

Laura Robertson - Fwd: Grandhome Development Framework - Statutory Consultation

From: PI
To: Laura Robertson
Date: 01/04/2013 09:24
Subject: Fwd: Grandhome Development Framework - Statutory Consultation

28994

Planning and Sustainable Development
Enterprise Planning & Infrastructure
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>>> Fiona Mutch <Fiona.Mutch@snh.gov.uk> 29/03/2013 12:35 >>>

For the attention of Laura Robertson

Dear Laura

Thanks for sending the formal Development Framework for Grandhome to us for comment. We welcome the principles put forward in the Framework in relation to provision of greenspace, linked access routes and landscaping. We do not intend to provide additional comments at this stage but may do so in relation to the forthcoming detailed phase 1 application and masterplan.

Regards

Fiona
Fiona Mutch
Operations Officer - Tayside & Grampian
Inverdee House
Baxter Street
Torry
Aberdeen AB11 9QA
Tel. 01224 266500
Direct dial. 01224 266517

I work Thursdays and Fridays only.

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Laura Robertson - Fw: Fwd: Grandhome Development

From: Sandy Beattie
To: Robertson, Laura <LaRobertson@aberdeencity.gov.uk>
Date: 08/04/2013 11:43
Subject: Fw: Fwd: Grandhome Development

>>> PI 08/04/2013 09:21:31 >>>

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>>> On 07/04/2013 at 19:18, in message [REDACTED]
"Catherine Davis" [REDACTED] wrote:

Development Framework Grandhome

Part 2. Paragraph 5.5.1 Context states: "The implementation of strategic infrastructure projects is key to the delivery of Grandhome. These include the AWPR, the Third Don Crossing, and the upgrade of key junctions including the Haudagain roundabout."

The word 'key' (here underlined) implies that implementation of the three projects (AWPR, Third Don Crossing and Haudagain roundabout improvements) will unlock the capability to start Grandhome by enabling project start-up, and should therefore be completed before groundwork begins on Grandhome Phase 1. I sincerely hope this is the intention.

Part 3. Paragraph 7.1 Proposed Phasing of Development states: "Delivery of the first phase is to proceed in tandem with major infrastructure upgrades, namely the AWPR and the 3rd Don Crossing."

No mention here of the upgrading of the Haudagain roundabout, which is as equally important as the AWPR and Third Don Crossing. Are the prerequisites being watered down already? It is imperative that all three traffic-relieving upgrades are put in place prior to Phase 1 groundwork and, since Phase 2 is not due to start until 2018, there is sufficient time to complete at least the Third Don Crossing and Haudagain roundabout upgrade before the need to start Phase 1 groundwork.

Yours faithfully,

Paul Davis.



12th April 2013

Laura Robertson
Masterplanning, Design and Conservation Team
Planning and Sustainable Development
Enterprise, Planning and Infrastructure
Aberdeen City Council
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Ground Floor North
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Aberdeen
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SCOTTISH WATER

419 Balmore Road
Glasgow
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T: 0141 355 5162
E: susanne.steer@scottishwater.co.uk
W: www.scottishwater.co.uk

Dear Laura Robertson

Grandhome Development Framework – Statutory Consultation

I write with reference to your letter dated 21st March 2013 requesting comments in relation to the above consultation.

Scottish Water is happy with the comments made in the Consultation relating to Water Supply, Wastewater and Surface Water Drainage. Once the necessary Water and Wastewater Impact Assessments are carried out by the Developer we will have a more detailed understanding of the development's requirements and any essential network mitigation work.

While Scottish Water is very much in support of water efficiency practices being used in developments, we have some reservations regarding the intentions to include water meters in properties in Grandhome. Domestic metering is currently optional in Scotland and some households could actually be worse-off on a metered tariff than paying annual charges through Council Tax. This would be a very difficult element of the Development's water demand strategy to enforce.

Scottish Water is currently conducting its own water efficiency pilot projects and research studies which we hope will help to develop policy, for both ourselves and the Scottish Government Building Standards Division, and will evolve to help inform future planning processes. I would be interested to hear more about how Grandhome intends to use grey-water recycling and rainwater harvesting. Should you wish to discuss these plans with Scottish Water please contact me using the details supplied.

If you have any questions in relation to the information provided above then please do not hesitate to contact me.

Yours sincerely,

Susanne Steer
Development Planner, Water Resource and Development Team

Our ref: PCS/125706
Your ref: P121353

Laura Robertson
Aberdeen City Council
Planning & Sustainable Development
Business Hub 4, Marischal College
Broad Street
Aberdeen

If telephoning ask for:
Rebecca Raine

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

15 April 2013

Dear Ms Robertson

Town and Country Planning (Scotland) Acts
Planning application: P121353
Proposed urban extension at Grandhome (The site is identified as an Opportunity Site (OP12) in the Aberdeen City Local Development Plan - Statutory Consultation from Aberdeen City
Grandhome, Aberdeen

Thank you for your consultation email which SEPA received on 22 March 2013, specifically seeking comments on the Grandhome Development Framework.

Please note that at this time we have **no additional comments** to make over and above those already made to date. We have previously sent responses to Lucy Green on 16 October 2012 (our ref: PCS/122813) and 4 February 2013 (our ref: PCS/124558). In addition we have also provided direct advice with regards to drainage and flood risk to the applicant (our ref: PCS/123870 and PCS/123881).

