

ABERDEEN CITY COUNCIL

COMMITTEE	Development Management Sub-Committee
DATE	15 February 2013
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Hopecroft Planning Brief: Consultation Results

1 PURPOSE OF REPORT

- 1.1 This report outlines the results of a public consultation exercise undertaken for the Hopecroft Planning Brief: Supplementary Guidance. A summary of the representations received, officers' responses and detail of any resulting action is provided in Appendix 1 of this Report. Full, un-summarised copies of representations are detailed in Appendix 2.

2 RECOMMENDATION(S)

- 2.1 It is recommended that the Committee:
- (a) Note the representations received on the draft Hopecroft Planning Brief: Supplementary Guidance document;
 - (b) Approve Appendix 1, which includes officers' responses to representations received and any necessary actions;
 - (c) Agree for officers to send the finalised Supplementary Guidance document to be ratified by the Scottish Government.

2.2 Definitions

'Supplementary Guidance' (SG) – this is adopted and issued by a planning authority in connection with a Local Development Plan and, as a result, any such guidance will form part of the Development Plan. Before adoption, the SG must be publicised, and a period specified for representations to be made. This specified consultation period includes the targeting of key consultees and stakeholders who may wish the opportunity to comment. Following the specified consultation period, and as a result of comments received, relevant changes will be made to the final document before reporting back to Committee and subsequent submission to Scottish Ministers for ratification. After 28 days have elapsed, the authority may then adopt the guidance unless Scottish Ministers have directed otherwise.

3 FINANCIAL IMPLICATIONS

- 3.1 There are no direct financial implications arising from this report outwith normal officer time to evaluate the consultation results. The developers have met the cost of preparing the Planning Brief. Any future publication costs can be met through existing budgets.

4 OTHER IMPLICATIONS

- 4.1 There are no known property, legal or equipment implications arising from this report.
- 4.2 The progression of the SG document will provide a clear strategy for decision making, allowing comprehensive guidance for both applicants and officers, thereby making a significant contribution towards the Council's aim of promoting and achieving sustainable development. Detailed area-based SG also has value in reducing officer time spent on application discussions.
- 4.3 A Strategic Environmental Assessment (SEA): Screening Report was undertaken on the Hopecroft site. The report concluded that an SEA is not required because the Brief is unlikely to have significant environmental effects. This conclusion was confirmed by the 3 key statutory agencies through their consultation responses which were received on 13 December 2012. The 3 key agencies are Scottish Natural Heritage, Scottish Environmental Protection Agency and Historic Scotland.

5 BACKGROUND / MAIN ISSUES

- 5.1 The Hopecroft Planning Brief has been prepared as a framework for the future development of land identified in the Aberdeen Local Development Plan (ALDP) (2012) as Opportunity Site OP20. It was produced by Optimised Environments Ltd. (OPEN) on behalf of Persimmon Homes and the Rowett Research Institute.
- 5.2 The Hopecroft Planning Brief can be viewed by accessing the following link:
www.aberdeencity.gov.uk/masterplanning
- 5.3 The Hopecroft Planning Brief was presented to Development Management Sub-Committee on 6 December 2012 (Item No. 3.2) where the Committee approved the recommendations to; (a) approve the Hopecroft Planning Brief as interim planning advice; and (b) Agree for officers' to implement the process to ratify the Planning Brief as Supplementary Guidance – this included a 4 week public consultation.

Consultation process

- 5.4 The public consultation period ran from Thursday 3 January 2013 until 12 noon Thursday 31 February 2013, as recommended by Committee to fall outwith the Christmas and New Year holiday period and in accordance with the Aberdeen Masterplanning Process (EPI/12/231, Item No. 4).
- 5.5 Bucksburn and Newhills Community Council were given advance notification of the upcoming consultation 2 weeks before the 6 December Committee meeting. This included a hard copy of the Hopecroft Planning Brief.
- 5.6 Key consultees were contacted regarding the public consultation prior to its formal start date and a reminder letter sent in the New Year. A hard copy of the Hopecroft Planning Brief document was also sent to the Bucksburn and Newhills Community Council.
- 5.7 The following list highlights the key parties that were consulted:

Bucksburn & Newhills Community Council	Scottish Natural Heritage
Aberdeen City and Shire Strategic Planning Authority	Historic Scotland
Aberdeenshire Council	Scottish Enterprise Grampian
ACSEF	Transport Scotland
Forestry Commission Scotland	NHS Grampian
Scottish Water	NESTRANS
SEPA	Planning Gain

- 5.8 The Hopecroft Planning Brief was available to view and publicised via the following methods:
- Publication of document on Aberdeen City Council Website 'Current Consultations' page
<http://www.aberdeencity.gov.uk/consultations>
 - Publication of document on Aberdeen City Council Website 'Masterplanning' page
<http://www.aberdeencity.gov.uk/masterplanning>
 - Hard copy of document available for viewing at Marischal College between 9am and 5pm Monday to Friday, by contacting the Planning and Sustainable Development Reception. Relevant planning officers were also identified to be available to help answer queries from members of the public who visited the Planning Reception regarding the Hopecroft Planning Brief.
 - Press Release from Aberdeen City Council issued on 7 January 2013 entitled "Views sought on Hopecroft Planning Brief".

http://www.aberdeencity.gov.uk/CouncilNews/ci_cns/pr_Hopcroft_planningbrief_070113.asp

- Information giving details of the consultation and how to submit comments provided by relevant Planning Officer via radio interview with Original 106 Radio.
- Information giving details of the consultation published on the Aberdeen Local Development Plan Facebook and Twitter pages on 17 January 2013.

Consultation results

5.9 Representations on the Hopcroft Planning Brief could be submitted by email or post. A total of 12 representations were received during the consultation, from the following:

- Transport Scotland
- Scottish Water
- Historic Scotland
- Scottish Environmental Protection Agency
- Scottish Natural Heritage
- Aberdeen Cycle Forum
- 6 local residents

5.10 It should be noted that all comments received as part of the consultation are shared with the developers, their design team, relevant Planning Officers, and relevant Roads Officers for consideration during the planning application process.

5.11 Members will note from Appendices 1 and 2 that a number of the representations queried the number of units the Brief proposes for the site. It is acknowledged that the ALDP OP20 site allocation is for 30 units, however the Brief indicates that up to 65 units may be accommodated. Despite this significant increase in numbers, Officers consider the Hopcroft Planning Brief to be acceptable, and consistent with the Vision and underlying objectives of the adopted Aberdeen Local Development Plan 2012.

5.12 The site was first identified as an opportunity for housing in the Finalised Aberdeen Local Plan “Green Spaces – New Places” in 2004 and has since been carried forward to the current Aberdeen Local Development Plan (ALDP) (2012). The Reporters Report on the 2008 Local Plan originally set the allocation for 30 units based on constraints relating to noise and existing mature trees. The Planning Brief has investigated these specific concerns and proposes a development layout which attempts to address these constraints. This exercise has been informed by both a Tree Report and a Report on Road and Air Traffic Noise. Section 4 of the Brief discusses this exercise in detail.

- 5.13 The site's land use zoning is 'Residential Areas'. Proposals must therefore be assessed under Policy H1, which states that applications for new residential development will be approved provided they meet the criteria set out in this policy. The Hopcroft Planning Brief includes (in Sections 5.1 and 7.2.2) an analysis of the density and character of the surrounding area which, coupled with consideration of the site constraints (particularly trees and noise), has gone on to inform the potential capacity of the site.
- 5.14 The resulting conclusion of up to 65 units on this 3.3 hectare site equates to just under 20 units per hectare. The surrounding housing development equates to approximately 23 units per hectare. As such, the suggested density, although resulting in a greater number of units than set out in the adopted Local Development Plan, is considered to be acceptable in this particular situation. The proposed number of units includes a mix of size and type housing to suit varying needs.
- 5.15 The Brief is consistent with other ALDP policies and the layout proposed does not constitute overdevelopment of the site. The design principles outlined in the Brief do not adversely impact on the character or amenity of the surrounding residential area. The Planning Brief is considered to satisfactorily address in design terms the proposed housing development.
- 5.16 It is also relevant to note that the fields beyond the Lover's Lane boundary are no longer Green Belt, but allocated as Opportunity Site OP30 Rowett South, to be masterplanned as part of the wider Newhills Expansion area development. As such, this site is no longer on the Urban Edge, but a key site to connect existing and proposed future residential areas.
- 5.17 An application for Detailed Planning Permission was submitted on 08 January 2013 by Persimmon Homes and the Rowett Research Institute. The period for representations for this application expires on 7 February 2013. Consultation comments received during the public consultation on the Planning Brief will be fed into the planning application assessment process.

6 IMPACT

- 6.1 The proposal contributes to the Single Outcome Priorities: 10. We live in well-designed, sustainable places where we are able to access the amenities and services we need; and, 12 – We value and enjoy our built and natural environment and protect and enhance it for future generations.
- 6.2 The proposal contributes to the 5 Year Business Plan in terms of objective – Communication and Community Engagement; sharing our plans and aspirations for the city; and, facilitating new development projects to improve Aberdeen's living environment.



- 6.3 The proposal contributes towards the Aberdeen City Council Administrations vision for Aberdeen: 2012 – 2017, particularly creating a City which is a great place to live and bring up a family.
- 6.4 The proposal is consistent with the Council's Corporate Plan in particular with regard to 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 Service Plan, in particular engaging the community in the planning process, and the delivery of plans/briefs in line with Aberdeen Masterplanning Process.

7 BACKGROUND PAPERS

- 7.1 Hopcroft Planning Brief Report (Agenda Item 3.2, Development Management Sub-Committee, 6/12/2013)
<http://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=348&MId=2554&Ver=4>
- 7.2 The Hopcroft Planning Brief (November 2012) can be viewed by accessing the following link:
www.aberdeencity.gov.uk/masterplanning
- 7.3 Aberdeen Local Development Plan (2012)
<http://www.aberdeencity.gov.uk/nmsruntime/saveasdialog.asp?IID=42278&slD=9484>
- 7.4 Aberdeen Masterplanning Process 2008 (article 22, Planning Committee Minute, 6/11/08)
http://www.aberdeencity.gov.uk/Planning/pla/pla_planningbriefs.asp
- 7.5 Aberdeen Masterplanning Process Report (Agenda item 1.1, Enterprise, Planning & Infrastructure Committee, 6/11/12)
<http://committees.aberdeencity.gov.uk/mgConvert2PDF.aspx?ID=22686>

8 REPORT AUTHOR DETAILS

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Hopecroft Planning Brief (OP20)		
Transport Scotland		
<i>Summary of Representation</i>	<i>Officers Response</i>	<i>Action as a result of Representation</i>
Welcome that the Planning Brief recognises the need to contribute to the Strategic Transport Fund and that access will be taken from the local road network.	Comments noted.	No amendments to Planning Brief document proposed.
Scottish Water		
<i>Summary of Representation</i>	<i>Officers Response</i>	<i>Action as a result of Representation</i>
<p>The following guidance is provided in regards to the water and wastewater infrastructure required to support this proposed 65 house development:-</p> <p><u>Water:</u> There is currently sufficient capacity in the Invercarnie Water Treatment Works and the local network to service the demands of this development.</p> <p>A 110mm MDPE link main should be provided with points of connection off the existing 4" mains at NGR 388410 810011 and 388573 810194. Dead ends should be</p>	Comments noted.	<p>No amendments to Planning Brief document proposed.</p> <p>Advise developer to submit technical drawings for the proposed water and wastewater infrastructure to gain approval from Scottish Water's technical design team.</p>

<p>avoided within the development.</p> <p>Scottish Water's current minimum level of service for water pressure is 1.0 bar or 10m head in the public main. Any property which cannot be adequately serviced using this pressure may require private pumping arrangements installed, subject to compliance with the current water byelaws.</p> <p><u>Wastewater:</u> There is currently sufficient capacity in the Persley Waste Water Treatment Works and the local network to service the demands of this development.</p> <p>All foul should discharge Water sewer and we request that foul and surface water be separated within the development.</p> <p>The developer will still be required to submit their technical drawings for the proposed water and wastewater infrastructure to gain approval from our technical design team.</p> <p>To the existing foul or combined sewer we recommend care be taken in identifying the best connection point given the level and slope of the site in relation to existing sewers. These levels are not apparent on our system and these will have to be</p>		
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<p>established by the submission of a suitable drainage layout plan.</p> <p>Surface water is to discharge to the local watercourse with permission to be granted by SEPA and Aberdeen City Council.</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>We would advise you also seek comments from Aberdeen City Council's Conservation and Archaeology Services who will also be able to advise on the potential for significant impacts on the historic environment and of potential impacts and mitigation for any sites of regional and local importance.</p> <p>Having studied the supplied brief I note that none of our statutory interests will be affected by the proposals for the area in question. Therefore, other than welcoming the preparation of the planning brief I can confirm we have no further comments to offer.</p>	<p>Comments welcomed and noted.</p> <p>Aberdeen City Council's Archaeology and Conservation Teams will be consulted as part of the Planning Application assessment process.</p>	<p>Consult Archaeology and Conservation Teams on detailed planning application for the Hopcroft (OP20) site.</p> <p>No amendments to Planning Brief document proposed.</p>

