivered and supports the creation of natural green spaces which should avoid any significant habitat loss.</p>	<p>No amendments required. SNH will be consulted as part of any planning application.</p>

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<p>Limited finances are available to maintain and protect the Nature Reserve. Financial provision should be made by developers to enhance and maintain the Reserve from this development, for the long term protection.</p>	<p>Detailed discussions between developer and Planning Gain officers will form part of the planning application process. This will include any necessary contribution to the management of the Kincorth LNR if deemed appropriate.</p>	<p>No amendments required.</p>
<p>Developers should ensure that fire risk on Kincorth Hill is minimised.</p>	<p>Concerns noted, however it is not within the remit of the Development Framework to consider specifics of these issues. Any necessary procedures will be determined as part of the planning application process.</p>	<p>No amendments required.</p>

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<p>No consideration given to the impact of this development on the Loch and its surrounding area.</p>	<p>The Loirston site is allocated as Opportunity Site OP77 in the adopted Aberdeen Local Development Plan (ALDP). In order to avoid negative impact on locally significant sites through the ALDP, the boundary of OP77: Loirston excludes Kincorth Hill from the allocation and Loirston Loch and its immediate environs are designated as Green Space Network (NE1). In paragraph 2.6.1 of the Framework it details that built development has been removed from within the LNCS boundary and the Framework will look to include an enhanced or re-aligned lochside path, landscape and habitat planting to maximise biodiversity, contribute to open space provision and landscape quality and minimise disturbance to species that use the loch in this area.</p> <p>Key landscape features have been incorporated into the design proposals and consideration given to landscaping, green networks and corridors in the design of the development. Buffer zones and set-backs have been included in the Framework. These buffers incorporate the LNCS boundary where no development occurs and the OP77 site excludes Kincorth Hill. Section 5.4 of the Framework details the strategic green space network to be provided at Loirston. The principle and importance of the connection between Kincorth Hill and Loirston Loch is identified in the Development Framework. The exact size and location of buffers and green thoroughfares will be determined through the planning application process and will be informed by the Environmental Impact Assessment.</p>	<p>No amendments required. Continued consultation with ACC Environmental Planners, SEPA and SNH during phased masterplans and any future detailed planning applications.</p>
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<p>Otters and many small water birds such as ducks and coot, along with invertebrates, use the grasses and weeds along the water's edges. Close development and easy access to the water's edge will deter wildlife utilising the area and reduce their natural habitat and ecosystems.</p>	<p>The Framework shows a set-back which corresponds to the LNCS boundary which should avoid any significant impacts. Any interventions at and/or to the water's edge will need to be carefully designed to avoid sensitive areas. Detailed ecological surveys as part of the EIA process will inform appropriate locations for any potential interventions and avoid sensitive locations.</p>	<p>No amendments required. SNH will be consulted on the Environmental Report as part of the planning application.</p>
<p>Thought needs to be given to the fishermen who will require bank space that is relative to their sport in order to the use to continue.</p>	<p>Comments noted. Specific requirements for fisherman will be considered during detailed design stages.</p>	<p>No amendments required.</p>
<p>Page 63: Potential for building line to push forward to edge of Framework block to slow traffic. This seems to be a push into the proposed riparian protected area.</p>	<p>Development blocks shown within the Development Framework and on Page 63 are indicative. The exact location will be determined at detailed planning application stage and requires complying with ACC Supplementary Guidance "Buffer Strips adjacent to Water".</p>	<p>No amendments required.</p>
<p>Large birds such as Geese and Swans regularly land and take off from these waters, high buildings and lights will affect their flight paths, will be detrimental to their well being and continued use of the Loch. Geese in large numbers use the protection the Loch for overnight roosting.</p>	<p>The 50m set-back to the loch should avoid any significant impacts on such species, with the EIA process determining any significant displacement affects out with any disturbance as a result of the OP77 allocation.</p>	<p>No amendments required. SNH will be consulted on the Environmental Report as part of the planning application.</p>
<p>Developers should be required to set up and fund a Trust to protect and enhance the Loch and its environs in advance of any ground-works taking place, and this should be documented to show how the Trust can be financed now and for the future.</p>	<p>The suggestion of a community trust to oversee the future management of Loirston Loch and its environs is one the site developers are willing to explore with the local community and ACC; this can be discussed further at the planning application stage.</p>	<p>No amendments required.</p>