If you require a copy of any of these responses for your records, please do not hesitate to contact me on 01224 266655 or e-mail at planning.aberdeen@sepa.org.uk

Yours sincerely

Rebecca Raine
Senior Planning officer
Planning Service

Disclaimer

This advice is given without prejudice to any decision made on elements of the proposal regulated by us, as such a decision may take into account factors not considered at the planning stage. We prefer all the technical information required for any SEPA consents to be submitted at the same time as the planning application. However, we consider it to be at the applicant's commercial risk if any significant changes required during the regulatory stage necessitate a further planning application and/or neighbour notification or advertising. We have relied on the accuracy and completeness of the information supplied to us in providing the above advice and can take no responsibility for incorrect data or interpretation, or omissions, in such information. If we have not referred to a particular issue in our response, it should not be assumed that there is no impact associated with that issue. If you did not specifically request advice on flood risk, then advice will not have been provided on this issue. Further information on our consultation arrangements generally can be found in How and when to consult SEPA, and on flood risk specifically in the SEPA-Planning Authority Protocol.



Chairman
David Sigsworth

Chief Executive
James Curran

Aberdeen Office
Inverdee House, Baxter Street
Torry, Aberdeen AB11 9QA
tel 01224 266600 fax 01224 896657
www.sepa.org.uk

ack 17/04/13 ✓

5.

Laura Robertson - Re: for action: Grandhome Development Framework Consultation

From: CHARLES SHEPHERD [REDACTED]
To: Laura Robertson <LaRobertson@aberdeencity.gov.uk>
Date: 16/04/2013 14:43
Subject: Re: for action: Grandhome Development Framework Consultation
CC: Shirran Heather Sandy [REDACTED]

Dear Laura,

Please find below the comments from the Bucksburn & Newhills Community Council with regard to the Grandhome Development Framework.

Our initial response relates to the fact that in the new development a large "green corridor" is being maintained adjacent to the River Don. This will be beneficial in alleviating the visual impact that this development will have from the south bank of the river and will also be of value to those who stay in the development itself.

Although we are pleased to see that the thinking behind the new development is that provision will be made for people working in the area in which they stay, we are of the opinion that this is purely aspirational and it is very unlikely that many people from within the site will actually be employed there. With the existing industrial developments, adjacent to the airport and the extensions likely to take place there, it is more than likely that the residents from this area will be travelling to the industrial units in Dyce or elsewhere away from Grandhome. We also feel that the idea that large numbers of people from this development would make use of public transport, as it exists at present, is just not tenable.

This brought us to our main area of concern which relates to the traffic from this new development which will inevitably pass through Bucksburn. It is our opinion therefore that any development in the area of Grandhome was totally dependant on all of the following items being carried out in a similar timescale to the development itself:

- 1) **The Third Don Crossing.**
- 2) **The Aberdeen Western Peripheral Route.**
- 3) **Improvements to the Haudagan Roundabout.**
- 4) **The Provision of a Railway Station in Bucksburn.**

I hope these comments are of value and can be taken into consideration on any deliberations on the proposed Grandhome Development.

Charles Shepherd (Planning Officer for B & N Community Council)

--- On Thu, 21/3/13, Laura Robertson <LaRobertson@aberdeencity.gov.uk> wrote:

From: Laura Robertson <LaRobertson@aberdeencity.gov.uk>
 Subject: for action: Grandhome Development Framework Consultation
 To: "Laura Robertson" <LaRobertson@aberdeencity.gov.uk>
 Date: Thursday, 21 March, 2013, 15:24

Dear Community Council,

Laura Robertson - Fwd: Grandhome Development Framework (OP12)

From: PI
To: Sandy Beattie
Date: 18/04/2013 10:14
Subject: Fwd: Grandhome Development Framework (OP12)
Attachments: car_crash_the_parkway.jpg; car_crash_the_parkway_2.jpg

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>>> On 18/04/2013 at 09:46, in message [REDACTED]

[REDACTED] Neil Robertson [REDACTED] wrote:

To whom it concerns

We are writing to voice our major concerns with the building of the 1000's of houses in Bridge of Don- Grandhome homes. With the proposal to close Middleton Park School/Nursery and merge with Glashieburn which already is a very very big mistake and indeed not going to work! Where are all these extra 100's even 1000's of new children going to go?? If they are zoned for Danestone Primary, that is insane, naturally they would be zoned between Middleton Park and Forehill Primary, but if Middleton Park which already is a fantastic school to close down, these new children would have to cross a very busy 50 mile an hour road!!!!!! That is outrageous! Also with the 3rd Don crossing it is simply astonishing to even think about making children from the age of 3+ to cross this.

Not long ago just a couple of weeks there was a very serious car crash on the Parkway in which a car smashed completely in to the crossing patrol exactly where the children would cross, the car took the whole traffic light down. Now if this was a child or any persons this would be disastrous. It just isn't going to work, with all the facts and figures to close such a fantastic school as it is let alone when thousands of houses get built and to make children cross such a hazardous road is beyond a joke.

Please refer to the pictures enclosed.

Emma & Neil Robertson

Emma Robertson
[REDACTED]



Longmore House
Salisbury Place
Edinburgh
EH9 1SH

Direct Line: 0131 668 8704
Virginia.Sharp@scotland.gsi.gov.uk

Our ref: LDP/A/1
Our Case ID: 201208182
Your ref: G8/31

Ms Laura Robertson
Enterprise, Planning and Infrastructure
Aberdeen City Council
Business Hub 4
Marischal College
Broad Street
ABERDEEN
AB10 1AB

By email: pi@aberdeencity.gov.uk

18 April 2013

Dear Ms Robertson

Grandhome Development Framework

Thank you for your letter of 22 March, inviting Historic Scotland to comment on the consultative draft Development Framework for the Grandhome area of Aberdeen. It is my understanding that it is your council's intention that the Grandhome Development Framework (GDP) will be adopted as Supplementary Guidance to the Local Development Plan. In considering the draft GDP, we have focused on our statutory remit which includes scheduled monuments and their setting, category A listed buildings and their setting, gardens and designed landscapes and battlefields appearing in their respective Inventories, and Conservation Areas.