Scottish Environmental Protection Agency (SEPA)		
<i>Summary of Representation</i>	<i>Officers Response</i>	<i>Action as a result of Representation</i>
<p>We are pleased to note that the Planning Brief Document addresses most of the key issues of interest to SEPA.</p> <p>We are pleased to note that space for SUDS has been identified at an early stage.</p> <p>No mention is made of foul drainage arrangements for the site, for the avoidance of doubt where there is a public sewerage system in close proximity, as is the case here, waste water drainage from development within and close to the settlement envelope should be directed to that system.</p>	<p>Comments welcomed and noted.</p>	<p>Advise developer to include details of foul drainage and connections in any detailed planning application.</p> <p>No amendments to Planning Brief document proposed.</p>
Scottish Natural Heritage (SNH)		
<i>Summary of Representation</i>	<i>Officers Response</i>	<i>Action as a result of Representation</i>
<p>Refer to comments made at SEA Screening stage. SNH agrees that the above Plan is not likely to have significant environmental effects in respect of our areas of interest.</p> <p>Bats, which are European Protected</p>	<p>Comments noted. Mention of the potential requirement for Bat Survey was added to the Hopcroft Planning Brief during the SEA Screening consultation stage as a result of SNH and ACC Environmental Planner recommendations.</p>	<p>Advise developers that Bat Surveys may be required in relation to the mature trees.</p>

<p>Species, do sometimes roost in crevices in mature trees and as the City Council's own Supplementary Guidance on Bats and Development (May 2012) mentions; bat roosts are protected even when bats are not present. Given the large number of mature trees earmarked for removal as part of this development, I would advise that the developer is made aware of this guidance. Timely surveys of the standard described will help minimise the risk of delay if bat roosts are found and a licence is required.</p>		<p>No amendments to Planning Brief document proposed.</p>
<p>Local Resident 1</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>Should be maximum of 30 houses. The 3 fields between the "lovers lane" and Forrit Brae would remain as Green Belt.</p>	<p>It is acknowledged that the ALDP OP20 site allocation is for 30 houses and the Brief indicates up to 65 units may be accommodated. Despite this significant increase in numbers, Officers consider the Hopecroft Planning Brief to be acceptable, and consistent with the Vision and underlying objectives of the adopted Aberdeen Local Development Plan 2012. The site's land use zoning is 'Residential Areas' and covered under Policy H1, whereby applications for new residential development will be approved provided they meet the criteria set out in this policy.</p> <p>The Hopecroft Planning Brief includes (in Sections 5.1 and 7.2.2) an analysis of the density and character of the</p>	<p>No amendments to Planning Brief document proposed.</p>

	<p>surrounding area which has informed the potential capacity of the site. Up to 65 units on this 3.3ha site equates to just under 20 units per hectare. The surrounding context is housing development of approximately 23 units per hectare.</p> <p>The Brief also identifies the key site constraints, including (1) existing trees and (2) the airport noise contour boundary. Accommodation of these and analysis of the surrounding context has informed the development layout and design principles at Hopecroft. The proposed number of units includes a mix of size and type housing to suit varying needs.</p> <p>The Brief is consistent with other ALDP policies and the layout proposed does not constitute overdevelopment of the site. The design principles outlined in the Brief do not adversely impact on the character or amenity of the surrounding residential area. The Planning Brief is considered to satisfactorily address in design terms the proposed housing development.</p> <p>The fields beyond the Lover's Lane boundary are no longer Green Belt, this was reviewed as part of the adopted Aberdeen Local Development Plan 2012 and the fields in question are now allocated as Opportunity Site OP30 Rowett South, to be masterplanned as part of the wider Newhills Expansion area.</p>	
<p>One access off Hopetoun Grange. No private drives giving access to Hopetoun Grange.</p>	<p>The main vehicular access to the Hopecroft OP20 will be from Hopetoun Grange. The Planning Brief also proposed an additional four private driveway accesses to serve the new housing frontage along the Hopetoun Grange boundary. This</p>	<p>No amendments to Planning Brief document proposed.</p>

	<p>element of the design principles promoted by the Planning Brief is considered acceptable in design terms and aids the integration of new and existing residents. Detailed aspects of driveway design will be explored at detailed planning application stage and through consultation with Roads Officers.</p>	
<p>15m gap between the trees on Hopetoun Grange.</p>	<p>A 15 metre “stand off” distance has been applied to the layout which is required between buildings and trees in order to alleviate this site constraint. This is detailed in the Planning Brief and illustrated on Figure 15.</p>	<p>No amendments to Planning Brief document proposed.</p>
<p>Additional planting take place in a zone behind the trees on Hopetoun Grange and behind houses on Hopecroft Avenue to provide “wildlife corridors”.</p>	<p>A landscaped strip along Hopetoun Grange is illustrated on Figure 15 of the Hopecroft Planning Brief; however detailed landscaping with regard to species choice and composition will be part of the detailed planning application.</p>	<p>No amendments to Planning Brief document proposed.</p> <p>Advise relevant Planning Officer of comments with regard to ensuring a landscape strip along the Hopetoun Grange edge.</p>
<p>As part of the 2006 Local Plan Enquiry concerns raised relating to tree maintenance and these were resolved.</p>	<p>Comments noted. A Tree Survey has been undertaken by the Developer to inform the Hopecroft Planning Brief, outline strategic landscaping proposals and tree works/removal. However, it should be noted that this survey is subject to approval from ACC’s Arboricultural Planner as part of the detailed planning application.</p>	<p>No amendments to Planning Brief document proposed.</p> <p>Advise ACC</p>

		Arboricultural Planner of comments.
Concerns about traffic on Hopetoun Grange were to be addressed by improvements to the junction with Sclattie Park.	The Transport Assessment submitted as part of the detailed planning application will detail how the additional cars generated from the development can be accommodated on the network, including appropriate mitigation measures, road improvements and contribution to the Strategic Transport Fund. The Transport Assessment will be available as part of the detailed planning application and representations available through this consultation process.	No amendments to Planning Brief document proposed.
No houses to be constructed at North end of the field due to airport noise.	The Hopecroft Planning Brief has identified the two key site constraints where no development can encroach. This includes a 15 metre “stand off” distance applied to the layout which is required between buildings and trees, and the airport noise boundary contour has also been applied to the layout. Through site masterplanning and analysis during the production of the Planning Brief, it is Officer’s recommendation that these two key site constraints have been adequately addressed by the Brief. Detailed noise impact assessments at ‘on site’ level will however be required as part of the detailed planning application, along with consultation with ACC Environmental Health Officers to ensure residential amenity will be acceptable.	Advise developers of requirement for noise impact assessments at detailed planning application stage. No amendments to Planning Brief document proposed.
No changes with regard to the above points could be made without having a Departure Meeting, the Hopecroft Planning Brief ignores these points.	It is acknowledged that the ALDP OP20 site allocation is for 30 houses and the Brief indicates up to 65 units may be accommodated. Despite this significant increase in numbers, Officers consider the Hopecroft Planning Brief to be acceptable, and consistent with the Vision and underlying	No amendments to Planning Brief document proposed.

	<p>objectives of the adopted Aberdeen Local Development Plan 2012. The site's land use zoning is 'Residential Areas' and covered under Policy H1, whereby applications for new residential development will be approved provided they meet the criteria set out in this policy.</p> <p>The Hopcroft Planning Brief includes (in Sections 5.1 and 7.2.2) an analysis of the density and character of the surrounding area which has informed the potential capacity of the site. Up to 65 units on this 3.3ha site equates to just under 20 units per hectare. The surrounding context is housing development of approximately 23 units per hectare.</p> <p>The Brief also identifies the key site constraints, including (1) existing trees and (2) the airport noise contour boundary. Accommodation of these and analysis of the surrounding context has informed the development layout and design principles at Hopcroft. The proposed number of units includes a mix of size and type housing to suit varying needs.</p> <p>The Brief is consistent with other ALDP policies and the layout proposed does not constitute overdevelopment of the site.. The design principles outlined in the Brief do not adversely impact on the character or amenity of the surrounding residential area. The Planning Brief is considered to satisfactorily address in design terms the proposed housing development.</p>	
<p>Increase to 65 units unwelcome. Concern over traffic impact using Hopetoun Grange will be substantial and probably add</p>	<p>The Transport Assessment submitted as part of the detailed planning application will detail how the additional cars generated from the development can be accommodated on</p>	<p>Advise relevant Roads and Planning Officers of</p>

<p>up to 200 cars to an already busy road. Provision of private drives off Hopetoun Grange each giving access to 3 houses will increase pressure to park on the road. Unable to obtain copy of Traffic Impact Assessment to comment on that. Trust that Traffic Impact Assessment addresses the problems that will arise.</p>	<p>the network, including appropriate mitigation measures, road improvements, parking and contribution to the Strategic Transport Fund. The Transport Assessment will be available as part of the detailed planning application and representations available through this consultation process.</p>	<p>concerns raised.</p> <p>No amendments to Planning Brief document proposed.</p>
<p>Tree report seems slanted to favour the Developer. Developer appears unaware tree work was undertaken in 2009. Tree removal on Hopetoun Grange seems excessive.</p>	<p>A Tree Survey has been undertaken by the Developer to a) inform the Hopecroft Planning Brief, b) outline strategic landscaping proposals and c) inform tree works/removal. However, it should be noted that this survey is subject to approval from ACC's Arboricultural Planner as part of the detailed planning application. The concerns raised have been noted and will be communicated to the relevant Officers for consideration during detailed assessment and approval of any tree works.</p>	<p>Advise ACC Arboricultural Planner and relevant Planning Case Officer of concerns for consideration alongside the detailed planning application.</p> <p>No amendments to Planning Brief document proposed.</p>
<p>Comments regarding type and finish of houses will be given at planning application stage.</p>	<p>Comments on the detailed planning application regarding these issues are welcome.</p>	<p>No amendments to Planning Brief document proposed.</p>

Local Resident 2		
<i>Summary of Representation</i>	<i>Officers Response</i>	<i>Action as a result of Representation</i>
Trees along eastern boundary from Hopetoun Grange along Hopecroft Avenue are in need of remedial works in places.	Comments noted.	No amendments to Planning Brief document proposed. Advise developer and relevant Planning Officer for consideration during detailed planning application stage.
The drystone dyke boundary has also been neglected and improvements are required.	Comments noted.	No amendments to Planning Brief document proposed. Advise developer and relevant Planning Officer for consideration during detailed planning application stage.
It has been intimated that lime and	The Hopecroft Planning Brief does not detail specific tree	No amendments to

<p>sycamore trees could be used for screening purposes.</p>	<p>species proposed on the site, this will be developed during the detailed planning application process and through consultation and agreement with ACC's Arboricultural Planner.</p>	<p>Planning Brief document proposed.</p> <p>Advise ACC Arboricultural Planner of comments.</p>
<p>Would it be possible to obtain a drawing giving an outline sketch of both 26 and 28 Hopetoun Grange, plans and elevations.</p>	<p>It is not within the remit of the Hopecroft Planning Brief to provide plans and elevations of specific houses along the boundary of the Hopecroft site. The detailed planning application will provide scale plan drawings of the area surrounding the site boundary, but not elevations of the properties in question.</p>	<p>No amendments to Planning Brief document proposed.</p>
<p>Local Resident 3</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>Concerns over housing numbers, site should be for 30 houses not 65, and built in locations at the south end of the field to avoid traffic noise from A96.</p>	<p>It is acknowledged that the ALDP OP20 site allocation is for 30 houses and the Brief indicates up to 65 units may be accommodated. Despite this significant increase in numbers, Officers consider the Hopecroft Planning Brief to be acceptable, and consistent with the Vision and underlying objectives of the adopted Aberdeen Local Development Plan 2012. The site's land use zoning is 'Residential Areas' and covered under Policy H1, whereby applications for new residential development will be approved provided they meet the criteria set out in this policy.</p>	<p>No amendments to Planning Brief document proposed.</p>

	<p>The Hopecroft Planning Brief includes (in Sections 5.1 and 7.2.2) an analysis of the density and character of the surrounding area which has informed the potential capacity of the site. Up to 65 units on this 3.3ha site equates to just under 20 units per hectare. The surrounding context is housing development of approximately 23 units per hectare.</p> <p>The Brief also identifies the key site constraints, including (1) existing trees and (2) the airport noise contour boundary. Accommodation of these and analysis of the surrounding context has informed the development layout and design principles at Hopecroft. The proposed number of units includes a mix of size and type housing to suit varying needs.</p> <p>The Brief is consistent with other ALDP policies and the layout proposed does not constitute overdevelopment of the site. The design principles outlined in the Brief do not adversely impact on the character or amenity of the surrounding residential area. The Planning Brief is considered to satisfactorily address in design terms the proposed housing development.</p> <p>Traffic noise from the A96 will be considered as part of the noise impact assessment at detailed planning application stage.</p>	
<p>Note the main entrance/exit will be onto Hopetoun Grange and driveways of at least four of the properties 'open' onto Hopetoun Grange.</p>	<p>The main vehicular access to the Hopecroft OP20 will be from Hopetoun Grange. The Planning Brief also proposed an additional four private driveway accesses to serve the new housing frontage along the Hopetoun Grange boundary. This element of the design principles promoted by the Planning</p>	<p>No amendments to Planning Brief document proposed.</p>

