

Kingswells Community Council

28/03/13

From: "Buchans [redacted]"
To: <pi@aberdeencity.gov.uk>
Date: 3/28/2013 9:55 pm
Subject: Planning Application - 30265 Planning Permission In Principle, Site at Maidencraig

(not an *
*objection Pro)

Dear Sir or Madam

Please find below Kingswells Community Council's response to the following Planning Application " 30265 Planning Permission in Principle, Site at Maidencraig, North and South of the A944, LDP Sites OP43 & 44, Aberdeen. Mixed use development incorporating residential, commercial uses, community facilities, landscaping and associated infrastructure"

Kingswells Community Council, as statutory consultees, have studied this application and decided that making any comment on it is futile within a flawed planning system in Aberdeen City which makes a mockery of those who participate in the process. The failings of the system are described by, but not limited to, the following:

planners can disregard or distort their own good planning guidance at a whim, making the whole system inconsistent and unpredictable;

carefully-considered points from community councillors who have local knowledge of the area are consistently marginalized and disregarded;

Individual planning applications should be considered on planning merits - not unswervingly approved on the grounds of purely economic benefits;

site visits should always be actively encouraged for potentially contentious applications so that those who have local knowledge can share it with those who make the planning decisions.

Kind regards

Barrie

Mrs Barrie Buchan

Chair

Kingswells Community Council

From: PI
To: Garfield Prentice
Date: 4/1/2013 10:43 am
Subject: Re: Fwd: Planning Application - 30265 Planning Permission in Principle, Site at Maidencraig (Out of Office)

28996

Hello Garfield,

I'm forwarding you a copy of the email below marked for Gareth Allison.

I've treated it as a letter rather than a consultee response, as the text of the letter seems to be that they do not wish to provide a formal consultation response.

George

Planning and Sustainable Development
Enterprise Planning & Infrastructure
Aberdeen City Council
Marischal College
Business Hub 4
Broad Street
Aberdeen AB10 1AB

Email address: PI@aberdeencity.gov.uk
Tel: 01224 523470
DX 529452 Aberdeen 9
www.aberdeencity.gov.uk

We are committed to improving the quality of the service we provide and would like to know your views on the service you have received.

By clicking on <http://www.aberdeencity.gov.uk/customerfeedback> selecting **Building Standards and/or Development Management** and filling out the online feedback forms, you will be helping us learn what we need to do better

>>> pi 01/04/2013 10:39 >>>

Thank you for your recent communication to Planning & Sustainable Development. A response where required will be sent to you within 15 working days.

>>> Gareth Allison 04/01/13 10:39 >>>

Hi. Unfortunately I will be out of the office for an interim period; please note that this e-mail has not been forwarded.

In my absence, please contact:

- * Planning Reception on 01224 523470 (for general enquiries);
- * Garfield Prentice (Team Leader) on gprentice@aberdeencity.gov.uk or 01224 522198, or
- * Gavin Clark (Planner) on gaclark@aberdeencity.gov.uk or 01224 522278.

Kind Regards

Gareth Allison
Senior Planner

01224 522275
gallison@aberdeencity.gov.uk
www.aberdeencity.gov.uk

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

>>> PI 04/01/13 10:39 >>>

28996

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>>> "Buchans" [REDACTED] 28/03/2013 21:54 >>>

Dear Sir or Madam

Please find below Kingswells Community Council's response to the following Planning Application " 30265 Planning Permission in Principle, Site at Maiden Craig, North and South of the A944, LDP Sites OP43 & 44, Aberdeen. Mixed use development incorporating residential, commercial uses, community facilities, landscaping and associated infrastructure"

Kingswells Community Council, as statutory consultees, have studied this application and decided that making any comment on it is futile within a flawed planning system in Aberdeen City which makes a mockery of those who participate in the process. The failings of the system are described by, but not limited to, the following:

- planners can disregard or distort their own good planning guidance at a whim, making the whole system inconsistent and unpredictable;
- carefully-considered points from community councillors who have local knowledge of the area are consistently marginalized and disregarded;
- individual planning applications should be considered on planning merits - not unswervingly approved on the grounds of purely economic benefits;
- site visits should always be actively encouraged for potentially contentious applications so that those who have local knowledge can share it with those who make the planning decisions.

Kind regards

Barrie

Mrs Barrie Buchan
Chair
Kingswells Community Council

MEMO



ABERDEEN
CITY COUNCIL

| | | | |
|-------|--|-----------|---------------|
| To | Gareth Allison Planning & Infrastructure | Date | 01/10/2013 |
| | | Your Ref. | P130265 (ZLF) |
| | | Our Ref. | TR/IH/1/51/2 |
| From | Roads Projects | | |
| Email | IHamilton@aberdeencity.gov.uk | | |
| Dial | 01224 522752 | | |
| Fax | | | |

Roads Projects
Enterprise, Planning & Infrastructure
Aberdeen City Council
Business Hub 4
Ground Floor North
Marischal College
Broad Street
Aberdeen AB10 1AB

Planning application no. P130265
Site at Maidencraig, North and South of the A944
Mixed use development incorporating residential, commercial uses,
community facilities, open space, landscaping and associated infrastructure

I have considered the above planning application and have the following observations:

1.0 Introduction

1.1 I note that this application is the Planning Permission in Principle for the Den of Maidencraig masterplan. A Transport Assessment (TA) has been submitted in support of this planning application and reference is made within these comments to this report.