We support the provision of a development framework for this substantial development area, and welcome that the draft GDP includes consideration of heritage assets within the area, particularly at section 2.5.11. We have previously indicated (in our Environmental Impact Assessment Scoping response of 22 October 2012) that there is potential for adverse indirect impacts on the scheduled monument *Foucausie, hut circle 250m SSE of (SM 12452)*. In view of this, and given that the GDP has been produced in advance of any Environmental Statement, we recommend that the importance of protecting the setting of this scheduled monument should be included as a key point in this section. Your council should be satisfied that the GDP, once adopted, will provide sufficient flexibility to respond to any mitigation measures, relating to potential impacts on the setting of the scheduled monument, which may be identified through the forthcoming Environmental Impact Assessment. Simply for information, the Foucausie scheduled monument is a hut circle, rather than a stone circle as it is currently described on page 20 of the GDF.

I hope that this response is helpful to you; please do not hesitate to contact me if you wish to discuss in further detail.

Yours sincerely

Virginia Sharp
Senior Heritage Management Officer, SEA



Laura Robertson - Fwd: Grandhome Development Framework (OP12)

From: PI
To: Sandy Beattie
Date: 18/04/2013 10:04
Subject: Fwd: Grandhome Development Framework (OP12)

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>>> On 17/04/2013 at 12:37, in message [REDACTED] Mark Duffy [REDACTED]

Grandhome Development Framework – Consultation

From Mark Duffy
Planning/Deputy Chair
Bridge of Don Community Council

To whom it may concern,

The Bridge of Don Community Council (BoDCC) met on the 16th of April 2013 to discuss the above mentioned proposed development plan.

The discussion has raised some concern that we feel must be answered at this time before developers go forward.

- 1) Bridge of Don(BoD) suffers from heavy congestion, this development will result in 7,000 new houses. BoD is a high employment area, where a minimum of one car is the normal. This development will add about 7,000 new vehicles onto the already strained infrastructure. Without the new Don crossing being constructed before development starts the roads of BoD will turn to grid lock for the new residents as well as those already living here, and those that commute through BoD.
- 2) Schooling – Although the plan does make reference to Schools, the first primary is part of Phase 2. As we have experienced many times before, development of community buildings, like schools, shops, etc. only commence once the phase is near completion. Phase 1 and Phase 2 will result in 2250 new homes, even if we assume the school will be built in the middle of Phase 2, that is over 1350 homes, with an average of 0.35 kids per house (as per recent council communication, which we don't agree with as this development will attract many new families to the area) that is 472 children, or over

36 kids per School Year (P1 – S5), that's 252 primary children crossing a Major road. Currently the closest school is under threat of closure (Middleton park), and the School catchment area has the development going to Danestone School. This requires primary school children crossing, the still trunk road, A90 – Parkway. It is unknown if the AWPR will be constructed before phase 1, but crossing a trunk road to a school, when there is a school nearby is very short sighted.

3) Development to the South of the Parkway. During the process there were strong objections from BoDCC in regards to developments south of the Parkway – A90 (Easter Persley). It is included in Phase 2. The A90 is, presently a trunk road, but even after the AWPR it will be a very busy road, and to include the south in the development could lead to heavy plant crossing a very busy road, causing disruption and increase in danger to motorists with muck etc on the road.

4) Access to the Development from the Parkway – A90. Access will require more than the proposed slip way. A Roundabout would be the best access, however construction of a new roundabout at the proposed location would be very problematic until a new Don Crossing is built, the A90 is rerouted to the AWPR and speed measures are put in on alternative routes (Danestone).

Requests –

- a. The third Don crossing is imperative if this development is to go ahead, as well as any other developments.
- b. Middleton Park School should remain open as it will be required even for phase 1 of this development. Closure is very short sighted
- c. Development south of the Parkway should be excluded at present from this proposal. In future it should be looked at as an individual proposal.
- d. Access to the development has to be completely looked at from scratch due to the changes in the A90/AWPR.
- e. A proper timescale should be agreed for development of first new primary.

Also this consultation makes it clear the electricity pylons are not a worry, I understand that is no longer the case and a "green corridor" is to be included. As the pylons go through the site from the proposed junction with the Parkway at an angle through the whole development, I worry this consultation has no merit as the whole document does not include the pylons.

Mark Duffy on behalf of Bridge of Don Community Council



ack 19/04/13

9.

Ryan Nicol and Claire Ross
The Willows
Whitestripes Road
Bridge of Don
Aberdeen
AB22 8AS

18 April 2013

Dear Sir / Madam

PUBLIC CONSULTATION – GRANDHOME DEVELOPMENT FRAMEWORK

The following are our comments with regards to the public consultation on the above development. In addition to perusing the documents on the city council website, we also visited Marischal College to discuss the framework with staff. We are owners of one of the homes within the building that is not owned by Grandhome Trust. There are three homes within this old building which was formally a school and schoolhouse.

We were happy to see that the plans have been adjusted somewhat since the presentation in the Mains of Scotstown in October 2012.

It looks from the plans that there have been changes to the plans around the boundaries of our homes and appears that there is some green space being maintained there. After discussion with the council staff member it became apparent that there is no actual detail in the plans as they are currently, so couldn't be specific on actual proximities, elevations, type of housing, etc. However, on page 32 of the Development Framework, it does state that Phase 1 has undergone detailed design so it can be submitted with the planning application.

Our main concerns with regards to phase 1 is the elevation of the buildings directly in front of our home and timescales. Timescales would actually be a subject we would like to have more information for the whole project if possible. We would really appreciate consultation/liaison regarding phase 1. Furthermore, we would hope for consultation with regards to the detailed plans of phase 4 too because, as you can imagine, both these phases of plans will radically change our surrounding living environment, and therefore impact on our day to day lives.

We would continue to have concerns about the issue of volumes of traffic and the coordination of timelines with regards to the building of the phases and the completion of A.W.P.R, Third Don Crossing and the upgrade of Whitestripes Road.