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<p>A full Environmental Impact Assessment of this site is required and we would be pleased to receive a copy of it so that we can comment on it.</p>	<p>The Environmental Statement (result of EIA process) will form part of the Planning Application in Principle which will be available for representations along with the other supporting documentations as part of the planning application.</p>	<p>No amendments required. SNH will be consulted on the Environmental Report as part of the planning application.</p>
<p>Transport Scotland</p>		
<p><i>Summary of Representation</i></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of Representation</i></p>
<p>We welcome that the Masterplan recognises the need to contribute to the Strategic Transport Fund. Provision of a new access onto the A90 following detrunking is a matter for the Council. However, the Masterplan is correct to state that a new access would not be appropriate in advance of completion of the AWPR.</p>	<p>Comments noted.</p>	<p>No amendments required.</p>
<p>Maidencraig Masterplan</p>		
<p>Nestrans</p>		
<p><i>Summary of Representation</i></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of Representation</i></p>
<p>Welcome the references made in each to the requirement for developments to contribute to the Strategic Transport Fund</p>	<p>Comments noted.</p>	<p>No amendments required.</p>

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<p>as this is something that should be raised with developers at the earliest opportunity.</p> <p>In addition I would like to make you aware that the Regional Transport Strategy is currently undergoing a re-fresh. Although this is unlikely to significantly change the strategic direction for the development of the transport network in the North East, some policies will be updated and amended and new policies introduced.</p> <p>A further document that may be of relevance to you in finalising these documents is the North East's Regional Parking Strategy.</p>		
<p>Historic Scotland</p>		
<p><i>Summary of Representation</i></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of Representation</i></p>
<p>Having studied the supplied Masterplan I note that none of our statutory interests will be affected by the proposals for the area in question. However, the consideration of the need to protect the setting of the listed buildings close to the site, as well as the recommendation to retain as many as possible of the existing stone walls on the site is to be welcomed.</p>	<p>Comments noted.</p>	<p>No amendments required.</p>

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Mr Alastair Duncan and Mr Stephen Ballard - Management Committee of the Maidencraig Local Nature Reserve		
<i>Summary of Representation</i>	<i>Officers Response</i>	<i>Action as a result of Representation</i>
<p>Our concerns are how the development of the area identified as Maidencraig South East on the plan will affect the reserve which borders it to the south.</p> <p>We feel that the proposed development will adversely affect the nature reserve's habitat and resident wildlife. The land proposed for development currently acts as an extension to the nature reserve; it is an important buffer zone between the nature reserve and adjacent housing and roads and is used for breeding and raising young by some of the larger mammals such as Roe Deer and Foxes.</p>	<p>The southern site was identified as strategic land reserve in the 2008 Local Plan and this allocation has been carried forward is allocated in the Aberdeen Local Development. The site was considered as part of both the Public Local Inquiry for the 2008 plan and the more recent examination into the 2012 plan. The principle of housing development on this site was deemed appropriate.</p> <p>The masterplan has carefully considered the site and the adjacent Den of Maidencraig and the layout incorporates a substantial amount of green space network particularly adjacent to the Den of Maidencraig.</p>	<p>No amendments required.</p>
<p>We note that in the Ecological Report (Bancon website), page 7 under Mitigation Recommendations, it is suggested that the south facing slope running down to the Denburn be given over to the reserve. This slope is too steep to be built on. This would be a welcome addition to the reserve.</p>	<p>Comments noted</p>	<p>No amendments required.</p>
<p>a) There appears to be provision on the plans for two or perhaps three footpaths</p>	<p>a) The paths within the Den of Maidencraig are shown as indicative with aspiration to connect to the Den and core</p>	<p>No amendments required.</p>