2.0 Pedestrian and Cycle Access

2.1 The applicant has confirmed plans to provide pedestrian and cycle connectivity from the eastern side of the development north of the Lang Stracht to the existing residential area to the east. A number of potential routes have been identified, and I agree that the precise location of the connections be agreed through detailed applications.

2.2 I understand that proposals for pedestrian and cycle access to the B9119 to the south east of the development are still under discussion. This link is essential as it will provide access to Hazlehead Academy and leisure facilities. Should this not be resolved prior to the application being determined, I would request that a condition be attached to any consent that a suitable combined use foot and cyclepath be provided. This route should be a minimum of 3m in width, adequately drained and fully lit, and be provided prior to occupation of the development. I would also request a condition be attached to any consent that an investigation be carried out of the existing infrastructure that would form part of this route. This investigation should establish the current status of the infrastructure, identify and subsequently implement any infrastructure improvements that are required.

Gordon McIntosh
Corporate Director

- 2.3 Core Path (CP) 29 will provide access to public transport facilities on Queens Road, as well as connecting the western parts of the development with the Kingswells to Westhill cycleway. This route currently provides vehicular access to a number of properties within the development site, and these properties will remain. The masterplan submitted shows that the road infrastructure within the development would connect with the carriageway of CP29. I would object to this happening as this could provide an alternative access point to the development at an inappropriate and undesirable location. The existing properties within the development site would be able to gain access from the infrastructure that the development will create. I understand that it would be possible to implement a Prohibition of Driving Order on CP29, from the north of the access to the houses fronting Skene Road. This would be enforced by suitable means, likely bollards, and the infrastructure would be retained as pedestrian/ cycle access, including providing such access to the development. The applicant will be liable for the full cost of the Prohibition of Driving Order, or other as determined necessary, and any infrastructure to support this. This will include the construction of a footway on the section of CP29 where driving will remain possible. I consider that due to the very light traffic volumes that will result there will be no requirement to provide additional cycle infrastructure, and that any narrowing in the carriageway will be able to be accommodated.
- 2.4 Pedestrian and cycle access to the Lang Stracht should be provided in as many locations as possible, and these will be sought through the detailed application process for each phase of the development.

3.0 Public Transport

- 3.1 The masterplan process identified that the site would be served by an extension to the existing bus service serving Skye Road and Lewis Road. This would loop through both the northern and southern parts of the site. I understand that it has been difficult to both reach agreement with the public transport operators over this proposal, and provide a route that does not present detriment to existing public transport users. An alternative proposal has been presented which shows that new bus stops can be installed on the Lang Stracht. The detail of acceptable pedestrian connectivity to these bus stops remains to be established. The positioning of these bus stops is such, that with use of existing bus stops surrounding the site, public transport accessibility is achieved. There are a small number of houses in the north west of the development site that fall outwith the 400m distance from a bus stop, however this is a small additional distance which I do not consider to be sufficient to dissuade residents from accessing public transport services. In principle I am willing to accept the public transport measures identified, provided that acceptable pedestrian accessibility to the proposed new bus stops from the development site can be established. Arrangements for this can be established through the detailed planning applications. All identified bus stops, including the proposed new infrastructure, should be upgraded as necessary to provide a minimum provision of, shelter, seating, lighting, timetable information and raised kerbs. I would request that appropriate conditions be attached to any consent that the new bus stops and any

upgrades provided as the development is built out, and as they are required by the different phases of the development.

4.0 Vehicular Access

- 4.1 The potential for vehicular access from CP 29 is discussed above, along with measures that I would request be conditioned to any consent to prevent this occurring. In a similar vein, I have concerns that access to the development from the existing insert road set back to the south of the Lang Stracht could be delivered as a result of the development. This would be undesirable, and I would object to this if it were to happen, as it could lead to vehicles accessing the network in inappropriate locations, including uncontrolled movements into signalised junctions, giving rise to road safety concerns. In addition, the eastern access to the insert road will be in extremely close proximity of the proposed eastern access junctions, and it would be possible for vehicles to gain access to the insert road from the developments western access junction.
- 4.2 It is proposed as part of the first phase of development that the emergency access be taken from the insert road. Through discussion with the developer, it has been identified that this emergency access could be constructed to full road standards. This would allow the current accesses to the insert road to be removed through use of the appropriate orders, while maintaining access to the existing houses. On occupation of the first house, or commissioning of the signals (whichever occurs first), the eastern insert road access will require to close. Residents on the insert road will be able to enter and exit from the western access point. On completion of the fiftieth house in phase 1A of the development, the emergency access will require to be taken to the insert road. This must not permit general access without the western entrance to the insert road also being closed. On completion of the central access junction to the development, the western access to the insert road must close, and the emergency access will convert to an all traffic road. At this point residents of the eastern part of the insert road will be able only to gain access through the development and via the converted emergency access. The developer would be responsible for the full cost of the necessary orders and infrastructure changes in order to achieve this. Appropriate conditions should be attached to any consent to achieve this.
- 4.3 Similar issues exist with the existing houses to the west of the western access to the insert road. These houses can be provided with alternative access from within the development infrastructure. The development spine road will cross the existing insert road where it gives access to the south-westernmost houses. Appropriate orders can be used to prevent vehicular access along the western part of the insert road (i.e. those to the west of the western access), preventing an uncontrolled arm at the central junction and allowing inappropriate access for development traffic. Again, the applicant would be liable for the full cost of the necessary orders and any infrastructure alterations that were deemed necessary. I would request conditions be attached to any consent that will require the timing of this to be agreed, necessary infrastructure designed, stopping up and prohibition of driving orders promoted.