As one of only three independent homeowners within the boundaries of this huge project, we would appreciate liaison on any areas of the Grandhome development and would like our email addresses to be added to any mailing lists that are pertinent to the project.

Yours faithfully
Claire Ross and Ryan Nicol

_____ and _____

Response of Tillydrone Community Council to the document "Grandholm Development Framework (OP12) Issued for Consultation.

Thank you for giving the Community Council the opportunity to comment on the Development Framework. We hope our submission will contribute in some way to a successful project.

Tillydrone Community Council are very much impressed with the architectural design and layout of the development and consider it to provide a wonderful opportunity for citizens to live in a development that puts to the fore the well being of the residents by employing naturalistic and holistic principles as the basis of its design.

We can only express positive comments for all the elements right down to the building fabric to be employed.

It has inspired us to work for similar design principles being employed in the impending regeneration of our own neighbourhood

The one criticism however, which relates to the most crucial element for the success of the development, is that the framework has no strategy for travel out-with the settlement, relying completely on the private car.

No plans have been made for public transport services which reveals the true commitment to sustainable development. The paragraph headed Public Transport states "The identification of a public transport strategy ... is required." This should have been the first consideration in the design. The framework goes on to promise "The strategy requires to accommodate development phasing and is anticipated to take advantage of the Third Don Crossing once complete." This provision is inadequate. The current number 19 service, with poor punctuality and reliability, due to city centre congestion takes 25 minutes from Tillydrone to Broad Street. This will inevitably increase with the expected congestion at the St Machar Drive junction once the bridge is constructed. Existing services 1 and 2 take 45 minutes from Danestone to Union Street which makes nonsense of the proposal that "initial phases of development can be served by a variant of First Service 1"

The access strategy is therefore to slot the development into the planned road infrastructure of a major outer circular road (the AWPR) complimented by main radial roads into the city centre (3rd Don Crossing).

This unsustainable model will only serve to increase the current North East dependency on the car, thereby exacerbating existing traffic congestion by creating inevitable alternative 'pinch points' throughout the City and surrounding settlements, which in turn will increase the associated health problems resulting from the polluted air currently at European Union illegal levels.

It will likewise add to Aberdeen's carbon emissions which are contributing to the extreme weather events which we are increasingly experiencing, and to the future warming of the planet to make it inhabitable for our grandchildren.

The framework lacks any foresight for sustainable public transport services. The Third Don Crossing is looked upon as the key component for access to the development but it obviously undermines the whole vision.

It defies comprehension that the City Council cannot see the irony of a route being constructed across a river valley clearing hundreds of mature trees, many of which are protected species, disrupting wild life, visually blighting the area and devastating the health and wellbeing of a community of over 3000 people; all for the sake of servicing a 'Sustainable Development' based upon the ideals of the famous naturalist 'von Humboldt'

The framework document states “The development of the site will also result in improved accessibility through related improvements to the road network serving the site, complemented by other strategic transport proposals such as the Third Don Crossing ...”

This is completely illogical as the construction of a main radial route to the city centre contradicts principles 2, 3, 4, 5 and 6 of the vision .

2. Sustainable and Walkable Neighbourhoods Grandhome's masterplan is made up of a series of neighbourhoods, each of which is designed so residents can access schools, shops, employment opportunities and community facilities within walking distance of their homes. By optimising the range of local facilities over time, residents will be less car dependent than other neighbourhoods, promoting a sustainable lifestyle.
3. A Well-balanced Mixed Community Grandhome will aim to become a self-sustaining development, with housing, employment and community facilities integrated within each neighbourhood. Each neighbourhood will comprise a mix of different sizes and designs of homes at different price levels, including 25% affordable housing.
4. Green Spaces to Breathe Grandhome will include an extensive green network, crossing the site from both north to south and east to west. Different green spaces will combine to provide a mix of formal recreation, walking areas and informal relaxation. The landscape plan also preserves key elements of the site in naturalistic, untamed areas, and creates safe corridors for local wildlife.
5. Well-Connected Streets Grandhome is designed to follow the progressive principles of the Scottish Government's 'Designing Streets' policy. The various neighbourhood phases are designed to maximise connections using streets, promote walking and cycling, and combine together to make an attractive, traditional place.
6. A New Centre for the Bridge of Don Grandhome will be sympathetically integrated into the surrounding community, and over time will provide a range of employment, retail and other local services including opportunities for new businesses of different sizes, strengthening the lifestyle and choices for local people

Principle 2 is undermined by the 3rd Don Crossing as the provision of the direct road route into the City Centre will encourage residents to use cars for access of services elsewhere to the disadvantage of local provision reducing the development to a commute suburb.

Principle 3 is compromised, as the The Third Don Crossing, by encouraging car use, will result in the low uptake of public transport, making the current services more costly, limited, and unreliable due to the build up of congestion on routes into the city centre. Families unable to afford cars will experience severance from services and potential work.

Principles 4 and 5 will be undermined by The Third Don Crossing's encouragement of the use of cars to the expense of other sustainable traffic, Increasing the volume of cars in the neighbourhood resulting in ribbons of polluted, unsafe and nosy routes, detrimental to walking and cycling.

Principle 6 will be likewise undermined by the The 3rd don Crossing as it will encourage Bridge of Don residents to gravitate to the city Centre for retail, employment and services isolating the development to create another commute suburb.

It has been the practice of Tillydrone Community Council to provide alternative solutions when objecting or making criticisms to planning proposals.

Our solution is for the development of Scotlands first Bus Rapid Transit (BRT) system. A suggested example is a circular route running from the proposed development along the Parkway, Scotstown Road, North Donside Road, Ellon Road, King Street, Union Street, Market Street, North Esplanade West, Wellington Road, West Tullos Road, Great Southern Road, Holburn Street, Albert Street, Westburn Road, ARI, Ashgrove Road Westburn Drive, Hilton Drive, North Anderson Drive, Muggiemoss Road, Parkway.

