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Our ref: LDP/A/2
Our Case ID: 201304949

26 November 2013

Dear Ms Kerr

**Consultation
Persley Den, Woodside (OP135) Masterplan**

Thank you for your letter of 14 November 2012 seeking our comments on the Masterplan for the OP135 site at Persley Den, Woodside from the Aberdeen Local Development Plan. The following comments are based on our statutory historic environment interests. That is scheduled monuments and their setting, category A listed buildings and their setting and gardens and designed landscapes and battlefields in their respective Inventories. We would advise you also seek comments from your Council's Conservation and Archaeology Services who will also be able to advise on the potential for significant impacts on the historic environment and of potential impacts and mitigation for any sites of regional and local importance.

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

Should you wish to discuss any issue raised in this response please do not hesitate to contact me on 0131 668 8960 or andrew.stevenson2@scotland.gsi.gov.uk.

Yours sincerely



Andrew Stevenson
Senior Heritage Management Officer (SEA)



www.historic-scotland.gov.uk



22nd November 2013

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Dear Ms Kerr

Persley Den (Woodside) OP135 Masterplan – public consultation

I write with reference to your email dated 14th November 2013, requesting comments in relation to the Persley Den (Woodside) OP135 Masterplan.

Scottish Water previously commented on the Draft Persley Den (Woodside) OP135 Masterplan and we have no additional comments to make in regards to the foul and surface water drainage for the development. We would always encourage early engagement between the developer and our Customer Connections Team, to discuss available strategic and network capacity, as well as proposed SUDS design if the system is to be vested with Scottish Water.

In relation to Section 12 - Infrastructure and Developer Contributions, I would like to clarify that developers are not required to contribute to upgrades at our Water or Wastewater Treatment Works (Part 4 Assets). They will however be required to lay any water mains, sewers, pumping stations or other Part 3 Assets essential to supporting their development and maintaining our existing customers' level of service. The developer will be eligible for a Reasonable Cost Contribution from Scottish Water towards these costs.

I trust that the above information is acceptable in line with your consultation. Should you require further clarification, please do not hesitate to contact me.

Yours sincerely

Susanne Steer
Development Planner – Asset Strategy

Rebecca Kerr

From: PI
Sent: 25 November 2013 10:07
To: Sandy Beattie
Subject: FW: Consultation on Persley Den (Woodside) Masterplan 18/11/13

From: [REDACTED]
Sent: 23 November 2013 11:27
To: PI
Subject: Consultation on Persley Den (Woodside) Masterplan 18/11/13

Hello

I would like to respond to this plan.

the area is an important wildlife corridor, where there are roe deer, foxes, otters, tawny owls, dippers amongst many others.

Whilst the outline sounds very good, it is squeezing more housing into an important recreational and wild area that brings space into the city and allows wild creature a space to stay.

The woodland helps with flood control of the river Don as well; the loss of trees would worsen that situation.

yours

[REDACTED]

Rebecca Kerr

From: Jennifer Heatley <Jennifer.Heatley@snh.gov.uk>
Sent: 20 November 2013 10:25
To: PI
Cc: Rebecca Kerr
Subject: Persley Den (Woodside) OP135 Masterplan - public consultation

Dear Rebecca

Re: Persley Den (Woodside) OP135 Masterplan - public consultation

Thank you for consulting SNH. I can confirm that we have no comments to make in this case. If there is any specific you would like our advice on please do get back in touch.

Kind regards

Jennifer Heatley
Operations Officer – Tayside and Grampian
Alexander Fleming House, 8 Southfield Drive, Elgin, Moray, IV30 6GR
Direct dial and office number: 01343 541 216

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Thoiribh an aire airson adhbharan gnòthaich, 's dòcha gun tèid sùil a chumail air puist-dealain a' tighinn

Rebecca Kerr

From: Sandy Beattie
Sent: 20 November 2013 10:06
To: Rebecca Kerr
Subject: FW: Persley Den - Woodside

From: PI
Sent: 20 November 2013 09:57
To: Sandy Beattie
Subject: FW: Persley Den - Woodside

From: [REDACTED]
Sent: 19 November 2013 17:34
To: PI
Cc: [REDACTED]
Subject: Persley Den - Woodside

Good Afternoon,

In reference to the current public consultation in relation to the proposed development at Persley Den I would like to input the following from a Council Sport and Physical Activity team perspective:

1. We have concerns regarding the loss of pitches. We acknowledge that there is an intention to upgrade pitches however our concern is that the overall number of pitches will be reduced significantly.
2. Please advise who will provide the revenue budgets to manage and maintain this pitch area.
3. Following a discussion with users of the Woodside Sports Complex on 18.11.13 we know that there is not capacity to accommodate additional teams from these pitches on this site and some of the users are already having to use municipal pitches in the city for matches and they are having to consider putting portacabins on site. Please advise how you intend to accommodate the additional users given that the developer intends to demolish the pavillion but not replace.
4. Within this consultation document it refers to the woodside sports village. We would not classify 1 x 11 aside pitch and 1 x 7 aside pitch with no changing as a sports village.
5. Parking is already an issue at the Woodside Sports Complex site and if the proposal is that users of the pitches at Persley Den use the changing accomodation at Woodside Sports Complex the assumption is that they will also park in this area. How will the parking issue be addressed for the current users of this facility.