- 4.4 Access to the development will ultimately be by means of three new junctions. The eastern access junction will operate as left in/ left out, although will be traffic signalised initially until the centre junction is installed. The eastern junction should be designed with its final layout in mind, and subsequently adapted for signals. Although the western junction will potentially have a bus gate facility, it will otherwise operate as a left in/ left out junction for general traffic.
- 4.5 Additional analysis has been carried out in respect of the central access junction, and this reflects a more realistic scenario. This shows that the central access junction will operate within capacity. I accept the new distribution and analysis. The detailed design of this junction, as with the other two access junctions, will require to be carried out. I am satisfied that this can be carried out in accordance with the detailed applications as they are brought forward. All new junctions will require to undergo the Roads Construction Consent (RCC) process and I would suggest that the applicant contact Colin Burnet to discuss this further.
- 4.6 The applicants transport consultant has conducted analysis of the Lang Stracht network, extending east from the development site. This analysis has identified that a number of junction improvements are necessary in order to accommodate and mitigate the impact of the development. The exact nature of these have yet to be finalised, however it is apparent from the analysis submitted that a resolution can be reached. I would request appropriate conditions be attached to any consent that the detailed designs of each of these junctions improvements be prepared and that the applicant implement the improvements. The implementation of the improvements should be phased in accordance with the development, and as agreed with the developer. The mechanism by which this is to be done has been suggested as proportional by the total cost of the improvements to the progression of the development, with an element of appropriateness taken into account. For example if a particular phase of the development progresses and is within 10% of the trigger point for a further junction improvement then the improvement should be implemented. In the interests of eliminating incremental improvement of junctions it has been agreed that one junction shall be taken at a time and the full improvement at that junction implemented. Effectively this will mean that as the development is built out there will be junctions that have had delivered a better than no net detriment solution, and others that will have had no improvement and are experiencing detriment. Both these situations will be temporary until the full development is completed. I would request a condition be attached to any consent that a scheme establishing the phased implementation of the junction improvements be established, based on the principals outlined above, and agreed with the Council, prior to work starting on site. As part of these junction improvements there should be a move towards providing a segregated cycle facility along the entire length of the Lang Stracht.
- 4.7 Included within the proposed infrastructure upgrades for the Lang Stracht is an improvement at the Lang Stracht/ Stronsay Drive junction. A similar improvement has been identified as part of the Morrison's development adjacent to this junction. In the event that this improvement has been implemented by the time that the phasing agreement discussed above

requires the Maidencraig development to implement the scheme then there will be no further requirement for improvement. However, if the Morrison's development has not progressed the improvement, then the Maidencraig development will require to carry out the upgrade.

- 4.7 In order to allow for future infrastructure upgrades of the Lang Stracht that may be necessary, the developer has agreed to safeguard a corridor of land of sufficient size necessary to allow the dualling of the Lang Stracht where their ownership/ control is adjacent to the existing corridor and/ or Council controlled land. This has been agreed as being of sufficient width to safeguard a total corridor, including the existing road infrastructure of 27.1m. This land should be transferred to the Council's ownership. I would request a condition to any consent of this application that the boundary of this land be identified, through discussion with the Council, and a plan subsequently prepared. It is likely that legal agreements will additionally be required.
- 4.9 The development has additionally identified that there will be an impact on the A944 Lang Stracht/ B9119 Skene Road (Switchback) junction. The developer is required to mitigate their impact at this junction, and has identified a solution that will achieve this. This junction will be impacted by a number of other developments in the area, and it is desirable to derive a 'final' solution for this junction taking the impact of all developments into consideration rather than have this junction continuously upgraded by the different developments. It would not be in the interests of the travelling public to subject the junction to repeated incremental improvements. Instead of asking the developer to carry out the identified improvements at this junction, this service would seek that a financial contribution be sought of the value of constructing the identified improvement and that this money be used along with contributions from other developments to provide a solution that will accommodate all development traffic. This will need to be the subject of a legal agreement, however I cannot at this time provide the amount that will need to be included in the legal agreement. I would request a condition be attached to any consent for this application that the developer provide a detailed design of the required improvements, and that this be agreed by the Council. This design must meet all relevant and current design standards. The cost of this improvement will then be taken in the form of a financial contribution through the legal agreement and used towards the final solution at the A944/ B9119 junction, in whatever form that solution will be.
- 4.10 All the new access junctions, internal road and pedestrian infrastructure and amendments to the existing infrastructure will require to undergo detailed design and the Roads Construction Consent (RCC) process at the appropriate stage. The applicant would be advised to contact Colin Burnet to discuss this process in further detail.
- 4.11 Analysis has been undertaken of the development, and this has included the impact of the Aberdeen Western Peripheral Route (AWPR). The analysis has identified that 182 units can be accommodated prior to the AWPR being fully opened and completed. I would therefore request a condition be attached to any consent that this number of units not be exceeded prior to the AWPR opening.