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<p>across the Denburn into the reserve. We object strongly to this as:</p> <ul style="list-style-type: none"> • This would lead to fragmentation of the reserve. • This would obstruct the free passage of wildlife, particularly Roe Deer, along the valley. • This would encroach on a wild area that is valuable for breeding birds and other wildlife. • This could dramatically increase through traffic and risk turning a relatively wild nature reserve into another city playground or park. <p>People wishing to access the reserve should do so at the existing entry points.</p> <p>b) At the top of the slope there should be a robust barrier such as a fence, wall or hedge to inhibit access to the reserve down the slope and prevent fly tipping (this has been a recurring issue in the existing nature reserve car park).</p> <p>c) The vista from the nature reserve across the Denburn valley, currently onto open land and trees, will be spoilt by the development. The planting of tall trees, such as Scots Pine (<i>Pinus Sylvestris</i>), on the south facing slope down to the Denburn would mitigate this and would also support plans to</p>	<p>path network. These are subject to detailed site assessment and discussions with the Council and other interested parties at the planning application stage and would only be put in place if it was demonstrated that there would be no detrimental impact on the Den or associated wildlife.</p> <p>b) It is not deemed appropriate to block the Den with a barrier, this would be visually undesirable and have the potential to inhibit animal movements around the network. The slope would likely stop access being easily gained and natural surveillance given by houses should stop fly-tipping.</p> <p>c) Woodland planting in this location is proposed (section 4.1.4). Detailed landscaping scheme will be produced as part of the planning application process.</p>	
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<p>increase habitat for the Aberdeen Red Squirrel population.</p>		
<p>Scottish Natural Heritage</p>		
<p><i>Summary of Representation</i></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of Representation</i></p>
<p>There are no designated sites, for which Scottish Natural Heritage has responsibility, directly involved so my comments relate to the way in which this development contributes to the Council's aspirations for biodiversity, green networks etc. as outlined in the Aberdeen Local Development Plan.</p> <p>On page 9, the masterplan states – The area to the south of the Maidencraig south east is identified as a Local Nature Reserve and is a valuable and popular recreation area. It is important that development of the Maidencraig masterplan area does not detract from or impact on the value of this area. As the masterplan identifies in the Vision and Over-arching Principles, it is the connectivity of green/open space that is key, especially as urban development extends on to Greenfield sites. Green infrastructure is an element which is just as essential to a modern city as roads and</p>	<p>Comments noted.</p>	<p>No amendments required.</p>

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<p>utility services. There has been a lot of successful work recently around Aberdeen to control the non-native grey squirrel. SSRS may be able to advise on ways in which design here could support that programme, which has seen red squirrels return to parts of Aberdeen after an absence of many years.</p> <p>We welcome the approach taken in this masterplan which recognises the range of roles that green/open spaces play, for biodiversity, habitat networks, recreation, outdoor learning, healthier lifestyles and so on.</p>		
<p>Scottish Water</p>		
<p><i>Summary of Representation</i></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of Representation</i></p>
<p>Scottish Water have no additional comments to make at this time. Comments have previously been submitted in regards to sites OP43 and OP44 and these have been included in the Masterplan document. In addition, Scottish Water attended a Development Workshop with the developer, hosted by Aberdeen City Council, and have advised the developer via the development management process that a Water Impact Assessment will be required as well as a Drainage Impact Assessment. In addition, it</p>	<p>Comments noted.</p>	<p>No amendments required.</p>

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<p>should be noted that Scottish Water supports the principal of Sustainable Urban Drainage Systems (SUDS) as part of the design, which will be required to meet the specifications as detailed in Sewers for Scotland (2nd Edition) should the developer wish the surface water system to vest in Scottish Water.</p>		
<p>Transport Scotland</p>		
<p><i>Summary of Representation</i></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of Representation</i></p>
<p>We welcome that the Masterplan recognises the need to contribute to the Strategic Transport Fund.</p> <p>It is noted that a Transport Assessment is underway that will look at potential impacts on the road network including North Anderson Drive which will remain a trunk road in advance of the construction of the AWPR.</p>	<p>Comments noted.</p>	<p>No amendments required.</p>
<p>Hazlehead Academy Eco Committee</p>		
<p><i>Summary of Representation</i></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of Representation</i></p>
<p>Strongly object to the development in this</p>	<p>The sites are allocated in the Local Development Plan which has been subject to an examination in public, the</p>	<p>No amendments required.</p>