This solution has proven to be feasible affordable and timely to implement and the funding proposed for the 3rd Don Crossing would provide considerable contribution to the project.

It would be worthwhile to investigate the successful systems in Curitiba, Boston, Ottawa, Moscow, Melbourne, Bogota, Istanbul, Amsterdam, Pittsburgh, Seattle, Cleveland, New Jersey, Brisbane, Essen, or Johannesburg to name just a few.

The viability and success of these projects have even prompted car centric Nestrans to introduce it into their Transport Strategy update.

1 Octd

Dr. Paul Mees, a transport planning academic formerly at the University of Melbourne argues that investment in good public transit, centralised management by the public sector and appropriate policy priorities are more significant than issues of urban form and density

We do hope you find this response constructive and would very much appreciate some form of response to our consultation comments as it is very disheartening not to have feedback.

Frank Paterson
Vice Chair and Planning Officer
Tillydrone Community Council

Linda Barkley
Chair
Tillydrone Community Council

Grandhome Development Framework

The opportunity to respond to the Grandhome Development Framework is gratefully acknowledged. This response will be with respect to outdoor access and green space aspects contained within the Framework.

ACCESS

Access legislation is contained within the *Land Reform (Scotland) Act 2003*. The term "footpath" is not used in the legislation as this term ignores other legitimate users of a path network viz. cyclists and horse riders.

The Grandhome Framework recognises the local Core Path Network within both the Danestone and Middleton Park areas of the Bridge of Don, as well as the wider Network available in the neighbouring section of the River Don corridor.

An example of this recognition is a proposed core path that will link the Development with Core Path (CP) 16 at Whitestripes Farm / the "Carrot Belt". CP 16 gives onward access to Perwinnes Moss, a Site of Special Scientific Interest (SSSI).

The developers have also identified a link with Aspirational Path (AP) 6 in the area of the Mugiemoos (Davidson Mill) regeneration site on the opposite bank of the River Don. This aspirational route is planned to cross the river, to the Grandhome bank, via a new-build bridge. This bridge, and associated links, will need to accommodate other non-motorised users such as cyclists. Further, AP 6 is a piece of the jigsaw that will allow a through path network to follow the River Don from Dyce to the Brig o' Balgownie.

At present, Whitestripes Road appears to have a poor provision for non-motorised activity, especial in its more "rural" sections. This road will be a key route to service the proposed Grandhome Development as it runs along the northern edge of the main part of the Development, and also a north eastern outlier. A multi-use pavement, or segregated routes, on both sides of Whitestripes Road would link into CP 26, which leads to both Oldmachar Academy and a shopping centre. An example of such a multi-use pavement can be seen at Wellheads Drive, Dyce (ABZ development, Aberdeen International Airport). CP 26 also gives access to CP 6 on the southern edge of the Danestone Estate, and into the River Don corridor.

The present road network, e.g. Whitestripes Avenue, The Parkway (A90) and Laurel Avenue, will not be divorced from the new Grandhome Development. The present shared path along The Parkway is not signed and is of poor quality requiring

improvement. Upgraded links along both Whitestripes Avenue and Whitestripes Road would both join into The Parkway. The Wellheads Drive (Dyce) multi-use route will be protected by traffic lights / toucan crossing over the access road leading into the ABZ development. Similarly, upgrade of the existing crossing points at Whitestripes Avenue / The Parkway and the Balgownie Road / The Parkway junctions will be required. At least one other crossing over The Parkway, between Laurel Drive and Whitestripes Avenue will be required. A major Tesco superstore is situated on Laurel Drive and would likely be popular with residents in the new development.

Though employment and retail opportunities and schools are planned for Grandhome, links to other examples outside the area e.g. Aberdeen Science and Technology Park and Oldmachar Academy need to be improved and developed. Within living memory, apparently an occupant of Grandhome had to row across the Don to access public transport in order to attend school.

The minor road from The Parkway / Laurel Drive roundabout at Persley to Foulcausey / Foulcausey Brae on the landward section of Whitestripes Road is on a popular itinerary with cyclists. A route with a predominately rural character, the road gives reasonable views of the Don at Mugiemoos and at Stonewood Mill. Part of the Grandhome Development will at a distinctive right angle bend on the road. It is presumed that there will be access to the Development at, or near to, this point. If so, this implies increased traffic on the road. Provision for cyclists and other non-motorised users would be necessary and / or associated traffic calming measures provided, especially if AP 6 proves to be hard to deliver. This route would give direct access to the proposed bridge at the Mugiemoos regeneration site and to the Core Path network downstream of Persley Bridge.

To the north of the Grandhome Development there are no Core Paths present in the City, or in Aberdeenshire. As a result, no new links whether formal or informal have been envisaged.

The Development Framework has identified other paths outside the periphery of the Grandhome site. An example includes the small network of paths signed by Aberdeen Countryside Project (now Aberdeen Greenspace) during 2003. These paths are in the area of the former "stock car circuit" behind Persley Quarry (scrap yard). A link has been recognised from this small network to Clerkhill Wood via

Cothill through the Grandhome Development site. Hopefully, improvements could be initiated at the Persley end.

Monument Wood and the "Manganese Quarry" though recognised as an important woodland and wetland respectively appear to miss out on a formal path provision from outside the Development. Within the Development woods, there appears to be proposals for a regular grid pattern of paths. This may not be in keeping with such an environment and may promote the formation of desire lines in the woodlands.