4.12 In order for utilities to be connected and ultimately for residents to be able to occupy, street names and house numbers will be required. This can be a lengthy process and I would advise the applicant to begin this at the earliest possible stage and to contact Stuart Allan for further information on this subject.

5.0 Strategic Transport Fund

5.1 The development will be eligible for a contribution to the Strategic Transport Fund. I am satisfied that this can be made through the detailed applications pertaining to the individual phases over time. This should be reflected in any final consent, and be conditioned appropriately.

6.0 Travel Plan

6.1 In line with the Transport and Accessibility Supplementary Guidance a residential Travel Plan and Residential Travel Packs will be required for this development. I would ask that the provision of these prior to occupation be secured by condition to any consent. As the development will be constructed in phases over a number of years, it will be necessary to update these documents on a regular basis and I would ask that provision for this is made within the conditions.

7.0 Conclusion

7.1 There remains an amount of work to be undertaken in order to determine exactly what requires to be implemented in order to mitigate the impact of the development, and the extent of contributions. However, sufficient evidence has been submitted to suggest that it is likely that solutions can be derived that would allow the development to progress, and it has satisfactorily been shown that this is the case. As a result, and subject to all of the conditions and legal agreement set out above, I have no objection to this development.

Iain Hamilton

Engineer (Developments and Traffic)

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 27/03/2013 12:48
Subject: Planning Comment for 130265

Comment for Planning Application 130265
Name : Euan Innes (Member of Aberdeen Cycle Forum)
Address : 20 North Anderson Drive
Aberdeen
AB15 5DA

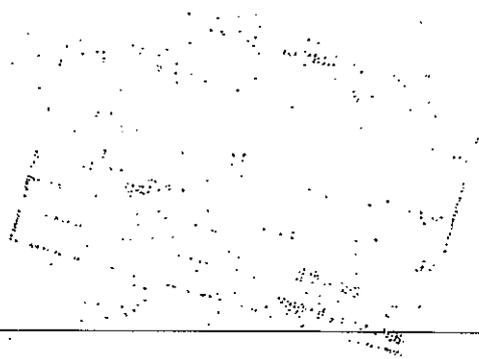
Telephone :

Email :

type :

Comment : We welcome the provision for cycling within the plan such as the links to other identified cycling routes and cycling opportunities within the development. However, in the detailed plan we would like to have seen more provision for Advanced Stop Lines (advanced bicycle stop boxes) to protect cyclists wishes to leave the development via the Lang Stracht. The left-turn only entrance and exit to the development is unsuitable for cyclists and may encourage dangerous maneuvering across the centre of the road. Could there be provision for cyclists to enter and exit the development from a right turn channel or perhaps toucan crossings to allow cyclists to enter across the Lang Stracht.

In the earlier planning document there was mention of segregated cycle paths however the developer now highlights that street design will include less segregation. There is a lack of clarity regarding the design of the main bus route and how cycle provision will be included here. Also there is a lack of clarity and detail regarding the potential conflict between pedestrians and road users in the 'Safer Streets' design.



From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 27/03/2013 08:46
Subject: Planning Comment for 130265

Comment for Planning Application 130265
Name : MR G Davidson
Address : 11 Stornoway Crescent
Aberdeen
AB16 6UW

Telephone : [REDACTED]
Email : [REDACTED]
type :
Comment :

My wife and i moved to stornoway crescent mainly because of the various walks we have on our doorstep which we can go with our dogs, and as my wife doesn't drive it is the closest to being in the countryside. We walk this green belt area two to three times daily and very much appreciate seeing the cows and sheep in the fields and there is also a lot of wildlife around here aswell. We were very disappointed when we heard about this new Maidenraig development, but we know how badly Aberdeen needs housing, which we suppose is a good thing! We were concerned about the green belt until we saw the plans but thankfully the houses will stop short of the fields that runs parallel with our house therefore we still have some green belt left until such time, but sad to see cows and sheep go. You may not realize but there are quite a lot of people who walk dogs here or even just walking to Dobbies. Ourselves and our neighbours major concern is the proposed bus link which will run right past our front garden, at the moment it is a grassed area with a walking path that leads to the fields or to Lewis Rd, with bungalows at the other side. Personally i dont think there is enough room for a bus through there without causing a major disturbance to ourselves and other tenants, there are already roads in the area which they could extend through, two being benbecula rd or more so Lang Stracht. We also have a four year old granddaughter who plays out front safely as there is no road to worry about because out the back we have a road with a roundabout. It is very peaceful and quiet around here and that would be gone with a bus going buy every ten minutes . Another major concern is it will de-value our house as we intend to sell in the future when we reach retiring age. These are a few issues that this development will be affecting our enjoyment of home.