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area.	principle of development on these sites has been established.	
The development would have an impact on the local environment and the Den of Maidenraig LNR.	Careful consideration and detailed surveys have been carried to ensure that the development gives due consideration to the surrounding environment. Further surveys will be carried out as part of the planning application process and mitigation provided where necessary.	No amendments required.
Development would have a detrimental impact on Roe Deer on OP43 - Unclear how the deer will sustain themselves with such fragmented habitat. The deer could cause damage to properties or cause traffic collisions.	The sites are allocated in the Local Development Plan which has been subject to an examination in public, the principle of development on these sites has been established. The site has a strong landscape framework linking the Den of Maidenraig to the woodland to the north. In addition it promotes a strategic landscape framework to be delivered and supports the creation of natural green spaces which should avoid any significant habitat loss.	No amendments required.
Increased traffic and pollution detrimental to the surrounding area such as the Den of Maidenraig LNR.	A transport assessment will be carried out as part of the planning application process which will examine traffic flows and highlights any areas of mitigation. Traffic will not be directly accessing the nature reserve.	No amendments required.
Visual pollution caused by the proposed development rather than the current natural environment.	The sites are allocated in the Local Development Plan which has been subject to an examination in public, the principle of development on these sites has been established. The masterplan has carefully considered the layout of the site and how the development will look on approach. Additional landscaping is proposed on the southern part of the site to help with integration into the landscape.	No amendments required.
As a school, we are fortunate to have the	Development on this site will not impact on the use of the	No amendments

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<p>Den of Maidencraig on our doorstep and we make sure to utilise that rare privilege as an educational resource the development would impact on these opportunities.</p>	<p>Den of Maidencraig by the school for educational purposes.</p>	<p>required.</p>
<p>Greenspace Scotland plan to transform Hazlehead Park into Scotland’s first Climate Change Park. Concern that the adjacency of the proposed development would be counteractive to this initiative.</p>	<p>The development is not within the immediate vicinity of Hazelhead Park and would have no impact on any Climate Change Park proposal.</p>	<p>No amendments required.</p>
<p>Consider the proposed development to be wholly inappropriate, especially as 2013 in the Year of Natural Scotland – which aims to promote and celebrate Scotland’s natural beauty and biodiversity. As a group, we aim to do the same and we implore you to consider the natural beauty and biodiversity of the local area and how it can only be adversely affected by any development of this nature.</p>	<p>The sites are allocated in the Local Development Plan which has been subject to an examination in public, the principle of development on these sites has been established.</p>	<p>No amendments required.</p>
<p>Ian Mitchell (Aberdeen Cycle Forum Member)</p>		
<p><i>Summary of Representation</i></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of Representation</i></p>

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<p>P11 "Access and Connectivity" - The proposed southern development has a perimeter path, this should join in a straight line to the existing path that comes from Hazlehead Academy, otherwise users will just make a muddy shortcut rather than take the detour.</p>	<p>The eastern connection of this path to the existing network has been designed to avoid the most important part of the Local Nature Reserve, a path going straight over this section would not be appropriate.</p>	<p>No amendments required.</p>
<p>Fig 20 - There appears to be a path which does not meet at the western crossing from the southern development, if this is the case then I would recommend that it is amended to do so, in order to discourage people from taking a quick short cut option and crossing the open road.</p>	<p>Fig 20 shows the existing paths identified by the Aberdeen Cycle Forum. A signalised junction will be available at the Dobbies entrance to the site.</p>	<p>No amendments required.</p>
<p>Fig 24 - For both the east and west junction proposals, they are referred to as "left in - left out" type. My view is that cyclists would less than keen with being channelled off outwards to Kingswells if they wish to go towards town (or vice versa) and they would most likely just go onto the traffic island in the middle and wait for a chance to join the opposite direction traffic. As an alternative, I'd suggest the incorporation of ASL boxes in the middle so that cyclists can safely know where to sit and additionally to prevent drivers getting annoyed at yet another case of cyclists doing illegal manoeuvres. I would also propose the use ASL boxes at all of these</p>	<p>Comment noted - These junctions will be left in /left out but the designs shown on page 22 are indicative. Detailed designs will be drawn up as part of the Transport Assessment and the planning application process.</p>	<p>No amendments required.</p>