If you wish to discuss any of the points above please do not heistate to contact me.

Thanks

[REDACTED]
[REDACTED]
Sport and Physical Activity Strategy and Partnership Manager

Aberdeen City Council
Education, Culture & Sport
Business Hub 13
Second Floor North

Rebecca Kerr

From: Jason Gillespie <Jason.Gillespie@jmp.co.uk>
Sent: 06 December 2013 14:28
To: Rebecca Kerr
Cc: Malcolm.Forsyth@transportscotland.gsi.gov.uk;
Stuart.Wilson@transportscotland.gsi.gov.uk
Subject: FW: Persley Den (Woodside) OP135 Masterplan - public consultation
Attachments: Woodside Public Consultation_Email.pdf

Rebecca

We refer to the above consultation request issued to Transport Scotland, which has been passed to JMP (as their term consultants) to comment.

Transport Scotland's primary consideration will be the potential impact these proposals will have on the safe and efficient operation of the A90(T) trunk road.

It is noted that the masterplan proposes that this development will be accessed from a new junction on the A90 Muggiemoss Road. This is to incorporate relocated access to Hutcheon Low Drive and Persley Bridge Nursing Home and is likely to be signalised.

The masterplan notes correctly that the details of this junction will require to be confirmed through the TA process. In that regard we would advise that Transport Scotland (and your roads colleagues) have already commenced discussions with the developers and their consultants regarding the scope of the necessary TA. These discussions have highlighted the need to demonstrate an appropriate form of access from the A90 that does not adversely affect operating conditions.

The programme for development on page 63 indicates house building commencing from 2016. By this time it is anticipated that the 3rd Don Crossing would be complete, which is likely to provide more favourable conditions to accommodate new/modified junctions along the A90(T). Thereafter the AWPR is anticipated to provide further relief. Allowance for these infrastructure projects will therefore require to be included as part of any phasing strategy within the TA.

We trust these comments are of assistance and look forward to continued discussion on the delivery of these development proposals.

Best Regards,
Jason Gillespie
Associate Director
JMP Consultants Ltd, Mercantile Chambers, 53 Bothwell Street, Glasgow G2 6TS

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OP 135: Persley Den Masterplan.

On page seven of the document it states "...public exhibitions in the *Citizen* newspaper...location and description of the development..."

Is the *Citizen* widely available in the Aberdeen area?

Mention of the Suburban railway service (page 14 of the document) mentions "...five stations...existed between Aberdeen Joint Central (*sic*) Station and...Dyce Station."

Table 1: Stations between Aberdeen Joint and Dyce Stations

(Ref: ANON (1997) *Abstract #16 GNSR Stations*. Aberdeen: Great North of Scotland Railway Association)

Station	Selected OS References	Closed to passengers
Schoolhill		5 April 1937
Hutcheon Street		5 April 1937
Kittybrewster		6 May 1968
Don Street	NJ 927 089	5 April 1937
Woodside	NJ 922 091	5 April 1937
Persley	NJ 912 092	5 April 1937
Bucksburn		5 March 1956
Bankhead		5 April 1937
Stoneywood		5 April 1937

The site of the former Persley Station is close to the present access road leading to Hutcheon Low.

The Core Path (CP) network in the area has been recognised as has other routes to access green space for recreational purposes. The linear connectivity along the Don is to the east with CP 7 joining CP 6 at Jacob's Ladder / Grandhome Bridge. CP 7 comes to a dead end near to the Mugiemoos end of Persley Bridge and will have no western link with Aspirational Route (AP) 6, which is proposed for the Danestone bank of the Don at this location. A safe route for cyclists and pedestrians would be appreciated at this point to link Persley Den with AP 6 and the Tesco supermarket at Danestone on the other side of the Persley Bridge. The link to the Woodside Sports Complex and an improved NCN 1 is appreciated, but is this route presently used by parents driving young football and rugby players to matches and training?

Unfortunately, the development generally appears to be isolated from the wider CP network.

Links to routes outside the development may be more problematic, especially with safer access to schools.