Mr and Mrs Davidson
11 Stornoway Crescent
AB16 6UW

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 22/03/2013 11:55
Subject: Planning Comment for 130265

Comment for Planning Application 130265

Name : Philip McCallum
Address : 10 Small Holdings,
Whitemyres,
Maidencraig,
Aberdeen
AB15 8PS

Telephone : [REDACTED]

Email : [REDACTED]

type :

Comment : On looking at the plans for work to be carried out it shows a road which passes right in front of my house and also it cuts through present residents access road which is a privately owned lane. At no point have builders Banchory contracts asked permission to cut through this lane. This is a privately owned road and I do not give Banchory contracts permission to go through it. This has been discussed with Banchory contracts and they have been informed that we do not wish them to go through this lane which is the only access to present property by car or on foot.

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 19/03/2013 08:22
Subject: Planning Comment for 130265

Comment for Planning Application 130265
Name : Susan Young
Address : 16 Benbecula Road, Aberdeen

Telephone : [REDACTED]
Email : [REDACTED]
type :

Comment : I object to this building works on account of the roads infrastructure. The Lang Stracht is already very heavily congested and not designed to cope with the amount of traffic already using the road let alone the amount of additiona traffic this will cause.

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 18/03/2013 13:17
Subject: Planning Comment for 130265

Comment for Planning Application 130265
Name : Liz and Mike Mackay
Address : 12 Whitemyres Holdings
ABERDEEN
AB15 8PS

Telephone : [REDACTED]
Email : [REDACTED]
type :

Comment : We have lived at 12 Whitemyres Holdings for 37 years. During this time we have used and single handedly maintained the access road from "The Switchback" to our house. We believe that we should be able to continue to use this route without the inconvenience of the proposed gate and consider it to be an unreasonable solution to the Developers problem of gaining access to the extreme west of the site.

We already face loss of light, loss of privacy and loss of a rural lifestyle, not to mention loss of the view.

We would like to keep our entrance / exit.

Bancon appear to be reluctant to discuss this issue with us and seem to be treating it as being insignificant to their proposals.

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 18/03/2013 09:49
Subject: Planning Comment for 130265

Comment for Planning Application 130265
Name : Mrs Brenda Mennie
Address : Denhead
Kingswells
Aberdeen
AB15 8PT

Telephone : [REDACTED]
Email : [REDACTED]
type :

Comment : My concerns regarding the proposed development relates to access to and from the new housing estate and the volume of traffic. My property is accessed from the old switch back which has been closed for a number of years. Should this be re-opened for vehicular access to service the development this would have a huge impact on me from a safety aspect. My concerns also relate to having to turn right from the switchback road onto the A944 heading west. The volume of traffic has increased considerably over the years and with the new Kingswells Industrial Estate shortly to be completed and with the increased traffic coming from the maidenraig roundabout for drivers wishing to head towards the city centre from the new development it will be possible for myself and my neighbours to be able to get out onto the main road. I have children who attend to school and it is already virtually impossible and extremely dangerous to cross the road to and from the bus stop. Myself and my neighbours have already contacted the council enquiring about a pedestrian crossing or some other form of safety measure to be put in place. I do hope you will take onboard the impact this new development will have on existing home owners and the detriment this will have on us.

PI - Application no. 130265.

From: jim mckay [REDACTED]
To: "pi@aberdeencity.gov.uk" <pi@aberdeencity.gov.uk>
Date: 15/03/2013 21:50
Subject: Application no. 130265.

Application no. 130265.

I would like to object to this application for three reasons:

Firstly, it seems to be that the principle of green belt can always be so readily ignored/overtaken under pressure from profit-driven property 'developers'.

Secondly, there are so many other developments in the pipeline that this one would seem to be unnecessary.

Thirdly, the Lang Stracht is not going to be able to take the traffic from the continued development on the B9119 and the De Vere development at Kingswells as it is, without the addition of more housing at Maidencraig. (The WPR is not going to help as it will take mainly south-north traffic whereas the Lang Stracht takes mainly east-west traffic.)

James McKay
Newpark Cottage
Kingswells
Aberdeen
AB158PQ.

[Faint, illegible text or stamp, possibly a date stamp]

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 15/03/2013 13:23
Subject: Planning Comment for 130265

Comment for Planning Application 130265
Name : Lynn Hall
Address : 34 Uist Road
Aberdeen

Telephone :

Email :

type :

Comment : I object to this planning application as I have several concerns regarding this many houses being built.

My first concern is wild life. Currently there are bats, deer, foxes, birds of prey, rabbits and butterflies all habiting at the rear of our property. Should the houses go ahead; this will obviously impact their natural habitat.

Secondly is the drainage, we're concerned that with the introduction of roads/driveways/concreted gardens that any heavy rain water will simply roll down the hill too fast for any drains to be effective and flood our properties. There have already been instants this year where we had flood water in the garden, and the Lang Stracht was flooded too.