	Brief is considered acceptable in design terms and aids the integration of new and existing residents. Detailed aspects of driveway design will be explored at detailed planning application stage and through consultation with Roads Officers.	
Interested to know when a traffic survey was done on Hopetoun Grange. Have undertaken own traffic survey and can produce evidence of this being a very busy route from commuters joining the A96 at the Hopetoun Grange/Sclattie Park junction.	The detailed Planning Application for the Hopcroft OP20 site will require the submission of a Transport Assessment, which will include traffic surveys. This will detail how the additional cars can be accommodated on the network, including appropriate mitigation measures, road improvements and contribution to the Strategic Transport Fund. The Transport Assessment will be available as part of the detailed planning application and representations available through this consultation process	No amendments to Planning Brief document proposed.
Concerns over rat-running through side streets, volume and speed of traffic. Concerns over queuing traffic causing obstructions to driveways by drivers not leaving a gap.	Issues concerned with traffic generated by the new development will be addressed through the Transport Assessment as part of a detailed planning application. It is not within the remit of this Planning Brief to comment on the actions of individual drivers actions utilising the local road network. The Transport Assessment will be available as part of the detailed planning application and representations available through this consultation process.	Advise relevant Roads and Planning Officers of concerns regarding rat-running and volume of traffic. No amendments to Planning Brief document proposed.
65 houses will lead to a minimum of 65 extra cars, however realistically many of the properties will have two or three cars per household. Local transport infrastructure	The Transport Assessment as part of the detailed planning application will detail how the additional cars generated from the development can be accommodated on the network, including appropriate mitigation measures, road	No amendments to Planning Brief document proposed.

cannot cope with additional cars.	improvements and contribution to the Strategic Transport Fund. It is not within the remit of the Planning Brief to estimate the number of cars each household will own. The Transport Assessment will be available as part of the detailed planning application and representations available through this consultation process	
Local Resident 4		
<i>Summary of Representation</i>	<i>Officers Response</i>	<i>Action as a result of Representation</i>
Site should only accommodate 30 houses and the fields beyond the lane known as 'Lover's Lane' should remain Green Belt. Nothing has changed around the fields or objections.	<p>It is acknowledged that the ALDP OP20 site allocation is for 30 houses and the Brief indicates up to 65 units may be accommodated. Despite this significant increase in numbers, Officers consider the Hopecroft Planning Brief to be acceptable, and consistent with the Vision and underlying objectives of the adopted Aberdeen Local Development Plan 2012. The site's land use zoning is 'Residential Areas' and covered under Policy H1, whereby applications for new residential development will be approved provided they meet the criteria set out in this policy.</p> <p>The Hopecroft Planning Brief includes (in Sections 5.1 and 7.2.2) an analysis of the density and character of the surrounding area which has informed the potential capacity of the site. Up to 65 units on this 3.3ha site equates to just under 20 units per hectare. The surrounding context is housing development of approximately 23 units per hectare.</p> <p>The Brief also identifies the key site constraints, including (1)</p>	No amendments to Planning Brief document proposed.

	<p>existing trees and (2) the airport noise contour boundary. Accommodation of these and analysis of the surrounding context has informed the development layout and design principles at Hopecroft. The proposed number of units includes a mix of size and type housing to suit varying needs.</p> <p>The Brief is consistent with other ALDP policies and the layout proposed does not constitute overdevelopment of the site. The design principles outlined in the Brief do not adversely impact on the character or amenity of the surrounding residential area. The Planning Brief is considered to satisfactorily address in design terms the proposed housing units and ensures compliance with all other ALDP policies.</p> <p>The fields beyond the Lover's Lane boundary are no longer Green Belt, this was reviewed as part of the adopted Aberdeen Local Development Plan 2012 and the fields in question are now allocated as Opportunity Site OP30 Rowett South, to be masterplanned as part of the wider Newhills Expansion area.</p>	
<p>Concerns over local road system, particularly Hopetoun Grange, becoming more congested at peak times by addition of estimated 100+ cars.</p>	<p>Concerns noted. The Planning Application for the Hopecroft OP20 site will require submission of a Transport Assessment, which will include traffic surveys. This will detail how the additional cars can be accommodated on the network, including appropriate mitigation measures, road improvements and contribution to the Strategic Transport Fund. The Transport Assessment will be available as part of the detailed planning application and representations available through this consultation process.</p>	<p>No amendments to Planning Brief document proposed.</p>

<p>Concern over 57dB airport noise contour line not showing adequate projections to account for the northeast quadrant of the field.</p>	<p>The Hopecroft Planning Brief has identified the two key site constraints where no development can encroach. This includes a 15 metre “stand off” distance applied to the layout which is required between buildings and trees, and the airport noise boundary contour 57dB has also been applied to the layout. Through site masterplanning and analysis during the production of the Planning Brief, it is Officer’s recommendation that these two key site constraints have been adequately addressed by the Brief. Detailed noise impact assessments at ‘on site’ level will however be required as part of the detailed planning application, along with consultation with ACC Environmental Health Officers to ensure residential amenity will be acceptable.</p>	<p>Advise developers of requirement for noise impact assessments at detailed planning application stage.</p> <p>No amendments to Planning Brief document proposed.</p>
<p>The trees facing onto Hopetoun Grange are protected. These should be retained.</p>	<p>A Tree Survey has been undertaken by the Developer to a) inform the Hopecroft Planning Brief, b) outline strategic landscaping proposals and c) inform tree works/removal. However, it should be noted that this survey is subject to approval from ACC’s Arboricultural Planner as part of the detailed planning application. The concerns raised have been noted and will be communicated to the relevant Officers for consideration during detailed assessment and approval of any tree works.</p>	<p>Advise ACC Arboricultural Planner and relevant Planning Case Officer of concerns for consideration alongside the detailed planning application.</p> <p>No amendments to Planning Brief document proposed.</p>
<p>The proposed road ending at this second</p>	<p>The proposed site access road is proposed to end at the</p>	<p>No amendments to</p>

<p>tree line (Lover's Lane) pre-supposes that the road will be extended into the Green Belt fields and further trees will be lost.</p>	<p>western boundary with Lover's Lane. The road has been designed with specific reference to ensuring integrated development of future new communities in the area. It should be noted that the fields beyond the Lover's Lane boundary are no longer Green Belt, this was reviewed as part of the adopted Aberdeen Local Development Plan 2012 and the fields in question are now allocated as Opportunity Site OP30 Rowett South, to be masterplanned as part of the wider Newhills Expansion area. Any tree works along the Lover's Lane boundary will be through consultation with ACC's Arboricultural Planner during a detailed planning application for the Hopecroft site and masterplanning exercises for future sites in the Newhills area.</p>	<p>Planning Brief document proposed.</p> <p>Continued involvement and consultation with ACC Arboricultural Planner.</p>
<p>Local Resident 5</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>Object to 65 houses on this site, not the 30 which was specified by 2006 Enquiry and stipulated in the current Aberdeen Local Development Plan (2012).</p>	<p>It is acknowledged that the ALDP OP20 site allocation is for 30 houses and the Brief indicates up to 65 units may be accommodated. Despite this significant increase in numbers, Officers consider the Hopecroft Planning Brief to be acceptable, and consistent with the Vision and underlying objectives of the adopted Aberdeen Local Development Plan 2012. The site's land use zoning is 'Residential Areas' and covered under Policy H1, whereby applications for new residential development will be approved provided they meet the criteria set out in this policy.</p> <p>The Hopecroft Planning Brief includes (in Sections 5.1 and</p>	<p>No amendments to Planning Brief document proposed.</p>

	<p>7.2.2) an analysis of the density and character of the surrounding area which has informed the potential capacity of the site. Up to 65 units on this 3.3ha site equates to just under 20 units per hectare. The surrounding context is housing development of approximately 23 units per hectare.</p> <p>The Brief also identifies the key site constraints, including (1) existing trees and (2) the airport noise contour boundary. Accommodation of these and analysis of the surrounding context has informed the development layout and design principles at Hopcroft. The proposed number of units includes a mix of size and type housing to suit varying needs.</p> <p>The Brief is consistent with other ALDP policies and the layout proposed does not constitute overdevelopment of the site.. The design principles outlined in the Brief do not adversely impact on the character or amenity of the surrounding residential area. The Planning Brief is considered to satisfactorily address in design terms the proposed housing development.</p>	
<p>Object to tree removal along the south boundary along Hopetoun Grange.</p>	<p>A Tree Survey has been undertaken by the Developer to a) inform the Hopcroft Planning Brief, b) outline strategic landscaping proposals and c) inform tree works/removal. However, it should be noted that this survey is subject to approval from ACC's Arboricultural Planner as part of the detailed planning application. The concerns raised have been noted and will be communicated to the relevant Officers for consideration during detailed assessment and approval of any tree works.</p>	<p>Advise ACC Arboricultural Planner and relevant Planning Case Officer of concerns for consideration alongside the detailed planning application.</p>

		No amendments to Planning Brief document proposed.
Contour line for aircraft noise contour should be curved not straight. Airport noise will increase in the future with runway extension.	The Hopcroft Planning Brief has identified the airport noise boundary contour 57dB which has been applied to the layout and where no development can occur, and this has been informed by consultation between the developer's design team and Aberdeen International Airport to establish the trajectory of the contour. When viewed on a City-wide scale the airport contour lines do indeed appear curved, however when scaled to fit the Hopcroft site and for illustrative purposes a straight line is considered acceptable. Through site masterplanning and analysis during the production of the Brief, it is officer's recommendation that the airport noise constraint which exists on the Hopcroft site has been adequately addressed by the Brief. Detailed noise impact assessments at 'on site' level will however be required as part of the detailed planning application, along with consultation with ACC Environmental Health Officers to ensure residential amenity will be acceptable.	Advise developers of requirement for noise impact assessments at detailed planning application stage. No amendments to Planning Brief document proposed.
Concern of impact traffic will have on the local road system, especially addition of average 130 cars and at peak times. Access from Hopetoun Grange is not acceptable. This has not been addressed in the Brief.	It is not within the remit of the Planning Brief to undertake a Transport Assessment prior to approval of the document. The Planning Brief's role is to provide site specific guidance highlighting planning policies, site constraints and opportunities. The Transport Assessment as part of the detailed planning application will detail how the additional cars generated from the development can be accommodated on	No amendments to Planning Brief document proposed.

	the network, including appropriate mitigation measures, road improvements and contribution to the Strategic Transport Fund. The Hoepcroft site requires provision of a vehicular access to the site, which has been identified from Hopetoun Grange through consultation with ACC Roads Officers. Detailed aspects of junction design and dimensions will form part of the Transport Assessment and detailed planning application	
Aberdeen Cycle Forum		
<i>Summary of Representation</i>	<i>Officers Response</i>	<i>Action as a result of Representation</i>
There is a off road dual-use cycle path enabling access to the airport or the Kirkhill and/or Dyce Industrial Estates on the north side of the A96. The two ways to get to the off road dual-use path are either via the toucan just west of the Sclattie Park Roundabout, and the underpass to the Rowett Institute. This is not mentioned.	Comment noted.	Advise developer and their design team to amend the Planning Brief accordingly to make reference to this cycle connection.
Crucial that the underpass is protected and enhanced as a cycle-friendly route to cross the A96 and to connect with planned developments on the Rowett site.	Comments noted and agree. As noted above the cycle path will be referenced in the Planning Brief. Specific developer contributions to cycling provision will be discussed during the detail planning application stage.	Advise relevant planning officer for consideration during assessment of the detailed planning application. No amendments to

		Planning Brief document proposed other than those noted above.
On the west side of the development, there are paths that are possible cycling/walking routes to OP30 through Lovers' Lane. As there is no master plan for OP30, how will these paths connect, particularly to the underpass of the A96 dual carriageway is an open question. These potential connections as the best option for merging this development into existing cycle infrastructure.	Comment noted and agreed. Specific developer contributions to cycling provision will be discussed during the detail planning application stage. The comments related to OP30 can feed into the forthcoming masterplanning work on the Newhills Expansion area.	No amendments to Planning Brief document proposed.
The only mention of future provision for cycling is the installation of a few directional signs and a link from the development to Hopecroft Drive and to OP30 Development. This is inadequate given our comments above.	Concerns noted. Specific developer contributions to cycling provision will be discussed during the detail planning application stage. The comments related to OP30 can feed into the forthcoming masterplanning work on the Newhills Expansion area.	Advise relevant planning officer for consideration during assessment of the detailed planning application. No amendments to Planning Brief document proposed.
Cyclists travelling to the city centre from the development should be signed to the A96 cycle route at Sclattie Park and Cloverfield	Comments noted. It is not within the remit of the Planning Brief to detail specific locations for cycle signage. Specific developer contributions to cycling provision will be discussed	Advise relevant planning officer for consideration

Gardens.	during the detail planning application stage.	during assessment of the detailed planning application. No amendments to Planning Brief document proposed.
Local Resident 6		
<i>Summary of Representation</i>	<i>Officers Response</i>	<i>Action as a result of Representation</i>
It is confusing there is an almost simultaneous public consultation on the Planning Brief and the Planning Application.	Comments noted. The decision of the applicant to submit the planning application at this time is not within the control of the Planning Authority.	No amendments to Planning Brief document proposed.
Comments included on a previous Environment Impact Assessment Screening Opinion request submitted by the developer.	There is no formal process which allows for representations to be made for EIA screening opinion requests or requires the planning authority to consider them. We are also of the understanding that a response regarding this matter has already been given by another Planning Officer, and can confirm that an EIA will not be required for this site.	No amendments to Planning Brief document proposed.
Object to more than 30 houses.	It is acknowledged that the ALDP OP20 site allocation is for 30 houses and the Brief indicates up to 65 units may be accommodated. Despite this significant increase in numbers, Officers consider the Hopecroft Planning Brief to be acceptable, and consistent with the Vision and underlying objectives of the adopted Aberdeen Local Development Plan	No amendments to Planning Brief document proposed.