ACCESS WITHIN THE SITE

The Poundberry concept is heavily promoted in the Grandhome Development Framework. The new community, consisting of subsets of separate "villages", will have provided a range of facilities such as schools, a library, medical centre and shops. The idea is for an attractive network of safe routes for movement within and between the separate "villages" and to the wider area outside the Grandhome Development. Using *Designing Streets* as a template, there is an attempt to give these subset communities a local distinctiveness and a sense of place. It is hoped that having compact areas that are both walkable and attractive for cyclists will encourage social activity.

Tradition is also an aspect of *Designing Streets* and local examples of vernacular architecture have been used to illustrate the Grandhome proposals. One illustration is of Coopers' and Wrights' Place, a row of 19th Century houses which are part of the University of Aberdeen campus. Students, and others, pass in front of these dwellings to access teaching and other residential facilities within the campus. It would be interesting to ascertain the views of the residents on the stream of walkers passing their properties.

In the Bucksburn suburb of Aberdeen, Newhills Primary School (slated for a new build) is at the centre of the Newhills housing development. The development is bounded by the peripheral Newhills Avenue and has a grid of paths criss-crossing the area internally. At regular intervals, the local Community Council receive complaints from some of the residents about youths congregating on the path grid outside homes.

GREEN SPACE

Two Landscape Character Areas cover the proposed Grandhome Development, viz. Braes of Don (#4) and The Lower Don Valley (#11) (Nicol *et al*, 1996:34). The Braes

of Don include the distinctive 90m skyline plateau (Nicol *et al*, 1996: figure 8) and an agricultural which includes distinctive landmark woodlands as seen from parts of the City (Nicol *et al*, 1996:41). This will change as the development proceeds. Nicol and colleagues comment that "...new planting...link in easily..." with the prominent shelter belts and clumps of trees already present. Such links are proposed within the Development Framework. Examples include a green link going from the River Don to Clerkhill Wood via Hall's Quarry and Monument Wood. The core wetland of the Manganese Pond / Quarry is recognised and is at the heart of an east-west green corridor that includes a series of sports pitches. However, on studying the various green corridor maps within the Development Framework, there was apperception that the corridors varied in size from map to map. It is hoped they do not shrink in the final draft.

The River Don provides a "...visible link with the surrounding countryside..." (Nicol *et al*, 1996:5) and part lies within the Lower Don Valley Character Area, which includes "...prominent shelter belts and clumps of trees..." (Nicol *et al*, 1996:55). Though lying outside the Grandhome Development this (riparian) green corridor along the River Don has been recognised as part of a natural link with areas of a more rural character upstream. Hopefully, it will remain as such.

REFERENCE

NICOL, I, JOHNSTON, A and CAMPBELL, L (1996). *Landscape Character Assessment of Aberdeen*. SNH Review No. 80

These notes have been compiled from observations provided by members of Aberdeen Outdoor Access Forum.

✓ act 22/04/13

12

Laura Robertson - Fwd: Grandhome Development Consultation

From: PI
To: Sandy Beattie
Date: 22/04/2013 10:29
Subject: Fwd: Grandhome Development Consultation

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>>> On 19/04/2013 at 21:44, in message [REDACTED]

ANDREW LANG [REDACTED] wrote:

Dear Sir / Madam

I write to you in order to express my grave concern regarding elements of the proposed Grandhome development.

1. Traffic concerns. Bridge of Don traffic is diabolical at the moment regardless of the time of day. I appreciate there are plans to build the western peripheral route and 3rd don crossing however by then introducing 7000 new homes we will be back where we first began with our traffic issues.

2. Zoning of children from Grandhome to Danestone. It is crazy, dangerous and entirely unreasonable to expect primary school children to cross a main trunk road when walking to and from school every day. There have been several accidents on this road over the last few months mainly around the crossing areas. School children should not faced with this challenge or risk.

I look forward to hearing from you in due course

Sheila Lang
(concerned resident and parent)

ack 22/04/13 13.

Laura Robertson - Fwd: Comments to Grandhome Development Framework (OP12) (planning ref 130381)

From: PI
To: Sandy Beattie
Date: 22/04/2013 10:22
Subject: Fwd: Comments to Grandhome Development Framework (OP12) (planning ref 130381)

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>>> On 21/04/2013 at 08:33, in message [REDACTED]

Ian Mitchell [REDACTED] wrote:

With reference to Grandhome Development Framework (OP12), I have the following comments

1) Pedestrian/Cycle Bridge

It is very encouraging to see the inclusion of a bridge link over the River Don, I also note that there may be potential for further bridge links. In connection with this I can see great benefit in another link beside Grandhome House to allow access to Dyce and Stoneywould. I did see that there is reference to a proposed vehicular bridge (Vol 3, App 2 Comments) which could also provide this link, however no further details were given, could this or a stand-alone pedestrian link be considered for future revisions of the plan.

An additional point WRT the bridge links is that there are certain locations where linkage to existing paths does not appear to be present, this would be appreciated in future revisions.

2) Whitestripes Rd

This road appears to be a main route through the development and on completion of AWPR and 3rd Don Crossing will be under increasing pressure from vehicular traffic.

I would highlight the point that this road bisects the development and access for residents and pupils from all parts of the development should be a primary concern.

Development of pedestrian/cycle provision (ie crossings, underpasses, paths, cycle routes, traffic calming provision etc) would be beneficial early in the plan so that they can be considered and their impact assessed rather than at a latter stage when potentially opportunities for their inclusion may be considered either too expensive or disruptive to the existing infrastructure.

As part of this access route, the existing minor link road between the Parkway and Whitestripes Rd should be included within this provision, ie subject to the same

pedestrian and cycle provision

3) Parkway

Good quality cycle linkages need to be provided to access the shared path along the Parkway. I understand that the existing path is a shared use path though it isn't fully designated as such and is in need of improvement. Within detailed design stage consideration should be given to atleast one new toucan crossing between Laurel Dr and Whitestripes Ave junctions and the upgrade of the existing crossing points at the Whitestripes Ave/Parkway junction and the Balgownie Rd/Parkway junction.