Another concern is the traffic. The surrounding roads simply cannot handle an additional 1000 cars. Adding any further traffic restrictions on an already congested Lang Stracht will just lead to longer tail backs. Since there is more industrial units being built at Kingswells, there will already been more traffic than the road is able to handle. As for the public transport, again the current bus service (23) is woefully inadequate for the current houses; with buses often-full at busy times, unable to run on schedule and not much viable competition. If these houses go ahead, the bus service will be unusable for wheelchair users and buggy users as there just won't be enough space for them.

Another concern is the school availability. Currently it already looks like I will have to send my son to Fernilea since Kingsford is full - what happens when the new houses are built? What about when it comes to secondary school age? Will we miss out on a place once the new houses are built - even though we've been here since the Uist Road houses were built? I know there are plans for Kingsford, but will those just mean disruptions for the current pupils, and where are the children supposed to go in the meantime? As I don't drive, walking to our local primary school is ideal, but currently will have to take an unreliable bus to take him to school!

My final concern is the proposal to have an access point at the back of Uist Road. I know this was included in the plan, then removed due to objections and added in again. This access point would leave myself and my elderly neighbours feeling very vulnerable. We feel it would make the area a target for youths hanging around, and will also turn into a dog toilet. There is no space, and no reason for an access point through this back area as it isn't a link to the shops, or bus stop. It's just pointless and would leave many people in the sheltered housing feeling vulnerable and at risk of vandalism and added littering.

We'd like to see a large forest area left at the back of the current houses in Sheddocksley - with the building starting the other side of Whitemyres Farm. A forest walk or children's adventure area would provide a habitat for wildlife and have less traffic on the roads if fewer houses built.

Mr E & Mrs E Reid
Albion Kennels
Lang Stracht
Aberdeen
AB15 8PS
Telephone: [REDACTED]

Friday 15th March 2013

Development Management
Enterprise, Planning and Infrastructure
Aberdeen City Council
Business Hub 4
Marischal College
Broad Street
Aberdeen
AB10 1AB

Dear Sir/Madam,

Proposed Development at Maidencraig. Application Number - 130265.
Applicant - Bancon Homes

We wish to make the following representations:

The House we live in has been in our family since it was built in 1923 and provides uninterrupted views across to Hazlehead and beyond.

Our fully licensed Boarding Kennels have been successfully running since 1986. In that time there has been no legitimate complaint raised against us and we have proved over the years and continue to be a valuable service to the local community and charity groups. We feel that the close proximity of the proposed housing would lead to concerns from householders unaccustomed to dogs barking on a daily basis. Erecting residential homes so close to such an existing business is completely at odds, as the two are completely incompatible with each other.

There will most certainly be an adverse effect which will directly impact on our amenity and services provided, should these plans be progressed.

When we went to see the plans at Curl Aberdeen we raised our concerns on the above, but our questions were brushed aside by representatives from Bancon Homes.

I trust our representations will be noted and full consideration given.

Yours sincerely

Ms ELIZABETH REID — [REDACTED]

⁸
Mr Eric Reid [REDACTED]

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 20/03/2013 14:08
Subject: Planning Comment for 130265

Comment for Planning Application: 130265
Name : Jamie MacPherson
Address : 2 Maidencraig Steadings,
Lang Stracht,
Aberdeen,
AB158PS

Telephone : [REDACTED]
Email : [REDACTED]
type :
Comment : Application reference: 130265

I have listed below several points that I regard as valid objections to the proposed Maidencraig Development planned by Bancon Developments Ltd.

Please ensure that these points of objection are taken into account during the application process.

1/ The development Masterplan for the proposed development shows the formation of a Link Road between the East and West sides of the Southern half of the development. This link road is shown to cut across and therefore alter/obstruct the access to the 4 existing houses at Maidencraig Steadings, farmhouse and mill.

The existing access from the houses to the slip road at the Lang Stracht is the only access to these 4 houses and is shown on the title deeds to the properties as clear and unobstructed access.

Any attempt to alter this access without the written permission of the title holders is not acceptable to the said holders.

As noted in the Maidencraig Masterplan application addendum, The removal of right of access is not in the hands of the applicant; As the applicant has recognised this and included it within the application; it must therefore be taken into consideration during the approval process and the link road not be allowed to proceed in its shown location and direction.

It must also therefore be considered that without this road being approved in the location shown that this will have a considerable effect on the planned Traffic management plan for the development. This would therefore make the entire application flawed in its design and should be unable to be considered for approval in its current state.

It is my own intention as the owner of one of the 4 properties (and associated title deeds) to not grant written permission to the applicant for the access to my home to be altered in any way. My title deeds show full and unrestricted vehicular and pedestrian access to my home down the lane from the Lang Stracht and I intend for it to remain this way.

Legal advice has been taken on this matter and the view of my solicitor supports this position.

It should be noted that the only other access from the Western side of the development to the Lang Stracht will be a left turn only junction which means all residents of these houses will not have any access to travel East from their homes.

2/ The geography and topography of the land to the South of the SUDS basin shown on the masterplan on the South East corner of the Western end of the development is not capable of supporting the infrastructure required in the construction of the basin. The land to the South of the basin is not in the ownership or control of the applicant.

This land already suffers from slippage during the wet winter months and combined with the steep bank down into the Den of Maidencraig it is not fit to support such a large structure.