A key point will be the traffic situation in the surrounding roads, especially with the large number of proposed developments in the northern part of Aberdeen. These include major residential proposals at: Grandhome (OP 12), Stoneywood (OP 24), Mugiemoos (Davidson) Mill (OP 22), Craibstone (OP 29), Rowett South (OP 30) and Greenferns Landward (OP 31). There are also smaller proposed developments such as the 44 flats, with 80 parking spaces, on the former Bucksburn British Legion site at Mugiemoos Road. To this must be added the commercial / light industrial developments, e.g. ABZ and D2, situated near the airport perimeter (OP 32). There is also West Hatton and Home Farm, Kingswells (OP 40) which will provide "...business land...suitable for company headquarters"

On Page 46 of the document, it is hoped that strategic traffic to Buchan and the Central Belt, presently using the A 90(T) via Anderson Drive, will be diverted via the Aberdeen Western Peripheral Route (AWPR). Similarly, through traffic to Inverurie, Elgin and Inverness via the A 96(T) may use the AWPR. However, the tranche of proposed developments in the north of the City suggests that the local road network will still carry an excessive traffic flow, even after the AWPR has opened. There will still be internal traffic flows within the City. New developments will generate different traffic flows, with residents from these latest growth areas having to travel to employment, shopping and recreational opportunities within the AWPR boundary. These journeys may be achieved without a need to access the AWPR.

Figure 75 (page 46) details cycling routes and facilities. It recognises the Haudagain Roundabout, Mugiemoos Road / A 90 (T) at Persley Bridge and the Tesco roundabout on the A 90 (T), close to Persley Bridge, as requiring care on approach. To this may be added a future filter road proposed to siphon off northbound traffic from the Haudagain Roundabout, and joining Auchmill Road to the west of the Roundabout. These sites will still require care on approach by both cyclists and pedestrians.

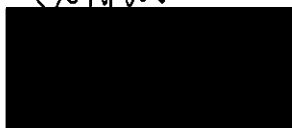
The dual use of the pavement along Great Northern Road / Auchmill Road is recognised on Figure 75 (page 46). There is an unprotected crossing over Mugiemoos Road at the Haudagain Roundabout for cyclists and pedestrians.

A popular bus stop on Great Northern Road, close to the Roundabout, sees First services 17 / 17A / 18 to the City Centre. Stagecoach services 35A / 37 / X20 travel via Berryden to Union Square. This busy bus stop sees a range of users going into Town plus older people going to Berryden for shopping and socialising (bingo). Here is a promoted cycle route sharing an area with a wide cross-section of the public, which includes those with mobility problems.

Traffic on the A 90 (T) may be eased by the construction of a third Don crossing. This new build plus associated road network may have implications for safer routes to school for secondary pupils in this area. Again from Figure 75, it appears that Persley Den is zoned for St Machar Academy. The busy Great Northern Road plus junctions at Don Street and St Machar Drive will have to be negotiated. Similarly, with the primary school provision, pupils will have to negotiate busy roads including Anderson Drive.

Streets and lanes will be "...defined by the buildings..." (page 32) with the two lower outline character sketches (figure 59) apparently showing on-street parking and narrow / no pavements. Also reference to 6.8 Street Hierarchy figures 78 – 82, pp 48 - 50 The street geometry, with its Poundberry design concept, will, hopefully, lead to slower, safer driving throughout the estate. Concerns have been raised that the surfaces used may not be suitable for all users. A point brought up by guide dog users is that a guide dog is trained to stop at a kerb, and has difficulty when there is not one present. Partially sighted, using a long cane, require well defined street surfaces to aid navigation. On the other hand, too "bumpy" a surface may not be suitable for wheelchair / mobility scooter users. Within the estate, young cyclists should be able to use the street system safely and unattended.

Some comments



Rebecca Kerr

From: PI
Sent: 16 December 2013 11:03
To: Laura Robertson; Rebecca Kerr
Subject: FW: Persley Den masterplan

From: [REDACTED]
Sent: 14 December 2013 22:10
To: PI
Subject: Persley Den masterplan

To whom it may concern:

Having looked through the Persley Den masterplan that is linked on your website, I am wondering if the most recent plans for distribution of houses is included. The masterplan shows houses in the field in front of Woodside Care home which I had understood were now not being proposed. The housing layout as published in the Evening Express on Tuesday 19 November 2013 as well as the Persley Den website [<http://www.persleyden.co.uk/development/> on 14 December 2013] shows a different layout including a number of houses in the field to the north of the main development located between Woodside Care Home and Persley Castle. As an aside, if it is the case, it is not helpful to canvas comments on something that is no longer being proposed.