	<p>2012. The site's land use zoning is 'Residential Areas' and covered under Policy H1, whereby applications for new residential development will be approved provided they meet the criteria set out in this policy.</p> <p>The Hopecroft Planning Brief includes (in Sections 5.1 and 7.2.2) analysis of the density and character of the surrounding area which has informed the potential capacity of the site. Up to 65 units on this 3.3ha site equates to just under 20 units per hectare. The surrounding context is housing development of approximately 23 units per hectare.</p> <p>The Brief also identifies the key site constraints, including (1) existing trees and (2) the airport noise contour boundary. Accommodation of these and analysis of the surrounding context has informed the development layout and design principles at Hopecroft. The proposed number of units includes a mix of size and type housing to suit varying needs.</p> <p>The Brief is consistent with other ALDP policies and the layout proposed does not constitute overdevelopment of the site.. The design principles outlined in the Brief do not adversely impact on the character or amenity of the surrounding residential area. The Planning Brief is considered to satisfactorily address in design terms the proposed housing development.</p>	
No houses should be built.	The site is allocated in the adopted Aberdeen Local Development under Policy H1: Residential Areas and considered suitable for residential development.	No amendments to Planning Brief document proposed.

<p>Beech trees around the site. Persimmon Homes' tree survey condemn so many trees when a survey done in March 2009 and tree surgeons inspected and treated the trees then. Tree Survey needs a second opinion.</p>	<p>A Tree Survey has been undertaken by the Developer to a) inform the Hopecroft Planning Brief, b) outline strategic landscaping proposals and c) inform tree works/removal. It is not within the remit of Officers to respond to specific comments related to the Tree Survey in considering this Planning Brief. This survey will be assessed by, and subject to approval from ACC's Arboricultural Planner as part of the detailed planning application. The concerns raised have been noted and will be communicated to the relevant Officers for consideration during detailed application assessment and approval of any tree works.</p>	<p>Advise ACC Arboricultural Planner and relevant Planning Case Officer of concerns for consideration alongside the detailed planning application.</p> <p>No amendments to Planning Brief document proposed.</p>
<p>OP20 site is too noisy to provide a satisfactory environment for new home. The impact, assessment and control of aircraft and other noise-nuisance are obscured by technical details. ACC's Policy H8 and the position of the 57dB LAeq,16 aircraft-noise contour for excluding new houses is incorrect and noise levels are set to increase not reduce, and the contour map used in relation to this policy is inaccurate. If the noise assessment attached to the forthcoming planning application is deemed inadequate, then any replacement may be submitted too late for public inspection and comment, as happened with the planning</p>	<p>The map used by the Planning Authority to judge whether noise is likely to be an issue for any planning application is shown in Annex C of Aberdeen Airport's Noise Action Plan. This suggests that more detailed site Noise Impact Assessment should be carried out to determine the level of noise which is an issue for this site and any necessary mitigation.</p> <p>The Hopecroft Planning Brief provides site specific guidance highlighting planning policies, constraints and opportunities. Although the Brief proposes a development layout, the exact location of housing units will be informed by the conclusions of the Noise Impact Assessment once this is agreed as satisfactory. Aberdeen International Airport will be consulted on the proposals, and the Noise Impact Assessment, as part of the detailed planning application process.</p>	<p>No amendments to Planning Brief document proposed.</p>

<p>consent that ACC gave for this site in 2006.</p>	<p>A detailed Noise Impact Assessment will form part of the detailed planning application and explore technical issues regarding aircraft noise. Any noise assessment would be available as part of a detailed planning application and representations available through this consultation process. It is Officers' recommendation that the Brief satisfactorily considers and highlights the key site constraints for the purposes of Planning Brief Supplementary Guidance.</p>	
<p>Noise impact from the A96 road and the layout of houses differs from the Planning Brief and the Planning Application.</p>	<p>The Planning Brief shows an indicative development layout and presents this by a series of design principles. It is not within the remit of Officers' to comment on the content of a planning application in this Report.</p>	<p>Advise relevant planning officer for consideration during assessment of the detailed planning application.</p> <p>No amendments to Planning Brief document proposed.</p>
<p>Noise and vibration from low flying helicopters.</p>	<p>There are many factors that will affect helicopter routes within a wide area, and noise maps, similar to those for fixed-wing aircraft, are not available. Helicopters could potentially fly over anywhere in the vicinity of the airport if there are safety reasons for doing so. The Council's Environmental Health service and Aberdeen International Airport will be consulted on the requirements for the Noise Impact Assessment to ensure that satisfactory living environment can be created.</p>	<p>No amendments to Planning Brief document proposed.</p>
<p>Noise from ground running at the airport.</p>	<p>It is not within the remit of this Planning Brief to consider</p>	<p>No amendments to</p>

	detailed technical aspects of the Noise Impact Assessment; this will be assessed as part of the planning application.	Planning Brief document proposed.
Road traffic impact on Hopetoun Grange, could not see Transport Assessment, Hopetoun Grange 20's plenty speed limit is widely ignored, traffic congestion concerns, object to private driveway access, Road Traffic report is needed before the Brief go further.	The Transport Assessment as part of the detailed planning application will detail how the additional cars generated from the development can be accommodated on the network, including appropriate mitigation measures, road improvements and contribution to the Strategic Transport Fund. Any Transport Assessment would be available as part of a detailed planning application and representations available through this consultation process. It is not within the remit of this Planning Brief to comment on the actions of individual drivers actions utilising the local road network.	No amendments to Planning Brief document proposed.
Air quality concerns regarding smell of partly burnt aviation fuel.	Concerns noted, however it is not within the remit of this Planning Brief to consider detailed technical aspects of air quality; this will be assessed as part of a planning application through consultation with ACC's Environmental Health Officers.	No amendments to Planning Brief document proposed.
Comments relating to the financial interests and status of the OP20 Hopecroft site.	Financial issues are not material considerations in the planning process.	No amendments to Planning Brief document proposed.

Network Operations Team
Trunk Road and Bus Operations

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF



CÒMHDHAIL
ALBA

**TRANSPORT
SCOTLAND**

Rebecca Oakes
Planner – Masterplanning, Design and Conservation
Planning and Sustainable Development
Aberdeen City Council
Business Hub.4
Marishal College
Aberdeen AB10 1AB

Your ref:
E:G8/37/RO

Our ref:
ACC/LDP/01

Date:
10 January 2013

Dear Ms Oakes,

OP20 Hopcroft Planning Brief Consultation

Thank you for providing Transport Scotland with the opportunity to respond on the above consultation.

We welcome that the Planning Brief recognises the need to contribute to the Strategic Transport Fund and that access will be taken from the local road network.

Yours faithfully,

Stuart Wilson

c.c. Ken Aitken, Transport Scotland
Amy Phillips, Transport Scotland
David Liddell, Scottish Government



15th January 2013

Rebecca Oakes
Masterplanning, Design and Conservation Team
Planning and Sustainable Development
Enterprise, Planning and Infrastructure
Aberdeen City Council
Business Hub 4
Ground Floor North
Marischal College
Aberdeen
AB10 1AB

SCOTTISH WATER

419 Balmore Road
Glasgow
G22 6NU

T:
...

Dear Rebecca Oakes

**Consultation:
OP20 Hopecroft Planning Brief**

I write with reference to your letter dated 17th December 2012 requesting comments in relation to the above consultation. The following guidance is provided in regards to the water and wastewater infrastructure required to support this proposed 65 house development:-

Water: There is currently sufficient capacity in the Invercarnie Water Treatment Works and the local network to service the demands of this development.

A 110mm MDPE link main should be provided with points of connection off the existing 4" mains at NGR 388410 810011 and 388573 810194. Dead ends should be avoided within the development.

Scottish Water's current minimum level of service for water pressure is 1.0 bar or 10m head in the public main. Any property which cannot be adequately serviced using this pressure may require private pumping arrangements installed, subject to compliance with the current water byelaws.

Wastewater: There is currently sufficient capacity in the Persley Waste Water Treatment Works and the local network to service the demands of this development.

All foul should discharge Water sewer and we request that foul and surface water be separated within the development.

The developer will still be required to submit their technical drawings for the proposed water and wastewater infrastructure to gain approval from our technical design team.

If you have any questions in relation to the information provided above then please do not hesitate to contact me. to the existing foul or combined sewer and we recommend care be

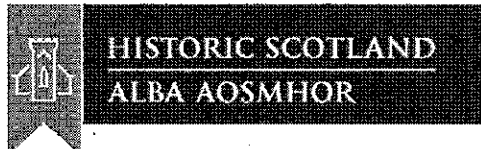


taken in identifying the best connection point given the level and slope of the site in relation to existing sewers. These levels are not apparent on our system and these will have to be established by the submission of a suitable drainage layout plan.

Surface water is to discharge to the local watercourse with permission to be granted by SEPA and Aberdeen City Council. No surface water is to be discharged to a Scottish

Yours sincerely

Susanne Steer
Development Planner



Rebecca Oakes
Planning Officer
Planning and Sustainable Development
Aberdeen City Council
Business Hub 4
Marischal College
Aberdeen
AB10 1AB

Longmore House
Salisbury Place
Edinburgh
EH9 1SH

Direct Line: -----
Switchboard: -----

Our ref: LDP/A/2
Our Case ID: 201206149
Your ref: E:G8/37/RO

15 January 2013

Dear Ms Oakes

**Consultation
OP20 Hopecroft Planning Brief**

Thank you for your letter of 17 December 2012 seeking our comments on the Planning Brief for the OP20 site at Hopecroft from the Aberdeen Local Development Plan. The following comments are based on our statutory historic environment interests. That is scheduled monuments and their setting, category A listed buildings and their setting and gardens and designed landscapes and battlefields in their respective inventories. We would advise you also seek comments from Aberdeen City Council's Conservation and Archaeology Services who will also be able to advise on the potential for significant impacts on the historic environment and of potential impacts and mitigation for any sites of regional and local importance.

Having studied the supplied brief I note that none of our statutory interests will be affected by the proposals for the area in question. Therefore, other than welcoming the preparation of the planning brief I can confirm we have no further comments to offer.

Should you wish to discuss any issue raised in this response please do not hesitate to contact me or or

Yours sincerely

Andrew Stevenson
Senior Heritage Management Officer (SEA)



Our ref: PCS/124152
Your ref: E:G8/37/RO

Rebecca Oakes
Aberdeen City Council
Planning and Sustainable Development
Business Hub 4, Marischal College
Broad Street
Aberdeen
AB10 1AB

If telephoning ask for:
Nicola Abrams

18 January 2012

By email only to: pi@aberdeencity.gov.uk

Dear Rebecca

**OP20 Hopcroft Planning Brief Consultation
Aberdeen City Council**

Thank you for your consultation letter of 17 December 2012 which SEPA received on 20 December 2012. We are pleased to note that the Planning Brief Document addresses most of the key issues of interest to SEPA. We are pleased to note that space for SUDS has been identified at an early stage. No mention is made of foul drainage arrangements for the site, for the avoidance of doubt where there is a public sewerage system in close proximity, as is the case here, waste water drainage from development within and close to the settlement envelope should be directed to that system.

If you have any queries relating to this letter, please contact me by telephone on _____ or e-mail at _____

Yours Sincerely

Nicola Abrams
Senior Planning Officer
Planning Service



Chairman
David Sigsworth
Chief Executive
James Curran



Aberdeen Office
Inverdee House, Baxter Street
Torry, Aberdeen AB11 9OA



Scottish Natural Heritage

All of nature for all of Scotland

Rebecca Oakes
Enterprise, Planning and Infrastructure
Aberdeen City Council
Business Hub 4
Ground Floor North
Marischal College
Aberdeen, AB10 1AB

Date: 5 December 2012

Dear Rebecca

Environmental Assessment (Scotland) Act 2005: Aberdeen City Council 00780 Screening - Supplementary Guidance: Hopecroft Planning Brief

I refer to your screening consultation submitted on 15 November 2012 via the Scottish Government SEA Gateway in respect of the above plan.