It should also be noted that this SUDS basin must not act as a soakaway through ground not controlled by the applicant and any water drained away from the basin must again be done so through other routes which will not affect ground owned or controlled by the applicant.

The location of this SUDS basin should therefore be moved to the Western end of the development.

3/ The Mastreplan shows an area of ground (South of the Development) which is owned by myself (including Maidencraig Mill) as being classified with a TPO; Tree Preservation Order. This is

not the case and the Masterplan should be revised to remove this from maps for the area before any approval process is considered and any further documentation produced.

| | | |
|--------------------------------|---|-----|
| P&SD Letters of Representation | | |
| Application Number: | 130265 | |
| RECEIVED | 21 MAR 2013 | |
| Nor | Sou <input checked="" type="checkbox"/> | MAP |
| Case Officer Initials: | GAL | |
| Date Acknowledged: | 22/03/13 | |

PI

From: webmaster@aberdeencity.gov.uk
Sent: 14 May 2013 10:19
To: PI
Subject: Planning Comment for 130265

Comment for Planning Application 130265

Name : Lynn Hall
Address : 34 Uist Road
AB16 6FP

Telephone :

Email [REDACTED]

type :

Comment : I object to this planning application as I have several concerns regarding this many houses being built. My first concern is wildlife. Currently there are bats, deer, foxes, birds of prey, rabbits and butterflies all habiting at the rear of our property. Should the houses go ahead; this will obviously impact their natural habitat.

Secondly is the drainage, we're concerned that with the introduction of roads/driveways/concreted gardens that any heavy rain water will simply roll down the hill too fast for any drains to be effective and flood our properties. There have already been instants this year where we had flood water in the garden, and the Lang Stracht was flooded too.

Another concern is the traffic. Adding any further traffic restrictions on an already congested Lang Stracht will just lead to longer tail backs. Since there is more industrial units being built at Kingswells, there will already been more traffic than the road is able to handle. As for the public transport, again the current bus service (23) is woefully inadequate for the current houses; with buses often full at busy times, unable to run on schedule and not much viable competition. If these houses go ahead, the bus service will be unusable for wheelchair users and buggy users as there just won't be enough space for them.

Another concern is the school availability. Currently it already looks like I will have to send my son to Fernilea since Kingsford is full - what happens when the new houses are built? What about when it comes to secondary school age? Will we miss out on a place once the new houses are built - even though we've been here since the Uist Road houses were built? I know there are "plans" for Kingsford, but will those just mean disruptions for the current pupils, and where are the children supposed to go in the meantime? As I don't drive, walking to our local primary school is ideal, but currently will have to take an unreliable bus to take him to school!

My final concern is the proposal to have an access point at the back of Uist Road. I know this was included in the plan, then removed due to objections and added in again. This access point would leave myself and my elderly neighbours feeling very vulnerable. We feel it would make the area a target for youths hanging around, and will also turn into a dog toilet. There is no space, and no reason for an access point through this back area as it isn't a link to the shops, or bus stop. It's just pointless and would leave many people in the sheltered housing feeling vulnerable and at risk of vandalism and added littering.

We'd like to see a large forest area left at the back of the current houses in Sheddocksley - with the building starting the other side of Whitemyres Farm. A forest walk or children's adventure area would provide a habitat for wildlife and have less traffic on the roads if fewer houses built.

Mr E & Mrs E Reid
Albion Kennels
Lang Stracht
Aberdeen
AB15 8PS

Telephone [REDACTED]

~~[REDACTED]~~
11-MAY-2013

Development Management
Enterprise, Planning and Infrastructure
Aberdeen City Council
Business Hub 4
Marischal College
Broad Street
Aberdeen
AB10 1AB

Dear Sir/Madam,

Proposed Development at Maidencraig. Application Number - 130265.
Applicant - Bancon Homes

We wish to make the following representations:

The House we live in has been in our family since it was built in 1923 and provides uninterrupted views across to Hazlehead and beyond.

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I trust our representations will be noted and full consideration given.

Yours sincerely

[REDACTED SIGNATURE]

Mr Eric Reid

Robert Vickers

From: jim mckay [REDACTED]
Sent: 02 May 2013 09:04
To: PI
Subject: FW: Application no. 130265.

My objections to this application remain the same. The submission of a transport assessment doesn't change my objections. I don't understand why my objections would not be transferred to the current application unless this is a device whereby previous objections can be lost/ignored. Please see my objections from my previous e-mail - and please transfer them to all future 'amendments'. My objections remain absolutely valid.

From: [REDACTED]
To: pi@aberdeencity.gov.uk
Subject: Application no. 130265.
Date: Fri, 15 Mar 2013 21:49:54 +0000

Application no. 130265.

I would like to object to this application for three reasons:

Firstly, it seems to be that the principle of green belt can always be so readily ignored/overtaken under pressure from profit-driven property 'developers'.

Secondly, there are so many other developments in the pipeline that this one would seem to be unnecessary.

Thirdly, the Lang Stracht is not going to be able to take the traffic from the continued development on the B9119 and the De Vere development at Kingswells as it is, without the addition of more housing at Maidencraig. (The WPR is not going to help as it will take mainly south-north traffic whereas the Lang Stracht takes mainly east-west traffic.)