The Aberdeen Local Development plan 2012 Proposals map shows the field at the north of the development to be Green Space or Green Space Network (see Figures 1 and 2 below). Assuming that the current plan is the one printed in the Evening Express and not the master plan, I would like to question why residential housing would be permitted in this area. My concerns are on two levels:

1. Regarding the Persley Den development, once houses are built on one area of Green Space/ Green Space Network, the precedent for building on other areas of Green Space/Green Space Network is set and there is no reason to imagine that over time, this field will disappear under housing.
2. On a city-wide note: it seems odd to have taken much time, effort, cost and consideration to designate areas for certain use to then disregard these when developers demand.

I would also like to note that the Aberdeen Local Development Plan 2012 allows for the building of 300 homes (see figure 3 below). It seems that the developers are proposing to build 33% more houses than the plan provides for. One of the great charms of this area is that it is an oasis of natural greenspace. It would be sad to lose any more of the greenspace which attracts people to this area in the first place solely to meet developers demands.

While, in principle, I support this project; I would like to see it done respecting the land use designations and quantity of houses laid out in the Aberdeen Local Plan 2012.

Yours sincerely
[REDACTED]

Figure 1: GSN INFORMATION FROM ACC INTERACTIVE WEBSITE

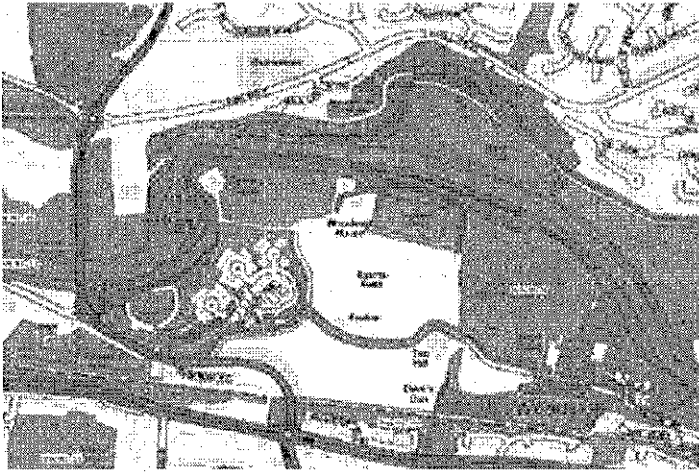


Figure 2: Snapshot of Persley Den development site as shown in Aberdeen Local Plan 2012 Policies map showing areas of Green Space/ Green Space Network

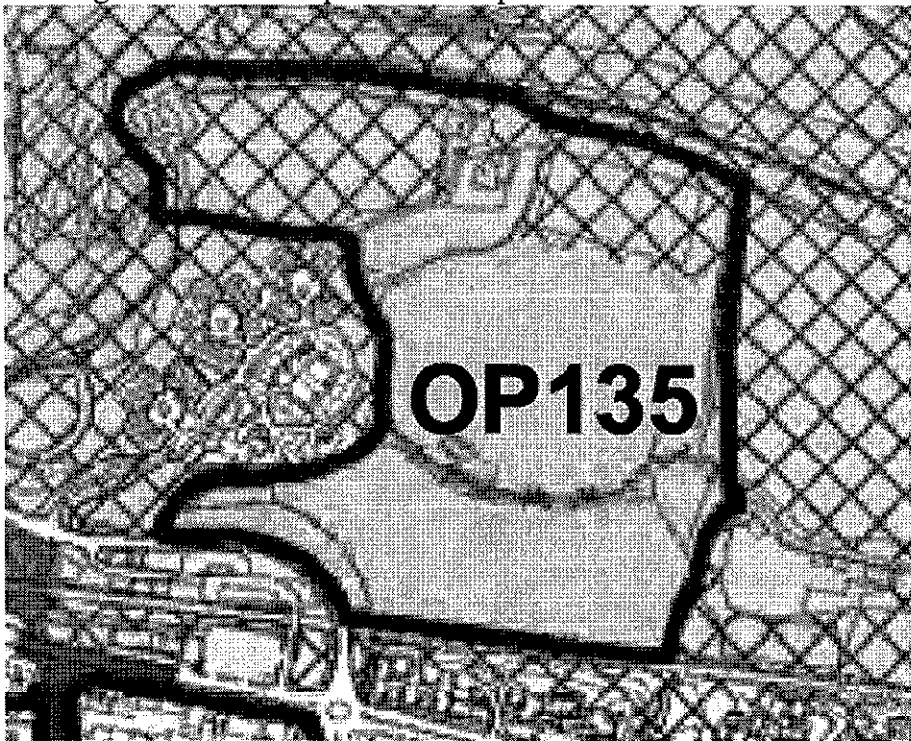


Figure 3: Description of OP135 taken from Appendix 2 Opportunity Sites p237 of Aberdeen Local Plan

OP135	Woodside	19.1 ha	Land Release Policy/Green Space Network/ Green Belt	Site capable of accommodating up to 300 homes per masterplan for Woodside Sports Park and V risk of flooding and development will have to be Risk Assessment will be required to support any site.
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Rebecca Kerr

From: PI
Sent: 16 December 2013 16:44
To: Rebecca Kerr
Subject: FW: Woodside masterplan consultation

From: [REDACTED]
Sent: 16 December 2013 13:59
To: PI
Subject: Woodside masterplan consultation

Hi Rebecca

Thanks for the opportunity to provide comment on Draft 2b (November 2013) of the masterplan.