In accordance with Section 9(3) of the Environmental Assessment (Scotland) Act 2005, SNH has considered your screening report using the criteria set out in Schedule 2 for determining the likely significance of effects on the environment. SNH agrees that the above Plan is not likely to have significant environmental effects in respect of our areas of interest.

Please note this consultation response provides a view solely on the potential for the plan or programme to have significant environmental effects. SNH cannot comment on whether or not the plan or programme meets other criteria determining the need for SEA.

Bats, which are European Protected Species, do sometimes roost in crevices in mature trees and as the City Council's own Supplementary Guidance on Bats and Development (May 2012) mentions; bat roosts are protected even when bats are not present. Given the large number of mature trees earmarked for removal as part of this development, I would advise that the developer is made aware of this guidance. Timely surveys of the standard described will help minimise the risk of delay if bat roosts are found and a licence is required.

Should you wish to discuss this screening determination, please do not hesitate to contact me on _____ or via SNH's SEA Gateway at _____

Yours sincerely

Ewen Cameron
Operations Manager
Tayside and Grampian

cc

Scottish Natural Heritage, Inverdee House, Baxter Street, Aberdeen, AB11 9QA



INVESTOR IN PEOPLE

A538884

[REDACTED]
28th January, 2013.

Tel. [REDACTED]
[REDACTED]

Ms Rebecca Oakes,
Master Planning
Aberdeen City

Dear Ms Oakes,

REF: COMMENTS ON OP 20 HOPECROFT PLANNING BRIEF.

As a member of the Hopetoun Action Group that took part in the Public Enquiry in 2006, regarding the removal of the land adjacent to Hopetoun Grange from Green Belt, and its re allocation as housing, I wish to comment on the OP 20 Hopecroft Planning Brief prepared by Persimmon Homes.

During the discussions of our objections to the change of use of the land the following items were agreed.

The field adjacent to Hopetoun Grange would be granted change of use and suitable for a maximum of 30 houses. The 3 fields between the "lovers lane" and Forrit Brae would remain as Green Belt.

There would be one access off Hopetoun Grange and houses in the field would have no private drives giving access to Hopetoun Grange.

There would be a 15metre gap between the trees on Hopetoun Grange and the backs of the houses.

Additional planting would take place in a zone behind the trees on Hopetoun Grange and behind the houses on Hopecroft Avenue to provide "wildlife corridors".

When we pointed out that no maintenance of the mature trees had taken place for the previous 40 years, the reporter said that he would look into this. As a result of this the trees were inspected and rotten branches were removed, several trees were felled and replacements were planted.

Our concerns about increased traffic on Hopetoun Grange were to be addressed by improvements to the junction with Sclattie Park.

Because of the noise problem from the airport, no houses were to be constructed at the North end of the field.

I would have thought that no changes to these agreed points would have been allowed without having a Departure Meeting particularly as they are consistent with the latest Local Plan. Reading the OP 20 Hopecroft Planning Brief however it would seem that they have been largely ignored.

The increase in house numbers to 65 is particularly unwelcome. The effect on traffic using Hopetoun Grange will be substantial, adding probably up to 200 cars to an already busy road.

The provision to allow private drives off Hopetoun Grange each giving access to three houses will greatly increase the pressure for cars to park on the road as the competition for space increases. I have been unable to obtain a copy of the Traffic Impact Assessment so cannot comment further. I trust that the Traffic Impact Assessment addresses the problems that will arise.

The tree report appears to me to be slanted in favour of the Developer, particularly when you consider that the trees were inspected, maintained and replacements planted in 2009. The Developer and the tree specialist are obviously unaware that this work was done. Removal of all the trees on Hopetoun Grange would appear to me to be excessive.

I have other comments regarding the type of finish chosen for the houses but will cover this in my comments on the detailed Planning Application.

Yours faithfully,



Aberdeen City Council
Business Hub 4
Marischal College
Aberdeen AB10 1AB

24 Jan 2013

For the attention of Ms R Oakes

Re Proposed Development of Land at
north of Holletoun Grange; Beeloburn, Aberdeen.

OP 20: Holcraft Planning Brief.

5.4 The existing trees and landscape
elements

The boundaries from Holletoun Grange along
Holcraft Avenue for approximately 30 metres
from Holletoun Grange are in need of remedial
works in places. The drystone dyke boundary
has also been neglected and improvements
are required. It has been intimated that
both 'Lime' and SYCAMORE trees could
be used for screening purposes.

Fig 16 landscape and visual impact principles

This drawing gives an overall site layout of
all new houses.

Would it be possible to obtain a drawing
giving an outline sketch of both 26 Holletoun Grange
also 28 Holletoun Grange (Paisimmon)
Plan & elevations if possible

28 JAN 2013

Yours faithfully

[REDACTED]

23 January 2013

Masterplanning
Design and Conservation Team
Planning and Infrastructure
Aberdeen City Council
Business Hub 4
Ground Floor North
Marischal College
Broad Street
Aberdeen
AB10 1AB

28670

Per /	28 JAN 2013	Est. Dir.
		Asst. Dir.
		MDC

SO
RB

Dear Sir/Madam

Re: Views on the Hopcroft Planning Brief
Site OP20

I am writing to express my concerns regarding the above mentioned Planning Brief. I am a resident of Hopetoun Grange, the road which bounds the south of the Hopcroft site.

I was under the impression that the plan was for 30 houses on the field referred to as Site OP20 and these were to be built at the south end of the field at a sufficient distance to avoid traffic noise from the A96. I am now dismayed to discover this is no longer the case and that the proposal is for a development of 65 houses on the field. The main entrance/exit for this development will be onto Hopetoun Grange. Also, on checking the plans, (if I am reading them correctly), the driveways of at least four of the properties 'open' onto Hopetoun Grange.

I would be extremely interested to know when a traffic survey was done on Hopetoun Grange, i.e. time of day, day of the week etc. I have conducted my own traffic survey and on any given morning (i.e. week-day, not during holiday periods or weekends) 230 cars, on average, travel down Hopetoun Grange from the Forrit Brae end between 0710 and 0810.

/


I can produce evidence of the traffic volume on a weekday morning and these figures. This is already a very busy route for commuters joining the A96 at the foot of Hopetoun Grange/Sclattie Park junction. It is not unusual for cars to queue/'stack up' from the junction at the bottom of Hopetoun Grange to beyond number 24 Hopetoun Grange. Traffic is then prevented from driving up Hopetoun Grange because of the residents' cars already parked on the road. It can be extremely challenging to exit my driveway because drivers fail to leave a gap to allow egress. Cars are also using the existing side roads as a 'shortcut' to avoid the queuing traffic. In addition to the volume of traffic, the speed of said traffic is also a major cause for concern.

My point is that if the development of 65 houses goes ahead this will equate to at least an absolute minimum of an extra 65 cars using Hopetoun Grange. Realistically, however, many of the properties will have two or even three cars per household. I fail to see how the existing road infrastructure can sustain what will be a very considerable increase in vehicular traffic without becoming another major 'bottleneck'.

I have very real concerns regarding this development and the impact it will have on the lives of the existing Hopetoun/Hopcroft residents.

Yours faithfully,

A large black rectangular redaction box covering the signature area.A smaller black rectangular redaction box covering the address area.



29 January 2013

Master Planning
Design & Conservation Team
Planning & Sustainable Development
Enterprise
Planning Infrastructure
Aberdeen City Council
Business Hub 4
Ground Floor North
Marischal College
Broad Street
Aberdeen
AB10 1AB

Dear Sir



The Reporters to the Public enquiries said that the field known to planners as OP20 should be subject to no more than thirty houses and the fields beyond the lane known as 'Lover's Lane' should remain part of the Green Belt and this was agreed by Aberdeen City Council. Nothing has changed around the fields or the objections.

1. The road system - in particular, Hopetoun Grange, is more than congested in peak times (over 250 journeys per hour at morning rush hour). This would only be exacerbated by the addition of (estimated) 100+ cars from this site
2. The 57dB contour was shown by the 2011 Airport Noise Report to have retreated to the northeast corner of the field and is projected to return to cut off the northeast quadrant of the field by 2020. This review was carried out without noise meters being placed on site
3. The trees facing on to Hopetoun Grange are protected.

The recent tree survey condemning all the mature trees facing the field on Hopetoun Grange is suspect after the previous survey taken a couple of years ago found no reason to condemn them. Persimmon's plan to uproot the trees and replace them with new ones is NOT in the spirit of 'protection'. The houses would still have to be more than twenty metres from the tree line (and the Lover's Lane tree line) The proposed road ending at this second tree line pre-supposes that the road will be extended into the Green Belt fields and further trees will be lost.

Aberdeen City Council are running roughshod over the wishes of the local populace and the Conclusions of the Reporters appointed by the Scottish Government

Yours sincerely

30 JAN 2013

Rebecca Oakes - Fwd: OP20: Hopecroft Planning Brief

From: Sandy Beattie
To: Rebecca Oakes
Date: 31/01/2013 09:05
Subject: Fwd: OP20: Hopecroft Planning Brief

Sandy Beattie
Team Leader
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Aberdeen City Council
Business Hub 4
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Direct Dial 01224 522155

sbeattie@aberdeencity.gov.uk

Please note I am out of the office on Fridays.

>>> PI 31/01/2013 08:56 >>>

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>>> On 30/01/2013 at 18:36, in message

[REDACTED] wrote:

OP20: Hopecroft Planning Brief
Persimmon Homes

I wish to put forward some Views regarding the above Planning Brief.

- 1 Persimmon wish to build 65 houses on this site, not the 30 which was specified by the 2006 Enquiry and stipulated in the current Aberdeen Local Development Plan (2012).
- 2 Persimmon states that 'the 2 key site constraints have been addressed'. They have not said in the Brief that they want to cut down *all* the trees on the south boundary of the site along Hopetoun Grange. The other constraint they consider they have addressed is noise. I find it quite interesting that the contour is a straight line on their illustration. Surely that should be curved. Noise from the airport is obviously more now that the runway has been extended and more larger (and noisier) aircraft will be using the airport in the future.
- 3 There is however a Third and extremely important key constraint - **Traffic**. This has not been addressed in the Brief. I do not think that access from Hopetoun Grange is feasible. There is already too much traffic at certain times of the day. Adding 130 cars (average 2 per house) would obviously add to the problems.



30 January 2013

Response from Aberdeen Cycle Forum:

For cycling infrastructure there is a off road dual-use cycle path enabling access to the airport or the Kirkhill and/or Dyce Industrial Estates on the north side of the A96. This path and access to it is not mentioned at all in the master plan. The only two ways to get to the off road dual-use path are either via the toucan just west of the Sclattie Park Roundabout, and the underpass to the Rowett Institute. In both cases it is important that there are good cycle connections from the development to enable cyclists to use either.

It is crucial that the underpass is protected and enhanced as a cycle-friendly route to cross the A96 and to connect with planned developments on the Rowett site. It will also provide a direct route onward to Stonewood and Dyce, and the NCN 1. A good quality cycle connection to NCN1 should be a key element of the masterplanning for the Rowett site.

On the west side of the development, there are paths that are possible cycling/walking routes to OP30 through Lovers' Lane. As there is no master plan for OP30, how will these paths connect, particularly to the underpass of the A96 dual carriageway, is an open question. These potential connections as the best option for merging this development into existing cycle infrastructure.

The only mention of future provision for cycling is the installation of a few directional signs and a link from the development to Hopecroft Drive and to OP30 Development. This is inadequate given our comments above. Cyclists travelling to the city centre from the development should be signed to the A96 cycle route at Sclattie Park and Cloverfield Gardens.

Regards
Aberdeen Cycle Forum

[REDACTED]

Masterplanning, Design and Conservation Team,
Planning and Sustainable Development,
Enterprise, Planning and Infrastructure,
Aberdeen City Council,
Business Hub 4, Ground Floor North,
Marischal College,
Broad Street,
Aberdeen AB10 1AB

2nd February 2013

Dear Sir/Madam,

Covering Letter

I refer to the email acknowledgement of receipt to me from, PI@aberdeencity.gov.uk at 11:22 on 31st January 2013 for my

View on the Planning Brief OP20: Hopcroft, submitted to Aberdeen City Council (ACC) by Persimmon Homes.

I had emailed that View to you at 11:20 am on 31st January and then delivered a printed copy by hand to Marishal College about half an hour later (addressed to your Department as above).

Unfortunately, I realised, late on 1st February, that I had inserted my final corrections into an earlier draft instead of into the latest and almost complete draft that I had saved on my computer. I then had to disentangle two partly correct versions.

Therefore, the version I delivered to you on 31st January is not complete and contains errors and obscurities that I would prefer not to be placed on your website.

I wonder whether your rules would allow you to accept the attached, revised and properly corrected version and destroy the earlier one?

I have already emailed the enclosed correct version, as an attachment with a covering explanation, to PI@aberdeencity.gov.uk at about 01.30 am on 2nd February.