James McKay
Newpark Cottage
Kingswells
Aberdeen
AB158PQ.

Robert Vickers

From: Phil McCallum [REDACTED]
Sent: 02 May 2013 15:42
To: PI
Subject: Objection to changes to 130265

Dear Sir or Madam

I am writing to you to confirm my objection to the latest changes made to proposed development 130265. Again the plans have been applied for giving no thought as to the current residents as this change will completely effect our current access lane with a possibility that it may no longer be used and also adding to an already congested road by adding yet another set of traffic lights.

As I stated in one of my previous objections the Langstracht is already a major traffic congestion point and adding these traffic lights and houses will make it even worse.

The addition of these traffic lights only goes to show that this has already been flagged as an issue to traffic movement.

Regards
Philip McCallum
10 Small Holdings
Maidencraig
Kingswells
Aberdeen

Dawn Ramsay

From: Dawn Jones [REDACTED]
Sent: 27 April 2013 21:42
To: PI
Subject: Application number: 130265

We are writing with regard to the above application number 130265 for Proposed Development, Site at Maidencraig, North and South of the A944, Lpd Sites Op43 & 44, Aberdeen, AB15 6AX. We have recently purchased Denside, Skene Road, Kingswells, Aberdeen. If we had known that this may happen then we certainly would not have purchased the property. We enjoy looking out the windows and seeing deer, birds of prey along with other wildlife in these fields. Now we will be losing our view to houses, and other buildings. What will happen to the wildlife, if they can no longer live in these fields does this mean that they will be forced to come over our way either causing accidents on the roads and damaging our gardens. If this was to happen would yourselves or the building company be liable to amend such problems? These animals may cause havoc in the crematorium to people's graves too.

I think that traffic congestion would be a lot worse and it is bad enough at the moment without another 100 plus. Where will all of this end? Aberdeen is now going to have less Greenbelt space, will soon be connected to Westhill due to all of these developments taking place. I am afraid I think it would be a very stupid to build more houses on top of the ones that they are already building. What about schools, this would mean that the secondary aswell as the primary schools in area would be over populated and god knows the staff struggle now adays with the amount of pupils they have at the moment.

I am afraid that both myself and my husband strongly contest to this proposed development. I feel so sorry for all of the residents of the houses that these new ones surround as not only have they taken there views but also the lovely feeling of being so close to town but living in a part of the country side. My opinion is that building companies are getting greedy and want to put houses where ever they can and with no regard to families who have lived in the areas, as long as they are making money. Where will it all end! Our point of view is probably point less as this will more than likely go ahead regardless of how we the residents all feel about it.

We look forward to hearing from yourselves in due course.

Mr and Mrs Jones

Robert Vickers

From: Dawn Jones [REDACTED]
Sent: 01 May 2013 07:23
To: PI

also forgot to ask what will happen if this stops us getting phone signals along with Internet and sky? greed is a terrible thing and this is all I can see this as. At the present time it takes us 25 minutes to get along the langstracht without these new houses that are already getting built. what will it be like if the new plans go ahead? do you have a way to resolve the traffic problems?

-----Original Message-----

From: MAILER-DAEMON
To: [REDACTED]
Sent: Sat, Apr 27, 2013 10:11 pm
Subject: Warning: could not send message for past 4 hours

** THIS IS A WARNING MESSAGE ONLY **
** YOU DO NOT NEED TO RESEND YOUR MESSAGE **

The original message was received at Sat, 27 Apr 2013 21:42:05 +0100 (BST)
from omr-d03.mx.aol.com [205.188.109.200]

----- Transcript of session follows -----

<pi@aberdeencity.gov.uk>... Deferred: Connection refused by mailhost.aberdeen.net.uk.
Warning: message still undelivered after 4 hours
Will keep trying until message is 3 days old

Attached Message

From: Dawn Jones [REDACTED]
To: pi@aberdeencity.gov.uk
Subject: Application number: 130265
Date: Sat, 27 Apr 2013 16:41:59 -0400 (EDT)

We are writing with regard to the above application number 130265 for Proposed Development, Site at Maidencraig, North and South of the A944, Lpd Sites Op43 & 44, Aberdeen, AB15 6AX. We have recently purchased Denside, Skene Road, Kingswells, Aberdeen. If we had known that this may happen then we certainly would not have purchased the property. We enjoy looking out the windows and seeing deer, birds of prey along with other wildlife in these fields. Now we will be losing our view to houses, and other buildings. What will happen to the wildlife, if they can no longer live in these fields does this mean that they will be forced to come over our way either causing accidents on the roads and damaging our gardens. If this was to happen would yourselves or the building company be liable to amend such problems? These animals may cause havoc in the crematorium to people's graves too.

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We look forward to hearing from yourselves in due course.

Mr and Mrs Jones

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|--------------------------------|-----|-----|
| P&SD Letters of Representation | | |
| Application Number: 130265 | | |
| RECEIVED - 1 MAY 2013 | | |
| Nor | Sou | MAp |
| Case Officer Initials: GA | | |
| Date Acknowledged: 2-5-13 | | |