I would grateful if you could provide a follow up email/link upon completion of the review of the current Revision of this Framework so that I can follow these points raised.

Rgds

Ian Mitchell

Archibald Simpson House
27-29 King Street
Aberdeen AB24 5AA

t. 01224 625524
f. 01224 626596
www.nestrans.org.uk

✓ 14.
nestrans

22nd April 2013

Our Ref: KM/N14/1

Laura Robertson
Senior Planner
Masterplanning, Design and Conservation Team
Enterprise, Planning & Infrastructure
Aberdeen City Council
Business Hub 4, Ground Floor North
Marischal College
Aberdeen
AB10 1AB

Dear Laura

Grandhome Development Framework – Consultation Response

Thank you for the opportunity to comment on the Grandhome Development Framework. We welcome the publication of this development framework and in particular the emphasis it places on the creation of a sustainable mixed community designed to prioritise the movement of pedestrians and cyclists.

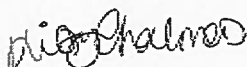
As well as walking and cycling, bus service provision makes up a key part of the access strategy and key to ensuring sustainable travel both within and to/from the site. It is welcomed that potential bus routes have been considered at this early stage and options identified for phased implementation. In order to positively influence the travel patterns of residents and those working within the site, these travel options need to be present from a very early stage of development, recognising that it will take time for demand to increase.

We welcome the inclusion of a parking strategy for the development and this should be developed in line with the principles and objectives set out in the North East's Regional Parking Strategy which can be found on the Nestrans website at <http://www.nestrans.org.uk/regional-transport-strategy.html>

We have no objection to the principles set out in the development framework and welcome the recognition of the requirements of the Strategic Transport Fund under the Access Strategy. As identified in the framework, contributions to the STF will be required in line with the policy set out in the supplementary planning guidance "Delivering Identified Projects through a Strategic Transport Fund.

Thank you again for the opportunity to comment.

Yours sincerely



Kirsty Chalmers
Transport Executive (Strategy & Delivery)

Laura Robertson - Fwd: Grandhome Development Framework Statutory Consultation

From: PI
To: Sandy Beattie
Date: 23/04/2013 09:50
Subject: Fwd: Grandhome Development Framework Statutory Consultation

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>>> On 22/04/2013 at 16:54, in message <f6937a06-0e53-48c9-adf2-7838426d7928@S0401G.scotland.gov.uk>, <Amy.Phillips@transportscotland.gsi.gov.uk> wrote:

Dear Laura,

Further to your e-mail below please refer to Transport Scotland's previous comments on consultations for this development.

Thanks.

Regards,

Amy Phillips

Senior Transport Planner | Major Transport Infrastructure Projects Directorate
T: 0141 272 7569, Transport Scotland, Buchanan House, 58 Port Dundas Road, Glasgow, G4 0HF

From: Laura Robertson [<mailto:LaRobertson@aberdeencity.gov.uk>]
Sent: 22 March 2013 11:09
To: Laura Robertson
Subject: for action: Grandhome Development Framework Statutory Consultation

Dear Consultee,

Please find attached a letter informing you of a 4 week consultation for the Grandhome Development Framework. You will also receive a copy of the consultation letter in the post.

Laura Robertson - Fwd: Grandhome Development Consultation - Education or Burst? group objection.

From: PI
To: Sandy Beattie
Date: 23/04/2013 09:57
Subject: Fwd: Grandhome Development Consultation - Education or Burst? group objection.
Attachments: Buckie Farm Crossing Crash.jpg

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>>> On 22/04/2013 at 12:04, In message [REDACTED]

[REDACTED] Ewan Paterson [REDACTED] wrote:

Dear Sir / Madam,

I am writing on behalf of the campaign group Education or Burst?

As a group representing parents from Glashieburn and Middleton Park primaries we are extremely concerned with the potential rezoning of the initial phases(s) of the Grandhome development from Middleton Park to Danestone Primary. This has been suggested as part of the Council's review of the nursery and school estate. This action seems to purposefully put children in danger by forcing them to cross a 50mph trunk road (A90) in order to get to primary school. We feel a far better and safer alternative would be to utilise the area's other 3 great primaries (Middleton Park, Glashieburn and Forehill) for the Grandhome children. These all have the obvious advantage of being on the same side of the Parkway as the potential development. Crossing this dangerous road to get to school would then not be necessary. While we realise the Parkway section of the A90 might eventually be declassified this might not be for many many years. Please find attached a picture of the only current A90 crossing across in the vicinity taken only a few weeks ago!

We are seriously worried about children been killed or injured going to primary school if this change is allowed to happen.

Yours faithfully,

Ewan Paterson

Chairperson Education or Burst?

Laura Robertson - Fwd: Grandhome Development Consultation Comments

From: PI
To: Sandy Beattie
Date: 23/04/2013 10:01
Subject: Fwd: Grandhome Development Consultation Comments
Attachments: Buckie Farm Crossing Crash.jpg

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>>> On 22/04/2013 at 11:17, in message [REDACTED] Ewan Paterson wrote:

Dear Sir / Madam,

I am writing with concerns about the development. These are listed below.

1. Purposefully putting children in danger by forcing them to cross a 50mph trunk road (A90) in order to get to primary school (Danestone) rather than use the 3 great primaries in the area (Middleton Park, Glashieburn and Forehill) where this wouldn't be necessary is totally unacceptable. Please find attached a picture of the only current A90 crossing across in the vicinity taken only a few weeks ago!
2. The road infrastructure in Bridge of Don is horrendous and anybody who has tried to get in or out in the hours surround rush hour will attest to that comment. The WPR and 3rd Don crossing will bring the situation to HOW IT SHOULD BE not give an excuse to build many more thousands of houses and take things back to probably worse than they are just now!
3. There is currently NO additional capacity for any more traffic. Anybody who says anything to the contrary is quite frankly talking nonsense. If this development which will be a disaster for Bridge of Don is to go ahead there should be absolutely no new houses before 3rd Don crossing / WPR.