As advised in previous correspondence, we have met with GSS Developments, Aberdeen Lads Clubs and the agent for GSS Developments.

The masterplan site contains a number of pitches and is part of a larger playing field area, which includes the Woodside Sports Complex. A significant portion of this playing field area would be removed, and the additional pitches to the north of the site, as envisaged by the Local Development Plan, will not be delivered.

National planning policy (paragraph 156 of the SPP), reinforced by Local Development Plan policy (NE3 – Urban Green Space) requires, where there is no evidence of an excess of pitches in an area, that the loss of pitches require to be *'replaced by a new playing field of comparable or greater benefit for sport and in a location which is convenient for its users, or by the upgrading of an existing playing field to provide a better quality facility either within the same site or at another location which is convenient for its users and which maintains or improves the overall playing capacity in the area'* (para 156).

We note that the masterplan states that 2 existing pitches will be upgraded but no details of this have been provided as yet. The upgrading of these 2 pitches would not compensate for the loss of pitch areas on the site. The masterplan also states that a financial contribution will be made to compensate for the loss of pitches on the site, again no details of this have been provided as yet. While no details are provided, we welcome the masterplan's commitment to meet the national planning policy requirement, through upgrading or the provision of new pitches in the area. We would suggest that the detail of upgrades at the existing pitches on site and the off site compensation provisions be developed as soon as possible in order that these are known prior to the submission of a planning application.

As previous, we enquire how the 2 remaining pitches at the site will be managed, there is existing changing accommodation which will be removed, can these pitches be serviced from Woodside Sports Complex?

As noted in responses to previous drafts, our view is that the importance of this playing field area has been downplayed in the masterplan.

To conclude, in order for the proposal to comply with national and local plan policy, upgrading of the remaining pitches and provision of off site pitch compensation will be required. On the assumption that the detail of this shows that replacement capacity has been provided, the proposal will conform with planning policy. As noted, we would suggest that the detail of this be agreed as soon as possible.

We note the masterplan shows a SUDs area to the south of the pitches that will remain and we seek confirmation of how this will be managed and constructed in relation to the adjacent pitches.

We look forward to working with the applicants and Council to find a solution that ensures the pitch loss meets the requirements of national planning policy.

In the meantime, please contact me if you need anything additional.

Thanks, [REDACTED]

[REDACTED] | Lead Manager - Planning | **sportscotland**
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t: [REDACTED]

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Grampian Conservancy

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Grampian.cons@forestry.gsi.gov.uk

Conservator
[REDACTED]

16th December 2013

Dear Sir/Madam

Re: Persley Den, Woodside (OP135) Masterplan Consultation

I am writing in reference to the above consultation. The development proposes maintaining the existing trees and woodland and creating new woodland across the development site, this is to be welcomed.

However, the Concept Character Map (fig. 58, p32) indicates woodland creation on the steeper slopes along the southern boundary of the development site, linking and enhancing existing woodland; but this woodland planting is not replicated across subsequent concept maps including the landscape plan (fig. 66, p38). Furthermore the existing woodland at the south-western boundary, along Muggiemoss Road is not depicted in most concept maps.

The Scottish Government's Policy on the Control of Woodland Removal stipulates a strong presumption in favour of protecting Scotland's woodland resources, but also provides recommendations and methodology for managing appropriate woodland removal (www.forestry.gov.uk/woodlandremoval). This plan should be developed in-line with the guidance provided by the Policy.

The detailed proposals should indicate all proposed tree felling and any new planting areas. Woodland removal should only be considered on the condition that a clear, concise and time-limited transition plan is in place to mitigate any loss through the development.

Yours sincerely

[REDACTED]

[REDACTED]
Development Officer
Forestry Commission Scotland

Tillydrone Community Council

██████████ Secretary
██████████

Tillydrone

Aberdeen AB24 ██████████

Monday 16th December 2013

Ref: Response to Persley Den, Woodside (OP135) Masterplan Consultation Document.

Tillydrone Community Council considers the proposals to be not firm enough on matters of Access to meet the masterplan objective on transport.

"Create attractive routes and enhance existing routes to promote sustainable transport"

As we have already pointed out, the Local Development Plan is flawed in the respect that the planned growth of Aberdeen is unsustainably reliant upon motorised transport as being the dominant means of travel.