I apologise for my inefficiency and for taking up your time with it.

Yours faithfully,

[REDACTED]

[REDACTED]

- 4 FEB 2013

From [REDACTED]

Masterplanning, Design and Conservation Team,
Planning and Sustainable Development,
Enterprise, Planning and Infrastructure,
Aberdeen City Council,
Business Hub 4, Ground Floor North,
Marischal College,
Broad Street,
Aberdeen AB10 1AB

30th January 2013

Dear Sir/Madam,

**A View on the Planning Brief. OP20: Hopcroft,
submitted to Aberdeen City Council (ACC) by Persimmon Homes.**

I should be grateful if you would, please, consider my views, enclosed, on that Planning Brief.

A main concern has been, and is, that Site OP20 is too noisy to provide a satisfactory environment for new homes. I fear that the Council may sidestep that inconvenient truth, as previously, especially under current pressures to build new houses. The impact, assessment and control of aircraft and other noise-nuisance are obscured by technical details. This is a complicated issue. The details are important.

I am concerned also that if the noise assessment attached to the forthcoming Planning Application is deemed inadequate, as I believe it is, then any replacement may be submitted too late for public inspection and comment, as happened with the planning consent that Aberdeen City Council gave for this site in 2006: I provide an account of planning decisions for houses on this site in my Footnote (7).

Confusingly, there is an almost simultaneous public consultation for the Planning Brief and the Planning Application and its related Reports. I have referred to the Planning Application and Reports in some places here where it would have been perverse to not do so. I intend to submit a representation about the Planning Application and Reports.

Yours faithfully,

[REDACTED]

[REDACTED]

From

29th January 2013

A View on the document 'OP20: Hopcroft Planning Brief' that was submitted to Aberdeen City Council (ACC) by Persimmon Homes, to build 65 houses on that site.

Previous documents:

An EIA Screening opinion request, (P121578) 05/11/2012.

This Brief was approved as an interim planning device by ACC's Development Management Sub-Committee on 06/12/2012 (Report number EPI/12/279). That Report outlines the Brief. The Policy Summary, Section 5.4 in it states '*The Reporters Report on the previous plan (i.e. ALDP 2008) highlighted two key site constraints which needed to be addressed, (1) existing trees and (2) the airport noise contour boundary.*'

A Design and Access Statement by Persimmon Homes, dated December 2012, appears as part of the Planning Application. The first eight lines of **Section 5.1 of that document hold the key to the validity or otherwise of the Brief** (sections of it between 5.2 & 7.0 may be missing?).

Summary of my Views on the Planning Brief:

I address various 'Issues' relevant to the acceptability of this Brief. The most fundamental of these are:

(1) The conclusion of the Reporters Report on the Public Inquiry prior to ALDP 2008, that only 30 houses should be allowed on this site, was based on clear evidence. That conclusion was repeated in the Reporter's Report prior to ALDP 2012 and was again accepted by Aberdeen City Council. The Reporters reached that conclusion because the site is noisy, because it is close to Aberdeen Airport and because it adjoins the A96. Also, they sought to avoid placing houses too close to trees that are under a Tree Preservation Order. It will not be satisfactory if the Reporter's conclusions are diverted into a fog of references to Structure or other Plans that are not based on the detailed, site-specific evidence that was before them, or are side-stepped on the basis of inadequate Reports.

(2) In order to interpret the position of the 57 dB LAeq,16 aircraft noise contour over Site OP20 Hopcroft in relation to ACC's Policy H8 (2012), planning officers, Persimmon Homes, and also the author of the *Report on Road and Air Traffic Noise* submitted with the Planning Application, have depended on a very indistinct map of noise contours for 2006 ('actual') that appears in *Aberdeen Airport Noise Action Plan 2008-2012*. They misinterpreted that map. I hope that they will consider other, perhaps more up-to-date maps, more carefully (see Issue 3). Policy H8 and the 57 db LAeq,16 noise contour that it specifies apply only to noise from aircraft in flight or taxiing, not to other sources of noise at the Site; e.g., 'ground running' and the noise from helicopter rotors.

My conclusion is that no houses should be built on this site because it suffers from various kinds of noise that are likely to continue or increase (including the noise and vibration from frequent low over-flights by helicopters at around 500 feet that the Council has not addressed properly).

The conclusions of the Tree Survey and their relation to a previous survey and treatment of trees done in March 2009 should be examined more closely. I am not an expert on trees, but it seems to me that a second opinion is needed on that critical Issue.

I set out my Views in detail below, in the form of numbered 'Issues' with links to Footnotes with further information. The evidence to be evaluated contains much essential detail. I seek to make at least some this available to those who wish to consider the fine print.

I provide an account of previous planning decisions for houses on this site in my Footnote (7) and a description of my own background in Footnote (8)

OUTLINE SUMMARY OF ISSUES

Issue 1. THIRTY HOUSES ONLY- ORDAINED FOR THIS SITE ON THE BASIS OF GOOD EVIDENCE:

Inquiry Reporters concluded that the part of the Site near the A96 is too noisy. Possibly, all of it is too noisy. Also, new houses should be kept well clear of the surrounding trees. If those conclusions are to be revised, it is essential to do so on the basis of comprehensive, adequate and clear impact assessments and Reports.

Issue 2. THE LINES OF BEECH TREES ROUND THE SITE.

Why does Persimmon Homes' tree survey condemn so many trees when a survey was done in March 2009 and tree surgeons inspected and treated the trees then?

Issue 3. ACC's POLICY H8 (2012) AND THE POSITION OF THE 57 dB LAeq,16 AIRCRAFT-NOISE CONTOUR FOR EXCLUDING NEW HOUSES.

Policy H8 forbids new houses within the 57 dB contour. The 57 dB contour is predicted to move Westwards to cut across the Site by 2020 and to enclose a substantial portion of the site by 2040, including part of the Site and its Southern boundary at Hopetoun Grange.

Issue 4. NOISE FROM ROAD TRAFFIC ON THE A96.

The Northern boundary of Site OP20 overlooks the main A96 Road to Inverness that also carries traffic to the Airport and nearby Industrial Estates. Traffic noise provides a constant background there. It intrudes even beyond the Hopetoun Grange end of the Site.

Issue 5. NOISE AND VIBRATION FROM LOW FLYING HELICOPTERS.

The true number and impact of these over-flights has been underestimated previously by the Council, and possibly in the Airport's maps of noise contours. They were not shown on a map of helicopter flight paths referred to by planning officers.

Issue 6. NOISE FROM GROUND RUNNING AT THE AIRPORT.

Noise from ground running is often intrusive at Hopcroft. It is not included in Aberdeen International Airport's noise contours.

Issue 7. ROAD TRAFFIC ON HOPETOUN GRANGE.

Hopetoun Grange is narrow. It carries 200 or more cars in the rush hour already. A comprehensive Road Traffic Report is needed. I could not find one on-line.

Issue 8. ABERDEEN CITY COUNCIL'S PLANS TO BUILD NEW HOUSES WHERE THEY WOULD BE OVER-FLOWN BY LOW-FLYING AIRCRAFT ARE OUT OF ALIGNMENT WITH THE CAA'S RULES OF THE AIR.

If aircraft are not supposed to fly within 1000 feet of '*congested areas*' then new congested areas should not be built within 1000 feet of where many aircraft must fly.

Issue 9. AIR QUALITY.

Has the Council considered air quality at Site OP20 and nearby areas, including measurements of nitrogen compounds and particulates (NO_x, NO₂, PM₁₀, PM_{2.5} etc)?

Issue 10. SPECIAL PLEADING?

Are the financial gains of the applicants and/or their co-applicants to be accepted as valid reasons for granting planning permission?

Footnote (7): An account of previous planning decisions for houses on this site.

Footnote (8): A description of my own background.

Other Footnotes are referred to within each 'Issue' and appear at page 10 onwards.

ISSUES (Further details are provided in footnotes)

Issue 1. THIRTY HOUSES ONLY- ORDAINED FOR THIS SITE ON THE BASIS OF GOOD EVIDENCE:

Site OP20 consists of one field. It was previously part of OP1. OP1 contained three other fields also. Development of new houses on OP20 was discussed during two recent Public Inquiries prior to Aberdeen Local Development Plans ALDP 2008 and ALDP 2012. A special session of the first Inquiry was devoted to Site OP1, to hear the views of the Hopetoun/Hopcroft Action Group (a group of local residents) and ACC planning officers about development on OP1 (I spoke at that session). That session was convened because a Planning Application, by Bett Homes/Ryden, granted by ACC in January 2006, had been called in by Scottish Ministers (see Footnote 7).

The Reporters for the first Inquiry (held in 2006) decided, for well-researched reasons, that no more than 30 houses should be built on Site OP20 (then part of OP1). The other three fields were to remain as greenbelt. The 30 houses were to be restricted to the south end of the Site because it is less noisy than other parts of it. They were to be kept well away from the beech trees there, which are under a Preservation Order. The Reporter for the more recent inquiry, prior to ALDP 2012, continued that decision.

The 'Officer Response' in **Appendix 1: Officer Evaluation and Recommendation regarding the Issues received to the Proposed Modifications to the Finalised Aberdeen Local Plan (published for Issue on 18 January 2008) PM No. 52.01 Issue Ref: 79.01, page 24** was:

'In order to avoid the part of the [Hopcroft] site close to the dB 60 contour where the noise environment is unsatisfactory, development should be restricted to the southern, less noisy part of the site following a Noise Impact Assessment to be considered in conjunction with any planning application on the site.'*

*[The Council's limiting aircraft-noise contour prior to Policy H8 (2012) was the 60 dB contour; it was reduced to 57dB in the 2012 ALDP at the insistence of the Inquiry Reporter.]

Following the Officer's response to the Reporters' analysis after the Public Inquiry prior to ALDP 2012, the Reporters' Conclusions about OP20 were:

'OP20: (6). This site is allocated for housing in the adopted local plan and on the evidence before me I do not consider that circumstances have changed since its previous allocation. I acknowledge the concerns expressed about traffic issues, aircraft noise, affordable housing, the design of any future housing and existing trees, wildlife and pedestrian links. However there are in my view adequate safeguards contained within the natural environment, design, housing, transport and other policies proposed in the local development plan, to ensure that these concerns can be adequately addressed at the planning application stage. I therefore do not propose any amendment to the existing allocation. (See also issue 112 – Housing and Aberdeen airport).'

The 'adequate safeguards' depend on reliable and adequate Environmental Reports and Impact Assessments. It will not be satisfactory if the Reporter's decision is lost in a fog of references to ALDPs or Structure or other Plans that are not based on detailed site-specific evidence.

Page xvii in '*Aviation Policy for the UK*' states that:

'When there is a reasonable possibility that public health will be endangered, even though scientific proof may be lacking, action should be taken to protect the public health, without awaiting the full scientific proof.'

In their Design and Access Statement (5.2.Site Context & Density) dated December 2012, Persimmon Homes say that

'Initial discussions were held with Aberdeen City Council (ACC) during 2012 to discuss the potential of increasing the allocation from 30 homes by addressing the concerns previously

raised relating to existing landscape elements and noise issues. These have now been addressed through a Tree Report (Donald Roger Associates) & a report on Air Traffic and Road Noise (Charlie Fleming Associates)'* [* but not resolved! RJ]

The Report on Air traffic and Road noise, submitted with the Planning Application, is unsatisfactory. I provide some reasons why that is so in my Issues 3, 4, 5 & 6 below and related footnotes. I shall add to those in my subsequent representation about the Planning Application.

Persimmon Homes' Brief requires a departure from conclusions that Aberdeen City Council has accepted following Public Inquiries ALDP 2008 and ALDP 2012. The main reasons for the Reporter's decisions are still valid. The Brief should be rejected or, at worst, amended to 30 houses only.

The matter of cutting down the trees, as a solution to Persimmon Homes' problem that they are in the way, may be debatable (see my Issue 2, below).

Issue 2. THE LINES OF BEECH TREES ROUND THE SITE:

These trees are subject to a preservation Order. They are an historic feature of the area and are a much-appreciated amenity for residents, as are the birds that perch or nest in them or flock beyond them. The trees are undoubtedly old. Prior to the present Tree Survey, they were surveyed and treated by a tree surgeon in March 2009. Some were removed. Some were lopped. Some replacements were planted.

Therefore, it is strange that the Tree Survey done last November on behalf of Persimmon Homes, for their Planning Application, now places a death sentence on most of these trees. Even more strange that all the trees that are in the way of Persimmon Homes' along the South side of the Site are to be cut down while no others are marked for immediate destruction in the Planning Brief or Application.

Previously, similar rows of trees once extended all the way down to the bottom of Hopetoun Grange. Some were removed when Binnie Bros. built the present houses in the 1960s. Some were replaced then with smaller species of trees.

Since then, nearly all of these trees have been removed, including their replacements, because houses were allowed to be built too close to them. The replacement trees, indicated in the Brief, are, as previously, too close to houses. Most of them would be taken out within a few years.

The 15 metres specified in the Brief may not be a sufficient distance from houses to safeguard large beech trees. I think that the Tree Survey that has been done requires a second opinion.