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<p>junctions.</p> <p>Fig 36 & 37 - Within these Figures, I note that there is reference to a segregated cycle path. I would question whether there are potential problems including use by pedestrians, or vice versa cyclists on the pedestrian path. Also there is no indication of how the cycle path would integrate with road junctions within the development although on (p35) there is the suggestion the cyclist should be considered as having priority out with the bus route. There is a suggestion drivers will naturally give way to pedestrians (p33) but from bitter experience I would suggest that this is made a more formal arrangement.</p>	<p>The diagrams are indicative and show the potential for having segregated cycle paths. Detailed matters such and junction arrangements and detailed design of streets and paths will be carried out as part of the Transport Assessment and Planning application process.</p>	<p>No amendments required.</p>
<p>Concern over speed limits - 30mph is given as the speed limit for the bus route (p35), for this development I would suggest it is lowered to 20mph.</p> <p>Concerns about traffic volume both in longterm though particularly during the period between completion of Maidencraig and completion of the AWPR. I think the speed limit proposed around the area of the central access junction is 40mph which in my view may be too high</p>	<p>30 mph on the bus route is given as a maximum speed. This differentiates between the more vehicular nature of the bus route in comparison to the residential streets. Details of road layouts, junctions, predicted traffic flow and traffic speeds will be determined through the Transport Assessment.</p>	<p>No amendments required.</p>
<p>Path Lighting - I did not see reference to lighting of paths throughout the developments paths network, I'd</p>	<p>This Masterplan does not go down to that level of detail. Appropriate lighting within the site will be agreed as part of the planning application process. Careful consideration</p>	<p>No amendments required.</p>

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<p>recommend that lights are included on all core routes so that evening use is not precluded.</p>	<p>needs to be given to any potential impact lighting may have on the Local Nature Reserve.</p>	
<p>Two suggested additions the community may support:</p> <p>i) Provision of a linking section for the eastern leg of the northern development section so that it joins route 45 allowing it to go round the top of the outer Sheddocksley pitch and then down to the path between pitches and onto the farm track which leads to the opening on Howe’s Rd beside the existing Women’s Refuge Home.</p> <p>ii) Support for the nearest school Kingsford Primary in terms of assessing a set of safe access routes for youngster to walk and cycle to school, (ie this could be supporting 20’s Plenty signs, island in the middle, speed bumps, cycle lane on pavement etc).</p>	<p>This Masterplan shows north/south connection within the site and does not preclude any future pedestrian connection north.</p> <p>If deemed appropriate contributions could be made to enhance existing path networks as part of the planning application process.</p> <p>A detailed assessment of safe routes to schools will be carried as part of the Transport Assessment and any necessary mitigation agreed thereafter.</p>	<p>No amendments required.</p>
<p>Oldfold Development Framework</p>		
<p>SEPA</p>		
<p><i>Summary of Representation</i></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of Representation</i></p>
<p>Welcome the inclusion of an assessment of the key elements of the water environment</p>	<p>Comment noted.</p>	<p>No amendments required</p>

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<p>within the site as part of the site analysis work. The section on foul drainage is in principle acceptable to SEPA. Also pleased to note that pollution prevention during construction has been recognised as a potentially important issue and that this will be addressed through the production of the relevant construction method statement or environmental management plan.</p>		
<p>Keppie Planning & Development on behalf of CALA Management Ltd.</p>		
<p><i>Summary of Representation</i></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of Representation</i></p>
<p>Development Framework should be adopted as Supplementary Guidance without any further changes. Should matters arise from 3rd parties as a result of the consultation, CALA would be keen to provide additional information to aid the Council's assessment should that be necessary.</p>	<p>Comment noted.</p>	<p>No amendments required.</p>