We find it galling that a major reason given for the approval of the 3rd Don Crossing was to alleviate congestion at the Haudagain 'pinch point', but before the bridge construction works have begun we are presented with development plans likely to introduce an additional 600 car journeys onto the roads adjacent to the junction, surely exacerbating current tailbacks.

We find these development trends concerning as our community, currently bounded by major road arteries to the south and east, and soon to have a main road running through its heart, will be directly affected by further increases in road traffic associated with an expanding city devoid of an effective public transport system and active travel network.

The development proposals do little to convince any discerning reader that the new residents will use sustainable means of travel, therefore one can only presume they will be reliant on private transport for movement.

Statements such as "There is an ambition to provide a pathway...", and "There is a long-term aspiration to develop a Donside cycle way..." are simply not good enough. Neither is the reliance on the existing low valued public transport provision.

Well maintained walking and cycle paths need to be constructed prior to or at the same time as the Persley Den development, and these routes, to encourage uptake of active travel, must continue uninterrupted all the way into the city centre. Greater expenditure must be allocated to providing an efficient mass transit public transport system upon which city growth can only be sustainable, rather than on expanding a failed road network.

On this vein, we feel similar concern for the long term health of future residents of Persley Den, residing in a river valley within metres of a congested major road were the pollutants from tailed back traffic will accumulate, especially at times of temperature inversion.

Greater concern must be expressed for the development of the respiratory and cardiovascular systems, and brains of children who's journey to school will be alongside heavy traffic, standing metres from polluting exhausts at road crossings. The one advantage is that, unlike Tillydrone, they will be free from rat running vehicles within their immediate neighbourhood.

As this European Union Year of Air draws to a close, with no extra measures to combat air pollution undertaken by Aberdeen City despite having localities of air quality in breach of legal limits, we emphasise that it is imperative, for the benefit of all, that Aberdeen City Council begins to take these health and wellbeing issues seriously and brings sustainable travel to the forefront of planning decisions.

Yours Sincerely,


Vice Chair and Planning Officer

Our ref: PCS/130131
Your ref: (OP135) Masterplan

Rebecca Kerr
Aberdeen City Council
Planning & Sustainable Development
Business Hub 4
Marischal College
Broad Street
Aberdeen
AB10 1AB

If telephoning ask for:
Alison Wilson

16 December 2013

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

Dear Ms Kerr

Persley Den (Woodside) Masterplan OP135

Thank you for consulting SEPA on the Masterplan for the above development proposal by way of your consultation e-mail which we received on 14 November 2013. We welcome this opportunity to comment on the Masterplan, Draft 2b, for Persley Den (hereby just referred to as the "Plan").

As you will be aware we have previously provided written advice on the draft masterplan for this area in our correspondence of 27 September 2013 (our reference PCS/129047) and made a number of recommendations and comments. We are **pleased to note** that our recommendations have been incorporated into this draft of the Plan and have summarised these below for your information.

1. Previous recommendations

Flood risk

- 1.1 We can confirm receipt of the Draft Flood Risk Assessment (FRA) by way of your e-mail of 26 November 2013. We have reviewed the draft FRA however Appendix A and B have not been completed and this information is needed to assess the flood risk at the site. As such we have no further advice or comments on flood risk at this stage to add to our comments on flood risk in section 1 of our correspondence of 27 September 2013. We look forward to receiving a copy of the full FRA for our further advice.

Protection of the water environment

- 1.2 We are pleased to note that the recommended wording, in section 2.2 of our previous response, to investigate opportunities on site to redevelop water features has been added to page 20 of the Plan.

Construction environmental management and pollution prevention

- 1.3 We are pleased to note that the recommended reference within section 5.2 of our previous response, to the requirement for pollution prevention and environmental management to be



Chairman
David Sigsworth
Chief Executive
James Curran

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addressed by the applicant during the construction phase, has been added under a sub heading: Pollution Control within Section 12 of the Plan.

Space for waste management provision within the site layout and Site waste management plan (SWMP)

- 1.4 We are pleased to note that the recommendations, in sections 6.2 and 6.3 of our previous response, to reference waste management and the requirement for a site waste management plan within the Plan have been added under a sub heading: Waste Management within Section 12 of the Plan.

Regulatory and best practice advice for the applicant

- 1.5 We are pleased to note that the recommended reference, in section 8.3 of our previous response, to planning permission being separate from environmental licensing has been added under a sub heading: Environmental Licensing within Section 12 of the Plan.

As such we have no further comments on the Plan at this time but would be pleased to provide further advice as this proposal progresses to the detailed planning stage.