Issue 3. ACC'S POLICY H8 (2012) AND THE POSITION OF THE 57 dB LAeq,16 AIRCRAFT NOISE-CONTOUR FOR EXCLUDING NEW HOUSES:

Policy H8 (2012) states that new houses should not be built within the Airport's 57 dB LAeq,16 aircraft-noise contour (see Footnote 1).

The Planning Brief states that

'In accordance with ALDP Policy H8, no development will be built in areas of the site where noise levels from the airport are in excess of 57dB LAeq. Due to the coarse grained nature of the mapping available which identifies the Aberdeen Airport 57dB Leq Noise Contour, it has only been possible to plot an approximate line on the development principles diagram.

As Persimmon Homes have pointed out, the exact position of the (2006 'actual') 57dB noise contour in relation to Site OP20 is not clear in the map of noise contours in **Aberdeen Airport**

Noise Action Plan 2008-2012 that ACC planning officers have been referring to. ACC planning officers have said, mistakenly for that map, that the 57 dB contour 'clips' the North East corner of Site OP20. The line of that contour is marked as 'Approximate' in Persimmon Homes' Planning Brief, but the word 'Approximate' is omitted in their Planning Application.

That map is poorly reproduced also in the **Report on Road and Air Traffic Noise** submitted with Persimmon Homes' Planning Application. Their Planning Application depends on that misinterpreted map. It is to be hoped that maps will be produced and interpreted more carefully.

My interpretation of that map is that the 57 dB LAeq,16 contour (2006 'actual') cuts across Site OP20 further South and encloses part of the Site. I sent my reasons for that interpretation to ACC planning officers on 16/12/12. It was subsequently confirmed to me when Aberdeen International Airport Ltd emailed me a clearer map (.pdf) for 2006 ('actual'), on 22/01/2013.

However, Aberdeen International Airport Ltd have, recently, obtained newly computed contours, for 2011 ('actual') and emailed a map of them to me, also on 22/01/13. I called the attention of planning officers to it. That latest 57 dB contour does 'cut' the North East corner of Site OP20; (Footnote 2).

The, recently issued, Aberdeen International Airport Draft Master Plan 2013 (final version, p.25) still presents the indistinct contour-map for 2006 ('actual'); <http://www.aberdeenairport.com/about-us/master-plan>

However, that Master Plan (pages 26 & 27) shows, clearly, the contours predicted for 2020 and 2040 over Site OP20 Hopecroft. They predict that aircraft noise at Hopecroft will increase.

If you look at those maps, for 2020 and 2040, you will see that the 57 dB LAeq,16 noise contour of Policy H8 is set to move out again, Westwards, to cut across Site OP20 in 2020. It will enclose a substantial portion of the Site by 2040 and will include part of the Southern boundary at its South Eastern corner.

An expert at Aberdeen International Airport has told me recently that those two sets of noise contours, for 2020 and 2040, were computed at the same time as the new contour map for 2011 ('actual'). In other words, aircraft noise at OP20 Hopecroft is predicted to increase, not reduce, as a result of the expansion planned for the Airport.

The Airport's noise contours are, of course, for aircraft noise only and exclude noise from ground running (see Issue 6) and from roads (see Issue 4). Also, the noise-nuisance 'metric' LAeq,16 ignores the noise of night flights and discounts the characteristic low frequency vibrations and impulse noise from helicopters:

LAeq,16 'A-weights' noise to bring the measurements into line with the characteristics of human hearing; A-weighting discounts frequencies below about 200 Hz. It is those low frequencies and vibrations that are characteristic of helicopter noise and make it so annoying for many people. Also, dB LAeq,16 doesn't represent helicopter noise-nuisance adequately because it averages the noise over 16 hours, thus smoothing out individual noise-events and sudden or impulsive noises.

A further concern is that the 57 dB noise contour for 2011 ('actual') has large bulges outwards to the East of the Airport that coincide with maps of helicopter flight paths to the East, whereas there is no bulge to the West at Hopecroft, over which helicopters often fly. Perhaps the computer model that the CAA use to calculate the contours has not been fed with the helicopter flight tracks that pass over Hopecroft? None are shown there on a previous map of flight paths round the Airport. I have asked the CAA and Aberdeen Airport about this, but have had no answer yet (Footnotes 4 & 5); Perhaps the Council should look into that? In what way are these over-flights recognised in the maps of noise contours?

Issue 4. NOISE FROM ROAD TRAFFIC ON THE A96:

The Northern boundary of Site OP20 overlooks the main A96 Road to Inverness that also carries traffic to the Airport and nearby Industrial Estates. It is adjacent to a length of the road where traffic accelerates away from the 40 mph speed limit.

There is a much-used lay-by immediately against the edge of the Site (the lay-by presents a security risk as well).

The road produces noise that is audible as constant background even beyond the south end of the Site. The proposed layout of houses and the space between the road and the houses differ between the Brief and the subsequent Planning Application (with implications for the Report on Road and Aircraft Noise that was submitted with the Planning Application but uses the site layout shown in the Brief).

The Noise Report submitted with the Planning Application measured noise for (about?) three hours only, between 10.00 and 13.30 over lunchtime on Thursday 11th October 2012. The Report ignores the morning and evening rush-hour traffic on that main road. It is inaccurate in other ways, which I shall address more fully in my Representation about the Planning Application.

Issue 5. NOISE AND VIBRATION FROM LOW FLYING HELICOPTERS:

The Site is only about 1000 metres from the south end of the Airport's main runway and about 400 metres from the main southern flight path.

No houses should be built on site OP20: It is not only subject to the noise of aircraft arriving and departing at the south end of the main runway, but helicopters arriving and departing from Aberdeen Airport fly over it frequently and often low; i.e., at 500 feet or less:-

The Airfield Manager wrote, in a helpful letter to me of 2nd March 2005:

'I note your comments that you live approximately 1 mile from the end of the runway. Any aircraft flying an instrument or visual approach will be approximately 300 feet altitude at that point. This 300 feet altitude is in reference the ground level of the airfield therefore given that Bucksburn is on higher ground than the airfield the clearance height over Bucksburn is less'.

Similarly, in a letter to me dated 02/08/2006, the Airfield Manager wrote

'I have again consulted with Air Traffic Control and would advise that the 500-700 feet you estimate helicopters to be flying at is rather high in your locality. We expect helicopters to be circa 400 feet when correctly aligned to the 3° glide slope which they follow when making an approach to the southern runway. Any helicopters passing your house are operating as part of the scheduled services to the North Sea or those which have been on their training routine returning from the Loch of Skene area. As stated in previous correspondence Air Traffic control have the ability to monitor the altitude of each aircraft as they come and go from Aberdeen therefore we can confidently state that any helicopters passing over your residence are at the correct altitude for making an approach or departure. --- it is common practice for helicopters to join from left or right of the centreline at a point one to two miles from touch down..'

More recently (14/11/2012), the Airside Delivery Manager at the Airport wrote

'Air Traffic Control have confirmed that the Bristow helicopter over your house was at the 500ft min. above ground level height.'

The true number and impact of these over-flights has been underestimated previously by the Council and perhaps in Aberdeen Airport's maps of noise contours also. They were not shown on a map of helicopter flight paths referred to previously by planning officers (Footnote 5).

Issue 6. NOISE FROM GROUND RUNNING AT THE AIRPORT:

Site OP20 and other areas round the airport are subject to noise from the ground running of helicopters (mainly low frequency noise from their rotors) and fixed-wing aircraft (often turbo-props). It often lasts for periods of over an hour. Noise from ground-running is intrusive all round the Airport. Aberdeen Airport Ltd confirmed to me that it is not included in the maps of noise-contours, used by Aberdeen City Council in relation to Policy H8 2012 (Footnote 6).

I have been assured, in a letter from a planning officer (11/12/12) that *'Environmental Health is aware of the intrusive nature of the noise generated by the ground running of aircraft engines and helicopters.'* A survey has been commissioned by 'BAA'[?]. *'Officers will be meeting with representatives from BAA later this month to discuss the survey report and actions that may be available.'*

Issue 7. ROAD TRAFFIC ON HOPETOUN GRANGE:

The Brief mentions a 'Transport Impact Assessment (TIA)'. I have not been able to find that or anything else about road traffic in relation to the Site in the online documents for the Planning Brief or Application except a small paragraph '5.3.4 Existing Street Network', on page 15 of the Brief.

Hopetoun Grange is narrow and has '20 is Plenty' traffic calming (widely ignored). Recently a neighbour counted more than 200 vehicles per hour in the early morning (similar to the numbers counted in 2005). Traffic backs up at the East end of the road. There it conflicts with other traffic trying to enter the 4-Mile roundabout and cars or pedestrians entering or leaving the small car park in front of the shops there. The 65 new houses would probably add about 100 more cars.

The four new shared house-entrances and the new road that are proposed to open onto Hopetoun Grange from the Site would conflict with the traffic already on it.

Also, the 'hammer-head' parking arrangements shown in front of those new houses are clearly inadequate for the numbers of vehicles that might need to use them, some of which might not be able to fit into the garages provided. Already, moving vehicles and parked cars are in conflict or block lines of sight on Hopetoun Grange and neighbouring streets.

An adequate Road Traffic report is needed before the Brief and Application go further. It should be available for the public to see and to comment on before the Planning Application proceeds further through the planning process.

Issue 8. ABERDEEN CITY COUNCIL'S PLANS TO BUILD NEW HOUSES WHERE THEY WOULD BE OVER-FLOWN BY LOW-FLYING AIRCRAFT ARE OUT OF ALIGNMENT WITH THE CAA'S RULES OF THE AIR:

According to the Director of Airspace Policy Environmental Information Sheet No.2 (CAA); see http://www.caa.co.uk/docs/7/EIS_02.pdf

'Aircraft, including helicopters are not permitted to fly over a congested area of a city, town or settlement below a height of 1000 feet above the highest fixed obstacle within a horizontal radius of 600 metres of the aircraft or below such height as would enable it, in the event of a power unit failure, to make an emergency landing without causing danger to persons or property on the surface.'

'Away from congested areas, aircraft, including helicopters, are not permitted to fly closer than 500 feet to any person, vessel, vehicle or structure (Note: this is a minimum distance, not a minimum height: the distance of 500 feet is measurable in any direction, not just the vertical).'

Accordingly, I made the following suggestion (updated here) in my submissions to the Inquiries prior to Local Plans 2008 and 2012:

“The legal requirement for height does not apply close to airports, but if ‘ - - - Aircraft, including helicopters are not permitted to fly over a congested area of a city, town or settlement below a height of 1000 feet above the highest fixed obstacle within a horizontal radius of 600 metres [1968 feet] of the aircraft - - - ’, then Aberdeen City Council will be irresponsible if it allows new residential developments to be built where the more general height requirement of 1000 feet cannot be maintained.”

Site OP20 is only about 1000 metres (about 3300 feet) from the south end of the Airport’s main runway and about 400 metres (about 1300 feet) from the line of the main Southern flight path.

If aircraft are not supposed to fly within 1000 feet of ‘congested areas’ then new congested areas should not be built within 1000 feet of where many aircraft must fly.

I emphasised that proposal in an additional submission, about BAA’s Aberdeen Airport Noise Action Plan 2008-2013, that the Reporters asked for in relation to ALDP 2012. Neither the Reporters nor Aberdeen City Council’s Responding Officer mentioned or commented on my suggestion in their written responses. Though a planning officer has said (03/11/12) that I might promote that for a change of policy in a forthcoming review of the ALDP this year.

If that suggestion is unreasonable, I should like to know why.

Issue 9. AIR QUALITY:

From time-to-time, Site OP 20 and the rest of Hopecroft is subjected to the smell of partly burnt aviation fuel. It appears to depend on the air conditions. It is sometimes strong enough to sting one’s nose, especially when there is light wind from the North. Also, Site OP20 is close to the A96 main road.

An SEA Environmental Report (25/01/12) for the ALDP by ACC mentions ‘Air Quality’ about 160 times, but mentions noise only six times. Has the Council considered air quality at Site OP20 and nearby areas, including measurements of nitrogen compounds and particulates (NOx, NO₂, PM₁₀, PM_{2.5} etc)?

Issue 10. SPECIAL PLEADING?

Are the financial gains of planning applicants and/or their co-applicants acceptable as valid reasons for granting planning permission?

I raise this matter because I should like to know whether the following special pleading, or repetition of it, for a planning application to build houses on the present Site, has any influence in support of the present planning Brief and Application. If so, is that in order?

During the Conjoined Hearing held before Aberdeen City Planning Committee on 12/12/2005 in connection with the planning application (A5/1536) for 40 houses on the Site OP1 (now OP20: Hopecroft) made by Bett Homes, the Bett Homes’ Land Director spoke and advised that he saw Hopecroft as a flagship site which would enable the company to provide continuity of employment for their directly employed staff and local contractors.