Yours faithfully,

Dr Ewan Paterson
Near life-long Bridge of Don resident

Laura Robertson - Fwd: Grandholme Development framework consultation

From: PI
To: Sandy Beattie
Date: 23/04/2013 09:58
Subject: Fwd: Grandholme Development framework consultation

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>>> On 23/04/2013 at 11:52, in message

[REDACTED] Sue Thomson

[REDACTED] wrote:

Dear Sir/Madam,

I would like to add my thoughts to the discussion of this development. I have three key areas of concern;

1. Increase in traffic. I have strong concerns this development will start without the key new infrastructure in place putting unbearable pressure on the current road system in Bridge of Don and also increasing the risk to pedestrians walking near the development.
2. Education. Firstly asking children to cross the Parkway, a 50mph road, to go to Danestone School while the new schools are built is unacceptable. It is putting their lives at risk. Secondly, I have huge concerns that while the children living in the new estate will get shiny new schools with all the associated benefits the current schools and children in Bridge of Don will miss out on this. The education plan has not been thought through properly and this development should not go ahead until a future proof plan for all the schools - new and old - in Bridge of Don has been developed and agreed. Will my children, living elsewhere in Bridge of Don be eligible to go to the new schools? Especially the Academy?
3. There is no mention of churches that I can see in this document. Has provision been made for churches in this development? Are you expecting the current churches in Bridge of Don to meet the needs - pastoral, practical (e.g. Funerals) and spiritual - of the new development?

I apologise my thoughts are not more developed but having only just discovered this consultation I have not had time to consider this further. I do not think this consultation has been adequately advertised.

Yours sincerely,
Sue Thomson

Laura Robertson - Fwd: Grandhome Development Framework

From: Sandy Beattie
To: Laura Robertson
Date: 24/04/2013 13:54
Subject: Fwd: Grandhome Development Framework

>>> PI 24/04/2013 13:40 >>>

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>>> On 24/04/2013 at 10:53, in message

<1D4FD49B536FF14284F76D4F3BCE66D3020F1070@exch1.domforestry.forestry.gov.uk>, "Gordon-Roberts, Tim" <tim.gordon-roberts@forestry.gsi.gov.uk> wrote:

Dear Sirs

Please accept my apologies for the late response to the above consultation.

I visited the development site on Monday 22nd April and would appreciate it if you would still consider the following points in taking this development forward.

There are a number of woodland blocks both throughout the development site and on its boundaries. A number of these are designated as Ancient Semi-Natural Woodlands and are an extremely valuable part of the landscape. The key concern in managing the development around them will be to ensure the following principles are adhered to:

These woodlands should be protected. This should be through active management and by buffering them by increasing their size by creating similar woodland habitat around them.

The woodlands should be connected to each other allowing species (flora and fauna) to freely move, this will help to maintain and enhance healthy populations.

Looking at the actual plan there appears to be a couple of pinch points which would limit woodland habitat connectivity as follows:

(9)

South from Monument Wood NJ 908 109 to Ancient Semi Natural Woodland on the southern border at NJ 906 105 above Lower Persley Farm.

East from Monument Wood NJ 907 111 where there is a school, roundabout and the density of development increases, creates a significant barrier to species movement particularly as this corridor would be the most direct link to the riverside, this would be a major movement route. Opening up this link should be made a priority when reviewing the current plan.

I would like to suggest caution at the use the term 'less valuable trees' as even woodland in poor condition is easier for woodland species to move through than an open farmland or urban landscape. Some of these areas also have a grant scheme legacy as discussed below, any removal or replacement of this habitat should be done with the use of a competent forester or ecologist and in consultation with the relevant statutory authorities.

I have not had the opportunity to review any biological records for protected and locally important species but would presume a competent ecologist will be employed to complete a full site survey and make recommendations for management and, or mitigation as appropriate.

The woodlands within the scheme have been grant aided under Woodland Grant Schemes 1, 2 and 3 with contract dates between 1991 and 2005, whilst these contracts have closed there is still a liability to ensure they remain as woodlands. I note that the written narrative of the plan states that there is a presumption against woodland removal however please be aware of the grant scheme conditions and also the following statement concerning the control of woodland removal in Scotland:

The Scottish Government has a long-term plan to expand the woodland cover in Scotland and there is a general presumption against the permanent loss of woodland.

To help manage the permanent loss of woodland through economic development, the Scottish Government has produced a policy on the Control of Woodland Removal (2009).

The policy requires compensatory planting, to mitigate permanent woodland loss through economic development.

Compensatory planting should re-establish an equivalent woodland (to that permanently lost) of equal type and area, preferably established in the same local authority as any permanent woodland removal.

Compensatory planting of at least the same area lost to development should be made a condition any planning approval.

For more information please visit the Forestry Commission Website;

[http://alpacorn.forestry.gov.uk:7777/portal/page?
_pageid=33,2027847&_dad=portal&_schema=PORTAL](http://alpacorn.forestry.gov.uk:7777/portal/page?_pageid=33,2027847&_dad=portal&_schema=PORTAL)

Further information to be passed to applicant

Scottish Government Policy on the Control of Woodland Removal (2009)

[http://www.forestry.gov.uk/pdf/fcfc125.pdf/\\$FILE/fcfc125.pdf](http://www.forestry.gov.uk/pdf/fcfc125.pdf/$FILE/fcfc125.pdf)

I hope this helps, if you wish to discuss any of the points I have raised then please contact me using the details below.

Yours Sincerely

Tim Gordon-Roberts
Woodland Officer