If you have any queries relating to this letter, please contact me by telephone on 01224 266656 or by e-mail to planning.aberdeen@sepa.org.uk.

Yours sincerely

Alison Wilson
Senior Planning Officer
Planning Service

Disclaimer

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Rebecca Kerr

From: Judith Stones
Sent: 19 December 2013 11:31
To: Rebecca Kerr
Subject: RE: Updated Draft Report for Consultation - Persley Den (Woodside) Masterplan OP135: Consultation Results

Many thanks, Rebecca. I've now had a look at the Masterplan, which is very interesting. I have a couple of comments. It's possible I've missed something in the document, so forgive me if I'm commenting on something that is already covered.

I note that Historic Scotland suggested consulting the local authority archaeologist (ie me). I may be wrong, but I don't think the authors of the Masterplan did that and if they didn't, it shows in the document. HS have obviously spotted that too. I think there should have been a cultural heritage section to sit alongside the quite lengthy information about ecology. I think I agree that there are no known archaeological sites actually within the development area. I know that because I've looked at the Sites and Monuments Record and other relevant sources, and because I know the area's history/archaeology well, but somewhere the document needs to demonstrate that that process has been gone through by the authors of the report. There should also be a statement to the effect that there may be as yet unidentified archaeological and historic sites within the development area and how such potential will be dealt with through the planning process.

The development is very close to some immensely significant features of the industrial landscape of Aberdeen. Do we need to assess how this development might impact on the quite fragile remains of the lades and other buildings – earthmoving nearby, landscape changes nearby, more people about etc etc? Having, with colleagues led a large number of public guided walks along that bank of the Don, I'm very keen to have the remains properly surveyed in an historic building recording exercise before they crumble further. That could be professionally led but could also be a 'community' exercise. Might there be any opportunities to fund such a programme through this sort of development, which will surely impinge on some way on the industrial remains even if they aren't quite on the site.

Many thanks. I realise I don't fully understand the masterplanning process!

Judith

From: Rebecca Kerr
Sent: 19 December 2013 09:08
To: Judith Stones
Subject: RE: Updated Draft Report for Consultation - Persley Den (Woodside) Masterplan OP135: Consultation Results

Hi Judith

If you'd like to comment on just the Masterplan document itself, please feel free to do so.

Any comments you make I can then incorporate into Appendix 1 or the Committee Report where appropriate.

Do not hesitate to contact me if you have any queries.

Kind regards,
Rebecca

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Roads Development Control
Woodside Masterplan Comments

4.4

Core Path 7 should be upgraded within the confines of the site. This does not necessarily have to be to an adoptable standard unless it is subsequently identified as forming part of the pedestrian access infrastructure. The core path should however be lit, of a suitable surface material, drained and generally 3m in width to render it suitable for pedestrians and cyclists. Multiple points of access to the site from Core Path 7 should be provided.

The National Cycle Route provision through the site must be maintained and the infrastructure upgraded. There are a variety of means by which this can be delivered, the detail of which will be ascertained through the Transport Assessment process. However this should be a route segregated from vehicular traffic and be to an adoptable standard, which will include drainage and lighting.

Figure 30 needs to be altered so that the 400m distance from the bus stops identified makes use of actual and proposed walking routes, and is not based on radii. This gives the impression that the site is more accessible by public transport than it actually is. The table on page 16 should identify which routes are accessible from which bus stops, and whether these are within a 400m walk distance of all properties. Paragraph 168 of Scottish Planning Policy stipulates that planning permission should not be granted for development sites that are outwith a 400m walk distance of public transport services. It appears from my initial considerations that the majority of the site would be outwith meaningful public transport access. The apparent lack of public transport access to this site is one of my primary concerns in respect to this site, and is something that must be adequately addressed at this masterplan stage.

In principal it will be possible to access the site on foot from Mugiemoos Road and from the east via Don Terrace etc. At present there is no continuous pedestrian infrastructure on this route, and as such if this is to be presented as a pedestrian access route, adequate provision will need to be put in place.

The current proposals of a singular access point would not meet with the Councils standards. It is understood that an enhanced access from Mugiemoos Road will be provided, however further details should be provided having been discussed with this section. All options will need to be considered. Consideration will need to be given to either upgrading, restricting or preventing vehicular access from Don Terrace etc. as appropriate.

4.8

A Drainage Impact Assessment will be required at the appropriate stage of the development in order to ensure that infrastructure which will be adopted will not flood in the required timescales and conditions.

4.11

Any new or altered utilities should not be located under the carriageway of new roads, but rather in service strips, which will be adopted, adjacent to the roads.