Also, the Deputy Director of the Rowett Institute (owners of the land on which the houses were to be built (i.e., the present Site OP20) explained that the Institute was a charity with very little money. Research buildings were now outdated and needed to be replaced. He went on to outline in some detail the nature and importance of the research work carried out by the Rowett and to emphasise the urgency of generating a capital receipt from the sale of the land in order to upgrade the existing

buildings at Bucksburn and, together with the University of Aberdeen, to construct in the City the only UK centre of Excellence in Preventative Medicine for Non-Communicable Diseases in Humans. The building improvements were required to be carried out by 2006. Also that without the capital receipt from the sale of the land at Hopecroft the Institute would not be able to fund its immediate needs in respect of the unique Centre of Preventive Nutrition which would maintain the Rowett and the University at the cutting edge of nutrition research. He referred to the importance of the Centre not only for Aberdeen but for Scotland and as a means of securing the reputation of the Rowett and the University world-wide. He also stated that the opportunity to establish the Centre would be lost if there was any delay in the grant of planning permission for development of Hopecroft.

One may sympathise with the Rowett's financial needs, but these should not influence the planning decision.

FOOTNOTES

Footnote (1): ACC's POLICY H8 (2012):

Policy H8 - Housing and Aberdeen Airport (Aberdeen Local Plan 2012) states that:

'Applications for residential development under or in the vicinity of aircraft flight paths, where the noise levels are in excess of 57dB LAeq (using the summer 16-hour dB LAeq measurement) will be refused, due to the inability to create an appropriate level of residential amenity, and to safeguard the future operation of Aberdeen Airport.'

However, the World Health Organisation uses 55 dB LAeq,16, not 57 dB, for similar levels of annoyance. Aberdeen International Airport Ltd's noise-contour maps do not even show the 55 dB contour.

ANASE (Oct. 2007) '*Attitudes to Noise from Aviation Sources in England*' (Executive Summary) Section 1.4.1 concludes that '*However, for a given LAeq, there is a range of reported annoyance indicating that annoyance is not determined solely by aircraft sound as measured by LAeq*'.

The Government, in its **Draft Aviation Policy Framework, Annex D: Noise Descriptors (July 2012)** says:

'D.6 The Government acknowledges that the balance of probability is that people are now relatively more sensitive to aircraft noise than in the past. We recognise that people living outside the 57 dB LAeq,16h contour are also affected by aircraft noise and that, for some, the annoyance may be significant. Indeed, many complaints about aircraft noise come from outside the 57 dB LAeq,16h contour.'

D.7 As there is no conclusive evidence on which to base a new level, for the present time we are minded to retain the 57 dB LAeq,16h contour as the average level of daytime aircraft noise marking the approximate onset of significant community annoyance. However, to facilitate monitoring to provide more information about noise impacts we would welcome views on whether it would be useful to ensure that the contour maps produced annually to show noise exposure around the designated airports are drawn in future to a lower level. We consider that there are two measurement options. One is to use Lden and produce contours down to 55 dB(A). This aligns with the level to which airports are required to map noise exposure under the END. The other alternative is to continue to use LAeq,16h but to map down to 54 dB(A), which is the next logical step down from the current 57 dB LAeq,16h contour along with the concurrent production of night noise contours (LAeq,8h).'

(See: <https://www.gov.uk/government/consultations/draft-aviation-policy-framework>)

ACC should recognise that flicker of doubt and '*- - that people living outside the 57 dB LAeq,16h contour are also affected by aircraft noise and that, for some, the annoyance may be significant.*' and also note the Government's use of '*approximate*' in applying its Policy H8. Aberdeen International Airport Ltd should adopt those measurement options.

Double Glazing: Social surveys suggested that double-glazing did not have a significant effect on the extent to which people were annoyed by aircraft noise (see CAA DORA Report 9023, **The use of LAeq as an aircraft noise index, 2.4.5, page 1**):

'In none of the analyses did the incorporation of this variable (i.e. double glazing) lead to a significantly higher correlation with the disturbance data - the only confounding factor which did so was airport-related employment. The reasons why double glazing had such a little effect are not clear.'

So much for 'mitigation'.

Footnote (2): Aircraft-noise contours are produced in a computer model. They are not constructed from continuous measurements round the Airport.

I have placed the word 'actual' in inverted commas throughout in these 'Views', as in "Noise contours for 2006 ('actual')", because Aberdeen Airport Ltd's noise contours are computed, via the Civil Aviation Authorities ANCOM computer model, from measurements of noise from standard types of aircraft, weather conditions, flying heights, flight paths, terrain and numbers of flights. They are not made up from real-time measurements.

Footnote (3): The unsuitability of db laeq,16 for measuring noise from helicopters:

An ACC planning officer agreed (in 2005) that the 'noise metric' dB LAeq,16 used to measure aircraft noise is unsuitable for measuring noise from helicopters (see *Appendix 1, Response to Local Plan Issues (page 12) of the Report on The Finalised Local Plan: Green Spaces - New Places: Response to Issues*, placed before ACC's Development Plan Sub Committee on 03/03/05).

The Council continues to use dB LAeq,16. The Council could, however, apply some compensatory latitude when applying its Policy H8, to accommodate the obvious inadequacies of LAeq,16 (see Issue 1, paragraph 4 above).

Footnote (4). Perhaps flight tracks of helicopters over Hopecroft are not included in Aberdeen Airport's noise contours?

The 57 dB LAeq,16 noise contour to the East of the Airport in the contour map for 2006 ('actual') bulges out slightly in two places towards the East that correspond with helicopter flight paths. In the map for 2011 ('actual') those bulges are very much greater. And yet, the 57 dB contour over Site OP20 in 2011 has retreated slightly Eastwards over Hopecroft. I have asked the Airport whether that is because the helicopter flights over Hopecroft are not in the maps of helicopter flight paths/tracks round the airport. So far, I have had no reply to that question, though I have been invited kindly to the Airport to discuss it.

In a letter to me of 2nd March 2005, the Airfield Manager wrote:

'Aberdeen Airport does not record the lateral scatter of flight paths, however as Mr Havelock from the CAA stated within his reply, the production of noise exposure contours of Aberdeen Airport is based upon realistic assumptions about flight paths and track dispersion'

I asked the expert at Aberdeen Airport whether the Airport '*- - have a real-noise monitoring position/apparatus to the South West of the main runway, beneath where helicopters turn in or out to the West*'. He replied (25/01/13) '*There are no permanent noise monitoring locations*'.

I asked the Airfield Manager at Aberdeen Airport;

'What is Aberdeen Airport Management's attitude to proposals to build yet more houses under where aircraft currently fly below 1500 feet [now reduced to 1000 feet] on approach or landing or when doing circuits?'

In his letter of reply he said that:

'Aberdeen Airport is unable to comment on this and whether the proposed housing scheme proceeds is purely a council planning issue - - -'

It is not in Aberdeen International Airport Ltd's interest to call attention to the noise it causes.

Footnote (5). Do planning officers recognise that helicopters fly low and often over Site OP20: Hopecroft?

In a letter to me dated 24th January 2005, an ACC planning officer kindly wrote to me: *'I have no knowledge of records kept by this Authority of helicopter flight paths over the proposed site [i.e., Hopecroft]'*.

On 23rd August 2006, at the Public Inquiry prior to ALDP 2008, two ACC Planning Officers told the Reporter (Mr Maslin) that they *'had no knowledge of'* the frequent helicopter flights that occur over the Hopecroft and other areas to the West of the airport. One of the Officers produced a map of flight paths that did not show flight paths of helicopters to the West of Aberdeen Airport.

Later, in an email to me of 05/10/2006, he wrote

'Hopecroft is not on the recognised Helicopter Flight paths, which are identified in Figure 7.5 of the BAA Aberdeen-Enviros Environmental Impact Assessment and also in a Committee Report of the former City of Aberdeen District Council about Flight Paths and dated 1984. - - - - I accepted later in evidence that helicopters do not always stick to their allotted flight paths and will consequently fly over Hopecroft and that is why helicopter noise was required to be taken into account in the noise impact assessment for Hopecroft'*

[*It was not taken into effective account in that assessment. RJ]

However, in a letter to me of 11//12/12, another planning officer kindly wrote *'We are aware of the general flight paths and that Helicopters fly routinely over the Hopecroft area'*.

Footnote (6). NOISE FROM GROUND RUNNING AT THE AIRPORT:

Site OP20 is about 60 feet higher at its South end than the airport runway and slopes down towards it; (see p. 14 in the Brief). The slope ('expansive views') increases its exposure to noise from ground running.

Noise from ground running should also be added to road-traffic noise and to the noise from aircraft in the air and taxiing. They should be considered in addition to the 57 db LAeq,16 cut-off level for new houses specified in the Council's Policy H8 (2012).

Aberdeen Airport Noise Action Plan 2008-2013 refers to ground running of aircraft engines:

'To ensure that the environmental impact of aircraft engine running on the local community is kept to a minimum, aircraft operators with maintenance commitments at the airport are expected [sic!] to plan their schedule to avoid the need for ground running of engines at night. Night for these purposes is defined as the period between 22.30 – 06.15 hours local time.'

Footnote (7). RECENT HISTORY OF PROPOSALS TO BUILD HOUSES ON SITE OP20

On 19th January 2006, Aberdeen City Council granted Planning permission in detail (subsequently withdrawn) for Bett Homes/and the Rowett Institute to build 40 houses on this site (Application numbers A4/2292 & A5/1536). No adequate noise-impact assessment for the site OP1 had been available at the Departure Hearing on 12th Dec. 2005 at which I and other local residents spoke. Two previous noise assessments had been rejected by environmental health officers as inadequate prior to that Departure Hearing. A member of the Committee expressed concern that *'consideration of the application was somewhat premature in the absence of all supporting information requested from the applicants'*.

Planning Permission for application A5/1536 was granted by the Planning Committee on 19th January 2006. A Noise Assessment was done, but only after the Departure Hearing. Planning

permission was granted on 19th January 2006. The noise assessment was "stamped and attached" to the Planning Application. Thus no noise assessment was available to the public before they had made their representations.

That planning application/consent was called in by Scottish Ministers on 21st April 2006 after an appeal by the Hopcroft/ Hopetoun Action Group (a group of local residents). Subsequently, by general agreement, the call-in was sisted, i.e. put on-hold, pending discussion at the forthcoming Public Inquiry into the Local Plan 2008. The call-in was not revived even though some Issues made to support the call-in were not addressed by the Inquiry.

Three noise assessment reports had been submitted for that planning application. The first two were rejected by planning officers as inadequate. The third attempt at a noise assessment 'done on behalf of the applicants' was not available to objectors until after the planning permission had been granted (RMP Acoustic Consultants' Noise Assessment Technical Report G/3624B/05 of 11th January 2006). A planning officer kindly copied that Noise Impact Assessment to me. Measurements given in it were presented obscurely as tables of numbers and covered an arbitrary period of 24 hours only, between 4th and 5th January 2006. I made a diagram to show the measurements more clearly.

I did not receive the Noise Assessment in time to re-present it as diagram before the closing date for written submissions to the 2006 Public Inquiry into Aberdeen Local Development Plan (ALDP 2008). For that reason, the Hopcroft/Hopetoun Action Group was not able to include that diagram in its written submission to the Public Inquiry. Some of my neighbours and I spoke at the Inquiry. I asked the Reporter, Mr. Maslin, if he would look at the diagram then, but he said no, on the reasonable grounds that to do so would be unfair to other contributors-in-writing. I think that the Reporter, Mr Maslin, may not have been fully aware of the levels of the noise at this Site when he came to his decision to allow 30 houses on it.

Subsequently, the Inquiry recommended that only 30 houses could be built on the Site (now OP20), at the south end of it only and well away from the beech trees there. The remaining three fields were to kept as greenbelt. Aberdeen City Council agreed to those constraints in ALDP 2008. They were considered again and continued for ALDP 2012.

A Proposal of Application Notice was submitted on 16 December 2011, again by Bett Homes, for the erection of 65 units on Site OP20 comprising semi-detached and detached housing with associated access, infrastructure and public open space provision. Following a marketing campaign by J & E Shepherd on behalf of the University of Aberdeen, Bett Homes Ltd were appointed preferred bidders. The proposal appeared in the Aberdeen Local Development Plan Action Programme 18 May 2012 p. 34. It was abandoned.

Footnote (8): WHY DO I THINK THAT I CAN COMMENT USEFULLY ON THE PROBLEM OF AIRCRAFT NOISE?

My house is about 40 metres from the South side of Site OP20 and is frequently over-flown, sometimes at less than 500 feet, by helicopters. Conversation in my garden and in the streets near my house is interrupted and sometimes stopped by aircraft noise.

In 1975 I wrote to the Scottish Office to point out that the (then) Aberdeen Council, when attaching planning permission for night flights to planning permission for the new airport-terminal, had contravened a condition of the Town & Country Planning (Scotland) Act 1972. That letter resulted in the 1976 Public Inquiry and the subsequent planning condition that banned night flights from the airport for the following 30 years.

I was a member of Aberdeen Airport Consultative Committee for two years, 1975-6.

I am a retired University Senior Lecturer. I have two higher degrees in scientific research (Ph.D, D.Sc) and more than 40 years experience in analysing the results and claims of scientific papers.