5.0 and 6.8

Further information should be provided in the masterplan as to exactly what each street type in the hierarchy will consist of. This should be included within the masterplan and be subject to review by Roads Development Control prior to its inclusion. Access for private houses vehicular parking should not be taken from the High Street or those streets at the top of the street hierarchy, and it may not be appropriate from some streets lower down the street hierarchy. On street parking throughout the development should be at an absolute minimum, and discouraged through design. Wherever it is envisaged that this may occur, designated parking areas the purpose of which is clear to drivers should be provided.

On all residential streets, all individual residential car parking should be located to the rear of properties, and accessed along lanes. This is in accordance with the requirements of Designing Streets, leaving the street to the front of properties as an enhanced multi-modal environment.

There appears to be a central 'square' area within the middle of the development, adjacent to the High Street. This is identified as a primary street in the hierarchy. However, it is likely that this area will have larger numbers of pedestrian movements accessing communal facilities and areas. This central square area should therefore be largely pedestrianized, with adequate car and cycle parking in designated areas in order to prevent on street parking.

6.0

There are a number of crossroads within the masterplan layout shown in various figures, but with most clarity in Figure 61. While these are permitted in accordance with Designing Streets they can only be permitted where traffic flows are very low, for example in shared surface areas where each street serves only a very small number of houses. Crossroads in the masterplan must be removed from all other streets.

There are two squares identified within the masterplan that appear to be large areas of hardscaped street material. If these areas are left as shown, substantial traffic management and parking restrictions will be required. It would therefore be advantageous if these could be designed to be pedestrian only areas, with traffic routes provided and identified parking areas for cycles and cars included.

I note that foot and cycle paths will be provided connecting Hutcheon Low Parade with the development. These should be to an adoptable standard and must link with existing adopted infrastructure, and that proposed as part of the development.

6.7

The development access road should have a shared use foot and cycleway on one side of the carriageway, and a footway on the other. Other streets within the development may require this provision and further comment will be made on receipt of the street hierarchy information discussed above. Account should also be taken of links to infrastructure within the development and NCN Route 1.

The masterplan states that facilities on Great Northern Road are available within 1km walk and Woodside Primary School is within 1600m. No information is given in respect to secondary school provision, and this should be included at this stage. Information should include which school children will attend and that it is within an acceptable walk distance using acceptable infrastructure.

It is stated that the most attractive public transport facilities will be those on Great Northern Road as these are the nearest city centre bound services, and the only service operating all day every day. The masterplan states that these bus stops are 800m from the site, however it is unclear from where this is measured. It is likely that many houses will be substantially further than this. In any case this distance is in excess of the minimum requirement of policy for new developments. It will therefore be a likely requirement that a city centre bound service penetrate the site to the extent that all housing units are within 400m. This should be outlined in the masterplan.

While the road connections section acknowledges that the access will allow for the future scheme of Haudagain improvements and the dualling of Mugiemoos Road. The masterplan should emphasise that the development will allow for the Council's preferred scheme, outline of which has been provided to the developers transport consultants. The third paragraph in the Road Connections section states that 'satisfactory' access for all parties for the upgrading of Mugiemoos Road will be provided. The word 'satisfactory' should be replaced with 'full'.

Figures 61 and 77 contradict Figures 54-57 in terms of the pedestrian accessibility to Core Path 7. Figure 77 identifies a pedestrian route towards Don Terrace that at present has no pedestrian infrastructure. It should be acknowledged that this will be upgraded to an adoptable standard. The diagrams throughout the masterplan should show consistency in terms of the links to Hutcheon Low, and at present they do not, for example Figure 77 shows infrastructure not shown in Figure 61, although this is prevalent throughout the report. If a bus route cannot be provided through the development, then the developers should consider providing a pedestrian and cycle bridge from the development across the railway to the A96, to establish the extent to which this improves public transport accessibility. In addition a pedestrian/ cycle bridge across the River Don to connect with Laurel Drive and the First Aberdeen service 1 should be provided. These should be shown in Figure 77. An alternative would be the provision of a subsidised bus service through the site for a substantial number of years.

6.8

In Figure 55 the village square is identified as a primary street, however in section 6.8 it has its own designation. This should be clarified. The hierarchy in Figure 55 (main streets, secondary streets and lanes/ courts/ mews) does not accord with that in section 6.8 (village square, primary route, residential courtyard and residential street). Again, this should be clarified, and the document should be consistent throughout.

Figure 81 shows a courtyard which is dominated by car parking. This does not accord with the policies of designing streets.

7.2/7.3/7.4

At all times the Councils car parking standards will require to be adhered to in terms of off street parking. It will not be acceptable to provide parking for flats, housing or other parts of the development on street.

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I note that the developer will provide a contribution towards the upgrade of Mugiemoos Road. Further road infrastructure improvements may be required, depending on the outcome of the Transport Assessment. A full residential Travel Plan will be required, of which a Residential Travel Pack will form part.